To the SANDAG Board of Directors:

With the goals of Shared Mobility and Connected Corridors in mind, the San Diego East County Region requests consideration for all transportation projects that will improve the movement of commerce and quality of life for residents who commute through and to the San Diego East County Region. San Diego East County has a population of 480,462 people in the urban core areas. These are people who contribute to the regional transportation tax revenues benefitting SANDAG.

The Region includes the cities of Lemon Grove, La Mesa, El Cajon, Santee and the unincorporated communities of Lakeside, Alpine, Crest, Rancho San Diego, Spring Valley and Jamul. Additionally, there are many citizens who live further east in the rural communities located in the county who need access for their daily commute and to escape seasonal fires.

The Trolley connects our cities, MTS Bus Services are in the East County Region and a major Bus Transit Center is in the City of El Cajon. There are many existing bike lanes and trails in the region. What the East County lacks is effective connections through our freeways, highways and roadways that improves commuter travel times and the movement of goods and services.

As a region we must have improvements to the freeway and highway system especially at key choke points that make commute times substantially longer and results in reduced productivity. The East County Region also includes major work centers that are increasing in employment and businesses particularly around Gillespie Air Field in the Cities of El Cajon and Santee and industrial centers in Lakeside, Lemon Grove, Spring Valley and La Mesa and the growing communities of Rancho San Diego, Alpine, Lakeside, and Ramona.

The San Diego East County Chamber of Commerce, the San Diego East County Economic Development Council, and our local Community Chambers strongly recommend completing the projects recommended in the San Diego Forward Plan for the San Diego East County Region. We are especially concerned about improving the movement of commercial goods and services on our highways and in helping residents effectively commute to their places of work.

The projects we strongly recommend being included in the new San Diego Forward Plan are:

1. SR 52 from I-5 to SR 125 add lanes and all SR52 Improvements referenced in SD Forward Plan

2. SR125 – SR94 Connector for South to East interchange and improvements recommended in plan
3. SR67 Lane expansion from Mapleview St. to Dye Road and all improvements recommended in plan
4. I-8 add 2 lanes between 2nd St. & Los Coches Rd. and all recommended in plan
5. SR94 All Improvements recommended in plan
6. SR78 Add lanes & Connectors and improvements recommended in plan

On behalf of the more than 8,000 businesses and 480,462 residents in the East County Region, and from our local Chambers of Commerce, the ECEDC, local government officials and regional SANDAG Board Members we strongly urge SANDAG include all the projects in the San Diego Forward Regional Plan relating to vehicle travel on roads, highways and freeways for the San Diego East County Region.

Sincerely,

Melissa Allen
Managing Member
Optimum Condition, LLC
1069 Graves Ave #104, El Cajon, CA 92021
619.252.4993
www.OptimumCondition.com
Dear Ms Posada: As 40-plus year residents of Carlsbad, we are very concerned about the lagoon enhancement. We respectfully request that SANDAG support the Salt Water Alternative to best restore the lagoon.

Thank you,
Mary Ann and Andy Anderson
October 17th, 2018

Regarding San Diego Forward: 2019-2050 Regional Plan – Projects and Transportation Network Concepts

To the SANDAG Board of Directors:

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Sincerely,

Catherine Mattice
Owner/President

Nick Zundel
Owner/VP

Civility Partners, Inc.
7373 University Ave, Suite 216, La Mesa, CA 91942 – 619.268.5055 – www.civilitypartners.com
TO: SANDAG Board of Directors

As a business that has been in East County since 1960, with guests and team members who live in East County; we support the San Diego East County Chamber of Commerce, the San Diego East County Economic Development Council, and our local Community Chambers strong recommendation to complete the projects in the San Diego Forward Plan for the San Diego East County Region. We are especially concerned about improving the movement of commercial goods and services on our highways and in helping residents effectively commute to their places of work. The projects we strongly recommend being included in the new San Diego Forward Plan are:

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5. SR94 All Improvements recommended in plan
6. SR78 Add lanes & Connectors and improvements recommended in plan

We strongly urge SANDAG include all the projects in the San Diego Forward Regional Plan relating to vehicle travel on roads, highways and freeways for the San Diego East County Region.

Sincerely,

Craig L. Ghio, President/CEO
Beverly Mascari, Secretary/Treasurer
Co-owners
Anthony’s Seafood Group, Inc.
9530 Murray Drive
La Mesa, CA 91942
October 17th, 2018

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Sincerely,

Joe Garzanelli
Keller Williams Realty
Broker of Record/Operating Principle
619-873-2700

Each Office is Independently Owned and Operated

Keller Williams Realty
t (619)873-2700
f (619)873-2728
1030 Fletcher Parkway
El Cajon, CA 92020
kw.com
Creating Workplace Gender Equity

**Our Mission:** create gender equity in the workplace by transforming the beliefs and behaviors that obstruct women’s success

Workplace gender equity takes hard work, We need a plan.

**Gender Equity Collaborative**

Businesses, governments, civic organizations, and individuals form a powerful network to support and nourish the workplace gender equity movement until it is solidly established as a cultural norm.

