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BOARD OF DIRECTORS AGENDA

Friday, February 12, 2016

Please Note Meeting Time

➤ ➤ ➤ **9 a.m. to 12 noon** ◀ ◀ ◀

**SANDAG Board Room
401 B Street, 7th Floor
San Diego**

AGENDA HIGHLIGHTS

- **POTENTIAL FUNDING MEASURE: UPDATE AND INITIAL DRAFT EXPENDITURE PLAN ALTERNATIVES**

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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.

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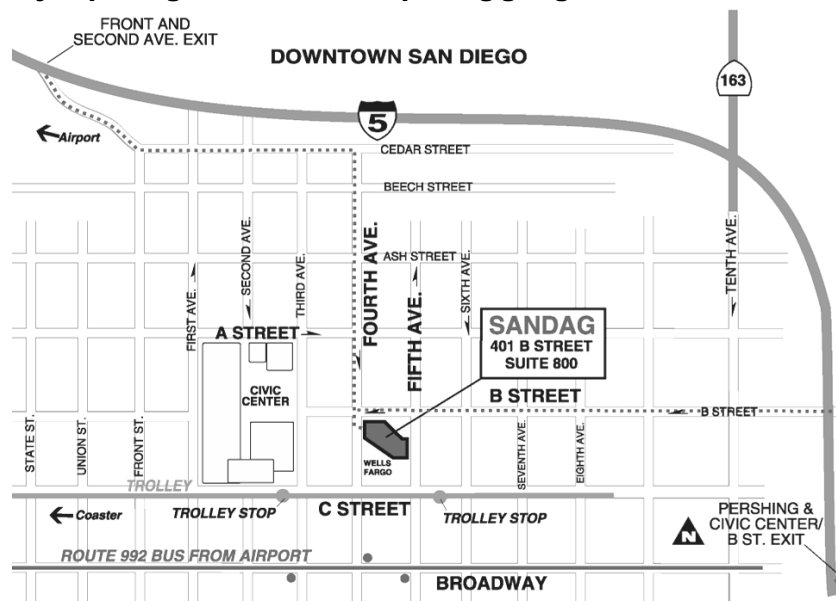
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BOARD OF DIRECTORS

Friday, February 12, 2016

ITEM NO.

RECOMMENDATION

1. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Public comments under this agenda item will be limited to five public speakers. Members of the public shall have the opportunity to address the Board on any issue within the jurisdiction of SANDAG that is not on this agenda. Other public comments will be heard during the items under the heading "Reports." Anyone desiring to speak shall reserve time by completing a "Request to Speak" form and giving it to the Clerk of the Board prior to speaking. Public speakers should notify the Clerk of the Board if they have a handout for distribution to Board members. Public speakers are limited to three minutes or less per person. Board members also may provide information and announcements under this agenda item.

REPORTS

+2. CLOSED SESSION: CONFERENCE WITH LEGAL COUNSEL - TO CONSIDER THE INITIATION OF LITIGATION TO ACQUIRE PROPERTY INTERESTS VIA EMINENT DOMAIN FOR THE MID-COAST CORRIDOR TRANSIT PROJECT, SAN DIEGO RIVER DOUBLE-TRACK PROJECT, AND ELVIRA TO MORENA DOUBLE-TRACK PROJECT PURSUANT TO GOVERNMENT CODE SECTION 54956.9(d)(4) (Ryan Kohut)

The Board of Directors will consider the initiation of litigation to acquire property interests via eminent domain for the Mid-Coast Corridor Transit Project, San Diego River Double-Track Project, and the Elvira to Morena Double-Track Project.

+3. POTENTIAL FUNDING MEASURE: UPDATE AND INITIAL DRAFT EXPENDITURE PLAN ALTERNATIVES (Rob Rundle)*

Based on direction from the Board of Directors, SANDAG staff has been conducting public education regarding projects included in San Diego Forward: The Regional Plan as well as projects that have been delivered through the *TransNet* transactions and use tax measures. Staff will present an overview of the results of the public outreach efforts to date as well as initial draft expenditure plan alternatives that have been developed in response to the public outreach to date. SANDAG is soliciting feedback regarding a draft expenditure plan for a potential November 2016 ballot measure.

DISCUSSION

Start Time:
No sooner than 10 a.m.

4. CONTINUED PUBLIC COMMENTS

If the five speaker limit for public comments was exceeded at the beginning of this agenda, other public comments will be taken at this time. Subjects of previous agenda items may not again be addressed under public comment.

5. UPCOMING MEETINGS

The next Board Business meeting is scheduled for Friday, February 26, 2016, at 9 a.m.

INFORMATION

6. ADJOURNMENT

+ next to an agenda item indicates an attachment

* next to an agenda item indicates that the Board of Directors also is acting as the San Diego Regional Transportation Commission for that item



**BOARD OF DIRECTORS
FEBRUARY 12, 2016**

ACTION REQUESTED - DISCUSSION

**POTENTIAL FUNDING MEASURE: UPDATE AND
INITIAL DRAFT EXPENDITURE PLAN ALTERNATIVES**

File Number 3200000

Introduction

On November 6, 2015, the Board of Directors discussed the results of public information surveys conducted in the spring and fall of 2015 regarding a potential ballot measure to fund important regional infrastructure. The surveys were conducted to gauge voter interest in supporting projects and programs included in the recently-adopted San Diego Forward: The Regional Plan (Regional Plan). After discussing the information, the Board directed staff to outline the components of an initial expenditure plan for review. In addition, staff was directed to continue public outreach activities.

Discussion

Public Outreach/Education Activities

In January, SANDAG initiated an intensive outreach and education effort to help shape the development of a draft expenditure plan. The effort is focused on asking residents across the region what their infrastructure priorities are for the future. This effort is being supported by an interactive story map that was created to highlight more than 650 completed projects that were funded in part by the *TransNet* sales tax measures. The outreach includes: launch of a landing page with an online survey (English and Spanish available at sandag.org/priorities and sandag.org/prioridades, respectively); four hosted telephone town hall meetings (three English, one Spanish) to learn more about what people think about investing in areas such as open space conservation, transportation infrastructure, water quality improvements, and other local infrastructure; and notices to the public informing them of the opportunity to provide comments in person at upcoming Board of Directors and Policy Advisory Committee meetings.

A number of public outreach tools are being used to invite as many people in the region as possible to participate and share their ideas. SANDAG member agencies also have helped to educate the public on how to get involved. These efforts include:

- Postcards – Four versions (three English/one Spanish) mailed to 249,000 households
- Telephone town hall meeting recruitment calls in English and Spanish made to more than 249,000 households; reminder calls were placed to households that indicated they would or might participate in a telephone town hall meeting

- Social media – English and Spanish posts on Facebook, Twitter, and Instagram. SANDAG reached nearly 299,000 people with 44 posts, including paid posts. Member agencies also were asked to post information on their social media channels
- Digital outreach – More than 60 digital graphics were placed on dozens of websites, which yielded more than 3.1 million impressions
- Fliers – Electronic and print versions of English and Spanish fliers were distributed at multiple outreach events and presentations
- Newsletters – Information included in Region, the SANDAG eNewsletter, as well as several member agency email blasts/newsletters
- Eblasts – Information sent to more than 57,000 SANDAG stakeholder email addresses
- Video – Aired on CountyTV, local city access channels, and YouTube, with more than 830 views to date
- Printed survey – 6,000 (English and Spanish) distributed at SANDAG presentations throughout the region and provided to member agencies for placement in public areas (e.g., city hall, libraries, recreation centers, public facilities)
- Press release – generated approximately 21 stories in print, TV, and radio
- Presentations to member agencies, outside organizations and SANDAG working groups – ongoing

The results of these efforts will continue to grow as outreach is ongoing. So far, the sandag.org/priorities landing page has received more than 5,200 unique page views; the sandag.org/prioridades Spanish page has received more than 460 unique page views; more than 3,100 respondents have taken the online survey; more than 13,600 households participated in one of the four telephone town halls conducted; and the *TransNet* story map has received more than 1,800 unique page views. SANDAG has collected more than 2,100 comments through emails, voice mails, and surveys, and will continue collecting comments through these outlets as well as at public meetings in February and March.

Thousands of public comments received during public meetings, through emails, voice mails, and surveys, are listed in Attachments 1a through 1e and were used to help draft and refine the initial expenditure plan alternatives included in this report. The Transportation and Regional Planning Committee members discussed several issues related to potential projects and programs that could be included in a draft expenditure plan and specifically asked staff to address comments raised by the public about the Youth Opportunity Pass Program. Staff will be addressing that issue with the Board of Directors.

The initial alternatives are intended to be a starting point for discussion by the Board of Directors at this meeting and at the SANDAG Board Retreat in March.

Initial Draft Expenditure Plan Alternatives

In addition to the outreach efforts outlined above, SANDAG also received extensive input from the outreach efforts associated with the development and adoption of the Regional Plan. Further, SANDAG gained insight into the public’s opinions from the public information surveys conducted in 2015. Based on the input to date, and drafted so that SANDAG stays within its legal authority for what can be included in a potential future funding measure, two alternatives of an initial draft expenditure plan for a potential funding measure have been prepared for the Board of Directors to discuss.

The primary funding categories and potential uses that have been identified include:

Funding Category	General Uses
Regional Transportation	Transit (capital and operations), highways (i.e., Managed Lanes, connectors), active transportation, and alternative fuel and electric vehicle infrastructure
Local Infrastructure	Improving local transportation (including street, road, bike, pedestrian, transit improvements, rail grade separations, and local interchanges), watershed protection, water quality, open space, beach sand replenishment, and grant programs for related infrastructure, including transit oriented development
Open Space	Regional funding to meet the long-term requirements of implementing habitat conservation plans in the San Diego region and managing the habitat areas to reduce the risk of wildfires and ensure a healthy environment
Water	Watershed planning, flood control and water conservation projects, and developing projects to manage and/or recycle stormwater and runoff

To balance all of the needs in the region with the commitment made in the *TransNet* Extension Ordinance to seek additional funding for the habitat conservation plans, as well as to identify additional funding for projects in the Regional Plan, two “bookend” approaches to building an expenditure plan have been developed. The alternatives are based on a 40-year, half-cent sales tax, which is estimated to generate approximately \$18 billion (in constant 2015 dollars).

While both alternatives include proposed investments in all four of the funding categories outlined above, one includes greater investments in major regional transportation improvements, while the other includes a greater emphasis on local infrastructure. Both alternatives strive to address the diverse input gathered over the past several years regarding critical infrastructure investments.

Projects identified in the initial draft expenditure plan alternatives were identified because of their ranking in the Regional Plan for each category (i.e., transit, highway, grade separation, interchange), as well as consideration of geographic distribution, ensuring that all parts of the region would benefit from the proposed investments. It should be noted that some of the projects identified in the project lists already are included in the current *TransNet* funding measure. Based on current estimates, those projects may either need additional resources to be fully funded or could be delivered sooner if additional funding is available.

Alternative A: Local Infrastructure Emphasis

Alternative A allocates funding for habitat conservation, water quality, and regional transportation (transit, highway, and active transportation). Alternative A also includes a Local Infrastructure allocation, which would allow for the local jurisdictions to decide how the funding is spent within the authority outlined in a future funding ordinance (analogous to the *TransNet* Extension Ordinance). The Local Infrastructure category could allocate funds to a variety of infrastructure programs such as smart growth, active transportation, transit oriented development, water, energy, or open space that are within SANDAG’s legislative authority.

Summary of Alternatives A and B

Categories Summary	Alternative A		Alternative B	
	40-year (Millions in 2015\$)	Percent	40-year (Millions in 2015\$)	Percent
Open Space/Clean Energy	2,000	11%	2,353	12.9%
Water	1,000	5.5%	1,000	5.5%
Highways	1,806	9.9%	3,181*	17.5%
Transit Capital and Operations	5,553*	30.5%	9,123*	50.1%
Local Infrastructure/Rail Grade Separation Grant Program	7,279*	40%	N/A	N/A
Local Interchange/Rail Grade Separation Program	N/A	N/A	1,981	10.9%
Active Transportation	364	2%	364	2%
Administration and Independent Oversight	192	1.1%	192	1.1%
Total	18,194	100%	18,194	100%

* These numbers include assumptions about potential future grant programs.

A detailed list of all of the projects with estimated costs included in Alternative A is found in Attachment 2. Similar to the *TransNet* measure, the transportation projects in the proposed expenditure plan are assumed to be leveraged, with 50 percent of the project funding coming from other sources. Leveraging funds in this way enables a greater number of projects to be included. This approach also has enabled the implementation of *TransNet* Early Action Program in the first ten years of the program.

Rail grade separation funding also is included within the Local Infrastructure funding category and accounts for approximately 3 percent of the total amount. It is suggested that eligible projects compete for available funding under a grant program that requires local matching funds to ensure the maximum number of projects are constructed.

Alternative B: Regional Infrastructure Emphasis

Instead of a specific Local Infrastructure category allocating funding directly to local jurisdictions, Alternative B focuses instead on specific regional projects and programs. Attachment 3 outlines the projects that are included in Alternative B. Some differences from Alternative A include additional transit improvements in the Coastal Intercity Rail Corridor (including new stations), increased frequencies to regional and local bus service, advancing some highway improvements, rebuilding local interchanges, building nearly 20 rail grade separations throughout the region, and additional funding for environmental mitigation and clean energy grant programs. While regional in nature, many of the proposed program categories, such as the local interchanges, rail grade separation, and active transportation allocations, would have direct benefits to the 18 cities and County.

Next Steps

Staff will continue to evaluate input received through outreach efforts and will develop a draft expenditure plan proposal based on direction from the Board of Directors. Staff will conduct a public information survey in March and present that information to the Board of Directors at its April 8, 2016, meeting. It is anticipated that the Board of Directors will be asked to make a decision on putting a funding measure on the November 2016 ballot at the April 8, 2016, meeting.

GARY L. GALLEGOS
Executive Director

- Attachments:
- 1a. Public Comments from the February 5, 2016, Transportation Committee Meeting
 - 1b. Public Comments from the February 5, 2016, Regional Planning Committee Meeting
 - 1c. Survey Comments
 - 1d. Telephone Town Hall Voicemail Messages
 - 1e. Email and Fax Comments
 2. Alternative A – Local Infrastructure Emphasis
 3. Alternative B – Regional Infrastructure Emphasis

Key Staff Contact: Rob Rundle, (619) 699-6949, rob.rundle@sandag.org

Public Comments from the February 5, 2016, Transportation Committee MeetingRuss Penniman, President - Board of Directors of the Fairgrounds

Russ Penniman, current president of the board of directors of the fairgrounds. I've been on the board since 2003 and ever since I've been on the board I've been a proponent of rail access to the fairgrounds. Both for traffic alleviation, parking mitigation and as well as we our an emergency evacuation site for the County of San Diego. So it provides one more access for the public to get onto the property. So I'm here to today specifically to ask for the advance of the double tracking from 2025 to 2020 and the installation of a platform, and if you take a look up, Dustin is actually marking where that platform is going to be. And then for the replacement for that bridge, and that bridge is about 100 years old and my understanding is that it takes about \$100 million a year to maintain that asset. As I mentioned, the benefits will be a reduction in traffic, the alleviation in the parking challenges that we're currently having, and that are being exacerbated, and you also get the additional benefits of less traffic, the reduction in greenhouse gases, and overall I'd like to say that although it's called the Del Mar fairgrounds, its where the San Diego County fair and races take place and it is a county and regional facility. Why accelerate? Our consent order with the coastal commission we gave up that purple spot down at the bottom, which we affectionately call the little dirt, and that represents about 1,735 parking spaces. We will not have that available to us during the fair this year so we've had to push for more offsite parking and we are going to have to shuttle folks in. So the reduction in this requires additional satellite parking, which means additional buses running back and forth from the satellite parking between the satellite lots and fairgrounds. So we have additional challenges in 2023, which is why we're asking you to accelerate from 2025 to 2020 putting this project up to 2020. That's why we call it affectionately the big dirt, which is just east of Jimmy Duran Boulevard. We actually lose the permit, or the permit to that expires in 2023. In the event that we don't get that permit back, that's going to be a loss of an additional 1,400 parking spaces on the property. During the fair, we have a turnover of about 2 to 3 times of our parking spots per day so the total loss of 3,265 parking spots potentially in 2023, that represents over 7,000 spots per day and parking that we would not have available to us. So we would really like to see this project move forward. Ideally, if you had rail access prior to 2023 we could all breath with a sigh of relief. Right now the only rail access we have to the property is via Solana Beach, which we do use during both the fair and the races, but then we have to bus folks from the Solana Beach station, which is up to the north. As one of the charges that this committee and the SANDAG is open space. I wanted to talk a little bit about the environmental stewardship at the fair. Over the last 10 years we've set aside over 57 acres to open space and conservation. We've spent about \$5 million on wetlands restoration. That's that new piece down there. That's dirt that we are going to put back into the wetlands. Steven creek up to the north, we've spent about \$600,000 on that for the restoration. The buffer on the east berm, which is down to the right there and that actually opens up to the coastal trail that goes all the way out to the beach. And we've spent about \$175,000 a year to maintain least tern nest sites throughout the wetlands region out there. Any questions from the group?

