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Public Involvement Program

From the Ground Up

To support the development of San Diego Forward: The Regional Plan, SANDAG implemented a comprehensive public outreach and involvement program. Early in the planning process, the agency developed a Public Involvement Plan¹ (PIP) (Attachment 1) to guide the public outreach program. Per Government Code Section 65980(b)(2)(E), Public Involvement Plans for individual projects must draw upon the SANDAG Public Participation Plan, which serves as a guiding framework for all of the agency's PIPs. The Public Participation Plan² was adopted by the SANDAG Board of Directors on December 21, 2012, and the PIP was subsequently adopted on February 22, 2013.



Background and context

San Diego Forward: The Regional Plan draws heavily from two of the agency's main long-term planning documents. In preceding years, the Regional Comprehensive Plan³ (RCP) and the 2050 Regional Transportation Plan and its Sustainable Communities Strategy⁴ (2050 RTP/SCS) were developed as two separate guiding documents for the region that were expected to be updated on different schedules. The RCP was adopted in 2004, and has not been updated since its adoption. The 2050 RTP/SCS was adopted in October 2011, and by federal law is required to be updated every four years, with this update due in 2015.

Merging the Region's Plans



While the 2050 RTP/SCS was current, the data in the RCP was almost ten years old and conditions had changed significantly since its approval. The RCP no longer reflected important developments that had occurred in the region, such as the economic downturn, loss of funding for redevelopment, and a stronger emphasis on public health and social equity in the SANDAG planning process. Additionally, the RCP did not address more recently adopted statewide climate legislation such as Assembly Bill 32 (2006), which required California to lower greenhouse gas (GHG) emissions to 1990 levels by 2020, and Senate Bill 375 (2008), which supported the implementation of AB 32 by encouraging planning practices that create sustainable communities, and requiring the California Air Resources Board to set regional greenhouse gas reduction targets for 2020 and 2035 for each region in California.

In anticipation of updating the RCP, SANDAG conducted a scoping process in late 2011 and early 2012. Input was sought from the SANDAG Board of Directors, SANDAG Regional Planning Committee (RPC), Regional Planning Technical Working Group (TWG), community-based organizations (CBOs), other metropolitan planning organizations, and various stakeholders to prepare for the anticipated update of the RCP. Input from those meetings revealed an opportunity to merge the region's two primary planning documents. In May 2012, the SANDAG Board of Directors directed staff to combine the RCP and 2050 RTP/SCS into one comprehensive planning document for the region as part of the next regional transportation plan update.



The goal of combining the RCP and 2050 RTP/SCS was to create one clearly defined, overarching regional planning document for the region, with the intent of addressing the planning and land-use objectives contained in the RCP; incorporating the transportation priorities and infrastructure policies from the 2050 RTP/SCS that would support and encourage the regional economy, equity, and environmental goals; and meeting statewide greenhouse gas emissions reduction requirements per SB 375. This consolidated regional plan, which SANDAG subsequently named “San Diego Forward: The Regional Plan,” would offer the opportunity to more effectively communicate the overall regional vision, reaffirm the link between transportation and land use planning, and communicate more effectively with the public and stakeholders.

Developing the PIP for San Diego Forward: The Regional Plan

In an effort to establish a comprehensive public involvement and engagement process for the Regional Plan, SANDAG developed the Public Involvement Program (PIP) (Attachment 1). The PIP established a process and outlined specific activities for communicating with the public throughout the Regional Plan development process, per Government Code Section 65080(b)(2)(F). The PIP was intended to support the development of San Diego Forward: The Regional Plan, creating a variety of opportunities for individuals, organizations, agencies, and other stakeholders to provide meaningful input. The Regional Plan was created based on input obtained throughout the fall of 2012 from the SANDAG Board of Directors, Policy Advisory Committees, working groups, surveys, recipients of community-based outreach grants, and a public workshop held in October 2012. Comments received on the draft PIP and responses prepared to each of those comments were included in the staff report⁵ on the final PIP presented to the SANDAG Board at its regular meeting on February 22, 2013. SANDAG’s overall Public Participation Plan provided guidelines for drafting the PIP.

Adopted in early 2013, the PIP provided a menu of options for SANDAG to gather input on the various anticipated components of the plan, including sustainability and land use goals; priorities for transportation projects, programs, and services; transportation networks; infrastructure recommendations; funding alternatives; policies and programs; performance measures; techniques for meeting greenhouse gas emission targets; and other related issues. A tribal consultation work plan was developed in parallel (see Appendix G).

Goals

The following goals were established in the PIP to guide the outreach process.

- Provide a road map to ensure that all interested stakeholders are given the chance to participate in the process.
- Reach beyond traditional methods to encourage participation from a wide variety of members of the public.
- Communicate the importance of the plan and the opportunities to participate in the process.
- Educate the public about SANDAG and its role in the region.
- Establish the new Regional Plan as a critical policy document helping to balance our future housing, jobs, land use, transportation, health, social equity, economic, and environmental sustainability needs.

Objectives

The following objectives were established in the PIP to help reach the goals of the outreach process.

- Raise awareness of the plan as the region's updated blueprint that will guide the way as our region grows in the next 35 years.
- Gain input from a broad range of individuals, organizations, agencies, and local governments throughout the Regional Plan development and decision-making process.
- Make proactive efforts to involve communities and members of the public that have traditionally not participated in public planning efforts.
- Meet or exceed local, state, and federal guidelines and requirements for public involvement in the development of the Regional Plan.
- Create an inclusive process that leads to broad support for policies, projects, and programs outlined in the Regional Plan.

Strategies

The following PIP strategies were identified to help achieve the objectives.

- Create a recognizable brand for San Diego Forward: The Regional Plan that resonates with the public.
- Provide timely and accessible public information about the Regional Plan to a broad range of regional stakeholders.
- Make public information accessible in a variety of formats and languages, use easy-to-understand language and concepts, and use a variety of media, including innovative visualization techniques.

- Provide a variety of opportunities for the public to be involved, and use technology to reach stakeholders who may not be inclined to participate in traditional outreach methods.
- Widely promote opportunities for public input to reach a broad and diverse audience.
- Communicate the decision-making process to stakeholders and indicate how their input is utilized in the development of the plan.
- Document and address public comments received during the public involvement process.
- Disseminate information to related agencies, metropolitan planning organizations, and engaged sectors throughout the state of California and the nation.
- Assess the effectiveness of the PIP at key milestones (i.e., following workshops or release of draft documents) to evaluate how the strategies and tactics worked and what enhancements could be made for future phases.

Implementation techniques and activities

The PIP included six main approaches for implementing the strategies in coordination with key milestones in the development of the plan:

- **Research**

In order to gauge public knowledge and opinion about issues related to regional planning, the PIP included pursuing activities such as focus groups and public opinion surveys to help identify key topics and the most effective means of public engagement.

- **Public Information**

An important tactic was to create and distribute clear, concise, and engaging information to support public involvement efforts, and to provide materials with a consistent look and feel, reflecting the branding developed for the plan. The potential range of resources included written materials, interactive website, e-newsletters, public notices, presentations, a project fact sheet translated into various languages, videos from public workshops, a series of short regional videos, a dedicated phone and e-mail account, and rider alerts.

- **Face-to-Face interactions**

The PIP recognized that face-to-face interaction was important, and emphasized the need to create opportunities for SANDAG to interact directly with stakeholders in a variety of formats. These included presentations to the SANDAG Board, Policy Advisory Committees, and Working Groups, stakeholder interviews and briefings, small group meetings, community events, public workshops, open houses, translation services/multi-lingual staff members, speakers bureau, a binational workshop, a Tribal Summit, and presentations to local city councils, the Board of Supervisors, planning commissions, and other planning-related organizations.

- **Community-Based Partnership Network**

The PIP recognized that due to their convening capacities, “community collaboratives” or “community based organizations (CBOs)” would be critical to the ability of SANDAG to reach out to underrepresented low income and minority populations who might not otherwise become involved in the planning process.

CBOs provide a culturally relevant structure for developing local protocols, crossing language barriers, and structuring meetings. To help ensure diverse and direct input into the Regional Plan, the PIP included a strategy for SANDAG to continue to broaden its partnership network with CBOs through competitive contracts awarded by SANDAG. The primary goal was to engage and encourage diverse, inclusive, and active public participation from stakeholders in specific communities who traditionally may not have been involved in regional planning processes (e.g., low-income, seniors, minorities, persons with disabilities, and other identified populations). The PIP anticipated that approximately ten CBOs would form the Community-based Partnership Network.

- **Web-based Interactive Communications**

Given the growing role of the internet in people’s everyday lives, the PIP identified opportunities for basic web-based communications to provide information and solicit public involvement in the plan development process, as well as for more innovative interactive web-based opportunities. These included a dedicated website, extensive social media, e-newsletters, internet-based surveys, “virtual” public workshops, and visualizations.

- **Media**

Finally, the PIP identified the opportunity for SANDAG to use print, broadcast, and online media to communicate information to a broad audience and promote opportunities for the public to get involved. These included earned media, media partnerships, and paid media, including reporter briefings, distribution of regular press releases and media alerts to local and regional media, press conferences, editorial opportunities, paid media when appropriate, cultivating a partnership with the media, using SANDAG Board members as media ambassadors, and outreach via trade publications and stakeholder newsletters.

Coordination with other agencies and governments

In addition to the strategies and tactics listed above, the PIP also included specific actions to coordinate with other agencies and governments based on the region’s unique location and constitution.

Tribal Consultation

Tribal nations have a voice in the decision-making process in regional planning based on consultation, cooperation, and collaboration. Through the structure in place, which is outlined in the SANDAG PPP, a Tribal Consultation Plan for San Diego Forward: The Regional Plan was developed. It included: a set of information sessions to clarify the current RCP and 2050 RTP/SCS elements, a survey to all tribal nations on the issues of importance to them, a set of policy workshops on the resulting priority areas, the development of a position paper that outlines the tribal perspective on regional issues based on the results of the workshops, and a Regional Tribal Summit between the SANDAG and Southern California Tribal Chairman’s Association (SCTCA) Boards to determine areas of cooperation and concern. The Interagency Technical Working Group on Tribal Transportation Issues was tasked with providing direct input at key stages of the transportation planning process and recommendations to the SCTCA, which would, in turn, provide input to the SANDAG Transportation Committee for inclusion in the Regional Plan. The Tribal Consultation process and associated results are described in more detail in Appendix G.



Coordination with Mexico

The San Diego region shares an international border with Baja California, Mexico. The PIP specified that SANDAG would continue to coordinate with Mexico through the SANDAG Board of Directors, the Borders Committee, the Transportation Committee, and the Committee on Binational Regional Opportunities (COBRO), as well as other groups conducting binational work and groups and organizations based in Mexico. The PIP called for some of these efforts to be conducted in Spanish and/or simultaneous translation services to be made available.

Coordination with California Metropolitan Planning Organizations, Air Quality, and Regional Transportation Planning Agencies

The PIP also stated that SANDAG would collaborate and exchange information with the Southern California Association of Governments, other metropolitan planning organizations, and regional transportation planning agencies, as well as the California Air Resources Board, on the greenhouse gas emission reduction target-setting process and other SB 375 efforts, and that SANDAG would carry out air quality planning mandates in cooperation with the San Diego County Air Pollution Control District, including conducting interagency consultation for air quality conformity.

The Public Involvement Plan is available as Attachment 1 of this appendix. SANDAG sought comments on the draft PIP as it was being developed. Comments on the draft PIP and SANDAG responses to the comments are available in Attachment 2. The Regional Plan Stakeholders List, which is included in the Public Involvement Plan, is also provided as Attachment 3 of this Appendix, for ease of reference.

Evaluating the Effectiveness of SANDAG’s Public Outreach Efforts for San Diego Forward: The Regional Plan

During the preparation of the 2050 RTP/SCS (the last plan), SANDAG developed performance metrics to evaluate the effectiveness of the public involvement program for that plan. During the preparation of San Diego Forward, a decision was made to develop public outreach goals that surpassed the performance metrics measured during the last plan. Table F.1 (below) provides the metrics and baseline performance measures from the 2050 RTP/SCS, and shows the new goals for each of the metrics for San Diego Forward: The Regional Plan. Table F.2 (at the end of this Appendix) includes a table summarizing the agency’s performance in these areas.

**Table F.1
Outreach Performance Metrics for San Diego Forward: The Regional Plan**

Metric	Baseline – 2050 RTP/SCS	Goal for San Diego Forward
Public Workshops	Ten workshops	Increase number of public workshops by 10 percent
Pre-document consultation	Not tracked	5,000 individual remarks
E-newsletter subscribers	5,000 subscribers	Increase subscribers by 15 percent
Opportunities for engagement	<ul style="list-style-type: none"> Public workshops Special topic/targeted workshops Presentations to community groups Public meetings (SANDAG Board, Policy Advisory Committees, working groups) Draft documents available online 	<ul style="list-style-type: none"> Increase modes of public engagement by 15 percent Hold at least one bilingual workshop in English and Spanish
Web presence	<ul style="list-style-type: none"> 1,005 average monthly unique page views per month on Sandag.org/2050RTP webpage RTP e-newsletter distributed (periodically and at key milestones) 	<ul style="list-style-type: none"> Create dedicated project website Send e-newsletter bi-monthly Establish project presence on social media (SANDAG’s Facebook, Twitter, and YouTube pages) Provide three opportunities for comment/interaction on website Increase average monthly unique website page views by 10 percent during plan adoption period
Engaging low income, minority, and senior populations	Eight grants awarded to CBOs to conduct outreach within communities of concern	Increase outreach to low income, minority, and senior communities by 15 percent
Partnerships	<ul style="list-style-type: none"> Stakeholders Working Group Review by economic stakeholders 	<ul style="list-style-type: none"> Form three new partnerships to address emerging issues
Tribal Consultation	Prepare and implement Tribal Consultation Plan with Tribal governments, SCTCA, and SANDAG Board of Directors	Prepare and implement Tribal Consultation Plan with Tribal governments, SCTCA, and SANDAG Board of Directors

Where the Rubber Met the Road: Implementing the PIP

Within this context, SANDAG set out to obtain meaningful input during the development of the plan. The following section summarizes the main outreach activities conducted between 2012 and 2015 and how the input was used. Attachments 4A and 4B provide comprehensive listings of presentations, public meetings, and workshops by SANDAG and by SANDAG's Community Based Organization network (described further below), and Attachments 5A and 5B provide summaries of the SANDAG and CBO workshop summaries from all of the Regional Plan workshops.

Community-Based Outreach

Social Equity and Environmental Justice

The Regional Plan PIP incorporated a number of techniques for SANDAG to reach low-income and minority groups and others who may face challenges participating in the planning process (such as non-English speakers, individuals with disabilities, and the elderly) to ensure that benefits and burdens are distributed equitably in the region. These techniques included multilingual outreach, public participation conducted in collaboration with community-based partner organizations, and community planning events that reach out to communities with high concentrations of low-income or minority residents. The PIP complies with SANDAG Board Policy No. 025,⁶ Title VI of the federal Civil Rights Act of 1964 (42 U.S.C. 2000d), the Americans with Disabilities Act (as defined in Title 49, Part 37, of the United States Code), Executive Order 12898 on Environmental Justice, Executive Order 13166 on Limited English Proficiency, and other relevant laws and guidance to ensure consideration of social equity, environmental justice, and accessibility (Appendix H: Social Equity: Engagement and Analysis). SANDAG is committed to ensuring that no person is excluded from participation in, denied the benefits of, or discriminated against under its projects, programs or activities on the basis of race, color, creed, national origin, sex, age, income status or disability as provided in state and federal law.



Consistent with U.S. Department of Transportation guidance, SANDAG developed a Language Assistance Plan⁷ (LAP) in order to ensure meaningful input opportunities for persons with limited English proficiency. The SANDAG LAP is available on the SANDAG website and called for SANDAG to translate certain vital documents such as public notices into Spanish. The LAP is updated periodically.

While the PIP anticipated that SANDAG would work with ten community-based organizations, SANDAG was able to enter into contracts with 14 CBOs covering the vulnerable and historically disadvantaged communities around the region to help conduct public outreach for the Regional Plan. Several of the 14 CBOs participated in the public involvement efforts for the previous plan (2050 RTP/SCS). Their participation in the preparation of San Diego Forward provided unprecedented continuity in the planning process and helped to build knowledge about the regional policy-making process in local communities from the very beginning. The following is a list of the 14 CBOs that participated in the development of the plan. An overview of each of the CBOs and a map showing the areas of their geographic coverage is provided in Appendix H: Social Equity: Engagement and Analysis.



- Able-Disabled Advocacy
- Alliance for Regional Solutions
- BAME Renaissance Community Development Corporation
- Casa Familiar
- Chula Vista Community Collaborative
- City Heights Community Development Corporation and Mid-City Community Advocacy Network
- El Cajon Collaborative
- International Rescue Committee
- Jacobs Center for Neighborhood Innovation
- Linda Vista Collaborative
- Operation Samahan
- Mountain Health Collaborative
- Senior Community Centers (currently recognized as Serving Seniors)
- Vista Community Clinic

Each of the CBOs conducted outreach using strategies and techniques they developed, and which they felt were most effective in reaching out to residents and stakeholders in the communities they serve. A summary of the reports, public input, and comments from the community-based organizations is included in Appendix H, and as described above, Attachments 4B and 5B provide detail on the CBO presentations, public meetings and workshops, as well as the CBO workshop summaries from all of the Regional Plan workshops.

This input was used to help develop the transportation project evaluation criteria, performance measures, environmental justice analyses, transportation network scenarios, and other elements of the Regional Plan. In addition, these CBOs invited residents and stakeholders from their own communities to the more formal SANDAG public workshops on San Diego Forward, promoting additional cross-cultural idea exchanges and building community integration into the planning process.

In addition to the activities described in Appendix H, many of the specific CBO-led workshops that were held in conjunction with the more formal SANDAG workshops are described further below.

SANDAG Working Groups and Policy Advisory Committees

Public Involvement through Regularly-Scheduled Public Meetings

Obtaining meaningful public and technical input is important to all of SANDAG’s functional areas and is consistent with the Board’s public participation policy. The SANDAG institutional structure of standing working groups and Policy Advisory Committees provides a forum for continuous involvement throughout the regional planning process.

SANDAG working groups meet on a monthly or quarterly basis and consist of professionals and stakeholders from throughout the region with expertise and interests in the various issue areas. The working groups receive information and provide feedback on a variety of topics. All working group meetings are open to the public. The deliberation and recommendations of the working groups are reported to the various Policy Advisory Committees (PACs). The PAC meetings are also open to the public. The PACs discuss the issues and



make recommendations to the SANDAG Board of Directors for final decisions. This ensures multiple levels of discussion and coordination in the decision-making process.

The three primary PACs involved in the preparation of San Diego Forward included the Transportation Committee, the Regional Planning Committee, and the Borders Committee. Each of the PACs consists of elected officials and their alternates from each of the region’s six subregions (North County Coastal, North County Inland, East County, South County, City of San Diego, and County of San Diego), as well as additional members, as follows:

Transportation Committee: Metropolitan Transit System (MTS), North County Transit District (NCTD), San Diego County Regional Airport Authority, San Diego Unified Port District, Caltrans, and Southern California Tribal Chairmen’s Association.

Regional Planning Committee: U.S. Department of Defense, MTS, NCTD, San Diego County Water Authority, San Diego Unified Port District, Caltrans, Regional Planning Technical Working Group, Southern California Tribal Chairmen’s Association, U.S. Fish and Wildlife Service, California Department of Fish and Wildlife, U.S. Army Corps of Engineers, and Wildlife Conservation Board.

Borders Committee: Imperial County, Riverside County, Orange County, Consulate General of Mexico, San Diego County Water Authority, Caltrans, Southern California Tribal Chairmen’s Association, and Southern California Association of Governments.

Each of the working groups reports to one of the PACs. The following is a list of the working groups (organized by which PAC they report to) that were involved in the preparation of the Regional Plan, their membership, and their responsibilities.



Transportation Committee

Committee or Working Group Name	Membership	Responsibilities
1 Cities/County Transportation Advisory Committee (CTAC)	Public works directors from local jurisdictions and staff from Caltrans, MTS, and NCTD	Provides recommendations to the Transportation Committee regarding: (1) local street projects and programs, including local freeway interchanges; and (2) highways, transit, rail, bicycle, and pedestrian issues and policies that affect local street and road projects and programs
2 Active Transportation Working Group	Staff members from local jurisdictions and representatives from, Caltrans, Civic San Diego, County of San Diego Air Pollution Control District, Metropolitan Transit System (MTS), North County Transit District (NCTD), Bike San Diego, San Diego County Bicycle Coalition, Circulate San Diego, Public Health Stakeholders Working Group, San Diego Safe Routes to School Coalition, San Diego County Department of Education, Post-Secondary Education	Provides input on regional active transportation policy, planning and implementation activities
3 Freight Stakeholders Working Group	Members include one representative from the City/County Transportation Advisory Committee, and the Regional Planning Technical Working Group, and members from Caltrans, Port of San Diego and Port users, Federal Highway Administration (FHWA), California Trucking Association, American Trucking Association, San Diego County Regional Airport Authority, shippers and carriers using the airport, San Diego and Arizona Eastern Railway, Burlington North Santa Fe Railroad, Union Pacific Railroad, regional truckers, warehouse operators, San Diego Regional and Otay Mesa Chambers of Commerce, San Diego World Trade Center, ADMICARGA Baja California short line rail operator, Imperial County Transportation Commission, Southern California Association of Governments, Waste Management, Environmental Health Coalition, and others interested in efficient goods movement in the San Diego region	Provides input and feedback to SANDAG staff and in turn to the Transportation Committee regarding the Freight Gateway Study Update, Analysis of Freeway Operational Strategies Related to the Use of Managed Lanes by Trucks, and Goods Movement Strategy portion of the <i>San Diego Forward: The Regional Plan</i>

Transportation Committee (continued)

Committee or Working Group Name	Membership	Responsibilities
4 San Diego Region Conformity Working Group	Staff from the U.S. Environmental Protection Agency, FHWA, Federal Transit Administration (FTA), California Air Resources Board, Caltrans, and San Diego Air Pollution Control District	Reviews and comments on Regional Transportation Plan and Regional Transportation Improvement Program, transportation conformity and State Implementation Plan development or updates, and fulfills federal and state requirements for interagency consultation
5 San Diego Regional Traffic Engineers Council	Membership shall consist of one representative from each local agency in the San Diego region including; the cities, County of San Diego, Caltrans, MTS, NCTD, and SANDAG	Discusses, reviews, and/or recommends items associated with regional transportation goals and policies
6 Social Services Transportation Advisory Council	Representatives of transit users who are 60 years or older; representatives of transit users who are persons with a disability; representatives of transit users who are persons with limited means; staff from social service providers serving seniors, persons with disabilities, and persons of limited means; representatives from the Consolidated Transportation Services Agency (FACT); and representatives from MTS and NCTD	Designated as the Local Review Committee for the FTA Section 5310 grant applications, holds required unmet needs hearings, and advises on regional issues of accessible transportation provided by the public and private sector; fulfills state Public Utilities Code requirement; fulfills federal requirements for Coordinated Plan development; also reviews and advises on transit capital improvement projects for Americans with Disabilities Act compliance

Regional Planning Committee

Committee or Working Group Name	Membership	Responsibility
1 Regional Planning Technical Working Group (TWG)	Planning directors from local jurisdictions and staff from other agencies, including Port of San Diego, MTS, NCTD, Caltrans, San Diego County Water Authority, San Diego County Air Pollution Control District, San Diego County Regional Airport Authority, U.S. Department of Defense, and Local Agency Formation Commission	Advises on key regional planning and implementation activities, including the preparation of San Diego Forward: The Regional Plan, the development/update of the Smart Growth Concept Map, Smart Growth Incentive Program, land use and transportation performance indicators and targets, Regional Housing Needs Assessment, and other related items. Assists with public outreach activities. Focuses on land use and environmental planning activities of regional significance.
2 Environmental Mitigation Program (EMP) Working Group	Del Mar Councilmember Terry Sinnott (Chair), Carlsbad staff member Mike Grim (Vice Chair); and staff representatives from City of San Diego, County of San Diego, North County Coastal, North County Inland, East County, and South County; representatives from the U.S. Fish and Wildlife Service, U.S. Army Corps of Engineers, California Department of Fish and Wildlife, California Wildlife Conservation Board, Caltrans, the Nature Conservancy, Conservation Resource Network, U.S. Geological Survey, Endangered Habitats League, Building Industry Association, San Diego Foundation, California Coastal Conservancy, and Alliance for Habitat Conservation	Advises on issues related to the coordination and implementation of the <i>TransNet</i> Environmental Mitigation Program
3 San Diego Regional Military Working Group	Five representatives from the armed forces: Navy Region Southwest; Navy Facilities Engineering Command; Marine Corps Installation West; Marine Corps Recruitment Depot; and U.S. Coast Guard San Diego Sector; and one representative each from the following jurisdictions: City of Coronado, City of Imperial Beach, City of Oceanside, City of National City, City of San Diego, County of San Diego, and the Port of San Diego	Provides a collaborative forum for the various branches of the military and SANDAG to address areas of mutual interest, including growth management, habitat, transportation, regional growth, housing, water, energy, and other related topics

Regional Planning Committee (continued)

Committee or Working Group Name	Membership	Responsibility
4 Public Health Stakeholder Working Group	Staff representatives from the following organizations: City of San Diego and County of San Diego Planning and Engineering Departments, Lemon Grove School District, Local Law Enforcement, San Diego County Health and Human Services Agency, San Diego County Department of Environmental Health, San Diego County Air Pollution Control District, Caltrans, UC San Diego, San Diego State University/School of Public Affairs, Public Health Institute, Active Living Research, American Heart Association, American Cancer Society, American Lung Association, Environmental Health Coalition, Childhood Obesity Initiative, Center for Policy Initiatives, San Diego County Bicycle Coalition, Circulate Diego, Kaiser Permanente, Sharp Healthcare, Rady Children’s Hospital, SANDAG Social Service Transportation Advisory Council, Children’s Physicians Medical Group, Urban Design Subcommittee of the American Institute of Architects/Council of Design Professionals, and American Society of Landscape Architects	Supports SANDAG in implementing health considerations into San Diego Forward: The Regional Plan, and serves as a forum for discussing opportunities for strengthening the links between public health and the built environment
5 Regional Energy Working Group	San Marcos Councilmember Chris Orlando, Chair (North County Inland), San Diego County Supervisor Dave Roberts, San Diego Councilmember Sherri Lightner, Chula Vista Deputy Mayor Pamela Bensoussan (South County), Del Mar Councilmember Don Mosier (North County Coastal), Santee Councilmember Rob McNelis (East County); and staff representatives from San Diego Gas & Electric, Port of San Diego, San Diego County Regional Airport Authority, California Center for Sustainable Energy, Energy Policy Initiatives Center at University of San Diego School of Law, San Diego Regional Chamber of Commerce, regional economic development councils (North County and South County), San Diego Clean Cities Coalition, Environmental Health Coalition, Sierra Club, San Diego State University, University of California San Diego, MTS, and CleanTECH San Diego	Advises on the implementation of the Regional Energy Strategy and serves as a forum for discussion of regional energy issues

Regional Planning Committee (continued)

Committee or Working Group Name	Membership	Responsibility
6 Shoreline Preservation Working Group	San Diego County Supervisor Dave Roberts (Chair), San Diego Councilmember Lorie Zapf (Vice Chair), Carlsbad Councilmember Michael Schumacher, Coronado Councilmember Barbara Denny, Del Mar Councilmember Sherryl Parks, Encinitas Councilmember Teresa Barth, Imperial Beach Councilmember Brian Bilbray, Oceanside Deputy Mayor Esther Sanchez, Solana Beach Councilmember Mike Nichols, Unified Port of San Diego Commissioner Garry Bonelli, and Mitch Perdue, U.S. Navy; and technical advisors from: California Coastal Commission, National Marine Fisheries Service, State Department of Boating and Waterways, State Department of Fish and Wildlife, State Department of Parks and Recreation, State Lands Commission, U.S. Army Corps of Engineers; and community advisors from California Coastal Coalition, California Lobster and Trap Fisherman Association, Coastal Environmental Rights Foundation, Scripps Institution of Oceanography, Southern California Tribal Chairmen’s Association, and Surfrider Foundation	Advises on the implementation of the Shoreline Preservation Strategy, the Regional Comprehensive Plan, and the Coastal Regional Sediment Management Plan

Borders Committee

Committee or Working Group Name	Membership	Responsibility
1 Committee on Binational Regional Opportunities	Stakeholders from both sides of the United States/Mexico border, including representatives from local jurisdictions, businesses, and academia	Advises on binational-related planning and project development issues
2 Interagency Technical Working Group on Tribal Transportation Issues	Representatives from each of the 17 federally recognized tribal governments and California tribes in San Diego County	Discusses and coordinates tribal transportation issues of mutual concern with the various public planning agencies in the region, including SANDAG, Caltrans, the County of San Diego, and the transit operators



Through the institutional mechanisms in place, SANDAG worked collaboratively with our 19 local jurisdictions and our other member agencies, including the U.S. military, our 18 federally-recognized tribal governments, the San Diego Unified Port Authority, San Diego County Regional Airport Authority, the San Diego County Water Authority, as well as the Republic of Mexico, and several state agencies, such as Caltrans and the California Air Resources Board, in the preparation of San Diego Forward: The Regional Plan.

Public Workshops/ Public Hearings

Fall 2012 – regional kick-off workshop

In October 2012, SANDAG held a large-scale public workshop at the Caltrans Headquarters in Old Town to kick-off the preparation of the Regional Plan. After several months of discussion with the SANDAG Board of Directors, Policy Advisory Committees, and working groups culminating in the decision to merge the updates of the Regional Comprehensive Plan and the 2050 RTP/SCS, SANDAG held a public workshop to initiate the planning process for the combined plan. The workshop focused on gathering initial ideas on the topics that should be addressed in the plan and ideas for techniques to involve the public in the preparation of the plan, including web-based public participation tools. The workshop was structured in an interactive manner, with a focus on engaging in facilitated discussions, listening to the thoughts and perspectives of workshop attendees, and minimizing staff presentations. This interactive workshop structure served as a model for the additional workshops held during the plan's preparation.

The invitation was distributed and advertised widely in both English and Spanish via e-mail distribution lists, web postings, social media postings, editorials, and press releases, various local TV stations, and through the CBOs. A survey on how the public prefers to experience visualizations as part of the planning process was conducted at the workshop.



More than 120 participants attended the workshop. The attendees rotated between 11 tables, resulting in more than 30 separate facilitated roundtable sessions on a half dozen topics (communities, healthy environment, mobility, partnerships, reaching out, and vibrant economy). Participants' ideas and feedback were recorded by SANDAG facilitators and note-takers. Subsequently, notes from each table were compiled into a 67-page summary and posted on the SANDAG website (Attachment 5A). In addition, a short summary was e-mailed via e-blast to all participants who registered for the workshop and expressed interest in the development of the plan. A demographic survey was included in the follow-up e-blast asking participants about their gender, ethnicity, age, and income.

A key comment heard at the workshop was the desire from participants to know how their input affected the development of the plan. As a result, SANDAG began an effort to include more specific information in all Policy Advisory Committee and Board Reports and at subsequent workshops on how the public input was being used and specifying next steps in the process. This information is summarized in the various sections of this appendix, as well.

An email distribution list was initiated based on registration and workshop attendance, and the distribution list was maintained throughout the plan preparation process.

Ideas from the workshop were incorporated into the Public Involvement Plan (adopted by the SANDAG Board in February 2013), and helped shape the plan's vision and goals (approved by the SANDAG Board on May 10, 2013) and policy objectives (approved by the Board on July 12, 2013).



Winter 2013 – public scoping meeting for environmental impact report

On December 14, 2012, SANDAG issued a Notice of Preparation of a Programmatic Environmental Impact Report (EIR) for the 2050 Regional Plan. On January 13, 2013, SANDAG held a public scoping meeting to solicit input from the public on the scope and content of the environmental information to be included in the Draft EIR. Public input was taken at the meeting. In addition, SANDAG provided a 60-day public comment period, requesting written comments by February 15, 2013. Comments received through the scoping process influenced the content and alternatives included in the final EIR.

Spring and Summer 2013 – series of policy workshops

In May 2013, SANDAG embarked on a series of subregional workshops to seek input on San Diego Forward: The Regional Plan. Nine workshops were held from May through August 2013. Four of the workshops were held on each Thursday evening throughout the month of June in various places throughout the region including San Ysidro, Escondido, Oceanside, and La Mesa; three of the workshops were held on the third Fridays in May, June, and July at the Caltrans headquarters in Old Town during the day; and two of the workshops were held in communities with large low income and minority populations in which CBO representation had not yet been secured (National City and Central San Diego at the Jacobs Center). The workshop invitations were distributed and advertised widely in both English and Spanish via email distribution lists, web postings, social media postings, editorials, and press releases, as well as various local TV stations.

The workshops were intended to build upon the “fall kick-off” workshop held in October 2012 to continue to refine the dialogue on critical policy issues to be addressed in the Regional Plan. Each of the evening workshops focused on five broad topics, and each of the daytime workshops focused on specific and in-depth sets of topics, as listed below. The workshops held in San Ysidro, National City, Oceanside, and at the Jacobs Center were conducted simultaneously in both English and Spanish, and all materials and subsequent



summaries were provided in both languages. All workshops had bilingual staff members, and at one of the daytime workshops, a translator assisted a break-out table to conduct a discussion in Arabic, as organized per one of the CBOs (the International Rescue Committee).

Evening Workshops: Varying locations, 6 – 8 p.m.

Topics: Mobility; Healthy Communities; Healthy Environment; Energy and Climate Change; and Economic Prosperity and Borders

- **June 6:** South County: San Ysidro
- **June 13:** North County Inland: Escondido
- **June 20:** North County Coastal: Oceanside
- **June 27:** East County: La Mesa
- **June 29:** South County: National City
- **August 21:** Central: Jacobs Center

Daytime Workshops: Caltrans Headquarters in Old Town, 11:30 a.m. – 1:30 p.m.

- **May 17: Topics:** *Healthy Environment, Energy, Climate Change, and Public Health* (More specifically, break-out tables were held on: Clean Energy, Clean Fuels, and Innovation; Healthy Communities; Habitat and Shoreline; Air and Water Quality; and Climate Change)

- **June 21: Topics:** *Land Use and Transportation* (More specifically, break-out tables were held on: Mobility, Parking and Pricing, Land Use Scenarios, Active Transportation, Emerging Technologies, and Transportation Project Evaluation Criteria)
- **July 19: Topics:** *Economic Prosperity, Public Facilities, and Borders*

Prior to the workshops, the new name and brand for the plan were finalized. The series of policy workshops provided an opportunity to show a video⁸ to introduce the plan by its new name, “San Diego Forward: The Regional Plan,” and feature various regional leaders speaking about the purpose of the plan, the importance of public involvement, and the topics to be addressed based on the input gathered from the kick-off workshop in October 2012. A portion of the video was conducted in Spanish and the video was fully translated into Spanish for use at related CBO workshops and for posting on the website.

In total, more than 650 attendees participated in the spring and summer 2013 series of workshops.⁹ The rotating table topic format produced a total of more than 200 small-group discussions. During the table discussions, SANDAG staff members asked the groups a series of questions on the topics, promoting free-flow discussion among the participants. The discussions were transcribed and are available on the SANDAG website at sandag.org/sandiegoforward and as part of Attachment 5A. The small-group discussions (comprising more than 66 hours of conversations) yielded 4,750 comments. Because of the volume of comments, a database was developed with 36 searchable categories to assist with the development of various components of the Regional Plan (many comments relating to more than one category).

