Good Morning. My name is Jeff Hamblin. I live on Meade Avenue in Normal Heights along the proposed Meade Bikeway route. While I welcome cycling improvements along Meade, I -- and many of my neighbors -- do not support the choices made for traffic calming. The project has not followed established rules for traffic calming projects.

A few years ago, Walk San Diego and the San Diego County Air Pollution Control District put out an excellent traffic calming guide. I would like to read a short paragraph:

“Experience shows the process for choosing traffic calming devices is as important as the devices themselves. This is because traffic calming requires reaching consensus on the trade-offs between speed, access and safety. Since the immediate residents and businesses are most affected, they -- not traffic engineers -- should make these trade-offs.”

The City of San Diego subsequently produced a Traffic Calming Handbook reflecting those principles requiring direct engagement with the affected residents at the very outset of planning -- not just the community at large or so-called stakeholders. The same handbook also requires 75% approval of all traffic calming treatments from residents and property owners directly fronting those treatments.

None of these recommendations and rules were followed on this project.
Last month’s agenda for the Normal Heights Community Planning Group puts it best:

“The SANDAG Meade Avenue roadway project is being done without meaningful community input, introducing features that were never requested, and omitting things that the community wants. This project needs to stop until there is some consensus as to what to do.”

I think there would be broad support to put all the constructed parts of the project on hold and fast track restriping Meade with buffered bike lanes.
Good morning. My name is Jeff Hamblin. I live on Meade Avenue in Normal Heights, on the route of the proposed Meade Bikeway.

My family of three, owns three bicycles, and I have spent quite a bit of time lately riding the recent cycling improvements around San Diego. Many of them are excellent. But, during these rides, one of the worst things I encounter is a bike lane that ends on a heavily trafficked road, and the only riding option is to merge into vehicle traffic.

The Meade Avenue Bikeway plan proposes cyclists do just that, repeatedly. In the plan, 13 traffic circles are spread along the two and a half mile route. Each of those traffic circles will require cyclists to merge with traffic in advance of the circle where vehicle speeds will exceed those of an average cyclist, and then ride in traffic through the circle. The result is that nearly one-half mile, or 20 percent, of the Meade Avenue Bikeway will be mixed traffic.

Rather than use my own words, let me quote from BikeSD's criticism of a segment of the Robinson Bikeway project in its draft MND document, quote -- “the fact that the project would propose a separated bike lane, transitioning into a sharrow lane, back into a separated bike lane, would result in an increase in hazards due to a design feature, rather than avoid one.” -- unquote.

The SANDAG answer to that criticism was that Robinson's traffic volume is less than 5,000 vehicles per day, which allowed the project to meet LTS 2 requirements for mixed traffic. Meade Avenue on the other hand, with reported traffic volumes as high as 13,000 near the 805, and over 7,000 along the majority of its length, does NOT meet that requirement.
And there are other reasons why traffic circles are a poor fit for the project.

Numerous documents from a wide range of organizations such as the Federal Highway Administration, Caltrans, the ITE, NACTO, and the City of San Diego’s Street Design and Traffic Calming guides, specifically limit traffic circles to the intersection of two local class, low-volume streets. Low volume is consistently defined as less than 3,000 vehicles per day. Meade is neither a local class street, nor low volume.

Portland, Oregon, has one of the most successful bicycle programs in the nation. Portland has numerous decades-old traffic circles at low volume intersections, but does not include them in its current bikeway toolkit, and has even removed them from bikeways. NACTO’s Urban Bikeway Design Guide states, “It should be noted that the City of Portland has found such circles to be less effective than frequently spaced speed humps, and many people on bicycles complain that motorists overtake them when approaching the circles, creating a hazardous condition.”

A Meade Bikeway with no traffic circles, allowing near continuous buffered bike lanes, in conjunction with speed humps or tables to slow traffic to 25 mph, would result in an all ages & abilities LTS 1 bikeway.

Why instead is an LTS 3 bikeway planned -- targeting just 11% of potential cyclists -- when there is the opportunity to deliver an LTS 1 all ages and abilities bikeway?
Hello SANDAG Transportation Committee members,

As you consider the Bikeway EAP update, please consider my below public comment:

1) The program has proven ability to build off street bicycle paths (I15, Bayshore Bikeway, Inland Rail trail, Rose Creek, etc...) However, the program struggles to deliver the on street bike ways that urban communities require for mobility. These are the projects that allow people to run everyday errands and trips within the community by bicycle.

2) SANDAG's need for community consensus hamstrings projects. The fact is a small minority of loud people hate bicycles. They will never be convinced. Why does the City of San Diego and SANDAG allow groups like Hillcrest Business Association, Kensington-Talmadge planners veto safety improvements on our public streets?

3) After 5 years of outreach (200 meetings for Uptown & North Park-Mid City projects), we need these projects to move ahead with construction.

4) In 2013, SANDAG spokesman David Hicks called the 10yr timeline absolutely realistic. At the halfway point, SANDAG is already missing this mark. (http://www.sandiegouniontribune.com/news/sdut-san-diego-bicycle-plan-sandag-2013oct02-story.html)

5) Why is the City of San Diego so unprepared to approve this projects? The city of San Diego had a dedicated SANDAG liaison present at most of the outreach meetings yet San Diego Development Services Department has stalled the first submitted plans for 10 months.