Quality of Life Coalition:Kyra Greene, Center on Policy Initiatives

Kyra Greene – good morning, I'm Dr. Kyra Green from the Center on Policy Initiatives, but I'm here this morning with the Quality of Life Coalition. We are a partnership between community

environmental advocacy and labor organizations representing a broad and diverse cross section of San Diego County. We actually include over 20 organizations and have over 150,000 members. We are united as a group around this vision for this ballot measure that raises public money to invest in socially and environmentally equitable manners. We think this measure can help us to create a more vibrant, inclusive community that lifts up families, creates healthier communities, and addresses climate change. As a group, I want to say it was not easy for us to come to agreement around this common vision. But having done so, we feel confident that we represent this broad section of residents and that the San Diego region will support the measure that fits this vision. And if such a measure is adopted consistent with our vision, we intend to educate and inform the public about how this measure helps the region. So to get into some elements of what that vision is, an important part is we, like you've seen in previous presentations, have great support for habitat funding. This is a sole mandatory element of the measure and would benefit multiple cities in the region. We also are highly supportive of the efforts to protect and enhance water quality through better storm water management. This was identified as a large shortfall in our regional analysis and we feel that we are clear that rain water management does not have its own funding stream as other water issues do.

Monique Lopez, Environmental Health Coalition

Monique Lopez with the environmental health coalition, one of the supporting organizations of this vision. We would like, well since infrastructure mode share and types and locations are currently at an off-balance, we'd really like to see this ballot initiative of funding go towards investment in social economic and environmental equity. So we'd like to see much of this funding dedicated to historically eluded communities. And we define that using the Cal-enviro screen tool but we normalize it using the top 25th percentile in the region. So looking at where are those communities within the San Diego region that are in the top 25th percentile on Cal-enviro screen and investing in transit, biking, and walking infrastructure in those communities. We'd also like to see equitable transit operation and fare structure so what that means is ensuring that people have affordable transportation or transit options. So in some cases that may also mean youth opportunity passes as well. And lastly here, is providing training and work opportunities through project labor agreements as well and we list that more specifically in the vision. So essentially we want investment for better transit, safer streets, good jobs, and cleaner air.

Micah Metrosky, Environmental Organizer - IBEW Local 569

Micah Mitrosky, Environmental Organizer with the electricians union IBEW Local 569 and the labor community is a partner in this effort and we support this shared vision. As Monique mentioned, another element that is critical in the proposed measure is the good jobs component specifically a project labor agreement. And this is actually a policy tool that will ensure local hire on SANDAG projects. It can also enable targeted hiring, for example, in disadvantaged communities or veteran populations. And a project labor agreement ensures that were building good career paths with our public dollars that were hiring locally and that we're protecting the health and safety of the people working on these projects, which is dangerous, difficult, physical work to build these projects.

Colin Parent, Circulate San Diego

Colin Parent, policy counsel with circulate San Diego, proud to be here as part of this coalition. One of the things that Circulate has been asking for, for this, and along with our peers, for this, is that

we think this measure incorporates policies that help finance affordable homes. We think there should be a dedicated set-aside funding for the creation of transit oriented affordable homes as part of this measure. And if this is something that SANDAG thinks they don't currently have adequate legislative authority for, we'd be eager and willing to join with you to seek that authority from Sacramento.

Monique Lopez, Environmental Health Coalition

Monique Lopez - so with that as well we firmly support that this funding doesn't go toward any further freeway lane addition projects that increase car capacity. And so we are united in this vision and we'd like to ensure that this is done in a way that is not only equitable, but is also beneficial to the environment. And that we can also reach our greenhouse gas emission goals, not only for the state, but also for what cities around the county are setting as well.

Colin Parent, Circulate San Diego

Colin parent - the final three things we want to put in here, that we are all very committed to seeing this measure do, and we think this stuff is a lot that SANDAG is already currently contemplating. We really want to make sure this measure funds transit operations and maintenance. The regional plan that you guys, that SANDAG adopted last year, requires a full half of or a quarter cent sales tax to be dedicated to operations and maintenance in order to make that plan as it stands feasible, so that's something that we really want to see in the measure being contemplated by SANDAG today. We also think that because this measure is going to be probably raising more funds than it was contemplated by the regional plan, that we should be using some of those excess dollars to help advance, accelerate the construction of transit and active transportation projects. Much like what we heard from the Del Mar fairgrounds before our presentation, we think projects like that should be accelerated because they're important to the region. We also identified that our group in particular we're very interested in seeing the Purple Line get built and to be built into this measure and that these new dollars can help accelerate that construction.

Nicole Capretz, Climate Action Campaign

Nicole Capretz with the Climate Action Campaign. So kind of the issue that is over-arching and probably driving a lot of this initiative is related to climate change and what we are going to be doing to protect our future and quality of life for future generations. It is very important to this coalition that we actually are meaningfully reducing our carbon emissions and this is an initiative to help us get there. So we are asking that in this initiative that all the projects are evaluating are actually instrumental in helping us reduce our carbon footprint. And I think while we've struggled to connect and be in alignment with SANDAG on where we should be with our carbon reduction goals, I think what we're going to see are a lot of local climate action plans are going to be driving change. We certainly now have passed the San Diego Climate Action Plan, which has very ambitious goals for better transit and bikeable and walkable communities and they are going to be dependent on SANDAG helping them to meet those goals and I think this year you're going to see other local cities come online with their own climate plans that will also be legally binding and they are not going to be able to get there on their own. This initiative will be critical to those cities, and I think we're going to see a change in the dynamic and the kind of perception of what cities are meaning to do. So the other element is that we'd like to prioritize local government funding that's tied to those cities that are actually taking meaningful action on climate action plans. Just to sum

up, we are here because we do want to partner with SANDAG, we would like to help pass this initiative, but only if it supports this vision. We are open to ongoing communications about what that means, but at the end of the day, it's incumbent on our organizations ensuring we are protecting the future for the next generation, and we believe we have to have better transit, we have to have cleaner air, we have to have bikeable and walkable communities, we have to have good jobs, these are essential components of creating a world-class region. We have had initial conversations with some of the SANDAG leaders on this initiative but I think we would say that it's been a long time since we've had a second conversation. We encourage that we are in broader communication because again, we are representing 20 regional organizations, representing 150,000 residents in San Diego. While we would like to partner at the end of the day, we are dedicated to achieving the vision that we've outlined today, thank you.

Maria Cortez, Mid-City CAN

Maria Cortez, Mid-City CAN. I would like to say that I'm also with accelerating the transit because we don't want to wait another 30 years. But I would like to say that I support the groups that have come forward, I would like to include the YOP to be included in this because with the YOP, we're going to have the youth opportunity passes, the kids will be able to use the transit, which will also help with the air quality, which will be reducing the emissions, and I support with what the others groups are supporting that we also be included in the initiative. This way our youth will be able to use the bus passes and not use cars not depend on anything but the transportation and also being able to use that centerline. So I hope that we can also be included in what the other groups were supporting and we totally support it and yes for the Purple Line because that is Todd and I's favorite color.

Kia Bordner, San Diego Resident

Kia Bordner, I'm a native Californian and long term San Diego resident. I have never had a driver's license. I have raised three adult children to do likewise in this city, however, feel like I'm going to be repeating a lot of what people just said, including these wonderful people, the Quality of Life Coalition, but my point is that we will help you guys, SANDAG, reach your goals. You have goals to create better transit in the city, to create better jobs, and you're poised, at this point, to provide for San Diego citizens' needs by promoting programs that will support your goals in an environmentally and socially equitable manner. The Quality of Life Coalition encouraged you to include the youth opportunity passes program as part of your legislation. By promoting San Diego youth with bus passes, you will create a socially responsible generation who will not need to be dependent upon cars, who will be more socially, environmentally conscious, and who will have better public access to the county. Making them available to get to more job opportunities in the county. By providing all San Diego youth with passes, SANDAG can help San Diego strive towards an inclusive economy by supporting families of all income levels. Their youth will not need to rely upon their parent's cars, time, or already limited financial resources. This in turn supports SANDAG's commitment to a better, cleaner San Diego by helping to off-set the climate issues, as this generation will leave a smaller carbon footprint by utilizing the public transport already in place and more ridership will increase for MTS, and need for better routes to access the rest of the county. When the youth can better access their work with a better improved public transportation system, they'll keep their workforce within the county, as they're assured they can get to and from their job wherever they are. The youth opportunity pass program will help SANDAG to achieve its goals, thank you.

Sitey Musa, Student – Grossmont College

Sitey Musa, I am a freshman at Grossmont College. I had the chance to get a youth opportunity pass when I attended Crawford High School. Getting the youth opportunity pass really helped me get to places that I need to get, such as to my internship and also to go job hunting. Many students were looking for jobs or had jobs but had no transportation to go to their job. So the youth opportunity pass gave them that chance to do so. So I believe that the youth opportunity pass should be included in the initiative and SANDAG considering, thank you.

Barbara Chavez

Good morning my name is Barbara Chavez, we are very grateful to all the people who have supported us in the past with the youth opportunity program for the students. We ask that SANDAG consider our request and include the youth opportunity passes in the new initiative. We invite SANDAG to look at how the programs in other cities have implemented this and that can be implemented here in San Diego as well for all the students who have received the youth opportunity pass, it has been a great tool in helping them achieve great success in many areas, including work and school and extracurricular activities. Less cars means less pollution. Thank you for your support.

Alma Gutiérrez, Sherman Heights Resident

Good morning my name is Alma Gutiérrez, and I live in the community of Sherman Heights. I am here as a local resident to say that our community wants transportation justice. We need rapid transportation, we need safe transportation. Clean transportation, but in general we want decent transportation for all of us who use public transportation. We need more areas that we can use for cycling and we need more areas for the pedestrians, as well as better streets in our community. We want the resources to be used correctly - we want equity. We don't want more freeways since that does not really benefit us. We know that SANDAG is planning an initiative, a sales tax increase of half percent. If this initiative will result in more freeways, then we don't want it and won't support it. If this initiative is to improve the streets and public transportation like this flyer that you sent us states, then San Diego residents will support it.

Jasmín Zafra, Student - San Diego State University

My name is Jasmín Zafra, and I'm a senior at San Diego state university and a volunteer with Mid-City CAN. I've seen the incredible impact that youth opportunity passes have had on families in the community and heard first hand from several students that receiving a youth opportunity pass has opened doors for them and allowed them to become involved in internships and extra-curricular activities that they otherwise would not have been able to participate in. Personally, I see public transportation as a key to my own success. Since moving to San Diego in 2012, I have relied on the bus and Trolley to get me to school, work, and volunteer activities. Beyond being a mode of transportation, taking the bus has made it possible for me to have access to the types of experiences that have helped me to grow throughout my college career, and that will benefit me after graduation. Additionally when I use public transportation, I receive the satisfaction of knowing that I am using an environmentally friendly form of transportation. When I envision the kind of city that I want to live in, and that I would like my future children to live in, I see a city that has clean air, flourishing jobs, and a reliable transportation system. I also see a city in which transportation is not

a barrier to anyone, in which students receive no-cost bus passes. I'm calling on SANDAG today to listen to the voices of San Diego residents and adopt our vision for the future.

Roberto Torres, Volunteer - Improving Transportation in City Heights

Good morning, my name is Roberto Torres and I am a volunteer with Improving Transportation in City Heights (ITCH). For the last couple of years ITCH has been working with you to improve to give them the opportunity to have youth opportunity pass, a cost-free pass, that encourages them to use public transportation, get to school, work, internships, and feel overall safer and more in contact with San Diego. The youth opportunity pass has helped many to have a better quality of education by combining the standard classroom lecture with outside learning, students become more aware of what they are learning. From historical monuments to arts and science presentations in museums, youth have a better appreciation of what the city has to offer. This youth opportunity pass has also helped youth get better jobs in places they did not have access to before. Internships that will result in a better quality of life for their future. Furthermore, when we surveyed students with and without passes outer differences were notices. The students with passes are less likely to be a victim or a witness of a violent crime. Students with passes are more likely to use public transportation to get to and from school instead of getting a ride from their parents, reducing traffic in school areas in the morning and in the middle of the day. Students with passes are also more likely to participate in extracurricular activities such as after school programs and volunteering opportunities within and outside of their communities. This is why I encourage that the tax increase that SANDAG is considering includes the youth opportunity pass or a similar program that can provide youth with cost-free passes, giving them access to better jobs and internships, reducing pollution, encouraging education outside of classrooms, and providing them a safe mode of transportation.

Laura Nunn, Policy Director - San Diego Housing Federation

Good morning, I'm Laura Nunn, Policy Director with the San Diego Housing Federation. The Housing Federation believes that in order to truly address regional needs and quality of life in this measure, there needs to be provisions for affordable housing. Regionally, there is a need for 128,000 affordable homes and that need is growing every single day. By SANDAG's own regional prosperity study, there's an acknowledgment that by not meeting the housing needs of today, we're creating the transportation problems of tomorrow. We also know that affordable homes near transit help to meet greenhouse gas reduction goals, and we really believe that this is an important component to regional quality of life. So let's not wait until it's too late, let's include some provisions for affordable housing in this measure.

Mario Amaya

Good morning, my name is `Mario Amaya. First of all I do want to commend the city and county for finally getting serious on the whole transportation issue. I know that it's been a long road but we're slowly making progress. I'd also like to call for acceleration of proposed transit lines, specifically the El Cajon Boulevard line that I know is on the table, through Balboa Park, I know is a pretty important transportation corridor. Also possibly looking into something accessing the Hillcrest Uptown area. All these areas that are getting denser and quite frankly, I mean there should be no reason to have driving be mandatory between downtown and these areas. So I hope you take that into consideration. Also, I know there are proposals for street cars and skyways, all of which are pretty good ideas, but they seem to be more of tourist attractions as opposed to serious

transportation. I think if we really want to get people out of their vehicles we'd have to provide something fast, safe, with its own right-of-way, that doesn't have to deal with traffic constraints like a street car would. Optimally, I think that would be a better route to follow.

Andy Hanshaw, San Diego County Bicycle Coalition

Good morning Chair Gloria and members of the committee. Andy Hanshaw, with the San Diego County Bicycle Coalition and also representing a supporting organization with the quality of life coalition. I'll be brief as we've heard their presentation stated quite clearly what we're prioritizing as well and that's a safe, sustainable, healthy transportation network that includes a robust investment in active transportation and transit. We're also supportive, as we all are, of our local and regional initiatives, including the climate action plan and vision zero, and we should strive to help reach those goals and investing in a transportation network that prioritizes active transportation. And lastly, we certainly want to point out that we should do everything we can to accelerate our early action program bike initiatives and projects that include safe and connected infrastructure that will get more people riding and making that smart choice to ride for transportation and help us meet our goals.

Fred Puhn

Hello, I'm Fred Puhn; I'm not a member of special interest groups. I'm just a guy, and I have transportation needs. I drove for 60 years, that's probably longer than most people and I didn't start too early. I want to talk about priorities in my two minutes. There's so many things that we need, and I won't even discuss freeways. For so called mass transit, here's my highest priorities: I'm just a guy, I'm an old guy, and I've got use to the bathroom every so often. There's a few old people in the audience that might sympathize with this. How come the mass transit has no bathrooms? None, not even at the stations. This is sick. It's not even civilized. What do you expect the people to do? Well what I do, is I drive my car. But I actually like mass transit, if it would just be a little bit civilized, a little compassionate to the elderly. The second thing is the bus system although it goes all kinds of places it absolutely sucks. I wanted to take a bus because my car broke down, last resort. I go to a bus stop, I sit on a hard bench, if it was raining, I'd get rained on. I want to know what bus to take, nothing posted. Not even a little plastic card that has the schedules, and how often the buses come, and what days they run, and oh by the way they don't make change on the bus so you have to have, I don't even know the fare. It's not posted. This is not user friendly, it's horrible. If we could only fix some of these obvious, lower-cost things, people like me would use it. It's just too difficult and slow to use public transportation. So the people who use it are the ones who can't use anything else. Thank you very much.

Janet Rogers, Transit Action Network

Hello, I'm Janet Rogers, I'm a co-founder of the Transit Action Network in Kansas City, and January 18th, I moved to San Diego, so I have a few things to continue my transit advocacy, but I am new, so most of them are going to be fairly generic. One of the things I'm concerned about with this funding plan is autonomous vehicles are going to eliminate the need for new highway lanes within the next ten years we can expect to see at least doubling of capacity on the highways with the cars. And this is something even stodgy old GM is changing their business model and saying that the auto industry is going to change more in the next five years than it has in the last fifty. So this is something that needs to be seriously considered, and I would probably not support a plan that is

going to be adding lanes, that by the time they are built in say ten years, they won't be needed because of the impact of autonomous vehicles. The second thing that I wanted to comment on, is does this plan actually comply with U.S. DOT environmental justice guidelines? Part of what they say is that transportation planning is supposed to start with identifying the unmet transportation mobility and accessibility needs of the community. And so does this plan do that? It sounds like there's a lot of unmet needs out there, such as the last person just mentioned. And those are needs that definitely need to be met. The environmental justice community is basically low-income and minority, so being low-income, it covers seniors, it covers disabled people as well by a large percentage. And so these are needs that need to be met by this plan first, and then some of the more fancy things should be considered. And the last thing I'm a little bit concerned with is the pedestrian signals I've seen downtown so far, that I don't think that they are accessible for blind people and that needs to be corrected as soon as possible.

