June 21, 2019

Mr. Hasan Ikrata  
San Diego Association of Governments  
401 B Street, Suite 800  
San Diego, CA 92101

Dear Director Ikrata,

As a councilmember for the city of Oceanside, I am writing to voice my concern and strong opposition to the removal of the 2004 TransNet Extension Ordinance funding meant for highway projects. Proposition A was approved by voters in 2004 with funding directly allocated for several highway projects in North County, including state Route 78. Many Oceanside residents utilize SR-78 on a daily basis and reducing congestion should be a priority as the population San Diego County continues to increase.

I do not oppose the new projects outlined in the Regional Transportation Plan and believe we need to reduce greenhouse gas emissions and make clean air a priority. What concerns me, however, is SANDAG’s decision to ignore Proposition A as it was approved by voters. As a leader, I believe it is crucial to increase transparency and trust in all levels of government by following through on commitments made to our residents and approved by voters.

Respectfully,

Ryan Keim  
Councilmember  
City of Oceanside  
Tel: (760) 435-3048  
Email: rkeim@oceansideca.org
Living and dying on SR-67

BY DAN SUMMERS

This isn't complicated. For decades the community of Ramona has been steadily outgrowing the capacity of state Route 67 to serve as either an evacuation route or as our primary commuter corridor. This rapidly decreasing capacity has rendered SR-67 both obsolete and dangerous.

Ten years ago (2009), Caltrans and the California Highway Patrol concurred, identifying SR-67 as a “dangerous and inadequate corridor.” This isn’t news.

The current configuration of SR-67 has been anticipated to fail for over 30 years. In 1988, both Caltrans and SANDAG (San Diego Association of Governments) scheduled the widening of SR-67 to four lanes, but the project has been repeatedly postponed. Today, the widening of SR-67 has been rescheduled in the San Diego Forward Regional Plan until 2026 at the earliest.

To make matters worse, San Diego County sources are projecting that the population of greater Ramona may exceed 50,000 in next year’s census. This explains why Caltrans is predicting a 25 percent increase in traffic through Ramona by 2030, and an increase in ADT’s (average daily trips) from 26,600 in 2008 to 38,700 in 2030.

So why haven’t funds been allocated to expand SR-67 and meet the growing needs of Ramona? It’s simple. Ramona is a rural community, and the majority of tax revenues are being spent in coastal cities on mass transit. In the minds of the majority of elected officials at SANDAG, the automobile is a dinosaur that must be replaced with buses and trolleys to fight climate change. There seems to be a broad lack of consideration for rural, car-bound communities that have neither buses nor trolleys.

And it gets worse.

In 2004, county taxpayers passed the TransNet tax by a greater than two-thirds majority. The county sold the TransNet tax to the taxpayers as funding to improve 14 named RURAL highway corridor projects. In the SANDAG Feb. 22, 2019, Board of Directors report, 35 percent of the TransNet tax major corridors have been completed, 28 percent are in progress, and 37 percent have not yet been started.

So why has so little been accomplished in 15 years? There are two reasons. First, the TransNet tax under-performed revenue projections. Second, SANDAG siphoned off approximately 60 percent of the revenue it did produce, and spent it on empty buses and trolleys.

That sounds illegal, but it wasn’t. Apparently, there was language in the fine print of the TransNet tax proposal that allowed officials to spend the revenue anywhere they chose. Several current county supervisors have described this transaction as a “bait and switch” scheme, in which rural taxpayers wound up paying for city improvements while their highway projects were left at the end of the line. So, the “bait and switch” label is probably accurate.

The Ramona Community Planning Group has been hard at work for about a year, trying to get SR-67 expanded to four lanes from the intersection of Dye Road/Highland Valley Road to Scripps Poway Parkway — and long before the scheduled date of 2036.

In Ramona, the failed evacuations on SR-67 during the 2003 and 2007 fires represent an existential threat to our community. In addition, SR-67 has been quantified by Caltrans and the CHP as one of the deadliest highways in the county. It has always been the case that life-safety issues take precedence over mobility and mass transit. Consequently, we support our TransNet taxes being spent where lives are in jeopardy, ahead of projects that address mobility.