Please consider methods to delivery high quality bike projects in a timely manner. These are the type of improvements that will allow my family to ride safely throughout my North Park neighborhood.

-Jeff Kucharski
San Diego
10-19-18 Transportation Committee Meeting

1.0 Roads Rail, High-Speed Rail, Bridges, Buses, Bicycle, and Rideshare Issues

1.4 Bridges

1.4.3 State, County, and State

The concrete bridge built in 1926 at the Oceanside Pier does not meet current seismic and structural design standards.


1.4.5 Railroad

The San Elijo Creek railroad trestle built in 1944 is being demolished for a new link in the chain of transportation projects underway along the 60-mi North Coast Corridor. It is part of a $76.8E6 project that adds a 2nd set of tracks for 1.5-mi across the lagoon into the Cardiff area of Southern Encinitas and is expected to be completed by Spring 2019.

Ref: The San Diego U-T 10-7-18 pp. B1 & B9

1.7 Uber ride share delivery and transportation networks

1.7.4 Scooters

Scooter companies Lime and Bird Rides Inc.—less than 2-years old raised hundreds of millions of dollars and are now looking for new financing with loftier valuations. Lime-Newton Holdings Inc. has a valuation of $3.3E9 and Bird is valued at $20E9.

Ref: The San Diego U-T 10-16-18 pp. C3

1.7.5 Skyway System

San Diego Ron Robert’s commissioned a report to study the feasibility of using a “skyway” to get people from the convention center to the San Diego International Airport and vise versa with stops along Harbor Drive.


2.0 Port and Military Issues

2.1 Ports

The 6-year Master Contract between the ILA an USMX would prohibit fully automated terminal operations for 6-years at East Coast and Gulf ports covered by the contract, says the union’s website.

Ref: The Journal of Commerce, September 2018 pp. 15-16

2.1.1 Container Ships

The eastbound trans-Pacific is plagued by usual fuel prices, tit-for-tat tariffs, and the container shipping industry itself. Capacity is so scarce on the eastbound trans-Pacific that U.S. importers from Asia, both large and small U.S. importers from Asia must pay some $400 to $600 above already higher than usual rates to get space on ships. Thousands of containers are being rolled, as carriers prioritize higher
paying spot cargo—$3,000/FEU to the West Coast and $2,000/FEU to the East Coast in favor of lower-priced contracted cargo. Some shippers complain their minimum quantity commitments—MCCs—aren’t being honored. Landside reliability is hitting as low as 35% and with delays and chassis accessibility it’s virtually impossible for beneficial cargo owners—BCOs—and trucking companies to plan their pickup and delivery schedules with accuracy. This the price paid, for an industry that cannot reach stability and make enough money from rates to cover operating costs, much less than a profit.

Ref: The Journal of Commerce, September 3, 2018 pp. 4 & 6, and 18-20 & 22

- Threatened tariffs, depressed freight rates, looming IMO 2020 emission regulations, and pressure from clients are keeping the roll-on-roll-off—ro-ro—sector on guard, despite a stable capacity and expanding world economy. Signs are positive for trade in autos, high and heavy, and mining, says Flavio Batista, head of North American sales at WW Ocean. The real GDP is expected to increase 3-4% through 2018, 3.3% in 2019, and 3.1% in 2020, says HIS Markit. There is a continuous band that determines the percentage of the projected amount of duties, taxes, and fees on imports is expected to pay over 12-months,

Ref: The Journal of Commerce, September 2018 pp. 31-32 & 34, 36 & 38-40, 45, and 51-66

- The North Pacific fishing fleet—NPFF—is made up of: 86-catcher vessels, 16-catcher processor vessels, 3-mother-ships, 80-amendedment [catch, process, and freeze fish] vessels, 103-crabber vessels, 29-freezer long liner vessels, and 142-others. There are 16-offshore rigs operating in the U.S. GOM. The NPFF ships 58-ft and over, were built between 1910 and 2016 with most—175-in 1970-79 and 101 in 1980-89, of the total 418-ships. The average cost of a vessel is $130E6.

Ref: Marine Log, September 2018 pp. 4

2.1.1.1 Regulation


Ref: Marine Log, September 2018 pp. 32-33

2.1.1.2 CNG, LNG, LPG, and Articulated Tug and Barge—ATBs—

The Clean Jacksonville was delivered in August 2018 by Conrad Industries, Morgan City, LA on the Gulf—the 1st-LNG bunker barge built in North America was designed and engineered by the Bristol Harbor Group, Bristol, RI, and built at Conrad Orange Shipyard in Orange, TX. The Clean Jacksonville’s tank is equipped with MARK III Flex cargo containment technology from French engineering and technology company GTT, who adapted and expanded its support services to training of the barge crew, execution of the barge commissioning activities, and gas trials. The 232-ft vessel will enter service for TOTE Maritime Puerto Rico in the Port of Jacksonville, FL and be used to bunker Marlin Class container ships—the Isla Bella, and Perla Del Caribe that use LNG fuel between Jacksonville and San Juan.

Ref: Marine Log, September 2018 pp. 8

- LNG Transport LLC [Q-LNG] and ship-builder VT Halter Marine executed a letter of intent—LOI—to build a 2nd, larger LNG bunkering vessel. VT Halter is currently building a 4,000-m³ ATB LNG bunkering barge for Q-LNG that will go on a long-term charter to Shell Trading [U.S.] Company, supplying LNG to marine
customers along the U.S. southern east coast and support growing cruise line demand for LNG marine fuel. The vessel covered by the LOI will carry 8,000-m³ of LNG and be built on speculation.