After each workshop, written summaries were e-mailed to the project contact list reiterating the key points made by participants. A 32-page summary compiling all of the e-blasts was posted on the San Diego Forward



website. The individual detailed note-takers notes were also posted for each workshop. In addition, video clips¹⁰ featuring short interviews of participants at the various workshops were posted on line. Several of the interviews were conducted in Spanish.

Input from the workshops was reported to the SANDAG Board in September 2013. The input received was used to continue to develop key components of the Regional Plan, including the preparation of various policy white papers (e.g., Public Health, Economic Strategies, Emerging Technologies, and Climate Change Mitigation and Adaptation), as well as analysis of related planning efforts folded into the Regional Plan, including the Active Transportation Implementation Strategy, Project Evaluation Criteria and Performance Measures, Habitat Management Strategic Plan, Regional Transit Oriented Development Strategy, Land Use and Transportation Scenarios, and Complete Streets Policy.

Spring and Summer 2013 – binational and economic workshops

In addition to the policy workshops, SANDAG also held workshops on binational and economic topics.

The binational workshop was held at Caltrans on June 4, 2013, with a theme of “Moving the Border Forward: Key Reflections on the 20th Anniversary of the Signing of the North American Free Trade Agreement (NAFTA) and the 30th Anniversary of the Signing of the La Paz Agreement.” This workshop was held as part of the annual series of workshops organized by the SANDAG Borders Committee and Committee on Binational Regional Opportunities (COBRO) in both English and Spanish. Workshop results helped inform the border-related elements of the Regional Plan.



On August 23, 2013, SANDAG held an Economic Stakeholders Workshop at the SANDAG offices geared toward staff members of economic development corporations, chambers of commerce, and citywide economic development departments. This workshop focused on the Series 13 Regional Growth Forecast, the land use scenarios, the economic impact analysis for the Regional Plan, and on preferred methods for continued involvement of economic stakeholders. Approximately 25 people participated in this workshop, which set the stage for closer staff-to-staff working relationships during the preparation of the plan and the economic competitiveness roundtable discussions held approximately one year later, in August 2014.

Summer and Fall 2013 – transportation sessions: project evaluation criteria and performance measures

Two of the topics at the spring and summer 2013 workshops centered around the questions of how to evaluate the transportation projects that would be considered in the Regional Plan, and then how to evaluate the alternative transportation networks which would be composed of various combinations of individual transportation projects.

Project Evaluation Criteria

SANDAG sought initial input on these topics at the earlier workshop series, followed by a workshop specifically on transportation project evaluation criteria on August 5, 2013, at Caltrans. More than 75 participants attended the workshop. More than 400 comments were collected from local jurisdictions, partner agencies, stakeholders, and the general public. This feedback provided valuable information that factored into the development of the draft project evaluation criteria (Attachment 5A).





Peer Review Session with the Public

A five-person peer review panel including experts from academia, other Metropolitan Planning Organizations, and the private sector was created to review and assess the draft project evaluation criteria. A peer review panel meeting was held at SANDAG on August 22, 2013, concluding with a session open to the general public. Prior to the meeting, the panelists were provided with various pieces of information, including a public outreach comment matrix which had been compiled based on comments from the series of policy workshops and from the August 5th workshop. During the public session, the panel shared its findings and recommendations. Participants posed questions to the panel and SANDAG staff as to how the panel's recommendations might be accomplished. Based on the panel's review and comments and the public input received, several changes were made. The SANDAG Board approved the final transportation project evaluation criteria on October 11, 2013.

Performance Measures

Performance measures are used to help assess the performance of each of the transportation scenarios. These measures help provide a "scorecard" to compare the scenarios. Public input on the performance measures was solicited as part of the Regional Plan workshop series. In addition to the more general workshop series, a public workshop focusing specifically on performance measures was held on November 4, 2013, at Balboa Park. More than 40 people participated.

Approximately 380 comments collected from local jurisdictions, partner agencies, stakeholders, and the general public was compiled into a comprehensive matrix. Comments focused on greenhouse gas reductions, access to jobs and services, safety, cost effectiveness, public health, social equity, mode share, and travel times in the evaluation of scenarios (Attachment 5A).

Peer Review Session with the Public

The peer review panel that provided input on the draft transportation project evaluation criteria was reconvened to review and assess the draft performance measures. A meeting was held at SANDAG on November 12, 2013, concluding with a session open to the general public. A summary of the peer review panel's findings and recommendations was presented to the Regional Planning and Transportation Committees in early 2014. The Board of Directors approved the final performance measures to evaluate the performance of the draft revenue constrained transportation network scenarios on March 28, 2014.

Summer 2014 – transportation scenario workshops and CBO outreach

The next steps in the process were to develop alternative transportation scenarios using the ranked transportation projects; evaluate the performance of the scenarios using the performance measures approved by the Board of Directors; and solicit public input on the draft transportation network scenarios. In August 2014, SANDAG held three public workshops and worked with the partner CBOs to develop the content for and hold 21 multi-lingual community workshops (four in Spanish, one in Vietnamese, one in Arabic, and one in Tagalog) to discuss and gather feedback on two transportation scenarios developed for consideration for San Diego Forward. More than 200 people participated in the SANDAG-led workshops. More than 400



people participated in the CBO workshops, which were held throughout the region (Attachment 5B). SANDAG also held a series of economic roundtables to gather input from business interests around the region.

The workshops were structured to provide information about the current regional transportation system, the investment choices in the two potential scenarios, and the performance of each scenario. Interactive exercises were included, and the complete workshop materials were posted on the San Diego Forward website. The public was also able to provide feedback via an online comment tool which included the same questions asked on the workshop input sheet.

The following workshops and roundtable discussions were held:

- **August 4:** Caltrans Headquarters, two workshops (one during the mid-day and one during the evening). Interactive meeting materials were posted on the San Diego Forward website to gather additional comments via an on-line comment tool. More than 140 people participated in these two workshops.
- **August 6:** SANDAG, joint working group’s workshop, including Regional Planning Technical Working Group, Cities/County Transportation Advisory Committee, Active Transportation Working Group, Public Health Stakeholders Working Group, Committee on Binational Regional Opportunities, Freight Stakeholders Working Group, and San Diego Region Conformity Working Group. More than 60 people attended this workshop.



- **August 4 – 20:** Twenty-one Community Based Organization Workshops throughout the region. Approximately 400 people attended these workshops.
- **August 4 – 8:** Sixteen Economic Competitiveness Roundtable Discussions. Approximately 50 people attended the roundtable sessions.

The format for this round of workshops included interactive activities regarding participants' commuting patterns, and a "walk score" activity. Other tools used at the meetings to seek input included: a PowerPoint and video explaining the key differences between the two scenarios; five rotating stations on Managed Lanes, transit, and active transportation staffed by SANDAG, the transit operating agencies, and Caltrans; seven informational boards; Spanish-speaking staff members; and comment cards. All materials were made available in both English and Spanish. Handouts included a list with all transportation projects included in both scenarios, a performance measures scorecard comparing the performance of the two networks, community input worksheets asking key questions, and workshop evaluation sheets.

Feedback was also solicited from the Transportation and Regional Planning Committees on August 1, 2014 and the SANDAG Board of Directors on August 15, 2014.

More than 1,730 comments were submitted throughout this phase of public participation, and another 150 comments were submitted regarding potential locations for mobility hubs. CBO workshop participants provided more than 1,000 comments. Participants at the SANDAG-led August 2014 workshops and economic roundtables provided more than 500 comments, and more than 90 comments were received via the online comment tool. Additionally, 115 comments on the draft transportation network scenarios were submitted via letter. Comments included support for: additional transit services, particularly focused on job centers, beaches and tourist attractions; two Managed Lanes earlier in the plan; and active transportation projects. In addition, various stakeholder groups requested that SANDAG develop a third scenario that would implement the transit and active transportation projects within the first ten years of the plan (Attachment 5A).

The transportation network scenario performance measure data and all public input was shared with the SANDAG Board of Directors on September 12, 2014, with a staff recommendation to select a blend of the two scenarios as the preferred revenue constrained network for the Regional Plan. At its meeting, the Board adopted the Revenue Constrained Transportation Network for the Regional Plan. As part of their action, the Board also requested that as a parallel effort, staff develop and analyze an accelerated alternative transportation scenario that would advance public transit and active transportation projects. The purpose of the analysis would be to inform future planning efforts and funding strategies. The analysis was presented to the Board at its Board Retreat in early 2015, and work on this effort continues to move forward and will be used in the next planning cycle.

Winter 2015 – Regional Transit Oriented Development (TOD Strategy) workshops

To explore and encourage the practical implementation of initiatives with the potential to further enhance the relationship between transportation and land use, and to meet one of the commitments made in the 2050 Regional Transportation Plan, SANDAG held a one-and-a-half day Transit Oriented Development (TOD) Implementation Forum on January 27 and 28, 2015. The goal of the forum was to inform the development of a Regional TOD Strategy that identifies barriers to TOD, discusses potential solutions, and provides input



on how SANDAG and the region’s local governments can work with the private sector to facilitate implementation of development projects that create and enhance communities and employment centers near transit. A series of white papers were drafted and posted to the SANDAG website in preparation for the forum. A panel of speakers from across the United States made presentations regarding lessons learned from TOD projects in other metropolitan areas for consideration in the preparation of the draft Regional TOD Strategy. The TOD Strategy will be incorporated as an appendix of San Diego Forward: The Regional Plan. Approximately 150 people attended the first day of the workshop, and 75 people attended the second day, during which six roundtables were held to discuss the proposed strategies included in the white papers.

Spring 2015 – Workshops and Public Hearings on Draft San Diego Forward: The Regional Plan/Draft Environmental Impact Report

The Draft version of San Diego Forward: The Regional Plan was released by the SANDAG Board of Directors for public review and comment on April 24, 2015 and the Draft Environmental Impact Report (EIR) for the plan was released on May 21, 2015. Senate Bill 375 requires that SANDAG conduct two public hearings to gather input following the release of the Draft Regional Plan and its EIR. To that effect, SANDAG held seven public workshops and two public hearings to collect feedback on the Draft Regional Plan and its EIR. To promote these events, fliers were distributed and advertised widely in both English and Spanish (Attachment 8) via email distribution lists, public notices, web postings, social media postings, e-newsletters, as well as press releases. The workshops and public hearings were hosted in communities throughout the region to maximize opportunities for input and were held during the months of May and June of 2015:

Workshops

Draft 2015 San Diego Forward: The Regional Plan Workshops

Date	Location	Venue	Time
Tuesday, May 12	North County Inland	Escondido City Hall	6 – 8:30 p.m.
Wednesday, May 13	East County	La Mesa Community Center	6 – 8:30 p.m.
Thursday, May 14	Central	Caltrans District 11	1 – 3:30 p.m.
Wednesday, May 20	North County Coastal	Oceanside City Hall	6 – 8:30 p.m.
Thursday, May 21	South County	Casa Familiar	6 – 8:30 p.m.
Wednesday, May 27	Mid-City / South East	Jacobs Center	6 – 8:30 p.m.
Thursday, May 28	Central	UTC Forum Hall	6 – 8:30 p.m.

The seven workshops followed the same format, which included a video and informative SANDAG staff presentation of the Regional Plan, a panel discussion (including panelists from local communities) about the merits of the Plan, and a Q&A session with the attendees. The second half of each workshop consisted of an open-house during which participants were invited to review maps, displays, and information; ask questions of staff; complete comment cards; and/or speak to a bilingual English/Spanish transcriber to have their comments recorded. Spanish translators were available at every workshop and on May 21 at Casa Familiar, the workshop was conducted entirely in Spanish with English translations made available. Additionally, the workshops at Caltrans District 11, Casa Familiar, and the Jacobs Center streamed live on the internet via the San Diego Forward website and the videos were later uploaded to SANDAG's Youtube channel. Every panel discussion was transcribed and is available as part of Attachment 5A. In total, more than 350 people attended the May 2015 workshops in person and the live-streamed videos have been viewed collectively more than 380 times.

Public Hearings

Draft 2015 San Diego Forward: The Regional Plan Public Hearings

Date	Location	Venue	Time
Friday, June 12	Central	SANDAG	10 a.m.
Thursday, June 18	North County Coastal	North County Transit District	11:30 a.m.

In June 2015, two public hearings were officiated by a designated public meeting officer and provided the public with an additional opportunity to submit comments on the Draft Regional Plan and the Draft EIR. During the hearing, attendees could complete comment cards or speak directly to the SANDAG Board, which was transcribed by a court reporter and included in Attachment 5A.

Public Comment Period for the Draft Regional Plan and the Draft EIR

The public comment period for the Draft Regional Plan and Draft EIR opened on the day of their draft release and closed July 15, 2015, with the Draft Plan and SCS released on April 24, 2015 and the Draft EIR released on May 21, 2015. As previously mentioned, participants at the workshops and public hearings were afforded



a variety of means to submit comments on the Draft Regional Plan and the Draft EIR. Additionally, other means of submitting comments were provided during the public review period including the submission of comments via sdforward.com, directly through email at sdforward@sandag.org; via telephone at (619) 699-1934, toll free (877) 277-5736 and TTY (619) 699-1904, via fax at (619) 699-1905, and through the mail to ATTN: Regional Plan, 401 B Street, Suite 800, San Diego CA, 92101; and in person by dropping off written comments at SANDAG's offices at the address above.

All of the public comments on the Draft Regional Plan and the Draft EIR received during the comment period (including during the public workshops and public hearings) and the staff responses to each of those comments were presented to the Regional Planning Committee and Transportation Committee on September 4, 2015 and the Board of Directors on September 11, 2015. This comment matrix with staff responses is included in the Final Regional Plan (Attachment 12) and EIR, respectively.

Tracking the Public Outreach Activities for the Regional Plan

Public outreach activities, including meetings, presentations, community events, notices, and newsletters, were tracked and recorded to document the wide range of efforts that SANDAG employed to communicate with people throughout the region during the development of the Regional Plan. The following attachments are included at the end of this Appendix to capture the breadth of public outreach activities, in addition to

the workshops described above, conducted for this planning effort. The tribal consultation process for the Regional Plan was carried out in a parallel time frame, but it followed a government-to-government framework and is detailed in Appendix G: Tribal Consultation Process for San Diego Forward: Communication, Cooperation, and Coordination. All comments from Regional Plan related activities in 2012 through 2015 are included in Attachment 11.

- **Attachment 3:** Regional Plan Stakeholders List
- **Attachment 4A:** SANDAG San Diego Forward: The Regional Plan Presentations, Public Meetings, and Workshops
- **Attachment 4B:** Community Based Organization (CBO) Presentations, Public Meetings, and Workshops
- **Attachment 5A:** SANDAG Summaries from all Regional Plan Workshops and Public Hearings
- **Attachment 5B:** Community Based Organization (CBO) Workshop Summaries from all Regional Plan Workshops
- **Attachment 6:** San Diego Forward: The Regional Plan Public Involvement Efforts Regarding SB 375 Requirements
- **Attachment 7:** San Diego Forward: The Regional Plan Press Coverage
- **Attachment 8:** Regional Plan Press Releases, Advertisements, and Public Notices for Workshops and Public Hearings
- **Attachment 9:** Regional Plan Social Media and E-Blasts
- **Attachment 11:** 2012 through 2014 Comments on Regional Plan Development Process
- **Attachment 12:** 2015 Comments and Responses on Draft Regional Plan

Dedicated Website with Interactive Elements

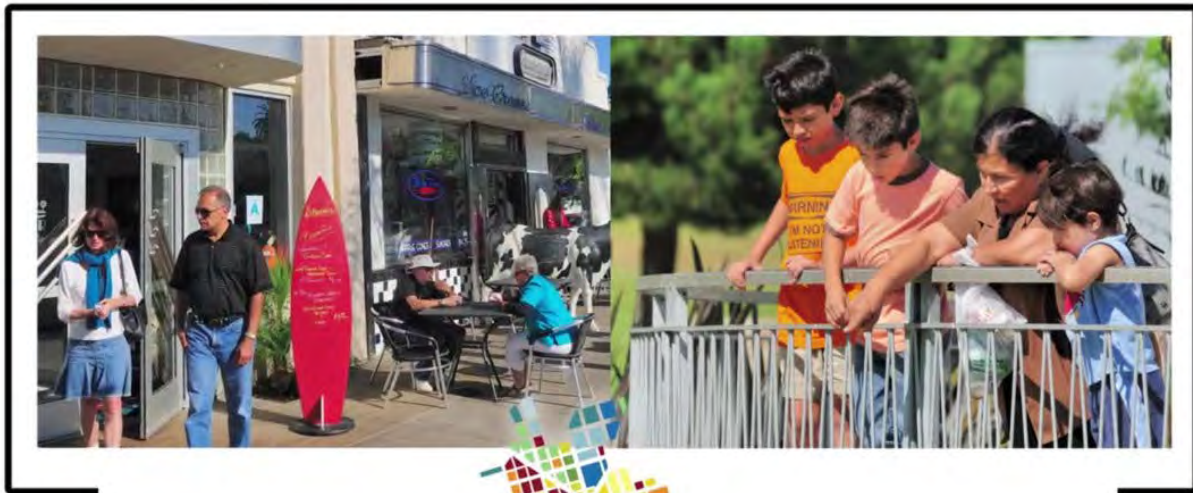
SANDAG created a dedicated web page at sdforward.com for the Regional Plan. The website served as the information portal for all news, community events, and reports related to the plan, including the posting of the white papers. It also included various interactive elements, including a “word cloud” to promote more interactive engagement around the regional plan topics.

The screenshot shows the homepage of the San Diego Forward website. At the top left is the logo for "San Diego FORWARD The Regional Plan". To the right of the logo are navigation links: "About San Diego Forward", "Mobility Planning", "Environment/Communities", and "Economy/Jobs". Above these links is a search bar with the text "Google Custom Search" and a magnifying glass icon. Further up, there are links for "NEWSLETTER", "HELP", "FAQ", "SITE MAP", and "CONTACT".

The main content area features a large banner image divided into three sections: a green leaf on the left, a red train in a station in the middle, and a blue architectural structure on the right. Below the banner are four columns of content:

- WHAT IS SAN DIEGO FORWARD?**: A section with a diagram of a transportation network and text asking "What do we want our region to look like in 2050? Where will we live? How will we get around?". It includes a "What's New" section stating that the SANDAG Board of Directors has selected a preferred transportation network scenario.
- IN MOTION: PROJECT TIMELINE**: A horizontal timeline with years 2011, 2013, 2014, and 2015. A red arrow points to 2014, with the text "September 12 Board of Directors - Draft Scenario Recommendation" and "*Meetings Subject to Change".
- BE HEARD**: A section with a graphic of a road branching into three directions. Text states: "Thousands of San Diegans have participated so far through public workshops, attending hearings, and staying up-to-date on the latest developments. This feedback will continue to help guide the development of the plan." It also includes a thank you message: "Thanks to all of you who submitted comments on the Network Scenarios. Read what we heard."
- WHAT TO WATCH**: A section featuring a video player with a woman's face and a "Click to Play Video" button. Below the video is a "VIEW MORE VIDEOS" link.

The footer contains a "Select Language" dropdown menu, a "Home | Site Map | Privacy Policy | Legal | Accessibility" navigation bar, the SANDAG logo, a "SIGN UP FOR E-NEWS" button, and social media icons for Facebook, Twitter, and YouTube. Contact information for SANDAG is also provided: "SANDAG, 401 B Street, Suite 800, San Diego, CA 92101" and phone/fax numbers.



Regional Plan Videos

Several videos¹¹ were produced to engage viewers in the discussion about the region’s future plans for communities, transportation, employment, the economy, and the environment. The videos provide an overview of the work, strategies, forecasts, and public input that are serving as guides for the region’s vision through the year 2050.

- Five-minute video entitled “San Diego Forward Overview”
- One-and-a-half minute introductory video, entitled “Welcome to San Diego Forward?”
- One-minute video entitled “How We Will Grow”
- Two-minute video entitled “The Regional Plan: Our Changing Future”
- Three-and-a-half minute video entitled “San Diego Forward: The Regional Plan”
- Numerous man-on-the-street style videos of participants and Regional Plan public workshops

Public Opinion Survey

At the direction of the Board of Directors, SANDAG conducted a public opinion survey in March 2013. The goal of the survey was to gauge the top priorities of the region’s residents as SANDAG began the process of developing the San Diego Forward: Regional Plan.

SANDAG hired True North to conduct the survey. The 10-minute telephone interviews included nine questions, as well as screening and demographics inquiries. The survey process sought feedback from 1,500 respondents divided amongst six subregions in the county of San Diego.

The survey questions were divided into sections, with the first ascertaining a quick gauge of the respondent’s feelings about the overall quality of life in the region. The second section tested their broad priorities on a variety of issues that would be addressed in the Regional Plan, including: improving transportation; protecting

the environment; improving the economy; maintaining our existing Infrastructure; and setting land use policies that encourage smart growth. Further questions obtained more detailed opinions about each of those general areas.

The study employed a strategic oversample by planning area to balance the statistical margins of error associated with estimates at the planning area level. SANDAG used the survey results to stimulate additional public policy discussions and provide background data to use for developing the Regional Plan. The survey results are included as Attachment 10 to this appendix. Table F.2 includes results of the outreach through September 11, 2015.

Results of Public Outreach Efforts

The following table summarizes the public involvement achievements related to the preparation of the Regional Plan.

Table F.2

Measuring Outreach Performance for Draft San Diego Forward: The Regional Plan

Metric	Baseline – 2050 RTP/SCS	Goal for San Diego Forward	Progress to Date (September 11, 2015)
Public Workshops	Ten workshops	<ul style="list-style-type: none"> Increase number of public workshops by 10 percent 	<ul style="list-style-type: none"> 19 workshops conducted – This includes a kick-off workshop in October 2012; 7 workshops in May-July 2013; Evaluation Criteria workshops in August 2013; a Performance Measures workshop in November 2013; 2 Network Development workshops in August 2014; and 7 public outreach workshops on the Draft Regional Plan in May 2015.
Pre-document consultation	Not tracked	5,000 individual remarks	8,227 individual remarks
E-newsletter subscribers	1,050 subscribers	Increase subscribers by 15 percent	1,405 subscribers

Table F.2 (continued)

Measuring Outreach Performance for Draft San Diego Forward: The Regional Plan

Metric	Baseline – 2050 RTP/SCS	Goal for San Diego Forward	Progress to Date (September 11, 2015)
Opportunities for engagement	<ul style="list-style-type: none"> • Public workshops • Special topic/targeted workshops • Presentations to community groups • Public meetings (SANDAG Board, Policy Advisory Committees, working groups) • Draft documents available online 	<ul style="list-style-type: none"> • Increase modes of public engagement by 15 percent • Hold at least one bilingual workshop in English and Spanish 	<ul style="list-style-type: none"> • Public workshops with Spanish translation made available • Bilingual public workshops conducted in Spanish with English translation made available • Special topic/targeted workshops • Presentations to community groups • Public meetings (SANDAG Board, Policy Advisory Committees, working groups) • Draft documents available online • Online interactive activities sought input (word cloud, transportation network survey, online presentation tool, online comment cards, online videos) • Provided opportunity for interaction via social media (Facebook, Twitter) • Four policy workshops conducted simultaneously in English and Spanish and one policy workshop provided an Arabic translator; Three workshops streamed live via sdforward.com and archived online

Table F.2 (continued)

Measuring Outreach Performance for Draft San Diego Forward: The Regional Plan

Metric	Baseline – 2050 RTP/SCS	Goal for San Diego Forward	Progress to Date (September 11, 2015)
Web presence	<ul style="list-style-type: none"> RTP e-newsletter distributed (periodic and at key milestones) 1,005 average monthly unique page views per month on Sandag.org/2050RTP webpage 	<ul style="list-style-type: none"> Create dedicated project website Send e-newsletter bi-monthly Establish project presence on social media (SANDAG’s Facebook, Twitter, and YouTube pages) Provide three opportunities for comment/interaction on website Increase average monthly unique website page views by 10 percent during plan adoption period 	<ul style="list-style-type: none"> Created dedicated project website Sent eleven issues of e-newsletter Established project presence on social media (SANDAG’s Facebook, Twitter, and YouTube pages) Provided five opportunities for comment/interaction on website 1,404 average monthly unique page views on sdforward.com
Engaging low income, minority, and senior populations	Eight grants awarded to CBOs to conduct outreach within communities of concern	Increase outreach to low income, minority, and senior communities by 15 percent	A network of 14 CBOs from the most disadvantaged communities across the region contracted as part of the Communications team, brought on board from the moment the Public Involvement Plan was approved. Two-pronged scope: (a) engage, educate, and ensure the voice of their communities was heard throughout the process; (b) collaborated with staff on the social equity analysis of the Plan (c) held multi-lingual community workshops (in Spanish, Vietnamese, Arabic, and Tagalog)

Table F.2 (continued)

Measuring Outreach Performance for Draft San Diego Forward: The Regional Plan

Metric	Baseline – 2050 RTP/SCS	Goal for San Diego Forward	Progress to Date (September 11, 2015)
Partnerships	<ul style="list-style-type: none"> Stakeholders Working Group Review by economic stakeholders 	<ul style="list-style-type: none"> Form three new partnerships to address emerging issues 	<ul style="list-style-type: none"> Military Working Group Economic Stakeholder Outreach Public Health Stakeholders Working Group
Tribal Consultation	Prepare and implement Tribal Consultation Plan with Tribal governments, SCTCA, and SANDAG Board of Directors	Prepare and implement Tribal Consultation Plan with Tribal governments, SCTCA, and SANDAG Board of Directors	Prepared and implemented Tribal Consultation Plan with Tribal governments, SCTCA, and SANDAG Board of Directors (see Appendix G)

Attachments

- Attachment 1:** Public Involvement Plan for San Diego Forward: The Regional Plan
- Attachment 2:** Draft Regional Plan Public Involvement Plan: Comments and Responses
- Attachment 3:** Regional Plan Stakeholders List
- Attachment 4A:** SANDAG San Diego Forward: The Regional Plan Presentations, Public Meetings, and Workshops
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- Attachment 8:** Regional Plan Press Releases, Advertisements, and Public Notices for Workshops and Public Hearings
- Attachment 9:** Regional Plan Social Media and E-Blasts
- Attachment 10:** Regional Plan Survey, Final Report, April 2013
- Attachment 11:** 2012 through 2014 Comments on Regional Plan Development Process
- Attachment 12:** 2015 Comments and Responses on Draft Regional Plan

Endnotes

- ¹ The SANDAG Public Involvement Plan can be found at the following web address: sdforward.com/vision-goals/community-input
- ² The SANDAG Public Participation Plan can be found at the following web address: sandag.org/index.asp?subclassid=115&fuseaction=home.subclasshome
- ³ The Regional Comprehensive Plan can be found at the following web address: sandag.org/index.asp?projectid=1&fuseaction=projects.detail
- ⁴ The 2050 Regional Transportation Plan and its Sustainable Communities Strategy can be found at the following web address: sandag.org/index.asp?classid=13&projectid=349&fuseaction=projects.detail
- ⁵ The February 22, 2013 staff report can be found at the following web address: sandag.org/uploads/meetingid/meetingid_3481_15579.pdf
- ⁶ The Board Policy No. 025, SANDAG Public Participation / Plan Policy can be found at the following web address: sandag.org/organization/about/pubs/policy_025.pdf
- ⁷ The SANDAG Language Assistance Plan can be found at the following web address: sandag.org/uploads/publicationid/publicationid_1659_14384.pdf
- ⁸ The “Welcome to San Diego Forward: The Regional Plan” video can be found at the following address web: sdforward.com/library/videos
- ⁹ May 17th workshop at Caltrans: 150 participants; June 6th workshop at San Ysidro: almost 100 participants; June 13th workshop at Escondido: 30 participants; June 20th workshop at Oceanside: 75 participants; June 21st workshop at Caltrans: more than 125 participants; June 27th workshop at La Mesa: nearly 90 participants; June 29th workshop at National City: approximately 40 participants; July 19th workshop at Caltrans: more than 70 participants; August 21st workshop at Jacobs Center: approximately 40 participants.
- ¹⁰ Individual videos of participant interviews can be found at the following web address: sdforward.com/library/videos
- ¹¹ All San Diego Forward: The Regional Plan videos can be found at the following web address: sdforward.com/library/videos

San Diego Forward: The Regional Plan

Public Involvement Plan



February 2013

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1.0 INTRODUCTION

SANDAG is embarking on a program to involve the public in the development of a large-scale regional plan, an overarching document that will merge and update two of the agency's most important regional policy documents: the Regional Comprehensive Plan (RCP), adopted in 2004; and the 2050 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS), adopted in 2011. The new regional plan – San Diego Forward: The Regional Plan – is scheduled to be adopted in 2015. It will provide a blueprint for the growth and development of the San Diego region, focusing on issues affecting our quality of life and environment over the decades to come.

This Public Involvement Plan (PIP) is intended to support the development of San Diego Forward: The Regional Plan, creating a variety of opportunities for individuals, organizations, agencies, and other stakeholders to provide meaningful input. The PIP has been created based on input obtained throughout the fall of 2012 from the SANDAG Board of Directors, Policy Advisory Committees, working groups, surveys, and a public workshop held in October 2012. The PIP was drafted using the guidelines provided by the agency's overall Public Participation Plan (PPP), which provides the foundation for specific public outreach approaches which were developed to support individual projects and programs. The PIP describes efforts that SANDAG will undertake to secure input on: developing sustainability and land use goals; priorities for transportation projects, programs, and services; transportation networks; infrastructure recommendations; funding alternatives; policies and programs; performance measures; greenhouse gas (GHG) emissions targets; and other related issues.

Implementation of this Public Involvement Plan will accomplish the following:

- Provide a road map to ensure that all interested stakeholders are given the chance to participate in the process
- Reach beyond traditional methods to encourage participation from a wide variety of members of the public
- Communicate the importance of the plan and the opportunities to participate in the process
- Educate the public about SANDAG and its role in the region
- Establish the new regional plan as a critical policy document helping to balance our future housing, jobs, land use, transportation, health, social equity, economic, and environmental sustainability needs

This PIP is intended to be a living document. Because of the fluid nature of public participation, this plan may be updated at major milestones and adjusted in response to issues and circumstances that arise throughout the planning process.

1.1 Background

1.1.1 Regional Comprehensive Plan

The SANDAG Board of Directors adopted the Regional Comprehensive Plan (RCP) in 2004. It serves as the long-term planning framework for the San Diego region. It provides a broad context in which local and regional land use decisions can be made, encouraging the region to move toward smart growth and a sustainable future. The RCP lays out a vision, long-term goals, and recommended

actions for the region. Because each individual jurisdiction is responsible for making its own decisions on planning and land use, SANDAG analyzed jurisdictional plans, assessed their collective effects, and examined overall trends to create the RCP, laying out a sustainable blueprint for regional growth and the protection of our quality of life. The RCP contains an incentive-based approach to encourage and channel growth into existing and future urban areas and smart growth communities, as well as promote sustainable development.

1.1.2 Regional Transportation Plan/Sustainable Communities Strategy

The RTP/SCS is the blueprint for a regional transportation system that enhances quality of life, promotes sustainability, and offers more mobility choices for people and goods. SANDAG is required under federal law to update the RTP every four years. The most recent update, adopted in 2011, produced the 2050 RTP/SCS. It was the first RTP in the state of California to include an SCS, as required by California Senate Bill 375 (Steinberg, 2008) (SB 375). SB 375 took effect in 2009, and is intended to combat climate change by linking transportation and land use planning to GHG reduction targets for cars and light trucks. SB 375 required the San Diego region to cut 7 percent of per capita emissions from cars and light trucks by 2020, and 13 percent by 2035 (from a 2005 baseline). The SCS outlines how the region will meet or exceed its GHG reduction targets by creating more compact, walkable, bike-friendly, transit-oriented communities, preserving important habitat and agricultural areas, and promoting a variety of transportation demand management and system management tools and techniques to maximize the efficiency of the transportation network.

1.2 Current Status and Future Planning Effort

In the past, the RCP and the RTP/SCS were developed as two separate documents that were scheduled to be updated on two different schedules. The data in the current RCP is about a decade old and conditions have changed significantly since it was approved. The RCP does not reflect the changes in the region that have occurred in the interim, such as the economic downturn, loss of funding for redevelopment, and a stronger emphasis on public health and social equity in the SANDAG planning process. Additionally, the current RCP does not address new climate legislation such as Assembly Bill 32 and SB 375.

In anticipation of updating the RCP, SANDAG conducted a scoping process in late 2011 and early 2012. Input was sought from the SANDAG Board of Directors, SANDAG Regional Planning Committee, Regional Planning Technical Working Group, community-based organizations (CBOs), other metropolitan planning organizations, and various stakeholders to prepare for the anticipated update of the RCP. Input from those meetings revealed an opportunity to merge the region's two primary planning documents. In May 2012, the SANDAG Board of Directors decided to combine the RCP and RTP/SCS into one comprehensive planning document for the region.

The goal of combining the RCP and RTP/SCS is to create one clearly defined, overarching regional planning document for the region. San Diego Forward: The regional plan will address planning and land use objectives contained in the RCP; identify transportation priorities and infrastructure policies that will support and encourage the regional economy, equity, and environmental goals; and meet statewide GHG emissions reduction requirements per SB 375. This consolidated new regional plan will offer SANDAG the opportunity to more effectively communicate an overall regional vision, as well as reaffirm the inextricable link between transportation and land use planning in implementing that vision.

2.0 PUBLIC INVOLVEMENT PLAN STRATEGIES AND IMPLEMENTATION TECHNIQUES

This PIP establishes the framework for a dynamic and interactive process to develop and seek input on the regional plan. What follows includes a menu of strategies and techniques that may be used in the public outreach process for the regional plan.

2.1 Stakeholder Categories

The following is a list of stakeholder categories specified in SB 375 that SANDAG will seek to involve in the development of the regional plan. In addition, see Appendix B for a partial list of individuals and organizations previously identified as interested in the regional plan development process. That list will be updated throughout the implementation of the PIP.

- Affordable Housing Advocates
- Broad-Based Business Organizations
- Commercial Property Interests
- Congestion Management Agencies
- Environmental Advocates
- Home Builder Representatives
- Homeowner Associations
- Landowners
- Neighborhood and Community Groups
- Transportation Agencies
- Transportation Advocates
- Transportation Commissions

2.2 Public Involvement Plan Objectives

The primary goal of the PIP for San Diego Forward: The Regional Plan is to engage a broad and diverse cross-section of the San Diego region in the development of the plan. Obtaining this input is critical to creating a plan that reflects the varied needs and interests of San Diego County's residents and businesses.

The objectives of the PIP are as follows:

- Raise awareness of the plan as the region's updated blueprint that will guide the way as our region grows in the next 35 years
- Gain input from a broad range of individuals, organizations, agencies, and local governments throughout the regional plan development and decision-making process
- Make proactive efforts to involve communities and members of the public that have traditionally not participated in public planning efforts

- Meet or exceed local, state, and federal guidelines and requirements for public involvement in the development of the regional plan
- Create an inclusive process that leads to broad support for policies, projects, and programs outlined in the regional plan

2.3 Public Involvement Plan Strategies

The following strategies will be implemented to achieve the objectives identified above:

- Create a recognizable brand for San Diego Forward: The Regional Plan that resonates with the public
- Provide timely and accessible public information about the regional plan to a broad range of regional stakeholders
- Make public information accessible in a variety of formats and languages, use easy-to-understand language and concepts, and use a variety of media, including innovative visualization techniques
- Provide a variety of opportunities for the public to be involved, and use technology to reach stakeholders who may not be inclined to participate in traditional outreach methods
- Widely promote opportunities for public input to reach a broad and diverse audience
- Communicate the decision-making process to stakeholders and indicate how their input is utilized in the development of the plan
- Document and address public comments received during the public involvement process
- Disseminate information to related agencies, metropolitan planning organizations, and engaged sectors throughout the state of California and the nation
- Assess the effectiveness of the PIP at key milestones (i.e., following workshops or release of draft documents) to evaluate how the strategies and tactics worked and what enhancements could be made for future phases

2.4 Public Involvement Plan Techniques and Activities

The PIP proposes six main approaches for implementing the strategies above in coordination with key milestones in the development of the regional plan:

- Research (focus groups, public opinion surveys)
- Public information (written materials, website, e-newsletters, public notices, presentations)
- Face-to-face interactions (SANDAG Board and committee meetings, briefings, small group meetings, community events, public workshops)
- Partnership network with CBOs (low income and minority communities)
- Web-based interactive communications (website, social media, e-newsletters, Internet-based surveys, “virtual” public workshops, visualizations)
- Media (earned media, media partnerships, paid media)

2.4.1 Research

In order to gauge public knowledge and opinion about issues related to regional planning, focus groups and a public opinion survey may be conducted at the outset of the public involvement program. This research could help identify key topics and the most effective means of public engagement. Additional focus groups and a survey may be conducted at the mid-point of the planning process to determine the effectiveness of the outreach effort and identify opportunities for improvement. The information gained from this research could help SANDAG make adjustments, as needed, to optimize the outreach effort and inform future outreach processes.

