HON. STOCKS: This time, we'd like to hear from Congressman, Bob Filner.

CONGRESSMAN FILNER: Thank you, Mr. Chairman.

I'm sorry, how much time do we have?

HON. STOCKS: You're done.

CONGRESSMAN FILNER: There goes your next 20 million.

I come here today -- my name is Bob Filner I'm a Congressman from the 51st Congressional District.

I come here today as a critic, but as a loving critic.

You know, I served for 20 years on the Committee of Transportation in Congress. I have brought in literally tens of millions of dollars to SANDAG projects. And I know how difficult this process is, you know, you spend a lot of time -- there's some great stuff
I think you should not approve this today. You have the Attorney General's letter. You have -- there's going to be criticism from other groups. I think you should take that very seriously. And I say it, because you may have legal problems and you don't have enough money to do the projects here, but you're going to spend precious dollars defending legally, what you're going to do here.

The Attorney General has some very sustaining statements. It is not legally de -- you know, it's legally lacking, and you will have political problems. And, you know, you may want to reverse this at some time in the future should SANDAG, whatever, change after next elections.

So, I think to save the taxpayer money, you ought to slow up, you think you have spent a lot of time on this. I say the public gets aware when you get to this stage and you're going to give everybody a minute here, you should give them an hour, certainly, if I was here.

But this is too important, you face too many
challenges. And I think you ought not approve this

today.

HON. STOCKS: Thank you for your comments, sir.

There are many people who want to speak today

and we do definitely want to ensure as many as possible
are able to speak, to make sure that we can help along
those lines. We would ask, that all the other speakers
will please refrain from going past a minute.

If you would like to speak at a microphone,
you've already filled out a speaker slip, I appreciate
that. I'm going to be calling four or five names at a
time. We have a staff member.

Anne, raise your hand.

(Staff Officer complies.)

Anne is going to help direct you to one of the
two microphones up there. What we'd like to do, is
minimize the delay between speakers.

We would ask, that rather than repeating what
others have stated, you could as an option, provide your
name, any affiliation you want to designate and whether
or not you support or oppose comments that others have
made, but you certainly have your full minute, if you
Due to fire codes and other safety issues, as you probably noted, we have run out of room in the Board room and there is an overflow room across the hallway, with quite a few people over there.

After you make your comments, if you would be so courteous as to leave the Board room, that would allow us to bring others in.

Again, there's a fire code safety issue, of how many people can be in a room.

Our discussion of topic right now, as you probably surmised, is the 2050 Regional Transportation Plan or RTP. So I would respectfully request that your comments really address the 2050 RTP and leave other conversations for other times.

And with that, we're going to begin hearing from the public.

HON. MADRID: Mr. Chairman?

HON. STOCKS: Yes.

HON. MADRID: How many speakers do we have?

HON. STOCKS: Over 50.

HON. Madrid: Well, I brought my sleeping bag.

I don't know about the rest of you.
What I want to say, is that we gave the proponents full support, RTP -- this plan or transit and APC and everybody else, we gave them unlimited time, our given speakers just for a minute.

HON. STOCKS: They were part of the presentation, Art.

HON. MADRID: They weren't speakers. They were part of the presentation.

HON. MADRID: Would you consider maybe two minutes? Or is that just unlimited?

HON. STOCKS: We have over 50 speakers --

HON. MADRID: Thank you.

HON. STOCKS: -- and we have the Peoples business to do. I appreciate your concern.

Mr. Roberts, did you want -- I was hoping to hear from the public first and then go to board conversation.

Is that all right?

HON. Roberts: That's fine.

HON. STOCKS: Okay. Excellent.

We have an organized group here, two speakers; Duncan McFetridge and -- Theresa --
PUBLIC SPEAKER: Keith Pezzoli.

HON. STOCKS: And then, following Duncan and Theresa, we're going to have -- Masada?

MS. MADSADA: Yeah.

HON. STOCKS: Right?

MS. MASADA: Yes.

HON. STOCKS: Okay. So if you could go down there and be prepared; appreciate it.

All right. Go ahead.

PUBLIC SPEAKER: Thank you, Board of Directors.

My name is Duncan McFetridge, Executive Director of Cleveland National Forest Foundation.

I want to thank the Vice Chair for essentializing this issue before you today.

What is it about? He said it, "growth."

Where the growth goes. And then, also the other word, "infrastructure."

Where is the infrastructure going for growth and when?

It all makes a big difference if you're on the Titanic and you're a little late to changing course, so the wind part of this presentation is very important and
I want to thank our Congressman for leading the way here about the challenges that have not been met by this plan, legal challenges, resource challenges, think about this Board.

If this plan is a model for the nation, then the nation and the planet is in trouble, because a freeway-base land use system is inherently unstable, unsustainable in the consumption of national resources, including our air, water, energy and public monies.

Now, we've handed in a letter here this morning. We were late with a letter, because you were late with the return of public comments.

I have a slide that kind of essentializes this issue, in terms of the politics of land use.

What is it all about? There it is, the great outdoors for sale, how's that possible, that the developers in this region can sale the great outdoors? We have explained why in our letter, that this plan is not only illegal but inherently unjust, because it places an undue burden on our people. It puts infrastructure and investment in freeways to projects and not where it is needed in our cities, for mobility and
access for our people.

Consider this: This plan has unmitigable and unavoidable impacts in every social, economic category.

So ask yourself, how is that sustainable? Every single category?

Consider this: The County recently adopted a general plan. I'll mention one of the unavoidable impacts to relate this sign here, 55,000 acres of farmland directly impacted and slated for development, 55,000 acres, is that sustainable?

What does it take in terms of air, water and energy to provide vehicles and freeways to that 55,000 acres?

And I'm just -- that's the chip of the iceberg, about what's wrong with this plan, so let's get back to the when and the where of infrastructure.

You talk about transit, but I did not hear one word about a transit network, a network that serves our urban areas.

And so, we have a simple request and we have made it and it has not been met by SANDAG.

You do not have in this plan, an analysis of a transit network that serves the cities, that makes our
7 cities function, that --
8 HON. STOCKS: Mr. McFetridge?
9 MR. MCFETRIDGE: Yes.
10 HON. STOCKS: You've used all four minutes,
11 actually.
12 MR. MCFETRIDGE: Sorry.
13 HON. STOCKS: I will now hear from Masada.
14 MS. MASADA: Is it okay, if I take one minute
15 anyway?
16 HON. STOCKS: Take a minute.
17
18 PUBLIC SPEAKER: All right. Like Congressman
19 Filner, I come at this as a loving critic.
20 HON. STOCKS: And your name is?
21 MR. PEZZOLI: Keith Pezzoli. I'm a professor
22 of Regional Planning at the University of California, San
23 Diego.
24 I've been involved with SANDAG for 20 years.
25 I've had the Board down to my campus to discuss our
26 planning and revitalization tools. I served for two
27 years on the first Stakeholders Group by the Regional
28 Comprehensive Plan, so I come in here as a loving critic.
I have SANDAG staff come into my classes. I have my student interns coming here. I'm against this plan because I think -- since I only have a minute -- that the main thing is, the modeling is flawed. We haven't quite woken up to the urgency of the epic changes that are taking place. Socially, ecologically, economically, we're not in Kansas anymore. We can't be planning with the status quo. You cannot project out 40 years, as if the affluent society, the post-War II period is going to continue, it's not. The way in which we're going to be creating jobs, mobility is profoundly changing, and this plan doesn't quite get it.

HON STOCKS: Thank you for your comments. Next, Masada Disenhouse.

PUBLIC SPEAKER: Good morning. Thank you for this opportunity to speak. I recognize SANDAG for the hard work that has gone into this RTP -- oh, I want to say, my name is Masada Disenhouse -- but I do want to ask you to revise the RTP,
so that San Diego can achieve long term reductions in greenhouse gas emissions that are required by Executive Order S 305.