We have made a strong case to SANDAG and Caltrans that SR-67 needs immediate priority and funding. There are many voices at both organizations that have heard our presentations and agree. In addition, we have secured the political support of every elected official who represents Ramona, at every level, along with multiple community organizations. The goal is to secure immediate funding for SR-67 from the TransNet tax before it is re-allocated to mass transit.

If you want to help, you can go to STOPTRANSNETRAID.COM, and give them a piece of your rural Ramona common sense.

Dan Summers is a Ramona Community Planning Group member.

GUEST COMMENTARY

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If you want to help, you can go to STOPTRANSNETRAID.COM, and give them a piece of your rural Ramona common sense.

Dan Summers is a Ramona Community Planning Group member.
From: Jeff Porter <jeff.w.porter@gmail.com>
Sent: Monday, July 1, 2019 11:14 AM
To: Steve Vaus <SVaus@poway.org>
Subject: SANDAG

Mayor Vaus,

I am writing to you and the city council as a lifelong Poway resident and voter. My parents settled in Poway in 1980 and most of my family still resides and votes there. I am writing today out of concern for SANDAG’s new executive director for regional planning Hasan Ikhrata. How a man like him was not only hired, but given a ridiculous pay and benefits package is beyond me. The man was too extreme for Los Angeles. How did he make it to San Diego? He literally worked for the Soviet Communist Party and was educated at the University of Moscow. This isn’t some birther conspiracy theory. It’s public information he doesn’t deny.

His plans to strip funding promised for freeway expansions to the 67 and 52 is unconscionable. The fact he hasn't been replaced already is even more so. San Diego is not Los Angeles. Poway is not Los Angeles. I like to think there are still a few normal, tax paying, suburban families left in this city. You know as well as I do public transportation is not practical in this state and even less so for Poway. I grew up near Iron Mtn. right next to Highway 67. That thoroughfare has long needed an expansion. With the growth of southern Poway and the business park, traffic on 67 has increased substantially since the 80s and 90s when I lived there. It is in dire need of expansion to accommodate this growth. The 52 even more so. That traffic could be nullified with a few lanes expansion from Cuyamaca through Mast. Backup on the 52 also effects traffic on the 67 as well Interstate 8.

These issues are huge for normal, tax paying, suburban residents just trying to live our lives in peace. Every day Sacramento and Washington DC do their best to make that as difficult as possible. The one thing I held onto was that my own region wasn't that crazy. San Diego wouldn't care more about straws and healthcare for illegal immigrants than issues that actually affect its citizens like traffic, crime, cost of living, and quality of life. Hasan Ikhrata is dangerous. He represents that change which will turn San Diego County into what the rest of California has become. People like me have been fleeing the state in droves because of the things people like Ikhrata do. I graduated from Poway High School in 2001. Of that graduating class of almost 1000, the vast majority have left California for good.

Mayor Vaus I have not heard your name mentioned in the opposition of Ikhrata or SANDAGS plans to completely defund road improvements in favor of public transit that nobody will use except vagrants. I implore you to take up the fight alongside people with power such as Mayor Bill Wells and Kristin Gaspar. You were elected to represent the citizens of Poway. The citizens of Poway want
their commutes to be shorter so they can get home to their families. The citizens of Poway want their elected representatives to push for projects which will make their lives better, not worse. They want roads, not buses and trains full of vagrants that take 10 times longer to get anywhere than a car. We are the ones paying for all of this, shouldn't that money go for things we want? I look forward to hearing your name mentioned alongside those fighting for the normal people of California.

Thank you,
Jeff Porter
Poway resident since 1983
To Whom It May Concern:

I have lived in Ramona since 1986. There has been very little road improvements and there has not been any improvements for the growth that has taken place. Highway 67 is a death trap. It is not suitable to accommodate traffic due to an evacuation. During the 2007 fire my parents were stuck on Highland Valley Rd. and feared for their lives. Also, the changes that have been done in the Mt. Woodson area have not improved. People are still stopping in the road to find a parking spot. Traffic has not improved, it just backs up in a different location. We do not want to become another community that has unnecessary losses due to the lack of safe roads.