2.4.2 Public Information

SANDAG will create and distribute clear, concise, and engaging information to support public involvement efforts. These materials will have a consistent look and feel, reflecting the branding developed for the plan.

Below is a menu of materials that may be used to provide information about the plan and its components; the development process; why this process is relevant to the region's residents; and information about how, when, and why stakeholders should get involved. All materials will be written in easy-to-understand terms with limited jargon, and will be provided in a variety of languages and formats as needed. Materials will be distributed via a range of channels, including electronically (e-mail and website); at presentations, meetings, and events; at community locations (libraries, recreation centers, senior centers, and stores); and in the media (notices and advertisements). Materials will be updated as needed throughout the process.

- *Project fact sheet*: Basic information about the regional plan, its components, purpose, timeline, and information on how to get involved. (Translated into Spanish, Tagalog, Vietnamese, and Chinese.)
- *Project brochure*: Engaging images, a summary of opportunities for public involvement, key messages, and basic information about the regional plan and its timeline. (Translated into Spanish, Tagalog, Vietnamese, and Chinese.)
- *Interactive website*: The primary portal for public information about the regional plan, incorporating interactive elements to provide opportunities for broad participation. SANDAG will explore the possibility of adding direct links to audio recordings of key meetings, as well as creating and posting videos of public workshops.
- *Regional plan videos*: A series of short (+/- 3 minutes) videos explaining the importance of the plan to the region's future, why it is relevant to the everyday lives of residents, and how public input will help shape the plan.
- *E-newsletter*: E-newsletter reporting progress, encouraging participation, and providing information about opportunities for participation.
- *Multimedia presentation*: An interactive and engaging presentation for speakers bureau opportunities, intended to explain and draw people into the planning process, encouraging individuals and organizations to get involved.

- *Community event booth*: An engaging and interactive opportunity at community events for members of the public to learn about, give feedback on, and engage in the process of developing the regional plan.
- *Media kit (print and online versions)*: Key background information for the media to encourage accurate and balanced reporting.
- *Public notices*: Notices for public meetings and opportunities for public comment published via media outlets, advertisements, and printed materials. (All public notices translated into Spanish, Tagalog, Vietnamese, and Chinese.)
- *Frequently Asked Questions*: Addressing the most common questions about the plan and its components.
- *Phone line and e-mail address*: A dedicated phone line and e-mail account, providing easy methods for the public to make comments and ask questions.
- *Rider Alerts*: Featuring information and soliciting feedback about the regional plan from transit riders.

2.4.3 Face-to-Face Interactions

A number of public involvement efforts will be conducted creating opportunities for SANDAG to interact directly with stakeholders in a variety of formats. In addition to conducting initial public outreach activities (listed in the first section below), SANDAG may draw from a menu of techniques (listed in the second section below) to share information with stakeholders and seek their involvement in the process. Translation services will be provided as needed for presentations, public workshops, and events.

SANDAG will conduct the following public outreach activities:

- *Presentations to SANDAG Board, Policy Advisory Committees, and Working Groups*
Presentations to the SANDAG Board, Policy Advisory Committees, and Working Groups throughout the process will provide updates on plan development, share input received from the public, and receive policy direction. These meetings are open to the public and provide ongoing opportunities for discussion and input at multiple stages of the planning process. A wide variety of public stakeholders sit on numerous SANDAG working groups, which range in topic area from energy, to disabled access, to housing, to environmental preservation, and bicycles- and pedestrian-related issues.
- *Stakeholder Interviews/Briefings*
SANDAG staff will conduct informal interviews/briefings with key stakeholders. These interviews/briefings provide an opportunity to share information about the plan and its purpose, as well as seek input about how stakeholder groups would like to be involved in the process and what public involvement strategies are the most effective with their respective constituencies.

- *Speakers Bureau*
Staff will engage in a proactive effort to offer presentations about the plan to a variety of organizations throughout the region. These groups may include community planning groups, chambers of commerce, environmental organizations, transportation advocacy groups, community collaboratives, CBOs, ethnic organizations, civic organizations, trade organizations, professional organizations, and others. The purpose of these presentations is to educate the public about the planning process, receive public input, and promote opportunities for public involvement.
- *Public Workshops/Open Houses*
SANDAG will conduct public workshops/open houses at important milestones during the plan development to solicit input. Online/interactive versions of these public workshops also may be made available. At least one workshop will be conducted in conjunction with the agency's Baja California counterparts in coordination with the SANDAG Borders Committee and the Committee on Binational Regional Opportunities (COBRO). In addition, a Tribal Summit and tribal consultation activities will be held as part of the development of the regional plan, as described in Section 3.
- *Presentations to City Councils, the County Board of Supervisors, and Planning Commissions*
SANDAG staff will be available to make presentations to local city councils, the Board of Supervisors, planning commissions, and other planning-related organizations.

In addition, SANDAG may pursue a variety of other public outreach opportunities, possibly including some of those listed below, or others not yet determined:

- *Stakeholder Discussion Sessions on Rotating Topics*
In order to provide an opportunity for regular interaction with key stakeholders (those who will actively and frequently seek to participate), SANDAG may host regular "stakeholder discussion sessions" addressing various topics and sections of the plan at key milestones during the process. The purpose of these discussion sessions would be to seek high-level input from those who are knowledgeable about the planning process and have specific interests in the plan. While a list of key stakeholders would be developed, these meetings would be open to the public and participants would not be required to attend every meeting. Meeting topics would be determined ahead of time and promoted to the public.
- *Participation in Community Events*
A mobile project information booth may be created for use at community events and trade shows. The booth would be eye-catching and incorporate branding developed for the project. Project information would be available, as well as interactive opportunities for public input. For example, an educational project video could run on a loop to provide background information about the planning process, and participants could be provided an opportunity to share their input via an online survey or game using computers at the booth. Events targeting low-income and minority communities would be included to ensure proactive outreach to these audiences.
- *Subregional Liaisons*
SANDAG staff may be assigned to staff subregional areas on a regular basis to develop or build upon relationships and establish a regular SANDAG presence in the community. These staff members would keep their communities informed of the development of the regional plan and encourage those communities to participate in the process. Staff assigned to a particular area would be responsible for:

- Developing relationships with community leaders
 - Attending planning and community group meetings
 - Engaging with business organizations
 - Presenting to civic organizations (i.e., Rotary and Kiwanis clubs)
 - Maintaining regular contact with key jurisdictional staff
 - Coordinating presentations to city councils, planning commissions, and other planning groups
 - Identifying opportunities for community events and speakers bureau presentations
- *Facilitated Outreach*
SANDAG may create a program to engage various organizations in facilitated discussions regarding the regional plan. SANDAG would make participation in the program available to organizations throughout the region (such as planning groups, business organizations, service groups, professional organizations, advocacy groups, etc.). A SANDAG facilitator or staff members would attend meetings of each organization multiple times (at the beginning, middle, and end of the plan development process) to discuss various aspects of the regional plan and draw out specific feedback. That feedback would be documented and its influence tracked as the plan is developed. These sessions also would serve to educate individuals throughout the community about the regional plan, creating a large secondary group of knowledgeable people and organizations able to disseminate information about the regional plan throughout the process, as well as encourage further public involvement.
 - *Outreach to Major Employers and Their Employees*
SANDAG may develop and implement an outreach effort aimed at reaching the region's major employment sectors. "Lunch & Learn" sessions would be scheduled to speak directly to the region's employees and solicit their input. These informative presentations would provide opportunities for the region's businesspeople and their employees to learn about the regional plan on a lunch break and provide input to SANDAG. Employers from the region's major employment sectors will be targeted (i.e., hospitals, manufacturing, service industry, biotech, military, etc.).
 - *Outreach to/through Local Colleges, Universities, and the Region's Youth*
SANDAG may tap into local institutions of higher education to involve youth, either directly or through already existing school classes and programs.

2.4.4 Community-Based Partnership Network

Community collaboratives act as forums for local institutions such as churches, schools, health clinics, ethnic groups, and others to discuss issues of common concern. Due to their convening capacities, community collaboratives are critical to the ability of SANDAG to reach out to underrepresented populations who might not otherwise become involved in the process. Collaboratives provide a culturally relevant structure for developing local protocols, crossing language barriers, and structuring meetings. When members of a collaborative begin to make connections between their local concerns and regional planning efforts, they can begin to understand regional planning in a way that is relevant and meaningful to their communities and convey their input into the regional planning process.

To help ensure diverse and direct input into the regional plan, SANDAG will continue and broaden its partnership network with CBOs and collaboratives in critical communities of concern. Through competitive contracts awarded by SANDAG, CBOs will be provided with resources to engage their communities in the planning process and tasked with implementing outreach programs appropriate to their community context. The primary goal of the Community-Based Partnership Grant program is to engage and encourage diverse, inclusive, and active public participation from stakeholders in specific communities who traditionally may not have been involved in regional public policy planning processes (e.g., low-income, seniors, minorities, persons with disabilities, and other identified populations). Approximately ten CBOs will form the Community-based Partnership Network, working closely with SANDAG staff on the development of involvement techniques in coordination with other agency public involvement activities being undertaken to help prepare the regional plan.

2.4.5 Web-Based Interactive Communications

SANDAG will take advantage of a variety of web-based opportunities to provide information and solicit public involvement in the plan development process. Initial activities will include those listed in the first section below. In addition, SANDAG may draw from a menu of additional web-based opportunities (listed in the second section below) for the public to engage in the planning process and provide input. Online opportunities will be translated into additional languages as needed.

SANDAG will conduct the following web-based public outreach activities:

- *Regional Plan Web site*
The Regional Plan Web site will be the primary portal for all public information about the project. It will include project information, downloadable public information materials, and electronic versions of project documents. The public will have the opportunity to submit comments through the Web site, take online surveys, and sign up for the e-newsletter. Online regional plan social media also will be linked to the Web site.
- *E-mail Updates*
SANDAG will send regular e-mail updates to a list of all interested stakeholders, informing them about the ongoing process, upcoming meetings and milestones, and opportunities to take part in the development of the plan.
- *Social Media*
Regional plan pages on Facebook, Twitter, Pinterest, and YouTube will be created to provide information to stakeholders and to receive comments. The regional plan YouTube channel will include project videos, TV news coverage about the plan and public involvement process, and videos of public meetings (if available). Twitter can be used by the public to submit comments and ideas that SANDAG can keep track of through the use of hashtags. Facebook can be used for more content-rich posts and to promote events and opportunities for public involvement. The Pinterest page will be a place to share visual inspiration and ideas for San Diego's future.
- *Visualizations*
The project team will create visualizations to assist in the planning process, as well as to make the concepts explored in the plan more accessible and easier to understand for the general public. Those visualizations will be placed on the Web site.

In addition, SANDAG may pursue a variety of other web-based public outreach opportunities, possibly including some of those listed below, or others not yet determined:

- *E-newsletter*
A regular e-newsletter to stakeholders who opt into the regional plan interest list could include project updates, promote opportunities for public involvement, provide a calendar of upcoming events, and feature links to the online survey and social media.
- *Web surveys*
SANDAG may develop a series of electronic surveys that could be taken via the Web site. These surveys will be posted on the Web site throughout the plan development process. While not scientific, these surveys could provide an interactive way for the public to share opinions and give SANDAG a “snapshot” of what visitors to the Web site are interested in. The surveys could be linked to e-newsletters, promoted in written materials and via the media, and used as an interactive experience at community events.
- *Virtual Public Workshops*
Public workshops and open houses will be conducted at key milestones in the process to provide information and seek input. Some members of the public may not be able to attend the workshops in person or may prefer to participate in a different way. Therefore, online public workshops may be offered via The Regional Plan Web site. These virtual workshops will be available for a finite time (e.g., during the public comment period for the environmental document), and comments submitted would become part of the public record. Participants would be provided with project information via video, online versions of handouts and graphics, and/or online presentations. A user-friendly online system for submitting comments would be developed to make the process as simple as possible for stakeholders who wish to utilize this feature.

2.4.6 Media

SANDAG will utilize print, broadcast, and online media to communicate information to a broad audience and promote opportunities for the public to get involved.

- *Reporter Briefings*
SANDAG will host briefings for reporters covering the regional plan development process to inform them of the plan and its purpose, and ensure they are made aware of the various efforts to engage the public in the plan’s development.
- *Distribute regular press releases/media alerts to local and regional media*
To promote awareness among the media and foster accurate news coverage, press releases and agenda information will be distributed to local and regional media outlets, including print, broadcast, and online media. Reporters will be kept updated on the development and key milestones of the regional plan. A media list is included as Appendix A.
- *Press Conferences/Media Availability*
SANDAG will coordinate press conferences and media availability opportunities as needed. Press conferences will be convened to promote unique and newsworthy milestones and events. Media availability of SANDAG officials will be coordinated after key decision-making milestones.

- *Pursue Editorial Opportunities*
SANDAG will seek opportunities to submit editorial comment about the regional plan at milestones throughout the plan development process. For example, an op-ed authored by the chair of the SANDAG Board may be submitted at the launch of the public involvement process to emphasize the importance of public input in the development of the plan.
- *Paid Media*
When appropriate, SANDAG will utilize paid media to promote the planning process and opportunities for public engagement. This may include print advertising, public service announcements on broadcast media, and online advertising that links back to the Regional Plan Web site. Paid media buys will be leveraged for additional coverage whenever possible.
- *Cultivate a Media Partnership*
SANDAG will explore the possibility of cultivating a media partnership with a local news outlet. This partnership may include exclusive content for the outlet, joint promotions of events and involvement opportunities, and paid media opportunities.
- *Utilize SANDAG Board Members as Media Ambassadors*
SANDAG will work with Board members to serve as media ambassadors for the regional plan. Board members may be asked to discuss the regional plan in media interviews, on morning TV and radio shows, and author editorial commentary.
- *Outreach via Trade Publications and Stakeholder Newsletters*
SANDAG will work to place articles about the regional plan, its development, its content, etc., in related trade publications locally, as well as statewide and nationally. SANDAG also will seek to place notices and articles in the newsletters and other communications of various interested stakeholders, including civic organizations, advocacy groups, as well as business and professional organizations.

3.0 SOCIAL EQUITY, ENVIRONMENTAL JUSTICE, AND COORDINATION WITH OTHER AGENCIES/GOVERNMENTS

3.1 Social Equity and Environmental Justice

Roads, freeways, and other transportation infrastructure can have a significant effect on the quality of life for a region's residents by shaping access to housing, jobs, services, and recreational opportunities. Achieving social equity and environmental justice in the context of creating a comprehensive plan for the region is a major goal of SANDAG. It requires making investments that provide all residents, regardless of age, race, color, national origin, income, or physical ability, with opportunities to work, shop, study, be healthy, and play. Without proper planning and development, transportation systems can degrade the quality of life in communities. In addition, the construction of roads, freeways, and rail transit systems has sometimes placed health burdens on many lower-income and minority communities. At times, new transportation projects have physically divided communities or impacted access to community services, resulting in long-lasting social and economic costs. It is important to understand the impacts of transportation and other infrastructure investments on our most vulnerable communities in order to better plan for the future. For these reasons, environmental justice principles and social equity goals will be an important consideration in the regional plan development process. Promoting social equity and environmental justice in regional planning efforts requires involvement from a wide variety of communities and stakeholders.

The regional plan PIP incorporates a number of techniques for SANDAG to reach low-income and minority groups and others that may face challenges participating in the planning process (such as non-English speakers, individuals with disabilities, and the elderly) to ensure that benefits and burdens are distributed equitably in the region. These techniques include multilingual outreach, public participation conducted in collaboration with community-based partner organizations, and community planning events that will reach out to communities with high concentrations of low-income or minority residents. SANDAG also will target organizations and media outlets representing these communities in order to provide regional plan information, solicit participation and input, and provide a means for communicating with members of these communities. Lists of these organizations and media outlets are included in the media list (Appendix A) and stakeholders list (Appendix B), and will be supplemented while the regional plan is under development based on requests from the public and SANDAG awareness of organizations that should be included.

The PIP complies with SANDAG Board Policy No. 025, Title VI of the federal Civil Rights Act of 1964 (42 U.S.C. 2000d), the Americans with Disabilities Act (as defined in Title 49, Part 37, of the United States Code), Executive Order 12898 on Environmental Justice, Executive Order 13166 on Limited English Proficiency, and other relevant laws and guidance to ensure consideration of social equity, environmental justice, and accessibility. SANDAG is committed to ensuring that no person is excluded from participation in, denied the benefits of, or discriminated against under its projects, programs or activities on the basis of race, color, creed, national origin, sex, age, or disability as provided in state and federal law.

Consistent with U.S. Department of Transportation guidance, SANDAG has developed a Language Assistance Plan (LAP) in order to ensure meaningful input opportunities for persons with limited English proficiency. The SANDAG LAP is available on the SANDAG Web site and calls for SANDAG to translate certain vital documents such as public notices into Spanish. SANDAG may, at its discretion, translate documents into additional languages if the nature of the document and the character of the document's target audience justify additional translation. The LAP provides further guidance for serving limited English-speaking populations.

3.2 Tribal Consultation

SANDAG has implemented a government-to-government framework with the tribal nations in the region based on consultation, cooperation, and collaboration. Tribal nations now have a voice in the decision-making process in regional planning. Through the structure in place which is outlined in the SANDAG PPP, a Tribal Consultation Plan for the regional plan has been developed (attached as Appendix C). Ideas were first formulated at a collaborative staff level between the Southern California Tribal Chairmen's Association (SCTCA) and SANDAG. Various outlines for a possible plan were presented to the tribal leaders in the region at a special workshop in fall 2012. The tribal leadership discussed the options, drew on their own experiences in other consultation processes, and developed a consultation plan that meets their needs. The plan includes: a set of information sessions to clarify the current RCP and 2050 RTP/SCS elements to the tribes, a survey to all tribal nations on the issues of importance to them, a set of policy workshops on the resulting priority areas, the development of a position paper that outlines the tribal perspective on regional issues based on the results of the workshops, and a Regional Tribal Summit between the SANDAG and SCTCA Boards to determine areas of cooperation and concern. The Interagency Technical Working Group on Tribal Transportation Issues will provide direct input at key stages of the transportation

planning process. It also will provide recommendations to the SCTCA, which will, in turn, provide its input to the SANDAG Transportation Committee for inclusion in the regional plan.

3.3 Coordination with Mexico

SANDAG will coordinate with Mexico through the SANDAG Board of Directors, the Borders Committee, the Transportation Committee, and COBRO, as well as other groups conducting binational work and groups and organizations based in Mexico. SANDAG will engage these groups and conduct other outreach efforts, as needed, to include joint U.S.-Mexico planning collaboration. Some of these efforts will be conducted in Spanish and/or simultaneous translation services will be made available.

3.4 Coordination with California Metropolitan Planning Organizations, Air Quality, and Regional Transportation Planning Agencies

SANDAG will collaborate and exchange information with the Southern California Association of Governments, other metropolitan planning organizations, and regional transportation planning agencies, as well as the California Air Resources Board, on the GHG emission reduction target-setting process and other SB 375 efforts. SANDAG will carry out air quality planning mandates in cooperation with the San Diego County Air Pollution Control District, including conducting interagency consultation for air quality conformity. In addition, SANDAG will coordinate with member agencies and other local governments to disseminate information about the plan development process and encourage public participation.

4.0 PUBLIC INVOLVEMENT PLAN ASSESSMENT

To assess the effectiveness of the regional plan PIP, SANDAG will analyze the results of public involvement efforts conducted at key milestones in the plan development process. These reviews will help SANDAG evaluate public involvement strategies and techniques, and make adjustments as needed. These reviews will include:

- A summary of all outreach efforts and input received
- A qualitative assessment of how effective the efforts to obtain input were (i.e., audiences or stakeholders reached, the type of input provided by the stakeholders needed for development of the regional plan, etc.)
- A quantitative assessment of the public involvement plan, including the number of meetings/presentations/events participated in, website hits, number of survey responses, approximate number of people reached, number of comments received, and number of media contacts/amount of media coverage

5.0 CONNECT WITH SANDAG

SANDAG is committed to a public involvement plan that includes opportunities for interaction with the Board of Directors, other elected officials, local planning and public works directors, business, community, and education leaders, other key stakeholders, and the general public. Public workshops, meetings, and other outreach efforts provide forums for input and feedback on SANDAG policy, program, project, and funding decisions.

Contact Our Public Information Office

The Public Information Office is open 8 a.m. to 5 p.m., Monday through Friday. You can reach the Public Information Officer by phone at (619) 699-1950, by e-mail at pio@sandag.org, or by visiting the SANDAG Public Information Office at 401 B Street, Suite 800, San Diego, CA 92101.

Get on Our Contact Lists

SANDAG maintains e-mail and mailing lists so we can provide information to those who request it. Contact SANDAG at pio@sandag.org or (619) 699-1950 and let us know when you want to hear from us.

Visit SANDAG.org

The comprehensive SANDAG Web site is your resource for regional information, project updates, meeting schedules and agendas, and reports and other publications. SANDAG periodically posts surveys and promotes opportunities for online input.

View Our Calendar

Visit sandag.org/calendar for a comprehensive monthly calendar of all Board of Directors and Policy Advisory Committee meetings, working group meetings, ad hoc meetings, public workshops, and more. These meetings are open to the public and agendas are typically posted seven days in advance of the meeting.

Listen Live to SANDAG Meetings

Most SANDAG Board and Policy Advisory Committee meetings are broadcast via a live audio stream on the sandag.org home page. For a complete list of meetings, dates, times, and agendas, visit sandag.org/meetings.

Sign Up to Receive rEgion

To subscribe to rEgion, the SANDAG free monthly e-newsletter, go to sandag.org and enter a valid e-mail address in the box at the bottom left corner of the page. Each month you will receive information to keep you updated on what's happening in the San Diego region with regard to transportation planning and construction, environmental management, housing, open space, growth, energy, criminal justice, binational topics, and more. To read the latest edition of rEgion, visit sandag.org/region.

Connect with Us Through Social Media

Stay informed and get involved in the region's decision-making process. Find us on Facebook at SANDAGRegion, follow us on Twitter @SANDAG, and subscribe to our YouTube channel at SANDAGRegion.

Visit Our Additional Websites

KeepSanDiegoMoving.com

511sd.com

511sd.com/icommuter

511sd.com/fastrak

511sd.com/compass

Southbayexpressway.com

APPENDIX A: Regional Plan Media List

This list is intended to give a general sense of the media outlets SANDAG will disseminate information to regarding the regional plan development process and public involvement opportunities. It will grow and evolve over time. Any additional media organizations identified during the process that may be interested in the regional plan will be added.

San Diego County Media Outlets

Alpine Sun	Fox 5 News
American Chinese Times	Gay + Lesbian Times
Asia Media	Good News, Etc.
Asian Journal	Heartland News
Associated Press	Hi Sierran
Beach & Bay Press	Hispanos Unidos
BIA Builder Update Magazine	Imperial Beach Eagle & Times
Biz San Diego	Indian Voices
Borrego Sun Business Action	Informant
Cal Regions	Julian Journal
Carlsbad Business Journal	Julian News
Carlsbad Patch	KBNT TV Channel 17
Carlsbad Sun	KBZT FM
Carmel Valley News	KCBQ AM
Chinese News	KCEO AM
Clairemont Community News	KCR AM
CNS City	KECR AM
Coast News	KECY TV Channel 9
Convisions	KFMB AM
Coronado Eagle & Journal	KFMB FM
Coronado Lifestyle Magazine	KFMB TV
CTN County Television Network	KFSD AM
CW6	KGB FM
Daily Journal	KGFN FM
Daily Transcript	KGTV Channel 10
Del Mar-Carmel Valley Patch	KHTS FM
Del Mar Times	KICO AM
Del Mar Village Voice	KIFM FM
Diamond Gateway Signature	KIOZ FM
Diario San Diego	KKSM AM
East County Californian	KLNV FM
East County Gazette	KLQV FM
East County Herald News	KLSD AM
East County News	KMYI FM
El Latino	KNSD TV (NBC 7/39)
El Semanario Deportivo	KOGO AM
Enlace S. D. California Examiner	Korea Times
Fact Magazine	KOXM TV
Filipino Press	KPBS FM

KPBS TV - S.D.S.U.	Rancho Santa Fe Review
KPRI FM	Rental Owner
KPRZ AM	San Diego AP
KQVO FM	San Diego Business Journal
KROP AM / KSIQ FM	San Diego Christian Examiner
KSCF FM	San Diego Channel
KSDO AM - Hi Favor	San Diego City Beat
KSDS FM	San Diego Commerce
KSON FM	San Diego Community Newspaper Group
KSWB/ Fox 5 News	San Diego Daily Transcript
KURS AM	San Diego Downtown News
KUSI TV	San Diego Family Magazine
KUSS FM	San Diego Home/Garden & Lifestyles
KWST AM/KMXX FM/KSEH FM	San Diego Jewish Journal
KXO AM/FM	San Diego Lawyer
KYXY FM	San Diego Living
La Jolla Light	San Diego Magazine
La Jolla Patch	San Diego Metro Weekly
La Jolla Village News	San Diego Metropolitan
La Opinion	San Diego Metropolitan Uptown Examiner
La Prensa San Diego	San Diego Monitor News
La Sonrisa Latina	San Diego News
Lemon Grove Patch	San Diego Newslines
Mercury News	San Diego Reader
Mira Mesa/Scripps Ranch Sentinel	San Diego Seniors
Mission Times Courier	San Diego Sun
Mission Valley News and Views	San Diego Uptown News
Navy Dispatch	San Diego Voice & Viewpoint
NBC 739	San Diego's Learning Channel
North County Insider	San Marcos/Vista News
North County Times	San Marcos Sun
North County Voice	Santee Patch
North Park News	San Vicente Valley News
Oceanside Magazine	Sentinel Magazine
Peninsula Beacon	Solana Beach Sun
Philippine Mabuhay News	Star News
The Philippines Today	Tieng Viet San Diego
Pomerado Newspaper Group	Tierra Times
Poway Patch	Today's Local News
Presidio Sentinel	Tribal TANF newsletter
Prime News	Uptown-Marquee
Ramona Home Journal	U-T San Diego
Ramona Patch	Valley Roadrunner
Ramona Sentinel	Views
Rancho Bernardo News Journal	Village News
Rancho Bernardo Sun	Vista Sun
Ranch & Coast Magazine	Voice of San Diego
Rancho Santa Fe News	We Chinese In America

We Chinese In America Weekend
XDTV 13
XEPE AM
XETV 6 The CW
XEWT Televisa
XHAS Telemundo 33 News
XHRM FM
XHTY Uniradio

XHTZ FM
XPRS FM
XLNC FM
XLTN FM
XPRS AM
XSUR
XTRA FM
ZETA

Orange and Riverside County Media Outlets

Los Angeles Times – zoned editions
Orange County Business Journal
Orange County Register
Riverside Press Enterprise
The Californian

Imperial County Media Outlets

Imperial Valley Press

Tijuana Media Outlets

Baja Times
El Mexicano
El Sol de Tijuana
En Linea Tijuana
Frontera
La Prensa
Mi Enlace
Periodico El Latino
Tijuana Press
Zeta Tijuana

APPENDIX B: Regional Plan Stakeholders List

This list is intended to give a general sense of the stakeholders SANDAG will seek to involve in the process of developing the regional plan. The list includes individuals and organizations that expressed interest during the initial outreach process that SANDAG conducted to inform the writing of this PIP, as well as those involved in the development of the 2050 Regional Transportation Plan and other outreach efforts SANDAG has conducted. This list should be considered partial, and it will grow and evolve over time. Any additional stakeholders identified during the process that may be interested in the regional plan will be added to this list.

AARP San Diego
Able-Disabled Advocacy
Accessible San Diego
Access to Independence
Adams Avenue Business Association
All Congregations Together
Alliance for Habitat Conservation
Alpha Project
Alpine and Mountain Empire Chamber of Commerce
Alta Planning & Design
Alzheimer's and Aging Research Center
American Institute of Architects, San Diego
American Institute of Architects, San Diego, Urban Design Committee
American Lung Association of San Diego
American Planning Association, San Diego Section
American Society of Landscape Architects
Apartment Consultants Inc.
Asian Business Association of San Diego
Asset Management Group
Associated General Contractors of America
Association of Environmental Professionals San Diego
Automobile Club of Southern California
Azalea Park Neighborhood Association
Bankers Hill/Park West Community Association
Barratt Group
Barrio Logan College Institute
Barrio Logan Project Area Committee
Bayside Community Center
Bayview Community Development Corporation
BIOCOM
Black Mountain Ranch Community Planning Group
Bonita Business and Professional Association
Bonsall Chamber of Commerce
Bonsall Community Sponsor Group
Borrego Springs Chamber of Commerce
BRIDGE Housing Corporation - Southern California
Bronze Triangle CDC
Brookfield San Diego Holdings

Building Industry Association San Diego
Building Owners and Managers Association
California Air Resources Board
California Center for Sustainable Energy
California Coastal Coalition
California Department of Housing and Community Development
California Department of Transportation
California Native Plant Society San Diego
California Nevada Cement Association
California Sustainability Alliance
California Trucking Association
CALPIRG
Cal-Prop Investments & Management
Campaign for Affordable Housing
Capital Growth Properties Inc.
Cardiff-By-The-Sea Chamber of Commerce
Carlsbad Chamber of Commerce
Carmel Mountain Ranch Community Committee
Carmel Valley Community Planning Board
Carmel Valley NOW!
Casa Familiar
Cassidy Turley BRE Commercial
Catalyst Network
CB Richard Ellis Inc.
CDC Commercial Real Estate
Center for Supportive Housing
Center on Policy Initiatives
Centre City Advisory Committee
Century 21 Horizon
Cherokee Point Neighborhood Association
Chicano Federation
Chula Vista Chamber of Commerce
Chula Vista Community Collaborative
Chula Vista Growth Management Oversight Committee
Citizens Coordinate for Century 3
City Heights Business Association
City Heights Community Development Corporation
City Heights PAC
City of Carlsbad
City of Chula Vista
City of Coronado
City of Del Mar
City of El Cajon
City of Encinitas
City of Escondido
City of Imperial Beach
City of La Mesa
City of Lemon Grove

City of National City
City of Oceanside
City of Poway
City of San Diego
City of San Marcos
City of Santee
City of Solana Beach
City of Vista
City of San Diego Disabled Services Advisory Council
City/County Reinvestment Task Force
CityMark Development
Civic San Diego
Clairemont Town Council
Coalition of Neighborhood Councils
College Area Community Planning Board
Colliers International
Commercial Facilities Inc.
Community Associations Institute, San Diego Chapter
Community Catalysts of California
Community HousingWorks
COMPACT
ConAm
Consulate General of Mexico
Corky McMillin Companies
Cornerstone Property Management
Coronado Chamber of Commerce
Corporation for Supportive Housing
County and City Libraries
County of San Diego
County of San Diego Department of Public Works
County of San Diego Health and Human Services Agency
Covey Commercial
CrossBorder Business
Cushman & Wakefield, Inc.
CW Clark
Deaf Community Services
Del Mar Chamber of Commerce
Del Mar Mesa Community Planning Board
Department of Defense
Department of Homeland Security
Dimex Freight
Dole Food Company
Downtown San Diego Partnership
DR Horton
Eagle Aggregates
East County Action Network
East County Economic Development Corporation
Eastern Area Communities Planning Committee

ECP Commercial
El Cajon Business Improvement Association
El Cajon Community Collaborative
El Cajon Community Development Corporation
Elder Housing Complexes
Encanto Neighborhoods Community Planning Group
Encinitas Chamber of Commerce
Endangered Habitats League
Environmental Health Coalition
Environmental Protection Agency
Equinox Center
Escondido Chamber of Commerce
Environmental Science and Policy - UCSD
Evanco Realty Advisors Inc.
Fairmont Park Neighborhood Association
Fallbrook Chamber of Commerce
Family Health Centers of San Diego
Family Resource Center
FedEx Corporation
Federal Highway Administration
Filipino-American Chamber of Commerce of San Diego
Friends of Adult Day Health Care Centers
Friends of Rose Canyon
Friends of Tecolote Canyon
Friends of the San Diego River Mouth
Federal Transit Administration
Gaslamp Quarter Association
Gateway Property Management
Golden Hill Community Development Corporation
Golden Triangle Chamber of Commerce
Greater Clairemont Chamber of Commerce
Greater Clairemont Mesa Chamber of Commerce
Greater Golden Hill CDC
Greater Golden Hill Planning Committee
Greater San Diego Business Association Gay and Lesbian Chamber of Commerce
Green Campus Program - UCSD
Grossmont Cuyamaca Community College District
Hallmark Communities
HNTB Corporation
Housing Development Partners of San Diego
I Love A Clean San Diego
IBI Group
ICLEI – Local Governments for Sustainability USA
International Energy Agency
Imperial Beach Chamber of Commerce
Imperial County
Industrial Environmental Association of San Diego
Inland Pacific Commercial Properties

International Rescue Committee, San Diego
International Union of Operating Engineers Local 12
Investment Property Management Group Inc.
Irving Hughes
It's How We Live
J. Whalen and Associates
Jacobs Family Foundation
JHD Planning
Jones Lang LaSalle
Julian Chamber of Commerce
Justice Overcoming Boundaries
Juvenile Diabetes Association of San Diego
Kearny Mesa Planning Group
Kensington-Talmadge Business Association
Ken-Tal Planning Committee
Kimball Elementary School
KM Realty Inc.
La Jolla Community Planning Association
La Jolla Golden Triangle Rotary Club
La Jolla Shores Association
La Jolla Town Council
La Jolla Traffic and Transportation Board
La Jolla Village Community Council
La Maestra Community Health Centers
La Mesa Chamber of Commerce
Laborers International Union
Lakeside Chamber of Commerce
Local Agency Formation Commission
League of Conservation Voters, San Diego
League of Women Voters
Ledford Enterprises, Inc.
Lee and Associates, Inc.
Lemon Grove Chamber of Commerce
Linda Vista Collaborative
Linda Vista Community Planning Committee
Little Italy Association
Little Italy Residents Association
MAAC Project
Meissner Jacquet Investment Management Services
Melroy Property Management
Metropolitan Transit System
Mid-City Community Action Network
Mid-City Rotary Club
Midway Community Planning Advisory Committee (North)
Mira Mesa Chamber of Commerce
Miramar Ranch North Planning Committee
Mission Beach Town Council
Mission Hills Town Council