Ref: Marine Log, September 2018 pp. 11

- Over the last 20-years tug and barge owners opted to build Articulated Tug Barges—ATBs—as compared to traditional towed barges. Barge owners have been converting existing vessels to ATBs. NETSCo supported several fast-track, ATB conversions.

Ref: Marine Log, September 2018 pp. 18

2.1.2 Cruise Ships

Article on top ferry operators: in Seattle, WA; Mariehamm, Aland Islands, Finland; Victoria, British Columbia, Canada; Istanbul, Turkey; Gothenburg, Sweden; New York, NY; Florø, Norway; San Francisco, CA; and Oslo, Norway.

Ref: Marine Log, September 2018 pp. 26-28

- Update on the duck boat tragedies using boats that were designed in 1942 for use in WW II with the U.S. Army, Marines, and allied forces with a body designed to have buoyancy to carry 5,000-lbs. and traveling 50-mpg on land and 5-knots [5.75-mpg] on the water. They are not designed for tourists over city streets and congested waterways. There have been more than 40-deaths with duck boats since 1999. The investigation of an accident at Table Rock Lake in Branson, MO in the Ozarks will take a year or more. U.S. Senator Claire McCaskill filed legislation requiring past recommendation by the NTSB to increase safety of the vessels.

Ref: Marine Log, September 2018 pp. 29-31

2.1.3 LNG and CNG Terminals

The 1st-cargos of LNG were shipped from the Yamal LNG project in Russia’s Arctic region to China via the Northern Sea Route in mid-July, says Russia’s NOVATEK—a Russian independent natural gas producer. They have been using the route since 2010 for liquid hydrocarbons, via high-tonnage tankers to Asian-Pacific countries. The Yamal LNG project was launched in 2013, is located above the polar circle in the estuary of the Ob River that is frozen for 7 to 9-months of the year. It was built on tens of thousands of piles to ensure stability in the permafrost. The 1st-cargo was shipped from the Yamal LNG project to the Chinese project of Jiangsu Rudong in 19-days using a unique LNG-carrier, able to transport LNG without the escort of an ice-breaker. The traditional eastern route, via the Suez Canal and Strait of Malacca takes 35-days. Yamal LNG will use a fleet of 15-Arc7 ice class LNG carriers with cargo capacity over 170E3-m³ each, to transport LNG to key consuming regions says Leonid Mickelson Chairman of NOVATEK’s management board. Russia has vast gas resources in the Far North including hydrocarbon fields on the Yamal and Gydan Peninsulas and the shorter route will lower cost and play a role in developing the shipments.

Ref: Power, September 2018 pp. 14-15

- President Trump is proposing to use the U.S. military bases on the West Coast to export U.S. fossil fuels to Asia in the name of national security.

Ref: The San Diego U-T 10-16-18 pp. A6
2.1.4 U.S.

Update on South Carolina—trade and logistics. Some 2.2E6-TEUs crossed the port terminals of Charleston from FY-ending June 30-2018 [FY-2018]—a 3% increase over FY-2017. The 4th-Q had more than 200E3-TEUs.

Ref: The Journal of Commerce, September 2018 pp. 41-43

- The Port of San Diego is working with federal, state and local officials to investigate and report the damage from a ransomware cyberattack uncovered last week. The attack disabled some computers and information technology systems.

Ref: The San Diego U-T 10-5-18 pp. C1 & C4

2.1.4.1 Inland Waterways

In August 2018 Secretary of Transportation Elaine L. Chao awarded $4.872E6 in grants to 6-Marine Highway projects and supports the expanded use of navigable waterway to relieve landside congestion, provide new transportation options, and generate other public benefits by increasing efficiency of the surface transportation system. Secretary Chao said: “Strengthening the country’s waterways and domestic seaports stimulates economic growth, reduces congestion, and increases the efficiency of our national freight transmission system.” The grants will help fund enhancement of existing marine highways serving ports in the Gulf Coast LA, VA, NY, and CN, and supporting the development of new container-on-barge services in KY and RI. Using marine highways provides cargo shippers with more options; reduces costs, road maintenance expense; and improves safety. It will also create jobs.

Ref: Marine Log, September 2018 pp. 9

- Article on shipbuilders on the Great Lakes such as Fincantieri Bay Shipbuilding that built a self-unloading barge. The Port of Monroe on MI’s Lake Erie partnered with the Great Lakes Towing Company and Great Lakes Shipyards to expand its commercial maritime and transportation offerings. The Great Lakes Group with root back to 1899 partnered with Damen Shipyard to renew the Great Lakes Towing Companies fleet to develop tug boats. Lake Assault Boats in Superior, WI built 43-river barges for the city of San Antonio’s River Walk, and 34-ft patrol boat for WI’s Department of Natural Resources. In Onaway, MI, Moran Iron Works has been in business for 40-years. Fraser Shipyards in Superior, WI has had problems with OSHA penalties. Chantier Davie Canada, Inc. in Lévis, Québec delivered the 1st-LNG-fueled ferry built in North America for Canada’s Société des traversiers du Québec—STQ—and does work for the Canadian Coast Guard.