Arun Prem, FACT

Good morning, I'm Arun Prem representing FACT, a non-profit agency. FACT was designated ten years by SANDAG as the specialized transportation coordinating agency for San Diego under state law Assembly Bill 120 and the CTSA statutes of the state. We strongly support this measure, and I want to congratulate SANDAG staff for the extensive tremendous outreach on this measure and the results. I want to make two recommendations for the consideration of this committee as we move further into detailed planning and they have to do with the senior demographic. We know from SANDAG plans and from elsewhere that the senior population here is going to grow and nationwide to double by 2050 and the seniors over 75 years in age will triple by the year 2050. So we already know that there's going to be greater need for senior transportation and that means specialized and customized transportation because a lot of seniors due to infirmity and other issues cannot utilize and many of them are not close to public transit. So coordination, which is our mandate, and our mission, is key to making these services more affordable, more effective, and more accessible to people who need them and that's what we've been doing all this time. The state mandate is obviously state-wide and we have 50 CTSA's across California who are doing similar things to improve the utilization of transit but also making transit and transportation more cost effective through coordination. So we hope you will keep that in mind as this is developed more. The other CTSA's across the state are being funded by measures like this one and we have limited TDA funding from the state so we would hope to be included for some of these efforts to continue our work.

Emily Serafy Cox, MAAC

Good morning Chair Gloria and members of the committee, my name is Emily Serafy Cox. I'm here representing MAAC, one of the largest social service agencies in San Diego. We are a member of the Community Budget Alliance, which is also a member of the Quality of Life Coalition that spoke earlier. The students at the MAAC Community Charter School in Chula Vista have been working and talking about transportation justice issues for about 2, maybe 2.5 years now, and have developed a set of thoughts around this. Earlier this week, they participate in your online survey, and overwhelmingly, they prioritized transit and walking and biking, because those are the ways they get around. They prioritized these over freeways and roads. They also asked for the inclusion of a no-cost youth transit pass in the initiative, to follow the example of cities like Oakland, Phoenix, London, New York, San Francisco, just to name a few. As your agenda documents say, the allocation of dollars and percentages still need to be determined so that's exciting because that means that

hopefully the decision is not yet made so I encourage you to weigh the opinions and needs of our youth very heavily in your decision. The youth in San Diego will pay more for this tax than most of us. Forty years from now, I may not no longer be paying taxes, who knows. But they will. So these young people have told me they don't want to buy cars. They want to use transit, they want to bike and walk, but they need transit and sidewalks and safe spaces that will support their ability to participate in the economy now and in the future.

Nicole Burgess, Bike Advocate

Nicole Burgess. Thank you very much, thank you Mr. Gloria, as well as thank you all here for your time, your leadership, your support. Thank you Caltrans, Laurie, beautiful pedestrian, bicycle advisory committee for Caltrans. We're making progress. It's been awhile since I've seen many of your faces. Some new ones, some new smiles. For those of you, I'm Nicole - I'm a mom of three, a bike advocated. I ride for transportation. I ride with three teenage kids for transportation. God forbid they want to be normal and go in a car sometimes. But there really is no reason. We an amazing beautiful city. Every time I come to this office and want to speak, I mean, the most beautiful part of today is that I got to enjoy a beautiful ride from Point Loma. But my true, I support all of these groups and all of these comments here. If you go back and look at your regional workshop comments, you'll find that a lot of these people, a majority of these people are in the room talking active transportation and transit. We need dedication, prioritization, of a bike network. Two percent of our budget, of our transportation budget for the next 35 years, can be spent accelerated, just what their saying in the next 5 to 10 years. We can do it. Barcelona's doing it, New York is doing it. They are getting ridership. We need 6 percent ridership in San Diego by the time 2020. We need to work with Caltrans; we need to work with you. I'm here to plead, to bargain, to say hey I support this ballot if we can get our people, your goals of your SANDAG regional plan healthy communities. Let's get our health, our blood moving, innovative mobility. Give them the opportunities to get out there and ride. And vibrant economy, you'll find that we actually create more jobs, we spend less money, and we get these people out riding and we might not be you, but they are your constituents. They're people in your neighborhoods. Thank you very much for the invite to provide input that is why I am here. Thank you so much.

Public Comments from the February 5, 2016, Regional Planning Committee Meeting

Dr. Greene, Center on Policy Initiatives

Good afternoon, I'm Dr. Greene with the Center on Policy Initiatives and I'm also a proud resident of El Cajon, and I'm here today with the Quality of Life Coalition. The Quality of Life Coalition is a partnership between community, environmental, advocacy, and labor organizations representing a broad and diverse cross section of San Diego County. It includes over 20 organizations, with a total membership of over 150,000 people. These members are the tax payers who will pay any sales tax measure that we raise and they are the voters who will be needed to pass that measure. We are united around a common vision and that vision is to pass a ballot measure that raises public money and to invest that money in a socially and environmentally equitable manner. We think this measure could help create a more vibrant and inclusive economy that lifts up families, creates healthier communities, and addresses climate change. As you can see from those lists of organizations, you can imagine that it was not easy for us to come up with an agreement around our vision. We respect that, as we think that that represents the difficulty that's going to come with passing any measure in this regard. But we have done so, we have been able to come up with a shared vision. And we think that represents a broad cross section of San Diego residents and it will be something they can also agree to; and if such a measure is adopted with the elements that we will outline, we will work hard with you to educate and inform our constituents about how this measure benefits them and the region. So here are some of the elements of that vision. First, we focus on, we support the idea of habitat conservation funding that is the sole mandatory element of any measure that we put forward, and there are five north county cities that need habitat funding to complete their sub-area habitat plans – which are Escondido, San Marcos, Vista, Oceanside, Encinitas. We also support using these funds to protect and enhance water quality through better storm water management. This was identified as one of the largest areas of funding shortfall and so funds dedicated here could be leveraged to meet the regional infrastructure need. And that's especially important because rain water management does not have a funding stream like other forms of water use, water issues. So that's it for me.

Monique Lopez, Environmental Health Coalition

Monique Lopez, with the Environmental Health Coalition, one of the supporting members of this vision. One of the biggest emphasis of the vision is to invest in this social economic and environmental equity. So with that the coalition members are in agreement that we'd like to see much of this funding dedicated to communities that have been historically looted. For this purpose, we are looking at the California Enviro Screen, but normalizing it for the top 25th percentile of the county so that would actually include places in Escondido in Sam Abed's district, also places in National City, some places along the 78 as well, and of course, the urban core here. We'd also like to see an equitable transit operations and fare structure so that people of all ages are able to access transit, so with that we support programs such as the Youth Opportunity Transit pass, as well.

Micah Metrosky, Environmental Organizer - IBEW Local 569

Hi everyone, my name's Micah Metrosky, I'm the Environmental Organizer with IBEW Local 569, the electricians union, and the labor community is a partner in this effort and we support this shared vision. Another element that is critical in this proposed measure is the good jobs component and specifically a project labor agreement. And this is a policy tool that will ensure local hire on

SANDAG projects and can also enable targeted hiring, for example, in disadvantaged communities or veteran populations. A project labor agreement ensures we are building good career paths into the middle class with our public dollars, hiring locally, and protecting the health and safety of people working on these projects, which is dangerous, difficult physical work. Thank you.

Monique Lopez, Environmental Health Coalition

We'd also like to see that this funding stream also include affordable housing so that there is certain set asides dedicated for affordable housing. Additionally, in this there was actually a lot of talk this morning that the needs of North County aren't necessarily the needs of South County. Albeit, that is definitely true, so we see this as an opportunity to really look at the needs of South County as well and in the previous 2004 *TransNet* measure there was a number of South County freeways that have been locked into place such as the 94, 805, 5, and 15. So we see this as an opportunity to bring this discussion back to voters and see if that's what they'd like to continue with. But additionally as well, we'd really like to see as well, and I see those smiles over there, it's okay I smile here too. We'd also like to see that no additional funding is allocated to freeway expansion projects such as adding lanes for freeways throughout the region, and we are unified in this vision as well. We'd also like to see that these transportation plans be, that gets locked into these ballot initiatives that reflects this vision, also be locked into further or future regional transportation plans. Additionally we'd like to see that this fund transit operations and maintenance, which is very badly needed in both North County and South County and dedicate funds to infrastructure projects, transit projects, and active transportation projects so that we can accelerate those projects that are most needed in these communities. And we do list a few projects that we are definitely supportive of such as the Purple Line Project, 550 route as well, and some active transportation projects.

Nicole Capretz, Climate Action Campaign

Nicole Capretz of Climate Action Campaign. We are also supportive of this vision. So the overarching, in our opinion, and in our coalition's opinion, the overarching policy driver is climate change and what we as a region are going to be doing to reduce our carbon footprint and protect quality of life for future generations. Obviously, transportation is one of, if not the major driver, of climate change in San Diego, so it is imperative that we move to a transportation system that is more dependent on public transit, on bikeable, walkable communities. So we are asking, that as you evaluate your projects, as we are creating the appropriate mix, that there is an emphasis on better transit, on cleaner air, on safer roads, on better jobs, and obviously better transit, biking, and walking opportunities. We would also hope that within this plan that we prioritize local funding that is tied to local climate action plans, because as we know now unfortunately, it wasn't passed at the Regional Transportation Plan last fall, but now the City of San Diego does have a very ambitious climate action plan with very ambitious mode-share goals for bike, walking, and transit, and they're going to need SANDAG funding in order to comply with their legally-binding targets. And there's going to be a host of local climate action plans that come on-line this year and next year that are also going to need SANDAG funding to comply with their legally-binding targets. So, there is a lot of synergy. We haven't really seen the local governments step up and communicate to SANDAG what their needs are and how important the synergy between all of these plans are going to be, but now that we are looking at a plan for the next 30 years or 40 years it's imperative that that conversation happen and be integrating the plan. So just to wrap up we are here because we want to partner, we do want to support this measure, we do want to help you get this measure passed,

but only if the plan actually supports the vision that we have put forward. And again we are representing 20 regional organizations representing at least 150,000 residents in San Diego. We will be communicating with them about our opinion on this measure and whether it supports the vision that we all want. So we encourage you to have hopefully an open door-open communication policy with us. We've had one meeting with some of the leaders of this initiative - that was almost two months ago now. I believe it is time for us to have another conversation so that again we trying to get on the same path and moving in the same direction. We are also open to a variety of ways to make this work. I know that there were concerns this morning expressed that it's our way or, I don't want to say, that's the worst metaphor ever, our way or the highway, our way or the transit line, uh I don't know, bike path? I don't know. But we do want to talk, we do want to communicate. We do feel like there is an opportunity for partnership. But again without communication, you know, we're kind of in limbo here. So thank you for listening to us and that's where we stand today. Thank you.

Laura Nunn, Policy Director - San Diego Housing Federation

Good afternoon again. Laura Nunn Policy Director with San Diego Housing Federation. We're here today because the Housing Federation firmly believes that in order for a measure to truly address regional needs and quality of life it should include provisions for affordable housing. Currently there's a need region-wide of 128,000 affordable homes throughout San Diego County and that need is only going to be growing over the coming years. We know also that affordable housing studies have been done, that affordable housing helps to contribute to greenhouse gas emissions reduction goals. So we believe that this can be an important part of the environmental component to this measure. And further, you know as we you know, more and more cities throughout the county are squeezed with affordable housing - we see, we experience more and more residents having to drive to qualify. When that happens as is noted in SANDAG's own 2008 Regional Prosperity Study, what we're doing is the housing problem of today is creating the transportation problem of the future. So let's not wait. Let's include something; see what we can do for affordable housing in this measure and we appreciate your support in looking into that. Thank you.

Judy Tentor

Thank you, I would like to say that I absolutely support the Quality of Life Coalition. I think the ideas presented are excellent and all these issues are related and they're connected by transportation. I do not own a car. I have seen amazing transportation systems in other cities, you can look to Portland, you can look to Barcelona, beautiful cities that people can get around without a car. We need to move away from a car-centric approach to our transportation systems and we may have an opportunity here. I hope that you will consider this. And I'm not anti-car; I actually drove here today. Normally I would bike. But I do want to see a shift in our transportation mode share and I believe the Coalition is proposing a good answer. Thank you.

Jasmin Zafra, Student - San Diego State University

Hi, my name's Jasmin Zafra and I'm a senior at San Diego State University and also a volunteer with Mid-City CAN, and I also believe strongly in the Coalition's vision for the future. And to me, transportation is a very personal matter. Because since I moved to San Diego in 2012, I've relied on public transportation to get to work, to get to school, to get to my internship, and other volunteer activities. And it has really made all the difference for me in having the kind of opportunities that

are going to help me succeed later on in life. And I see this very much also in the Youth Opportunity Pass Program that has been piloted through San Diego and I would like to see this sort of opportunity expanded throughout the different regions of San Diego so that everyone can benefit from this great opportunity. And I'd just like to say that when I envision what kind of future I want to live in and the kind of future that I want for my children I see a place where there are flourishing jobs, clean air, and a great transportation system; where transportation does not act as a barrier for anyone. And I think that a big part of this is to provide no-cost bus passes for students. And that is all. Thank you.

Telephone Town Hall Voicemail Messages

Date Received	Town Hall Subregion	Caller Name	Residence	Comment
26-Jan	North County Inland & East County	Tom Scanlan	Fletcher Hills	Why isn't the county using a gasoline tax (as is done in a number of other states), to help provide for roads and infrastructure in the county? Has the county considered implementing a gas tax?
26-Jan	North County Inland & East County	Al	Vista	Connectivity of the SPRINTER and San Diego Trolley is very important. Extend the SPRINTER or the Trolley along the I-15 corridor. Increase number of COASTER trains along the coast to downtown San Diego (there aren't enough as it currently stands). Increase the number of trains from Oceanside up to the LA area. Address homelessness issue by setting up regional, urban campgrounds/temporary housing with public lands that can be monitored where the homeless can receive assistance. Also, look into possibility that other states are dumping their homeless problem on San Diego/California by flying homeless people to California with one-way tickets. There's a report somewhere that claims Hawaii is flying people out to CA.
26-Jan	North County Inland & East County	Anne Geinzer	Valley Center	Concerned with Valley Center roads and the lack of more than one escape route out of Valley Center. Is concerned with the unwillingness of the community's planning group to break up the roads. Is concerned that the planning group undersizes roads deliberately to keep people from moving to Valley Center and that it'll cost lives. Wants to get in touch with Ron Roberts.
26-Jan	North County Inland & East County	Annetta Citino	Valley Center	Praised SANDAG for the great work in the county. Traffic on the 78 is really bad, often at a standstill. Has had to use other roads to avoid traffic and get home. Also, would like the potholes fixed in and around Escondido (where people shop and go to see doctors) asap before it gets too hot in the summer or more rains hit the county. Looks forward to being a part of future SANDAG conferences/meetings.
26-Jan	North County Inland & East County	Bonnie	Vista	With an increasingly aging population who will be wanting to drive less, the need for a separate, safe, protected bikeway infrastructure that reduces the worry about car traffic being too close is greater. More people would use bikes if it was safer feeling. We need more connectivity between neighborhoods and cities, along with more connectivity to public transportation. Also, with regard to transportation, we need more public transportation that is closer to people's neighborhoods (within walking distance) with much more frequency of service (to decrease wait times) and more hours of service.
26-Jan	North County Inland & East County	Carolyn	Santee	Lives in Santee at the end of the Trolley line. As it stands, the current ride schedule does not allow her to take the Trolley to work as the earliest ride available would not allow her to be on time to work. There is no other alternative public transportation option in the area, forcing her to take her car. Are you eventually going to have alternative public transportation in the area? If not, is there any way to increase the number of public parking structures?