**Our Programs:**

**Gender Equity Portal** [www.kimcenter.org]: online information center for workplace gender equity that aggregates valuable resources, including: articles, community organizations, and tools

**Objectives**

- √ Address and serve needs of diverse working populations to increase gender equity awareness at every socioeconomic level
- √ Provide women with convenient and reliable tool for making good decisions about where, when, and how to work
- √ Help companies develop early steps and best practices for gender equity initiatives

How we’ll establish San Diego as a Model of Progress by 2025

1. Unite San Diego behind fast-tracking gender equity
2. Produce Grow With Gender Equity Report to give San Diego clear goals and objectives
3. Convene leaders to design Grow With Gender Equity Playbook
4. Launch Grow With Gender Equity Consultancy

**Our Affiliates & Supporters**

- Athena
- Center for Policy Initiatives
- County of San Diego
- County Women's Commission
- Insulators Union Local 5
- Lankford & Associates
- Lawyers Club of San Diego
- MANA de San Diego
- Manpower West
- Planned Parenthood
- Regional Women’s Bureau
- SD Building Trades Council
- SD Workforce Partnership
- UniteHere Local 30
- University of San Diego

**Contact:** Hei-ock ("HAY-oh") Kim
Executive Director
heiock@kimcenter.org
858-344-0315
Grow With Gender Equity Study and Report: landmark project with University of San Diego Center for Women’s Leadership to establish benchmarks and metrics specifically for San Diego County

Objectives

√ Use statistical research, surveys and interviews to identify key biases and misconceptions that challenge our working women across sectors and industries
√ Illustrate the consequences to women, their families, and their communities, including impact on female homeless population
√ Provide foundation for convening civic leaders to design San Diego County’s first-ever gender equity action plan, the Grow With Gender Equity Playbook

Grow With Gender Equity Consultancy: customized services based on Grow With Gender Equity methodology to help organizations and governments culturally entrench workplace gender equity

Objectives

√ Work closely with corporations and local governments to customize and implement action plans
√ Measure and report on progress
√ Maintain long-term momentum

Studies tell us San Diego will thrive with the Collaborative

• Productivity growth by $23 billion within 10 years
• Single-mother poverty reduced by nearly half
• Employee productivity increased among women and men
• Strain on government resources reduced

Let’s shake up the status quo. Currently...

• Average female full-time employees earn $10,000 less annually than men
• Women hold fewer than 15% of C-Suite positions in San Diego’s publicly traded companies
• Among the 50 largest publicly traded companies, only 2 have female CEOs

Visit www.kimcenter.org today to join the Collaborative, subscribe for updates, or give!

The nonprofit Kim Center empowers communities to transform their beliefs and behaviors for the benefit of their citizens. We value clarity of purpose and dedication to progress, emotional intelligence, and mindfulness of our actions and our impact on others. Find us on LinkedIn, Facebook and Twitter @kimcenter4sb.

Founder Hei-ock Kim has devoted 11+ years to nonprofit administration in the arts, environmental conservation, and social justice. She was a passionate educator for more than 30 years as a teacher, professor, and lecturer. A graduate of Princeton University, Juilliard, and Catholic University, Hei-ock also holds a doctorate in classical piano performance.
Established in 2016, our community impact already includes:

1. Launch of Gender Equity Portal, an online information center for workplace gender equity resources
2. Launch of Grow With Gender Equity, San Diego County’s first research project to quantify workplace gender equity
3. Workplace Gender Equity Day Proclamations
   a. City of Lemon Grove (August 18)
   b. City of San Diego (September 1)
   c. National City (September 1)
4. 21 official Gender Equity Collaborators, and numerous other close affiliates
5. Media features
   a. San Diego Business Journal
   b. San Diego Magazine
   c. SD Voyager
6. Appearances by Founder and Executive Director, Hei-ock Kim
   a. Presenter at Annual Symposium of Commission on the Status of Women and Girls (Hei-ock is also a pending Commissioner)
   b. Presenter at San Diego Grantmakers Gender Equity Summit
   c. Keynote at Workplace Equity Initiative workshop, spearheaded by San Diego Councilmember Barbara Bry (Hei-ock is also steering committee member)
   d. Keynote at Ashford University Women’s Day conference
October 11, 2018

To: Chairperson Terry Sinnott, SANDAG Board of Directors

CC: SANDAG Board of Directors; Regional Planning Committee Members; Transportation Committee Members, Kim Kawada, Interim Executive Director; Phil Trom, Senior Regional Planner; Rachel Kennedy, Senior Transportation Planner

From: Circulate San Diego

Subject: 2019 Regional Plan Network Concepts

Dear Chairperson Sinnott,

On behalf of Circulate San Diego, whose mission is to create excellent mobility choices and vibrant, healthy neighborhoods, I am writing with preliminary comments on the release of the 2019 Regional Plan Network Concepts.

These Network Concepts represent an important first step toward ensuring that the elected officials on the SANDAG board are able to determine the priorities for our region’s transportation future.

Circulate San Diego requested in 2017 and 2018 that SANDAG prepare different transportation scenarios, and the SANDAG board directed staff to do so. These Network Concepts are the result of that board direction.

Moreover, the staff report explains that the Network Concepts use flexible funds available to SANDAG to finance different priorities. SANDAG has previously resisted conceding the level of flexibility available to it, as Circulate San Diego detailed in our 2015 report “TransNet Today.” These Network Concepts represent a welcome change in approach and candor by SANDAG.