Ref: Marine Log, September 2018 pp. 17-19

- Article on Interlake Steamship Company in OH that has been in business since 1883 with the founding of Pickands Mather & Company and its first wooden steamer, the V.H. Ketchum that sailed the Great Lakes. Today the company has 9-working freighters that crisscross the Great lakes from March to January delivering 20E6-tons of iron-ore, stone, and coal to 50-ports and manufactures along the freshwater shores.

Ref: Marine Log, September 2018 pp. 22-23

2.1.4.2 Drayage Truck Issues
Harbor truckers and BCOs in Los Angeles-Long Beach are teaming up with technology providers E*Dray to expand the use of container peel-off piles beyond just large BCOs to include smaller and midsized BCOs and create a critical mass of shippers to expedite cargo flow in the largest U.S. port complex. The expansion of the peel-off program in Southern California is an example of a port wide network of shippers who aggregate containers into special piles, truckers can access for quicker receipt and delivery of containers.

Ref: The Journal of Commerce, September 3, 2018 pp. 22-23

- The Port of NY-NJ’s quest to create a chassis gray pool to curb congestion and delays at the East Coasts port has slipped down the port’s priorities, with some stakeholders questioning whether its needed, especially now that 50% of all the ports chassis are owned or long-term leased by truckers.


2.1.5 International

Danang, Vietnam plans to build an internal water route and pier system to transport cargo between Tien Sa and Lien Chieu ports, to ease congestion on the National Highway 14B that is caused by commercial cargo, says General Director of Danang Port Joint Stock Company, Nguyen Huu Sia, with funding of 3.0E9-VND [$13.3E6-USD]. It will reduce container shipments on 14B by 20%. Construction will start in the 2nd-Q-2019 and it will handle 4,000-TEU container ships and cruise ships up to 150-GT. Danang also will speed up the 1st-stage of the Lien Chieu port for full operations by 2022. With port volume increasing by 16.2%/yr, Danang will need to handle 30E6-mt of cargo by 2030. The Vision 2030 Plan cites Tien Sa port will be reserved for cruise ships and Lihen Chieu will be the main cargo port.

Ref: Google Alert, Danang, Vietnam, 10-11-18

- The container shipping industry in Mexico is much like that of the country itself—rising growth dogged by deep challenges and new ones on the horizon but the industry is projected to break through to its full potential. Mexico’s peak season of imports from Asia is up 11% and will test Mexican ports, marine terminals, and inland networks as the government is working to position Mexico as a leading logistical player able to leverage its role as manufacturing suppliers to the hemisphere. The shippers and transportation providers yearn for a reduction of the country’s deadly violence and rampant cargo theft. With modest hope, President-elect Andrés Manuel López Obrador who takes office December 1, 2018 will be able to succeed where his successors fell short, in reducing cargo theft from trains, trucks, and warehouses, will fall on the growing use of supply chain technology, not to improve visibility for efficiency reasons but to help head off robberies. Port cargo volumes were up 11.8% yr over yr in 2017—faster than the rest of North America.

Ref: The Journal of Commerce September 3, 2018 pp. 10-12 & 14

- Europe’s top ports announced deals suggesting shippers will have alternative routes for their imports and exports and the leading ports will still control the networks of 2M, Ocean Alliance, and THE, that consolidated and strengthened the dominance of the Le Havre-Hamburg port range with Rotterdam and Antwerp, increasing their volumes, as a result of the economic revival across the continent. Calls by 2M and Ocean Alliance in the Asia-Europe trade caused a surge in traffic prompting a 50% increase in workforce at the Jade Weser terminal in the German Port of Wilhelmshaven—a noted white elephant in 2012. The 24% increase in volume at DCT Gdansk terminal to 1.6E6-TEUs in 2017 was due to the alliances adding
direct calls at the Polish terminal that was at only 4,423-TEUs when it opened in 2007. Further, a 32.3% surge at Barcelona was due to Mediterranean Shipping Company, Maersk’s 2M partner, launching 5-new services at the Spanish port. The Turkish-Yilport’s bid to operate the southern Italy container hub Taranto, will increase the cargo volumes rapidly—to capacity after the terminal was liquidated in 2015 when Taiwanese Evergreen switched it’s Far East-Mediterranean-East Coast North America service to Piraeus. The Mediterranean transshipment has lost momentum after carrier alliances changed their networks and increased direct port-to-port calls. Marsaxlokk in Malta and Gioia Tauro in Italy faced competition from North African ports and Marsaxlokk and Piraeus, with volumes down some 1.0E6-TEUs since 2008. Yilport with stakes in French CMA CGM is boosting an agreement with the Swedish Port of Gavle to build anew container terminal to boost annual capacity to 600E3-TEUs when it opens in 2020. Hamburg’s HHLA container terminal is looking to acquiring smaller ports to grow it traffic. They closed on the acquisition of Transiidikeskuse AS, the largest terminal operator in the Estonian Port of Muuga. HHLA’s 1st-foreign acquisition since buying into HPC Ukraine terminal in Odessa in 2005 is part of the port and logistic company’s goal to achieve international growth, that grew 8.1% in 2017 to 7.2-TEUs. The Greek Port of Piraeus climbs steadily after its acquisition by China’s Cosco Shipping. The Greek Port of Thessaloniki will boost volume after a recent sale of 67% stake to a consortium of Deutsche Invest, Terminal Link, 51% owned by CMA CGM and Cypress-based Belterra Investments, worth €1.1E9. The new owners will extend the container terminal by 440-m with a depth of 16.5-m—inabling it to handle 14E3-TEU-ships on direct service from East Asia. The Port of Liverpool’s volume was up in July when 2M Alliance switched to its TA2 Trans-Atlantic service from Felixstowe to avoid congestion at the U.K.’s top container hub. Maersk’s South American service, Columbia Express will call Liverpool on its westbound leg, shipping exports to the Port of NY-NJ in the U.S. Liverpool handles ships of up to 8.500-TEU at container terminal 2 that is being expanded as its owner, Peel Ports, seeks to boost the U.K. container market share to 15 to 20% by luring traffic from the dominant southern ports of Felixstowe, London Gateway, and Southampton.