I want to remind everyone, that California strongly support these laws, nearly 70 percent in this recent poll.

And San Diego County residents support climate action as well. I know that some Board members are here to say that the RTP does meet CARBS targets and technically they do, so you might wonder what the problem is.

Well, the CARBS required reductions are in per capita emissions, since population is expected to increase, the total emissions don't decrease, through 2050, like they're supposed to, they actually increase.

Let's look at this visually, here's our goal from the CARBS scoping plan showing the SB 305 requirement that emissions are reduced to 1990 levels by 2020 and to 80 percent below 1990 levels by 2050. Those are pretty steep reductions.

Now, let's look at San Diego's current, based on the EIR figures, while the San Diego portion isn't the scale, it's only a piece of the whole State. One thing is really clear, the lines for emissions for the two
categories described in the EIR, "land use" and "transportation," go up after a small dip in 2020.
The total emissions are actually higher in 2050 than they are in 2010, this is the problem.
Now, the reason this came to my attention, was because of the Attorney General's letter that said, rather clearly, "The RTP SCS seems to be setting the region on a course that is inconsistent with the State's climate objectives. You could ask, "Why do CARBS head targets for SANDAG but don't get us up to their own goals?" I don't know.
What I do know, is that despite the CARBS approval, the RTP fails to meet California's climate goals.
The danger -- by the way, I had had three minutes, I think I was only timed for two. I had slips from four people, if you want me to get one of those to read the rest of them, I will.
The danger of this RTP -- 
HON. STOCKS: Thank you for your time, you're done; thank you.
Your time is up; thank you.
We're going to next hear from Mike Bullock to be followed by Valentine Maredo, Margarita Holguin and
1 Michael Beck; thank you.

2

3 PUBLIC SPEAKER: I do have a powerpoint presentation, so I'll wait until it's up on the screen;

4 thank you very much.

5 HON. STOCKS: You have one minute.

6

7

8 PUBLIC SPEAKER: All right.

9 I'm Mike Bullock, Sierra Club Transportation.

10 It's not changing, it doesn't work. It's dysfunctional here.

11 HON. STOCKS: Please start, Mr. Bullock, until the slide is operational.

12 (Speaker complies.)

13 PUBLIC SPEAKER: Thank you.

14 Okay. This is S 305, and this is where it's going to take us, if we care about it.

15 And a statement has been made that you need CARBS standards; CARBS has betrayed the public trust and betrayed our grandchildren.

16 S 305 is not about the law, it's about physics.

17 It's about what's going to happen if we don't meet --

18 look at the 450, who here wants to go beyond 450? Look how high that is. The temperature change associated with
that is over 15 degrees. That's the end of our species.

You now, and I'm pretty old, but this is about change and change is hard.

You know, I graduated from high school in 1964, totally segregated. I went to my homecoming, it was totally integrated. One year, 1964. You can complain about that, but that took some guts.

But yet, you go back and you talk about people and they will talk about excuses as to why they didn't want that change, well you'd have to live during that period.

We're going through a period right now, when we have to change and we have to change fast, and this is the time to do it.

Thank you very much.

HON. STOCKS: Thank you.

Again, lined up, we have Valentine Maredo, Craig Benedetto, Margarita Holguin and Michael Beck.

PUBLIC SPEAKER: Thank you for your time,

Chairman, Board.

First off, I want to state my position. I'm a

Our position is in favor of this 2050 Plan. I

want to commend the Board, their staff, for everything that they put into this. I clearly believe that all the legal challenges and whatever you face, is well thought out. I commend you. I know that you'll do the right thing.

And at the end of day, it's all about putting people to work. We see it on the news all day long. We cannot let politics get in our way. I don't. I face my challenges every day and look at my numbers who want to go to work every day and let them know that I fought for them.

We do not let politics get in the middle of it. We hit the ground running with over 200 people when needed. We know that Congress can't get anywhere right now, so that's nothing for us to toot our horn about.

Respectfully, I commend you for the job well done. Local 89, on behalf of the construction sector and public sector, we urge you in support of this bill -- I'm sorry, this plan, the RTP 2050; thank you.
HON. STOCKS: Thank you, sir.

Margarita Holguin followed by Craig Benedetto.

PUBLIC SPEAKER: Good morning, my name is Margarita Holguin. And I'm the Director for the Chula Vista Collaborative.

And we have been working in partnership with SANDAG and the community outreach efforts. We want to thank you very much for the opportunity to collaborate in reaching out to our communities in South Bay.

Chula Vista Community Collaborative works with and for the most vulnerable population in Chula Vista. We welcome the opportunity to really have our families provide opportunities, comments and participate in this process.

We conducted several community forums, community workshops and provided surveys for our families to provide inputs. We reached out through schools, through agencies and civic organizations.

Our residents in South Bay were empowered to provide comments and to voice their needs, the needs of
their children and the future generations.

This RTP does increase in the long run, transportation for our families in South Bay.

And so, because of that, it does provide them with additional opportunities, employment in a better light, which is what we're seeking for our residents; thank you.

HON. STOCKS: Thank you for your comments.

We're going to hear from Craig Benedetto, followed by Michael Beck, Crystal Howard. Looks like, Ricci Schroeder and Jim Curl.

PUBLIC SPEAKER: Craig Benedetto here today representing the Building Owners and Managers Association.

I stand here to speak in support, like I did a couple weeks ago, to get people involved.

I recommend the RTP Plan to you. It is a balanced plan.

I got to tell you, that from the business communities perspective, and I think the last time I was here, I made a comment to the transNet extension and I know that was referenced from a staff presentation. We had asked for a balanced budget, voters had insisted on
15 it when they extended TransNet by two thirds vote.
16 When we look at the plan before you today, it's
17 not what I would call that balanced plan.
18 In fact, it very heavily favors transit as
19 staff said. We're here today to support it, though,
20 because we recognize that some balance is needed. And we
21 also recognize that the transit allocations have been
22 made in the plan, are a fair way to handle the challenges
23 you're going to see today and the speakers that are
24 going to continue to speak, hopefully for the rest of the
25 day.

1      In any event, we hope that you will support the
2      plan as drafted.
3      Do not be dissuaded by threats of lawsuit. You
4      and your jurisdictions hear that all the time, that is
5      the last thing they should persuade you from doing, is
6      the right thing.
7      If there is a legal challenge, stand up to it.
8      You've done the right thing. You've done the staff work
9      necessary to defend it and you should stand firm.
10     Thank you very much.
11 HON. STOCKS: Thank you for your comments, sir.
Crystal Howard will be followed by Ricci Schroeder.

Let's go back to Michael Beck.

I'm sorry, Mr. Beck?

PUBLIC SPEAKER: Yes.

Good morning, Mr. Chairman and Board members.

Michael Beck, Endangered Habitats League.

I'm part of a team, the HL team today. I confess, our staff attorneys are going to be planning some technical points.

We are here today with qualified support for the RTP.

And I say, "qualified" because of No. 1, the complexity of the plan and the need of the plan to meet legal standards but also importantly, to meet the land use, transit and funding linkage that has to happen in this plan at this time.

We have been committed for a number of years in a number of original programs. This is one, where we have invested incredible amount of time and effort, not just with your staff, but with other Stakeholders to try to reconcile what we consider the threshold issues.
think that we'll here be speaking to those.

And as I said, we're here today with all my support; thank you.

HON. STOCKS: Thank you very much.

And for the Board and the audience, we have instantaneous translation going on. So if you hear a voice sort of speaking in the room and you're not quite sure where it's coming from, that is the translator; that's what's going on, okay?

Additionally, again, I'll remind everybody, each speaker will have a minute and we'll just move along; thank you.

So it'd be Crystal Howard, followed by Ricci Schroeder.

PUBLIC SPEAKER: Thank you Chairman and the

SANDAG Board.