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Circulate thanks staff for ensuring that the Board has the option of supporting a scenario that advances and prioritizes transit projects. We also appreciate that staff recognized the likely need to amend TransNet in response to changing transportation needs and technology.

Upon review of the network concepts, Circulate San Diego recommends that the Board consider requesting that transit projects be advanced beyond what is proposed in the Shared Mobility concept and that planning for the Purple Line be incorporated into the future transportation network scenario.

1. **Transportation network scenarios must further advance transit more than the adopted project timelines in the 2015 Regional Plan.**

The SANDAG Board should consider recommending staff prepare a Shared Mobility scenario that advances more transit projects beyond their current project timelines in the 2015 Regional Plan. The proposed Shared Mobility concept does advance transit in comparison to the Connected Corridors concept, and it does advance 12 projects from their current timeline in the 2015 Regional Plan. However, seven transit projects are delayed, resulting in only a net of five transit projects advanced. The Connected Corridors option pushes transit projects even farther back in time than the adopted Regional Plan, which is clearly a step backwards.

We agree with the decision to prioritize Rapid transit over more expensive new rail projects, which will allow more transit projects to be implemented quicker and at a lower cost. Also, new and expensive rail projects likely need a new ballot measure to actually build, so they can be re-incorporated into the Regional Plan, and advanced, as a part of a future MTS ballot measure.

However, the Board should consider requesting more and faster implementation of lower cost transit projects in the Shared Mobility concept.

2. **SANDAG must plan for the future Purple Line in the Regional Plan, not eliminate it entirely.**

In order to maintain a pipeline of future transit infrastructure projects, SANDAG must plan for large transit projects such as the Purple Line, even if it does not foresee having the funding opportunity to construct the project in the immediate future. If SANDAG does not begin the planning and early design stages of the Purple Line, the project will never be shovel-ready and eligible for major federal and state grants that could bring in billions of dollars to the local economy. The Board should consider recommending that planning for the Purple Line be included in all scenarios. Making the Purple Line eligible for grants may also require formally including it in the Regional Plan, even if it is programmed for the later periods of the plan. As suggested above, the Purple Line could be accelerated through an MTS ballot measure.

3. **Performance measures show that the future Shared Mobility scenario should be improved to move the needle on improving transit travel time.**

The performance measure results from the three proposed network concepts demonstrate that the Shared Mobility concept, as proposed, is only providing marginal improvements to San Diegans. The metrics show that there is minimal difference between the Shared Mobility concept and the Connected Corridors concept: driving alone and carpooling to work take virtually the same amount of time between the two scenarios on average, while transit is two minutes faster in the Shared Mobility concept than in the Connected Corridors concept.
The average peak-period travel time to work performance measure demonstrates that the Shared Mobility concept is superior overall in terms of average peak-period travel time to work, however it still shows that transit takes over double the amount of time than driving to work. At that travel time, few San Diegans will choose to take transit over driving if they have the ability to drive. Meanwhile, those unable to drive because of disability or lack of access to a car will spend over double the time commuting to work than those who have the choice. The Shared Mobility concept can improve transit times by further advancing transit projects.

4. **The Policy Possibilities concept should not distract from more substantive efforts SANDAG has the direct authority to implement.**

The Policy Possibilities concept is being described as the only concept that can reach SB 375 targets. This concept includes a variety of policy tools that may rebalance travelers’ decisions on using a car, transit, or other modes. It is true that SANDAG cannot be expected to solve the entirety of the region’s greenhouse gas targets through project phasing alone, and many such policies are appropriate to build into the Regional Plan.

However, the bulk of the proposed policies are speculative, or must be implemented by other agencies. SANDAG cannot use these policies as a fig leaf to put off more substantive efforts that SANDAG can directly affect, like the phasing of transit projects. SANDAG should adopt more aggressive transit project phasing that maximizes greenhouse gas savings, and to minimize its reliance on speculative policies.

Moreover, the Policy Possibilities concept will result in an astounding 16.7 percent increase in income consumed by transportation costs for low-income San Diegans, compared to only a 5.8 percent increase for non low-income San Diegans. This is an unacceptable trade-off and the policy tools should be reexamined to avoid this inequitable result.

5. **Conclusion.**

SANDAG’s Network Concepts should do more to advance transit phasing. SANDAG should not depend so greatly on other jurisdictions’ actions, nor should programs negatively impact low-income San Diegans, as is the case in the Policy Possibilities concept.

In order to truly move San Diego forward and provide mobility choices for all San Diegans, we recommend that the SANDAG Board of Directors direct staff to further advance transit projects in the Shared Mobility concept and include planning for the Purple Line when developing the transportation network scenarios.

Thank you for your consideration.

Maya Rosas  
Director of Policy  
Circulate San Diego

Attachment A: Letter: Development of Efficient People-Moving Transportation Scenarios for the 2019 Regional Plan – April 12, 2018
April 12, 2018

To: Chairperson Terry Sinnott

CC: Regional Planning Committee Members; Transportation Committee Members, Kim Kawada, Interim Executive Director; Keith Greer, Principal Regional Planner; Rachel Kennedy, Senior Transportation Planner

From: Circulate San Diego

Subject: Development of Efficient People-Moving Transportation Scenarios for the 2019 Regional Plan

Dear Chairperson Sinnott,

On behalf of Circulate San Diego, whose mission is to create excellent mobility choices and vibrant, healthy neighborhoods, I am writing to request that the SANDAG board direct staff to prepare Efficient People-Moving Transportation Network Scenarios that advance transit more effectively than the existing 2015 Regional Plan.