- The German Port of Duisburg registered a volume of 100E3-TEUs with China and is moving faster in 2018 with a launch of new services by leading transport operators. The port is the world’s largest inland port in the heart of the Rhine-Ruhr industrial belt is outpacing its larger domestic peers with container volumes up 11% in 2017 to 4.1E6-TEUs. Hamburg’s volume was down 0.8% in 2017 to 8.86E6-TEUs and Bremerhaven was 0.5% higher to 5.51E6-TEUs. Duisburg’s total volume including Duisport, the port company, and the private commercial operators, dipped to 130.6-mt in 2017 from 133.1E6-mt in 2016, but rail traffic was up 6.8% at 18.8E6-mt from the booming China trade, and shipping volume slipped because of a drop, in coal shipments. The port of Gdansk volume was up 21.6%. Barcelona was up 34.1%. Duisburg at the confluence of the Rhine and Ruhr Rivers changed from a regional bulk cargo port for steel and coal industries, into a European logistics gateway to the construction of 8-container terminals and large warehouses—now now at 2.4E6-yd², and its focus on barge, rail, and truck transport to become a top, multimodal hinterland hub with easy access to Europe’s top container seaports Rotterdam and Antwerp, as well as Amsterdam and Zeebrugge. It is the manufacturing region of Europe’s largest economy in Germany—the world’s 2nd-largest exporting nation after China. German exports are growing 6.3% to a record €1.28E12 [€1.5E12] in 2017 and imports up 8.3% to 1.03E12. Duisburg has been positioned as a leading European distribution center for Europe-China rail transport with 25-weekly service and more coming. Deutsche Bahn—the national railroad company and Europe’s top rail freight operator targeted traffic of 100E3-containers on the route by 2020. In May 2018 UPS launched a new full containerload
—FCL—service linking Duisburg with Hong Kong in an extension of the existing service between cities in Germany, Poland, and China—that is targeting industries of high-tech, retail, and manufacturing sectors. Nippon Express highlighted Duisburg’s trimodal status with 2-services between the German port and Japan with a combination of rail, sea, and air transport in response from requests by shippers. The 1st involves transport by ship from Japanese Ports of: Tokyo, Yokohama, Nagoya, Osaka, and Kobe to Dalian in China, where they are transported by train to Duisburg’s rail terminal. The transit time is 28-days—quicker than the average “all water” transport of 40-days. The 2nd-second service involves flights from Japanese airports of Narita, Haneda, Chubu, and Kansai to Chongqing, China where the containers are put on rail for the journey to Duisburg. The shortest lead time from Narita airport to the Duisburg rail terminal is 22-days for FCLs and 24-days for less then containerloads. A new rail freight service for CMA CGM logistics through the Channel Tunnel that links London’s Gateway terminal with China, uses a shuttle to Duisburg, where containers are transferred to trains operating through Poland and onto Chinese cities. Duisport is confident its rail traffic will grow. The infrastructure measures along the Silk Road and efforts to harmonize customs modalities means the travel time between China and Duisport can be reduced as a result. There is a rebalancing of the 2-way rail trade with Chinese exports—which now just 2-times greater than shipments from Europe, compared with a 4-to-1 ratio in 2013. China’s expanding and increasing wealthy middle-class is spending more on higher-value consumer goods. Previously cargo between Asia and Europe was large industrial groups—now freight forwarders in Europe provide multi-container shipments down to parcels.


2.1.7 Logistics

The recent launch of the Maersk-IBM Blockchain platform, Trade-Lens has been met by encouragement but also skepticism—questions related to shipper benefits, claims of productivity, and who will verify the latter. The discussion is a microcosm of how shippers and broader logistics industry are wrestling with: its cost, imminent applicability, which party’s will provide solutions, and whether there is value in being an early adapter.

Ref: The Journal of Commerce, September 3, 2018 pp. 16-17

2.1.8 Hybrid and Electric Fleets

Fincantieri’s subsidiary Vard will build the zero-emissions vessel, Yara Birkeland, the world’s 1st-autonomous and electrically driven container vessel. The contract of NOH 250E6 [S30E6] comes from Norwegian fertilizer giant Yara. Delivery is set for 2020 and will operate as a cargo transit vessel between Yara’s plant in Porsgrunn to ports in Brevik and Larvik. It will operate as a manned vessel before moving to full autonomous operation by 2022. Enabling technologies, was provided by Kongsberg for autonomous operation. The project received NOK 133.6E6 in support from the government’s ENOVA Enterprise. The Yara Birkeland will be 80-m x 15-m, have cargo capacity of 120-TEU and will replace 40E3-truck trips/yr, reduce NOx and CO2 emissions, while improving road safety in a densely populated urban area.