Date Received	Town Hall Subregion	Caller Name	Residence	Comment
26-Jan	North County Inland & East County	Cynthia Lesinski	La Mesa	Is concerned with the lack of carpool/HOV lanes in the area. Lives in La Mesa and works in the UTC area and there are zero carpool lanes that service her. Is currently carpooling with someone. Doesn't understand why San Diego is so far behind in building carpool lanes. Is Concerned with the exit on 70th and Lake Murray Blvd. When the Trolley came through the traffic was redirected. Currently, to take 70th, you need to be in the center lane. On a weekly basis, is cut off by people in the inner lanes trying to scoot out. The cities of La Mesa and San Diego will not enforce anything. Has talked to Caltrans who acknowledge the intersection is a mess but offer no solutions. The highway patrol has redirected her to the cities of La Mesa and San Diego. No one wants to take responsibility for this intersection, and it is very dangerous. How do I get someone to do something about this? Looks forward to email.
26-Jan	North County Inland & East County	Toby Brown	Not provided.	As the sport of mountain biking grows, it appears San Diego is not keeping up with providing more trails for mountain bikes. There are plenty of volunteers in the area who would love to help make trails specifically for mountain bikes. These trails differ from multi-use trails because the mountain biking is done at a higher speed than horseback riding and hiking and they should be separate. Would like to see an increase in development of mountain bike trails in the open-space areas we have. Mountain bikers are generally good conservationists who don't want to hurt the area.
26-Jan	North County Inland & East County	Gloria Warren	Valley Center	Thanks for the opportunity to make a comment. Lives in Valley center and has longed for years that there would be a light rail system that started in North County Fair that would travel to Fashion Valley and downtown. One of the projects that's been completed (or in the process) sounds inadequate. It'd be great to hop on the rail and be in Fashion Valley in ten minutes. This sort of project would be fantastic and would cut down on traffic. Has anything like that ever been considered?
26-Jan	North County Inland & East County	Dan Cohen	Alpine	Is concerned with the firing range in Alpine. There is great potential for lead poisoning from that facility into the Sweetwater reservoir. The facility is improperly permitted; there's been no EPA study; it is in the direct flightpath of Lindbergh Field; heavy caliber weapons are fired at all hours of the day or night; the county has no standards for the firing range; the county has refused to perform code enforcement; there are 18 holes within a .5 mile of direct line of sight; there are 400 homes within 3 miles of direct line of fire. This firing range is a significant fire hazard for the East County. Would like to know what SANDAG can do to mitigate this issue.
26-Jan	North County Inland & East County	Enilda Gentry	Santee	Do you have any future plans to extend bus hours in the evening for buses to go from the transit center to Prospect & Magnolia? Took the Trolley from work in Mission Valley and got off at the transit center and noticed the hours stop at 6:30. Will you be extending those hours?
26-Jan	North County Inland & East County	Susan	Escondido	Moved to Escondido in 1963. The 78 has always been bad once you hit San Marcos to the I-15 merge. None of the improvements seem to be helping. Also, the suggested moving lane on the 52 didn't work on the 15 South for traffic, so it probably won't

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				work on the 52.
26-Jan	North County Inland & East County	Karin	Julian	Would like to bring several issues to the attention of Supervisor Roberts. Is concerned with the drilling of 24 new wells in a drought; habitat conservation; the endangered species; the entrance on a tiny pine hills road on the 78 instead of on the 78 highway -- who's paying for all this road construction that's going to be needed to alter that?
26-Jan	North County Inland & East County	John Kruger	La Mesa	The problem with the 52 and the 8 is that there's no way to relieve pressure if there's a blockage. One possible solution would be to have Tierra Santa Blvd or Clairemont Mesa Blvd go through to Jackson. Installing a bridge would disturb very little of the habitat there and relieve a great deal of pressure from the freeways. Also, the Regents Road needs to go through to take pressures off of Genesee and the 5 along that way. Is there anything in the works that might work with this?
26-Jan	North County Inland & East County	Tina Robinson	Rancho Santa Fe	Is there any effort being put towards synchronizing signals in the county? It really helps move local traffic along to have the signals coordinated and synchronized at the speed limit.
26-Jan	North County Inland & East County	Clarence Sellers	Lemon Grove	Has lived in the East end joining Spring Valley and is concerned with the potholes getting worse and worse. The rain is making things worse. His street looks like tic tac toe. Someone needs to pay attention to these streets. Feedback would be appreciated.
26-Jan	North County Inland & East County	Shannon Monroe	Poway	Carpools daily on the I-15 Express lanes. Why doesn't the 'zipper' barrier get moved more often to relieve traffic congestion? It's very frustrating when traffic is at a standstill and there's that movable barrier, but it's not moved.
26-Jan	North County Inland & East County	Robert Smith	Valley Center	Would like to suggest that all bicycle lanes in San Diego county have rumble strips between the bike lane and traffic lane.
26-Jan	North County Inland & East County	Judy	La Mesa	Do you have a preventative plan in place to determine future sinkholes on our highway? Also, what is the status of our desalination program?
26-Jan	North County Inland & East County	Not provided.	East County	Lives in East County. Has seen congested traffic from 8 South on the 125. There is an extra area (not a lane) that could be expanded so the backed up traffic wouldn't be so extreme. Doesn't understand why that extra area isn't turned into a lane so that traffic could converge into two lanes instead of only one.
26-Jan	North County Inland & East County	Christy Winters	Poway	Would like to emphasize that we need more lanes on highway 56 from I-15 to I-5. It's a complete logjam in the mornings and the evening.
26-Jan	North County Inland & East County	Bonnie	East County	Would like to compliment SANDAG on the great job of repairing I-8 East and West through Alpine. Are there any thoughts of connecting I-8 and 94? What's going on with Lake Marina? There's hardly anything left of it.
26-Jan	North County Inland & East County	Lisa Wood	Lakeside	There was a lot of talk about bicycle trails, but out here in East County we're pretty interested in multi-use trails and especially in equestrian trails. A lot of the trail connections can accommodate multi-use, not just bikes and pedestrians. The equestrian community would be courteous in order to assure safety and trail maintenance.

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26-Jan	North County Inland & East County	Joy Zender	East County	With all the storms and flooding in this country, why can't some of that be transported to California to reverse the drought?
26-Jan	North County Inland & East County	Lisa	Escondido	Will there be a light rail or bus system that runs from Escondido to Temecula and parallels with the I-15 corridor? If so, when would it start and when would it end? When will the Lilac Hills project go through? Has a decision been reached? When would that be happening?
26-Jan	North County Inland & East County	Julia Bell	Fallbrook	Feels sorry for the people sitting on the bus benches on highway 76. These benches have no shelters. During the blistering summer heat it's no wonder no one is riding the buses.
26-Jan	North County Inland & East County	Jamie Francis	Borrego Springs	Are bonds issued to cover your costs? Do you anticipate any in the future? Are there any planned improvements for S2 leading into Borrego Springs?
26-Jan	North County Inland & East County	Jane Kugelman	San Marcos	San Marcos Blvd is need of improvements and widening. There is not much publicity through San Marcos about the Discovery Road expansion that's supposed to expand to four lanes. The discussions are not adequate showing the plans. How is this project going to impact the church and the grade school? The Escondido creek flows right along there. It's concerning because it's polluted. This water dumps into Lake San Marcos. There's a lip at the end full of gunk and it's very bad environmentally. Prefers to talk on the phone.
26-Jan	North County Inland & East County	John Degenfelder	Ramona	Trails and open space advocate. Please don't forget about the old survey 97 road that is historically on the maps. Would like to get people out of highway 67 by Potato Chip rock. There are hundreds of cars parked on the highway. Add Santa Maria Creek Greenway and the old survey 97 to SANDAG's lists of open space and non-motorized trails. Thank you for doing this, this is a great opportunity.
26-Jan	North County Inland & East County	Kathryn Encinas	Ramona	Do you really think widening highway 67 will do anything good? Widening it all the way to Dye Road, and then all that traffic gets doglegged into two lanes again. It's not feasible for Ramona to have to handle any more traffic. Furthermore, when you widen 67, if it gets done, I hope you do it on the South side. The land can be scrapped away and it won't affect the present lanes for very long. The oak trees on the North of 67 are over 2000 years old. You cannot replace a tree that is that old. They were on the Earth when Christ walked. It doesn't make sense to me why anyone would want to disrupt our sleepy little town.
26-Jan	North County Inland & East County	Larry Latocki	East County	Thank you for the forum. SANDAG has done a great job with bike projects on the coast and in the city, but we've been neglected in the East County. There is no safe route to ride from East County into San Diego. University and El Cajon are very dangerous for riding. What is being proposed to enhance the bicycle-friendly environment in the East County? Recommends that when doing road repairs to extend those repairs into the bicycle lanes.

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26-Jan	North County Inland & East County	Linda Steel	El Cajon	Concerned about the water situation with El Nino water going straight back into the ocean. I don't want to see water going into the ocean. At our curb, we should be allowed to redirect the water towards our plants. It should not be illegal. I know they're doing it in Oceanside and I'd love to see it throughout the county. Would like more water programs and information.
26-Jan	North County Inland & East County	Madilyn Troike	San Marcos	Do you consider doing a moratorium on building until you can get adequate water for the people that purchase homes? Or are we supposed to let everything die? We pay taxes to buy all the plants. I don't think it's fair to homeowners when homes are added but there's no water. Please do something to desalinate more water.
26-Jan	North County Inland & East County	Martin	El Cajon	As an engineer who studied climatology, I believe it's not SANDAG's job to do anything about greenhouse gases. Greenhouse gases have nothing to do with our climate and only waste the money that could be used for practical projects. Please don't get involved with greenhouse gas.
26-Jan	North County Inland & East County	Phoenix	San Marcos	364 houses are being built by Discovery Lake. Off Bent by San Marcos Blvd, they're building 400 condos. These developments are causing heavy duty traffic and we already have extreme traffic problems around commute times. How is this going to be handled? Why are so many houses being built in such a little area?
26-Jan	North County Inland & East County	Rose Zurich		How long are road repairs supposed to last? It appears some of the potholes when they are filled don't stay in good condition for a very long time. It seems like the roads themselves need better quality resurfacing.
26-Jan	North County Inland & East County	Rosemary Dermody		Please let me know when you have another town hall conference.
26-Jan	North County Inland & East County	Ruth Schnepf	Escondido	There's no way to get across my street to the shopping center for lunch without risking your life. Is there any way to make getting across the street safer?
26-Jan	North County Inland & East County	Steven Pinterics		Thank you for the excellent presentation. All the citizens down here really appreciate your time.
26-Jan	North County Inland & East County	Susan White	El Cajon	For special events like the Del Mar Fair and Padres games, can you make some exceptions and run later transit schedules? This would allow people, especially employees to get home while alleviating congestion. During Padres games, the buses stop running at the same time that games end (11pm).
26-Jan	North County Inland & East County	Tim Snyder	Spring Valley	Would like to request at least a review for a sound wall between SR 94 and Norte Mesa Drive. We're on the South edge of SR 94, just West of the Sweetwater Springs Blvd exit. The traffic has built up exponentially since 1973 on SR 94 to the point where everyone on my street doesn't use their back properties to any great extent because of the noise. With the new Casino coming to Jamul, I suspect the traffic will only get worse. Can someone contact me about considering a review? I have a sound meter in my backyard from Caltrans that shows elevated sounds levels.
26-Jan	North County Inland & East County	Tom Clark	Escondido	I have a complaint regarding the Bear Valley widening project. The city of Escondido is encroaching on my rights as a property owner by placing parts of their water line too close to my septic system. I've talked to certain people and no one has an answer.

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27-Jan	Central San Diego & South County	Bill Miller	Chula Vista	I was wondering if the 125, which is currently a toll road, if they would ever consider buying that out so that it could not be a toll road because the 805 is very congested and that would help Eastlake folks not have to go over the 805 if they didn't want to pay a toll. And secondly, how would I keep track of the latest SANDAG announcements. I'm especially interested in when the Palomar Bridge will be completed.
27-Jan	Central San Diego & South County	Chuck Shcrader	Chula Vista	I'm disappointed that my question was not asked on their forum. Is anyone there?
27-Jan	Central San Diego & South County	Greg Aarons	Talmadge	My question was about bike safety. I live in the Talmadge/Kensington area and was hit in 2005 by a car on Fairmount and just a couple of years ago someone was killed in the Montezuma/Fairmont area and I believe that if there were safer alternatives and safer bike paths, separated bike paths. Can we do something like that to improve the safety and enhance bike commuting. My other question is whether when SANDAG is thinking about the costs of these projects, do you also consider the offset? So for example, if more people are walking and bike commuting, there will be an impact on health of the city that may help offset at least in a cost-effectiveness perspective some of those.
27-Jan	Central San Diego & South County	Dell San Jose	Paradise Hills	I had a question about the street repaving in our area, it's really bad. Our streets haven't been repaved in 20 years, so I was wondering if there is a plan to repave the streets or if any action is out there in the future for our area and the vicinity of our neighborhood.
27-Jan	Central San Diego & South County	Don		It was shame that the questions with only the prepared responses were answered. I think you guys can do better next time.
27-Jan	Central San Diego & South County	Dorothy Vadnais	San Diego	My concern is the paving of alleys and particularly the one by my house where I have to park and where many have to park and live on the alleys. It is the alley between Kansas St and Utah and Madison and Adams. It is just awful to go down that street and I've noticed that the 4600 block...(phone line cut off).
27-Jan	Central San Diego & South County	Frank Saragoza	South Bay	My question is about the pot holes. Because of this weather, I look at the South Bay and the roads all over. They did some work on Palm Ave, but there are other places along Palm and side streets that are just vicious with pot holes and of course those do damage to your car and all they do is get worse. And also another comment is the road Byer Blvd, where it crosses Main St and turns into Chula Vista where it's Broadway, there's a two lane road and it's been like that for ages and they finally expanded out to make this thing a 4 lane road. I was just curious that the contractors that did the work, I guess they were trying to do a good job, but where it met the bridge, there's a big dip there. I don't understand, doesn't anyone do quality control? Like drive over the bridge before they sign off on the contractors? Who signs off on that? And who do we tell if the job wasn't done right?

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27-Jan	Central San Diego & South County	Hasmin Fafra	Near SDSU	I'm calling about the youth opportunity pass. I think this is a really important investment and the youth opportunity pass is a no-cost bus pass for students in San Diego and it has run a pilot program through Mid-City and has yielded amazing results and has really impacted a lot of lives and I want to make sure that the YOP's are included in the new initiative that SANDAG is considering. If you have questions about these passes please contact me.
27-Jan	Central San Diego & South County	Dione Carlson	North Park	I just want to encourage you all to really look at implementing Circulate San Diego's Vision Zero, which means not implementing any further not complete street projects. My prime example is always the Park Blvd segment of the Mid City Rapid Bus project in San Diego, which shouldn't have gone down that section. Both planning boards on each side, both Uptown and North Park opposed that segment. Not the Rapid bus, or the concept of the Rapid bus, but that particular segment because it bifurcates our two communities. And of course that segment is now creating a terrible obstacle to the connectivity for the regional bike plan. So here we are trying to implement these fabulous bike plans and I am very encouraging of what you're doing with putting in local complete street infrastructure because those bike infrastructure projects also mean pedestrian infrastructure in the mid-city. So they more people we get walking and biking, the more people we get out of cars. All of that is kind of outlined in Circulate San Diego's Vision Zero so I'd really like to encourage you all to take a look at that. The other question that I have for you is that SANDAG, when you implement a project what your process is for after its done? Evaluating it and going, how well did this work? If we had listened to public input in this area or in that area, would this have been designed differently or had a different or improved outcome? And again this goes to my frustration in attending lots of meetings with SANDAG projects and having given planning group input on projects that have been ignored and then finding everything that we said was going to be a problem, is a problem and again, Park Blvd and Mid City Rapid, are prime examples. I hope that you will do what private sector businesses do, which is after a project is done, and take a look at it and go how successful are we? And actually put out some stats. More information, is what we the public would like and particularly the local planning board level. That data should be available before and after. It's very difficult to sell the public on anything new or innovative because it's very hard to find the statistics on that. So having data and traffic studies available before and after the project was implemented is very helpful. My last question for you is about the smart vehicles, or the self-driving cars. I was very interested in the woman that asked that question. That's something that I think is coming down the pipes super quickly and I hope you are thinking about it but I also want you to encourage you not to be too early of an adopter for some of these new technologies because they're going to be changing so quickly and if you're going to be investing our tax dollars, think about marginality when it comes to the investment of our scarce tax dollars. Just some examples are with our traffic lights, some of the things that you

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				have not been able to do at intersections are because there wasn't sufficient capacity to make them as multifunctioning as needed. I just want you consider regularity as a concept so that even on the freeways and the HOV lanes where you're looking at implementing self-drive vehicles that you think about how easy it will be to pull out and change that technology. I am seeing really good improvements in SANDAG and I'm encouraged by the new young SANDAG that's coming out to our communities to get our input and I hope you continue to do so.
27-Jan	Central San Diego & South County	Jacqueline Jackson		I would like to make sure that as you develop public transportation and expand infrastructure that you please keep blind, vision-impaired and other people with disabilities in mind as you develop your plans. And please include us in the planning committees.
27-Jan	Central San Diego & South County	Robert Riddle	South San Diego	What is the police force going to do about all these people that do not stop at the stop signs and yield signs. I've almost gotten run over several times by waiting and trying to go and somebody runs and almost hits me.
27-Jan	Central San Diego & South County	John Sturm	North Park	Parking is so incredibly hard in the urban areas of North Park and we have an ability to have more spaces if we just did some diagonal parking or even painted lines so people knew where to park and not take up the middle of two spaces, so that's become a real issue as we build up and grow out. Question number 2 is: We have all the Trolley extensions and we're working on the new ones and we talked about the blue line that comes up from San Ysidro to Downtown and my question is why does the COASTER cost so much more than the Trolley, especially for the distance traveled. San Ysidro to Downtown is maybe 20 minutes and I know it's a lot longer from Oceanside to the Santa Fe Depot, but I wish it was a little more reasonable for San Diegans, especially for low-income and the disabled to be able to use that more. My third question would be towards how we're planning new lines to accommodate the low income people that are being forced to move out and pushed out further and further, there doesn't always seem to be the most available connections and new lines going in where new housing is going in. I hope there's communication with housing authority to make sure that we're thinking about that and making sure that especially the low income people are able to find housing in their price range and close to transportation cause I think that's really really important.
27-Jan	Central San Diego & South County	Kathleen Israel	College area	What I would like to suggest is with the properties that the trailer park is on in Mission Bay that they're getting rid of, I think it would be really good to have a campground out there and especially have a handi-cap group out there if we could have some campgrounds then the people of San Diego could really enjoy the San Diego bay in a really wonderful way.
27-Jan	Central San Diego & South County	Kathleen Bloom	Webster	Down the hill from where 47th street becomes Fairmont, is the senior park where I live. People who live in this park no longer drive and would use public transportation could they get up the hill to the bus stop. There's no sidewalk on the hill, it's rather steep. It's gravelly and slippery for many people to get up the hill to the bus stop. My thought was it would be very helpful if a bus could arrange to