At the February 2nd Transportation Committee meeting, SANDAG staff told Committee members that the SANDAG Board of Directors can direct staff to develop certain Transportation Network Scenarios. Specifically, staff stated that “the discussion on the network scenarios will be coming back to you later this spring, at that time that will be up for all of you to decide as well as the board of directors what different combinations of projects or emphases you want to have in your network scenarios.” Staff would not say if they planned to develop an Efficient People-Moving Transportation Scenario, or any other specific scenario.

1. **SANDAG board members must ensure that they maintain authority to determine which transportation scenario is adopted.**

For the SANDAG board to make a real choice between different transportation scenarios, any Efficient People-Moving Scenario must be fiscally constrained and cost similar to other scenarios. SANDAG staff should prepare Efficient People-Moving Scenarios that advance transit projects that can be implemented relatively quickly and with current best-estimates of available revenues. This process will allow the SANDAG board to make an apples-to-apples comparison of the scenarios presented by staff.
Any Efficient People-Moving Scenario must also be analyzed as an alternative in the EIR, so that the board will have an option to select it, after seeing the environmental analyses of the various alternatives.

2. **SANDAG must prepare at least two Efficient People-Moving Scenarios, one that amends TransNet, and one that does not.**

   
   (a) **No-Amendment Scenario:** The SANDAG board may not be willing to amend TransNet, so at least one People-Moving Scenario should be created that does not require two-thirds vote of the SANDAG board. An Efficient People-Moving Scenario that does not amend TransNet should only advance as much transit as can be accomplished by delaying highways in a manner that is not inconsistent with the text of TransNet.

   (b) **Amendment Scenario:** While amending TransNet may be difficult, it is not impossible. The text of TransNet itself requires that SANDAG periodically examine and potentially alter its list of required projects. As SANDAG prepares network scenarios for the 2019 Regional Plan, it should also develop at least one scenario that advances priority transit through amendments to TransNet to remove or delay projects.

   Given the makeup of the SANDAG board, a two-thirds vote to amend TransNet is not likely unless a broad consensus can be found. Therefore, any Efficient People-Moving Scenario that amends TransNet should maintain rough percentages of funding allocated between modes, but may allow amending TransNet to fund different projects within those mode allocations.

3. **Preparation of Efficient People-Moving Scenarios should update SANDAG models and assumptions.**

   SANDAG should develop its Efficient People-Moving Scenarios with the following assumptions, among others:

   (a) Land use models that project more intense uses near transit

   (b) Aggressive adoption of autonomous vehicles that will enhance highway capacity without significant infrastructure costs

   (c) Assumption of a half-cent sales tax passed within the Metropolitan Transit System through that agency’s new authority under AB 805

4. **Any Efficient People-Moving Scenario should prioritize certain high performing projects.**

   The SANDAG board should direct staff to prioritize advancing certain high-performing transit projects as a part of any Efficient People-Moving Scenario.

   Attachment A contains potential priority projects that SANDAG staff should consider for advancement. From among these projects, SANDAG staff may also want to prioritize advancing transit projects that are a part of TransNet, because of the obligation to voters to complete them, and the availability of dedicated local funding. Circulate San Diego’s proposed priority projects include:
(a) Increasing frequency and service enhancements for all three Trolley lines

(b) Planning phase for the Purple Trolley line

(c) Upgrading existing successful bus lines into high quality Rapid lines

These and the remaining potential priority projects advance transit in a meaningful way that is feasible with current revenue constraints.

Thank you for your consideration.