Mission Valley Unified Planning Organization
Move San Diego
NAIOP Commercial Real Estate Development Association - San Diego
National City Chamber of Commerce
National City School District
National University System Institute for Policy Research
Navajo Community Planners, Inc.
Neighborhood House Association
North Bay Redevelopment PAC
North County Transit District
North Park Community Association
North Park Main Street
North Park Planning Committee
Ocean Beach Community Development Corporation
Ocean Beach Town Council
Oceanside Chamber of Commerce
Oceanside Planning Commission
Old Town Community Planning Committee
Old Town San Diego Chamber of Commerce
Otay Mesa Chamber of Commerce
Otay Mesa Nestor Community Planning Group
Otay Mesa Planning Group
Pacific Beach Community Planning Committee
Pacific Beach Town Council
Pacific Coast Commercial
Paradise Valley Hospital
Parent Institute for Quality Education (PiQUE)
Peninsula Chamber of Commerce
Peninsula Community Planning Board
Penn State University
Point Loma Association
Poway Chamber of Commerce
Prescott Companies
Professional HOA Consultants, Inc.
Psomas Engineering
Radelow Gittins Real Property Management, Inc.
Rail America
Ramona Chamber of Commerce
Rancho Bernardo Planning Community
Rancho San Diego - Jamul Chamber of Commerce
Rancho Santa Fe Association
Rapid Transfer Xpress
RBF Consulting, Inc.
Regional Task Force on the Homeless
Sabre Springs Planning Group
Samahan Community Health Center
San Diego American Planning Association
San Diego and Imperial Counties Labor Council, AFLCIO

San Diego Apartment Association
San Diego Archaeological Society
San Diego Association of Realtors
San Diego Audubon Society
San Diego Bicycle Coalition
San Diego Business Improvement District Council
San Diego Canyonlands
San Diego Capital Collaborative
San Diego County Air Pollution Control District
San Diego City College Associated Students
San Diego Coastal Chamber of Commerce
San Diego Coastkeeper
San Diego Community Housing Corporation
San Diego Convention & Visitors Bureau
San Diego Convention Center Corporation
San Diego Council of Design Professionals
San Diego County Aging and Independence Advisory Council
San Diego County Archaeological Society
San Diego County Bicycle Coalition
San Diego County Farm Bureau
San Diego County Hispanic Chamber of Commerce
San Diego County Regional Airport Authority
San Diego County Taxpayers Association
San Diego County Water Authority
San Diego Countywide Alliance of Tenants
San Diego Downtown Partnership
San Diego East County Chamber of Commerce
San Diego Fair Housing Council
San Diego Foundation
San Diego Habitat for Humanity
San Diego Housing Commission
San Diego Housing Federation
San Diego Interfaith Housing Foundation
San Diego Jewish Chamber of Commerce
San Diego Local Initiatives Support Corporation
San Diego North Chamber of Commerce
San Diego North Convention and Visitors Bureau
San Diego North Economic Development Council
San Diego Organizing Project
San Diego Redevelopment Agency
San Diego Regional Center
San Diego Regional Chamber of Commerce
San Diego Regional Economic Development Corporation
San Diego Regional Sustainability Partnership
San Diego River Coalition
San Diego River Conservancy
San Diego River Park Foundation
San Diego Senior Games Association

San Diego Sierra Club
San Diego State University Center for Regional Sustainability
San Diego Unified Port District
San Diego Urban Economic Corporation
San Diego Urban League
San Diego Workforce Partnership
San Diego World Trade Center
San Diego Youth and Community Services
San Dieguito River Park
San Marcos Chamber of Commerce
San Ysidro Business Association
San Ysidro Chamber of Commerce
San Ysidro Community Planning Group
Santee Chamber of Commerce
Scripps Health
Scripps Miramar Ranch Planning Group
SDSU Associated Students
SDSU City Planning Department
Sempra Utilities
Senior Community Centers
Serra Mesa Planning Group
Shea Homes
Sherman Heights Community Center
Skyline-Paradise Hills Planning Committee
Social Services Transportation Advisory Council
Save Our Forest and Ranchlands
Solana Beach Chamber of Commerce
Solar Turbines
South Bay Community Services
South County Economic Development Council
Southeastern San Diego Planning Group
Southern California Housing Development Corporation
Southern California Tribal Chairmen's Association
Southwestern College
Spectrum Management
Spring Valley Chamber of Commerce
Spring Valley Youth and Family Coalition
St. Vincent de Paul
State Farm Insurance
Student Sustainability Collective - UCSD
Sunrise Property Management
Surfrider Foundation
Sustainable SDSU
Sweetwater ASB
Teamsters Union
Teralta West Neighborhood Alliance
The Accretive Group of Companies
The CSA Edge

The Nature Conservancy, San Diego Office
The Olson Co.
Tierrasanta Community Council
Torrey Hills Community Planning Board
Torrey Pines Community Planning Board
Torrey Pines Property Management Inc.
Transcore
Transit Alliance for a Better North County (TABNC)
Transportation Corridor Agency
Trilar Management Group
U.S. Green Building Council
UCSD Associated Students
UCSD Sustainability Solutions Institute
UCSD Systemwide Sustainability
UCSD Urban Studies and Planning Department
UCSD, Transportation Services
ULI San Diego/Tijuana Chapter
Union of Pan Asian Communities
University City Community Association
University City Community Planning Group
University City Planning Group
University Heights Community Association
Uptown Planners
Urban League
URS Corporation
U.S. Department of Defense
U.S. Department of Transportation
U.S. Environmental Protection Agency
USD Sustainability Program
Valley Center Chamber of Commerce
Valley Center Community Planning Group
Veteran Affairs San Diego Healthcare System
Vista Chamber of Commerce
Voit Companies
Wakeland Housing & Development Corp.
Walk San Diego
Watco Companies
Winzler and Kelly
Women in Transportation Seminar
Worldtrans

APPENDIX C:
SANDAG REGIONAL PLAN
TRIBAL CONSULTATION PLAN

1. Tribal Conference on RCP/2050 RTP/SCS

- Convene an informational conference on the content of the Regional Comprehensive Plan (RCP) and the 2050 Regional Transportation Plan (RTP) for all of the tribal nations in the region;
- The purpose of this conference would be to provide tribes in the region an opportunity to become familiar with what is in the existing plans and understand how the region views the role of tribes;
- Tribal nations would like to have available subject experts from SANDAG to cover their area of expertise and answer questions.

2. Survey on Tribal Policy Issues and Planning

- Based on discussions at the conference, staff from SCTCA and SANDAG will develop a survey to distribute to all tribal nations on potential policy areas to discuss for the development of the Regional Plan, including transportation issues;
- Survey instrument will be taken to the SCTCA Board for approval;
- Survey will be distributed to Tribal Offices and each tribe will determine how to gather the information from each tribe;
- Survey results will be collected and compiled for the SCTCA and Borders Committee to discuss.

3. Technical Workshops on Identified Policy Areas

- Based on the survey results, the SCTCA will determine as a board the type and number of meetings and workshops necessary to discuss the tribal perspective on policy areas of the Regional Plan;
- SANDAG and SCTCA staff will develop a schedule, based on recommendations from the SCTCA and Borders Committees;
- The structure and participants for these workshops will be determined by the SCTCA Board and each tribal nation. Some workshops may be among tribal leaders, while other will include tribal experts in a designated policy area, or both.

4. Tribal Transportation Working Group

- On a parallel track, the Working Group will work on the transportation elements of the Regional Plan;
 - The Working Group will provide input into the development of each stage of the Plan and provide guidance to the SCTCA Board and tribal nations;
 - At key decision-making points the Working Group will provide recommendations to the SCTCA for tribal consideration and relay this input to the Transportation Committee through their representation on that Policy Advisory Committee.
 - The Working Group will provide a forum for action related to the transportation issues in the Regional Plan, including the inclusion of Long Range Tribal Transportation Plans in the Regional Plan.
-

5. Develop Tribal Policy Paper for Regional Plan

- Based on the outcomes of the series of workshops, SANDAG/SCTCA staff prepare a policy paper on the tribal perspective for the Regional Plan;
- The paper will be taken to the SCTCA Board and Borders Committee for review and comment.
- Elements of the tribal policy paper will be incorporated into related areas of the Regional Plan.

6. Convene San Diego Regional Tribal Summit

- At a timely and meaningful moment in the process of developing the Regional Plan, the San Diego Regional Tribal Summit will be convened between the Boards of SANDAG and the SCTCA to discuss key policy issues for inclusion in the Regional Plan and a potential collaborative agenda.
 - The strategic actions agreed upon in the Summit will be included in the Regional Plan, as well as issues of concern to tribal nations.
-

Draft Regional Plan Public Involvement Plan (PIP) Comments and Responses

No.	Date	Form	Name/Agency	Comment	Response	Section
	1/22/13	Email	Erik Tilkemeier JKA Group	Identify and utilize informal communication networks in the San Diego region to engage the public	Social media, Web-based outreach, and the PIP's Community-Based Partnership Network (Section 2.4.4) are aimed at drawing in this larger audience.	Sections 2.4.4 and 2.4.5
	1/22/13	Email	Lynda Barbour , Director of Field Advocacy, American Cancer Society Cancer Action Network, Inc.	1 - Use lay health advisors to convene people who have not traditionally been involved. 2 – Add Public Health Stakeholders Working Group to stakeholders list 3 - Document and address public comments received during the public involvement process.	1 - The Community-Based Partnership Network (Section 2.4.4) will reach out to critical communities of concern. 2 – Language was added (Section 2.4.3) to include all SANDAG working groups. 3 – PIP (Section 2.3) calls for documenting and addressing public input.	Sections 2.3, 2.4.3 and 2.4.4
	1/24/13	Letter via email (See attached letter)	Jim Varnadore	1 – In paragraph 2.1, insert a second bullet saying: Agencies providing services to immigrant and refugee communities 2 – In paragraph 2.4, the fourth bullet should become the first bullet and should then be re-phrased as: Partnership network with Community Planning Groups, especially in areas with significant populations of low-income individuals or of individuals from racial or ethnic minorities. Community Planning Groups in turn should coordinate with community-based organizations. 3 – In paragraph 2.4.1, between the first and second sentences, insert: A stratified random selection will be used to assure that focus group members are chosen from and are representative of all areas of the region. Observing that many citizens, especially low-income citizens do not have electronic access, the public opinion survey will not be restricted to only electronic methods. 4 – In paragraph 2.4.2 and throughout the document, where lists of languages used to distribute information appear, they should include Somali.	1 – The Community-Based Partnership Network (Section 2.4.4) will reach out to immigrant and refugee communities. 2 – Community planning groups and committees are captured under section 2.4.3, under the heading “Presentations to City Councils, the County Board of Supervisors, and Planning Commissions,” and will be a target of the PIP’s outreach program. 3 – This level of detail will be addressed during implementation. 4 – Based on the SANDAG four factor analysis and Language Assistance Plan, Spanish was deemed to meet the language threshold. However, depending on the project and the needs of the surrounding community, translation may be provided in other languages on a case-by-case basis, including Somali. Details are provided in the SANDAG Language Assistance Plan, available online at: www.sandag.org/legal . 5 – See responses to 1 and 2 above. 6 – See response to 1 above. 7 – This level of detail will be addressed at implementation, with a variety of formats being used depending on the audiences and circumstances of public meetings. 8 – See response to 2 above. 9 – The PIP calls for the facilitated outreach program to be available to those interested in participating, including community planning groups.	Sections 2.4.3, 2.4.4, and Appendix B

No.	Date	Form	Name/Agency	Comment	Response	Section
				<p>5 – In paragraph 2.4.3: In the second public outreach bullet, the first sentence should be lengthened by adding: including planning groups, town councils, and other directly elected community bodies, and especially including agencies that provide services to immigrants and refugees.</p> <p>6 – In paragraph 2.4.3, in the third public outreach bullet between “ethnic organizations” and “civic organizations,” insert: agencies that provide services to immigrants and refugees.</p> <p>7 – In paragraph 2.4.3, the fourth public outreach bullet and throughout the document, delete “open house(s)” entirely. All public presentations should be done with an organized staff presentation to the attendees, with time for questions and answers.</p> <p>8 – In paragraph 2.4.3, in the first bullet under other public outreach opportunities, the language should be changed to require notice to all Community Planning Groups, City, and County.</p> <p>9 – In paragraph 2.4.3, the fourth bullet – facilitated outreach – should be interpreted to emphasize input from planning groups.</p> <p>10 – In paragraph 2.4.4, do not make a grant of money to any CBO(s) that cannot show proof that it has (they have) access to a group you seek, down to the names and contact addresses of individuals.</p> <p>11 – In paragraph 2.4.5: Use means other than electronic to reach families with low-incomes, very low-incomes, or extremely low-incomes.</p>	<p>10 – One of the principal selection criteria in the CBO request for proposals was “capacity to convene,” which means the ability to reach those vulnerable populations which are the targets of the program. Those selected showed evidence of their memberships and ability to reach target populations.</p> <p>11 – The Community-Based Partnership Network (Section 2.4.4) will reach out to low income communities through a variety of techniques appropriate to the needs of that audience, most of which are not electronic.</p>	
	2/1/13	Email	Scott Kidwell	Place the plan on the agendas of member agencies for review and comment at an early stage.	The PIP includes presentations to member agencies – city councils and the Board of Supervisors	Section 2.4.3

No.	Date	Form	Name/Agency	Comment	Response	Section
	2/5/13	Email	Connery Cepeda Associate Transportation Planner, Caltrans	Ensure that community stakeholders are not only well informed, but have an opportunity to have their input recognized and incorporated into the regional plan to the maximum extent possible.	The PIP calls for documenting and addressing public comments. The CBO Partner Network is structured so that the community stakeholders are involved early and continuously, providing multiple opportunities for input in a timely and meaningful way through the advocacy and assistance of our community-based partners.	Section 2.3
	2/6/13	Email	Jeanne Brown, Co-President League of Women Voters San Diego	The League of Women Voters of San Diego (LWVSD) has reviewed the Draft Public Involvement Plan (DPIP) for the combined RTP-RCP. The League of Women Voters believes that democratic government depends upon the informed and active participation of its citizens and requires that governmental bodies protect the citizen's right to know by giving adequate notice of proposed actions, holding open meetings, and making public records accessible. To the extent that these "principles" are addressed in the Draft Public Involvement Plan, the LWVSD could support the Plan and urge its full implementation.	The PIP includes public information (written materials, Web site, e-newsletters, public notices and presentations) under "Public Involvement Techniques and Activities." The availability of all materials in easy-to-understand terms with limited jargon, and in a variety of languages and formats as needed also is discussed. The PIP also mentions that materials will be distributed via a range of channels, including electronically; at presentations, meetings, and events; at community locations; and in the media.	Section 2
	2/7/13	Letter sent via email (See attached letter)	Duncan McFetridge, Cleveland National Forest Foundation	1 - The PIP should include details of ongoing litigation challenging the SANDAG 2050 RTP/SCS EIR. 2 - SANDAG should engage in a public peer review process by inviting outside experts chosen from award winning transit-based cities to put on workshops open to the public over the next 12 months. 3 - SANDAG should invite to make presentations to the Board and the public representatives from Metropolitan Planning Organizations throughout California that have successfully integrated land use and transit plans to achieve reductions in GHG emissions. 4- SANDAG should develop and disseminate very early on an alternative integrated land use and transit plan that would result in meaningful GHG reductions through 2050, so as to meet the targets embodied in Executive Order S-3-05s.	1 – The PIP outlines a public outreach plan going forward to develop San Diego Forward: The Regional Plan, a new combined RCP, RTP, SCS. 2 – Peer review will be conducted on performance metrics and evaluation criteria 3 – Language has been added to include exchanging information with other MPOs (Section 3.4) 4&5 – While not specifically addressed in the PIP, these recommendations will be addressed through prior SANDAG Board direction to staff related to the October 2011 approval of the 2050 RTP/SCS, including: • Evaluate alternative land use scenarios as part of the Regional Comprehensive Plan (RCP) update to attempt to address the so-called "backsliding" of greenhouse gas levels between years 2035-2050. • Develop an early action program for projects included in the Regional Bicycle Plan.	Section 3.4

No.	Date	Form	Name/Agency	Comment	Response	Section
				5 - SANDAG should at the outset identify critical modeling assumptions that have the propensity to skew transit ridership and bike, walk and transit mode share models, especially in the designated Urban Area Transit Strategy Plan.	<ul style="list-style-type: none"> • Plan for the broader Active Transportation program, including Safe Routes to School and Safe Routes to Transit, within the next two years. • Implement an action to develop a regional transit-oriented development policy in the 2050 RTP Sustainable Communities Strategy to promote and incentivize sustainable development. • Continue to make enhancements to the travel demand models; the activity-based models currently under development will be “open source” and available for the next RTP update. • Develop a regional complete streets policy within the next two years. 	
	2/7/13	Email	Frank Spitzer	All meetings, (subcommittees, committees and commission hearings) are to be shown live to the public via VIDEO, recorded and archived by date and subject. Presentations are to be archived also.	Added language (Section 2.4.2) indicating that the project team will explore the possibility of adding direct links on the regional plan Web site to audio recordings of key meetings, as well as creating and posting videos of public workshops.	Section 2.4.2
	2/7/13	Letter sent via email (See attached letter)	Elyse Lowe, Executive Director of Move San Diego	<p>1 – SANDAG bloggers would provide useful information to the public</p> <p>2 – Concentrate outreach efforts in Smart Growth Opportunity Areas. Create stakeholder groups in Smart Growth areas where none already exist.</p> <p>3 – Identify stakeholders within the existing SANDAG framework.</p> <p>4 – Review San Diego Foundation’s Greater San Diego Vision Project</p> <p>5 – Focus student outreach on four-year universities</p> <p>6 – Reach out to senior groups and community clinics</p> <p>7 – Update the SANDAG Web site to be more user friendly</p> <p>8 – Include specific items in the project newsletter, particularly project status, upcoming meetings, and summaries of key decisions</p>	<p>1 – See section 2.4.5, Web-based outreach, including specialized outreach tools such as interactive meetings and virtual public workshops.</p> <p>2 – SANDAG staff are identifying transit oriented development areas as part of another program and will conduct outreach to them as individual projects move forward.</p> <p>3 – See PIP section 2.4.3 – working with existing SANDAG working groups, including the Public Health Stakeholders Working Group and the Planning Directors Technical Working Group, as well as CBO network.</p> <p>4 – Will review the information gathered by the Foundation.</p> <p>5 – Will incorporate this level of specificity during implementation of section 2.4.3, which includes “Outreach to/through Local Colleges, Universities, and the Region’s Youth.”</p> <p>6 – The PIP’s methods will reach out to seniors. In addition, the CBO network will outreach to seniors and community clinics.</p> <p>7 – SANDAG is in the process of updating its Web site to be more user friendly.</p> <p>8 – Will address this level of specificity during implementation.</p>	Sections 2.4.5, 2.4.3, 2.4.4,

No.	Date	Form	Name/Agency	Comment	Response	Section
	2/7/13	Email	Jack Carpenter, Architect	Please add to stakeholders list: San Diego Senior Community Centers, St. Paul's Senior Homes and Services, American Society of Landscape Architects and Clairemont Community Planning Group.	San Diego Senior Community Centers has responded to the SANDAG request for proposals for community-based outreach and SANDAG is currently processing that application. St. Paul's Senior Homes and Services is a member of the S.D. Senior Community Centers network. The others have been added to Appendix B.	Appendix B

Attachments: Jim Varnadore letter dated 1/24/13

Duncan McFetridge, Cleveland National Forest Foundation letter dated 2/7/13

Elyse Lowe, Executive Director of Move San Diego letter dated 2/7/13

COMMENTS FROM JIM VARNADORE
1/24/13

Paragraph 2.1: Insert a second bullet, "• Agencies providing services to immigrant and refugee communities"

Paragraph 2.4: the fourth bullet should become the first bullet and should then be re-phrased as:

"• Partnership network with Community Planning Groups, especially in areas with significant populations of low-income individuals or of individuals from racial or ethnic minorities. Community Planning Groups in turn should coordinate with community-based organizations."

Paragraph 2.4.1: Between the first and second sentences, insert:

"A stratified random selection will be used to assure that focus group members are chosen from and are representative of all areas of the region. Observing that many citizens, especially low-income citizens do not have electronic access, the public opinion survey will not be restricted to only electronic methods."

Paragraph 2.4.2 and throughout the document: Where appearing, lists of languages used to distribute information should include Somali.

Paragraph 2.4.3: In the second public outreach bullet, first sentence should be lengthened by adding "including planning groups, town councils, and other directly elected community bodies, and especially including agencies that provide services to immigrants and refugees".

Paragraph 2.4.3: In the third public outreach bullet between "ethnic organizations" and "civic organizations", insert "agencies that provide services to immigrants and refugees,".

Paragraph 2.4.3: The fourth public outreach bullet and throughout the document, delete "open house(s)" entirely. All public presentations should be done with an organized staff presentation to the attendees, with time for questions and answers. Open houses do not let citizens understand and appreciate the complexities of a document of this size and scope.

Paragraph 2.4.3: In the first bullet under other public outreach opportunities, the language should be changed to require notice to all Community Planning Groups, City and County. Planning groups are the chief advisory bodies on land use and transportation matters.

Paragraph 2.4.3: The fourth bullet, facilitated outreach, should be interpreted to emphasize input from planning groups, which are bodies whose members are elected by citizens at large to whom the planning groups are accountable and to de-emphasize input from advocacy groups, which are special interest organizations whose members are not elected by citizens at large and are not accountable to anyone.

Paragraph 2.4.4: I predict you'll be disappointed with what you get from collaboratives if, as it seems, you presume they have access to the specific groups you seek. My experience with them is different. You should not make a grant of money to any CBO(s) that cannot show proof that it has (they have) access to a group you seek, down to the names and contact addresses of individuals.

Paragraph 2.4.5: If you want to reach families with low-incomes, very low-incomes, or extremely low-incomes, electronic means are worthless. Electronic means reach only families of moderate or higher incomes.

Paragraph 2.4.6: If you want to reach ethnic communities, it will be well to provide their media with copy in the language(s) they serve. You should arrange translations yourself rather than rely on media staff to translate complex English language into other languages with smaller vocabularies. This caution affects all the bullets under this section.

Paragraph 4.0: This set of recommendations from me, that you're now reading, is a step in SANDAG's public involvement effort. It occurs at the very first outreach of the plan development process. I predict that nothing in this set of recommendations from me will appear in any assessment SANDAG makes of SANDAG's outreach efforts, nor will any recommendation here be adopted as a step toward a good public involvement plan.

Appendix-B: Some of the agencies you list no longer exist. Some of the agencies that do exist, that you should contact, are not shown in this appendix. A list of the City of San Diego's Community Planning Groups is at: www.sandiego.gov/planning/community/pdf/cpg/contactlist.pdf. I don't know where the County lists its planning committees.



P.O. Box 779 Descanso, CA 91916

www.cnff.org info@cnff.com

www.transitsandiego.org

February 7, 2013

Via Electronic Mail

David Hicks
SANDAG
401 B Street, Suite 800
San Diego, CA 92101

Re: Public Participation Process

We would first like to thank SANDAG for undertaking a public participation process “intended to support the development of the overarching regional plan, creating a variety of opportunities for individuals, organizations, agencies, and other stakeholders to provide meaningful input.” We very much appreciate the opportunity to comment at this early stage.

It should be noted at the outset, however, that with respect to welcoming public involvement in the planning process, perhaps the most well-informed and broad-based public input ever to be received by SANDAG finds no mention in the [January 2013 draft document](#)¹. I refer to the legal action brought against the 2050 SANDAG RTP/SCS EIR by the California Attorney General, Center for Biological Diversity, California Sierra Club and Cleveland National Forest Foundation. Also absent is any reference to the subsequent [validation of the lawsuit underpinnings by the San Diego Superior Court](#)².

The authority underlying these critically important legal documents, as well as the important and detailed planning information contained therein, cry out for the widest possible public dissemination and yet, nowhere do we find mention of them in the draft public involvement plan. Failure to share this valuable planning information or even to mention its existence at the very outset of a so-called public involvement campaign calls into question the intentions of SANDAG --- In other words, is it your goal to simply spread propaganda and deny the failure of the transportation plan that is a foundation of the Regional Plan? Or does SANDAG truly desire to educate and involve the public in this critical planning process? In short unless the educators are themselves willing to be educated by the facts and the evidence of their own planning failures

¹ http://www.sandag.org/uploads/projectid/projectid_428_15385.pdf

² <https://docs.google.com/file/d/0BxdvAym6vs17bHlqRnhGUkdONGc/edit>

and to SHARE that news with the public, it is difficult to avoid the conclusion that SANDAG is operating in bad faith with the public and risks their alienation and mistrust in lieu of their involvement.

Given this abject failure of disclosure, we strongly suggest that to maintain credibility and to promote agency transparency and accountability, SANDAG must unabashedly publish the claims of the RTP lawsuit plaintiffs and the court verdict vindicating these positions. Subsequently, SANDAG must in good faith consider the following suggestions to improve its public involvement campaign:

1. For the sake of public accountability and transparency, SANDAG should engage in a public peer review process by inviting outside experts chosen from award winning transit-based cities to put on workshops open to the public over the next 12 months. Special emphasis should be placed on cities that have achieved high bike, walk and transit mode share or have implemented other creative measures resulting in a marked reduction in GHG emissions.
2. SANDAG should invite to make presentations to the Board and the public representatives from Metropolitan Planning Organizations throughout California that have successfully integrated land use and transit plans to achieve reductions in GHG emissions.
3. SANDAG should develop and disseminate very early on an alternative integrated land use and transit plan that would result in meaningful GHG reductions through 2050, so as to meet the targets embodied in Executive Order S-3-05s.
4. SANDAG should at the outset identify critical modeling assumptions that have the propensity to skew transit ridership and bike, walk and transit mode share models, especially in the designated Urban Area Transit Strategy Plan.

Again, thank you for the opportunity to provide input at this stage of the public involvement planning. With the additional transparency and educational provisions recommended above, we are confident the Regional Plan development process will be able to avoid the fate of the recently overturned RTP.

Sincerely,



Cleveland National Forest Foundation (CNFF)

Duncan McFetridge, Ex Officio



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Elyse W. Lowe
elowe@movesandiego.org

February 7, 2013

Mr. David Hicks, Public Information Officer
San Diego Association of Governments
401 B Street, Suite 800
San Diego, CA 92101

RE: Draft Public Involvement Plan (PIP) Comment Letter

Dear Mr. Hicks:

Thank you for the opportunity to comment on the proposed Public Involvement Plan for the integrated Regional Plan update. Move San Diego, is the public non-profit voice in support of effective and sustainable transportation in the San Diego region. We organize and serve a broad collaboration of people and organizations to prioritize, fund, and implement sustainable, healthy, convenient transportation and related land use solutions. Move San Diego values public participation and community and stakeholder engagement on the benefits of smart land use and transportation options, and how they will result in a more healthy, equitable, livable and vibrant region.

It is of vital importance to further inform and equip the region's residents, and encourage public participation in the planning process. By using technology to reach out to the public in new innovative ways, planning for low income community engagement where there is still a digital divide, and using an ongoing educational program with a marketing appeal can and will help the public understand that their opinion matters in the regional planning process.

We support using the public's tax dollars to create an engaged citizenry, with increased levels of participation in developing a Regional Plan that reflects the public's values for equitable transportation options. . Thus, SANDAG has definitely taken a step in the right direction by proposing many innovative and positive changes to the PIP.

The PIP outlines a number of strategies to further involve already well-established stakeholder groups such as Transportation Agencies and Advocates. However, we suggest the Plan create further strategies intended to reach groups and individuals not acquainted with the regional planning process already. Although the PIP clearly states that it seeks to "reach beyond traditional methods to encourage participation from a wide variety of members of the public" this is not entirely clear under the set of actions listed under the draft PIP.

Move San Diego recommends SANDAG:

- Concentrate on stakeholder outreach in areas where planned and

potential smart growth improvements (Smart Growth Opportunity Areas) are being considered. It is critical to bring the public in early in the process of infill development.

- Where none exist, work with local jurisdictions to create stakeholder groups in the TOD, and planned/existing transit corridors. Other MPOs have successfully created such user groups based on transit geography, and have used those localized groups to help improve outreach to the SANDAG “communities of Concern”. Those groups may eventually become the groups to engage in future transit and TDM revenue measures.
- Identify stakeholder groups within your existing framework:
 - Public Health groups- community clinics, hospitals, etc.
 - Climate- Communicate closely with groups who are concerned with AB 32, SB 375.
 - Senior groups like AARP and Senior Community Centers.
- Review how the San Diego Foundation’s Greater San Diego Vision Project can contribute the valuable opinions of 30,000 regional residents; and determine if any of the methods they used were cost effective enough for SANDAG to use and replicate.

The “Lunch & Learn” sessions listed under the PIP is a very good example of how these different segments should be approached. Thus, SANDAG should develop programs like the “Lunch & Learn” sessions that are catered to a specific demographic of people.

To target university students, SANDAG could focus their attention on major four-year universities and junior colleges in the region. This is important especially the region considers the millennial generation, and their desire to work remotely, have shorter commutes, and live without a car if they are able. Move San Diego recommends SANDAG to establish its presence on the following campuses: the University of California San Diego, San Diego State University, the University of San Diego, California State University, Palomar Community College, Grossmont College, San Diego Miramar College, and San Diego Mesa College. Each campus’ respective office in charge of handing out parking and bus passes is a smart way to reach out to students if at least to give them a link to a website on where they can learn more about engaging in the regional plan. The beginning of each academic session is a good time to have a booth next to the office about the Regional Plan and actively engaging people, taking input and answering their questions.

Similarly, to engage the elderly and low income communities SANDAG needs to proactively go to them. In this case, however, SANDAG has to partner with senior community centers, community clinics, and other low cost health care options to hear what individuals from this sector have to say. A few senior community centers worth mentioning are: the AARP in North Park, the Paradise Community Senior Center in Barrio Logan and the Redwood Club in Balboa Park. SANDAG staff members could hold talks at these centers to both inform and receive input from members about how the Regional Plan can accommodate their needs as well.

Examples of community clinics in San Diego are: La Maestra Family Clinic in City Heights, the Linda Vista Health Care Center in Linda Vista and the Family Health Centers in San Diego network, which is spread out throughout the region. In this case, SANDAG interns could go to these centers

and ask the people in the waiting room to take a survey that would be crafted in such a way that would educate the person taking it about the Regional Plan, while also taking their input.

WEBSITE: Move San Diego requests SANDAG consider improving the navigability and user-friendliness of SANDAG's website and the proposed website for the Regional Plan. SANDAG's current website is non-intuitive, which may make it hard for a first time visitor to navigate and search for information. One way to improve this is to have bigger fonts and to reduce the number of tabs visible on the home page. It would also help if the site did not feel so text heavy by incorporating more images. Changes like these would encourage more casual readers to visit the website and educate themselves, which would also be made much easier if SANDAG created a "Planning 101" tab that explained the planning process through a series of flow charts.

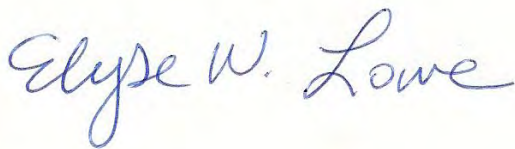
Our last recommendation is to provide more information in the e-newsletter than mentioned in the PIP. The e-newsletter should contain the following:

- Status updates on the development of the Regional Plan,
- An outline indicating when policy decisions will be made, or updates on upcoming policy decisions, goal setting, etc.
- A summary of comments made by the Board at key meetings,

Information that will help the public understand the planning process, as well as the implications that the policy decisions to be made will have on the project.

Thank you once again for this opportunity to voice our concerns and recommendations.

Sincerely,

A handwritten signature in blue ink that reads "Elyse W. Lowe". The signature is written in a cursive, flowing style.

Elyse Lowe
Move San Diego
Executive Director

transportation and related land use solutions. Move San Diego educate the public of the benefits of smart transportation options and how they will result in a more livable and economically vibrant San Diego

Attachment 3 - Regional Plan Stakeholders List

This list, pulled directly from the PIP, is intended to give a general sense of the stakeholders SANDAG sought to involve in the process of developing the Regional Plan. The list includes individuals and organizations that expressed interest during the initial outreach process that SANDAG conducted to inform the writing of the PIP, as well as those involved in the development of the 2050 Regional Transportation Plan and other outreach efforts SANDAG has conducted. This list should be considered partial, as it was intended to grow and evolve over time.

AARP San Diego

Able-Disabled Advocacy

Accessible San Diego

Access to Independence

Adams Avenue Business Association

All Congregations Together

Alliance for Habitat Conservation

Alpha Project

Alpine and Mountain Empire Chamber of Commerce

Alta Planning & Design

Alzheimer's and Aging Research Center

American Institute of Architects, San Diego

American Institute of Architects, San Diego, Urban Design Committee

American Lung Association of San Diego

American Planning Association, San Diego Section

American Society of Landscape Architects

Apartment Consultants Inc.

Asian Business Association of San Diego

Asset Management Group

Associated General Contractors of America

Association of Environmental Professionals San Diego

Automobile Club of Southern California
Azalea Park Neighborhood Association
Bankers Hill/Park West Community Association
Barratt Group
Barrio Logan College Institute
Barrio Logan Project Area Committee
Bayside Community Center
Bayview Community Development Corporation
BIOCOM
Black Mountain Ranch Community Planning Group
Bonita Business and Professional Association
Bonsall Chamber of Commerce
Bonsall Community Sponsor Group
Borrego Springs Chamber of Commerce
BRIDGE Housing Corporation - Southern California
Bronze Triangle CDC
Brookfield San Diego Holdings
Building Industry Association San Diego
Building Owners and Managers Association
California Air Resources Board
California Center for Sustainable Energy
California Coastal Coalition
California Department of Housing and Community Development
California Department of Transportation
California Native Plant Society San Diego
California Nevada Cement Association
California Sustainability Alliance

California Trucking Association
CALPIRG
Cal-Prop Investments & Management
Campaign for Affordable Housing
Capital Growth Properties Inc.
Cardiff-By-The-Sea Chamber of Commerce
Carlsbad Chamber of Commerce
Carmel Mountain Ranch Community Committee
Carmel Valley Community Planning Board
Carmel Valley NOW!
Casa Familiar
Cassidy Turley BRE Commercial
Catalyst Network
CB Richard Ellis Inc.
CDC Commercial Real Estate
Center for Supportive Housing
Center on Policy Initiatives
Centre City Advisory Committee
Century 21 Horizon
Cherokee Point Neighborhood Association
Chicano Federation
Chula Vista Chamber of Commerce
Chula Vista Community Collaborative
Chula Vista Growth Management Oversight Committee
Citizens Coordinate for Century 3
City Heights Business Association
City Heights Community Development Corporation

City Heights PAC
City of Carlsbad
City of Chula Vista
City of Coronado
City of Del Mar
City of El Cajon
City of Encinitas
City of Escondido
City of Imperial Beach
City of La Mesa
City of Lemon Grove
City of National City
City of Oceanside
City of Poway
City of San Diego
City of San Marcos
City of Santee
City of Solana Beach
City of Vista
City of San Diego Disabled Services Advisory Council
City/County Reinvestment Task Force
CityMark Development
Civic San Diego
Clairemont Town Council
Coalition of Neighborhood Councils
College Area Community Planning Board
Colliers International

Commercial Facilities Inc.
Community Associations Institute, San Diego Chapter
Community Catalysts of California
Community HousingWorks
COMPACT
ConAm
Consulate General of Mexico
Corky McMillin Companies
Cornerstone Property Management
Coronado Chamber of Commerce
Corporation for Supportive Housing
County and City Libraries
County of San Diego
County of San Diego Department of Public Works
County of San Diego Health and Human Services Agency
Covey Commercial
CrossBorder Business
Cushman & Wakefield, Inc.
CW Clark
Deaf Community Services
Del Mar Chamber of Commerce
Del Mar Mesa Community Planning Board
Department of Defense
Department of Homeland Security
Dimex Freight
Dole Food Company
Downtown San Diego Partnership

DR Horton
Eagle Aggregates
East County Action Network
East County Economic Development Corporation
Eastern Area Communities Planning Committee
ECP Commercial
El Cajon Business Improvement Association
El Cajon Community Collaborative
El Cajon Community Development Corporation
Elder Housing Complexes
Encanto Neighborhoods Community Planning Group
Encinitas Chamber of Commerce
Endangered Habitats League
Environmental Health Coalition
Environmental Protection Agency
Equinox Center
Escondido Chamber of Commerce
Environmental Science and Policy - UCSD
Evanco Realty Advisors Inc.
Fairmont Park Neighborhood Association
Fallbrook Chamber of Commerce
Family Health Centers of San Diego
Family Resource Center
FedEx Corporation
Federal Highway Administration
Filipino-American Chamber of Commerce of San Diego
Friends of Adult Day Health Care Centers

Friends of Rose Canyon
Friends of Tecolote Canyon
Friends of the San Diego River Mouth
Federal Transit Administration
Gaslamp Quarter Association
Gateway Property Management
Golden Hill Community Development Corporation
Golden Triangle Chamber of Commerce
Greater Clairemont Chamber of Commerce
Greater Clairemont Mesa Chamber of Commerce
Greater Golden Hill CDC
Greater Golden Hill Planning Committee
Greater San Diego Business Association Gay and Lesbian Chamber of Commerce
Green Campus Program - UCSD
Grossmont Cuyamaca Community College District
Hallmark Communities
HNTB Corporation
Housing Development Partners of San Diego
I Love A Clean San Diego
IBI Group
ICLEI – Local Governments for Sustainability USA
International Energy Agency
Imperial Beach Chamber of Commerce
Imperial County
Industrial Environmental Association of San Diego
Inland Pacific Commercial Properties
International Rescue Committee, San Diego

International Union of Operating Engineers Local 12

Investment Property Management Group Inc.