Sincerely,

Charmaine Bush

Ramona, CA
June 26, 2019

Mr. Hasan Ikhrata
Executive Director
San Diego Association of Governments
401 B Street, Suite 800
San Diego, CA 92101

Dear Mr. Ikhrata:

On behalf of the undersigned Chambers of Commerce and Economic Development Organizations, we are writing to express our strong opposition to any changes to the funding commitments laid out in the 2004 Transnet renewal ordinance. We believe such changes would hurt North County’s competitiveness, would break faith with voters who supported the 2004 measure and are extremely premature given SANDAG’s analysis of future Transnet revenues.

As you are aware, in November of 2004 voters in San Diego barely mustered a 2/3rd affirmative vote to extend the one-half cent sales tax known as Transnet. North County did its part, with more than 69% of voters in the eight incorporated cities in North County supporting the measure. Since passage, Transnet has enabled the region to make several BILLION dollars of investment in a variety of projects, enhance the operating budgets of San Diego’s two transit operators and purchase several thousand acres of open space as part of the environmental mitigation fund.

Perhaps the key to Transnet’s passage was the development of a detailed project list. A feature of nearly every successful self-help sales tax measure passed in California, the project list provided voters assurances that if they supported the measure investments and improvements would be made in their communities. The centrality of the project list to the passage of self-help measures is true not only in San Diego but also with similar propositions such as Measure R in Los Angeles. Voters view project lists as a promise and a commitment that all areas of the county will benefit from the tax.

In North County key improvements were promised on SR78. This corridor moves more than 140,000 commuters, on average, every day and enables the movement of goods from businesses along the corridor to Interstates that connect North County with distribution centers in the Inland Empire and trade infrastructure in Los Angeles. SR78 also supports North County tourism, linking sites on the beaches with attractions in the inland part of the county. The highway is highly congested during peak periods, costing workers time and businesses productivity. Transit improvements, which would be decades in the making, do not solve the issue the highway currently deals with every day and are located, in many instances, too far distant to serve key job centers and significant housing developments.

We recognize that revenues from Transnet’s renewal may fall short of required levels and some adjustments in the project list will be required. However, we categorically reject that the agency has made the case that the “Major Corridor” program is somehow insolvent or, to use a term you have used in public and the press, “broke.” Indeed, in the February 22, 2019 item 16 staff report
SANDAG's staff estimated that the program would collect $6.0 billion in current dollars between now and 2048 for major corridor improvements. While some of that revenue is likely required to finish on-going projects and finance debt obligations SANDAG took on to build transit improvements like the Coaster double tracking or the Mid-Coast trolley, that still, in our opinion, leaves resources to build some of the projects promised voters. That is why we believe reprogramming at this point is very premature. There may be a day for removing some projects from the list. We categorically reject that day is now.

Moreover, shifting revenues from the existing project list to initiate planning and engineering efforts on more speculative projects would be a pyrrhic victory. Building these projects, as you know, will require new resources and likely voter approval of additional taxes. To us, it seems highly unlikely that you and others could convince voters in North County that a future project list would be worth more than the paper printed on since SANDAG will have convincingly demonstrated a proclivity to treat projects lists as only suggestions. Nor will passage be likely if staff continues to not listen to North County elected officials who are articulating the passionate views of their constituents. This is not some manufactured crisis but rather a real and long-standing North County concern – that faced with hard choices agencies located to the South will shift promised investments away from our communities.

San Diego's greatest strength is a culture of cooperation, collaboration, and consensus-building. We respectfully suggest that leveraging that culture will be critical to future success. We look forward to working with you and SANDAG staff and board members to successfully implement the existing project list to keep our region moving.

For these reasons, our organizations are opposed to any reprogramming of the Major Corridor project list as promised to the voters in 2004.