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				come down to the office of Leisure Land or at some point at the gate so that the people who want to use the public transportation can. They can't get to the busses or the Trolleys because many of them have canes or walkers or wheelchairs.
27-Jan	Central San Diego & South County	Lamees Monsueir	Downtown	I have been a bus rider and a Trolley rider since I moved to San Diego since 1988 because I don't own a car and I moved downtown because it's more convenient. My main concern is about the homeless community and the cleanliness downtown. It is shocking how dirty the streets downtown are and I have to really look where I'm walking. And also for pets, I know they put things up but sometimes that's not enough. And there's no bathrooms for the homeless so they end up peeing wherever they want and we have to smell it. So this is an issue. I don't know what the solution is, I have an idea regarding the homeless but I don't know if they'll listen to my problem. Homelessness and cleanliness are the problem here and somehow they are connected.
27-Jan	Central San Diego & South County	Lisa Hurley	Hillcrest	There were discussions about development of sidewalks and stuff, but I also wanted to know, and I'm not sure if this is related or not, but one of the major problems is that housing developers are not required to have parking spots and parking has become horrible in my neighborhood and continues to get worse. I've already gone to city council about this and feel like I have been ignored. I would like to know what's being done about this. I live on the side of hillcrest close to North Park deliberately because I didn't want to be one of those places that nobody wanted to visit because of parking and now it has become that and they're still putting in more buildings.
27-Jan	Central San Diego & South County	Luvone Harrms	Morley Field, Pershing Drive	My problem is that we need sidewalks and I strongly object to the proposal I received last Wednesday about taking 2 lanes from Pershing, which is actually the only real quarter from 5 through our whole area and making bike lanes out of it. It works now, we're going backwards and spending lots of money and mess it up so it won't work or be sufficient. It'll be another University Ave. I'm not happy with the proposal, it just seems like a step backwards.
27-Jan	Central San Diego & South County	Marcel Brisk	Mission Hills	I had the misfortune of actually ending up in the hospital a couple years ago due to a trip and fall on a broken-up sidewalk. The city is ripe with broken up sidewalks, and there are still pot holes all over the place, bad patch jobs to attempt to fix them and lots of streets that need resurfacing. I've got broken sidewalk in front of my house. I think these maintenance issues have been deferred for such a long time that that should be a larger priority than building new Trolleys or another off ramp to a freeway, which would make very little difference, frankly, in the overall picture. A much smaller amount of money would go a lot further in fixing our infrastructure. I noticed we have a lot of water and sewer issues due to the old piping in the area and I regularly have a lot of trucks from the water and sewer dept. in the neighborhood on a regular basis and there have been a lot of issues of water flooding and broken pipes. I think therefore that more attention should be paid to infrastructure and less to the snazzy, sexy things like driver-less cars and bikes and

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				roadways, all which are nice, but the basic structure itself without which you have nothing, is the most important thing.
27-Jan	Central San Diego & South County	Marion Scire	Coronado	I would like to know what is being done to alleviate traffic on the Coronado Bridge to North Island of the base.
27-Jan	Central San Diego & South County	Mark Lima	Mission Hills	I would want to encourage every project that SANDAG takes on to have a school education related component. I think the San Diego school districts would happily work with you to provide some career pathways for students, especially in the less affluent neighborhoods where kids need to learn real job skills. This could not only be physical construction work, but also planning and math, how to build a road or construction techniques, understanding how meetings are run and how decisions are made. All of this is very important information and high school students would be very motivated to get in on this, especially those in the poorer neighborhoods, where opportunities like this can open their eyes to constructive participation in the community and where they can fit in. I think this is an
27-Jan	Central San Diego & South County	Mike Clark	Chula Vista	The bottleneck down here at I-805 and Orange Ave is terrible and needs immediate address. It's just terrible down here. Major impact and poor quality of life for many people.
27-Jan	Central San Diego & South County	Pat	Lemon Grove	My question has to do with consideration for accessibility on all the forms of public transportation, and not just for seniors or the disabled, but also families who are pushing strollers, people carrying groceries and packages. I've often seen them struggle enormously on both the Trolley and the bus to get on and be on the bus safely before the driver starts the vehicle. I am also very concerned about safety on the sidewalks because the sidewalks are in deplorable condition, especially in the residential areas, and not only are the sidewalks themselves dangerous with trip hazards and elevations where roots have grown up and so on, but they are also dark. Illumination after sunset is very poor and if you want people to do more walking in residential neighborhoods then some consideration needs to be given to illuminating sidewalks. Thank you for this Town Hall forum it was very interesting to participate by phone.
27-Jan	Central San Diego & South County	Paul Friedl	Coronado	I have listened to the entire broadcast and there was not one mention of the US Navy. Who is San Diego's largest employer? Guess what, it's the US Navy. Why can't we get joint cooperative programs with the US Navy to solve some problems for all San Diego. I know of one suggestion, for example, that would eliminate 95% of all military commute traffic to places like Coronado and Point Loma. I know this. We have to get the Navy to work with us for better quality of life for not only San Diegan citizens but San Diego military personnel. The answer is there, but nobody wants to work together. I can't imagine that. That seems to be the #1 priority. A much greater priority than adding cement to all of our freeways. Let's work on cooperation. Why doesn't the federal government with the navy help themselves and the citizens of San Diego.

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27-Jan	Central San Diego & South County	Robert Aebi	SDSU college area	This is about the fluoride being put in the city water. It's poisonous and shouldn't be put in there.
27-Jan	Central San Diego & South County	Robert Schmalfeldt	Mission Hills	I appreciate you calling and inviting me to participate and I enjoyed listening and hope you add me on the list in the future.
27-Jan	Central San Diego & South County	Rosa and Steve Balkham	Chula Vista	I have a question regarding a little area here in Chula Vista that forks at Moss and Maples and there's a triangle open space that sometimes the city uses to put their dump trucks, but it's really not useful for anything. If not, I would like to suggest we build a park there or an area where people can stroll through to 3 streets. / I have a question about the Rapid transit corridor that goes from Palomar to the north 805. Can you please explain to me how this is going to increase commuter times versus a regular bus. What's special about this bus that's going to make it faster than regular bus?
27-Jan	Central San Diego & South County	Veronica	North Park	I have a 2 part question. North Park has grown so quickly in such a short amount of time and we do have the public transportation revamping project going on and while it offers great benefits, I also fear that the damage it's going to be causing to our local streets. I wanted to know if the budget is also allocating any dollars for the maintenance of our roads once the transportation is up and running. The second question is that 805 carpool lanes doesn't offer any exit opportunities and we do have a double solid white lines. I looked up on the dmV.gov website and didn't see where we were able to legally exit without risking a citation so I want to see how that is being handled as well.
27-Jan	Central San Diego & South County	Shannon Davis	Imperial Beach	My concern has to do with wildlife. We have 3 million people and mass transportation which gets in the way with our open space connectivity from one place to another. For instance, Sorrento Valley Road, which I was apart in saving that. We got trackers out and found endangered species that were right there on the road and so the city of San Diego set aside that Sorrento Valley Road as a bike path and a hiking trail instead of widening to 5. Another part of that is that deer are still going from the estuaries to Torrey Pines and there are areas like that all over San Diego. All of these connected areas need wildlife pathways and in some other cities, they're making grassed bridges that go over the freeways. Have you ever considered something like that? We have a lot of beautiful areas that we do set aside for wildlife, and we have more endangered species here in San Diego than we do anywhere else in the state and I think it's an area of concern. Instead of having a lot of roadkill, let's give them an area to connect one side to the other. My second question is that on the Bayshore Bike path, and if we run out of muster and have an electric bike, can we finish out the rest of our ride on the electric part? In your dealings with Sempra, so much future expansion is planned by that public utility and often it is along scenic highways and freeways and I'm concerned about that because it's an eyesore and the infrastructure could possibly be buried or tunneled, so that's something to consider. In America, we don't have concern for it like they do in Europe, but they do recognize radiation causing cancer in Europe.

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27-Jan	Central San Diego & South County	Shawn Durbin	Southeast SD	I don't understand why children elementary age (6-10), have to pay a fee for the bus or Trolley since they have to ride with a parent. They are too young to ride by themselves, I don't understand why they'd have to pay. I do get the middle school age and up, but I don't get why the elementary schools kids have to pay.
27-Jan	Central San Diego & South County	Susan Randerson	Point Loma	My concern is for improved bus service throughout the city, but especially in Point Loma. It's almost impossible to use the bus anywhere in Point Loma because the bus doesn't go to the end of the point and that's where I live and many people need to go. We need a bus that goes to the end of the point both on Rosecrans and on Catalina so I would like more frequent and improved bus service/coverage to the area. I also feel like there should be a bus connection to the airport from Point Loma and other places. I think money should be spent on the public transportation rather than the freeways because if there were more people that could ride the bus, the freeways would be less crowded.

Date Received	Town Hall Subregion	Caller Name	Residence	Comment
28-Jan	North County Coastal & North San Diego	Amy Bettinger	Oceanside	I heard a lot of things about roads and nothing about what my need was. I'm sorry I didn't get on.
28-Jan	North County Coastal & North San Diego	Andy Anson	Carlsbad	I have a question about the lagoon and a statement to make about it also. The question is what you are leaning towards in leaving it an open to the ocean. My statement is that I think you should be regulated by the state to keep it to be a freshwater lagoon so that the migrating birds will have a coastline to use going south or north. It's been a bird sanctuary since the 1940s and I think if we open it to the ocean, what good is that for the animals? Opening it to the ocean would eliminate a lot of that in there. I think it's very important to keep it a bird sanctuary in particular. I know it's an animal and ecological preserve now. In the old days there were a 1,000 birds or so going through here and now it's less than half. They're not allowing us to maintain it as they would before. I feel that there needs to be more research to see what you can do.
28-Jan	North County Coastal & North San Diego	Anne Clark	Carmel Valley	My concern are these carpool lanes. I'm not sure I'm a believer that these people are actually carpooling. I think it's just that some people just happen to have more than 1 person in my car, but it's not as though they would have been taking a car of their own so I'm extremely concerned about the Carroll Canyon exit. It seems to go very unused, and I think if more people were allowed to use it, we would be able to relieve congestion on Sorrento Valley Road and Mira Mesa Blvd. My biggest concern is that they're going to put that same type of carpool lanes enter and exit at Manchester Road and I just think that if you're going to spend so much money on such an elaborate enter and exit on the freeway that more people should be able to use it. I don't think we're a city or state that really can carpool. Are we required by

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				the state to have these carpool lanes or do we know if they're really encouraging people to share rides or are they being used haphazardly when you go somewhere with someone because you want to?
28-Jan	North County Coastal & North San Diego	April Marinelli	Oceanside	I have a question about the homes being built in Oceanside off of college. How are they going to be able to enter the freeway on the 78 without clogging the neighborhood? North Avenue is extremely busy right now and there are lots of accidents on this road as well where they're going to fast so I'm wondering if there will be easy access to the freeway.
28-Jan	North County Coastal & North San Diego	Arlene Hammerschmidt	Oceanside	Thank you and please continue to get motorists out of our cars. Does SANDAG support an I-5/78 interchange that not only improves the quality of the Buena Vista lagoon and also decrease the number of mosquitos and maintain the views from inland towards the ocean. In other words, not a towering monstrosity that Cal Trans seems to love to generate. We don't want that in Oceanside and I hope that SANDAG can exert some force and come up with something that will work for everyone. Specific response would be appreciated.
28-Jan	North County Coastal & North San Diego	Art	Mission Beach	The roads, infrastructures and potholes in Mission Beach are absolutely terrible in the city and other county areas. You can't drive more than a quarter mile without hitting some sort of pothole or ding in the road and we have been told time and time again that the roads are going to be worked on and there has been little or nothing done. Also relative to the city where I live, the seawall at mission beach is the worst I have ever seen. It is terrible. Right in front of Belmont Park that portion of the seawall has been taken down, but just sitting for 6-8 months now and no work has been done. They also said that they were going to replace the entire seawall from the jetty to the south all the way up past the pier past pacific beach. If you still want tourists here, you need to fix the seawall and the boardwalk where people can enjoy themselves.
28-Jan	North County Coastal & North San Diego	Beatrice Nelson	Oceanside	The state reviewed and approved prospective housing developments in regard to the impact on traffic. In the community where I live, in a senior mobile home with close to 500 residents, which dumps out onto very narrow Academy Road, and they estimate this housing project will dump 5,000 cars onto our road and eventually onto mission Avenue just before it goes under the bridge where 76 goes across mission Avenue At that point it narrows down to two lanes, and they said they would widen the road by taking down the buttresses there. How can the city say they're going to accommodate these 5,000 extra cars by cutting off a part of the bridge support. I don't have an email address but I would like to know who I can get in contact with to get this issue resolved. Environmental reports have been ignored by the city of Oceanside and it directly impacts my senior community. How will emergency vehicles get here in time?
28-Jan	North County Coastal & North San Diego	Bill Simmons	La Jolla	What is SANDAG planning to do to pay for all these improvements? Are we looking at more sales tax or borrowing money? I think we should talk about budget.

Date Received	Town Hall Subregion	Caller Name	Residence	Comment
28-Jan	North County Coastal & North San Diego	Brandon Ebling	Oceanside	When are widening projects going to happen on I-5 to clear up those bottle necks up through the I-5 from Downtown to Camp Pendleton and through Orange County. I'm also wondering if there's any plans to clean some of the dead trees and other kinds of plants out of there on the San Luis Rey River that are causing problems.
28-Jan	North County Coastal & North San Diego	Carol	Del Mar	Why do we keep building traffic lanes and double track trains? In regard to greenhouse gases, why not a mono-rail system as other countries with the same climate. It would be a lot healthier and less expensive.
28-Jan	North County Coastal & North San Diego	Cathy	Carlsbad	Would you be open to protect the lagoon if the mall is not built? I'm also interested what the program is for the restoration of the Buena Vista Lagoon in association with the 78 improvements?
28-Jan	North County Coastal & North San Diego	Charlene Hill	Bay Park	When can we expect to see improvements on the I-5 highway shortly after the Oceanside to the inspection station that is severely faded and poorly marked?
28-Jan	North County Coastal & North San Diego	Charmaine Todd	Del Mar	I don't understand how the widening of the 56 and 5 will occur without degrading the quality of life of the people who live there. I would like to know how you expect it to improve because all we see is that it's going to cause more traffic.
28-Jan	North County Coastal & North San Diego	Cheryl Lysy	Peñasquitos	Have they considered extending the Trolley with direct access from the airport to alleviate congestion?
28-Jan	North County Coastal & North San Diego	Christine Carland	UTC area	How the aesthetics are being incorporated into the planning and design of the Trolley system? Specifically, I am looking at Route 52 and La Jolla Village Drive. I would like to know if trees are being removed for this Trolley system and if so, how you plan to keep the area beautiful? I am concerned that it will be an eyesore.
28-Jan	North County Coastal & North San Diego	Craig Jones	Scripps Ranch	I would like someone to get in contact with me about the quick way alternative to regional transportation planning.
28-Jan	North County Coastal & North San Diego	Danielle Drosch	Del Mar	Along the Sorrento Valley corridor, what is SANDAG able to accomplish with preventing flooding in that area, especially with all the pot holes. Can there be a road that goes over the train tracks or an elevated road system so that the congestion of vehicular traffic is not impeded because of the rail system? Also, always wondered why I can't get on the train from Sorrento Valley station and go all the way up the coast?
28-Jan	North County Coastal & North San Diego	David Bailey	Pacific Beach	What are the plans to bring the Trolley service to Pacific Beach and Mission Beach and La Jolla area? Will it run up Garnet or drop people off at the 5?
28-Jan	North County Coastal & North San Diego	David Shalinsky	Scripps Ranch	Is there some way that SANDAG can work closely with private enterprises like those who own the Chargers and Padres to implement a regular, reliable bike parking feature at their games. Why can't a bicycle pavilion be set up?

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28-Jan	North County Coastal & North San Diego	David Kullen	Clairemont	Why are there no desalination plans to cope with our drought problems?
28-Jan	North County Coastal & North San Diego	Diane Ogden	Carlsbad	Is there a way that Sorrento Valley road west of I-5 could be open to Carmel Valley Road? I would also like to see carpool lanes more accessible to change from regular to carpool lanes.
28-Jan	North County Coastal & North San Diego	Don Murphy	Tierra Santa	Any work being done on highways to determine where the real bottlenecks are and monitoring complaints to see if there's a way to do things based on priorities? Any formal improvement programs within the government that encourage employees to do things better, faster? Any opportunities for entrepreneurial investments in advertising key problems for the city and provide funds for entrepreneurs to dissolve problems? And is there any kind of report card that allows us to see how much money is being spent and if it's working or not?
28-Jan	North County Coastal & North San Diego	Dorothy Jenison	Linda Vista	Skilled nursing facilities are careless and need to be supervised. I would like to speak about my experiences there. Also, my community has become food desert and it keeps getting worse day by day.
28-Jan	North County Coastal & North San Diego	Eleanor Patella	Sabre Springs	Why do we keep building when we don't have water? It's horrendous and the traffic is a huge problem. It doesn't make any sense to me.
28-Jan	North County Coastal & North San Diego	Evan Harrison	Encinitas	Do you ever have plans to get streetlights in old Encinitas? Also, please keep the bikes away from the cars down Leucadia. Keep the bikes closer to the railroad tracks where they were before
28-Jan	North County Coastal & North San Diego	Frank	Oceanside	Wondering about the desalinization plan being copied elsewhere in the county?
28-Jan	North County Coastal & North San Diego	Carina	Carlsbad	Balboa Park is a county resource and should have mass transit options that allow people to go to evening performances and get back. That should be a much higher priority than getting parking.
28-Jan	North County Coastal & North San Diego	Mike Bowani	Encinitas	Concerned about the traffic congestion due to the multi-family units being built. Quality of water in Encinitas is awful. Any solutions? Please call m.
28-Jan	North County Coastal & North San Diego	Manuelita Brown	Encinitas	Concerned about lack of trees and the new park in Encinitas and the air quality at the park from the I-5 traffic.
28-Jan	North County Coastal & North San Diego	Dave Ferguson	Solana Beach	We don't have a water shortage in our region. What is SANDAG doing to fight/sue the governor for mandating a water shortage in the region?
28-Jan	North County Coastal & North San Diego	Lynn Garringer	Not provided.	Medians on highway 76 are ugly and they don't bring any city pride. Can we do something to make our roads a little nicer? Outdoor movie theatre is a huge eye sore and it should be torn down and leveled for a flea market.