Irving Hughes

It's How We Live

J. Whalen and Associates

Jacobs Family Foundation

JHD Planning

Jones Lang LaSalle

Julian Chamber of Commerce

Justice Overcoming Boundaries

Juvenile Diabetes Association of San Diego

Kearny Mesa Planning Group

Kensington-Talmadge Business Association

Ken-Tal Planning Committee

Kimball Elementary School

KM Realty Inc.

La Jolla Community Planning Association

La Jolla Golden Triangle Rotary Club

La Jolla Shores Association

La Jolla Town Council

La Jolla Traffic and Transportation Board

La Jolla Village Community Council

La Maestra Community Health Centers

La Mesa Chamber of Commerce

Laborers International Union

Lakeside Chamber of Commerce

Local Agency Formation Commission

League of Conservation Voters, San Diego
League of Women Voters
Ledford Enterprises, Inc.
Lee and Associates, Inc.
Lemon Grove Chamber of Commerce
Linda Vista Collaborative
Linda Vista Community Planning Committee
Little Italy Association
Little Italy Residents Association
MAAC Project
Meissner Jacquet Investment Management Services
Melroy Property Management
Metropolitan Transit System
Mid-City Community Action Network
Mid-City Rotary Club
Midway Community Planning Advisory Committee (North)
Mira Mesa Chamber of Commerce
Miramar Ranch North Planning Committee
Mission Beach Town Council
Mission Hills Town Council
Mission Valley Unified Planning Organization
Move San Diego
NAIOP Commercial Real Estate Development Association - San Diego
National City Chamber of Commerce
National City School District
National University System Institute for Policy Research
Navajo Community Planners, Inc.

Neighborhood House Association
North Bay Redevelopment PAC
North County Transit District
North Park Community Association
North Park Main Street
North Park Planning Committee
Ocean Beach Community Development Corporation
Ocean Beach Town Council
Oceanside Chamber of Commerce
Oceanside Planning Commission
Old Town Community Planning Committee
Old Town San Diego Chamber of Commerce
Otay Mesa Chamber of Commerce
Otay Mesa Nestor Community Planning Group
Otay Mesa Planning Group
Pacific Beach Community Planning Committee
Pacific Beach Town Council
Pacific Coast Commercial
Paradise Valley Hospital
Parent Institute for Quality Education (PiQUE)
Peninsula Chamber of Commerce
Peninsula Community Planning Board
Penn State University
Point Loma Association
Poway Chamber of Commerce
Prescott Companies
Professional HOA Consultants, Inc.

Psomas Engineering
Radelow Gittins Real Property Management, Inc.
Rail America
Ramona Chamber of Commerce
Rancho Bernardo Planning Community
Rancho San Diego - Jamul Chamber of Commerce
Rancho Santa Fe Association
Rapid Transfer Xpress
RBF Consulting, Inc.
Regional Task Force on the Homeless
Sabre Springs Planning Group
Samahan Community Health Center
San Diego American Planning Association
San Diego and Imperial Counties Labor Council, AFLCIO
San Diego Apartment Association
San Diego Archaeological Society
San Diego Association of Realtors
San Diego Audubon Society
San Diego Bicycle Coalition
San Diego Business Improvement District Council
San Diego Canyonlands
San Diego Capital Collaborative
San Diego County Air Pollution Control District
San Diego City College Associated Students
San Diego Coastal Chamber of Commerce
San Diego Coastkeeper
San Diego Community Housing Corporation

San Diego Convention & Visitors Bureau
San Diego Convention Center Corporation
San Diego Council of Design Professionals
San Diego County Aging and Independence Advisory Council
San Diego County Archaeological Society
San Diego County Bicycle Coalition
San Diego County Farm Bureau
San Diego County Hispanic Chamber of Commerce
San Diego County Regional Airport Authority
San Diego County Taxpayers Association
San Diego County Water Authority
San Diego Countywide Alliance of Tenants
San Diego Downtown Partnership
San Diego East County Chamber of Commerce
San Diego Fair Housing Council
San Diego Foundation
San Diego Habitat for Humanity
San Diego Housing Commission
San Diego Housing Federation
San Diego Interfaith Housing Foundation
San Diego Jewish Chamber of Commerce
San Diego Local Initiatives Support Corporation
San Diego North Chamber of Commerce
San Diego North Convention and Visitors Bureau
San Diego North Economic Development Council
San Diego Organizing Project
San Diego Redevelopment Agency

San Diego Regional Center
San Diego Regional Chamber of Commerce
San Diego Regional Economic Development Corporation
San Diego Regional Sustainability Partnership
San Diego River Coalition
San Diego River Conservancy
San Diego River Park Foundation
San Diego Senior Games Association
San Diego Sierra Club
San Diego State University Center for Regional Sustainability
San Diego Unified Port District
San Diego Urban Economic Corporation
San Diego Urban League
San Diego Workforce Partnership
San Diego World Trade Center
San Diego Youth and Community Services
San Dieguito River Park
San Marcos Chamber of Commerce
San Ysidro Business Association
San Ysidro Chamber of Commerce
San Ysidro Community Planning Group
Santee Chamber of Commerce
Scripps Health
Scripps Miramar Ranch Planning Group
SDSU Associated Students
SDSU City Planning Department
Sempra Utilities

Senior Community Centers
Serra Mesa Planning Group
Shea Homes
Sherman Heights Community Center
Skyline-Paradise Hills Planning Committee
Social Services Transportation Advisory Council
Save Our Forest and Ranchlands
Solana Beach Chamber of Commerce
Solar Turbines
South Bay Community Services
South County Economic Development Council
Southeastern San Diego Planning Group
Southern California Housing Development Corporation
Southern California Tribal Chairmen's Association
Southwestern College
Spectrum Management
Spring Valley Chamber of Commerce
Spring Valley Youth and Family Coalition
St. Vincent de Paul
State Farm Insurance
Student Sustainability Collective - UCSD
Sunrise Property Management
Surfrider Foundation
Sustainable SDSU
Sweetwater ASB
Teamsters Union
Teralta West Neighborhood Alliance

The Accretive Group of Companies
The CSA Edge
The Nature Conservancy, San Diego Office
The Olson Co.
Tierrasanta Community Council
Torrey Hills Community Planning Board
Torrey Pines Community Planning Board
Torrey Pines Property Management Inc.
Transcore
Transit Alliance for a Better North County (TABNC)
Transportation Corridor Agency
Trilar Management Group
U.S. Green Building Council
UCSD Associated Students
UCSD Sustainability Solutions Institute
UCSD Systemwide Sustainability
UCSD Urban Studies and Planning Department
UCSD, Transportation Services
ULI San Diego/Tijuana Chapter
Union of Pan Asian Communities
University City Community Association
University City Community Planning Group
University City Planning Group
University Heights Community Association
Uptown Planners
Urban League
URS Corporation

U.S. Department of Defense
U.S. Department of Transportation
U.S. Environmental Protection Agency
USD Sustainability Program
Valley Center Chamber of Commerce
Valley Center Community Planning Group
Veteran Affairs San Diego Healthcare System
Vista Chamber of Commerce
Voit Companies
Wakeland Housing & Development Corp.
Walk San Diego
Watco Companies
Winzler and Kelly
Women in Transportation Seminar
Worldtrans

Attachment 4A - SANDAG Presentations, Public Meetings, Workshops for San Diego Forward: The Regional Plan

Date	Event	Topic	Organization	Location
1/6/2012	Monthly Meeting	Regional Comprehensive Plan Update	Regional Planning Committee (RPC)	SANDAG
1/15/2012	Quarterly Meeting	Regional Comprehensive Plan Update	Interagency Technical Working Group on Tribal Transportation Issues (Tribal TWG)	Harrah's Rincon Casino & Resort
3/8/2012	Monthly Meeting	REGIONAL GROWTH FORECAST	Regional Planning Technical Working Group (TWG)	SANDAG
5/4/2012	Monthly Meeting	Regional Comprehensive Plan Update	Regional Planning Committee (RPC)	SANDAG
5/10/2012	Monthly Meeting	Regional Comprehensive Plan Update	Regional Planning Technical Working Group (TWG)	SANDAG
5/25/2012	Board of Directors Meeting	Regional Comprehensive Plan Update	Board of Directors (BOD)	SANDAG
6/1/2012	Monthly Meeting	Regional Comprehensive Plan Update	Regional Planning Committee (RPC)	SANDAG
6/14/2012	Joint Meeting	Regional Comprehensive Plan Update	CTAC/TWG/RHWG	SANDAG
6/15/2012	Monthly Meeting	Regional Comprehensive Plan Update	Transportation Committee	SANDAG
7/6/2012	Monthly Meeting	REGIONAL COMPREHENSIVE PLAN: 2010-2011 BIENNIAL PERFORMANCE MONITORING REPORT	Regional Planning Committee (RPC)	SANDAG
8/1/2012	Committee Meeting	Regional Comprehensive Plan Update	Land Use & Housing Committee	SANDAG
9/4/2012	Monthly Meeting	SAN DIEGO FORWARD: THE REGIONAL PLAN: PREFERRED REVENUE CONSTRAINED TRANSPORTATION SCENARIO	Cities/Counties Transportation Advisory Committee (CTAC)	SANDAG
9/4/2012	Committee Meeting	2050 Regional Plan - Draft Work Program and Schedule and Draft Public Involvement Plan	Committee on Binational Regional Opportunities (COBRO)	SANDAG
9/5/2012	Working Group Meeting	2050 Regional Plan: Draft Public Involvement Plan	San Diego Region Conformity Working Group	SANDAG
9/6/2012	Monthly Meeting	2050 Regional Plan - Draft Work Program and Schedule and Draft Public Involvement Plan	Cities/Counties Transportation Advisory Committee (CTAC)	SANDAG
9/7/2012	Monthly Meeting	2050 Regional Plan - Draft Work Program and Schedule and Draft Public Involvement Plan	Transportation Committee	SANDAG
9/7/2012	Monthly Meeting	2050 Regional Plan - Draft Work Program and Schedule and Draft Public Involvement Plan	Regional Planning Committee (RPC)	SANDAG
9/11/2012	Working Group Meeting	2050 Regional Plan - Draft Work Program and Schedule	Environmental Mitigation Program (EMP)	SANDAG
9/13/2012	Monthly Meeting	2050 Regional Plan - Draft Work Program and Schedule and Draft Public Involvement Plan	Regional Planning Technical Working Group (TWG)	SANDAG
9/13/2012	Monthly Meeting	SANDAG AGENCYWIDE PUBLIC PARTICIPATION PLAN	San Diego Regional Traffic Engineers Council (SANTEC)	SANDAG
9/17/2012	Monthly Meeting	2050 Regional Plan - Draft Work Program and Schedule and Draft Public Involvement Plan	Social Services Transportation Advisory Council (SSTAC)	SANDAG
9/26/2012	Quarterly Meeting	2050 Regional Plan - Draft Work Program and Schedule	Interagency Technical Working Group on Tribal Transportation Issues (Tribal TWG)	San Pasqual Tribal Hall
9/27/2012	Monthly Meeting	2050 Regional Plan - Draft Work Program and Schedule and Draft Public Involvement Plan	Regional Energy Working Group (EWG)	SANDAG
9/28/2012	Board of Directors Meeting	2050 Regional Plan - Draft Work Program and Schedule and Draft Public Involvement Plan	Board of Directors (BOD)	SANDAG
9/28/2012	Monthly Meeting	2050 Regional Plan - Draft Work Program and Schedule and Draft Public Involvement Plan	Borders Committee	SANDAG
10/4/2012	Monthly Meeting	2050 REGIONAL PLAN WORK PROGRAM: IMPLEMENTING THE PRIOR PLANNING COMMITMENTS	Cities/Counties Transportation Advisory Committee (CTAC)	SANDAG
10/10/2012	Monthly Meeting	2050 REGIONAL PLAN: DRAFT WORK PROGRAM AND SCHEDULE AND PUBLIC INVOLVEMENT PLAN	Independent Taxpayer Oversight Committee (ITOC)	SANDAG
10/11/2012	Monthly Meeting	PUBLIC WORKSHOP ON 2050 REGIONAL PLAN; 2050 REGIONAL PLAN WORK PROGRAM:	Regional Planning Technical Working Group (TWG)	SANDAG
10/11/2012	Monthly Meeting	Update on 2050 Regional Plan Public Workshop	San Diego Regional Traffic Engineers Council (SANTEC)	SANDAG
10/12/2012	Board of Directors Meeting	UNVEILING OF OFFICIAL NAME FOR 2050 REGIONAL PLAN	Board of Directors (BOD)	SANDAG
10/19/2012	Regional Plan Public Workshop	CREATING AN AMBITIOUS REGIONAL PLAN	Public Workshop	Caltrans District 11 Building
10/25/2012	Quarterly Meeting	2050 Regional Plan - Draft Work Program and Schedule and Draft Public Involvement Plan	Public Health Stakeholder Group (PHSG)	SANDAG
11/1/2012	Monthly Meeting	2050 Regional Plan - Draft Public Involvement Plan	Cities/Counties Transportation Advisory Committee (CTAC)	SANDAG
11/8/2012	Monthly Meeting	Regional Growth Forecast	Regional Planning Technical Working Group (TWG)	SANDAG
11/8/2012	Monthly Meeting	2050 Regional Plan - Draft Public Involvement Plan	San Diego Regional Traffic Engineers Council (SANTEC)	SANDAG
11/13/2012	Working Group Meeting	2050 Regional Plan - Draft Public Involvement Plan	Environmental Mitigation Program (EMP)	SANDAG
12/5/2012	Working Group Meeting	2050 Regional Plan - Draft Public Involvement Plan	San Diego Region Conformity Working Group	SANDAG
12/13/2012	Monthly Meeting	Regional Growth Forecast	Regional Planning Technical Working Group (TWG)	SANDAG

1/3/2013	Monthly Meeting	ENVIRONMENTAL IMPACT REPORT NOTICE OF PREPARATION FOR REGIONAL PLAN	Cities/Counties Transportation Advisory Committee (CTAC)	SANDAG
1/9/2013	Monthly Meeting	FY 2012 <i>TransNet</i> TRIENNIAL PERFORMANCE AUDIT: UPDATE ON IMPLEMENTATION OF RECOMMENDATIONS	Independent Taxpayer Oversight Committee (ITOC)	SANDAG
1/10/2013	Monthly Meeting	Local and Regional Climate Change Planning Efforts	Regional Planning Technical Working Group (TWG)	SANDAG
1/11/2013	Board of Directors Meeting	The Regional Plan: What Are We Hearing?	Board of Directors (BOD)	SANDAG
1/14/2013	City Council Meeting	Regional Growth Forecast	County of San Diego	City Administration Building
1/16/2013	Quarterly Meeting	2050 Regional Plan - Draft Public Involvement Plan	Interagency Technical Working Group on Tribal Transportation Issues (Tribal TWG)	Barona Reservation Golf Events Center
1/17/2013	Quarterly Meeting	2050 Regional Plan Development Process	Public Health Stakeholder Group (PHSG)	SANDAG
1/17/2013	Monthly Meeting	2050 Regional Plan - Draft Public Involvement Plan	San Diego Regional Traffic Engineers Council (SANTEC)	SANDAG
1/23/2013	Monthly Meeting	2050 Regional Plan - Draft Public Involvement Plan	Social Services Transportation Advisory Council (SSTAC)	SANDAG
1/24/2013	Monthly Meeting	2050 Regional Plan - White Papers: Energy and Climate Change	Regional Energy Working Group (EWG)	SANDAG
2/1/2013	Monthly Meeting	2050 Regional Plan - White Papers: Approach, Local and Regional Climate Change Planning Efforts	Regional Planning Committee (RPC)	SANDAG
2/6/2013	Board Retreat	TRANSFORMING OUR IDENTITY ONE PLAN AT A TIME	Board of Directors (BOD)	Barona Resort
2/6/2013	Working Group Meeting	2050 Regional Plan - Draft Public Involvement Plan	San Diego Region Conformity Working Group	SANDAG
2/7/2013	Monthly Meeting	2050 Regional Plan - Draft Public Involvement Plan	Cities/Counties Transportation Advisory Committee (CTAC)	SANDAG
2/14/2013	Monthly Meeting	2050 Regional Plan - Status Update and White Paper Approach	Regional Planning Technical Working Group (TWG)	SANDAG
2/15/2013	Monthly Meeting	2050 Regional Plan - Status Update and White Paper Approach	Transportation Committee	SANDAG
2/5/2013	Committee Meeting	San Diego Forward: The Regional Plan	Committee on Binational Regional Opportunities (COBRO)	SANDAG
2/19/2013	Presentation	San Diego Forward: The Regional Plan	Society of Real Estate at SDSU	San Diego State University
2/20/2013	City Council Meeting	Regional Growth Forecast	Lemon Grove City Council	Lemon Grove Community Center
2/20/2013	Meeting	Regional Growth Forecast	San Diego Foundation	San Diego Foundation
2/22/2013	Board of Directors Meeting	Final Work Program, Final PIP	Board of Directors (BOD)	SANDAG
2/22/2013	Monthly Meeting	Regional Plan: Status Update and White Paper Approach	Borders Committee	SANDAG
2/27/2013	Monthly Meeting	FY 2014 ITOC Annual Operating Budget	Independent Taxpayer Oversight Committee (ITOC)	SANDAG
3/1/2013	Joint Meeting	San Dieog Forward: The Regional Plan - Survey Questions for Vision, Goals and Objectives	RPC/TC	SANDAG
3/2/2013	Working Group Meeting	SAN DIEGO FORWARD: THE REGIONAL PLAN - KEY POLICY ISSUES AFFECTING REGIONAL HABITAT CONSERVATION	Environmental Mitigation Program (EMP)	SANDAG
3/4/2013	Presentation	San Diego Forward: The Regional Plan	Josh Chanin class	San Diego State University
3/7/2013	Monthly Meeting	Regional Plan: Status Update and White Paper Approach	Cities/Counties Transportation Advisory Committee (CTAC)	SANDAG
3/7/2013	Presentation	Housing Economics Panel: Regional Trends in Housing and Demographics	Pacific Southwest Association of Realtors	Pacific Southwest Association of Realtors
3/8/2013	Board of Directors Meeting	Regional Growth Forecast	Board of Directors (BOD)	SANDAG
3/12/2013	Meeting	Regional Plan Overview and EMP Policies	Environmental Mitigation Program (EMP)	SANDAG
3/13/2013	Presentation	Smart Growth in East County	East County Realtors Government Affairs Committee	El Cajon
3/13/2013	Monthly Meeting	FY 2012 Independent Auditor's Annual report, draft audit reports, and other audit-related items	Independent Taxpayer Oversight Committee (ITOC)	SANDAG
3/14/2013	Joint Meeting	Alternative Land Use and Transportation Scenarios, San Diego Forward video	CTAC/TWG	SANDAG
3/14/2013	Presentation	San Diego Forward: The Regional Plan	PLNU class	Point Loma Nazarene University
3/15/2013	Quarterly Meeting	Transportation Project Evaluation Criteria	Public Health Stakeholder Group (PHSG)	SANDAG
3/15/2013	Bimonthly Meeting	DRAFT FY 2012 <i>TransNet</i> FISCAL AND COMPLIANCE AUDITS: INITIAL FINDINGS AND RECOMMENDATIONS	Transportation Committee	SANDAG
3/20/2013	City Council Meeting	Regional Growth Forecast	District 3 City Council	City Administration Building
3/21/2013	Regional Plan Public Workshop	Kick off Workshop with Tribal Nations	Public Workshop	San Pasqual Tribal Hall

3/21/2013	Presentation	2050 RTP/SCS, Smart Growth, and integration into San Diego Forward: The Regional Plan	CREW (Commercial Real Estate Women)	Sheraton La Jolla
3/21/2013	Presentation	Tribal Consultation Plan Kick Off Workshop	Southern California Tribal Chairmen's Association (SCTCA)	San Pasqual Tribal Hall
3/22/2013	Board of Directors Meeting	DRAFT FY 2014 PROGRAM BUDGET	Board of Directors (BOD)	SANDAG
3/26/2013	City Council Meeting	Regional Growth Forecast	San Diego City Council	City Administration Building
3/27/2013	Quarterly Meeting	SAN DIEGO FORWARD: THE REGIONAL PLAN UPDATE	Interagency Technical Working Group on Tribal Transportation Issues (Tribal TWG)	Harrah's Rincon Resort
4/5/2013	Monthly Meeting	Alternative Land Use and Transportation Scenarios to Further Reduce GHG Emissions	Regional Planning Committee	SANDAG
4/5/2013	Monthly Meeting	SMART GROWTH INCENTIVE PROGRAM GRANT APPLICATION SCORING RESULTS FOR THE FY 2013 CYCLE	Transportation Committee	SANDAG
4/10/2013	Monthly Meeting	ANNUAL SUBMITTAL OF REGIONAL TRANSPORTATION CONGESTION IMPROVEMENT PROGRAM FUNDING PROGRAMS BY LOCAL JURISDICTIONS	Independent Taxpayer Oversight Committee (ITOC)	SANDAG
4/11/2013	Monthly Meeting	Public Health White Paper	Regional Planning Technical Working Group (TWG)	SANDAG
4/12/2013	Board of Directors Meeting	UPDATE ON SANDAG PUBLIC OUTREACH AND INVOLVEMENT EFFORTS AND ASSOCIATED CONTRACTS	Board of Directors (BOD)	SANDAG
4/18/2013	Quarterly Meeting	Public Health White Paper	Public Health Stakeholder Group (PHSG)	SANDAG
4/19/2013	Bimonthly Meeting	ACTIVE TRANSPORTATION IMPLEMENTATION STRATEGY FRAMEWORK	Transportation Committee	SANDAG
4/22/2013	Working Group Meeting	San Diego Forward: The Regional Plan	San Diego Military Working Group (SDMWG)	SANDAG
4/25/2013	Monthly Meeting	SAN DIEGO FORWARD: THE REGIONAL PLAN: UPCOMING PUBLIC WORKSHOPS	Regional Energy Working Group	SANDAG
4/26/2013	Board of Directors Meeting	MID-COAST CORRIDOR TRANSIT PROJECT: PROPOSED CONSTRUCTION CONTRACTING METHOD AND PUBLIC HEARING: DESIGNATION OF PROJECT AS SUBSTANTIALLY COMPLEX	Board of Directors (BOD)	SANDAG
5/1/2013	Presentation	San Diego Forward: The Regional Plan	Urban Land Institute Young Leaders	SANDAG
5/1/2013	Quarterly Meeting	SAN DIEGO FORWARD: THE REGIONAL PLAN DRAFT CLIMATE CHANGE MITIGATION AND ADAPTATION WHITE PAPER	Shoreline Preservation Working Group	SANDAG
5/2/2013	Quarterly Meeting	SAFE ROUTES TO TRANSIT REGIONAL PLAN	Active Transportation Working Group (ATWG)	SANDAG
5/2/2013	Quarterly Meeting	San Diego Forward: The Regional Plan	Shoreline Preservation Working Group	SANDAG
5/3/2013	Monthly Meeting	SAN DIEGO FORWARD: THE REGIONAL PLAN: UPCOMING PUBLIC WORKSHOPS	Regional Planning Committee (RPC)	SANDAG
5/3/2013	Monthly Meeting	TransNet SMART GROWTH INCENTIVE PROGRAM: GRANT APPLICATION SCORING RESULTS FOR THE FY 2013 CYCLE	Transportation Committee	SANDAG
5/8/2013	Presentation	San Diego Forward: The Regional Plan	Educational Institutions	SANDAG
5/8/2013	Monthly Meeting	Grant Application scoring results for the FY 2013 Cycle	Independent Taxpayer Oversight Committee (ITOC)	SANDAG
5/9/2013	Monthly Meeting	SAN DIEGO FORWARD: THE REGIONAL PLAN: UPCOMING PUBLIC WORKSHOPS	Regional Planning Technical Working Group (TWG)	SANDAG
5/10/2013	Board of Directors Meeting	SAN DIEGO FORWARD: THE REGIONAL PLAN: VISION AND GOALS	Board of Directors (BOD)	SANDAG
5/11/2013	Presentation	Planning in the San Diego Region	Mirle Rabinowitz Bussell class	University of California, San Diego
5/12/2013	Quarterly Meeting	POLICY ISSUES AFFECTING REGIONAL SHORELINE PRESERVATION, WATER QUALITY, AND WATER	Shoreline Preservation Working Group	SANDAG
5/15/2013	Conference	Issues and Planning in the San Diego Region	Urban Land Institute Spring Conference	San Diego
5/16/2013	Working Group Meeting	San Diego Forward: The Regional Plan: OVERVIEW AND GOODS MOVEMENT STRATEGY	Freight Stakeholders Working Group	SANDAG
5/17/2013	Bimonthly Meeting	INVENTORY OF LOCAL PARKING POLICIES IN THE SAN DIEGO REGION	Transportation Committee	SANDAG
5/17/2013	Regional Plan Public Workshop	Help Shape Our Region's Future	Public Workshop	Caltrans District 11 Building
5/23/2013	Monthly Meeting	PROGRESS ON SAN DIEGO FORWARD: THE REGIONAL PLAN	Regional Energy Working Group (EWG)	SANDAG
5/23/2013	Presentation	San Diego Forward: The Regional Plan	Interfaith Council of La Mesa	Interfaith Council of La Mesa
5/24/2013	Board of Directors Meeting	PROPOSED FY 2014 PROGRAM BUDGET	Board of Directors (BOD)	SANDAG
5/29/2013	Presentation	San Diego Forward: The Regional Plan	American Planning Association	SANDAG

5/30/2013	Presentation	San Diego Forward: The Regional Plan	Mexican American Business Professional Association	SANDAG
5/30/2013	Presentation	Population, Jobs, Housing	UC San Diego class	University of California, San Diego
6/6/2013	Monthly Meeting	SAN DIEGO FORWARD: THE REGIONAL PLAN: TRANSPORTATION PROJECT EVALUATION CRITERIA	Cities/Counties Transportation Advisory Committee (CTAC)	SANDAG
6/6/2013	Regional Plan Public Workshop	Help Shape Our Region's Future	Public Workshop	Casa Familiar Civic Center
6/7/2013	Monthly Meeting	SAN DIEGO FORWARD PUBLIC WORKSHOPS UNDERWAY, DEVELOPMENT OF DRAFT POLICY OBJECTIVE TOPIC AREAS	Regional Planning Committee (RPC)	SANDAG
6/7/2013	Monthly Meeting	Policy Objective Topic Areas	Transportation Committee	SANDAG
6/12/2013	Monthly Meeting	Acceptance of FY 2013 Fiscal and Compliance Audit subcommittee members	Independent Taxpayer Oversight Committee (ITOC)	SANDAG
6/13/2013	Monthly Meeting	ALTERNATIVE LAND USE AND TRANSPORTATION SCENARIOS TO FURTHER REDUCE GREENHOUSE GAS EMISSIONS, TRANSPORTATION PROJECT EVALUATION CRITERIA	Regional Planning Technical Working Group (TWG)	SANDAG
6/13/2013	Regional Plan Public Workshop	Help Shape Our Region's Future	Public Workshop	Escondido City Hall
6/14/2013	Board of Directors Meeting	OPTIONS FOR ENHANCED BOARD INVOLVEMENT IN CONTRACT APPROVAL PROCESS	Board of Directors (BOD)	SANDAG
6/20/2013	Monthly Meeting	San Diego Forward: The Regional Plan - Overview	San Diego Regional Traffic Engineers Council (SANTEC)	SANDAG
6/20/2013	Regional Plan Public Workshop	Help Shape Our Region's Future	Public Workshop	Oceanside City Hall Community Rooms
6/21/2013	Bimonthly Meeting	MID-COAST CORRIDOR TRANSIT PROJECT: PUBLIC HEARING FOR THE DRAFT ENVIRONMENTAL DOCUMENTS	Transportation Committee	SANDAG
6/21/2013	Regional Plan Public Workshop	Help Shape Our Region's Future	Public Workshop	Caltrans District 11 Building
6/25/2013	Working Group Meeting	SAN DIEGO FORWARD: THE REGIONAL PLAN - TRANSPORTATION PROJECT EVALUATION CRITERIA; GOODS MOVEMENT STRATEGY PROJECT LIST	Freight Stakeholders Working Group	SANDAG
6/27/2013	Joint Meeting	EXPLORING THE INTERRELATIONSHIPS OF EMERGING TRANSPORTATION TECHNOLOGIES WITH ALTERNATIVE LAND USE AND TRANSPORTATION SCENARIOS TO FURTHER REDUCE GREENHOUSE GAS EMISSIONS	CTAC/TWG	SANDAG
6/27/2013	Regional Plan Public Workshop	Help Shape Our Region's Future	Public Workshop	La Mesa Community Center
6/28/2013	Monthly Meeting	PRELIMINARY REPORT ON THE 2013 SANDAG BINATIONAL EVENT "MOVING THE BORDER FORWARD: COMPETITIVENESS AND SUSTAINABILITY"	Borders Committee	SANDAG
6/29/2013	Regional Plan Public Workshop	Help Shape Our Region's Future	Public Workshop	Martin Luther King Jr. Community Center
7/2/2013	City Council Meeting	San Diego Forward: The Regional Plan	National City City Council	National City City Hall
7/9/2013	City Council Meeting	Regional Issues Public Opinion Survey	Carlsbad City Council	Carlsbad City Hall
7/10/2013	Monthly Meeting	SAN DIEGO FORWARD: THE REGIONAL PLAN - DRAFT TRANSPORTATION PROJECT EVALUATION CRITERIA	Independent Taxpayer Oversight Committee (ITOC)	SANDAG
7/11/2013	Monthly Meeting	SAN DIEGO FORWARD: THE REGIONAL PLAN - TRANSPORTATION PROJECT EVALUATION CRITERIA	Regional Planning Technical Working Group (TWG)	SANDAG
7/11/2013	Quarterly Meeting	SAN DIEGO FORWARD: THE REGIONAL PLAN - ACTIVE TRANSPORTATION PROJECT EVALUATION CRITERIA	Active Transportation Working Group (ATWG)	SANDAG
7/12/2013	Board of Directors Meeting	SAN DIEGO FORWARD: THE REGIONAL PLAN: DRAFT POLICY OBJECTIVES	Board of Directors (BOD)	SANDAG
7/17/2013	Club Meeting	San Diego Forward: The Regional Plan	Tierrasanta Kiwanis Club	Tierrasanta
7/18/2013	Monthly Meeting	San Diego Forward: The Regional Plan	San Diego Regional Traffic Engineers Council (SANTEC)	SANDAG
7/19/2013	Joint Meeting	Alternative LU/TR Scenarios and Emerging Technologies	RPC/TC	SANDAG
7/19/2013	Regional Plan Public Workshop	Help Shape Our Region's Future	Public Workshop	Caltrans District 11 Building

7/23/2013	Working Group Meeting	Draft Project Evaluation Criteria	Freight Stakeholders Working Group	SANDAG
7/24/2013	Quarterly Meeting	2050 Regional Growth Forecast	Interagency Technical Working Group on Tribal Transportation Issues (Tribal TWG)	Sycuan Golf and Tennis Resort Magnolia Room
7/24/2013	City Council Meeting	2050 Regional Growth Forecast	City of San Diego	City Administration Building
7/25/2013	Quarterly Meeting	SAN DIEGO FORWARD: THE REGIONAL PLAN - DRAFT TRANSPORTATION PROJECT EVALUATION CRITERIA	Public Health Stakeholder Group (PHSG)	SANDAG
7/29/2013	Quarterly Meeting	SAN DIEGO FORWARD: THE REGIONAL PLAN - DRAFT ACTIVE TRANSPORTATION PROJECT EVALUATION CRITERIA	Active Transportation Working Group (ATWG)	SANDAG
8/1/2013	Monthly Meeting	SAN DIEGO FORWARD: THE REGIONAL PLAN - TRANSPORTATION PROJECT EVALUATION CRITERIA	Cities/Counties Transportation Advisory Committee (CTAC)	SANDAG
8/5/2013	Workshop	Draft Project Evaluation Criteria	Public Workshop - Caltrans	Caltrans District 11 Building
8/16/2013	Planning Commission Meeting	2050 Regional Growth Forecast	County Planning Commission	County Administration Building
8/21/2013	Regional Plan Public Workshop	Help Shape Our Region's Future	Public Workshop	Jacobs Center
8/22/2013	City Council Meeting	2050 Regional Growth Forecast	Escondido City Council	Escondido City Hall
8/22/2013	Panel	Draft Project Evaluation Criteria	Peer Review Panel	SANDAG
8/23/2013	Workshop	San Diego Forward: The Regional Plan	Economic Development Stakeholders Workshop	SANDAG
8/27/2013	City Council Meeting	2050 Regional Growth Forecast	Vista City Council	Vista Civic Center
8/29/2013	City Council Meeting	2050 Regional Growth Forecast	Encinitas City Council	Encinitas City Hall
9/3/2013	City Council Meeting	2050 Regional Growth Forecast and Alternative LU/TR Scenarios	Lemon Grove City Council	Lemon Grove City Hall
9/5/2013	Monthly Meeting	SAN DIEGO FORWARD: THE REGIONAL PLAN: DEVELOPMENT OF DRAFT UNCONSTRAINED TRANSPORTATION NETWORK	Cities/Counties Transportation Advisory Committee (CTAC)	SANDAG
9/5/2013	City Council Meeting	2050 Regional Growth Forecast	Imperial Beach City Council	Imperial Beach City Hall
9/6/2013	Monthly Meeting	SAN DIEGO FORWARD: THE REGIONAL PLAN - DEVELOPMENT OF DRAFT UNCONSTRAINED TRANSPORTATION NETWORK	Regional Planning Committee (RPC)	SANDAG
9/10/2013	City Council Meeting	2050 Regional Growth Forecast	Chula Vista City Council	Chula Vista City Hall
9/10/2013	Working Group Meeting	SAN DIEGO FORWARD: THE REGIONAL PLAN - ADDRESSING CLIMATE CHANGE WHITE PAPER	Environmental Mitigation Program (EMP)	SANDAG
9/10/2013	Presentation	Economic Development and Community Investment in a Post Redevelopment Era / San Diego Forward: The Regional Plan	Urban Land Institute	Urban Land Institute
9/11/2013	Monthly Meeting	SAN DIEGO FORWARD: THE REGIONAL PLAN: DRAFT TRANSPORTATION PROJECT EVALUATION CRITERIA	Independent Taxpayer Oversight Committee (ITOC)	SANDAG
9/12/2013	Monthly Meeting	DRAFT TRANSPORTATION PROJECT EVALUATION CRITERIA, DRAFT UNCONSTRAINED TRANSPORTATION NETWORK	Regional Planning Technical Working Group (TWG)	SANDAG
9/13/2013	Board of Directors Meeting	SAN DIEGO FORWARD: THE REGIONAL PLAN: ALTERNATIVE LAND USE AND TRANSPORTATION SCENARIOS	Board of Directors (BOD)	SANDAG
9/16/2013	City Council Meeting	2050 Regional Growth Forecast	National City Planning Commission	National City City Hall
9/18/2013	Working Group Meeting	SAN DIEGO FORWARD: THE REGIONAL PLAN: DRAFT UNCONSTRAINED TRANSPORTATION NETWORK; GOODS MOVEMENT STRATEGY PROJECT LIST	Freight Stakeholders Working Group	SANDAG
9/19/2013	Monthly Meeting	SAN DIEGO FORWARD: THE REGIONAL PLAN: DRAFT UNCONSTRAINED TRANSPORTATION NETWORK	San Diego Regional Traffic Engineers Council (SANTEC)	SANDAG
9/20/2013	Monthly Meeting	Proposed Regional Bike Plan Early Action Program; and San Ysidro Intermodal Transportation Center Study Draft Design Concepts.	Transportation Committee	SANDAG
9/24/2013	City Council Meeting	2050 Regional Growth Forecast	Carlsbad City Council	Carlsbad City Hall
9/25/2013	Working Group Meeting	San Diego Forward: The Regional Plan Update	Freight Stakeholders Working Group	SANDAG
9/26/2013	Monthly Meeting	Regional Energy Strategy Technical Update: Draft Goal Reports; and California Energy Commission Grant Opportunity: Alternative Fuel Readiness Plans.	Regional Energy Working Group (EWG)	SANDAG