Sincerely,

[Signatures]

W. Erik Bruvold
CEO
San Diego North Economic Development Council

Scott Ashton
CEO
Oceanside Chamber of Commerce

Bret Schanzenbach
CEO
Carlsbad Chamber of Commerce

Rachel Beld
CEO
Vista Chamber of Commerce

James Rowten, Jr.
CEO
Escondido Chamber of Commerce
cc:
Mayor Steve Vaus, Chairman, San Diego Association of Governments
Supervisor Jim Desmond, Chairman, Transportation Committee, SANDAG
Mayor Peter Weiss, City of Oceanside
Mayor Judy Ritter, City of Vista
Mayor Rebecca Jones, City of San Marcos
Mayor Paul “Mac” McNamera, City of Escondido
Supervisor Kristin Gaspar
July 9, 2019

VIA ELECTRONIC MAIL

Chairperson Steve Vaus
San Diego Association of Governments
401 B St Suite 800
San Diego CA 92101

RE: Item 7, July 12, 2019: Draft Regional Housing Needs Assessment Methodology – Support

Dear Chairperson Vaus and Board Members:

Endangered Habitats League (EHL) strongly endorses the staff and committee recommendation and urges adoptions of the new RHNA methodology. For your reference, EHL has been a stakeholder in San Diego planning initiatives since 1993 and is dedicated to ecosystem protection and sustainable land use.

It is a truism that effective planning must align transportation and land use, yet regional jobs-housing imbalances and punishing commutes remain the order of the day. The RHNA methodology is an essential step in fixing this. By assigning housing allocations based upon jobs and transit, it lays a new and sound foundation for regional planning. Increased housing affordability due to lower household transportation budgets, as well as reduced greenhouse gas emissions, are co-benefits.

Please make a historic shift to support SANDAG’s forward-looking transportation infrastructure investments with the patterns of development they need to succeed.

Yours truly,

Dan Silver
Executive Director
RE: San Diego Forward 2021 Regional Plan
Coastal Commission Staff Comments in Support of a Bold New Transportation Vision

To the Honorable Board:

Coastal Commission staff are delighted by the recognition that bold changes to San Diego’s regional transportation network are needed to meet greenhouse gas emission targets and that we must present compelling alternatives to driving alone. One of the primary tenets of the Coastal Act is to protect and enhance public access to the coast, which requires a well-planned and interconnected transportation system. The Coastal Act also requires preservation and enhancement of coastal resources, which are threatened by the current and future effects of climate change and sea level rise.

This regional plan update provides an opportunity to prioritize projects and programs which enhance both the transportation system and coastal resources. Projects that accomplish both goals (e.g. rail service enhancements within existing rights-of-way) should be prioritized. Following are five issues Coastal Commission staff encourage SANDAG and other stakeholders to focus on as the plan develops:

1) Coastal Act Policies on Marine Resources and Environmentally Sensitive Habitat Area.
Transportation corridors within the San Diego region bisect or are located directly adjacent to sensitive marine resources including coastal bluffs, coastal lagoons, and the Pacific Ocean. Impacts to these resources are restricted by Coastal Act policies. Except for certain specific instances, fill of a wetland or other coastal waters is prohibited (Section 30233), and the marine resources (Section 30230), water quality (Section 30231), and environmentally sensitive habitat areas (Section 30240) often associated with the coastal environment are also protected. Many of these coastal systems have already deteriorated due to historical transportation infrastructure development.

The Coastal Commission has previously approved transportation improvement projects in sensitive coastal locations, but only where impacts to coastal resources were reduced to the minimum extent required in order to improve the transportation system. For example, the Coastal Commission approved the San Diego North Coast Corridor Public Works Plan/Transportation and Resource Enhancement Program in June 2014, requiring impacts to coastal resources to be minimized, requiring mitigation for impacts to environmentally sensitive habitat at a ratio of 4:1, and requiring the provision of new rail trails and bike and pedestrian accessways in concert with expansion of roadways and railways. Coastal Commission staff suggest that the regional plan include specific reference to Coastal Act Chapter 3 policies requiring the preservation of coastal resources.
2) Enhanced Rail Service and the California State Rail Plan. The Coastal Commission has previously approved transportation projects and programs that balance roadway expansion with provision of transportation alternatives including railway enhancements, bicycle corridors, and pedestrian accessways (e.g. the San Diego North Coast Corridor Public Works Plan/Transportation and Resource Enhancement Program). In actions throughout California, the Coastal Commission has found that projects supporting alternative modes of transportation, particularly enhanced rail service, are consistent with Coastal Act policies requiring maximum public access and a reduction in vehicle miles traveled (see Sections 30210 and 30253).