I'm here to voice my support for the plan. I believe it's a well balanced plan and specifically, I would like to thank the SANDAG Board for including, and SANDAG staff room, putting environmental resources and considering environmental resources in a state
Sustainable Communities Strategy.

I believe we’ll be able to reduce our greenhouse gases, as we consider the importance of having local sources; thank you.

MR STOCKS: Thank you for your comments.

Ricci Schroeder followed by Jim Curl.

PUBLIC SPEAKER: Ricci Schroeder.

Chairperson, Land Use and Transportation, San Diego Regional Chamber of Commerce.

San Diego Regional Chamber of Commerce strongly supports the balance of transportation projects that are included in this RTP.

We feel the balance is necessary to gain the maximum support from the public for our continued funding. This approach serves the economic interest to the San Diego Region.

This RTP will reduce commute times, offer more transportation choices for workers, improve goods movement and provide better mobility for visitors.

Sustainable Communities Strategy will encourage the development of housing near transit and we support the incentives that are included in the plan.
We believe that 2050 RTP accomplishes the State goals of reducing greenhouse gas emissions, while advancing mobility goals in the San Diego region. California Resources Board has been complimentary and we hope that you will take all of that into account.
The Attorney General did not identify any place in the provision of the law, so we urge your support.
Thank you very much.
HON STOCKS: Thank you, ma'am.
Mr. Curl to be followed by Monica Fernandez.

PUBLIC SPEAKER: My name is Jim Curl. I've been living in the County of San Diego for 25 years and for 25 years, I have been supporting events in the County of San Diego, biathlons and bicycle events all of which use bicycles.

Last year, we produced four events in San Diego that put 5,000 people on courses, events such as "Gran Fondo of San Diego Century, Encinitas Triathlon by the Coast."

Those 5,000 riders, probably ride ten times
that amount training, keeping themselves in shape for that.

What I believe those riders need, is safe streets and corridors to train on and have their events on. And just as importantly, I think they need educational programs in the community, early riders, experienced riders, law enforcement, local government and especially motorists, so we can all exist in a safe courteous environment; bicyclists want safety and courtesy as much as the rest of the community does. I think this plan supports both those goals, safe streets and courteous environment and educational environment. And I'm in support of it.

HON. STOCKS: Thank you, Mr. Curl.

Monica Fernandez will be followed by Hugh Moore, Walter Carlin and Michael Bardin.

PUBLIC SPEAKER: My name is Monica Fernandez and I work with the Linda Vista Collaborative. And I'm here to commend SANDAG for its outreach and viable communities, such as Linda Vista. We had a chance to participate with the
Regional Stakeholders Working Group for the last two years, and a lot of our communities are very heavily impacted by the decisions that are made in this RTP. We commend SANDAG for reaching out and allowing our voices to be part of the process and to continue our input into consideration and especially in the Social Equity; thank you.

HON. STOCKS: Thank you so much.

Hugh Moore to be followed by Walter Carlin, it looks like.

PUBLIC SPEAKER: Good morning.

My name is Hugh Moore. I'm speaking for the San Diego County Green Party. Just last week, my Assembly Member, Brian Jones, stated that manmade climate change is just a theory.

Well, the Earth rotating around the sun is also just a theory.

Unfortunately, Assembly Member Jones’ statement is based on political expediency, rather than the current scientific facts and similarly, the current RTP is based on political expediency, rather than the best scientist evidence as our Attorney General has already pointed out.

I would recommend and the San Diego County
Green Party also recommends, that no money should be spent on new highways but more money should be spent on trains. And, as such, the San Diego County Green Party recommends a no vote on the RTP, so that future generations in San Diego can enjoy the same quality of life that we enjoy now.

Thank you very much.

HON. STOCKS: Thank you for your comments.

Walter Carlin to be followed by Mike Bardin.

PUBLIC SPEAKER: I am Walter Carlin from Del Mar.

Now, I heard when they started to this massive expansion of the 5, programs like the Sierra Club and it's now overdue. So it's still a problem, to quote from the Attorney general, SANDAG region has some of the most serious local air quality problems in the state and the nation.

Now, I don't think it should be given a spot on Comedy Central yet, so I got to take this thing seriously.

Second point, No. 2, the mother of all, you'll never get these people out of the car, it's up North
1 350,000 passengers per weekday. We can do the same thing
2 proportionally down here, but it's got to be those
3 great -- the slide you saw earlier -- that's got to be
4 stuck too, and that has to be seriously considered before
5 improving this. We can do it, put people in transit.
6 The world is changing rapidly and there are a
7 lot of angry people out there that don't want to see more
8 concretes or more cars; one driver only on the freeways.
9 Thank you.
10 HON. STOCKS: Thank you, sir.
11 Mr. Bardin to be followed by Erik, looks like
12 Ruehr, Stuart Cohen and Tolch.
13
14 PUBLIC SPEAKER: Good morning, Chairman Stocks,
15 and members of the Board.
16 My name is Michael Bardin and I'm with the City
17 of Public Affairs for Scripps Health.
18 And I want to just -- I'm returning to
19 reinforce my comments from a couple of weeks ago, that
20 Scripps speaks with a broad range of interest covering
21 nearly all the geography in the County, involving highly
22 divergent representation of our population, patients,
physicians, nurses, staff, visitors, community, service vendors, et cetera.

This balance that's in this plan, connects people to their homes, jobs, schools and health care facilities.
The balance provides a convenient, affordable transit options for those -- for that access.
And I reinforce or enforce, the fact that this also speaks to the availability of emergency transit that is greatly needed.
So we believe this type of land use planning is supportive of overall public health, because it is a balance across the whole spectrum.
HON. STOCKS: Thank you, we appreciate your comments.

Erik Ruehr and Stuart Cohen.

PUBLIC SPEAKER: Stuart Cohen, Executive Director of Transform, a statewide transit advocacy organization. I was a member of the R-tax, the committee that the Resources Board appointed to help figure out what the greenhouse gas targets would be. I sat down
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20   with Gary.
21             I appreciate the points put up for amendments
22   that are coming in today.  We had a letter going
23   Wednesday.  It addresses some of the points.  And so,
24   that response is greatly appreciated; however, we still
25   can't fully support the plan because the devil is in the

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1   details here.  If we are going to look at new scenarios
2   as part of the RTP, we've got to understand, that if it's
3   going to have an impact that deals with the backsliding,
4   meaning, we actually get continued benefits of GHG
5   reduction, we've got to have simultaneous, an innervate
6   both changes in what land use can be and also, the
7   transportation system and that will mean for all of you,
8   an acceptance that we can't take this RTP as a baseline
9   for what those investments could be, as we're doing those
10   alternatives, because there's almost no discretionary
11   earning money in this RTP, three percent.
12             So I urge you, to be open to that; thank you.
13             HON. STOCKS:  Thank you.
14             And, are you Erik?
15             MR. RUEHR:  Yes, sir.
16             Hi, Erik, you'll be followed by Anne Tolch.
17             MR. RUEHR:  Okay.
PUBLIC SPEAKER: Okay.

For the record, my name is Erik Ruehr. I live at 10873 Caravelle Place in San Diego.

And I'm a practicing tactical engineer. I work for a consultant firm here.

Good morning, members of the Board and thank you for allowing me to speak.

I'm here to speak in favor of adoption of the Regional Transportation Plan. I believe it provides a good balance among all the different transportation modes that we have here.

I understand, that many speakers are going to be, or have told you or will be telling you, that it does not do enough for transit and does too much for roadways, I disagree with that.

I think that there are millions of San Diegans who are counting on you to make sure that we have a functioning roadway system in this County. We need it for our own travel, for bringing visitors to the region and for moving goods around the region.

So I think there's been plenty of time for
It's now time to act and I would urge you to adopt this RTP; thank you.

HON. STOCKS: Thank you for your comment, sir.

Anne Tolch to be followed by Holly Foster.