Ref: Marine Log, September 2018 pp. 10

2.1.9 Autonomous Navigation Systems
The Trump Administration included trucks into its updated driverless vehicles policy, saying it will “no longer assume” a commercial motor vehicle driver to be human, or needs to be in the cab. Transportation Secretary Elain Chao is concerned about its impact on U.S. jobs.

Ref: The San Diego U-T 10-5-18 pp. A4

2.2 Military

U.S. weapons can be hacked says the GAO.

Ref: The San Diego U-T 10-11-18 pp. A3

2.2.1 Ships and Planes

President Trump signed the $717E9 John S. McCain National Defense Authorization Act for FY-2019 on August 13, 2018 at Fort Drum, NY. It is not a spending bill, rather it authorizes appropriations for $24.1E9 in Navy shipbuilding, providing guidance to Congress on how it should be spent. The act authorizes appropriations to fully fund 13-new battle force ships and accelerate funding for several future ships. It authorizes procurement of 1-Ford Class aircraft carrier CVN-81. This includes 3-Arleigh Burke-class [DDG 51] destroyers and 2-Virgina-class submarines. It also authorizes $1.6E9 for 3-Littoral Combat ships—through the Navy only asked funding for 1. Good news for the Coast Guard. The future will get a Columbia-class ballistic missile submarine and up to 5-additional polar class icebreakers, 1-under section 122 [a] of the National Defense Authorization Act for FY-2018 [public law 115-91]. It said the Coast Guard should have at least 6-polar-class icebreakers by 2029, the 1st by 2023, start the 2nd-6th at a rate of 1/yr in FY’s 2022-2026 and accept the 2-6th icebreakers at a rate of 1-vessel/yr in fiscal years 2025 through 2029.

Ref: Marine Log, September 2018 pp. 12

- Article on Fairbanks Morse who has been in business for 125-years and supplied the U.S. Navy with engines for 70-years. The company will provide 4-sequentially turbocharged, medium speed, 16-cylinder Colt-Pielstick PC 2.5 diesel engines with common rail fuel injection for the Navy’s 13th landing platform dock, LPD 29 being built by Huntington Ingalls Shipbuilding in Pascagoula, MS.

Ref: Marine Log, September 2018 pp. 20-21 and Google.com: colt-pielstick pc 2.5 diesel engine, video

- The crash of a Marine F-35B in South Carolina last week has residents concerned about the jet’s arrival at Miramar Marine Corps Air Station in 2020 in San Diego. The crash on September 28, 2018 went down on an island 4-mi northwest of the runway and the pilot ejected safely.


2.2.2 International Issues

A South Korean diplomat is proposing the U.S. hold off on demand for an inventory of North Korea’s nuclear weapons and accept the verified closure of a key North Korean nuclear facility as the next step in negotiations when Secretary of State Pompeo arrives in North Korea on 10-7-18. In exchange for the dismantlement, the U.S. will declare an end to the Korean War, a key demand of Pyongyang. South Korea’s Foreign minister Kang Kyung-wha told the U.N. it would be a huge step forward for denuclearization. The U.S. wants to get north Korea to provide a list of nuclear facilities and weapons they want dismantled.

Ref: The San Diego U-T 10-4-18 pp. A3
• U.S. Secretary of State Mike Pompeo said he and North Korean Chairman Kim Jong Un made progress on 10-7-18 toward an agreement for North Korea to give up its nuclear weapons. The Korean Central News Agency called the talks “productive and wonderful”. These is Pompeo’s 4th-visit to North Korea that lasted 3.5-hr over business and a luncheon at a state guesthouse. Pompeo was also in Tokyo, South Korea, and will go to China next.

Ref: The San Diego U-T 10-8-18 pp. A3

• China’s Foreign Minister Wang Yi told U.S. Secretary of State Mike Pompeo the Trump Adm. is “ceaselessly elevating” trade tensions and relations between the two countries.

Ref: The San Diego U-T 10-9-18 pp. A4

• Chairman Kim Jong Un invited Pope Francis to visit his country said, as he and North Korean officials with President Moon Jae-in—a Roman Catholic walked along North Korea’s Mount Paektu. President Moon will visit the Vatican for 2-days next week. In 1991 North Korea campaigned to invite Pope John Paul II to Pyong-yang says Thae Yong Ho who defected to South Korea in 2016. An old woman who practiced the Roman Catholic faith was taken to the Vatican to meet the pope

Ref: The San Diego U-T 10-10-18 pp. A3

• First Lady Melania Trump walked through the “Door of No Return” where slaves were loaded on ships and sold in the America’s—located at Cape Coast Castle, in Ghana. The 17th-Century structure was built by Swedes for use in trade of lumber and gold.

Ref: The San Diego U-T 10-4-18 pp. A4

• President Trump’s Ambassador to the U.N. Nikki Haley said on 10-9-18 she would resign at the end of 2018. She was a former Republican Governor of South Carolina. Foreign leaders seemed to like her, and she was able to smooth-out the Trump Adm.’s shortcomings.


• U.S. Defense Chief James Mattis visited the former Bien Hoa storage depot that was used to store Agent Orange outside Ho Chi Minh City on 10-17-18.