The Transit Leap component of the bold new transportation vision references “a complete network of high-capacity, high-speed, and high-frequency transit services that incorporates new transit modes and improves existing services.” Commission staff support the vision for vastly improved regional and inter-regional bus and rail corridors, which will offer alternatives to driving and alternatives to roadway expansion in environmentally sensitive areas.

The 2013 California State Rail Plan and the LOSSAN Corridorwide Strategic Implementation Plan (April 2012) reference a potential expansion of intrastate passenger rail service through implementation of a “Coast Daylight” train service, “proposed to initially operate with one daily round trip as an extension of the state-supported Pacific Surfliner service. Expansion of the Coast Daylight service to two daily round trips will be accomplished by adding a new overnight train between San Francisco and Los Angeles.” One goal of the Coast Daylight is to “increase the use of intercity passenger rail service as part of a multi-modal strategy identified in regional and county goals and plans.” The Draft 2018 California State Rail Plan website states: “Californians collectively take billions of trips to millions of destinations each year, and the state needs quality modal choices among cars, transit, air travel, and active transportation to efficiently move people and freight to their destinations.” Infrastructure improvements necessary to facilitate faster and more frequent inter-regional rail service should be included in the plan, along with new regional routes.

3. Public Access and Recreation. A pillar of the Coastal Act is the protection and provision of public access to and along the coast. Coastal Act sections 30210 and 30212 require that maximum opportunities for public access and recreation be provided in new development projects, consistent with public safety, private property rights, and natural resource protection. Additionally, Section 30252 dictates that new development should maintain and enhance public access through such actions as facilitating transit service, providing non-automobile options, and providing adequate parking.

The Complete Corridors component of the bold new transportation vision references street designs which “increase safety, capacity, and efficiency; provided dedicated space for high-speed transit and other pooled services; manage demand in real-time; and maximize use of existing roadways.” Given that beaches and coastal resources are major destinations in the San Diego region, the plan should maximize access to the coast, including options for non-motorized, bicycle, and pedestrian routes. New projects which facilitate access to beaches and coastal areas from the inland portions of the region are needed, as well as options for enhancing connections to public transit, the California Coastal Trail, coastal rail trails, and other visitor-serving recreational opportunities.
4. **Plan for Climate Change and Sea Level Rise.** Coastal Act Section 30253 requires that new development minimize risks to life and property from hazards and to assure stability and structural integrity without the use of a shoreline protective device. Understanding the potential impacts of climate change and sea level rise is of critical importance when beginning long-range planning efforts and evaluating projects that may at risk from coastal hazards. Given the proximity of key regional infrastructure to the coast, it is imperative that transportation and land use plans carefully anticipate the effects of sea level rise and associated hazards. Ensuring that new coastal infrastructure is designed to adapt to the effects of sea level rise throughout the expected life of the infrastructure is a principal concern of the Coastal Commission, as clarified through the Commission’s Sea Level Rise Policy Guidance and through recent local government vulnerability assessments and planning efforts related to climate change. In recognition of the importance of this subject, many state directives, guidance documents, and regional planning documents have called for sea level rise to be included in planning processes.

- **Safeguarding California** (2018), the state’s climate adaptation strategy, recognizes that “Climate change impacts from sea-level rise to storm surge and coastal erosion are imminent threats to highways, roads, bridge supports, airports at or near sea level, seaports, and some transit system and rail lines” (page 118) and calls for vulnerability assessments and adaptation planning at various scales.

- The State Ocean Protection Council stated in its **2018 Sea Level Rise Guidance** document that “California has an immediate opportunity to make smart, informed, and risk-based decisions that prepare our coastal and inland communities for change while ingraining sustainability, longevity, and resiliency into our planning, permitting, investment, development, transportation, and recreational decision.” The document provides guidance and guiding principles for sea level rise planning work.