Sincerely,

Maya Rosas
Director of Policy
Circulate San Diego

Attachment A: Potential Priority Projects for 2019 RTP
<table>
<thead>
<tr>
<th>Existing Line?</th>
<th>In TransNet? (Y/N)</th>
<th>Service Line</th>
<th>Description</th>
<th>Regional Plan Phasing</th>
<th>Capital Cost (millions)</th>
<th>Service Subsidy/Year (millions)</th>
<th>Source</th>
<th>Jurisdictions Served</th>
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<tbody>
<tr>
<td>Y</td>
<td>Blue Line only.</td>
<td>Trolley</td>
<td>All 3 Lines</td>
<td>Increased Frequencies and Capacity, and Service Enhancements</td>
<td>Blue: 2035 Orange: 2035 Green: 2050</td>
<td>NA</td>
<td>$5.9 for Blue Line $3.7 for Orange Line $3.3 for Green Line</td>
<td>Measure A</td>
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<td>Y</td>
<td>Y</td>
<td>Trolley</td>
<td>510</td>
<td>Blue Line rail grade separation at Palomar St.</td>
<td>2035</td>
<td>$50</td>
<td>NA</td>
<td>Chula Vista Staff</td>
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<td>Y</td>
<td>Y</td>
<td>Trolley</td>
<td>510</td>
<td>All Blue Line rail grade separations. Including at 28th St, 32nd St, E St, H St, Palomar St, and Blue/Orange Track Connection at 12th/Imperial</td>
<td>2035</td>
<td>$205</td>
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<td>Y</td>
<td>Y</td>
<td>Coaster</td>
<td>398</td>
<td>COASTER frequency enhancements and Double Tracking</td>
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<td>$445</td>
<td>$2.6</td>
<td>2015 Regional Plan</td>
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<td>N</td>
<td>Y</td>
<td>Rapid</td>
<td>680</td>
<td>San Ysidro to Sorrento Valley</td>
<td>2035</td>
<td>$70</td>
<td>$1.5-$5 (estimated)</td>
<td>TransNet</td>
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<tr>
<td>N</td>
<td>N</td>
<td>Trolley</td>
<td>562</td>
<td>Planning For Purple Line</td>
<td>2035</td>
<td>$132</td>
<td>NA</td>
<td>SANDAG Staff</td>
</tr>
<tr>
<td>N</td>
<td>N</td>
<td>Transit - Multimodal</td>
<td>NA</td>
<td>San Ysidro ITC</td>
<td>Phase I – 2035 Phase II - 2050</td>
<td>$120</td>
<td>NA</td>
<td>Measure A</td>
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<tr>
<td>N</td>
<td>N</td>
<td>Transit - Multimodal</td>
<td>NA</td>
<td>Airport ITC</td>
<td>2035</td>
<td>$343</td>
<td>NA</td>
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<td>Y</td>
<td>N</td>
<td>Rapid</td>
<td>2</td>
<td>North Park to Downtown</td>
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<td>$20</td>
<td>$0.7</td>
<td>Measure A</td>
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<td>In TransNet? (Y/N)</td>
<td>Service</td>
<td>Line</td>
<td>Description</td>
<td>Regional Plan Phasing</td>
<td>Capital Cost (millions)</td>
<td>Service Subsidy/Year (millions)</td>
<td>Source</td>
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<td>Rapid</td>
<td>10</td>
<td>La Mesa to Ocean Beach</td>
<td>2035</td>
<td>$89</td>
<td>$4.5</td>
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<td>11</td>
<td>Spring Valley to SDSU via Downtown</td>
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<td>$3.6</td>
<td>Measure A</td>
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<td>Rapid</td>
<td>28</td>
<td>Pt Loma to Kearny Mesa via Old Town</td>
<td>2035</td>
<td>$12</td>
<td>$1.3</td>
<td>Measure A</td>
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<tr>
<td>Y</td>
<td>N</td>
<td>Rapid</td>
<td>30</td>
<td>Old Town to Sorrento Mesa via Beaches</td>
<td>2035</td>
<td>$54</td>
<td>$3.6</td>
<td>Measure A</td>
</tr>
<tr>
<td>Y</td>
<td>N</td>
<td>Rapid</td>
<td>41</td>
<td>Fashion Valley to UTC via Linda Vista</td>
<td>2035</td>
<td>$56</td>
<td>$3.3</td>
<td>Measure A</td>
</tr>
<tr>
<td>Y</td>
<td>N</td>
<td>Rapid</td>
<td>120</td>
<td>Downtown to Kearny Mesa</td>
<td>2035</td>
<td>$80</td>
<td>$5.1</td>
<td>Measure A</td>
</tr>
<tr>
<td>N</td>
<td>N</td>
<td>Rapid</td>
<td>550</td>
<td>SDSU to National City</td>
<td>2035</td>
<td>$60</td>
<td>$3.4</td>
<td>Measure A</td>
</tr>
</tbody>
</table>

**Totals:** $1,802 $42.5-$46
Subject: Support for the Restoring Buena Vista Lagoon to a Tidal System

Dear Mr. Greer,

The Los Peñasquitos Lagoon Foundation supports efforts to restore Buena Vista Lagoon to a tidal system and recover its historical habitats that include tidal salt marsh. Most of our coastal salt marshes have been lost to development or greatly impaired due to pressures that include urbanized watersheds and modified hydrology. As a consequence, regional connectivity between these valuable systems has been greatly fragmented, creating islands of habitat that must support rare and endangered plants, as well as listed bird species that include Belding’s savannah sparrow and Ridgway’s rail. Restoring Buena Vista back to a tidal system will generate numerous local and regional benefits that include:

- Supporting the resiliency of Environmentally Sensitive Habitat Areas within the region and locally.
- Support recovery plans for listed species that depend on coastal salt marsh for nesting and/or foraging.
- Support the preservation of rare and endangered plants only found in coastal salt marsh systems.
- Improve the functionality of the wetland system by restoring its natural trophic web.
- Create Essential Fish Habitat that can support coastal fish species and improve the resiliency of fish stocks within the region.
- Reduce exposure of human populations to vector-borne brain encephalitis transmitted by *Culex tarsalis*, a freshwater mosquito that currently inhabits Buena Vista Lagoon.

If you have any questions, please feel free to contact me at (760) 271-0574 or mikehastings1066@gmail.com.