Ref: Google Alert Danang, Vietnam 10-17-18

• Defense Secretary Jim Mattis said Russia’s deployment of nuclear-capable missiles in violation of an arms treaty is “untenable” and the U.S. will need to match that military capability, unless Moscow changes the actions. At a NATO meeting Mattis said the U.S. is reviewing its options over the violation of the 1987 Intermediate-range Nuclear Forces Treaty.

Ref: The San Diego U-T 10-5-18 pp. A3

• Bahrain—an Island Sovereign Country in the Persian Gulf said Kuwait, Saudi Arabia and the UAE would pledge $10.0E9 to support the Kingdom to prevent defaulting on a $750E6 Islamic-bond repayment due November 22, 2018. The INF says that Bahrain’s public debt represents 89% of it’s GDP while reserves are low. Bahrain pledged to eliminate the debt by 2022 by restructuring finances to save $2.1E9/yr. Bahrain received $10.0E9 in aid during the 2011 Arab Spring protests from members of the Gulf Cooperation Council—6-bloc of Gulf Arab states. Other aid came from Saudi Arabia who wants to shore up support of
Sunnī monarchy in a crackdown of majority Shīite population. Those loans dwindled when oil prices went down to $30/bbl but are now at $85/bbl.

Ref: The San Diego U-T 10-5-18 pp. A3

- Bosnian Serb Milorad Dodik went to see Russian President Putin for a Formula One race.

Ref: The San Diego U-T 10-10-18 pp. A11

3.0 Water Issues

4.0 Pipelines and Tunnel Issues

4.1 Pipelines

4.1.1 Water

A 24-inch unmetered water main line burst on 10-4-18 at 7:00 a.m. and was shut down by 9:15 a.m. Residents did not lose water, but the pressure dropped. SDG&E shut off power to 4-apartments near Idaho St. as a safety precaution. A 30-in water main in the Ted Williams Field Ball Park off Idaho St. and Polk Ave. burst in January 2017.


5.0 Transportation Environmental Issues

6.0 Transportation Financial Issues

6.1 Ports

6.1.1 Inland Waterways

The John S. McCain National Defense Authorization Act for FY 2019 was signed into law by President Trump in mid-August. It authorizes $24.1E9 for Navy shipbuilding, $300E6 for the National Security Multi-Mission Vessel Program, $33E6 for the Title XI loan guarantee program, $35E6 for the Small Shipyard Grant Program, and the procurement of 6-polar icebreakers. Included in the act, is language that calls the Soo Locks in Sault Ste. Marie, MI "of critical importance to the national security of the U.S." The locks provide the only connection between Lake Superior and the lower Great Lakes and St. Lawrence Seaway. About 89% of all iron ore mined in the U.S. passes through the lock-nearing its end of 50-year service life. The bill urges ACE to expedite the process to build a large replacement lock that could cost $1.0E9. Shipping on the Great Lakes and St. Lawrence Seaway has and enormous impact on the U.S. and Canadian economies—cargos of steel, aluminum, iron ore, sand, salt, gravel, grain, and containerized freight move to and from, the industrial and agricultural heartland of the U.S. and Canada. The cargo moved on the Great Lakes St. Lawrence River Waterway totaled 254.6E6-short tons [2,000-lb] valued at $77.4E9, supporting 328,543-jobs, and $45.6E9 in economic activity.

Ref: Marine Log, September 2018 pp. 2 and 15-16

6.3 Federal Highway Trust Fund

The U.S. Federal Budget deficit surged to $779E9 in FY-2018—the highest in 6-years as Trump’s tax cuts caused the government to borrow more money to cover spending.
7.0 Airport and Global Space Issues

7.1 Airports

7.1.6 U.S.

A new makeover for the SDIA is being criticized for causing more congestion with its Terminal 1 increasing in size to 3-fold and from 19-gates to 30, with use of man elevated $165E6 roadway to whisk motorist on Harbor Drive directly into the airport. The environmental consequences are at issue and could delay the project from 2020 to 2023.

7.2 Global and Space

The 1st-flight of astronaut capsules built by Boeing Co. and Space X will be delayed until 2019, says NASA. Space X will launch its Crew Dragon capsule without a crew in January 2019 and Boeing will launch its Starliner capsule in March 2019. Flights with humans are scheduled for 2019.

7.2.2 U.S.

A Falcon 9 rocket was launched from Vandenburg Air Force base in Lompoc, CA at 7: p.m. to place a COM IA satellite into space. The booster than returned to Vandenberg where it made a safe landing 230-mi northwest of San Diego.

8.0 Border and Culture Issues

8.1 Border

8.1.1 Import-Export

Truck rates could rise if a 25% tariff is imposed on chassis. President Trump proposed a 10% tariff on a $200E9 list of Chinese-made goods, but he eventually asked the U.S. Trade Representative for 25%. China International Marine Containers—CIMC—is the world’s largest worldwide manufacturer of Chassis. CIMC has 50e3-chassis of orders in the pipeline and constructs 45E3-units/yr. An average chassis, costs $10-$30E3. A tariff would add $2,500 to $3,250/unit. In August the intra-government scrapped tariffs on Chinese made containers because there are no U.S. manufactures of containers for the international
market. The U.S. has chassis manufacturers that could step up production. Longer container hauls are shifting to rail and Intermodal dominates long-haul trips.