PUBLIC SPEAKER: Good morning, Chairman, Board, thank you for allowing me to speak today.

Anne Tolch. I served on the Board of Directors for the Navy League of Coronado, the American Lung Association and also the Sustainability Alliance.

I'm actually here as one of the citizens of the regions, though.

I wanted to tag on to a point that was raised earlier by Masada Disenhouse, and that was the sliding and backsliding of emissions that are contained in the plan. Because of that, I'm asking you and urging you in fact, to vote no today.

And to actually really serve the best interest of the folks that live in your region by voting "no," the people of every race and every background will benefit by having better transportation, cleaner air and better health.

Now, if you decide to vote yes and listen to
the road construction interest who will benefit financially from the road and highway construction projects, then the people in our region will have rising emissions, more fires, worsening air quality and they will suffer from these impacts.

Climate change, although it affects all of us, puts the greatest burden on those with the least amount of resources and are minorities; harms public health, it raises the cost of food and water.

And African Americans, specifically, they found out in Los Angeles, they were twice as likely to die from heat wave-related illnesses than other residents.

HON. STOCKS: Thank you, I am sorry to --
take the bus here every day.

And I used to live in New York that had a great public transportation system. And when you build a transportation system, public transportation people do use it.

I think like some of the, you know, things that you use to determine like why, you know, public transportation may not be working, is because we have so little of it, that people don’t see it as a viable option. It’s not that people want to take their cars, I think that you're not looking at the overall psychology of public transportation and what would make people use it more.

I am concerned about greenhouse gas emissions and that we meet the standard; thank you.

HON. STOCKS: Thank you for your comments.
committed to voters. We believe this is extremely
important.

A plan to invest over two hundred billion
dollars of tax payers dollars deserves full transparency,
including the modeling data and analysis.

We understand that Mr. Gallegos had committed
to making the modeling data available to the public by
the next update, so we urge you to make that available
sooner.

The mass transit investment proposed, absorbs
only four percent of the projected new travel growth,
despite optimistic projections regarding rideshare.

Meanwhile, the transit cost per passenger mile
is more than ten times greater than the cost of
improvements to roads. We’d like to see the region
pursue more cost-effective means to reduce energy
greenhouse gas emissions and congestion, be that, land
use policies and incentives to support fuel efficient
next generation vehicles.

The RTP made balance funds, but we believe that
mass transit performance is out of balance and stands to
gain from improvement without more taxpayer dollars, than
beyond what has already been committed to with the TransNet extensive plan; thank you.

HON. STOCKS: Thank you, Ms. Lutar.

Michael Fitts to be followed by Marisa Mangan.

And then, Lois Knowlton.

PUBLIC SPEAKER: Good morning.

My name is Michael Fitts. I'm a staff attorney for the Endangered Habitat.

We spent the last 20 years promoting sustainable land use planning with San Diego County. I spent the last two years on the Stakeholders Working Group working on this RTP.

The plan is a mixed bag. I don't have time to go into all the pros and cons, but I just want to say now, that we do recognize that sustainable planning is in fact, a work in progress. We've made the choice to look forward not backward. We expect much more sustainable RTP and Sustainable Communities Strategies next go around.

And in that regard, SANDAG has made some meaningful commitments past few days, that will help us move forward in the right direction.
No. 1, is a commitment to develop land use and transportation investment scenario, that would address and reverse the backsliding effort in 2025.

I would like to just make sure that that is in fact, the commitment that SANDAG has made with Mr. Gallegos, or someone at SANDAG could speak to that very quickly.

Secondly, committed to an early action program to implement the active transportation component of the RTP, six months for the regional bike path in two years of safe route transit and schools.

There is a completion of street sweeps policy within two years and the establishment of an incentive for local jurisdictions for transit oriented development and a commitment to transparency, model and moving forward.

With these commitments, EHL is prepared to support the adoption of the plan as amended and we look forward to working with SANDAG staff, local jurisdictions and other Stakeholders moving forward.

HON. STOCKS: Thank you, Mr. Fitts.

Thank you; appreciate your time.

MR. FITTS: Would somebody confirm that --
HON. STOCKS: Just a moment.

Mr. Gallegos, do you want to speak?

MR. GALLEGOS: I think that staff presentation highlights that when we do the RTP, that the idea is to work with the 18 cities in the County to develop alternative land use transportation scenarios that will help improve the 2050 greenhouse gas reduction numbers and address some of the backsliding that I think folks are worried about.

HON. STOCKS: So then, that's a commitment; yes.

Thank you for your time.

We're going to have Marisa Mangan, Lois Knowlton, Jim Stone and Steve Padilla.

Hi, welcome.

PUBLIC SPEAKER: Hi, good morning, Chairman and members of the Board.

My name is Marisa Mangan, grad student at San Diego State.

I commend SANDAG staff for their work in refining this four-year vision, which is setting the precedence for all other MPOs across the State.

I'm also pleased to know the plan the TOD strategy and complete streets policy; however, I echo the
concern, the part when I say that I'm disappointed to see
a decrease in GHG diesel reduction rates between 2020 and
2025.
I realize the population of our region will
increase dramatically, unless even more investments in
rapid transit should be made sooner, rather than later.
It's difficult to think about how many transit projects
will not come to fruition until I'm in my 50s and 60s.
I see the strives the only areas making, in
terms of its 3010 initiative and I contemplate moving
back to my hometown, just so I can take advantage of such
improvements within the decade.
I urge SANDAG to not only increase their
transportation models transparency, but to also improve
it in advance for the next RTP update, so that SB 375
compliance can be improved.
Thank you for your time.
HON. STOCKS: Thank you.
Well done!
Lois Knowlton, followed by Jim Stone.

PUBLIC SPEAKER: I'm one of the members of the
Stakeholders Working Group. I've been working on the RTP
for two years, and I represent the seniors in our
population, especially those with health challenges.
1 Since the majority of those I work with, are no
2 longer driving and are independent, either on family or
3 friends for transportation, the need for public transit
4 has been a major focus during my two years.
5 I appreciate that SANDAG has agreed to the
6 importance of including and emphasizing the needs of
7 seniors, since we have the statistics, that by the
8 year -- by the end of this period, the number of people
9 85 and older is going to triple and we will have
10 approximately 19 percent of our population who's over 65.
11 Some of them, just some of the highlights that
12 we got during the many forums and health cares and
13 organizations that I represent, the areas that they were
14 most supportive of, was the four billion and eighty-eight
15 transportation transit operation, seven hundred million
16 for safe routes to transit, 2.6 million for biking and
17 walking improvements.
18 The South Bay Bus Rapid Transit. The Orange
19 Line improvements. The improvements in the frequency and
20 availability of transit and especially the raised
21 platforms, so wheelchairs can be easily entered into the
22 trollies.
Also, the many smart growth projects. And as a La Mesa resident, we're very happy that by November 19th, we're going to have an elevator and a bridge that goes from the Grossmont stop up to the Grossmont Center --

HON. STOCKS: Thank you, ma'am. Thank you ma'am.

We're going to have Jim Stone, followed by Steve Padilla and then Simon Mayeski and Craig Scott.

PUBLIC SPEAKER: Good morning.

I'm Jim Stone, the Executive Director of Walk San Diego.

And I'm here this morning to commend SANDAG for the tremendous advancements for active transportation being made with these options in this RTP. Also comments submitted earlier this year, emphasize the desire to make our communities more walkable and bikeable.

The staff responded favorably by increasing active transportation funding and committing to the development of an early action program in the regional complete streets policy, to meet greenhouse gas reduction targets in their policy, increases in walking trips, work
and school, 10 percent by 2020, 20 percent by 2035 and 30 percent by 2050.

We stand ready to work with you through our advocacy, promotion and resident engagement to meet these aggressive targets, with that said, there's still room for improvement.