Sincerely,

Mike Hastings
Executive Director
Los Peñasquitos Lagoon Foundation
October 19, 2018

Regarding San Diego Forward: 2019-2050 Regional Plan – Projects and Transportation Network Concepts

To the SANDAG Board of Directors:

With the goals of Shared Mobility and Connected Corridors in mind, the San Diego East County Region requests consideration for all transportation projects that will improve the movement of commerce and quality of life for residents who commute through and to the San Diego East County Region.

San Diego East County has a population of 480,462 people in the urban core areas. These are people who contribute to the regional transportation tax revenues benefitting SANDAG. The Region includes the cities of Lemon Grove, La Mesa, El Cajon, Santee and the unincorporated communities of Lakeside, Alpine, Crest, Rancho San Diego, Spring Valley and Jamul. Additionally, there are many citizens who live further east in the rural communities located in the county who need access for their daily commute and to escape seasonal fires.

The Trolley connects our cities, MTS Bus Services are in the East County Region and a major Bus Transit Center is in the City of El Cajon. There are many existing bike lanes and trails in the region. What the East County lacks is effective connections through our freeways, highways and roadways that improves commuter travel times and the movement of goods and services.

As a region we must have improvements to the freeway and highway system especially at key choke points that make commute times substantially longer and results in reduced productivity. The East County Region also includes major work centers that are increasing in employment and businesses particularly around Gillespie Air Field in the Cities of El Cajon and Santee and industrial centers in Lakeside, Lemon Grove, Spring Valley and La Mesa and the growing communities of Ramona and San Diego and Alpine, Lakeside, Crest and Ramona.

The San Diego East County Chamber of Commerce, the San Diego East County Economic Development Council, and our local Community Chambers strongly recommend completing the projects recommended in the San Diego Forward Plan for the San Diego East County Region. We are especially concerned about improving the movement of commercial goods and services on our highways and in helping residents effectively commute to their places of work. The projects we strongly recommend being included in the new San Diego Forward Plan are:

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Sincerely,

Mike & Stacy Atkinson
East county residents since 1981

5239 Alzeda Dr
La Mesa CA 91941
October 18, 2018


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Respectfully,

Kathleen Olsen
Chief Financial Officer
October 17, 2018

To: Chair Terry Sinnott, SANDAG Board of Directors; Chair Georgette Gómez, MTS Board of Directors

CC: SANDAG Board of Directors; Transportation Committee Members, Kim Kawada, Interim Executive Director; Charles “Muggs” Stoll, Director of Land Use and Transportation Planning; Coleen Clementson, Principal Regional Planner; Brian Lane, Senior Transit Planner; MTS Board of Directors; Paul Jablonski, Chief Executive Officer; Sharon Cooney, Chief of Staff

From: Circulate San Diego

RE: Bus and Trolley Transfers in the Regional Transit Fare Study Update

Chairs Sinnott and Gómez,

On behalf of Circulate San Diego, whose mission is to create excellent mobility choices and vibrant, healthy neighborhoods, I am writing to urge the San Diego Association of Governments (SANDAG) and the Metropolitan Transit System (MTS) Board of Directors to revise the proposed fare changes to include free or discounted bus transfers and reinstate free transfers for the Trolley.

MTS is one of only two of the twenty largest transit agencies in the United States that does not provide free or reduced-price transfers for bus riders (Attachment A). Adding costs for transfers reduces the utility of the transit network. Accessing transit should be seamless, to make it attractive and affordable.

This inequity disproportionately impacts low income riders, the most transit-dependent of all, who cannot afford the 30-day pass but still ride transit regularly. Instead of working towards finding a way to provide free or reduced bus transfers, like almost all other transit agencies have been able to do, the fare update proposes to instead remove the free Trolley transfers that many riders utilize in addition to no proposed solution to provide bus to bus transfers.

MTS staff previously brought forward a proposal for a new pass, the 3-Hour S3 Pass, however that was not ultimately included in this update. We ask that the SANDAG and MTS Boards consider incorporating this or a similar transfer system as well as reincorporating the already existing free Trolley to Trolley transfers into the Regional Transit Fare Study Update as a means to allow greater access and ease of use for our region’s transit system.

Sincerely,
Maya Rosas
Director of Policy

Attachment A—Transfer Policy Comparison - Top 20
## Attachment A – Transfer Policies for Top 20 United States Transit Agencies