Ref: The Journal of Commerce, September 3, 2018 pp. 46, 47 and 48-49

- The new Trump Adm.'s $200E9 tariffs on some 6,000 items from China raises from 10% to 25% in 2019 would cost the U.S. consumer’s $2.5E9 more in home construction items.


- The St. Lawrence Seaway grain shipments between March 29 and July 31 totaled 16.5E6-mt. Year to date grain shipments via the Seaway totaled 4.2E6-mt—up 7.5% from 2017. Canadian grain shipments represented 3.3E6-mt of the volume were up 3%, while U.S. grain was up nearly 32%. Prairie grain elevators were busy at the Port of Thunder Bay in Ontario, with grain volumes of 800E3-mt—in line with 2017 and 4%-greater than the 5-year average. The Port of Hamilton moved 1.0E6-mt of grain—60% is for overseas exports. In May, the Port of Green Bay in WI experienced a rise of 10% with increases in limestone, petroleum products, and project cargo. By May 2018, nearly 2.5E6-tons of cargo passed through the Port of Toledo. Coal shipments year to date were 1.2-mt, up 33% over 2017, liquid bulk shipments totaled 2.3E6-mt—up 25%. The dry bulk, stone shipments were 27% and cement shipments were up 26%.

Ref: Marine Log, September 2018 pp. 16

- The U.S. and Canada reached a last-minute deal to salvage the NAFTA on September 30, 2018 to keep the 25-year-old trilateral pact intact.

Ref: The San Diego U-T 10-1-18 pp. A1 & A4

- The U.S. blacklisted a Turkish Company—SIA Falcon International Group, for circumventing sanctions prohibiting sale of weapons and luxury-goods to North Korea, said Treasury Secretary Steven Mnuchin.

Ref: The San Diego U-T 10-5-18 pp. A3

- Record imports drove the U.S. trade deficit up the 3rd straight month in August 2018. The deficit of goods with China and Mexico reached $53.2E9 in August from $50E9 in July 2018 and is the highest since February 2018. Imports were $262.7E9 with more cell phones and autos—exports slid 0.8% to $209.4E9. The U.S. ran a $76.7E9 deficit that was partially offset by a $23.5E9 surplus in trade of services, such as banking and tourism. The deficit with China was $38.6E9, Mexico was $8.7E9, and both, are records. U.S. exports are also hurt by the American dollar that is in high demand because it’d used all over the world—that raises prices of U.S. products and puts American companies at a disadvantage in foreign markets.

Ref: The San Diego U-T 10-6-18 pp. C3

8.1.2 Ports of Entry

Leaders in the Western Hemisphere are debating on how to handle the growing crisis in Venezuela—Haitians living in Venezuela have moved to Tijuana with plans to ask for help in the U.S. and staying at Temple Embajadores De Jesús—an evangelical church in Tijuana’s Cañon del Alacran. The churches are also in TX.

Construction on a 2-mi long barrier from Calexico’s new Port of Entry to an agricultural area west of the city’s downtown is completed.

8.2 Culture

The FBI arrested a Logan, UT man suspected in an episode believed was a mail attack using ricin, a deadly poison—which was later sound to be castor seeds to senior government officials. William Clyde Allen III was charged. The seeds are used to make ricin, but themselves are not dangerous.—More on the ground castor beans sent to President Trump and others, by Navy veteran Allen. He also sent them to the FBI director, defense secretary, and the Navy’s top officer.
Ref: The San Diego U-T 10-4-18 pp. A2 and 10-6-18 pp. A8

John G Wotzka 720 4th Ave San Diego CA 92101, Ph: 619-446-7690, johnwotzka@gmail.com
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 $3 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>
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<tr>
<td>1</td>
<td>MTA¹</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>
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<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>
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<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>
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</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>Rail Transfer Policy</th>
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<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>
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<td>9</td>
<td>MARTA</td>
<td>Atlanta</td>
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<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>
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<td>Distance</td>
<td>Clipper</td>
<td>N/A</td>
<td><a href="https://www.bart.gov/sites/default/files/docs/BasicsGuide_ENG_Dec%202014.pdf">https://www.bart.gov/sites/default/files/docs/BasicsGuide_ENG_Dec%202014.pdf</a></td>
<td>Fare is calculated by distance regardless of transfer. BART does not operate buses.</td>
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<td>Transfer value is stored for two hours on the ORCA card, and is credited in full for</td>
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<tr>
<td>Rank</td>
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<td><a href="https://mta.maryland.gov/regular-fares">https://mta.maryland.gov/regular-fares</a></td>
<td>Transfers. The net result is the rider pays the highest individual fare of the rail or bus ridden.</td>
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<td>Miami-Dade Transit</td>
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<td>EASY Card</td>
<td><a href="http://www.miamidade.gov/transit/transfers.asp">http://www.miamidade.gov/transit/transfers.asp</a></td>
<td><a href="http://www.miamidade.gov/transit/transfers.asp">http://www.miamidade.gov/transit/transfers.asp</a></td>
<td>Transfers require an EASY card and are free from bus to bus or rail to rail. Bus to rail or rail to bus costs 60c. Transfers must be made within three hours and are not for return trips.</td>
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<tr>
<td>14</td>
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<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>
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<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>
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<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>
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<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>
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<td>PATH</td>
<td>New York City</td>
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<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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<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>
</tr>
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</table>
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,

MARLENE D. BEST
City Manager