- The **California Transportation Plan 2040** calls for sea level rise adaptation planning, notably stating that: “Planning agencies need to address climate change-related vulnerabilities and incorporate climate change resiliency into their long-range transportation documents. This is encouraged to reduce the likelihood, magnitude, duration, and cost of disruptions associated with extreme weather and other effects of changing climatic conditions to the transportation system” (page 28). It includes a recommendation: “Expand State and regional resilience planning and climate change impact studies of SLR, storm events, and other climate change indicators that affect the future of communities, infrastructure, and ecosystems” (page 110).

- The **2018 California State Rail Plan** calls for similar planning efforts, noting that “Coastal rail corridors are commonly the first, or second, line of development adjacent to the sea, particularly in central and southern California. If reactive, emergency-based hard-arming measures are constructed to protect corridors in place, beach loss may result. Thoughtful, long-term adaptation planning for sea-level rise is necessary to identify alternatives, including relocation of corridors where opportunities to do so exist, that would protect transportation corridors as well as California’s popular beaches and other coastal resources” (page 224). The Plan highlights segments of rail in San Diego, including along the Del Mar bluffs, which are at risk from sea level rise.
San Diego Forward 2021 Regional Plan  
Coastal Commission Staff Comments  
Page 4 of 5

- Caltrans has highlighted the importance of planning for sea level rise in its 2017 Regional Transportation Plan Guidelines for Metropolitan Planning Organizations.

San Diego Forward should reference the best available science on climate change and sea level rise; in 2018, the State adopted an update to the State Sea Level Rise Guidance, which provided updated best available science on sea level rise projections, impacts, and adaptation planning processes. The plan should analyze the vulnerability of existing transportation infrastructure (e.g. Pacific Coast Highway, Del Mar bluffs rail tracks) and potential adaptation strategies. Potential effects of hazards on new infrastructure should be modeled for the entirety of its expected life, which in the case of rail and highway bridges is considered to be 100 years. Projects should be modeled to include both tidal and fluvial hydraulics across the range of projected increases in global mean sea level as applied to the local area and in the context of storm surge, wave run-up, erosion, and other variables.

Previous Regional Transportation Plans and the North Coast Corridor Public Works Plan/Transportation and Resource Enhancement Program (PWP/TREP) have referenced the need for relocation of the rail corridor that passes along the Del Mar bluffs to an inland alignment. Coastal Commission staff have serious concerns with a new, preliminary concept being investigated by SANDAG that would trench the rail corridor in place along its current alignment in the Del Mar bluffs. This new alternative would set the current rail alignment in place and would hamper efforts to plan for sea level rise and erosion, thereby resulting in the loss of significant public access and beach resources. Rather than pursuing this alternative which would be in direct conflict with many Coastal Act policies and the PWP/TREP, Coastal staff instead encourages continued investment and development of the various tunnel options that have been considered in the prior planning efforts described above.

5. **Concentration of Development.** Section 30250 of the Coastal Act generally requires that new development within the Coastal Zone be located within, contiguous with, or in close proximity to existing developed areas, and Section 30253 requires new development to be sited in a manner that will minimize energy consumption and vehicle miles travelled. In this way, the Coastal Act encourages smart growth patterns that recognize a strong urban-rural boundary to ensure protection of coastal resources. Accordingly, San Diego Forward should prioritize transportation investments which encourage jobs and housing to be concentrated in developed areas.

The California Air Resources Board (ARB) sets target for reduction of GHG emissions from passenger vehicles for the target years 2020 and 2035, consistent with SB 375. Executive Order B-30-15 sets a goal of reducing California’s GHG emissions to 40 percent below 1990 levels by 2030 and the Executive Order S-3-05 sets a goal of reducing California’s GHG emissions to 80 percent below 1990 levels by 2050. Recognizing the needs of all residents and visitors to the San Diego Region, the plan should include improvements to all transportation modes, including roads. But in order to meet or exceed the referenced GHG and climate goals, the plan must prioritize and invest in public transit and active transportation projects to minimize vehicle miles traveled, consistent with Coastal Act Section 30253. In general, Coastal Commission staff support a greater proportion of investment in transit, active transportation, and environmental enhancement projects.
Thank you for the commitment to a bold new transportation vision for the regional plan update. Coastal Commission staff look forward to future collaboration and improvements to the transportation system and the natural environment in the San Diego region. If you have any questions or ideas for collaboration, please do not hesitate to contact the Coastal Commission’s San Diego District office.