<table>
<thead>
<tr>
<th>Rank</th>
<th>Agency</th>
<th>Largest city served</th>
<th>Yearly Unlinked Passenger Trips (Thousands)</th>
<th>Transfer for Local Bus</th>
<th>Free Transfer for Rail?</th>
<th>Card Name</th>
<th>Bus Transfer Policy</th>
<th>Rail Transfer Policy</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>MTA(^1)</td>
<td>New York City</td>
<td>3,861,099</td>
<td>Free</td>
<td>Free</td>
<td>MetroCard</td>
<td><a href="http://web.mta.info/nyct/bus/howto_bus.htm">http://web.mta.info/nyct/bus/howto_bus.htm</a></td>
<td><a href="http://web.mta.info/nyct/bus/howto_bus.htm">http://web.mta.info/nyct/bus/howto_bus.htm</a></td>
<td>When paying with MetroCard, passengers may transfer free from bus to rail, rail to bus, or bus to bus within two hours.</td>
</tr>
<tr>
<td>3</td>
<td>LACMTA</td>
<td>Los Angeles</td>
<td>479,654</td>
<td>Free</td>
<td>Free</td>
<td>TAP (Transit Access Pass)</td>
<td><a href="https://www.metro.net/riding/fares/">https://www.metro.net/riding/fares/</a></td>
<td><a href="https://www.metro.net/riding/fares/">https://www.metro.net/riding/fares/</a></td>
<td>When paying with TAP card, free transfer for 2 hours, additional charges apply for express buses or metro silver line, 50c transfer available to some non-metro buses.</td>
</tr>
<tr>
<td>4</td>
<td>WMATA</td>
<td>Washington, D.C.</td>
<td>411,324</td>
<td>Free</td>
<td>Distance</td>
<td>SmarTrip</td>
<td><a href="https://www.wmata.com/rider-guide/transfers.cfm">https://www.wmata.com/rider-guide/transfers.cfm</a></td>
<td><a href="https://www.wmata.com/rider-guide/transfers.cfm">https://www.wmata.com/rider-guide/transfers.cfm</a></td>
<td>Rail is paid by number of stops travelled independent of transfers. Rail to bus and bus to rail transfers are discounted. Bus to bus is free for unlimited transfers within 2 hours.</td>
</tr>
</tbody>
</table>

\(^1\) MTA includes MTA New York City Transit, MTA Bus, MTA Long Island Rail Road, MTA Metro-North Railroad, and MTA Staten Island Railway. Calculated by Circulate from dataset.
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<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>6</td>
<td>SEPTA</td>
<td>Philadelphia</td>
<td>347,178</td>
<td>Discount</td>
<td>Discount, limited free</td>
<td>SEPTA Key Card</td>
<td><a href="http://www.septa.org/fares/transit/">http://www.septa.org/fares/transit/</a></td>
<td><a href="http://www.septa.org/fares/transit/">http://www.septa.org/fares/transit/</a></td>
<td>Free rail transfers are only offered at limited locations. Otherwise, transfers are $1 and must be in the same direction of travel.</td>
</tr>
<tr>
<td>9</td>
<td>MARTA</td>
<td>Atlanta</td>
<td>129,123</td>
<td>Free</td>
<td>Free</td>
<td>Breeze Card</td>
<td><a href="http://www.atltransit.org/fares/transfers/">http://www.atltransit.org/fares/transfers/</a></td>
<td><a href="http://www.atltransit.org/fares/transfers/">http://www.atltransit.org/fares/transfers/</a></td>
<td>MARTA partners with other agencies. Transfers are free without card MARTA to MARTA. Transfers are free with a card for other agencies, but the trip must start or end with MARTA. Trip up to 3-4 hours and 3-4 transfers depending on agency.</td>
</tr>
<tr>
<td>10</td>
<td>BART</td>
<td>San Francisco</td>
<td>228,749</td>
<td>N/A</td>
<td>Distance</td>
<td>Clipper</td>
<td><a href="https://www.bart.gov/sites/default/files/docs/Basics">https://www.bart.gov/sites/default/files/docs/Basics</a> Guide_ENG_Dec%202014.pdf</td>
<td><a href="https://www.bart.gov/sites/default/files/docs/Basics">https://www.bart.gov/sites/default/files/docs/Basics</a> Guide_ENG_Dec%202014.pdf</td>
<td>Fare is calculated by distance regardless of transfer. BART does not operate buses.</td>
</tr>
<tr>
<td>11</td>
<td>King County Metro</td>
<td>Seattle</td>
<td>125,340</td>
<td>Free</td>
<td>Free</td>
<td>ORCA Card</td>
<td><a href="https://www.soundtransit.or">https://www.soundtransit.or</a> g/sites/default/files/documents/pdf/about/board/resolutions/2014/Resolution_R201</td>
<td><a href="https://www.soundtransit.org/sites/default/files/documents/pdf/about/">https://www.soundtransit.org/sites/default/files/documents/pdf/about/</a></td>
<td>Transfer value is stored for two hours on the ORCA card, and is credited in full for</td>
</tr>
<tr>
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</tr>
<tr>
<td>12</td>
<td>MTA Maryland</td>
<td>Baltimore</td>
<td>113,996</td>
<td>None</td>
<td>None</td>
<td>CharmCard</td>
<td>4-27.pdf</td>
<td><a href="https://mta.maryland.gov/regular-fares">https://mta.maryland.gov/regular-fares</a></td>
<td>board/resolutions/R2014-27.pdf</td>
</tr>
<tr>
<td>14</td>
<td>RTD</td>
<td>Denver</td>
<td>104,291</td>
<td>Free</td>
<td>Free</td>
<td>MyRide</td>
<td><a href="http://www.rtd-denver.com/HowToTransfer.shtml">http://www.rtd-denver.com/HowToTransfer.shtml</a></td>
<td><a href="http://www.rtd-denver.com/HowToRideLR.shtml">http://www.rtd-denver.com/HowToRideLR.shtml</a></td>
<td>Transfers are valid for three hours and may not be used in the opposite direction.</td>
</tr>
<tr>
<td>15</td>
<td>TriMet</td>
<td>Portland</td>
<td>99,494</td>
<td>Free</td>
<td>n/a</td>
<td><a href="https://trimet.org/fares/">https://trimet.org/fares/</a></td>
<td><a href="https://trimet.org/fares/">https://trimet.org/fares/</a></td>
<td>One way ticket is a 2 ½ hour pass to ride anywhere on Trimet</td>
<td></td>
</tr>
<tr>
<td>16</td>
<td>MTS</td>
<td>San Diego</td>
<td>91,870</td>
<td>None</td>
<td>Free</td>
<td>Compass Card</td>
<td><a href="https://www.sdmts.com/fares-passes">https://www.sdmts.com/fares-passes</a></td>
<td><a href="https://www.sdmts.com/fares-passes">https://www.sdmts.com/fares-passes</a></td>
<td>No transfers involving buses. Rail to rail transfers are free for two hours.</td>
</tr>
<tr>
<td>17</td>
<td>METRO</td>
<td>Houston</td>
<td>85,370</td>
<td>Free</td>
<td>Free</td>
<td>METRO Q Card</td>
<td><a href="http://www.ridemetro.org/Pages/Fares.aspx">http://www.ridemetro.org/Pages/Fares.aspx</a></td>
<td><a href="http://www.ridemetro.org/Pages/Fares.aspx">http://www.ridemetro.org/Pages/Fares.aspx</a></td>
<td>Free transfers in any direction for 3 hours.</td>
</tr>
<tr>
<td>18</td>
<td>Metro Transit</td>
<td>Minneapolis</td>
<td>84,536</td>
<td>Free</td>
<td>Free</td>
<td>Go-To Card</td>
<td><a href="https://www.metrotransit.org/transfers">https://www.metrotransit.org/transfers</a></td>
<td><a href="https://www.metrotransit.org/transfers">https://www.metrotransit.org/transfers</a></td>
<td>Free transfer unlimited rides at the same fare level in any direction for up to 2½ hours. Surcharges apply for higher fare levels.</td>
</tr>
<tr>
<td>19</td>
<td>PATH</td>
<td>New York City</td>
<td>84,168</td>
<td>N/A</td>
<td>Free</td>
<td>SmartLink</td>
<td>N/A</td>
<td><a href="https://www.panynj.gov/path/fares.html">https://www.panynj.gov/path/fares.html</a></td>
<td>PATH does not operate buses. A one way rail ticket is valid for 2 hours from time of purchase.</td>
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Creating excellent mobility choices and vibrant, healthy communities.
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</thead>
<tbody>
<tr>
<td>20</td>
<td>Metra</td>
<td>Chicago</td>
<td>74,382</td>
<td>N/A</td>
<td>Distance</td>
<td>N/A</td>
<td>N/A</td>
<td><a href="https://metrarail.com/tickets/ticket-options#One-Way-Ticket">https://metrarail.com/tickets/ticket-options#One-Way-Ticket</a></td>
<td>Metra is commuter rail only. Fares are paid by distance.</td>
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October 17th, 2018

