To the Transportation, Regional Planning, and Borders Committees,

SANDAG’s Big 5 Moves are deeply misguided, will cost billions, and fail to account for rapidly changing and improving technology transportation trends driven by the private sector. The two most important trends are the rise of zero-emission electric vehicles and autonomous vehicle technology. Notably, California-based Tesla, which is a leader in both trends, has quickly become the most valuable auto/mobility company in the world. There is a strong probability that the future of transportation and mobility is heavily dominated by transportation-as-a-service (TaaS), driven primarily by private companies. Rather than waste billions on the Big 5 Moves, SANDAG would be far better off pausing and waiting for the private sector to further advance these technologies, while looking for smart opportunities to amplify their efforts. Renowned speaker and Stanford lecturer Tony Seba has given many speeches on this future, including to the North Carolina Department of Transportation in early 2020. The fascinating video link can be found here: https://www.youtube.com/watch?v=y916mxoi0E

In the debate of cars versus transit, SANDAG’s own data and reports clearly indicate that transit usage in San Diego County is very small and has seen significant declines over the past several years, as have most other cities in the United States. Specifically, in the north part of the county, where the population has much lower density, the ridership numbers of the Coaster train are shockingly low, accounting for just 1/20th of 1% of overall commuter volume in the County. It is the least utilized line in the County by a significant margin. Given that the tracks run along the eroding coastal bluffs in Del Mar, this particular line has taken on a more urgent priority for many who live nearby. A group of us have put together a website that clearly lays out the data and low ridership numbers and poses the possibility of converting the train tracks into what one day could become the most popular trail in the country. Learn more at https://coaster-rail-to-trail.org/

Respectfully,

Dan Quirk
Please accept this submittal for this Friday's Transportation, Regional Planning, and Borders Committees public meeting, Agenda item 2:

- ref. staff report Attachment 1, Figures 8 and 10; and text, Attachment pages 11, 12 et. seq. - it looks like the complete corridors to be developed are planned to use the existing freeway/highway rights of way? Are there services and routes (whether rail or true BRT) that would not follow existing freeways/highways? If existing auto freeways and highways are exclusively to be used, I see this as a significant barrier to an effective system since automobile freeways do not interface efficiently or effectively with either residential communities or employment centers

- ref. staff report Attachment 1, Figure 13 and related text - is there any really true BRT involved in this proposal? What is "next gen rapid" bus - again, on the existing freeways - not really exclusive BRT travel ways?

Thank you, I look forward to these questions being addressed.

Craig Jones
Public Comment from Duncan McFetridge (Cleveland National Forest Foundation, Save Our Forest and Ranchlands) and Rick Bates (Cleveland National Forest Foundation) on Item number 2. The Vision for the 2021 Regional Plan of the August 7, Joint Meeting:

Everyone agrees that our region faces two unrelenting challenges afflicting our people and environment: a housing crisis and a climate crisis; the one a cause, the other a symptom.

For decades these 2 challenges- cause and symptom- have remained largely unsolved by our region’s misguided planning bureaucracies.

In May 2020, SOFAR and CNFF sent to SANDAG a Climate, Housing and Transit Alternative citing the relevant legal/planning benchmarks* and documenting step by step how to meet and solve the Housing and Climate crisis with a mode shift to transit beginning with an area complete transit bike and walk system at the region’s urban core.

We have 2 questions for your committee today: 1) How does the initial SANDAG plan quantitatively meet the State and local benchmarks for housing and climate progress and 2) How does the initial SANDAG plan compare to the Climate Housing and Transit alternative submitted by SOFAR and CNFF?

Please find attached our previously submitted data-driven letter detailing our Climate Housing and Transit alternative.

Thank you.
Benchmarks:

- 40% reduction in GHG below 1990 levels by 2030 (California AB 32 and SB 32)

- 80% reduction in GHG below 1990 levels by 2050 (Governors Schwarzenegger and Brown)

- 25% reduction in per capita GHG from passenger cars and trucks relative to 2005 by 2035 (California SB 375; California Air Resources Control Board1)

- 14.3% reduction in total daily VMT per capita, and 16.8% reduction in total light-duty VMT per capita, relative to 2015-2018 average by 2050 (California Air Resources Board2)

- 50% transit, walk and bike mode share for commuters within ½ mile of a major transit stop in City of San Diego by 2035 (Climate Action Plan, City of San Diego)3

- 150% increase in transit mode share (SANDAG’s Urban Area Transit Study4)

- Adequately plan to meet the housing needs of everyone in the community (California5).
From: Joan Rincon
To: Clerk of the Board
Subject: August 7, Joint Meeting, Open Public Commentary
Date: Thursday, August 6, 2020 3:00:38 PM

CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.

As a resident of National City, I would like to apologize to the members of the Board whom our mayor insulted at the recent meeting about the RHNA numbers. You will recall that when the choices of 14 leaders were about to be obliterated by yet another weighted vote, Ms. Solis chimed in with comment implying that those who were considering exiting the meeting were being petulant, using the juvenile phrase, "...well frankly this just says something about you!"

Some of us in National City understand that the whole point of SANDAG is to be a collaborative regional body that respects each jurisdiction.

Ironically, Ms. Solis has a history of trying to censure, accuse of racism, and in some cases get restraining orders against anyone who says things which displease her. In other words, as kids say on the playground, she loves to dish it out but can't take it.

Additionally, we regret that Ms. Solis continues to open comments to SANDAG with "Hola, buenos dias", or other phrases in Spanish. We have tried explaining to Ms. Solis that the other elected officials on the board are very intelligent, often hold masters or doctorate degrees, and are not impressed by her knowledge of conversational Spanish. Given that the Mexican consul addresses the Board in English you would think that Ms. Solis could do likewise.

So, sorry about that. We'll try to do better in 2022.

-Joan Rincon, National City