9/27/2013	Board of Directors Meeting	SAN DIEGO FORWARD: THE REGIONAL PLAN: INPUT RECEIVED FROM SPRING AND SUMMER SERIES OF REGIONAL PLAN PUBLIC WORKSHOPS	Board of Directors (BOD)	SANDAG
10/1/2013	Presentation	SANDAG and Regional Planning	Roger Caves class	San Diego State University
10/2/2013	Quarterly Meeting	San Diego Forward: The Regional Plan: Workshop on Tribal Transportation Issues.	Interagency Technical Working Group on Tribal Transportation Issues (Tribal TWG)	San Pasqual Tribal Hall
10/3/2013	Monthly Meeting	San Diego Forward: The Regional Plan White Paper and Draft Performance Measures.	Cities/Counties Transportation Advisory Committee (CTAC)	SANDAG
10/3/2013	City Council Meeting	2050 Regional Growth Forecast	City of San Diego	City Administration Building
10/4/2013	Monthly Meeting	SAN DIEGO FORWARD: THE REGIONAL PLAN: DRAFT TRANSPORTATION PROJECT EVALUATION CRITERIA, white paper	Regional Planning Committee (RPC)	SANDAG
10/4/2013	Presentation	Updating Community Plans and Creating EIRs	California Chapter of the American Planning Association	American Planning Association
10/4/2013	Monthly Meeting	San Diego Forward: The Regional Plan: Draft Transportation Project Evaluation Criteria.	Transportation Committee	SANDAG
10/4/2013	Presentation	Regional Growth	RTP Stakeholders	SANDAG
10/9/2013	Presentation	San Diego Forward: The Regional Plan	Civic San Diego	Civic San Diego
10/10/2013	Monthly Meeting	The Regional Plan; Draft Performance Measures; Draft Unconstrained Active Transportation Network	Regional Planning Technical Working Group (TWG)	SANDAG
10/10/2013	Quarterly Meeting	SAN DIEGO FORWARD: THE REGIONAL PLAN: DRAFT PERFORMANCE MEASURES	Active Transportation Working Group (ATWG)	SANDAG
10/10/2013	Presentation	SANDAG & Regional Planning	Joshua Chanin's Geography Class	San Diego State University
10/11/2013	Board of Directors Meeting	SAN DIEGO FORWARD: THE REGIONAL PLAN: DRAFT TRANSPORTATION PROJECT EVALUATION CRITERIA	Board of Directors (BOD)	SANDAG
10/13/2013	City Council Meeting	Regional Growth Forecast	District 9, City of San Diego	City Administration Building
10/17/2013	Quarterly Meeting	San Diego Forward: The Regional Plan: Draft Performance Measures	Public Health Stakeholder Group (PHSG)	SANDAG
10/17/2013	Presentation	San Diego Forward: The Regional Plan	Roger Caves class	San Diego State University
10/17/2013	Monthly Meeting	San Diego Forward: The Regional Plan: Regional Arterial Systems Screening Criteria	San Diego Regional Traffic Engineers Council (SANTEC)	SANDAG
10/17/2013	Presentation	Transit Planning	UC San Diego class	University of California, San Diego
10/24/2013	Presentation	San Diego Forward: The Regional Plan	Fresno Council of Governments	Fresno
10/25/2013	Monthly Meeting	SAN DIEGO FORWARD: THE REGIONAL PLAN WHITE PAPER ON ECONOMIC PROSPERITY	Borders Committee	SANDAG
10/30/2013	Presentation	San Diego Forward: The Regional Plan	San Diego Sustainability Committee	San Diego Sustainability Committee
11/1/2013	Monthly Meeting	SAN DIEGO FORWARD: THE REGIONAL PLAN: PARKING MANAGEMENT TOOLBOX OUTLINE	Regional Planning Committee (RPC)	SANDAG
11/1/2013	Working Group Meeting	Draft Performance Measures	Freight Stakeholders Working Group	SANDAG
11/4/2013	Regional Plan Public Workshop	Draft Performance Measures	Public Workshop - Balboa Park	Balboa Park, Santa Fe Room
11/7/2013	Monthly Meeting	SAN DIEGO FORWARD: THE REGIONAL PLAN: UPDATED LOCAL STREET AND ROAD COSTS AND PHASING	Cities/Counties Transportation Advisory Committee (CTAC)	SANDAG
11/8/2013	Monthly Meeting	SAN DIEGO FORWARD: THE REGIONAL PLAN: DRAFT UNCONSTRAINED TRANSPORTATION NETWORK	Transportation Committee	SANDAG
11/9/2013	Presentation	Planning in the San Diego Region	California Planning Roundtable	California Planning Roundtable
11/12/2013	Panel	Draft Performance Measures	Peer Panel Review	SANDAG
11/13/2013	Monthly Meeting	San Diego Forward: The Regional Plan: Draft Performance Measures	Independent Taxpayer Oversight Committee (ITOC)	SANDAG
11/18/2013	Monthly Meeting	Draft Performance Measures	Social Services Transportation Advisory Council (SSTAC)	SANDAG
11/20/2013	Presentation	San Diego Forward: The Regional Plan	Tribal Policy Workshop	Tribal Policy Workshop
11/21/2013	Monthly Meeting	SAN DIEGO FORWARD: THE REGIONAL PLAN: CLIMATE CHANGE MITIGATION AND ADAPTATION WHITE PAPER	Regional Energy Working Group (EWG)	SANDAG
11/21/2013	Presentation	San Diego Forward: The Regional Plan	Leadership North County	N/A
11/25/2013	Presentation	San Diego Forward: The Regional Plan	Diego Velasco's class	University of San Diego
12/3/2013	Presentation	Planning in the San Diego Region	CTG Leadership	N/A
12/4/2013	Working Group Meeting	SAN DIEGO FORWARD: THE REGIONAL PLAN SCHEDULE AND INTERAGENCY CONSULTATION	San Diego Region Conformity Working Group	SANDAG
12/5/2013	Monthly Meeting	SAN DIEGO FORWARD: THE REGIONAL PLAN: CLIMATE CHANGE MITIGATION AND ADAPTATION WHITE PAPER	Cities/Counties Transportation Advisory Committee (CTAC)	SANDAG

12/5/2013	Quarterly Meeting	SAN DIEGO FORWARD: THE REGIONAL PLAN DRAFT CLIMATE CHANGE MITIGATION AND ADAPTATION WHITE PAPER	Shoreline Preservation Working Group	SANDAG
12/6/2013	Board of Directors Meeting	San Diego Forward: The Regional Plan	Board of Directors (BOD)	SANDAG
12/6/2013	Monthly Meeting	SAN DIEGO FORWARD: THE REGIONAL PLAN: DRAFT WHITE PAPER ON PUBLIC HEALTH	Regional Planning Committee (RPC)	SANDAG
12/12/2013	Monthly Meeting	Process & Timeline / White Papers		SANDAG
12/13/2013	Monthly Meeting	SAN DIEGO FORWARD: THE REGIONAL PLAN: CLIMATE CHANGE MITIGATION AND ADAPTATION WHITE PAPER OUTLINE	Transportation Committee	SANDAG
12/20/2013	Board of Directors Meeting	San Diego Forward: The Regional Plan - PROPOSED UNCONSTRAINED TRANSPORTATION NETWORK	Board of Directors (BOD)	SANDAG
1/8/2014	Quarterly Meeting	SAN DIEGO FORWARD: TRIBAL POLICY PAPER OUTLINE	Interagency Technical Working Group on Tribal Transportation Issues	Barona Valley Ranch Resort & Casino
1/9/2014	Monthly Meeting	SAN DIEGO FORWARD: THE REGIONAL PLAN: RESULTS OF ALTERNATIVE LAND USE SCENARIOS	Cities/Counties Transportation Advisory Committee (CTAC)	SANDAG
1/9/2014	Monthly Meeting	San Diego Forward: The Regional Plan: Results of Land Use Scenarios	Regional Planning Technical Working Group (TWG)	SANDAG
1/13/2014	Quarterly Meeting	SAN DIEGO FORWARD: THE REGIONAL PLAN: UPDATE ON KEY MILESTONES	San Diego Military Working Group (SDMWG)	SANDAG
1/16/2014	Presentation	San Diego Forward: The Regional Plan	Paul Curcio Undergraduate class - USP Program	UC San Diego
1/16/2014	Quarterly Meeting	ECONOMIC PROSPERITY WHITE PAPER	Public Health Stakeholder Group (PHSG)	SANDAG
1/17/2014	Monthly Meeting	SAN DIEGO FORWARD: THE REGIONAL PLAN: CLIMATE CHANGE MITIGATION AND ADAPTATION WHITE PAPER OUTLINE	Transportation Committee	SANDAG
1/23/2014	Presentation	Joint Presentation: SANDAG, MTC, Sacramento Area Council of Governments, and SCAG	Air Resources Board	Sacramento
1/23/2014	Monthly Meeting	San Diego Forward: The Regional Plan	Regional Energy Working Group (EWG)	SANDAG
1/24/2014	Monthly Meeting	SAN DIEGO FORWARD: THE REGIONAL PLAN: UPDATE ON TRIBAL CONSULTATION; DRAFT CLIMATE CHANGE MITIGATION AND ADAPTATION WHITE PAPER OUTLINE	Borders Committee	SANDAG
1/29/2014	Board Retreat	San Diego Forward: The Regional Plan	Board of Directors (BOD)	Barona Resort
2/6/2014	Monthly Meeting	SAN DIEGO FORWARD: THE REGIONAL PLAN: EMERGING TECHNOLOGIES WHITE PAPER	Cities/Counties Transportation Advisory Committee (CTAC)	SANDAG
2/6/2014		San Diego Forward: The Regional Plan	San Diego Business Leadership Alliance	
2/7/2014	Monthly Meeting	San Diego Forward: The Regional Plan: Draft Performance Measures	Regional Planning Committee (RPC)	SANDAG
2/12/2014	Presentation	San Diego Forward: The Regional Plan	Bruce Appleyard class	San Diego State University
2/13/2014	Monthly Meeting	Emerging Technologies White Paper Outline	Regional Planning Technical Working Group (TWG)	SANDAG
2/13/2014	Monthly Meeting	Parking Management Toolbox	Regional Planning Technical Working Group (TWG)	SANDAG
2/13/2014	Monthly Meeting	Launch of New Website	Regional Planning Technical Working Group (TWG)	SANDAG
2/20/2014	Monthly Meeting	SAN DIEGO FORWARD: THE REGIONAL PLAN: DRAFT PERFORMANCE MEASURES	San Diego Regional Traffic Engineers Council (SANTEC)	SANDAG
2/21/2014	Monthly Meeting	Draft Performance Measures	Transportation Committee	SANDAG
2/25/2014	Quarterly Meeting	Comparing Projected Growth	San Diego Military Working Group (SDMWG)	SANDAG
2/28/2014	Monthly Meeting	SAN DIEGO FORWARD: THE REGIONAL PLAN: DRAFT TRIBAL POLICY DISCUSSION PAPER	Borders Committee	SANDAG
3/4/2014	Presentation	San Diego Forward: The Regional Plan	Roger Caves class	San Diego State University
3/5/2014	Working Group Meeting	San Diego Forward: The Regional Plan	Freight Stakeholders Working Group	SANDAG
3/7/2014	Monthly Meeting	Draft Performance Measures	Transportation Committee	SANDAG
3/7/2014	Monthly Meeting	SAN DIEGO FORWARD: THE REGIONAL PLAN: DRAFT PERFORMANCE MEASURES, white paper	Regional Planning Committee (RPC)	SANDAG
3/12/2014	Presentation	Draft Performance Measures	Move SD	Move SD
3/14/2014	Board of Directors Meeting	Draft Performance Measures	Board of Directors (BOD)	SANDAG
3/20/2014	Monthly Meeting	Draft Performance Measures	San Diego Regional Traffic Engineers Council (SANTEC)	SANDAG
3/21/2014	Monthly Meeting	Draft Performance Measures	Transportation Committee	SANDAG
3/25/2014	Presentation	San Diego Forward: The Regional Plan	League Planning Commission	N/A

3/27/2014	Monthly Meeting	SAN DIEGO FORWARD: THE REGIONAL PLAN: DRAFT CLIMATE CHANGE MITIGATION AND ADAPTATION WHITE PAPER	Regional Energy Working Group (EWG)	SANDAG
3/28/2014	Board of Directors Meeting	Draft Performance Measures	Board of Directors (BOD)	SANDAG
3/28/2014	Monthly Meeting	Draft Performance Measures	Borders Committee	SANDAG
3/28/2014	Joint Meeting	SAN DIEGO FORWARD: THE REGIONAL PLAN: DRAFT TRIBAL POLICY DISCUSSION PAPER	Committee on Binational Regional Opportunities (COBRO)	SANDAG
4/1/2014	Presentation	The San Diego Region	American Planning Association	American Planning Association
4/4/2014	Monthly Meeting	SAN DIEGO FORWARD: THE REGIONAL PLAN - DRAFT WHITE PAPERS	Cities/Counties Transportation Advisory Committee (CTAC)	SANDAG
4/4/2014	Monthly Meeting	SAN DIEGO FORWARD: THE REGIONAL PLAN - DRAFT WHITE PAPERS	Transportation Committee	SANDAG
4/10/2014	Monthly Meeting	SAN DIEGO FORWARD: THE REGIONAL PLAN - DRAFT WHITE PAPERS	Regional Planning Technical Working Group (TWG)	SANDAG
4/11/2014	Board of Directors Meeting	San Diego Forward: The Regional Plan	Board of Directors (BOD)	SANDAG
4/14/2014	Presentation	San Diego Forward: The Regional Plan	Erik Bruvold "Regionalism Reconsidered" course	University of California, San Diego
4/14/2014	Presentation	San Diego Forward: The Regional Plan	League of California Cities	League of California Cities
4/17/2014	Quarterly Meeting	SAN DIEGO FORWARD: THE REGIONAL PLAN: DRAFT CLIMATE CHANGE MITIGATION AND ADAPTATION WHITE PAPER	Public Health Stakeholder Group (PHSG)	SANDAG
4/17/2014	Monthly Meeting	SAN DIEGO FORWARD: THE REGIONAL PLAN: DRAFT WHITE PAPERS	San Diego Regional Traffic Engineers Council (SANTEC)	SANDAG
5/2/2014	Monthly Meeting	SAN DIEGO FORWARD: THE REGIONAL PLAN: LAUNCH OF NEW WEBSITE	Regional Planning Committee (RPC)	SANDAG
5/5/2014	Quarterly Meeting	SAN DIEGO FORWARD: THE REGIONAL PLAN: UPDATE ON KEY MILESTONES	San Diego Military Working Group (SDMWG)	SANDAG
5/7/2014	City Council Meeting	Planning for Smart Growth and Sustainability	Encinitas City Council	Encinitas City Hall
5/8/2014	Monthly Meeting	SAN DIEGO FORWARD: THE REGIONAL PLAN: DISCUSSION OF DRAFT WHITE PAPERS	Regional Planning Technical Working Group (TWG)	SANDAG
5/8/2014	Presentation	San Diego Forward: The Regional Plan	Richard Chavez class	University of California, San Diego
5/13/2014	Working Group Meeting	SAN DIEGO FORWARD: THE REGIONAL PLAN: DRAFT CLIMATE CHANGE MITIGATION AND ADAPTATION WHITE PAPER	Environmental Mitigation Program (EMP)	SANDAG
5/13/2014	Presentation	Planning for Smart Growth and Sustainability	Sue Peerson class	University of California, San Diego
5/16/2014	Monthly Meeting	SAN DIEGO FORWARD: THE REGIONAL PLAN: CONSIDERATIONS FOR THE DEVELOPMENT OF THE INITIAL REVENUE CONSTRAINED TRANSPORTATION SCENARIOS	Transportation Committee	SANDAG
5/23/2014	Board of Directors Meeting	San Diego Forward: The Regional Plan	Board of Directors (BOD)	SANDAG
6/6/2014	Monthly Meeting	SAN DIEGO FORWARD: THE REGIONAL PLAN: CONSIDERATIONS FOR THE DEVELOPMENT OF THE INITIAL REVENUE CONSTRAINED TRANSPORTATION SCENARIOS	Regional Planning Committee (RPC)	SANDAG
6/6/2014	Monthly Meeting	SAN DIEGO FORWARD: THE REGIONAL PLAN: PUBLIC COMMENTS ON WHITE PAPERS	Regional Planning Technical Working Group (TWG)	SANDAG
6/12/2014	Quarterly Meeting	SAN DIEGO FORWARD: THE REGIONAL PLAN: STATUS UPDATE AND UNCONSTRAINED ACTIVE TRANSPORTATION NETWORK	Active Transportation Working Group (ATWG)	SANDAG
6/13/2014	Monthly Meeting	DRAFT REVENUE CONSTRAINED TRANSPORTATION SCENARIOS	Executive Committee	SANDAG
6/20/2014	Monthly Meeting	SAN DIEGO FORWARD: THE REGIONAL PLAN: RANKINGS OF RAIL GRADE SEPARATION PROJECTS	Regional Planning Technical Working Group (TWG)	SANDAG
6/25/2014	Quarterly Meeting	UPDATE ON SAN DIEGO FORWARD: THE REGIONAL PLAN: Tribal Long Range Transportation Plans (TTP)	Interagency Technical Working Group on Tribal Transportation Issues (Tribal TWG)	Pala Casino and Spa Resort Conference Center
7/1/2014	Workshop	San Diego Forward: The Regional Plan	Circulate San Diego Regional TOD Summit	Circulate SD
7/11/2014	Monthly Meeting	DRAFT REVENUE CONSTRAINED TRANSPORTATION SCENARIOS	Executive Committee	SANDAG
7/18/2014	Monthly Meeting	SAN DIEGO FORWARD: THE REGIONAL PLAN: REVISED WHITE PAPERS AVAILABLE ONLINE	Regional Planning Technical Working Group (TWG)	SANDAG

7/24/2014	Monthly Meeting	SAN DIEGO FORWARD: THE REGIONAL PLAN UPDATES	Regional Energy Working Group	SANDAG
8/1/2014	Monthly Meeting	SAN DIEGO FORWARD: THE REGIONAL PLAN: DRAFT REVENUE CONSTRAINED TRANSPORTATION SCENARIOS	Transportation Committee	SANDAG
8/1/2014	Monthly Meeting	SAN DIEGO FORWARD: THE REGIONAL PLAN: DRAFT REVENUE CONSTRAINED TRANSPORTATION SCENARIOS	Regional Planning Committee (RPC)	SANDAG
8/4/2014	Regional Plan Public Workshop	San Diego Forward: The Regional Plan	Public Workshop	SANDAG
8/6/2014	Working Group Meeting	SAN DIEGO FORWARD: THE REGIONAL PLAN: REVISED SCHEDULE AND INTERAGENCY CONSULTATION	San Diego Region Conformity Working Group	SANDAG
8/6/2014	Regional Plan Public Workshop	San Diego Forward: The Regional Plan	Public Workshop	Caltrans District 11 Building
8/14/2014	Quarterly Meeting	San Diego Forward: The Regional Plan - Revenue Constrained Network	Active Transportation Working Group (ATWG)	SANDAG
8/15/2014	Board of Directors Meeting	San Diego Forward: The Regional Plan Update	Board of Directors (BOD)	SANDAG
8/20/2014	Presentation	San Diego Forward: The Regional Plan Update	Fresno Council of Governments Peer Exchange	Fresno
9/2/2014	Presentation	San Diego Forward: The Regional Plan Update	South County Economic Development Council	South County Economic Development Council
9/3/2014	Presentation	Our Changing Future Video and Panel Discussion	Atkins (Design, Engineering and Project Management)	Atkins
9/5/2014	Monthly Meeting	SAN DIEGO FORWARD: THE REGIONAL PLAN - PREFERRED REVENUE CONSTRAINED TRANSPORTATION SCENARIO	Regional Planning Committee (RPC)	SANDAG
9/5/2014	Monthly Meeting	SAN DIEGO FORWARD: THE REGIONAL PLAN - PREFERRED REVENUE CONSTRAINED TRANSPORTATION SCENARIO	Transportation Committee	SANDAG
9/8/2014	Quarterly Meeting	UPDATE ON SAN DIEGO FORWARD: THE REGIONAL PLAN	Interagency Technical Working Group on Tribal Transportation Issues (Tribal TWG)	Barona Valley Ranch Resort and Casino
9/10/2014	Monthly Meeting	SAN DIEGO FORWARD: THE REGIONAL PLAN: PREFERRED REVENUE CONSTRAINED TRANSPORTATION SCENARIO	Independent Taxpayer Oversight Committee (ITOC)	SANDAG
9/11/2014	Monthly Meeting	SAN DIEGO FORWARD: THE REGIONAL PLAN: PREFERRED REVENUE CONSTRAINED TRANSPORTATION SCENARIO	Regional Planning Technical Working Group (TWG)	SANDAG
9/29/2014	Presentation	San Diego Forward: The Regional Plan Update	AWWEE San Diego Regional Team and CleanTECH lunch discussion	SDG&E Energy Innovation Center
9/29/2014	Presentation	San Diego Forward: The Regional Plan Update	Cal STA	N/A
10/1/2014	Working Group Meeting	SAN DIEGO FORWARD: THE REGIONAL PLAN: CONFORMITY CRITERIA AND PROCEDURES	San Diego Region Conformity Working Group	SANDAG
10/9/2014	Quarterly Meeting	San Diego Forward: The Regional Plan Update	Active Transportation Working Group (ATWG)	SANDAG
10/9/2014	Presentation	San Diego Forward: The Regional Plan	Joshua Chanin's Geography Class	San Diego State University
10/16/2014	Quarterly Meeting	San Diego Forward: The Regional Plan; PREFERRED REVENUE CONSTRAINED TRANSPORTATION SCENARIO	Public Health Stakeholder Group (PHSG)	SANDAG
10/16/2014	Monthly Meeting	SAN DIEGO FORWARD: THE REGIONAL PLAN: PREFERRED REVENUE CONSTRAINED TRANSPORTATION SCENARIO	San Diego Regional Traffic Engineers Council (SANTEC)	SANDAG
10/16/2014	Club Meeting	SANDAG Projects Overview	San Diego Rotary Club	San Diego
10/16/2014	Presentation	Cap and Trade / San Diego Forward: The Regional Plan	San Diego Housing Federation	San Diego Housing Federation
10/17/2014	Monthly Meeting	2014 TECHNICAL UPDATE OF THE SMART GROWTH CONCEPT MAP	Transportation Committee	SANDAG
10/20/2014	Presentation	San Diego Forward: The Regional Plan	National City City Council Meeting	N/A
10/27/2014	Quarterly Meeting	SAN DIEGO FORWARD: THE REGIONAL PLAN - REVENUE CONSTRAINED NETWORK	San Diego Military Working Group (SDMWG)	SANDAG
10/28/2014	Presentation	HOV/Managed Lanes Systems Planning and Implementation Guide	American Associate of Civil Engineers	American Associate of Civil Engineers
10/28/2014	Presentation	San Diego Forward: The Regional Plan	Panama Delegation	SANDAG
10/30/2014	Presentation	San Diego Forward: The Regional Plan	Mike McLaughlin Class	San Diego State University
11/6/2014	Presentation	San Diego Forward: The Regional Plan	Mike McLaughlin Class	San Diego State University

11/6/2014	Presentation	San Diego Forward: The Regional Plan	Richard Chavez class	University of California, San Diego
11/14/2014	Monthly Meeting	SAN DIEGO FORWARD: THE REGIONAL PLAN: ALTERNATIVE LAND USE SCENARIOS; CLIMATE CHANGE	Regional Planning Technical Working Group (TWG)	SANDAG
11/17/2014	Monthly Meeting	MITIGATION AND ADAPTATION WHITE PAPER	Social Services Transportation Advisory Council (SSTAC)	SANDAG
11/20/2014	Presentation	San Diego Forward: The Regional Plan	North County Leadership	North County Coastal Career Center
12/3/2014	Working Group Meeting	SAN DIEGO FORWARD: THE REGIONAL PLAN: DRAFT REGIONAL EMISSIONS ANALYSIS AND MODELING PROCEDURES	San Diego Region Conformity Working Group	SANDAG
12/3/2014	Presentation	Status of San Diego Forward: The Regional Plan	Otay Mesa Chamber of Commerce	Southwestern College Education Center
12/5/2014	Monthly Meeting	SAN DIEGO FORWARD: THE REGIONAL PLAN - REGIONAL PARKING MANAGEMENT TOOLBOX	Regional Planning Committee (RPC)	SANDAG
12/12/2014	Monthly Meeting	SAN DIEGO FORWARD: THE REGIONAL PLAN: REGIONAL PARKING	Transportation Committee	SANDAG
12/18/2014	Monthly Meeting	SAN DIEGO FORWARD: THE REGIONAL PLAN - REGIONAL PARKING MANAGEMENT TOOLBOX	San Diego Regional Traffic Engineers Council (SANTEC)	SANDAG
12/18/2014	Presentation	SAN DIEGO FORWARD: THE REGIONAL PLAN - REGIONAL PARKING MANAGEMENT TOOLBOX	Port of San Diego	Port of San Diego Offices
1/8/2015	Monthly Meeting	SAN DIEGO FORWARD: THE REGIONAL PLAN - REGIONAL PARKING MANAGEMENT TOOLBOX	Cities/Counties Transportation Advisory Committee (CTAC)	SANDAG
1/8/2015	Monthly Meeting	SAN DIEGO FORWARD: THE REGIONAL PLAN - REGIONAL PARKING MANAGEMENT TOOLBOX	Regional Planning Technical Working Group (TWG)	SANDAG
1/12/2015	Club Meeting	San Diego Forward: The Regional Plan	Carlsbad Rotary	Carlsbad
1/12/2015	Quarterly Meeting	San Diego Forward: The Regional Plan	San Diego Military Working Group (SDMWG)	SANDAG
1/14/2015	Presentation	San Diego Forward: The Regional Plan	UC San Diego class	University of California, San Diego
1/22/2015	Meeting	San Diego Forward: The Regional Plan	South Bonita Neighborhood Watch	N/A
2/4/2015	Working Group Meeting	SAN DIEGO FORWARD: THE REGIONAL PLAN: DRAFT REGIONAL EMISSIONS ANALYSIS AND MODELING PROCEDURES	San Diego Region Conformity Working Group	SANDAG
2/4/2015	Presentation	San Diego Forward: The Regional Plan	American Institute of Architects (AIA)	SANDAG
2/4/2015	Quarterly Meeting	San Diego Forward: The Regional Plan	Interagency Technical Working Group on Tribal Transportation Issues (Tribal TWG)	SANDAG
2/18/2015	Presentation	San Diego Forward: The Regional Plan	CIBUSDF	CIBUSDF
2/19/2015	Presentation	San Diego Forward: The Regional Plan	Roger Caves Undergraduate City Planning Class	San Diego State University
3/18/2015	Presentation	San Diego Forward: The Regional Plan	East County Economic Development Council	San Diego East County Chamber of Commerce
3/25/2015	Working Group Meeting	SAN DIEGO FORWARD: THE REGIONAL PLAN: UPDATE	Freight Stakeholders Working Group	SANDAG
3/26/2015	Presentation	San Diego Forward: The Regional Plan	East County Chamber of Commerce - Government Affairs, Infrastructure, and Land Use Committee	San Diego East County Chamber of Commerce
3/26/2015	Presentation	San Diego Forward: The Regional Plan	Biocom Facilities Committee	Biocom
3/27/2015	Board of Directors Meeting	San Diego Forward: The Regional Plan: PLAN COMPONENTS AND PUBLIC OUTREACH EFFORTS	Board of Directors (BOD)	SANDAG
3/6/2015	Monthly Meeting	SAN DIEGO FORWARD: THE REGIONAL PLAN: PUBLIC OUTREACH EFFORTS IN SUPPORT OF THE RELEASE OF THE DRAFT REGIONAL PLAN, ITS SUSTAINABLE COMMUNITIES STRATEGY, AND THE ASSOCIATED ENVIRONMENTAL IMPACT REPORT	Regional Planning Committee (RPC)	SANDAG
3/6/2015	Monthly Meeting	SAN DIEGO FORWARD: THE REGIONAL PLAN: PUBLIC OUTREACH EFFORTS IN SUPPORT OF THE RELEASE OF THE DRAFT REGIONAL PLAN, ITS SUSTAINABLE COMMUNITIES STRATEGY, AND THE ASSOCIATED ENVIRONMENTAL IMPACT REPORT	Transportation Committee	SANDAG
3/12/2015	Monthly Meeting	SAN DIEGO FORWARD: THE REGIONAL PLAN: PUBLIC OUTREACH EFFORTS IN SUPPORT OF THE RELEASE OF THE DRAFT REGIONAL PLAN, ITS SUSTAINABLE COMMUNITIES STRATEGY, AND THE ASSOCIATED ENVIRONMENTAL IMPACT REPORT	Regional Planning Technical Working Group (TWG)	SANDAG
4/7/2015	City Council Meeting	San Diego Forward: The Regional Plan	Lemon Grove City Council	Lemon Grove Community Center
4/8/2015	Presentation	San Diego Forward: The Regional Plan	Imperial Beach Chamber of Commerce - Board of Directors	California American Water Conference Room
4/8/2015	Presentation	San Diego Forward: The Regional Plan	Society of American Military Engineers (SAME)	Wyndham San Diego Bayside Hotel
4/9/2015	Presentation	San Diego Forward: The Regional Plan	San Diego North Economic Development Council Investors	Tri-City Wellness Center

4/9/2015	Presentation	San Diego Forward: The Regional Plan	National City Chamber of Commerce - Economic Development Committee	National City Chamber of Commerce
4/9/2015	Presentation	San Diego Forward: The Regional Plan	Escondido Chamber of Commerce - Economic Development Committee	Escondido Chamber of Commerce
4/14/2015	City Council Meeting	San Diego Forward: The Regional Plan	El Cajon City Council	El Cajon City Hall
4/15/2015	Presentation	San Diego Forward: The Regional Plan	Poway Chamber of Commerce - Board of Directors	Poway Chamber of Commerce
4/17/2015	Presentation	San Diego Forward: The Regional Plan	San Diego County Taxpayers Association	Procopio Tower
4/17/2015	Monthly Meeting	SAN DIEGO FORWARD: THE REGIONAL PLAN: UPCOMING DRAFT RELEASE	Transportation Committee	SANDAG
4/20/2015	Presentation	San Diego Forward: The Regional Plan	Santee Chamber of Commerce - Government Affairs Committee	Santee Chamber of Commerce
4/20/2015	Presentation	San Diego Forward: The Regional Plan	Building Owners and Managers Association (BOMA) - Government Affairs Committee	BOMA San Diego
4/21/2015	City Council Meeting	San Diego Forward: The Regional Plan	Chula Vista City Council	Chula Vista City Hall
4/21/2015	City Council Meeting	San Diego Forward: The Regional Plan	National City City Council	National City City Hall
4/22/2015	City Council Meeting	San Diego Forward: The Regional Plan	Escondido City Council	Escondido City Hall
4/22/2015	City Council Meeting	San Diego Forward: The Regional Plan	Solana Beach City Council	Solana Beach City Hall
4/23/2015	Presentation	San Diego Forward: The Regional Plan	Industrial Environmental Association Sustainability Committee	Haley and Aldrich
4/23/2015	Monthly Meeting	COMMUNITY WORKSHOPS FOR SAN DIEGO FORWARD: THE REGIONAL PLAN	Regional Energy Working Group (EWG)	SANDAG
4/24/2015	Board of Directors Meeting	DRAFT SAN DIEGO FORWARD: THE REGIONAL PLAN	Board of Directors (BOD)	SANDAG
4/28/2015	City Council Meeting	San Diego Forward: The Regional Plan	Vista City Council	Vista City Hall
5/1/2015	Presentation	San Diego Forward: The Regional Plan	Joint AIA and AIA Urban Design Committee	SANDAG
5/1/2015	Monthly Meeting	DRAFT SAN DIEGO FORWARD: THE REGIONAL PLAN	Regional Planning Committee (RPC)	SANDAG
5/4/2015	Presentation	San Diego Forward: The Regional Plan	Citizens Coordinate for Century 3	New School of Architecture
5/5/2015	City Council Meeting	San Diego Forward: The Regional Plan	Poway City Council	Poway City Hall
5/5/2015	Presentation	San Diego Forward: The Regional Plan	South County Economic Development Council	South County Regional Education Center
5/5/2015	Committee Meeting	DRAFT SAN DIEGO FORWARD: THE REGIONAL PLAN	Committee on Binational Regional Opportunities (COBRO)	SANDAG
5/6/2015	Presentation	San Diego Forward: The Regional Plan	County Board of Supervisors	County Administration Building
5/6/2015	Presentation	San Diego Forward: The Regional Plan	Environment+Design	New School of Architecture
5/6/2015	City Council Meeting	San Diego Forward: The Regional Plan	Imperial Beach City Council	Imperial Beach City Hall
5/6/2015	Working Group Meeting	DRAFT SAN DIEGO FORWARD: THE REGIONAL PLAN: REGIONAL EMISSIONS ANALYSIS AND MODELING PROCEDURES AND PUBLIC OUTREACH SCHEDULE	San Diego Region Conformity Working Group	SANDAG
5/7/2015	Monthly Meeting	DRAFT SAN DIEGO FORWARD: THE REGIONAL PLAN	Cities/Counties Transportation Advisory Committee (CTAC)	SANDAG
5/8/2015	Presentation	San Diego Forward: The Regional Plan	San Diego Tijuana Smart Border Coalition	San Diego Foundation
5/12/2015	City Council Meeting	San Diego Forward: The Regional Plan	Carlsbad City Council	Carlsbad City Hall
5/12/2015	City Council Meeting	San Diego Forward: The Regional Plan	La Mesa City Council	La Mesa City Hall
5/12/2015	Presentation	San Diego Forward: The Regional Plan	San Ysidro Border Transportation Council	San Ysidro Chamber of Commerce
5/12/2015	Regional Plan Public Workshop	San Diego Forward: The Regional Plan	Public Workshop	Escondido City Hall
5/13/2015	City Council Meeting	San Diego Forward: The Regional Plan	Oceanside City Council	Oceanside City Hall
5/13/2015	City Council Meeting	San Diego Forward: The Regional Plan	Santee City Council	Santee City Hall
5/13/2015	Presentation	San Diego Forward: The Regional Plan	Chula Vista Chamber of Commerce - Board of Directors	Chula Vista Chamber of Commerce
5/13/2015	Regional Plan Public Workshop	San Diego Forward: The Regional Plan	Public Workshop	La Mesa Community Center
5/14/2015	Presentation	San Diego Forward: The Regional Plan	San Diego County Apartment Association - Legislative Steering Committee	San Diego County Apartment Association
5/14/2015	Quarterly Meeting	DRAFT SAN DIEGO FORWARD: THE REGIONAL PLAN	Active Transportation Working Group (ATWG)	SANDAG
5/14/2015	Regional Plan Public Workshop	San Diego Forward: The Regional Plan	Public Workshop	Caltrans District 11 Building
5/15/2015	Presentation	San Diego Forward: The Regional Plan	FEMCIC: Congreso Nacional de Colegios de Ingenieros Civiles	Teatro del CECUT, Tijuana, B.C.
5/15/2015	Presentation	San Diego Forward: The Regional Plan	Building Industry Association of San Diego	Building Industry Association of San Diego
5/18/2015	Monthly Meeting	DRAFT SAN DIEGO FORWARD: THE REGIONAL PLAN	Social Services Transportation Advisory Council (SSTAC)	SANDAG
5/19/2015	Presentation	San Diego Forward: The Regional Plan	San Diego Coastal Chamber of Commerce	The Fish Market, Del Mar
5/20/2015	Regional Plan Public Workshop	San Diego Forward: The Regional Plan	Public Workshop	Oceanside City Hall
5/21/2015	Quarterly Meeting	DRAFT SAN DIEGO FORWARD: THE REGIONAL PLAN	Public Health Stakeholder Group (PHSG)	SANDAG
5/21/2015	Monthly Meeting	DRAFT SAN DIEGO FORWARD: THE REGIONAL PLAN	San Diego Regional Traffic Engineers Council (SANTEC)	SANDAG
5/21/2015	Regional Plan Public Workshop	San Diego Forward: The Regional Plan	Public Workshop	Casa Familiar Civic Center