As a member of Sustainable San Diego, we also look forward to walking -- excuse me -- to ongoing collaboration with staff and board to find viable solutions, be it, transit service, sustainable land use strategies and healthy equitable communities.

We support these goals, because it will make the San Diego region a more sustainable and prosperous place; thank you.

Thank you for your comments. Mr. Padilla, followed by Simon Mayeski.

Mr. Chairman, members of the Board, Steve Padilla on behalf of Sustainable San Diego. There are certainly many elements of the plan that are worthy of praise, the relative and recent funding for transit overall.
Some of the proposed amendments that are before this Board, but not yet adopted that include alternative integrated scenario, planning to address some of the GHG backsliding commitments early active programs for active transportation problems.

There are certainly many positive elements of the plan, but at the end of day, the proof is in the pudding in terms of the results. The results about the kind of mobility we plan for this region and the kind of air quality we are either improving or contributing to.

Fundamentally, this plan remains primarily a road improvement and vehicle mobility oriented-plan, over the life of the plan, overall transit mode shares, overall, not just high peak periods, but overall remain relatively the same.

Vehicle Miles Traveled in our region actually increased over the life of this plan. There are no drastic changes in regional land use patterns that are encouraged or incentivized in the life of this plan.

This plan achieves GHG reductions that backslide after 2020 and it barely achieves the GHG reductions in the SCS that are called for under California law by 2035.
At the end of the day, this is essentially treading water with incremental improvements. We could set a higher bar; thank you very much.

HON. STOCKS: Thank you.

And for the benefit of the speaker, there's a little box on the podium there, and it goes from green to yellow to red, it starts blinking.

So I hate feeling so rude having to interrupt, but if you kind of keep your eyeball on that, that'll be helpful, okay?

Thank you, sir.

PUBLIC SPEAKER: My name is Simon Mayeski. And I reside in the City of San Diego.

I'm here today, because the State Attorney General stated, that the regional plan is built to be an improvement before you -- after adopted today and I agree. It's not me who feels that way.

On September 24th, hundreds of San Diegans marched to a rally in Balboa Park. We had five demands. I won't mention them all; our first demand. Our very first demand, is ensure that RTP reduces emissions to meet California goals as described
in Executive Order S-305 issued by the Governor in 2005,
is a demand that your RTP will actually reduce by 2050
greenhouse gas emissions by 80 percent for 1990 levels,
that's right, we're demanding that you follow the law.
If you keep adding more lanes to freeways, I-5
will do this. Scientist don't. I don't. The people in
organizations that marched the rally on September 24th
don't.
You say that you will be reviewing this in four
years, so not to worry. We will not be pressured to
start ripping off land and starting those new lanes.
Do we expect at some point, these new lanes to
be unpaved?

While I do not question the integrity of the
SANDAG Board members, I do question the mindset, the
decision makers who agree to have anymore lanes on I-5.
HON STOCKS: Thank you for your comments.
Craig Scott, then we'll have Sam Blick, Norma
Noriega and Keith Pezzoli.

PUBLIC SPEAKER: Good morning.
Craig Scott, The Automobile Club of Southern
California. We have 750,000 members here in San Diego
I'm here today to express our support for the plan. I commend you and the staff who put together a very realistic, well balanced plan to provide significant improvements to all modes of transportation in the future.

I'll just make one primary point. I think the plan is very well done. And it has to, as to pull together a lot of competing objectives. And, you know, I'm very pleased it makes the greenhouse gas targets, but what we're mostly pleased about, is that it maintains the commitment you made with voters, the TransNet measure was passed in 2004.

The Auto Club was the main supporter of the original TransNet measure in 1987 and the extension in 2004. And this is the first plan, I'm going to 2050, that goes beyond the 2048 end of TransNet program. We're very pleased to see that all of the projects that were promised to the voters are included in the plan, it was a very key component for a region that's contemplating future voter initiatives.
The key to success there, is to deliver on the promises made in past initiatives. So we encourage your adoptive of the plan and look forward to working with you; thank you.

HON. STOCKS: Thank you very much.

We're going to now hear from Sam Blick, to be followed by Norma Noriega, Keith Pezzoli and Jim Baros.

PUBLIC SPEAKER: Thank you.

My name is Sam Blick. I am a lawyer who represents La Jolla Village Square.

We are described as Stakeholders and that's a good description of us, because we have a stake in this. Our business is impacted by our clients, our customers; hundreds of employees are impacted by it and we support the plan as drafted.

And so, I would urge you to approve that without delay; thank you.
PUBLIC SPEAKER: Good morning.

My name is Norma Noriega.

Today I would like to ask for the SANDAG not to adopt this regional plan until we find a solution to the public transportation problem and community such as mine. It is a low income community and many of us do use the transportation system. It is the only means that we have of transportation to get to schools and to work. And as far as I know, this plan is more focused on the expansion of highways, as far as project public transportation. I consider that this will not solve any traffic problems or problems in the public transportation system.

In our communities, this will only worsen the quality of air that affects our health.

HON. STOCKS: I'm sorry, you're well out of time.

Thank you for your comments.

HON. MADRID: Can I ask one question?

What's her community?

HON. STOCKS: National City, Art; thank you.

That was Norma. We're going to have Keith
Pezzoli and then Jim Baros and then Pamela Epstein.

PUBLIC SPEAKER: Keith Pezzoli. I'm a professor of Regional Planning, University of California San Diego.

I got to say a few words already, so I'll make this short.

HON. STOCKS: Hey, you already spoke. You're double-dipping here.

MR. PEZZOLI: Double-dipping; yes.

HON. STOCKS: That's not okay.

There are a lot of people that want to speak.

Go sit down, I'm serious. You already had your minute.

MR. PEZZOLI: Don't be on the wrong side of history here. We have a beautiful region --

HON STOCKS: Mr. Pezzoli; thank you.

This is not okay. And a lot of people want to speak.

PUBLIC SPEAKER: Good morning.
My name is Jim Baros.

I'm with the San Diego County Bicycle Coalition, and I'm also a father concerned about the future. And I'm not double-dipping.

HON. STOCKS: Thank you.

PUBLIC SPEAKER: I want to thank, first thank staff for the significant efforts and your efforts and significant effort to plan for the future.

I'm sort of in an enviable position. I think of it, sort of like a birthday or Christmas. I have packages in front of me called, "sustainable," another one called, "active transportation."

The early action plan certainly is going to help out with bicycling in the concept of complete streets, all these things didn't exist ten years ago. I never heard those things being bandied about. But here I am, a bicycle advocate walking into a situation where we're talking about, "Let's do bicycling. Lets get it going."

So I'm saying, thank you very much. I think it's about time. I'm not sure whether the RTP goes far enough. I can't speak to whether it's sufficient, but it has made penance and I think are very helpful for the community in terms of providing choices, including bicycling and walking; thank you.
HON. STOCKS: Thank you for your comments.

And I'll remind speakers, everybody gets one minute. There's a little light box there on the podium, when it goes yellow, you have 30 seconds, after 30 seconds, it's going to go red. And then, I'm going to have to interrupt you.

So if you can try to time yourself to a one-minute time frame, that'd be great.

Ms. Epstein?

PUBLIC SPEAKER: I will try my best.

My name is Pamela Epstein. I'm an attorney with Sierra Club San Diego, we're the oldest and largest grassroots environmental organization in San Diego, representing over 14,000 members.

I first like to apologize to you, regarding the late submittal of our additional comment; however, I would note, that it took SANDAG three months to review our job, EIR comment, and we had ten days, including weekend days to go over more than almost 2000 pages of material that takes a few days to read, let alone synthesize, respond and generate meaningful responses to you; therefore, I would implore you to delay taking action until you've had such time yourselves to review that information, good governance demands it.
The responses to comments that SANDAG provided in the Draft EIR, failed to adequately address the CARBS and others, highlighted view on deficiencies and continues to rely on conclusionary statements in the Draft EIR and provide no substantial evidence for its conclusions.