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28-Jan	North County Coastal & North San Diego	Kurt Habetler	Rancho Peñasquitos	The road conditions are not maintained as we should. I am for a tax that would be allocated only for the maintenance of our infrastructure.
28-Jan	North County Coastal & North San Diego	Michael Handman	San Diego	What is being done to alleviate the traffic congestion at the 52 to the 15. It is a blooming nightmare.
28-Jan	North County Coastal & North San Diego	Robin Risk	Clairemont	Bus ridership is packed; My 7 mile commute should not take an hour and a half and I think a shuttle should be added and the routes improved.
28-Jan	North County Coastal & North San Diego	Ron Nimmo	San Diego	Is the plan to expand the El Capitan reservoir still on track? Is the SD river valley project still ongoing? HOV lanes should be opened up to everyone at rush hour because they are underutilized and it's a waste of resources.
28-Jan	North County Coastal & North San Diego	McKayla Port	Pacific Beach	Build the trains first and the developers after. It would save a lot of time and if we build the train first, everything else can be surrounding it in a smart conducive way.
28-Jan	North County Coastal & North San Diego	Ray Simon	Oceanside	What is the time line of the HOV widening at Harbor Drive in Oceanside? I need more information and a site to return to stay updated.
28-Jan	North County Coastal & North San Diego	Angela Townsend		Any plans to have a train go down the 15 so I could take a train to work? Or a shuttle system from Old Town or Sorrento valley to offices at the 15 corridor
28-Jan	North County Coastal & North San Diego	Ruth Utti	Leucadia	The train kicks up so much dust near the railroad tracks in Carlsbad/Leucadia and it's really an unhealthy situation. I would like to know what you can do to fix this problem.
28-Jan	North County Coastal & North San Diego	Sommer	Not provided.	No overall plan of growth estimate in the county, especially with the drought. We need to stop building and we should limit the amount of people coming here. What are you doing to prevent this?
28-Jan	North County Coastal & North San Diego	Dawn Reinhart	Carmel Valley	We need a senior center right across from the shopping center and need our own post office instead of One Paseo.
28-Jan	North County Coastal & North San Diego	Jayn Lee	Carmel Valley	BART-like system to go from downtown San Diego/airport to Oceanside
28-Jan	North County Coastal & North San Diego	Jeannie	La Jolla	I'd like a response about the issues in La Jolla that were not taken during the call. I'm very disappointed in that.
28-Jan	North County Coastal & North San Diego	Joaquin Castle	Pacific Beach	Underground water supply is being used rather fast and we're not replenishing this water. We are in danger in running out of water here. Why not build more desalination plants?

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28-Jan	North County Coastal & North San Diego	John Chuckta	San Diego	Why can't you implement a desalination plant in Point Loma? It used to be there, so the structure is already set up.
28-Jan	North County Coastal & North San Diego	John	Bayho	MTS busses are not efficient, convenient and very empty. It's expensive and costs more to take the bus than a cab. What's being done about that?
28-Jan	North County Coastal & North San Diego	Josh Weckleberg	Mission Valley	I'm concerned that traffic in the east of our county hasn't been addressed. What are alternative routes possible from Friars Road on the 15 or from Santa Fe Depot?
28-Jan	North County Coastal & North San Diego	Judy Berlfien	Encinitas	I want a better idea of when the increase of trains/times for Amtrak/COASTER?
28-Jan	North County Coastal & North San Diego	Karen Ray	Clairemont	In regards to the lane expansion on route 56 and I-5, more traffic lanes = more traffic = more CO2. I am concerned about the environment. How did your decision to do lane changes, or what environmental justification did you use in your plan to justify expanding lanes when environmentally that will only add to the CO2 problem.
28-Jan	North County Coastal & North San Diego	Karen	Carlsbad	I want to voice my support for the train/light rail transit. I don't support widening the freeways. The question shouldn't be how do we make freeways faster, it should be how do we get people out of their cars?
28-Jan	North County Coastal & North San Diego	Ken Reifman	San Diego	We live on the north side of highway 8 in the college area, the traffic is bottlenecked both east and west. Will it ever be addressed? Free parking at Balboa Park should be implemented, especially during concert season.
28-Jan	North County Coastal & North San Diego	Kimberly Prado	Rancho Peñasquitos	I really want everyone to please think about the worker. Please immediately put in carpool lanes on the 56. There is no carpool lanes in our county and it's imperative we get them, especially going back and forth downtown.
28-Jan	North County Coastal & North San Diego	Linda Alstrom	Rancho Bernardo	Concerned about pot holes in our area. I have enjoyed bike path on 56. Can we extend that to the beach? I think it would eliminate a lot of cars on the road. We also need a connector right onto the 5 from the 56.
28-Jan	North County Coastal & North San Diego	Linda de Rosa	Oceanside	My concern is the big transport trucks that take up 2 lanes on the freeway. Can there be a ruling where they can only travel at night?
28-Jan	North County Coastal & North San Diego	Lisa	Oceanside	How is the widening of college going to impact the residents? What is the time line? Also, the new Fed-Ex hub is just a quarter mile from our house and I'm wondering how that will impact traffic. Is it possible for residents to get timeline from SANDAG when/what areas to avoid?
28-Jan	North County Coastal & North San Diego	Lorraine Kent	Rancho Santa Fe	When will the old bridge between Via de la Valle and San Dieguito Road be expanded to accommodate pedestrians/bikes? Are there any plans to accommodate equestrian trails to and from the county horse park?

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28-Jan	North County Coastal & North San Diego	Lynn	Oceanside	I think the SPRINTER loses out by not running trains late during baseball season. Is there a possibility of extending trains during baseball season? The 76 should be three lanes each way.
28-Jan	North County Coastal & North San Diego	Margot Thomas	Clairemont Mesa	Is there any thought about having a Trolley stop along La Jolla or PB?
28-Jan	North County Coastal & North San Diego	Marilyn		How can I get a hold of you if you hold another town hall meeting?
28-Jan	North County Coastal & North San Diego	Marsha	Mira Mesa	Why was there a huge hole on Black Mountain Road a few months ago with no barriers for warning? I've had to get thousands of dollars in repairs to my car.
28-Jan	North County Coastal & North San Diego	Marty Ehrwick	San Diego	My issue is with the lease of the polo fields by the City of San Diego. What are the terms of the lease of the polo fields in Del Mar? The new tenant changed usage from 25 days a year to 25 events a year. The new tenants has hundreds of cars parked on the dirt lots. It causes traffic and environmental issues. We've had trouble getting the attention of city employees and representatives. How can SANDAG help us?
28-Jan	North County Coastal & North San Diego	Mary Lee	Oceanside	What are you doing about beach erosion? In another 5 years roads will be gone if nothing is done.
28-Jan	North County Coastal & North San Diego	Mary Fox	Rancho Peñasquitos	Are there any plans for a light rail system along the I-15 corridor? One that provides access to Fashion Valley and downtown? How much coordination is going on between SANDAG and all the development projects along the 56 corridor? I am very concerned about the impact all the developments will have on the interchanges there and there should be improvements done to the corridor before all the developments go in.
28-Jan	North County Coastal & North San Diego	Meir		We ride our bikes to the industrial area on Mira Mesa Blvd and have noticed that a quarter of the building are empty. What is being done to attract young, innovative businesses to the area? What is being done to limit the dependence on a single employer like Qualcomm? Cities like New York and San Francisco go to great lengths to attract businesses.
28-Jan	North County Coastal & North San Diego	Michael	UTC area	When highway 52 was made there were no soundproof walls installed between the 5 and 805. Would you consider installing soundproof walls? The traffic is very heavy and the noise is very loud.
28-Jan	North County Coastal & North San Diego	Morton	University City	Wouldn't it be cheaper to have buses run along the 5 to university versus installing a whole new Trolley line? It would be more efficient and cheaper.

Date Received	Town Hall Subregion	Caller Name	Residence	Comment
28-Jan	North County Coastal & North San Diego	Nancy	Oceanside	Has lived in North County for 20 years. Can SANDAG look into grey water retrofitting systems for homes? It is very important that our open space is preserved and fostered. We need more open space and trees in our communities for the psyche and everyone's health.
28-Jan	North County Coastal & North San Diego	Nancy	San Carlos	The bicycle lanes do not have stop signs. There should be a test for bikers so they know the rules of the road.
28-Jan	North County Coastal & North San Diego	Pam	Oceanside	What is the evacuation plan for the communities within a 50 mile radius of the of the San Onofre nuclear plant (considering fuel rods are being stored on-site)?
28-Jan	North County Coastal & North San Diego	Sharon Reynolds	Rancho Bernardo	In the City of San Diego we have a lot of new drivers because of the non-citizens that were able to get drivers licenses this year. Are we going to have a bigger allowance on carbon emissions and greenhouse gases due to all these new drivers?
28-Jan	North County Coastal & North San Diego	Pete Knowlan	San Diego	I would like to see a commitment by the people of San Diego to get out of their cars and into public transportation to curb climate change. The better public transportation gets, the easier it will be to use. The future of the world depends on it.
28-Jan	North County Coastal & North San Diego	Peter	UTC area	Buses 41 and 30 in the UTC area are running almost empty.
28-Jan	North County Coastal & North San Diego	Richard Sehulman	UTC area	The question is about the purple pipe reclaimed water system in San Diego. How is the infrastructure for the purple pipe system being handled? And what's the plan for the last one or two miles to get it to where it's going to be used?
28-Jan	North County Coastal & North San Diego	Richard Fogul	Oceanside	What is the status of getting regular train service to the airport with a link to the new rental facility?
28-Jan	North County Coastal & North San Diego	Raymond Seager	Carlsbad	I've watched all the wildlife be destroyed in this area by the non-stop building. There were deer here 6 years ago. Everything's gone. There's nowhere for truckers to rest. They need a safe place to sit. It's a matter of safety. It would take a lot of congestion off the road. San Diego needs more truck stops to help the economy.
28-Jan	North County Coastal & North San Diego	Rob Shanahan	Carlsbad	How will the Agua Hedionda project affect traffic?
28-Jan	North County Coastal & North San Diego	Robert Leif	Southeast SD	It is well known that distance of commute is inversely proportional to the quality of jobs. We have poor people in this area. I pointed out that you can take the I-15 Rapid transit and join it with the Orange line on Imperial Avenue, but nothing has been done about it. These people are locked in a ghetto and they have no way of getting North where the money is. Why should these people vote for any new taxes when they've gotten nothing of use?

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28-Jan	North County Coastal & North San Diego	Rachel Arroyo	Sorrento Valley	I've lived in Sorrento Valley for 17 years. Traffic has gotten so bad that I can't get on Sorrento Valley Blvd. Nobody that is on this street lives here. Are there any plans to improve traffic in the area? People do not take Mira Mesa Blvd. This is a very big problem for us.
28-Jan	North County Coastal & North San Diego	Sabra	Carmel Mountain	I think you'd increase transit ridership if you implemented a Compass card that allowed for cards to be charged up and spent down versus a daily/monthly fare. Sometimes people can only be occasional bus riders. It'd be easier to have an account with funds on it.
28-Jan	North County Coastal & North San Diego	Sharon	La Jolla	Why can't the COASTER meet the Metrolink in the morning Mon-Fri to go to Los Angeles to Union Station? It's off by 5 minutes so it's not possible to make the connection. I've been pursuing this since 2010.
28-Jan	North County Coastal & North San Diego	Shirley	Encinitas	When we hire contractors, how much do we require of these people to consider greenhouse gases and environmental effects? What is SANDAG doing to curb disease and poor health caused by the negative effects of the use of fossil fuels?
28-Jan	North County Coastal & North San Diego	Shirley Bard	Mira Mesa	Very concerned about no one talking about trying to avoid wasted public funds. No one mentioned the charges everyone pays for sewer maintenance. Streets are in poor condition and caving in. Why aren't streets inspected and repaired proactively? Is anyone coordinating city and county efforts?
28-Jan	North County Coastal & North San Diego	Susan	Rancho Peñasquitos	The growth and development approvals are contingent upon completing or updating the community plan, so what's the priority to push those through the current slated completion dates? Since funding is likely key to the first issue, what type of collaboration is SANDAG trying to make with the Board of Supervisors and City Council members to ensure a cohesive funding ballot measure? So the voters aren't overwhelmed by a bunch of different funding measures. Wishes the meeting went longer, at least another hour.
28-Jan	North County Coastal & North San Diego	Susie Coker	Oceanside	S. Korea and the Netherlands have incorporated a bike lane alongside the express lanes down the center of the freeway and they cover them with solar panels. The panels provide shade and energy. Since the freeway infrastructure is already there, a bike lane (protected by a barrier) would provide a lot more direct access for bicycles. I love the SPRINTER and I think more public transportation should be incorporated throughout San Diego County.
28-Jan	North County Coastal & North San Diego	Teri	Carmel Valley	Is there any plan to implement public transportation for Carmel Valley going south? Is there any plan to put a bike/walking path from Carmel Valley to the beach? There is currently no safe way to get there. Finally, are there any plans to put up a better sound wall on the North side of the 56 between the 5 and Carmel Country Road?
28-Jan	North County Coastal & North San Diego	Thomas	Del Mar	I am interested in any plans to improve the road Via de la Valle between the 5 and East County. It is an increasingly used street that feeds various venues. There are many potholes and it is an unsafe road. Are there any plans for improving this street?

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28-Jan	North County Coastal & North San Diego	Todd	Del Mar	A government access lane should be implemented on all roads that is only accessible to emergency vehicles. There are a lot of people in the City of San Diego and time is of the essence.
28-Jan	North County Coastal & North San Diego	Willata Bocash	Sierra Mesa	When it rains, how come they can't put a ramp on from Town and Country to Fashion Valley (where the rainwater collects)?
1-Feb	Spanish	Amanda Lopez	Barrio Logan	<p>Buenos días. My nombre es Amanda Lopez y soy de Barrio Logan. Aqui tenemos una necesidad muy grande, cerca de la Avenida Nacional y 26a/27a, de unos arboles de la ciudad que estan sobre crecidos. No se si eso sera incluido en estos planes de SANDAG, pero si me gustaria muchisimo que me pudieran dar alguna respuesta. Viene el crecimiento de los arboles y es un problemaso cuando ya estan tirando semilla y la hoja. Mi direccion es XXXXX, San Diego. Mi numero es XXXXXXXXXX. Lo siento que no tengo correo electronico. Gracias.</p> <p>Translation: My name is Amanda Lopez from Barrio Logan. There is a major problem by National Avenue and 26th or 27th with some overgrown city trees. I don't know if SANDAG has a hand in this issue, but I'd really like a response. These overgrown trees cause a major problem when they begin shedding leaves. My address is XXXXXX. My number is XXXXXXXXXX. I apologize for the inconvenience, but I do not have an email address. Thank you.</p>
1-Feb	Spanish	Barabara Garcia		<p>Yo soy Barbara Garcia y estoy llamando para decir que la reunion estuvo súper súper buena. Y muchas gracias a todos que an hecho esto.</p> <p>Translation: I am Barabara Garcia. I'm calling to say that the town hall meeting was very very good. A big thank you to everyone who helped put this on.</p>
1-Feb	Spanish	Carolina Cabrera	San Diego	<p>Que pueden hacer para reducir los billes del agua que estan llegendando ultimamente elevados? Yo no gano tanto dinero como para pagar mas de \$300 cada dos meses, aparte de que estoy pagando mi bodega. No tengo correo electronico.</p> <p>Translation: What can be done to reduce the water bills that have been much more expensive lately? I can't afford to be paying over \$300 every two months as I don't earn very much money. I don't have email.</p>
1-Feb	Spanish	Josue	La Jolla	<p>Yo uso bastante las connexiones del Old Town y frankamente me irrita mucho que el sanitario publico alli es solamente para los que compran cosas del comerciante alli que es un parásito que no permite a la gente usar el sanitario sin haber comprado algo. Se debe remediar esto inmediatamente. Ademas de que los sanitarios deben de hacer mas abiertos y accesibles. No puedo opinar sobre el sanitario de las mujeres, pero el sanitario de los hombres son sobre privatizados.</p> <p>Translation: I use the transit connections in Old Town extensively and quite frankly it really irritates me that the public restrooms there are only accessible to those who</p>

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				buy things from the store owner there. The owner is a parasite and he does not allow the people to use the restroom without first buying something. This should be remedied immediately. Also, the restrooms need to be open more frequently and more accessible. I can't comment on the women's restroom, but the men's restroom is overly privatized.
1-Feb	Spanish	Martha	Oceanside	<p>Se puede implementar o extender el transporte publico hasta la frontera con Mexico? Hay que tratar de agarrar un transporte de Oceanside hasta la frontera.</p> <p>Translation: Would it be possible to extend some form of public transportation from Oceanside to the Mexican border? Are there any plans in the works, or can you please consider this?</p>