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Sincerely,

Eric J. Lund
President, CEO

San Diego East County Chamber of Commerce
201 S. Magnolia Ave., El Cajon, CA 92020 – 619.440.6161 – www.eastcountychamber.org
October 17th, 2018

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Sincerely,

John Mendoza
President, CEO

Home Wealth Financial & Insurance Services
October 19, 2018

To the SANDAG Transportation Committee and SANDAG Board of Directors

Residents, businesses, emergency personnel and educational institutions deal with traffic delays throughout San Diego County on a daily basis, but few rival the impacts of conditions on Highway 52. It is common and expected for daily traffic reports to highlight the delays, backups and accidents associated with this transportation corridor. Over 480,000 people live in San Diego’s East County, many thousands more in South County, the mountain and desert communities and other communities throughout the southern Colorado River basin. A vast majority of these people use the highway 52 corridor to travel to Central and North County and destinations further north. For some this is the only corridor that may be available without traveling miles out of their way to reach their destination.

As SANDAG reviews the San Diego Forward: 2019-2050 Regional Plan-Projects and Transportation Network Concepts, the City of Santee encourages support for improvements to Highway 52 as soon as possible. This corridor desperately needs improvements. A recent SANDAG report shows that more than 70% of the traffic on Highway 52 is not associated with either an origination or destination in the City of Santee, but our local streets incur enormous impacts from delays on the freeway. It is not unheard of for vehicles only a short distance from the freeway to wait between 30 and 45 minutes on surface streets just to reach an on-ramp. Local schools are impacted, businesses are modifying operating hours, emergency personnel have limited access during high commute traffic, and thousands of vehicles are idling on the freeway and local streets.

The City has initiated a Highway 52 Coalition with various east county stakeholders to pursue improvements to the freeway. Local funds are currently being paid to Caltrans to plan, design, and complete environmental work on such phased improvements that would greatly affect the region. Support for accelerating these improvements through the San Diego Forward Plan would assist in making these needed improvements for goods movement, fire evacuation routes, air quality improvements, a more beneficial business environment, and increased quality of life for thousands of residents.

Thank you for the opportunity to provide comments on the San Diego Forward: 2019-2050 Regional Plan-Projects and Transportation Network Concepts. We look forward to your support for improvements to Highway 52.

Sincerely,

[Signature]
MÁRLENE D. BEST
City Manager