This decision today, carries not only legal implications but moral ones and the approval of Meet San Diego to a path of instability; thank you.

And I implore you again, to oppose the approval this morning.

HON. STOCKS: Thank you.

We're going to have Michael Palacios. It looks like, followed by Elyse Lowe, Janina Moretti and Ted Shaw.

Thank you folks; good morning.

PUBLIC SPEAKER: Good morning.

My name is Michael Palacios. I'm here with Parsons Brinckerhoff here in the local office. We're a member of the business community.

And 60 percent of our employees regularly take alternative modes of transportation. We want to commend
And we also want to commend you for being aggressive and for creating a sustaining job and we support the adoption of this plan; thank you.

HON. STOCKS: Thank you for your comments.

We have Elyse Lowe. And then, Janina Mor -- it looks like "Moretti." And Ted Shaw.

I don't see Elyse.

Is this Janina?

PUBLIC SPEAKER: This is Janina.

HON. STOCKS: Janina, go ahead.

PUBLIC SPEAKER: Hi, I'm Janina Moretti. I'm a graduate student at UCSD. I've lived in San Diego for four years.

And I'm here today, because I'm a citizen that is deeply concerned about climate change.

Scientists have told us that we need to stabilize at 350 PPM carbon dioxide to avoid some really, I think, serious global problems.
They're global problems, but they're also going to affect all of the residents in San Diego. We know this from the San Diego Foundation Report that talks about things like, sea level rise is going to hurt our coasts. We're going to have serious problems with droughts, hotter summers. And I don't think that the current RTP does enough to address climate change and I am asking you to vote no and put more money into public transportation earlier; thank you.

HON. STOCKS: Thank you for your comments. Elyse Lowe, followed by Ted Shaw and Diane Nygaard.

PUBLIC SPEAKER: Good morning, Elyse Lowe Executive Director of Move San Diego, City of San Diego representative on the Stakeholders Working Group. I've worked on this issue for two years, member also of Sustainable San Diego and Climate Steering Committee. Move San Diego today offers our conditional support, based on the adoption of the five new updates in the SCS actions, including we need SANDAG to do an
alternative land use and transportation scenario that addresses and reverses the backsliding after 2035 to 2050 to meet California's climate goals.

AB 32, SB 375 and S 305 are all state laws that we should follow in working on the California Climate Action.

Transportation and land use is not easy,
Thank you for your comments.

Diane Nygaard followed by Debra Kelley.

PUBLIC SPEAKER: Diane Nygaard, representing Preserve Calavera.

We're all so fortunate to live here in San Diego County with its rich diversity of natural resources from the mountains to the deserts to the cove.

The climate change is real and will change this region in world and ways that we're just beginning to understand.

Our message is very simple, we need less reliance on cars and roads, and this plan increases...
emissions and increases Vehicle Miles Traveled.
We need more emphasis on land use and alternative transportation and we need it now.
It's likely too late for any of us in this room to do anything to save the Polar bear, but it is not too late for us to do something to save what makes San Diego so special.
Please do it right; thank you.
HON. STOCKS: Thank you for your comments.
Debra Kelley, Deborah Knight, Lorraine Leighton. And then, Ryan Doyle.

PUBLIC SPEAKER: Yes. My name is Debra Kelley. I'm with the American Lung Association in California.
And I guess it's questionable, whether the glass is half full or half empty today. San Diego's air quality is the cleanest has ever been, yet it's also true that our carbon levels are the 7th worst in the nation.
The American Lung Association remains concerned, that the regional transit plan is not going to
take us where we need down the road, and you heard a lot
of analysis about why greenhouse backsliding are a great
concern to us.
Half of our population is susceptible to air
quality. We are concerned by the impacts that greenhouse
gases have on our air quality.
And we'd like to make sure that public health
impacts of the plan to adopt, will be monitored in the
future and we'll certainly stand ready to help you do
that.
And thank you for the improvements that you've
already reached, that's wonderful.
HON. STOCKS: Thank you for your comments.
Deborah Knight, Lorraine Leighton, Ryan Doyle
and Georgette Gomez.

PUBLIC SPEAKER: Deborah Knight, Executive
Director of Friends of Rose Canyon.
I'm here today in opposition to this plan,
specifically speaking, to one of the projects which is
getting underway, the 805 north managed lanes projects.
So I have seen one of these projects up close and
personal, and it's been actually, an extremely disturbing
experience.

This is -- they're proposing to build a large BRT station for future BRT lanes in the middle of nowhere in North University City, meanwhile, they're not taking the route down La Jolla Village Drive, which is the high density employment and residential area. They're running these routes all over the middle of -- all over the distant areas that are not walkable to anything. They -- SANDAG did zero outreach to the community on this project, so it's virtually no community input to it. And it therefore, violates all of the measures that we've seen. The goals of this project, walkable communities, good transit and good community input and outreach.

HON. STOCKS: Thank you for your comments.

All right. We're going to have Ryan Doyle,

PUBLIC SPEAKER: Hello, my name is Ryan Doyle,

I'm a student at UCSD and intern at the Sierra Club.

San Diego, America's Finest City, most people
who live here are proud to call it our home. Any, and if not, most of us think our city is far superior to our neighbor to the north, Los Angeles.

A lot of us have dread living out -- dread the idea of living there, why is that? What separates us from L.A.?

We have identical climate and similar cultures, much of it ties to the environmental aspects. We like our clean beaches that aren't surrounded by industrial sights and power plants. We feel like our green lush canyons, our lagoons -- and we like the fact that our river is natural and not polluted. We'd like the style land use here as an urban center, as quickly and accessible.

The 2050 RTP doesn't just put us on a path to becoming Los Angeles, it will transform San Diego to concrete jungle as Los Angeles, that isn't pretty.

Our recent San Diego Union Tribune pole, found that 80 percent San Diegans would rather have SANDAG spend more on transit as current plan and currently is --

I'll try to finish up here.

I urge you to go back to the drawing board and look to see what seems like Sidney, Australia and
Vancouver joined their economy in similar, increased the population by spending rail service and all through those things.

HON. STOCKS: Thank you for your time.

I see Lorraine who has made it. We're going to -- we'll hear from Georgette. And then, we'll hear from Lorraine, okay?

PUBLIC SPEAKER: Good morning.

My name is Georgette Gomez with Environmental Health Coalition, also a member of Sustainable San Diego.

We are a 31-year old environmental justice organization, working with the most running work on communities in San Diego.

We’re here today to call on SANDAG to vote in opposition of the 2050 RTP, SCS and not certify the Environmental Impact Report.

We request SANDAG to evaluate an alternative analysis model that will significantly reduce greenhouse gas emissions and air pollution, while serving low income communities of color, a plan that will truly support an environmental sustainable transportation network with a
transit first approach.

San Diego's vehicle emissions are leading cause behind some of the worst air pollutions in the San Diego region; low income communities of color are more likely to be exposed to a level particulate matter linked to respiratory illnesses.

Therefore, we're here urging SANDAG to oppose an adoption of this plan and create a different model that will improve the quality of our low income communities and prioritizing transit; thank you.

HON. STOCKS: Thank you for your comments; thank you.

Lorraine and Bob Silvern and then Corinne Wilson.

PUBLIC SPEAKER: Yes.

Good morning, SANDAG Board and to the rest of the public that are here. I'll make it short and sweet like I always do, get right to the point.

I'll commend you on changes made, which is true and I will definitely back up what the Congressman has said, but this deals with also the housing, which is also on the 2050 RTP.

I did give copies to Mayor Lewis, to Gary Gallegos, Jack Dale and to Ron Roberts.
And seriously think about these charges, because they are true. And the fact that -- well, as a matter that the records are there and action can be soon taken and I highly advise that you pay attention. And Ron Roberts knows what I'm talking about; thank you.

HON. STOCKS: Thank you.