Sincerely,

Zach Rehm
Senior Transportation Program Analyst

cc: Hasan Ikhrata, Executive Director, SANDAG
    Bruce April, Deputy District Director, Caltrans District 12
    Tami Grove, Statewide Development and Transportation Program Manager, CCC
    Gabe Burh, Coastal Program Manager, CCC
    Kanani Leslie, Senior Coastal Planner, CCC
From: Christina Simokat <csimokat@csusm.edu>
Sent: Thursday, July 11, 2019 10:53 AM
To: kristin.gaspar@sandiego.ca.gov; Nathan.Fletcher@sandiego.ca.gov; Jim.Desmond@sandiego.ca.gov; greg.cox@sandiego.ca.gov; dianne.jacob@sandiego.ca.gov; Wapner, Robyn <Robyn.Wapner@sandag.org>
Cc: kyle.rentschler@sierraclub.org; council@encinitasca.gov
Subject: I support SANDAG’s 5 Big Moves and I’m asking you to do the same.

To the SD Board of Supervisors and SANDAG Executive Director Ikhrata, I am writing to express my complete support of the new regional transportation plan 5 Big Moves, that prioritizes public transit, cycling, pedestrians and alternatives to gasoline-powered vehicles. I applaud the leadership that Executive Director Ikhrata has shown in developing this practical and financially sound path toward responsible county planning.

For too many years, San Diego County has been doing it wrong. By throwing all our tax dollars at roads and cars, our government has left us shackled to unaffordable and unhealthy cars as the only practical mode of transportation for the average citizen. More roads are proven to create more traffic (Milam 2017). Roads for cars generate no income, they are only an expense for taxpayers. Cars have created myriad social and environmental problems (https://www.theguardian.com/environment/2017/oct/16/our-cities-need-fewer-cars-not-cleaner-cars-electric-green-transport).

But the good news is this 5 Big Moves plan finally recognizes the folly of previous planning and comes up with something better.

It takes guts and good sense to admit when things have been going wrong and make it right. I am excited to see San Diego have a chance to move in the right direction.

I am a politically active, voting, life-long citizen of San Diego County, and I’m asking you, my representatives, to support this plan, fund it, and implement it immediately. I will be encouraging all my friends, neighbors and co-workers to contact you with their opinions on this as well. We will be watching what you do with this and hoping you make the right choice for our future. Vote to approve this plan.

Sincerely,

Christina Simokat
Environmental Studies and Biology Depts.
I am writing to state that I fully support the big Five agenda of more public transportation linking up the San Diego area and less construction of huge freeways congesting and polluting our beautiful area. As a citizen here after living in England, Canada and Switzerland (where public transportation is a fine art!) I am excited about the prospect of better ways to travel around here using trains, buses, trolleys etc. Linking up the airport with the Coaster is a vital step to ensure that residents and tourists alike can travel around easily, go to work etc without having to use Ubers, rent cars or use their own cars. Linking everything conveniently and with many choices of times is vital too. Thank you for trying to improve this in a much required way, sincerely, Encinitas home owner, Catherine Montgrain

Sent from my iPad
Dear Board member,

Regarding the Friday July 12th meeting at 0900 AM, fifth action item regarding the 5 Big Moves:

I greatly support the Sierra Clubs position regarding the sustainability, walkability, and bicycle friendly neighborhoods, with an infrastructure of bike highways that connect all parts of the city.

The city has many more tourists each year. Those who prefer going by bike and walking have increased in numbers enormously. I volunteer at the visitor center in Balboa Park, and I have seen the change over the years.

Also, more people are living in the urban area who cannot afford a car. Statistics have shown that there is a migration of under forty younger workers and seniors moving to the downtown and walkable neighborhoods. This makes the necessity for better infrastructure even greater.