Email and Fax Comments

Name	City	Date Received	Comment
Walt Brewer	Not provided	1/16/2016	<p>With reference to SANDAG's January 22 request for comment about future transportation priorities, please see the suggestions that follow. They recommend SANDAG initiate immediately a shift to new demonstrated technology that will provide on-demand personal direct to destination travel.</p> <p>A pragmatic approach for getting started is outlined. There is probably less need for sales tax increase than if SD Forward were fully implemented.</p> <p>There will be a brief entry in the survey. But felt more rational would be useful.</p> <p>Thank you for this opportunity. Walt Brewer</p> <p>New Priorities.</p> <p>Urban transportation activities for more than 30 years confirm that the public overwhelmingly prefers service that is on-demand, personal, same vehicle rapidly direct to real destinations, time saving for both personal and business travel. Automobiles have been, and are planned to be the major supplier supplemented with some human-propelled vehicles and walking where densities and facilities permit.</p> <p>However increasing acceptance of call-up autos, including driver, (Uber, Lyft, etc.), presents choices to users of privately owned autos, and modifies the current role of mass transit. Importantly now it can give non-driver, (frequently low income) travelers equal quality of the preferred travel service. On-Call will become Regional Public Transportation. When capacity beyond road capability occurs, narrow electrified, (Automated Transit Network), guide way service will be available.</p> <p>During pragmatic introduction, performance of new features, doorstep trip origin, parking reductions, daily ride pooling, etc., along with traveler interactions can be observed. Adjustments including emphasis on low energy and emissions vehicles, already becoming available, can be made. Near future decisions about use of Self Driving Vehicles will be needed.</p> <p>Currently, plans would attempt to correct deficient access to Public Transportation with an expensive, highly subsidized mass transit overlay. On-call's doorstep, or other designated point of origin, eliminates that issue. And users are already in the on-call vehicle going directly to the desired destination. Thus this on-call initial service area would be to eliminate poor access to conventional mass transit.</p> <p>Specifics for a first priority project thus become: After identifying the service area, through competitive bidding, select an experienced</p>

Name	City	Date Received	Comment
			<p>contractor to supply specified service, provide activity records, etc, etc. Over at least a 5 year contract period, work with contractor to reduce costs, and environmental impacts. Assess impact and timing for Autonomous Vehicles. Initially at least, support fares comparable with other Public Transportation from funds already planned for that area's subsidy. In dense areas, relieve travel congestion with ATN narrow automated guideways and compatible vehicles.</p> <p>Access issues are solved earlier than the planned extensive facilities can be built. GPS reduction schedules might need modification. Collect findings and results of experience for use in the conversion of additional on-call service areas.</p> <p>This change might seem radical to some. But its new technology stays within necessary bounds SANDAG has emphasized to be in use and available. Federal funds are likely, considering U.S. DOT interest in Self Driving Cars. The pragmatic step by step approach allows improvements and corrections along the way to full implementation. Autonomous vehicles roles are likely to increase generally, but this approach remains beneficial if they are not appropriate. Although at some development densities desired, the ATN guideways instead of roads will enable meeting travel demands.</p> <p>Recently a Presidential candidate said Government policy will have to catch up with technology. Here is a chance for San Diego to lead with a bite size piece.</p>
Dr. Kyra Greene, on behalf of the Quality of Life Coalition		1/22/2016	<p>Director Gallegos: On behalf of over 150,000 San Diego County residents and 20 organizations including environmental, social justice, labor union, climate action, affordable housing and transit advocates, we submit the attached proposal for consideration as the basis for the sales tax ballot measure currently under discussion at SANDAG. After months of collaboration and discussion, our Quality of Life coalition has unified around the attached vision. We call on SANDAG to develop a ballot measure aligned with these priorities. Our goal is a ballot measure that invests public money in a socially and environmentally equitable manner (based on need). We believe this measure is an opportunity to invest in building a vibrant, inclusive economy that lifts up families, creates healthier communities and addresses climate change. Our vision benefits residents throughout the county, positions San Diego communities to leverage state and federal funds and accelerates regional efforts to reduce harmful greenhouse gas emissions that cause climate change, a state requirement and necessity. We request our Vision statement be included in upcoming Board and Committee meeting documents, including the Transportation and Regional Planning Committee meetings on February 5th. We welcome the opportunity to dialogue with you and SANDAG leadership about this proposal.</p>

Name	City	Date Received	Comment
Fred Puhn	National City	1/26/2016	<p>Thank you for the public comment telephone meeting today. It was too short to discuss very much about priorities. Here are my priorities that were not discussed, taking into account the oft mentioned cost. (1) I would use the trolley if it had bathrooms on the train or at the stops. I asked this during the telecom and Mr. Roberts said they tried some and later took them out because of graffiti cost. Rather than a luxury bathroom how about using a simple primitive outhouse style system such as the one used in the Kimball park in National City? There are paints and Silicone spray that graffiti paint does not stick to. Another low cost system is to have pay toilets. Another idea is to rent plastic toilets and have them replaced when full. I am an elderly man and suffer from the common health problem of BPH. A great number of elderly men have this same disability. I just don't use the trolley. (2) I would use the bus if it was somewhat user friendly. The bus stops should all have a simple weatherproof card showing the following information as a minimum: Fares, route descriptions with maps, times of operation, time between busses at this stop, expected schedule for arrival at each stop. Also there should be a place for a person to sit and a simple cover to provide weather protection. Also the bus driver should be able to make change or a change machine should be provided at each stop. Also modern technology should allow the person waiting to know exactly when the next bus will arrive. (3) A very low cost immediate change to expand the freeways is to allow every car to use the HOV lane. All the drivers pay for the road, so why can't they use it? This change would reduce air pollution and greenhouse emissions because there would be fewer traffic jams. Also it would avoid the costs of fighting the rumored citizens' initiative to allow all taxpayer funded lanes to be used by all. (4) A very efficient way to keep traffic moving on main roads is to synchronize the timing of traffic lights to match the local speed limit. This is not high tech. They had this timing 60 years ago when I started driving all along El Cajon Blvd. (5) Another way to keep traffic flowing and reduce air pollution is to use traffic circles (roundabouts) instead of traffic signals and stop signs. We already have a few but there should be many more. This system works very well in other countries such as England. (6) Recent changes to the roads in National City and other areas have reduced the number of driving lanes in the city by 50 percent. How does this help reduce traffic congestion? The money used for these counterproductive changes should be spent for improvements such as mentioned above. Making roads smaller should be approved by a vote of the people. Everyone I have talked to hates the new changes. (7) Busses stopping in the city often block traffic because there is not enough room for the huge bus to pull off. Each bus stop should be studied and modified where required to allow traffic to flow past the parked bus. This may involve moving the stop locations, buying small amounts of land, or modifying sidewalks. (8) Habitat conservation, water quality improvement and other similar projects are not part of improving transit. If you want these items vote on a separate tax increase and don't call it transit. (9) Building more freeway lanes, fixing potholes, routing trolleys to the zoo and airport, integrating different types of transit are major priorities that were discussed in the telecom.</p>

Name	City	Date Received	Comment
Doug Fiske	Encinitas	1/28/2016	<p>Please forward this post to Gary Gallegos. Mr. Gallegos, During tonight's phone town hall, I asked the question about reallocating the \$6.5 billion SANDAG plans to spend in the North Coast transportation corridor between 2015 and 2040. The split is now \$5.68 billion for the I-5 freeway and only \$820 million for the rail corridor. Those figures are from SANDAG's website and printed literature. My suggestion is to reallocate the funds to allow trenching the tracks through the entire North County coast. Solana Beach has done that with great success. Carlsbad is studying trenching the tracks between the Buena Vista and Agua Hedionda lagoons. Their projection is that leaving the rails at grade when doubling them will depress sales, property and transient occupancy tax revenues. Trenching when doubling will increase those revenues, meaning trenching will eventually pay for itself. Those tax facts also apply to Encinitas. On average, there is one death by train per year in Encinitas alone. There are four grade crossings in the city. The current 50 trains a day create traffic jams at those crossings. The trains are extremely intrusive, noisy and dusty. When the tracks are doubled, the rail traffic will double, as will the big problems the at-grade trains cause. Doubling the tracks without trenching them at the same time would be extremely shortsighted. The benefits of trenching when doubling would be forever. SANDAG must adopt policies and plans that greatly reduce greenhouse gas emissions. Getting a few more people to ride bikes, walk or carpool won't have a measurable effect. Moving the transportation focus from roads to rails through the North Coast corridor would have a huge GHG reduction effect while solving several other growing problems.</p> <p>Doug Fiske Encinitas</p>
Flores Bishop	Not provided	1/31/2016	<p>Could not be accommodated in the on-line survey. Please design the comment section to cut off at 500 characters - I was waiting for the cut off, as I was adding! (1) Campaign "Park Once and Walk" to encourage people to walk within reasonable distances, even if it includes crossing a street. Encourage all-ways stopped signal lights to give pedestrians a head start in crossing streets, especially the 6-8 lane variety. (2) The walkway from Linda Vista to Fashion Valley should be a beautiful, aesthetic "health" walkway with distance markers. (3) Plant more trees (and let them mature into the beautiful expression of nature that they are) to help soak up run-off. Notice how people and cars cluster under their shade, yet most park equipment and parking lots are open to withering sunlight. (4) Transportation that works for seniors is a high priority - otherwise, you're going to have a HUGE baby boomer population navigating the streets in their personal cars. (5) Check out integrated transportation in Salt Lake City - passes are good on trains, trolleys, and buses. For a little over \$6, one can take the train from Ogden to Provo, about an hour's distance in each direction from SLC. (6) Up the center rail service, like in Chicago along the Dan Ryan Expressway, is needed for the 94. The City never solved the traffic problem for Petco Park; how in the world would they expect to accommodate a football stadium? (7) Keep the inner-city wild spaces! It's what adds to the charm of the area. Produce a pamphlet, as was done a couple decades ago, about how people can positively relate to wildlife. (8) Promote</p>

Name	City	Date Received	Comment
			urban (organic) agriculture through your plans as perfectly compatible with residential and essential to food security. (Note AB551 - Urban Agriculture Incentive Zones Act.) (9) Promote the over-the-5 park by the "s" curve.
Not provided	Not provided	2/2/2016	(1) Highways. (2) City projects; and (3) Water quality. "Share your idea." "Tell us about a specific project or program you'd like to see in the San Diego Region." (1) More freeways, not toll roads. One that runs parallel to I-5 and I-15. North of State Route 56, all the way to State Route 76 and beyond. (2) Light rail lines that connect all the border crossings. Also, Otay Mesa border crossing to Escondido Transit Center and beyond. (3) At least three more water desalinization plants, to meet our water needs. Places to store the water so that the water will not evaporate. (4) New housing to include solar panels reclaimed gray water systems for outside use, water tanks to capture rain water, and tankless water heaters.
Doug Fiske (follow up comment from 1/28/16)	Encinitas	2/3/2016	Trenching the tracks through the North Coast rail corridor would be a HUGE benefit and solve many big and ever-growing problems. Solana Beach found that out starting in 1995, and chances are the Carlsbad study will confirm what Solana already knows. Reallocation of the funds is required. Of the \$6.5 billion SANDAG plans to spend by 2040 in the North Coast corridor, only \$820 million is devoted to the rail right-of-way. Enough money has to be switched from the roads to the rails to pay for trenching when the tracks are doubled. To double the tracks and keep them at grade would be a damaging and extremely shortsighted decision. Doug Fiske Encinitas

DRAFT Highways, Managed Lanes and Connectors

Route	Description	RTP Cost		TransNet	Net Need	Proposed
		(2014 \$millions)	Cost (2015 \$millions)	II Plan of Finance Capacity (2015 \$millions)		
Highways and Managed Lanes						
SR 56	4F to 6F from I-5 to I-15	\$141	\$144	\$114	\$30	\$30
SR 67	2C to 4C from Mapleview to Dye Road	\$636	\$649	\$250	\$399	\$399
SR 78	2HOV from I-5 to I-15	\$1,192	\$1,216	\$566	\$650	\$650
SR 94	2HOV from I-5 to I-805	\$485	\$500	\$353	\$147	\$147
SR 52	2ML from SR 125 to I-805	\$389	\$397	\$71	\$326	\$326
		\$2,843	\$2,905	\$1,354	\$1,551	\$1,551
Connectors - HOV						
I-5/SR 78 HOV Connectors	S to E, W to N, N to E, W to S	\$253	\$258	\$0	\$258	\$258
I-805/SR 15 HOV Connectors	South to South and North to North	\$81	\$100	\$0	\$100	\$100
I-15/SR 78 HOV Connectors	East to South and North to West	\$106	\$108	\$71	\$37	\$37
SR 94/I-805 HOV Connectors (inc 805 Widening to accommodate)	North to West and East to South	\$101	\$300	\$0	\$300	\$300
SR 94/SR 15 HOV Connectors	South to West and East to North	\$71	\$100	\$48	\$52	\$52
SR 52/I-805 HOV Connector	West to North and South to East	\$91	\$93	\$42	\$51	\$51
		\$703	\$959	\$161	\$798	\$798
Connectors - GP						
I-5/SR 78 Connectors	North to East and West to South	\$273	\$278	\$64	\$214	\$214
I-5/SR 56 GP Connectors	West to North and South to East	\$273	\$278	\$64	\$214	\$214
		\$546	\$557	\$128	\$429	\$429
Total Highways, Managed Lanes and Connectors		\$4,092	\$4,421	\$1,643	\$2,778	\$2,778
				Match (Assume 50%)	\$1,389	\$1,389
				Sales Tax Need	\$1,389	\$1,389
Financing Costs Attributable to Highways, Managed Lanes and Connectors					\$417	\$417
Total Capital and Financing Costs					\$3,195	\$1,806

New or Expanded Transit Services - Capital

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Route	Description	<i>TransNet II</i> Plan of Finance				
		RTP Cost (2014 \$millions)	Cost (2015 \$millions)	Capacity (2015 \$millions)	Net Need (2015 \$millions)	Proposed (2015 \$millions)
New or Expanded Transit Services - Capital						
SR 94 Centerline Station	Transit Station near 27th Street	\$50	\$51	\$0	\$51	\$51
Pacific Beach Skyway	Mid-Coast Balboa station to Pacific Beach	\$167	\$170	\$0	\$170	\$170
Sorrento Valley Skyway	Mid-Coast UCSD station to Sorrento Mesa via Sorrento Valley Coaster station	\$177	\$180	\$0	\$180	\$180
Sorrento Valley Station	Relocation	\$108	\$110	\$0	\$110	\$110
Purple Line Ph1	San Ysidro to Kearny Mesa	\$2,800	\$4,400	\$0	\$4,400	\$4,400
<i>Rapid 2</i>	North Park to Downtown	\$39	\$40	\$0	\$40	\$40
<i>Rapid 10</i>	La Mesa to Ocean Beach	\$87	\$89	\$0	\$89	\$89
<i>Rapid 11</i>	Spring Valley to SDSU via Downtown	\$113	\$115	\$0	\$115	\$115
<i>Rapid 28</i>	Pt Loma to Kearny Mesa via Old Town	\$49	\$50	\$0	\$50	\$50
<i>Rapid 30</i>	Old Town to Sorrento Mesa via Beaches	\$105	\$107	\$0	\$107	\$107
<i>Rapid 41</i>	Fashion Valley to UTC via Linda Vista	\$55	\$56	\$0	\$56	\$56
<i>Rapid 90</i>	SR 94 Corridor Express Service: El Cajon Transit Ctr to SD Airport via Downtown	\$20	\$20	\$0	\$20	\$20
<i>Rapid 120</i>	Downtown to Kearny Mesa	\$78	\$80	\$0	\$80	\$80
<i>Rapid 440</i>	Carlsbad to Escondido via PAR Corridor	\$51	\$52	\$0	\$52	\$52
<i>Rapid 473</i>	Oceanside to UTC via Hwy 101 & Carmel Vly	\$130	\$133	\$0	\$133	\$133
<i>Rapid 550</i>	SDSU to Palomar Station via Southeast	\$59	\$60	\$0	\$60	\$60
<i>Rapid 635</i>	Eastlake to Palomar Trolley	\$56	\$57	\$0	\$57	\$57
<i>Rapid 638</i>	Iris Trolley to Otay Mesa	\$38	\$39	\$0	\$39	\$39
<i>Rapid 640A/B</i>	South I-5 Corridor Rapid Express Services: San Ysidro to Old Town via Downtown SD/Iris to Kearny Mesa via Downtown SD	\$93	\$95	\$0	\$95	\$95
<i>Rapid 870/890</i>	SR 52 Corridor Rapid Express Services:	\$19	\$19	\$0	\$19	\$19
<i>Rapid 910</i>	Coronado to Downtown	\$26	\$27	\$0	\$27	\$27
		\$4,319	\$5,949	\$0	\$5,949	\$5,949
					Matching Funds (Assume 50% from other sources)	\$2,975
					Total Sales Tax Needed	\$2,975
					Financing Cost Attributable to Transit	\$893
					Total Capital and Financing Costs	\$6,843
						\$3,868

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New or Expanded Transit Services - Operations