Bob Silvern, followed by Corinne Wilson, Andrew Bailey and Michelle Manian.

PUBLIC SPEAKER: Good morning. I'm Bob Silvern from La Mesa. Years from now, your children and grandchildren will be living out their lives in the world. It will likely be less hospitable to human life, than what you're living today. They will face drought, fires, floods unlike what we have known; water will be precious, food will be costly; hunger more common. Higher CO2 levels will be less, polluting the echo systems, as algae, shellfish and coral reefs dying off, unable to survive in the solidified oceans; damage to the food chain we can only fathom; countless species of flora and fauna that have come into existence and
millions of years of evolution will be lost forever in a span of just a few human generations.

We cannot prevent these things from happening, that dye has already been cast by more than one trillion tons of CO2 that we've created over the last 50 years, but we can control how much worse things can get.

Our children and grandchildren will either look back with gratitude that we had the foresight and the compassion to mitigate failure caused, or they'll look back with a contempt at our selfish and disregard to the planet we love.

I ask you to keep this in mind, while in considering the RTP, take sufficient action today to protect the planet 50 years from now; thank you.

HON. STOCKS: Thank you for your comments. Corinne Wilson, Andrew Bailey, Michelle Manian and Brad Barnum.

PUBLIC SPEAKER: Good morning. Corinne Wilson with Center on Policy Initiatives and on the Sustainable San Diego Steering Committee.

To be fair and support the change in the SCS
addressing and reversing the backsliding on our air quality.

To be honest, the RTP is oblivious to the realities of the region, that poverty and income and quality are growing is the reality, that unemployment is enormous, is the reality. Reliable, affordable comprehensive transit makes an important difference in the ability of a lower income working family to make ends meet. And studies show that transit creates twice as many jobs as highway projects, and you know we need jobs. A focus on transit helps families survive and thrive. This RTP is a missed opportunity. I give you my commitment to be here and be heard in the next round, making sure that transit and the needs of low income and communities of colors are well addressed; thank you.

HON. STOCKS: Thank you.

Andrew Bailey, Michelle Mainan, Brad Barnum.

PUBLIC SPEAKER: Good morning.

My name is Andrew Bailey.

I’m just a concerned citizen, I guess I’ve been
trying to work on this or elements of this. I wish I
would have brought a picture of my two-year old daughter
with me.
And if this plan -- or excuse me -- global

warming was the Third Reich, if global warming was the
Third Reich, this plan would represent Nazi appeasement;
this plan would represent Nazi appeasement; okay.
And that's because a process is mistaken. Now,
I like how much money is being spent on mass transit, but
how it's being spent, I have to disagree.
And, for instance, as far as Nazi appeasement
goes, Mr. Gallegos is talking about the speaking
revisement four years, four years is a long time from
Nazi aggression.
Mr. Stocks, this is not a very public process,
you know, we've been deeply -- we're deeply troubled
about it, just like Ms. Ericson. And I think you should
turn the plan down, go back and redo it again.
And my ten seconds is over, I'm sorry.
HON. STOCKS: Thank you for your comments.
Michelle Manian, Brad Barnum, John whitman and
then Matt Adam.
PUBLIC SPEAKER: Hi, I'm Michelle Manian. And I'm a student at San Diego State. I also worked for a planning firm for a couple of years previously and I'm just a private citizen that is also concerned. And I see the plan does -- a lot of my thoughts are -- have already been spoken from various people versus jobs, sustaining jobs and I see the plan does allow for sustaining jobs. I just think we need to rethink what kind of jobs, and how we're going to go about doing it. I mean, Cal farmers and other places, maybe that's not so efficient any longer and they've turned into wind farmers. So it's just a matter of shifting our thinking into how we can sustain San Diego -- I mean, sustainable San Diego. It would be neat, if we could become a really green city, other cities that are not near the coast that are not as desirable, have outdone us and wouldn't it be great if we could do that and we could really have bragging rights for that. I just think, that we don't need more freeway
lanes. We have a lot of huge freeways. I moved from the East Coast to here in 1999 and I did not have a vehicle when I first moved here, but I had to buy one as soon as I moved here, because there was no way to get around. I was totally surprised.

HON. STOCKS: We thank you for your comments.

MS. MANIAN: Thank you.

Brad Barnum, followed by John Whitman, Matt Adams, Paul Nevins and Ernest Verano.

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PUBLIC SPEAKER: Mr. Chairman, Board members,

Brad Barnum with the Associated General Contractors.

Our members, our in-house members, build the region infrastructures, most of the projects in the City and the County.

We strongly support the balance of transportation improvements. You heard the word "balanced" quite a bit today and voters in 2004 overall, supported 67 percent toward the balanced approach, we're there again.

We understand, the air quality concern issues we'll have that Sacramento has, but as Supervisor Roberts
does know, the structure City has worked hard and closely with the Air Resources Board in trying to reduce diesel emissions from all the pollutants that's out there on the streets projects.

And SANDAG has demonstrated, that it meets the State's greenhouse gas reduction targets.

So on behalf of our 1200 members, we would ask you to support that.

HON. STOCKS: Thank you.

Mr. Whitman, to be followed by Mr. Adams.

And then, we have Paul Nevins and Ernest Verano.

PUBLIC SPEAKER: Good morning, Chairman Stocks, and Honorable Board members.

My name is John Whitman. I'm chairman of the Board of the South Orange County Regional Chamber of Commerce, representing hundreds of businesses and tens of thousands of jobs in South Orange County.

I also have letters with me today from the Oceanside Chamber of Commerce and the San Diego North and Economic Development Council, which I'm currently in.

We, the business community, realize the benefits of a balanced transportation program and we
strongly support you going forward with the RTP.

We believe that this is part of the solution to
the current economic dilemma and we understand how many
jobs are created when major projects are begun and carry
too in the region.
So we strongly ask you, to go forward with this
RTP and to get us moving again.

Thank you very much for your time.

HON. STOCKS: Thank you for your comments, sir.

Matt Adams. And then, Paul Nevins, Ernest
Verano, Jack Shu.

PUBLIC SPEAKER: Good morning.

Matthew Adams representing the San Diego

Building Industry Association.

Where are all of these people over the last two
years, when we've been working on this project?
I'm here today to stand and support for the RTP
Plan and it is an ambitious plan; frankly, that's why the
State turned to SANDAG, because of your reputation for
sound analytical data collection and the way to implement
programs such as this.
We stand in support, because we feel that this plan has been thoroughly imbedded and has been very transparent and it still respects the will of the voters, as it was dictated with the passage of TransNet sales extension.

But it certainly isn't perfect and the rail work begins now with all of you, because now you have to go back to your local jurisdictions and make sure that your land use decisions are all right in concert and will implement the vision that hopefully will be passed here today.

So we ask you not to be swayed by stickers or T-shirts or last minute document drops and stand with your staff led by Gary Gallegos.

And please adopt this program today.

Thank you, sir.

Paul Nevins, to be followed by Ernest Verano,

Jack Shu, Susan Matinsky and Amanda Eaken.

PUBLIC SPEAKER: Good morning.

My name is Paul Nevins. I live in Oceanside.

I'm the Vice President of the North County Cycle Club.

I'm a member of the Oceanside City Bicycle and Pedestrian
And I'm here to speak in favor of the work you've done. I believe that it started six years ago, you headed in the right direction, sound; however, transit at the time was radically different than they are now.

So the study in the RTP is based on older transit, go back before the economic crisis before things turned around, but now current trends have changed; 1.8 percent less gas usage last year is going down, driving is less, younger generation under 30 crowd; 20 percent do not want to buy a car; do not want to own a car.

You need to plan, based on the projected future trends, not the past trends before our economy flipped 180 degrees.

So I'm here to ask you, please turn down, rethink this plan. It needs to be engineered up-to-date, but it needs to plan for our future. It will provide great sound, more jobs, long term sustainable jobs, great plans for our future, not for a past based on transit and no longer way to get around.