Traffic noise control along with increased density has become a big issue. We go back yearly to Europe, seeing how density and noise control can be handled within denser cities. In return this promotes more tourism, with a greater tax return that helps pay for the infrastructure.

The Mayor Falconer proposed massive transit hub on the NAVWAR property should be approved for an airport rail connection, thereby alleviating some of our parking issues.

Improved public transport is a must. The trolley lines should all have a commuter express options: Santee to old town with only one stop in the middle as an example. Park and ride spaces need to be increased in size. Most of them have become too small.
More bus designated lanes throughout the city, with increased express options at certain hours..

I wish the Board supports the Sierra Club option. This city needs bold action to move to the 21st century.

Sincerely

Antoinette Goodbody
I live in San Diego County. I like to drive my car where ever I want to go. I NEVER use public transportation and have no desire to do so. The idea that my state of California is constantly using funds generated by one user group to pay for projects unrelated to the needs of the people actually generating the funds is absurd. Now my local government is apparently considering doing the same thing by diverting funds/taxes paid for by people driving vehicles (gas tax I presume.... who expect a vigorous program of spending those funds to repair roads and add vehicle lanes) and using the funds for busses and trains and other mass transit projects. Please do not do this. If you need money for mass transit let the user fees pay for it or try to pass a bond issue for mass transit...not some measure with everything under the sun in it to disguise what the money will really be spent on.

Thank you for reading this.....I feel better now.

Sincerely,

Steven Smith

Fallbrook, Ca.
I wanted to let you know that I voted for the Transnet tax in 2004 for improving transportation and especially roads in San Diego County. I am opposed to the reallocation of funds to mass transit projects without a vote of the people. This is bait and switch or better said hijacking of funds. We voted for a specific proposal and that is how the funds should be spent.

Moves like this are what generate mistrust and lack of confidence in government. I urge you others on SANDAG, as well as all cities in the county, to reject this proposal.

If SANDAG wants this plan to go forward, the bring it to the voters for approval.

Mike Adamson
msadamson@cox.net
Hi. I heard SANDAG’s presentation at the Encinitas City Council last night, and the enthusiastic public comment. I was so pleased that finally the Board and staff are being bold and visionary, and also realistic about the changes that we need to make.

Catherine – I appreciate your leadership and your clear explanation that this process is still at the conceptual stage.

Kristin – you also represent Encinitas, and as our representative, I wish you could be open to this plan. The reality of climate change demands responsible transportation planning – as experts affirm, more roads just mean more congestion, while reliable, frequent and affordable transit options will benefit both vehicle drivers and commuters.

I look forward to seeing how the plans develop and to increasing public engagement and support.

Lisa
Good Afternoon,

Ramona citizens are watching to see that promises are kept. Thank you.

State Route 67’s failing status as a corridor between Poway and Ramona and Lakeside is a life-safety issue. Most residents of Ramona, Poway and Lakeside utilize State Route 67 for both normal, daily activities, e.g., going to work, school and shopping – along with driving State Route 67 for recreational adventures, e.g., hiking, biking, off-road riding, wine tasting, Julian apple pie. The citizens of San Diego County recognized the need to “fix” State Route 67 through the extension of TransNet. Do not take away our life saving dollars. Fix State Route 67 now.

Robin Joy Maxson, Member, Ramona Community Planning Group
760-705-7435
"Remember, a childhood is a limited opportunity. Use it well!"
Chairperson Vaus and Board Members:

Endangered Habitats League (EHL) strongly supports the 5 Big Moves. Cities across the planet are looking forward with longterm mobility solutions based on transit, complete streets, and new technology. San Diego should lead rather than be left behind with antiquated thinking. For your reference, EHL is a Southern California regional conservation group active in San Diego planning since 1993.

Sincerely,

Dan Silver

Dan Silver, Executive Director
Endangered Habitats League
8424 Santa Monica Blvd., Suite A 592
Los Angeles, CA  90069-4267

213-804-2750
dsilverla@me.com
www.ehleague.org