		Annual Operating Cost (2015 \$millions)	Annual Fare Recovery (2015 \$millions)	Annual Subsidy (2015 \$millions)	Proposed (2015 \$millions)*
New Transit Services - Operations					
Pacific Beach Skyway	Mid-Coast Balboa station to Pacific Beach	\$4.4	\$1.5	\$2.9	\$77.2
Sorrento Valley Skyway	Mid-Coast UCSD station to Sorrento Mesa via Sorrento Valley Coaster station	\$3.4	\$1.2	\$2.2	\$61.9
Purple Line Ph1	San Ysidro to Kearny Mesa	\$21.2	\$7.4	\$13.8	\$286.0
<i>Rapid 2</i>	North Park to Downtown	\$2.4	\$0.8	\$1.6	\$49.9
<i>Rapid 10</i>	La Mesa to Ocean Beach	\$4.5	\$1.6	\$2.9	\$90.6
<i>Rapid 11</i>	Spring Valley to SDSU via Downtown	\$7.2	\$2.5	\$4.7	\$140.4
<i>Rapid 28</i>	Pt Loma to Kearny Mesa via Old Town	\$4.4	\$1.5	\$2.9	\$82.9
<i>Rapid 30</i>	Old Town to Sorrento Mesa via Beaches	\$7.1	\$2.5	\$4.6	\$129.2
<i>Rapid 41</i>	Fashion Valley to UTC via Linda Vista	\$3.3	\$1.2	\$2.1	\$57.9
<i>Rapid 90</i>	El Cajon to SD Airport	\$0.6	\$0.2	\$0.4	\$10.1
<i>Rapid 120</i>	Downtown to Kearny Mesa	\$5.1	\$1.8	\$3.3	\$82.9
<i>Rapid 440</i>	Carlsbad to Escondido via PAR Corridor	\$4.8	\$1.7	\$3.1	\$74.9
<i>Rapid 473</i>	Oceanside to UTC via Hwy 101 & Carmel Villy	\$7.7	\$2.7	\$5.0	\$115.1
<i>Rapid 550</i>	SDSU to Palomar Station via Southeast	\$5.3	\$1.9	\$3.4	\$75.8
<i>Rapid 635</i>	Eastlake to Palomar Trolley	\$3.0	\$1.1	\$2.0	\$41.0
<i>Rapid 638</i>	Iris Trolley to Otay Mesa	\$2.3	\$0.8	\$1.5	\$29.9
<i>Rapid 640A/B</i>	San Ysidro to Old Town/Iris to Kearny Mesa	\$2.1	\$0.7	\$1.4	\$25.9
<i>Rapid 870/890</i>	SR 52 Corridor Rapid Express Services: El Cajon/Santee to Kearny Mesa and UTC/Sorrento Mesa	\$2.4	\$0.8	\$1.6	\$28.1
<i>Rapid 910</i>	Coronado to Downtown	\$2.2	\$0.8	\$1.4	\$24.3
<i>Rapid 870/890</i>	El Cajon/Santee to Kearny Mesa and UTC/Sorrento Mesa	\$2.4	\$0.8	\$1.6	\$25.0
Total New Transit Services - Operations		\$95.8	\$33.5	\$62.3	\$1,509.0

*Subject to year service begins

Estimate of Local Share for Future Sales Tax Measure (\$millions)

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	40-year total (2015 \$millions)	2017 - First Year Allocation
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Local Streets and Roads (2015\$)		\$112
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Distribution by Jurisdiction (based on Feb. 2015 BOD Forecast data)

Distribution by Jurisdiction is based on population with a minimum \$50k allocation to each jurisdiction

Carlsbad	3.5%	\$233.87	\$3.9
Chula Vista	8.0%	\$539.64	\$8.9
Coronado	0.8%	\$52.99	\$0.9
Del Mar	0.2%	\$13.02	\$0.2
El Cajon	3.2%	\$214.76	\$3.5
Encinitas	1.9%	\$131.90	\$2.2
Escondido	4.6%	\$309.91	\$5.1
Imperial Beach	0.9%	\$59.76	\$1.0
La Mesa	1.9%	\$126.28	\$2.1
Lemon Grove	0.9%	\$58.60	\$1.0
National City	1.9%	\$128.39	\$2.1
Oceanside	5.3%	\$360.52	\$6.0
Poway	1.6%	\$106.00	\$1.8
San Diego	41.9%	\$2,843.39	\$47.0
San Marcos	2.8%	\$192.72	\$3.2
Santee	1.8%	\$120.04	\$2.0
Solana Beach	0.5%	\$31.42	\$0.5
Vista	3.0%	\$204.32	\$3.4
County	15.5%	\$1,050.87	\$17.4
Total	100.0%	\$6,778.4	\$112.0

Other Measure Allocations

	Amount (2015 \$millions)
Independent Oversight	\$10
Active Transportation	\$364
Open Space - Land Acquisition*	\$2,000
Water Infrastructure	\$1,000
Transit Operations - Specialized Grants	\$176
Rail Grade Separation Safety Grant Program	\$500
Administration	\$182
	<u>\$4,232</u>

*Assumes cost of acquisition of the regional share, and management and monitoring of land acquired

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Highways, Managed Lanes and Connectors

Route	Description	RTP Cost		Transnet II Plan of Finance	Net Need (2015)	Proposed (2015)
		(2014 \$millions)	Cost (2015 \$millions)	Capacity (2015 \$millions)		
Highways, Managed Lanes and Connectors						
SR 56	4F to 6F from I-5 to I-15	\$141	\$144	\$114	\$30	\$30
SR 67	2C to 4C from Mapleview to Dye Road	\$636	\$649	\$250	\$399	\$399
SR 78	2HOV from I-5 to I-15	\$1,192	\$1,216	\$566	\$650	\$650
SR 94	2HOV from I-5 to I-805	\$485	\$500	\$353	\$147	\$147
SR 52	2ML from SR 125 to I-805	\$389	\$397	\$71	\$326	\$326
I-5	8F to 8F+2ML, SR 905 to SR 54	\$308	\$314	\$169	\$145	\$145
I-5	8F to 10F+2ML, SR 54 to SR15	\$343	\$350	\$177	\$173	\$173
I-5	8F/14F+2ML to 8F/14F+4ML, Merge to SR 56	\$91	\$93	\$35	\$58	\$58
I-5	8F+2ML to 8F+4ML, SR 56 to SR 78	\$1,531	\$1,562	\$713	\$849	\$849
SR 15	6F to 8F+2ML from I-5 to SR 94	\$136	\$139	\$0	\$139	\$139
SR 52	4F to 6F from I-5 to I-805	\$111	\$113	\$0	\$113	\$113
SR 52	4F to 6F from Mast Blvd to SR 125	\$76	\$78	\$0	\$78	\$78
SR 94	4F to 6F, SR 125 to Avocado Blvd	\$242	\$247	\$116	\$131	\$131
		\$5,681	\$5,800	\$2,564	\$3,236	\$3,236
Connectors - HOV						
I-5/SR 78 HOV Connectors	S to E, W to N, N to E, W to S	\$253	\$258	\$0	\$258	\$258
I-805/SR 15 HOV Connectors	South to South and North to North	\$81	\$100	\$0	\$100	\$100
I-15/SR 78 HOV Connectors	East to South and North to West	\$106	\$108	\$71	\$37	\$37
SR 94/I-805 HOV Connectors (inc 805 Widening to accommodate)	North to West and East to South	\$101	\$300	\$0	\$300	\$300
SR 94/SR 15 HOV Connectors	South to West and East to North	\$71	\$100	\$48	\$52	\$52
SR 52/I-805 HOV Connector	West to North and South to East	\$91	\$93	\$42	\$51	\$51
		\$703	\$959	\$161	\$798	\$798
Connectors - GP						
I-5/SR 78 Connectors	North to East and West to South	\$273	\$278	\$64	\$214	\$214
I-5/SR 56 GP Connectors	West to North and South to East	\$273	\$278	\$64	\$214	\$214
		\$546	\$557	\$128	\$429	\$429
Total Highways, Managed Lanes and Connectors		\$6,930	\$7,316	\$2,853	\$4,463	\$4,463
				Match (Assume 50%)		\$2,231
				Sales Tax Need		\$2,231
Financing Costs Attributable to Highways, Managed Lanes and Connectors					\$598	\$598
Total Capital and Financing Costs					\$5,061	\$2,829

New or Expanded Transit Services - Capital

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Route	Description	TransNet II Plan of Finance				
		RTP Cost (2014 \$millions)	Cost (2015 \$millions)	Capacity (2015 \$millions)	Net Need (2015 \$millions)	Proposed (2015 \$millions)
New or Expanded Transit Services - Capital						
SR 94 Centerline Station	Transit Station near 27th Street	\$50	\$51	\$0	\$51	\$51
Pacific Beach Skyway	Mid-Coast Balboa station to Pacific Beach	\$167	\$170	\$0	\$170	\$170
Sorrento Valley Skyway	Mid-Coast UCSD station to Sorrento Mesa via Sorrento Valley Coaster station	\$177	\$180	\$0	\$180	\$180
Sorrento Valley Station	Relocation	\$108	\$110	\$0	\$110	\$110
Purple Line Ph1	San Ysidro to Kearny Mesa	\$2,800	\$4,400	\$0	\$4,400	\$4,400
COASTER - Stations	Camp Pendleton, Fairgrounds, Convention Ctr	\$242	\$247	\$0	\$247	\$247
LOSSAN - Double Tracking	Various Locations	\$318	\$324	\$0	\$324	\$324
Local Bus Improvements	Increased Frequencies	\$120	\$120	\$0	\$120	\$120
Bus Maintenance Facilities	System expansion maintenance	\$98	\$100	\$0	\$100	\$100
Rapid 2	North Park to Downtown	\$39	\$40	\$0	\$40	\$40
Rapid 10	La Mesa to Ocean Beach	\$87	\$89	\$0	\$89	\$89
Rapid 11	Spring Valley to SDSU via Downtown	\$113	\$115	\$0	\$115	\$115
Rapid 28	Pt Loma to Kearny Mesa via Old Town	\$49	\$50	\$0	\$50	\$50
Rapid 30	Old Town to Sorrento Mesa via Beaches	\$105	\$107	\$0	\$107	\$107
Rapid 41	Fashion Valley to UTC via Linda Vista	\$55	\$56	\$0	\$56	\$56
Rapid 90	SR 94 Corridor Express Service: El Cajon Transit Ctr to SD Airport via Downtown	\$20	\$20	\$0	\$20	\$20
Rapid 120	Downtown to Kearny Mesa	\$78	\$80	\$0	\$80	\$80
Rapid 440	Carlsbad to Escondido via PAR Corridor	\$51	\$52	\$0	\$52	\$52
Rapid 473	Oceanside to UTC via Hwy 101 & Carmel Villy	\$130	\$133	\$0	\$133	\$133
Rapid 550	SDSU to Palomar Station via Southeast	\$59	\$60	\$0	\$60	\$60
Rapid 635	Eastlake to Palomar Trolley	\$56	\$57	\$0	\$57	\$57
Rapid 638	Iris Trolley to Otay Mesa	\$38	\$39	\$0	\$39	\$39
Rapid 640A/B	South I-5 Corridor Rapid Express Services: San Ysidro to Old Town via Downtown SD/Iris to Kearny Mesa via Downtown SD	\$93	\$95	\$0	\$95	\$95
Rapid 870/890	SR 52 Corridor Rapid Express Services:	\$19	\$19	\$0	\$19	\$19
Rapid 910	Coronado to Downtown	\$26	\$27	\$0	\$27	\$27
		\$5,097	\$6,741	\$0	\$6,741	\$6,741
					Matching Funds (Assume 50% from other sources)	\$3,370
					Total Sales Tax Needed	\$3,370
					Financing Cost Attributable to Transit Capital	\$903
					Total Capital and Financing Costs	\$4,273

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New or Expanded Transit Services - Operations

		Annual Operating Cost (2015 \$millions)	Annual Fare Recovery (2015 \$millions)	Annual Subsidy (2015 \$millions)	Proposed (2015 \$millions)*
New Transit Services - Operations					
Pacific Beach Skyway	Mid-Coast Balboa station to Pacific Beach	\$4.4	\$1.5	\$2.9	\$71.5
Sorrento Valley Skyway	Mid-Coast UCSD station to Sorrento Mesa via Sorrento Valley Coaster station	\$3.4	\$1.2	\$2.2	\$57.5
Purple Line Ph1	San Ysidro to Kearny Mesa	\$21.2	\$7.4	\$13.8	\$206.7
<i>Rapid 2</i>	North Park to Downtown	\$2.4	\$0.8	\$1.6	\$45.2
<i>Rapid 10</i>	La Mesa to Ocean Beach	\$4.5	\$1.6	\$2.9	\$81.8
<i>Rapid 11</i>	Spring Valley to SDSU via Downtown	\$7.2	\$2.5	\$4.7	\$126.4
<i>Rapid 28</i>	Pt Loma to Kearny Mesa via Old Town	\$4.4	\$1.5	\$2.9	\$74.4
<i>Rapid 30</i>	Old Town to Sorrento Mesa via Beaches	\$7.1	\$2.5	\$4.6	\$115.4
<i>Rapid 41</i>	Fashion Valley to UTC via Linda Vista	\$3.3	\$1.2	\$2.1	\$51.5
<i>Rapid 90</i>	El Cajon to SD Airport	\$0.6	\$0.2	\$0.4	\$9.0
<i>Rapid 120</i>	Downtown to Kearny Mesa	\$5.1	\$1.8	\$3.3	\$72.9
<i>Rapid 440</i>	Carlsbad to Escondido via PAR Corridor	\$4.8	\$1.7	\$3.1	\$65.5
<i>Rapid 473</i>	Oceanside to UTC via Hwy 101 & Carmel Vly	\$7.7	\$2.7	\$5.0	\$100.1
<i>Rapid 550</i>	SDSU to Palomar Station via Southeast	\$5.3	\$1.9	\$3.4	\$65.5
<i>Rapid 635</i>	Eastlake to Palomar Trolley	\$3.0	\$1.1	\$2.0	\$35.1
<i>Rapid 638</i>	Iris Trolley to Otay Mesa	\$2.3	\$0.8	\$1.5	\$25.4
<i>Rapid 640A/B</i>	San Ysidro to Old Town/Iris to Kearny Mesa	\$2.1	\$0.7	\$1.4	\$21.8
<i>Rapid 870/890</i>	SR 52 Corridor Rapid Express Services: El Cajon/Santee to Kearny Mesa and UTC/Sorrento Mesa	\$2.4	\$0.8	\$1.6	\$23.4
<i>Rapid 910</i>	Coronado to Downtown	\$2.2	\$0.8	\$1.4	\$20.0
<i>Rapid 870/890</i>	El Cajon/Santee to Kearny Mesa and UTC/Sorrento Mesa	\$2.4	\$0.8	\$1.6	\$20.3
Total New Transit Services - Operations		\$95.8	\$33.5	\$62.3	\$1,289.3
Expanded Transit Operations					
Local Bus Services	Increased Frequencies	\$80.0	\$28.0	\$52.0	\$1,678.6
Blue and Orange Lines	Increased Frequencies	\$23.3	\$8.2	\$15.1	\$469.5
Total Expanded Transit Operations		\$103.3	\$36.2	\$67.1	\$2,148.1

*Subject to year service begins

Local Interchanges

Project	Jurisdiction	Proposed (2015 \$millions)
Potential Local Interchanges		
SR 67/Bradley Avenue	County of San Diego	\$40
I-805/SR54/Main Street	Chula Vista	\$100
Operational Improvements	Coronado	\$14
Operational Improvements	Del Mar	\$3
I-5/Encinitas	Encinitas	\$50
Operational Improvements	Imperial Beach	\$15
SR94/Lemon Grove Ave	Lemon Grove	\$50
Operational Improvements	National City	\$33
I-5/Vandegrift Blvd	Oceanside	\$50
Operational Improvements	Poway	\$27
SR163/Friars Rd	San Diego	\$100
I-5/Sorrento Valley Rd	San Diego	\$115
I-805/Palm Ave	San Diego	\$50
SR94/Euclid Ave	San Diego	\$50
SR78/San Marcos Blvd/ San Marcos Creek Bridge	San Marcos	\$50
SR52/Mast Blvd	Santee	\$50
Operational Improvements	Solana Beach	\$8
SR78/Sycamore	Vista	\$50
		\$855
	Match	\$0
	Sales Tax Need	\$855

Rail Grade Separations

Rail Cross Street	Area	Proposed (2015 \$millions)
Palomar Street	South	\$42
H Street	South	\$42
E Street	South	\$42
28th Street	Central	\$42
32nd Street	Central	\$42
Euclid Avenue	Central	\$42
12th and Imperial	Central	\$10
Ash Street	Central	\$115
Taylor	Central	\$115
Broadway/Lemon Grove	East	\$84
Allison Avenue/University Avenue	East	\$105
Severin Drive	East	\$42
El Camino Real	North Coastal	\$42
Leucadia Boulevard	North Coastal	\$95
Carlsbad Village/Grand Avenue	North Coastal	\$115
Melrose Drive	North Inland	\$42
Civic Center Drive	North Inland	\$42
Auto Parkway and Mission Avenue	North Inland	\$37
North Drive	North Inland	\$32
		\$1,126
	Match	\$0
	Sales Tax Needed	\$1,126

Other Measure Allocations

	Amount (2015 \$millions)
Independent Oversight	\$10
Active Transportation	\$364
Open Space - Land Acquisition*	\$2,000
Water Infrastructure	\$1,000
Transit Operations - Specialized Grants	\$882
Environmental/Community Enhancement Grants	\$882
Clean Energy and Technology Grants	\$353
Administration	\$182
	<u>\$5,673</u>

*Assumes cost of acquisition of the regional share, and management and monitoring of land acquired