Thank you very much.
HON. STOCKS: Thank you for your comments.

Ernest Verano, Jack Shu, Amanda Eaken and --

I'm sorry, I skipped Susan.

PUBLIC SPEAKER: Okay. My name is Ernest Verano.

I'm just a concerned citizen, just a small guy who lives in downtown San Diego.

I'm in opposition to this RTP, three reasons:

First, it mentions -- you people mention that social equity, but the problem is, this plan seems to favor the affluent community and affluent citizen much more than the less affluent people, so I don't see any social equity here.

Second reason is, I mean, public comment like Ms. Noriega and several people said, I mean, the public comment is not properly reflected in this.

I mean, it sounds as if some rich corporation, their comment is really reflected.

And third reason is, we want to spend 50 billion dollars and I don't see that much transparency in regards to the financial deal.

I mean, too much money is going as a profit for
some construction company. And I want to see much more public oversite into this and I don't see that here; therefore, I oppose this RTP.

Thank you very much, sir.

HON. STOCKS: Thank very.

We have Jack Shu. And then, Amanda Eaken.

PUBLIC SPEAKER: Hello, my name is Jack Shu. And I'm carrying a sign that was held by the "Occupy" people who were suspiciously arrested last night, before they were ready to protest here.

I'm opposed to the RTP for many reasons, but the main reason, is because it serves the one percent. And I want to address the audience and other groups here.

Do not think that RTP is balanced, it is not balanced. The few crumbs that the plan gives to bikeways and walkways are just crumbs, there's no change in policy. We need a change in policy. We need a change in funding allocation.

The environmentally superior plan, is one that's presented by the Cleveland National Forest Foundation called, "5010."
We need transportation built in the next ten years that is planned for the next 50 years; that is the peoples plan and that'll serve us all, that's what we really need. We don't want to get failing grades from handing in numbers to CARBS when we don't show how you come up with those numbers. You would fail in many math classes.

HON STOCKS: Thank you, sir.

Amanda Eaken, Andrea Monk and then Faith -- it looks like, "Picking?"

PUBLIC SPEAKER: Good morning Board members, Amanda Eaken with the National Resources Defense Counsel.

I do want to recognize you and your staff for your hard work reached in the milestone.

The NRDC lends support to the new changes that Mr. Fitts summarized, and thank you for working with us to make these improvements to the plan. I do need to reiterate our major concern.

As co-sponsor of SB 375, I can guarantee you that during drafting, never once did we imagine that our region would be considered to have met its greenhouse gas targets, if these reductions were temporary and then eroded over time.

AB 32 calls for permanent reductions.
SB 375 implements AB 32.

We strongly urge SANDAG to commit to reversing this backsliding through reassessing your transportation network as the Air Resources Board has recommended.

We commit to working with you to secure the additional transit funding, to be necessary to make this goal a reality.

Thank you very much.

HON. STOCKS: Thank you for your comments.


PUBLIC SPEAKER: Hi, I'm Andrea Monk.

I'm a graduate of Thomas Jefferson School of Law. I'm representing the Sierra Club and unofficially disabled people in San Diego County.

I like to refer to what Mike Bullock and Pezzoli said about lack of sufficient reduction by 2035. And also, my comment is specifically about public transit.

This plan refers to the transit adequate for the use we can expect now.

Transit usage is not a static thing. It can be marketed. It can be made more useful. I've seen that
happen in my hometown of Boulder, Colorado which is not

typical, but I don't see marketing of public transit
here. I don't see coordination of the citywide transit
and regional transit.

I'm a non-highway user. I'm unable to drive
highways because of disabilities, so the extra lanes do
nothing for me. There are many people like me. I'd like
to see more 21st Century emphasis on public transit and
more marketing effect --

HON. STOCKS: I'm sorry, your time is well
up.

Thank you.

Faith Picking and then -- looks like Helen
Bourne. Edward Price and Elia Tria and Jessica
Parra-Fitch.

PUBLIC SPEAKER: Good morning.

My name is Faith Picking. I represent BIOCOM
of the Regional Life Sciences Association here in San
Diego, representing over 560 member companies.

I'm here in support, as we were a few weeks ago
and as we have been throughout the years developing this.
And if we handled this input going through this plan, maybe we wouldn't have so many speakers today. We support a balance and a multifaceted solution for our transit problems and our growth.

This plan is that, we need both the growth development of highways and roads and public transit, to ensure our success for the future. The Life Sciences companies recognize sustainability. We recognize the need for being responsible and we believe that this plan does so. We also recognize that sustainability and reduction of pollution doesn't happen overnight and it's a process, and we're well on our way to doing that and we need to continue doing that.

I strongly urge you to support the staff's work, they've worked hard. They've done a good job. They reached out to the Stakeholders and support this plan.

Thank you so much.

HON. STOCKS: Thank you for your comments.

Mr. Price and then -- Oh, I'm sorry, Helen, I cut you off there.

It's Helen first and then Edward Price.
PUBLIC SPEAKER: Yeah, Chairman, Helen Bourne preceded her time to me and I --

HON. STOCKS: No. No. No. No!

PUBLIC SPEAKER: Oh, you don't allow that?

HON. STOCKS: No. No. No. We don't do that.

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She can speak if she wishes. You've already had your time in the spotlight; thank you.

Mr. Price. What sends you here today?

PUBLIC SPEAKER: Thank you.

Good afternoon and good morning or whatever it is.

My name is Edward Price, I represent -- I've been sitting in that room so long, I forgot -- I represent communities of concern. I worked on this RTP for two years, and this RTP is basically a vacuum in a compromise, nobody is happy with this document in totality.

And this is the restricted version and not the unrestricted version. The unrestricted version would have made everybody happy, because it was unrestricted.
We have to move forward; communities of concern are represented and they're represented by people from the communities of concern, which is extremely important. So we, "we," which means, "be I and myself," support the RTP; thank you.

HON. STOCKS: Thank you for your comment, sir.

We have yet another late entry after Jessica Parra-Fitch, we have Mike -- looks like Magallanes. I'm having trouble with that one.

PUBLIC SPEAKER: Hi, my name is Jessica Parra-Fitch. I'm a policy advocate at the Environmental Heath Coalition. I'm also here representing communities of concern. And I'm here to oppose the RTP and Sustainable Communities Strategy, both are intended to reduce air pollution and greenhouse gas emissions, while increasing mobility and improving public health. Sadly, SANDAG plan fails to deliver on its intent and over time, intensifies the hope, disparity and overburdened communities. Under the proposed plan, particularly air...
pollution would increase, causing serious health impacts to environmental justice communities, also for its investment in transit for 20 years. Furthermore, the plan fails to analyze the public health effects of increased pollution and long-term communities of color and this cannot continue to be ignored. We urge SANDAG to oppose the adoption of 2050 RTP and its Sustainable Communities Strategy and not certify the EIR; take heed of the Attorney General's concerns, regarding environmental justice and create a sustainable transportation network with the transit first approach that successfully reduces harmful air pollution and greenhouse gas emission. Thank you very much.

HON. STOCKS: Thank you for your comments.

Mike -- I'm going to destroy that last one, I apologize.

PUBLIC SPEAKER: Mike Magallanes, Southwest Regional Council of Carpenters.

And I'm here in support of the RTP representing
5,000 Union Carpenters in San Diego, many who’ve not worked for some time. It’s been devastating on their families. They’ve lost a lot.

And we need to work right now. We need to start rolling, good things going, so these carpenters can eventually afford to buy electric cars.

HON. STOCKS: Excellent.

That appears to conclude the public speakers.

I know you’re all disappointed.

(Whereupon the SANDAG Board meeting public speakers concluded.)
supervision.

Dated in San Diego, California, this______day,
of_____________,2011.

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Gloria D. Mazon CSR No. 9356