5/22/2015	Monthly Meeting	DRAFT SAN DIEGO FORWARD: THE REGIONAL PLAN	Borders Committee	SANDAG
5/26/2015	City Council Meeting	San Diego Forward: The Regional Plan	San Marcos City Council	San Marcos City Hall
5/27/2015	Regional Plan Public Workshop	San Diego Forward: The Regional Plan	Public Workshop	Jacobs Center
5/27/2015	Presentation	San Diego Forward: The Regional Plan	Chula Vista Chamber of Commerce - Public Policy and Economic Development Committee	Chula Vista Chamber of Commerce
5/27/2015	Presentation	San Diego Forward: The Regional Plan	Naval Base Coronado - Transportation Management Committee	Naval Base Coronado
5/28/2015	Presentation	San Diego Forward: The Regional Plan	Encinitas Chamber of Commerce - Board of Directors	Encinitas Chamber of Commerce
5/28/2015	Monthly Meeting	DRAFT SAN DIEGO FORWARD: THE REGIONAL PLAN	Regional Energy Working Group (EWG)	SANDAG
5/28/2015	Regional Plan Public Workshop	San Diego Forward: The Regional Plan	Public Workshop	UTC Forum Hall
6/1/2015	City Council Meeting	San Diego Forward: The Regional Plan	Del Mar City Council	Del Mar City Hall
6/2/2015	Presentation	San Diego Forward: The Regional Plan	Equinox Center Policy Committee	Equinox Center
6/4/2015	Presentation	San Diego Forward: The Regional Plan	Oceanside Chamber of Commerce - Emerging Issues Committee	Oceanside Chamber of Commerce
6/4/2015	Joint Presentation	San Diego Forward: The Regional Plan	American Planning Association (APA) and Association of Environmental Planners (AEP), San Diego Chapters	Tin Roof
6/6/2015	Presentation	San Diego Forward: The Regional Plan	The League of Women Voters of San Diego	Mission Valley Library
6/8/2015	Presentation	San Diego Forward: The Regional Plan	San Diego Highway Development Association	Best Western Seven Seas
6/9/2015	Presentation	San Diego Forward: The Regional Plan	Carlsbad Chamber of Commerce	Carlsbad Chamber of Commerce
6/10/2015	Presentation	San Diego Forward: The Regional Plan	San Ysidro Smart Border Coalition / SAN YSIDRO CHAMBER OF COMMERCE	San Ysidro Chamber of Commerce
6/10/2015	Presentation	San Diego Forward: The Regional Plan	Circulate San Diego	Circulate San Diego
6/10/2015	Presentation	San Diego Forward: The Regional Plan	C-3 Goals and Advocacy Committee	Circulate San Diego
6/10/2015	City Council Meeting	San Diego Forward: The Regional Plan	San Diego City Council - City of San Diego Smart Growth and Land Use Committee	City Administration Building
6/11/2015	Monthly Meeting	OVERVIEW OF DRAFT SAN DIEGO FORWARD: THE REGIONAL PLAN AND ITS DRAFT ENVIRONMENTAL IMPACT REPORT	Regional Planning Technical Working Group (TWG)	SANDAG
6/12/2015	Board of Directors Meeting	DRAFT SAN DIEGO FORWARD: THE REGIONAL PLAN AND ITS SUSTAINABLE COMMUNITIES STRATEGY: PUBLIC HEARING	Board of Directors (BOD)	SANDAG
6/12/2015	Presentation	San Diego Forward: The Regional Plan	Metro Realtors Association	Lava Sushi
6/16/2015	Presentation	San Diego Forward: The Regional Plan	San Diego Regional Chamber of Commerce	San Diego Regional Chamber of Commerce
6/18/2015	Presentation	San Diego Forward: The Regional Plan	City-County Reinvestment Task force	County Administration Building
6/18/2015	Presentation	San Diego Forward: The Regional Plan	Rancho Bernardo Community Planning Board	Rancho Bernardo Swim and Tennis Club
6/18/2015	Public Hearing	DRAFT SAN DIEGO FORWARD: THE REGIONAL PLAN AND ITS SUSTAINABLE COMMUNITIES STRATEGY: PUBLIC HEARING	Public Hearing	North County Transit District
6/22/2015	Quarterly Meeting	DRAFT SAN DIEGO FORWARD: THE REGIONAL PLAN	San Diego Military Working Group (SDMWG)	SANDAG
6/23/2015	Presentation	San Diego Forward: The Regional Plan	GeoDesign Summer Program - Engineering the Transition to Renewable Energy and Clean Water for All	SimCenter
7/8/2015	Presentation	San Diego Forward: The Regional Plan	San Diego Housing Federation	Price Charities Building
7/8/2015	City Council Meeting	San Diego Forward: The Regional Plan	Encinitas City Council	Encinitas City Hall
7/8/2015	Presentation	San Diego Forward: The Regional Plan	ULI San Diego Forward Lunch Program	Rick Engineering Company
7/8/2015	Committee Meeting	DRAFT SAN DIEGO FORWARD: THE REGIONAL PLAN	Transnet Independent Taxpayer Oversight Committee (ITOC)	SANDAG
7/9/2015	Joint Presentation	San Diego Forward: The Regional Plan	Otay Mesa Property Owners Association and East Otay Mesa Property Owners Association	CB Richard Ellis
7/14/2015	Presentation	San Diego Forward: The Regional Plan	San Diego Regional Chamber of Commerce - Public Policy Committee	San Diego Regional Chamber of Commerce
7/14/2015	Working Group Meeting	DRAFT SAN DIEGO FORWARD: THE REGIONAL PLAN STATUS	Environmental Mitigation Program (EMP)	SANDAG
7/16/2015	Presentation	San Diego Forward: The Regional Plan	San Diego Regional Economic Development Corporation - Policy Committee	San Diego Regional Economic Development Corporation
7/23/2015	Presentation	San Diego Forward: The Regional Plan	Greater San Diego Association of Realtors	Greater San Diego Association of Realtors
8/5/2015	Presentation	San Diego Forward: The Regional Plan	Asian Business Association	Choi, Kim & Park LLP
8/13/2015	Presentation	San Diego Forward: The Regional Plan	Downtown San Diego Partnership - Public Policy Committee	Downtown San Diego Partnership
8/13/2015	Presentation	San Diego Forward: The Regional Plan	National City Chamber of Commerce - Economic Development Committee	National City Chamber of Commerce
8/14/2015	Presentation	San Diego Forward: The Regional Plan	Biocom - Legislative Committee	Biocom
8/18/2015	Presentation	San Diego Forward: The Regional Plan	National City Chamber of Commerce - Board of Directors	National City Chamber of Commerce

8/20/2015	Presentation	San Diego Forward: The Regional Plan	South County Economic Development Council - Transportation/Infrastructure Committee	South County Economic Development Council
9/4/2015	Monthly Meeting	SAN DIEGO FORWARD: THE REGIONAL PLAN: SUMMARY OF PUBLIC COMMENTS AND PROPOSED CHANGES	Regional Planning Committee (RPC)/Transportation Committee	SANDAG
9/10/2015	Presentation	San Diego Forward: The Regional Plan	San Diego County Hotel-Motel Association	Hilton Mission Valley
9/11/2015	Presentation	San Diego Forward: The Regional Plan	Otay Mesa Chamber of Commerce	Quality Suites Inn, San Diego
9/11/2015	Monthly Meeting	SAN DIEGO FORWARD: THE REGIONAL PLAN: SUMMARY OF PUBLIC COMMENTS AND PROPOSED CHANGES	Board of Directors (BOD)	SANDAG
9/14/2015	Presentation	San Diego Forward: The Regional Plan	San Diego State University Real Estate class	San Diego State University
9/15/2015	Presentation	San Diego Forward: The Regional Plan	National City Chamber of Commerce - Board of Directors	National City Chamber of Commerce
9/16/2015	Presentation	San Diego Forward: The Regional Plan	Carlsbad Chamber of Commerce	Carlsbad Chamber of Commerce
9/18/2015	Monthly Meeting	SAN DIEGO FORWARD: THE REGIONAL PLAN: FUNDING FLEXIBILITY AND TRANSIT PHASING	Transportation Committee	SANDAG
9/23/2015	Presentation	San Diego Forward: The Regional Plan	North County League of Women's Voters	Belmont Village, Senior Living Cardiff by the Sea
9/28/2015	Presentation	San Diego Forward: The Regional Plan	UC San Diego Urban Studies and Planning Faculty	UC San Diego
10/9/2015	Monthly Meeting	San Diego Forward: The Regional Plan	Board of Directors (BOD)	SANDAG

Attachment 4B – CBO Presentations, Public Meetings, and Workshops for San Diego Forward: The Regional Plan

Date	Event	Topic	Group	Hosted by	Location	Language
2/27/13	Workshop	San Diego Forward: The Regional Plan	San Ysidro Sin Limites	Casa Familiar	Casa Familiar	English
3/13/13	Presentation	San Diego Forward: The Regional Plan	City Heights Built Environment TEAM	City Heights CDC	International Rescue Committee, San Diego	English and Spanish
3/13/13	Presentation	San Diego Forward: The Regional Plan	City Heights Built Environment TEAM	City Heights CDC	International Rescue Committee, San Diego	English and Spanish
4/10/13	Presentation	San Diego Forward: The Regional Plan	City Heights Built Environment TEAM	City Heights CDC	International Rescue Committee, San Diego	English and Spanish
4/10/13	Presentation	San Diego Forward: The Regional Plan	City Heights Built Environment TEAM	City Heights CDC	International Rescue Committee, San Diego	English and Spanish
5/8/13	Presentation	San Diego Forward: The Regional Plan	City Heights Built Environment TEAM	City Heights CDC	International Rescue Committee, San Diego	English and Spanish
5/8/13	Presentation	San Diego Forward: The Regional Plan	City Heights Built Environment TEAM	City Heights CDC	International Rescue Committee, San Diego	English and Spanish
5/21/13	Presentation	San Diego Forward: The Regional Plan	IRC El Cajon	International Rescue Committee	International Rescue Committee, El Cajon	English
6/4/13	Presentation	Planning as a Region	Learning Center Monthly Meeting	Vista Community Clinic	First Christian Church of Vista	Spanish

Date	Event	Topic	Group	Hosted by	Location	Language
6/6/13	Presentation	Series 13/Regional Growth Forecast	Resident Leadership Academy	Vista Community Clinic	First Christian Church of Vista	Spanish
6/12/13	Presentation	San Diego Forward: The Regional Plan	City Heights Built Environment TEAM	City Heights CDC	International Rescue Committee, San Diego	English and Spanish
6/12/13	Presentation	San Diego Forward: The Regional Plan	City Heights Built Environment TEAM	City Heights CDC	International Rescue Committee, San Diego	English and Spanish
6/12/13	Presentation	Planning as a Region	North County Intergenerational Community Council Monthly Meeting	Vista Community Clinic	Joslyn Center for Nutrition	English
6/13/13	Workshop	City Heights Regional Plan Community Workshop		City Heights CDC/MCCAN	International Rescue Committee, San Diego	English and Spanish
6/13/13	Workshop	City Heights Regional Plan Community Workshop		City Heights CDC/MCCAN	International Rescue Committee, San Diego	English and Spanish
6/13/13	Presentation	Series 13/Regional Growth Forecast	Resident Leadership Academy	Vista Community Clinic	Fallbrook Library	Spanish
6/14/13	Presentation	Planning as a Region	Health Promotion Center Staff Monthly Meeting	Vista Community Clinic	Vista Community Clinic	English
6/17/13	Presentation	Series 13/Regional Growth Forecast	Poder Popular Monthly Meeting	Vista Community Clinic	Vista Community Clinic	Spanish

Date	Event	Topic	Group	Hosted by	Location	Language
6/18/13	Workshop	San Diego Forward: The Regional Plan	City Heights Wellness Center	City Heights CDC	Scripps City Heights Wellness Center	English
6/18/13	Presentation	Planning as a Region	Poder Popular Monthly Meeting	Vista Community Clinic	Vista Community Clinic	Spanish
6/19/13	Workshop	Policy and Objectives	Linda Vista Collaborative	Bayside Community Center	Bayside Community Center	English
6/19/13	Workshop	Identifying Communities of Concern	Senior Lunch and Workshop	Mountain Empire Collaborative	Descanso Town Hall	English
6/20/13	Workshop	Identifying Communities of Concern	Senior Lunch and Workshop	Mountain Empire Collaborative	Campo Community Center	English
6/26/13	Workshop and Dinner	Understanding San Diego Forward	Community-wide Regional Plan Event	Mountain Empire Collaborative	Campo Community Center	English
6/27/13	Presentation	San Diego Forward: The Regional Plan	North County Community Center- Parent Meeting	Alliance For Regional Solutions	North County Community Services	English and Spanish
6/27/13	Workshop	Identifying Communities of Concern	Senior Lunch and Workshop	Mountain Empire Collaborative	Alpine Community Center	English
6/28/13	Workshop	Identifying Communities of Concern	Senior Lunch and Workshop	Mountain Empire Collaborative	Pine Valley County Park	English
7/1/13	Workshop	Policy and Objectives	Linda Vista community members – TEENAGERS	Bayside Community Center	Bayside Community Center	English

Date	Event	Topic	Group	Hosted by	Location	Language
7/2/13	Presentation	San Diego Forward: The Regional Plan	The Fellowship Center	Alliance For Regional Solutions	The Fellowship Center	English
7/6/13	Presentation	San Diego Forward: The Regional Plan	El Cajon Collaborative Council, CVUSD Board Rm.	El Cajon Collaborative	El Cajon	English
7/10/13	Presentation	Transportation Needs and Gaps	IRC El Cajon	International Rescue Center	International Rescue Committee, El Cajon	English
7/11/13	Workshop	San Diego Forward: The Regional Plan	Casa Familiar Civic Center	Casa Familiar	Casa Familiar	English and Spanish
7/11/13	Presentation	San Diego Forward: The Regional Plan	City Heights Built Environment TEAM	City Heights CDC	International Rescue Committee, San Diego	English and Spanish
7/11/13	Presentation	San Diego Forward: The Regional Plan	City Heights Built Environment TEAM	City Heights CDC	International Rescue Committee, San Diego	English and Spanish
7/16/13	Presentation	San Diego Forward: The Regional Plan	North County Lifeline	Alliance For Regional Solutions	The Fellowship Center	English
7/17/13	Workshop	San Diego Forward: The Regional Plan	Gary and Mary West Senior Wellness Center	Serving Seniors	San Diego	English
7/18/13	Presentation	San Diego Forward: The Regional Plan	East Region Collaborative Network	El Cajon Collaborative	Spring Valley Elementary School	English
7/20/13	Presentation	San Diego Forward: The Regional Plan	East Region Collaborative Network	El Cajon Collaborative	Spring Valley Elementary School	English

Date	Event	Topic	Group	Hosted by	Location	Language
7/23/13	Presentation	San Diego Forward: The Regional Plan	Community Dialogue for Change, St. John's Lutheran Church	El Cajon Collaborative	St. John's Lutheran Church	Arabic
7/25/13	Presentation	Transportation Needs and Gaps	IRC El Cajon	International Rescue Center	International Rescue Committee, El Cajon	English
8/1/13	Presentation	San Diego Forward: The Regional Plan - Outreach	Mid-City CAN Networking Meeting	Mid-City CAN	City Heights Wellness Center	English
8/6/13	Booth	Active Transportation Outreach	National Night Out	City Heights CDC	Colina Park	English
8/6/13	Booth	Active Transportation Outreach	National Night Out	City Heights CDC	Teralta Park	English
8/8/13	Presentation	San Diego Forward: The Regional Plan	City Heights Built Environment TEAM	City Heights CDC	International Rescue Committee, San Diego	English and Spanish
8/9/13	Workshop	Preferred Scenario Input Workshop	ITCH Meeting	City Heights CDC	Metro Villas	English and Spanish
8/11/13	Booth	Active Transportation Outreach	Ciclos Dias Open Streets Event	City Heights CDC	City Heights	English
8/12/13	Workshop	Preferred Scenario Input Workshop	MCCAN Networking Meeting	City Heights CDC	City Heights Wellness Center	English and Spanish
8/14/13	Workshop	Policy and Objectives	Iglesia Discípulos de Cristo/Open to the entire community	Vista Community Clinic	First Christian Church of Vista	Spanish

Date	Event	Topic	Group	Hosted by	Location	Language
8/21/13	Presentation	San Diego Forward: The Regional Plan	ALLIANCE FOR REGIONAL SOLUTIONS Transportation Committee	Alliance For Regional Solutions	North County Community Services	English
8/21/13	Presentation	San Diego Forward: The Regional Plan	IRC	International Rescue Committee	International Rescue Committee, San Diego	English
8/22/13	Workshop	Regional Plan Workshop	El Cajon Library	International Rescue Committee	El Cajon Library	Arabic
8/22/13	Presentation	Planning as a Region	Farm Worker Care Coalition	Vista Community Clinic	Vista Community Health Clinic	English
8/23/13	Workshop	Regional Plan Workshop	Karen Organization of San Diego	International Rescue Committee	Karen Organization of San Diego	English
9/3/13	Presentation	San Diego Forward Overview	El Cajon Collaborative Council, CVUSD Board Rm.	El Cajon Collaborative	El Cajon	English
9/12/13	Presentation	San Diego Forward: The Regional Plan	City Heights Built Environment TEAM	City Heights CDC	City Heights Wellness Center	English and Spanish
9/17/13	Presentation	San Diego Forward Overview	El Cajon Collaborative Core TEAM	El Cajon Collaborative	Center for Social Advocacy	English
9/19/13	Presentation	San Diego Forward Overview	East Region Collaborative Network	El Cajon Collaborative	Family Health Center, Spring Valley	English
9/21/13	Workshop	San Diego Forward: The Regional Plan	IRC	International Rescue Committee	International Rescue Committee, El Cajon	Somali

Date	Event	Topic	Group	Hosted by	Location	Language
10/1/13	Presentation	San Diego Forward Overview	El Cajon Collaborative Council, CVUSD Board Rm.	El Cajon Collaborative	El Cajon	English
10/10/13	Presentation	San Diego Forward: The Regional Plan	City Heights Built Environment TEAM	City Heights CDC	City Heights Wellness Center	English and Spanish
10/10/13	Presentation	San Diego Forward Overview	El Cajon Stakeholders Meeting	El Cajon Collaborative	Center for Social Advocacy	Arabic
10/14/13	Presentation	San Diego Forward Update	Collaborative Meeting	Mountain Empire Collaborative	Pine Valley	English
10/15/13	Presentation	San Diego Forward Overview	El Cajon Collaborative Core TEAM	El Cajon Collaborative	Center for Social Advocacy	English
11/5/13	Presentation	San Diego Forward Overview	El Cajon Collaborative Council, CVUSD Board Rm.	El Cajon Collaborative	El Cajon	English
11/15/13	Workshop	San Diego Forward: The Regional Plan	IRC	International Rescue Committee	International Rescue Committee, El Cajon	English
11/19/13	Presentation	San Diego Forward Overview	El Cajon Collaborative Core TEAM	El Cajon Collaborative	Center for Social Advocacy	English
11/20/13	Presentation	Pursuit of Physical Activity, Advocacy for a Walkable Community	Linda Vista Collaborative	Bayside Community Center	Bayside Community Center	English
11/21/13	Presentation	San Diego Forward: The Regional Plan	City Heights Built Environment TEAM	City Heights CDC	Multi-Cultural Center	English and Spanish

Date	Event	Topic	Group	Hosted by	Location	Language
11/27/13	Presentation	Series 13/Regional Growth Forecast	Universidad Popular	Vista Community Clinic	Vista Library	Spanish
12/1/13	Workshop	Long-term Transportation Planning in San Diego	Linda Vista community members	Bayside Community Center	Bayside Community Center	Vietnames e
12/3/13	Presentation	San Diego Forward Overview	El Cajon Collaborative Council, CVUSD Board Rm.	El Cajon Collaborative	El Cajon	English
12/7/13	Presentation	San Diego Forward: The Regional Plan	City Heights Built Environment TEAM	City Heights CDC	Colina Park	English and Spanish
12/18/13	Presentation	San Diego Forward Overview	East Region Collaborative Network	El Cajon Collaborative	Family Health Center, Spring Valley	English
1/7/14	Presentation	San Diego Forward Overview	El Cajon Collaborative Council, CVUSD Board Rm.	El Cajon Collaborative	El Cajon	English
1/9/14	Presentation	San Diego Forward: The Regional Plan	City Heights Built Environment TEAM	City Heights CDC	Multi-Cultural Center	English and Spanish
1/13/14	Presentation	Preferred Revenue Constrained Scenario	North County Works	Alliance For Regional Solutions	Alliance For Regional Solutions	English
1/13/14	Presentation	San Diego Forward Update	Collaborative Meeting	Mountain Empire Collaborative	Pine Valley	English
1/16/14	Presentation	Social Equity and Transportation	Alternative High School	Mountain Empire Collaborative	Campo Village Library	English

Date	Event	Topic	Group	Hosted by	Location	Language
1/16/14	Presentation	Series 13/Regional Growth Forecast	North County Lifeline Staff	Vista Community Clinic	North County Lifeline	English
1/21/14	Presentation	Series 13/Regional Growth Forecast	Poder Popular Monthly Meeting	Vista Community Clinic	Vista Community Clinic	Spanish
1/28/14	Presentation	Preferred Revenue Constrained Scenario	ALLIANCE FOR REGIONAL SOLUTIONS Leadership Board Meeting	Alliance For Regional Solutions	Health Link Medical Center	English
1/30/14	Workshop	Series 13/Regional Growth Forecast	North County LifeLine Location/Open to the entire community	Vista Community Clinic	North County Lifeline	Spanish
2/10/14	Presentation	San Diego Forward Update	Collaborative Meeting	Mountain Empire Collaborative	Pine Valley	English
2/10/14	Presentation	San Diego Forward Update	Pine Valley Wellness Group	Mountain Empire Collaborative	Pine Valley	English
2/13/14	Presentation	San Diego Forward: The Regional Plan	City Heights Built Environment TEAM	City Heights CDC	Proyecto De Casas Saludable	English and Spanish
2/18/14	Presentation	San Diego Forward: The Regional Plan	Parent Meeting	Alliance For Regional Solutions	North County Community Services, Oceanside	English and Spanish
2/24/14	Presentation	San Diego Forward Update	Campo/Lake Morena Planning Group	Mountain Empire Collaborative	Campo Community Center	English
2/26/14	Presentation	SANDAG Workshop	Lauderbach Park	Chula Vista	Lauderbach Park	English

Date	Event	Topic	Group	Hosted by	Location	Language
3/1/14	Workshop	2050 Regional Plan Input		Able-Disabled Advocacy	N/A	English
3/1/14	Workshop	Walkability, Bikeability, and the LV Collaborative's Partnership with SANDAG	Youth Engagement Academy (YEA)	Bayside Community Center	Bayside Community Center	English
3/1/14	Workshop	San Diego Forward: The Regional Plan	Spring Valley Community Center Workshop	Serving Seniors	N/A	English
3/5/14	Presentation	San Diego Forward: The Regional Plan	Job Development Group	Alliance For Regional Solutions	North County Lifeline	English
3/5/14	Presentation	Series 13/Regional Growth Forecast	Guiding Choices Class	Vista Community Clinic	Oceanside	Spanish
3/10/14	Presentation	San Diego Forward Update	Collaborative Meeting	Mountain Empire Collaborative	Pine Valley	English
3/13/14	Presentation	San Diego Forward: The Regional Plan	City Heights Built Environment TEAM	City Heights CDC	Proyecto De Casas Saludable	English and Spanish
3/13/14	Workshop	Transportation Uses	Resident Leadership Academy	Mountain Empire Collaborative	Campo Community Center	English
3/13/13	Presentation	Series 13/Regional Growth Forecast	North Coastal Prevention Youth Coalition/Rise Above Club	Vista Community Clinic	El Camino High School	English
3/15/14	Presentation	San Diego Forward: The Regional Plan	Youth Development Group	Alliance For Regional Solutions	North County Lifeline	English

Date	Event	Topic	Group	Hosted by	Location	Language
3/19/14	Workshop	SANDAG Workshop	Health Fair	Chula Vista	Vista Square Elementary School	Spanish
3/19/13	Presentation	Series 13/Regional Growth Forecast	Crown Heights Resource Center Monthly Meeting	Vista Community Clinic	North County Lifeline	English
3/20/14	Workshop	What is Social Equity?	Resident Leadership Academy	Mountain Empire Collaborative	Campo Community Center	English
3/21/14	Workshop	Social Equity Performance Measures	El Cajon Community Forum	El Cajon Collaborative	El Cajon Collaborative	English
3/24/14	Presentation	Walkability, bikeability, and the LV Collaborative's partnership with SANDAG	Linda Vista Planning Group members and meeting attendees (Linda Vista Public Library)	Bayside Community Center	Linda Vista Public Library	English
3/27/14	Workshop	San Diego Forward: The Regional Plan	Resident Leadership Academy	Mountain Empire Collaborative	Campo Community Center	English
4/1/14	Presentation	Walkability, bikeability, and the LV Collaborative's partnership with SANDAG	Bayside Community Center Board Members	Bayside Community Center	Bayside Community Center	English
4/3/14	Workshop	Community Assessments	Resident Leadership Academy	Mountain Empire Collaborative	Campo Community Center	English
4/10/14	Presentation	San Diego Forward: The Regional Plan	City Heights Built Environment TEAM	City Heights CDC	Proyecto De Casas Saludable	English and Spanish

Date	Event	Topic	Group	Hosted by	Location	Language
4/10/14	Workshop	Land Use and Community Planning	Resident Leadership Academy	Mountain Empire Collaborative	Campo Community Center	English
4/14/14	Presentation	San Diego Forward Update	Collaborative Meeting	Mountain Empire Collaborative	Pine Valley	English
4/15/14	Presentation	Regional Policy Areas/Groups	El Cajon Collaborative Core TEAM	El Cajon Collaborative	El Cajon Collaborative	English
4/17/14	Workshop	SANDAG Workshop		Chula Vista	South Bay Union Elementary School	Spanish
4/17/14	Workshop	Advocacy & Policy Development	Resident Leadership Academy	Mountain Empire Collaborative	Campo Community Center	English
4/19/14	Workshop	SANDAG Workshop	Day of the Child Community Fair	Chula Vista	Chula Vista	Spanish
4/22/14	Workshop	SANDAG Workshop		Chula Vista	Rice Elementary School	Spanish
4/24/14	Workshop	San Diego Forward Evaluation	Resident Leadership Academy	Mountain Empire Collaborative	Campo Community Center	English
5/7/14	Presentation	Intro to Regional Transportation Planning	Logan Heights Library Teen Council	Bame CDC	Logan Heights Library	English
5/7/14	Presentation	San Diego Forward Overview	Coffee Talk with Woodglen Vista Apt. residents	El Cajon Collaborative	Santee	English
5/8/14	Presentation	San Diego Forward: The Regional Plan	City Heights Built Environment TEAM	City Heights CDC	City Heights Wellness Center	English and Spanish

Date	Event	Topic	Group	Hosted by	Location	Language
5/8/14	Presentation	San Diego Forward: The Regional Plan		Jacobs Center	Jacobs Center	English
5/10/14	Presentation	San Diego Forward	Community Event	Mountain Empire Collaborative	Jacumba	English and Spanish
5/14/14	Presentation	San Diego Forward: The Regional Plan	Platicando con mi Gente	Jacobs Center	Jacobs Center	English
5/21/14	Presentation	Intro to Regional Transportation Planning	Residents of Mercado Apartments	Bame CDC	Mercado Apartments, Barrio Logan	Spanish
5/21/14	Presentation	Intro to Regional Transportation Planning	BLCI Parent Group	Bame CDC	Barrio Logan College Institute	Spanish
5/22/14	Workshop	SANDAG Workshop	Members of the community; Open to the Public	Operation Samahan	Operation Samahan	English
5/29/14	Presentation	San Diego Forward Overview, Transportation Barriers	STAAND meeting, CASA conference room	El Cajon Collaborative	El Cajon	English
5/29/14	Presentation	Regional Policy Areas/Groups	Resident Leaders in Action, Little House	El Cajon Collaborative	El Cajon Collaborative	English
6/2/14	Workshop	2050 RTP, Transit Concerns	License to Freedom	El Cajon Collaborative	El Cajon Collaborative	Arabic
6/3/14	Presentation	San Diego Forward Overview	El Cajon Collaborative Council, CVUSD Board Rm.	El Cajon Collaborative	El Cajon	English

Date	Event	Topic	Group	Hosted by	Location	Language
6/3/14	Presentation	Public Health White Paper/Regional Policies	Live Well San Diego East Region	El Cajon Collaborative	La Mesa Police Department	English
6/7/14	Presentation	San Diego Forward: The Regional Plan	Community Event	Mountain Empire Collaborative	Campo Community Center	English and Spanish
6/18/14	Presentation	2050 RTP, Transit Concerns	Woodglen Vista Apartments	El Cajon Collaborative	Santee	English
6/19/14	Presentation	San Diego Forward: The Regional Plan	City Heights Built Environment TEAM	City Heights CDC	City Heights Wellness Center	English and Spanish
6/19/14	Presentation	Network Scenarios	El Cajon Resident Leadership Academy	International Rescue Committee	International Rescue Committee, San Diego	English
6/21/14	Workshop	Community Transportation Priorities Activity	Greater Logan Heights residents	Bame CDC	Juneteenth Festival, Logan Heights	English
6/21/14	Workshop	Community Transportation Priorities Activity	Sherman Heights residents	Bame CDC	Sherman Heights Music Festival	English and Spanish
6/30/14	Workshop	Alternative Scenario Workshop	Linda Vista community members	Bayside Community Center	Bayside Community Center	Vietnamese
7/7/14	Workshop	Alternative Scenario Workshop	Linda Vista community members	Bayside Community Center	Bayside Community Center	Spanish
7/10/14	Presentation	San Diego Forward: The Regional Plan	City Heights Built Environment TEAM	City Heights CDC	City Heights Wellness Center	English and Spanish
7/23/14	Presentation /Workshop	Community Transportation Forum	Greater Logan Heights residents	Bame CDC	Logan Heights Library	English and Spanish

Date	Event	Topic	Group	Hosted by	Location	Language
7/23/14	Presentation	Who is SANDAG?	Organization leaders and general public, Operation Samahan staff	Operation Samahan	Operation Samahan	English
8/5/14	Booth	Active Transportation Outreach	National Night Out	City Heights CDC	Teralta Park	English
8/5/14	Booth	Active Transportation Outreach	National Night Out	City Heights CDC	Colina Park	English
8/5/14	Workshop	Alternative Scenarios Workshop	Child Nutrition Meeting Room	El Cajon Collaborative	El Cajon	English
8/8/14	Workshop	San Diego Forward: The Regional Plan – Alternative Scenarios	Health Promotion Center Staff Monthly Meeting	Vista Community Clinic	Vista Community Clinic	English
8/9/14	Workshop	Improving Transportation	Metro Villa Apartments	City Heights	Metro Villa Apartments	English
8/11/14	Workshop	San Diego Forward: The Regional Plan – Alternative Scenarios	Mountain Empire Unified School District Board Room	El Cajon Collaborative	Pine Valley	English
8/12/14	Workshop	SANDAG Workshop	Turning the Hearts Center	Chula Vista	Turning the Hearts Center	English
8/12/14	Workshop	San Diego Forward: The Regional Plan	City Heights Wellness Center	City Heights	City Heights Wellness Center	English
8/12/14	Workshop	San Diego Forward: The Regional Plan – Alternative Scenarios	IRC	International Rescue Committee	International Rescue Committee, El Cajon	English

Date	Event	Topic	Group	Hosted by	Location	Language
8/12/14	Workshop	San Diego Forward: The Regional Plan – Alternative Scenarios	Jacobs Center – Chollas View Room	Jacobs Center	Jacobs Center	English
8/13/14	Workshop	San Diego Forward: The Regional Plan – Alternative Scenarios	1111 Boulevard Chula Vista, CA 91911	Able-Disabled Advocacy	South County Career Center	English
8/13/14	Workshop	San Diego Forward: The Regional Plan – Alternative Scenarios	Woodglen Vista Apartments	El Cajon Collaborative	Woodglen Vista Apartments	English and Spanish
8/13/14	Workshop	San Diego Forward: The Regional Plan – Alternative Scenarios	IRC El Cajon	International Rescue Committee	International Rescue Committee, El Cajon	English
8/13/14	Workshop	San Diego Forward: The Regional Plan – Alternative Scenarios	IRC El Cajon	International Rescue Committee	International Rescue Committee, El Cajon	English
8/13/14	Workshop	San Diego Forward: The Regional Plan – Alternative Scenarios	Jacobs Center – Chollas View Room	Jacobs Center	Jacobs Center	Spanish
8/13/14	Workshop	San Diego Forward: The Regional Plan – Alternative Scenarios	Members of the community; Open to the Public	Operation Samahan	Operation Samahan	English

Date	Event	Topic	Group	Hosted by	Location	Language
8/14/14	Workshop	San Diego Forward: The Regional Plan – Alternative Scenarios	ALLIANCE FOR REGIONAL SOLUTIONS General Membership	Alliance For Regional Solutions	Vista	English
8/14/14	Workshop	San Diego Forward: The Regional Plan Workshop	Rayo de Esperanza Family Resource Center	Chula Vista	Rayo de Esperanza Family Resource Center	Spanish
8/14/14	Workshop	San Diego Forward: The Regional Plan – Alternative Scenarios	Little House	El Cajon Collaborative	El Cajon Collaborative	English
8/14/14	Workshop	San Diego Forward: The Regional Plan – Alternative Scenarios	North Coastal Prevention Coalition Monthly Meeting	Vista Community Clinic	North Coastal Mental Health Center	English
8/17/14	Workshop	San Diego Forward: The Regional Plan – Alternative Scenarios	Spring Valley Community Circle East Church	El Cajon Collaborative	Community Circle East Church, Spring Valley	English
8/18/14	Workshop	San Diego Forward: The Regional Plan – Alternative Scenarios	Communities Against Substance Abuse	El Cajon Collaborative	El Cajon	English
8/18/14	Workshop	San Diego Forward: The Regional Plan – Alternative Scenarios	Iglesia Discípulos de Cristo/Open to the entire community	Vista Community Clinic	Vista	Spanish

Date	Event	Topic	Group	Hosted by	Location	Language
8/20/14	Presentation /Workshop	San Diego Forward: The Regional Plan - Alternative Network Scenarios	Greater Logan Heights residents	Bame CDC	Logan Heights Library	English and Spanish
8/27/14	Workshop	San Diego Forward: The Regional Plan - Alternative Network Scenarios	San Ysidro Recreation and Civic Center	Casa Familiar	Casa Familiar	English
9/5/14	Public meeting	San Diego Forward: The Regional Plan - Preferred Scenario	Transportation Committee	City Heights CDC	SANDAG	English
9/11/14	Presentation	San Diego Forward: The Regional Plan	City Heights Built Environment TEAM	City Heights CDC	City Heights Wellness Center	English and Spanish
9/12/14	Public meeting	San Diego Forward: The Regional Plan - Preferred Scenario	Board of Directors	City Heights CDC	SANDAG	English
10/6/14	Presentation	Pedestrian Safety Introduction	Academy of IT Students	City Heights CDC	Hoover High School	English
10/6/14	Presentation	Built Environment Intro	Academy of IT Students	City Heights CDC	Hoover High School	English
10/7/14	Presentation	San Diego Forward: The Regional Plan - Overview	El Cajon Collaborative Council, CVUSD Board Rm.	El Cajon Collaborative	El Cajon	English

Date	Event	Topic	Group	Hosted by	Location	Language
10/9/14	Presentation	San Diego Forward: The Regional Plan	City Heights Built Environment TEAM	City Heights CDC	City Heights Wellness Center	English and Spanish
10/11/14	Presentation /Survey	2050 RTP, Transit Concerns	El Cajon Fire Station Open House	El Cajon Collaborative	Heartland Fire Communications	English, Spanish, and Arabic
10/20/14	Presentation /Survey	2050 RTP, Transit Concerns	Woodglen Vista Apartments	El Cajon Collaborative	Woodglen Vista Apartments	English, Spanish, and Arabic
11/4/14	Presentation	San Diego Forward: The Regional Plan - Preferred Scenario Presentation	El Cajon Collaborative Council, CVUSD Board Rm.	El Cajon Collaborative	El Cajon	English
11/6/14	Presentation	San Diego Forward: The Regional Plan	ALLIANCE FOR REGIONAL SOLUTIONS General Membership	Alliance For Regional Solutions	Vista	English
11/20/14	Presentation	San Diego Forward: The Regional Plan - Preferred Scenario Presentation	East Region Collaborative Network	El Cajon Collaborative	Spring Valley	English
11/20/14	Presentation	San Diego Forward: The Regional Plan - Preferred Scenario Presentation	El Cajon Community Forum	El Cajon Collaborative	East County Career Center	English

Date	Event	Topic	Group	Hosted by	Location	Language
11/21/14	Presentation	San Diego Forward: The Regional Plan	ALLIANCE FOR REGIONAL SOLUTIONS Leadership Board Meeting	Alliance For Regional Solutions	Vista	English
12/2/14	Presentation	What the Social Equity Appendix will look like	El Cajon Collaborative Council, CVUSD Board Rm.	El Cajon Collaborative	El Cajon	English
12/16/14	Presentation	What the Social Equity Appendix will look like	El Cajon Collaborative Core TEAM	El Cajon Collaborative	El Cajon	English
12/18/14	Presentation	What the Social Equity Appendix will look like	East Region Collaborative Network	El Cajon Collaborative	Community East Circle, Family Health Center	English
1/15/15	Presentation	San Diego Forward: The Regional Plan	Linda Vista Collaborative	Bayside	Bayside Community Center	English
2/17/15	Presentation	Public Outreach	Linda Vista Public Library Director	Bayside	Bayside Community Center	English
2/17/15	Presentation	Preferred Scenario		Vista Community Clinic	Vista Community Clinic	English
3/31/15	Presentation	San Diego Forward: The Regional Plan	Community Members	Bayside	Bayside Community Center	English, Spanish, Vietnamese
4/2/15	Presentation	Preferred Scenario		Vista Community Clinic	El Camino High School	English/Spanish
4/15	Display Boards	San Diego Forward: The Regional Plan		Linda Vista Public Library	Linda Vista Public Library	English

Date	Event	Topic	Group	Hosted by	Location	Language
4/16/15	Workshop	Public Comment Outreach	Community Members	El Cajon Collaborative		English
4/25/15	Public Outreach	Draft Plan Outreach	Community Members	Bayside	Linda Vista Multicultural Fair	English, Spanish, Vietnamese
5/2/15	Presentation /Tecolote Canyon Clean Up Day	San Diego Forward: The Regional Plan	Linda Vista Community	Bayside	Bayside Community Center	English
5/5/15	Presentation	San Diego Forward: The Regional Plan	ECC Council Meeting	El Cajon Collaborative	Cajon Valley Union School District	English
5/11/15	Workshop	San Diego Forward: The Regional Plan	Urban Collaborative	Jacobs	Jacobs Center	English
5/12/15	Presentation	San Diego Forward: The Regional Plan	CVCC Partners Meeting	Chula Vista CC	Chula Vista	English
5/14/15	Presentation	San Diego Forward: The Regional Plan	Live Well San Diego	Chula Vista CC	County of San Diego Health and Human Services, Chula Vista	English
5/14/15	Caltrans Workshop	San Diego Forward: The Regional Plan	Linda Vista Collaborative	Bayside	Caltrans, District 11	English/Vietnamese
5/15/15	Preliminary Workshops	San Diego Forward: The Regional Plan	IRC Citizenship Students & VESL Students	International Rescue Committee	International Rescue Committee, El Cajon	English
5/15/15	Presentation	San Diego Forward: The Regional Plan	Promotores Active for Community Meeting	Chula Vista CC	Lilian J. Rice School	English

Date	Event	Topic	Group	Hosted by	Location	Language
5/16/15	Presentation	San Diego Forward: The Regional Plan	Dia de San Ysidro Information Booth	Casa Familiar		English
5/18/15	Presentation	San Diego Forward: The Regional Plan	Casa De Padres	Casa Familiar		English
5/19/15	New Urban Film Festival/Presentation	San Diego Forward: The Regional Plan	Linda Vista Public Library	Bayside	Linda Vista Public Library	English/Spanish
5/19/15	Presentation	San Diego Forward: The Regional Plan	ECC Core Team	El Cajon	Little House, El Cajon	English
5/19/15	Preliminary Workshop	San Diego Forward: The Regional Plan	IRC Citizenship Students	International Rescue Committee	International Rescue Committee, El Cajon	English
5/19/15	Presentation	San Diego Forward: The Regional Plan	Promised Neighborhood Meeting	Chula Vista CC	Castle Park Elementary School	English
5/20/15	Workshop	San Diego Forward: The Regional Plan	Linda Vista Collaborative	Bayside	Bayside Community Center	English
5/20/15	Workshop	San Diego Forward: The Regional Plan	Platicando con mi Gente	Jacobs	Jacobs Center	English
5/21/15	Workshop	San Diego Forward: The Regional Plan	Community Members	BAME CDC	Police Department Community Center, San Diego	English/Spanish
5/21/15	Presentation	San Diego Forward: The Regional Plan	East Region Collaborative Network	El Cajon Collaborative	Spring Valley Community Campus	English

Date	Event	Topic	Group	Hosted by	Location	Language
5/21/15	Presentation	San Diego Forward: The Regional Plan	East Co. Teen Critical Issues Forum STAAND (Students Together Against Alcohol 'n Drugs & EC Police Dept.)	El Cajon Collaborative	El Cajon Police Department	English, Spanish, Arabic
5/21/15	Workshop	San Diego Forward: The Regional Plan		Operation Samahan	Operation Samahan Administration Building	English
5/21/15	Presentation	San Diego Forward: The Regional Plan	BET Meetings	City Heights CDC/Mid-City CAN	City Heights Wellness Center	English
5/21/15	Presentation	San Diego Forward: The Regional Plan	Sweetwater Union High School District Wellness Committee	Chula Vista CC	Sweetwater Union High School District Administration Center	English
5/22/15	Presentation	San Diego Forward: The Regional Plan	Food Truck Night	Jacobs	Euclid/Imperial	Spanish
5/24/15	Presentation	San Diego Forward: The Regional Plan	XCite Steps	Able-Disabled Advocacy	XCite Steeps, Sorrento Valley	English
5/26/15	Presentation	San Diego Forward: The Regional Plan	ARC of San Diego	Able-Disabled Advocacy	ARC of San Diego, Grant Hill	English
5/27/15	Presentation	San Diego Forward: The Regional Plan	Community members, Civic Engagement personnel, OpSam Patients	Operation Samahan	Jacobs Center	English
5/27/15	Community Workshop	San Diego Forward: The Regional Plan	IRC Clients	International Rescue Committee	International Rescue Committee, El Cajon	English/Arabic

Date	Event	Topic	Group	Hosted by	Location	Language
6/2/15	Community Workshop	San Diego Forward: The Regional Plan	IRC Clients	International Rescue Committee	International Rescue Committee, San Diego	English/Arabic
6/3/15	Presentation	San Diego Forward: The Regional Plan	Casa de Padres	Casa Familiar	San Ysidro	English
6/3/15	Presentation	San Diego Forward: The Regional Plan	Community Forum on Walkability/Safety	Jacobs		English
6/3/15	Presentation	Draft Plan Outreach		Vista Community Clinic	Iglesia Discipulos de Cristo	English/Spanish
6/4/15	Workshop	San Diego Forward: The Regional Plan	Linda Vista Farmers Market	Bayside	Linda Vista	English, Spanish, Vietnamese
6/5/15	Workshop	EIR Overview	CBO Outreach Partner Network	Jacobs	Jacobs Center	English
6/5/15	Workshop	San Diego Forward: The Regional Plan	Chula Vista Community	Chula Vista CC	Lilian J. Rice Elementary School	Spanish
6/8/15	Presentation	San Diego Forward: The Regional Plan	Mtn. Empire Collaborative	El Cajon Collaborative	Mountain Empire Unified School District Board Room, Pine Valley	English
6/8/15	Presentation	San Diego Forward: The Regional Plan	Urban Collaborative	Jacobs		English
6/11/15	Workshop	San Diego Forward: The Regional Plan	Linda Vista Farmers Market	Bayside	Linda Vista	Spanish/Vietnamese

Date	Event	Topic	Group	Hosted by	Location	Language
6/11/15	Workshop	San Diego Forward: The Regional Plan	Mid-City CAN Networking Council	City Heights CDC	City Heights Center	English
6/11/15	Workshop	San Diego Forward: The Regional Plan	Chula Vista Community	Chula Vista CC	Lilian J. Rice Elementary School	English
6/12/15	Workshop	San Diego Forward: The Regional Plan	Health Promotion Center	Vista Community Clinic	Vista Community Clinic	English
6/15-19/15	Community Workshop	San Diego Forward: The Regional Plan	Operation Samahan Clients and Community Members	Operation Samahan	Operation Samahan Administration Building	English
6/16/15	Workshop	San Diego Forward: The Regional Plan	Community Members	Alliance For Regional Solutions	North County Lifeline Inc	English
6/16/15	Workshop	San Diego Forward: The Regional Plan	Linda Vista Community	Bayside	Bayside Community Center	English
6/16/15	Workshop	San Diego Forward: The Regional Plan		Vista Community Clinic	VCC: Vale Terrace, Women's Center Classroom 1 and 2	Spanish
6/17/15	Workshop	San Diego Forward: The Regional Plan	Able-Disabled Advocacy	Able-Disabled Advocacy	Dede Alpert Center for Community Engagement, City Heights	English
6/17/15	Presentation	San Diego Forward: The Regional Plan	Platicando con mi Gente	Jacobs		Spanish

Date	Event	Topic	Group	Hosted by	Location	Language
6/17/15	Community Workshop	San Diego Forward: The Regional Plan	IRC Clients	International Rescue Committee	International Rescue Committee, San Diego	English
6/17/15	Workshop		Linda Vista Collaborative	Bayside	Bayside Community Center	English
6/18/15	Presentation	San Diego Forward: The Regional Plan	BET Meetings	City Heights CDC	City Heights Wellness Center	English
6/20/15	Presentation	San Diego Forward: The Regional Plan	San Diego Brain Injury Foundation	Able-Disabled Advocacy	San Diego	English
6/20/15	Presentation	San Diego Forward: The Regional Plan	The Cooper Foundation Juneteenth Event	BAME CDC	San Diego	English/Spanish
6/23/15	Workshop	San Diego Forward: The Regional Plan	Community Members	Casa Familiar	Casa Familiar Civic Center	English/Spanish
6/23/15	Workshop	San Diego Forward: The Regional Plan	Community Members	Alliance For Regional Solutions	Interfaith Community Services, Escondido	English
6/23/15	Workshop	San Diego Forward: The Regional Plan	Linda Vista Community	Bayside	Bayside Community Center	Vietnamese
6/25/15	Workshop	San Diego Forward: The Regional Plan	Youth Build Program	Able-Disabled Advocacy	San Diego	English
6/25/15	Community Workshop	San Diego Forward: The Regional Plan	IRC Clients	International Rescue Committee	International Rescue Committee, San Diego	English

Date	Event	Topic	Group	Hosted by	Location	Language
7/9/15	Workshop	Public Participation Survey	Community Members	Alliance for Regional Solutions	Escondido	English

Public Workshop on the Regional Plan: Comprehensive List of Comments and Suggestions From Each Roundtable

On October 19, 2012, SANDAG hosted a public workshop to engage the community and stakeholders in creating the region's first-ever combined regional plan. The workshop contained 11 tables at which discussions were s by two SANDAG staff members (one serving as the facilitator and one serving as the note taker). The discussions at each table revolved around six focused themes, listed below. Participants rotated tables three times allowing the opportunity to share their ideas and opinions at each new table. The table themes were as follows:

- *Communities (2 Tables)*
- *Healthy Environment (2 Tables)*
- *Mobility Choices (2 Tables)*
- *Partnerships (2 Tables)*
- *Reaching Out (1 Table)*
- *Vibrant Economy (2 Tables)*

The following is a comprehensive list of the comments, questions, and suggestions made by community members and stakeholders who participated in the October workshop. Feedback is organized by the table (i.e., Vibrant Economy, Table 2) and the round (1st, 2nd, and 3rd) at which it was shared.

Public comments that were submitted in writing are also included. The feedback collected at the workshop will help guide the development of the regional plan for San Diego.

Communities: Table 1

Round 1 Participant Responses

1. Great place to live, work and play.
2. Connectivity is needed to make it better. Freeway impediments. Need safe bike access.
3. We need more bike paths, broader pedestrian pathways.
4. Tree-lined streets are important (most agree). Good for the environment and aesthetically pleasing, too. Maintenance (metal grates). Undergrounding utilities are also needed for tree maintenance. Mature landscaping is also good for property values.
5. Accessibility issues. Sidewalk maintenance and curb ramps are essential.
6. Bicycling is challenging from a safety perspective. Walking and biking paths are important.
7. Transit is difficult to use.
8. Downtown in particular: dangerous driveways, underground parking garages. Also, in general, downtown is dangerous for pedestrians. For example, leaving Horton Plaza.
9. Possible solutions to address safety issues are education/awareness safety campaigns. Bicyclists also need to abide by laws. Sensors. Technology and education are both needed to make people aware that bicyclists and pedestrians have rights as well.
10. Complete neighborhoods enable you to walk to the library, park, groceries, etc. (walkability). Having a mix of commercial, housing, employment, community meeting places. Concentrate on streets that lead to/are compatible with the uses in the neighborhoods.
11. Traffic is atrocious. More vanpools and shuttle buses are potential solutions.
12. People in cars are scared of homeless people because they are erratic and abusing substances.
13. There is an inequity of funding. Neighborhoods where citizens are vocal is where funding is prioritized. San Ysidro is a good example. Need a more equitable way to distribute investment.
14. Older urban neighborhoods have the majority of density. Designate major corridors through older neighborhoods that could serve as major pedestrian and bike promenades. Monroe Avenue, for example, would be a good street to prioritize pedestrian and bicycle travel. Visual tools would be helpful (photo simulations) to understand how pedestrian and bike promenades could work.
15. To reach underserved communities, SANDAG should work with existing organizations, schools, etc.
16. Receive information through e-mail, media (radio), being active in community groups.

17. The best way to receive information is e-mail, community planning groups, resident communities/groups, targeting groups with messages that are appropriate to the audience. Languages and culturally-appropriate messaging is important.

Communities: Table 1
Round 2 Participant Responses

18. San Diego is a great place to live, but population growth is making it worse. Traffic is making it less desirable.
19. Experienced many improvements in downtown.
20. Perceived improvement is contingent on your socio-economic circumstances.
21. Better, faster, more sanitary, less expensive transit is vital.
22. Land use to support transit access. Lip service to smart growth but we haven't accomplished it. Oceanside hasn't updated general plan. Need integrated planning. Lack money to invest in local planning efforts.
23. Compatibility is needed between the community plans and the regional plans. Need to update community plans to make them more compatible with regional plans. Developments (San Elijo) – green community but cut-off from the rest of the city. Developments should be incentivized or required to support transit ridership. New developments – the goal shouldn't just be to improve level of service – those impact fees shouldn't all go into roadway improvements.
24. There is a mismatch in investment: only 1 percent for pedestrian and bicycle; we need to revisit priorities.
25. Outdated infrastructure. Bike paths that are safe, connected, and accessible are needed; their current state is prohibitive. Updating infrastructure should be a priority. Water reclamation program should be citywide.
26. Trolley needs to go directly to the airport.
27. Baby boomers – senior mobility – transit-oriented development, transit, and pedestrian improvement...seniors need help with orienting to use transit. Wheelchair conflict.
28. Better information about how to use transit. Not just small-print kiosks. Education for all on how to use transit, but especially seniors. It's cultural. Smart phones are changing/improving usability. Transit stops/centers need to be safer and more secure. Some are afraid to use transit at night due to safety concerns.
29. The city needs bike plans to improve bike safety and accessibility.

- 30. People need to make sacrifices to change our mobility choices, etc. Younger people are more willing to make changes. Could be good to target younger people in the planning process.
- 31. Transit for families is very difficult. Consider family-oriented improvements.
- 32. Aging infrastructure needs to be a prominent issue to address.
- 33. Businesses benefit from transit – fees to address infrastructure needs. Developers do pay significantly. Transit investment rather than roadway improvements.

Communities: Table 1
Round 3 Participant Responses

- 34. The San Diego region is a good place to live, work and play— if you have time and money.
- 35. I've seen a decline – traffic, air quality has declined, decreases in quality of life.
- 36. A more equitable distribution of investment is needed. Support older communities through equitable investment. Border development is a significant issue – no information to community about projects...need to address border issues through planning. Symbiotic social equity – disproportionate funding goes to northern communities.
- 37. Interstate 15 (I-15) improvements have significantly improved mobility.
- 38. Sand replenishment program is a positive, but timing isn't great. Mistimed. Regional issue.
- 39. Walkable communities should be supported. Sidewalks, trees, lighting, width of streets, curb ramps...walkable is way more important than auto mobility. Prioritize different streets for different purposes.
- 40. Not enough light rail frequency, but must mitigate impacts (for example, grade separation).
- 41. Need more mobility choices.
- 42. Integrate the transit fare systems – seamless. Adding single trips to Compass is cumbersome.
- 43. Access to the beach from San Ysidro is impossible due to border patrol access. Bikeway is an asset but it doesn't go to San Ysidro. Need bike connection to cross border. Truncated at the border.

44. Providing jobs is key to stability. First step to sustaining our communities. Sustainable jobs. Need regional advocacy. How do you manage job growth and community improvements without gentrification?
45. So dangerous to ride bikes. Need dedicated bike paths. Good investment.
46. Motorists don't pay attention to "sharrows." Bike lanes or paths are much more helpful. Sharrows shouldn't be an excuse for not providing a lane or path. They are good for awareness to a degree. Good interim step before installing a bike lane.
47. There are conflicts between transit drivers and bicyclists.
48. Smart growth is a great principle, but in practice need to be very judicious about how to implement in existing communities. Design appropriateness is important.
49. Transit frequency is critically important.
50. For communities that lack open space standards within their communities, how can they gain access to regional resources to make up that deficit?

Communities: Table 2

Round 1 Participant Responses

51. Safe, beaches, good quality of life, access to mountains.
52. Weather, mobility, get anywhere in 10 to 15 minutes.
53. Lots of outdoor activities.
54. Good cultural facilities, theatre, rock music, museums.
55. Variety of activities, sports, Chargers, Padres.
56. Decent transportation and mobility, but could improve.
57. Border city, border region, international port of entry.
58. Need for better collaboration with our international communities.
59. For low income populations, not as welcoming.
60. Biodiversity, green spaces, trails.

61. Educational opportunities, community colleges, universities.
62. Need better Public Transportation.
63. Commuter rail right along the freeway would improve.
64. Infrastructure deteriorating: streets, roads, intersections (inner-city).
65. Border crossing traffic.
66. More frequency of public transportation.
67. Serve each neighborhood and community, and connections to each community and jobs.
68. Focus on transportation in other areas than Downtown.
69. Need to focus more on public transportation to Universities, UCSD, and USD.
70. Connection to Airport with the Trolley.
71. Better paying jobs.
72. Focus towards the service industry.
73. Create more jobs with connection to transportation.
74. One-third of the population in North County.
75. Not as much opportunity for work up in North County.
76. Not as many transportation options in North County.
77. Eastern San Diego County needs more connectivity
78. Walkability and pedestrian safety.
79. Close down certain streets and make them completely walkable.
80. Bikeways.
81. Need dedicated bike facilities.
82. More connectivity to public transport by bike.
83. Better infrastructure and more money dedicated to bike facilities.
84. Frequency and Safety of Public Transportation.

85. Streets widened for bus lanes.
86. The ability to send kids to any area of San Diego.
87. Negative effect on communities.
88. Keep communities together, it begins with the school system.
89. More infrastructure, Walkability, Bike lanes, Public Transportation, Mixed Uses, and Connectivity.
90. Better balance of where the jobs are located in the city as compared to transportation.
91. More flexible hours for employees at jobs.
92. Spread out the times people get off work.
93. Need for a more active role by tax payers to improve their communities, individually by community.
94. More parks in downtown San Diego.
95. Ageing populations gaining independence within their own communities.
96. Friendly for the elderly.
97. Safety.
98. Connection to public transportation.
99. More options for elderly, single story homes, better home care, in home services.
100. Village structure, the city of villages.
101. Inner city: single family neighborhoods necessary to retain and develop.

Communities: Table 2
Round 2 Participant Responses

102. Natural resources, parks, beaches.
103. Diversity of job options.
104. Urban parks, beach.

105. Weather, climate, mountains, beaches, all types of landscapes.
106. Diverse, large county.
107. Historic background, rich cultural and diverse history, variety of architectural styles, and preservation, would like to have more connection to beaches and mountains.
108. Bad for work and jobs, poor job market.
109. Not enough public transportation.
110. Price of owning a home.
111. There are a lot more communities outside of the downtown area and the beach area.
112. Not enough connections to the outlying communities.
113. Diversity and diverse needs create a challenge to the planning process.
114. Would like to improve on connections to beaches and mountains.
115. Transportation, connectivity, frequency.
116. Census information incorrect.
117. Not as much growth.
118. SANDAG needs to push back against the State about what type of housing needs to go in certain communities; re-evaluate low-income and affordable housing locations.
119. Need to count the existing housing that is available.
120. Safer and more extensive bike systems and networks.
121. Safe commuting, recreation, family recreation.
122. Better facility types.
123. Expanded facilities.
124. Small little connections, not just the longer routes.
125. Connect the routes already in place.
126. Community bikes, bike shares.

127. Better pedestrian systems, walkability.
128. Density is a good thing.
129. Not allowing density creates trouble for next generations.
130. There needs to be better public transportation, infrastructure and traffic mitigation.
131. Housing. Create housing in areas closer to stores, transportation, jobs.
132. Build and grow the city close to transportation corridors and connect to those areas.
133. Think as a region, not just as individual communities trying to hang on to their own areas.
134. Think as a whole, all a part of a bigger picture.
135. A healthy region is the best way to connect the smaller communities as one region.
136. Lack of parking can create more walkability and bike accessibility.
137. Must provide transit up to businesses.
138. Green spaces within each community.
139. Transit must connect densities to parks and green spaces.
140. Think open mindedly about other options besides transit.
141. Not everyone can take transit.
142. Better bus systems, more frequency, express bus systems.
143. There needs to be more transportation and land use connections.
144. Better schools and connections of schools to communities.
145. More connection to beach communities from other areas of San Diego.
146. More information and communication between the City and SANDAG.
147. Better communication and ways of getting information about community issues.
148. Connection to public transit, higher frequency.
149. Connection to green spaces development of better bike facilities and more walkable communities.
150. More housing options closer to transit and more dense communities.

151. Focus towards improving schools.

Communities: Table 2
Round 3 Participant Responses

152. Beaches, Mountains.

153. Downtown, different neighborhoods.

154. Arts and culture.

155. Relatively compact and easy to access.

156. Not enough connectivity throughout the city.

157. Health issues in lower income communities like second hand smoke, housing and health.

158. Partnerships with the communities are needed.

159. Economic segregation occurring in San Diego.

160. Needs to be more zoning structures enforced and developed to allow for economic and cultural diversity to occur in each individual community.

161. Plan as a region, not every little entity planning for itself.

162. Not just planning for congestion.

163. Congestion and traffic creates more need for transit and makes people walk more.

164. The convenience of driving to get to large stores or to jobs is too high.

165. Moved away from communities with a center.

166. Needs to be parks, rec centers, schools, and community centers.

167. Walkable communities.

168. Mixed use, more density.

169. Looking at ways to make mixed use and more dense communities work for both residences and businesses.

170. Education of communities.

171. How we efficiently run neighborhoods and communities?
172. Provide communities with more infrastructure.
173. Must provide incentives for people to live in more walkable communities.
174. How do we help businesses move to areas like this?
175. Transit, public transit.
176. More efficient ways of getting to the airports
177. Transit to the airport.
178. More accessibility to the airports and shopping centers, and places of tourism.
179. Rethinking transit and bringing it into the community.
180. Rezoning to empower smaller neighborhoods to be more self-sufficient.
181. Healthy food access, healthy homes, environmental health.
182. Must pay close attention to the health of each community.
183. Also the economic health of each community.
184. Moving businesses and shopping centers into areas where people are already.
185. This way people don't have to travel to these locations.
186. Management of open spaces in the urban areas, also promote and manage smaller urban parks as well.
187. Small business promotion and help for smaller businesses.
188. Incentives for small business to go into certain neighborhoods that promotes walkability.
189. Bike lanes, safe, designated.
190. Safe walkways.
191. Providing options and safe options for the growing elderly populations.
192. Complete neighborhoods.
193. Proximity to all different types of services and jobs and schools.
194. Every community is different.

- 195. Balance of open spaces and connection.
- 196. Open spaces.
- 197. Better school.
- 198. Better healthy food access.
- 199. Community gardens.
- 200. Plans for communities need to actually be able to be implemented.
- 201. Allow for people to have options that focus on only having to use their vehicle certain portions of the time. (i.e., 20% vehicle use, 20% transit use, 20% walkability.
- 202. Connectivity to parks and schools by residences with having low densities

Healthy Environment: Table 1

Round 1 Participant Responses

- 203. Improving air quality.
- 204. Increase in traffic.
- 205. Development.
- 206. More people.
- 207. Loss of open space.
- 208. Polluted creeks, healthiness of watersheds.
- 209. Wildfires.
- 210. Biological connectivity.
- 211. Power line safety.
- 212. Positive – alternatives sources of water, such as reclamation.

213. More attention to public transit riders (such as no smoking).
214. More recycling, plastic bag ban.
215. Need more composting facilities.
216. More community gardens.
217. Some structure in place for conservation planning (MSCP).
218. CCSE – promoting sustainable energy.
219. How do you find out about things: Newsletters, news, e-mails, SANDAG Facebook page?
220. Leaders: politicians (but not on environment), league of women voters, regulatory agencies (only thing that will happen is what is required to happen).
221. There is a lack of diversity at this table (for example, San Ysidro). SANDAG needs to find ways to involve everyone.
222. Air quality standards (greenhouse gas emissions) should protect planet.
223. People want everything, no sacrifice; don't want to pay for things.
224. Unresponsive politicians in this County – they like the status quo.
225. Reliable water source for the future (such as recycled water in the City of San Diego).
226. Open space is important – need to control consumption of open space by development (sprawl) – many reasons for environment and people to have access to open space.
227. SANDAG needs to do a better job of publicizing successes (like habitat acquisition).
228. Critical to have open space nearby – in particular in minority communities.
229. Marine protected areas (like open space for offshore).
230. City of San Diego seriously lacks park space compared with other urban areas – lots of benefits.
231. Huge gaps in San Diego County in terms of access to parks. Information is there – no success taking any action to improve things.
232. Inequity is a problem. Areas like San Ysidro are not equally served.
233. Reuse brownfields to provide parks.
234. Better greenway connections, better urban forestry.

- 235. Air pollution – leaf blowers are a problem.
- 236. Ways water is used (e.g., cleaning driveway with water, instead of broom).
- 237. Raising prices can be effective in reducing demand.
- 238. Need consensus among disparate groups in order to achieve change.
- 239. SANDAG should not provide things like Styrofoam, plastic water bottles – this is not setting a good example.
- 240. Top two:
 - a. Access to parks/open space.
 - b. Greenhouse gas emissions: we need to provide serious incentives, regulations, and requirements for people to get out of cars and use other modes. Public transportation needs to be faster (and cheaper or free for students). Since people like cars, how do we get people into cleaner cars like hybrids?

Healthy Environment: Table 1
Round 2 Participant Responses

- 241. Lack of funding.
- 242. Get general public more involved.
- 243. Environment is a cross-border issue, but not looked at this way.
- 244. Get more people from places like Tijuana involved.
- 245. Need to monitor air quality.
- 246. Water – how to provide enough for growing population (also water quality).
- 247. Don't provide plastic water bottles.
- 248. Even here there is only "white paper" recycling – essentially we could be doing a lot more including composting and green waste.
- 249. There have been tremendous changes in recycling over a long period of time.
- 250. Things like air quality and traffic have gotten worse.

251. Sand replenishment at Moonlight Beach – Encinitas is getting the better of two types of sand.
252. Putting the sand on in October is a bad idea because winter storms will wash it away.
253. Train noise if you are near a crossing – SANDAG should push quiet zones.
254. Idling freight locomotives on double track cause diesel pollution.
255. Need grade separation for safety, improved vehicle circulation...also need double track.
256. Trolley causes a lot of traffic congestion in San Ysidro – San Ysidro has a lot of respiratory issues relative to other communities.
257. Habitat acquisition is important.
258. Plants should be native (no bamboo at Caltrans).
259. Overwatering is also a problem – too much water is allocated to landscaping.
260. Should promote children having access to nature.
261. Tremendous indifference from the public – education should be pushed hard to overcome indifference – starting with children would help.
262. Example of education would be SANDAG attending community events.
263. Community gardens, healthy foods.
264. Gentrification of older neighborhoods, transportation access for residents of these neighborhoods.
265. Need to add to the Bayshore Bikeway – should add a 1.5 mile connection from San Ysidro to the Bayshore Bikeway.
266. Border crossing is chaotic; air pollution is bad, significant delays (particularly during construction).
267. Old cars, trucks, etc. move across the border. Then those vehicles return as part of their use in Mexico. This causes pollution problems.
268. Provide people with mechanisms for changing behavior and they will. Financial incentive to save money has been successful for recycling, for example. Economic benefit is key to making people change behavior. SDG&E is another example. Appeal to their personal benefit. People want to do what is normal – so if everyone is recycling then people want to recycle too. Change the psychology of people’s thinking.
269. Social media is under-utilized.
270. Lack of transit use is due to schedule, convenience, lack of access to a station/stop.
271. More bike lanes need to be built, also maintenance.
272. Plant more trees (right ones in right places).

- 273. Help environment in ways that help people (equity) and economy (jobs).
- 274. What if public transit were free? Could that help? How would we pay for it?
- 275. Communication is extremely important. Outreach too often is cookie cutter. Need to target messages specific to specific communities. Target youth.

Healthy Environment: Table 1
Round 3 Participant Responses

- 276. Finally recognizing that urban sprawl is damaging to the environment (thanks to Duncan McFetridge).
- 277. Densification in mid-city (San Diego) – severity of impacts was not known ahead of time. Future projects are causing problems – infrastructure is not keeping up with development. This has environmental impacts. How to get people to not drive (walk, bike, etc.). Part of this is providing trees and making walking a nice experience.
- 278. Nice walkways along the San Diego River.
- 279. Security issues are important.
- 280. Mission Valley was a missed opportunity. Should be an urban park instead of a jungle.
- 281. Downtown San Diego – over 32,000 residents. Infrastructure is crumbling. SANDAG wants to bring 60-foot buses into Downtown. This is insanity. They want to put a bus lot downtown. Downtown is a neighborhood, just like a suburban neighborhood. Not anti-transit, but anti *this* transit. Should not have 60-foot buses. “49 60-foot long buses”.
- 282. Transit should be fast and efficient. Expanding our light rail. Consider a pedestrian mall, such as only weekends on 4th and 5th. An example of this in Denver is very popular.
- 283. Transit is important, needs to be designed better, better operations.
- 284. Lack of parks and access to them. City policy for park mitigation is unsuccessful.
- 285. Security issues in open space areas. Need funding for rangers, towers, etc.
- 286. Triple wall on the U.S. Border with Mexico is bad for the natural environment.
- 287. System of open space linkages in the County has been a positive. Trying to balance urbanization needs with environmental needs.

- 288. Energy – how it is generated. And water quality and consumption. Climate change. There is denial about it.
- 289. Money and revenue.
- 290. “Fracking.”
- 291. Water billing system in La Mesa – tacks onto property tax and saves the city money.
- 292. Chicago – urban heat island mitigation. They use permeable pavers. Vegetated roof/green roof. Planted a lot of trees. Chicago was able to drop temperate 10 degrees.
- 293. Mid-west drought.
- 294. Need to educate people.
- 295. Politics are important. Decision-makers refuse the facts. They are beholden to special interests.
- 296. SANDAG could have a tremendous impact. There are representatives of all cities.
- 297. Could there be a change to the SANDAG Board – county-wide elections instead of local representatives?
- 298. Banning smoking at Trolley stations is moving smokers toward apartments. Buses also layover in front of the apartments.
- 299. Young people only care about themselves.
- 300. SANDAG can look for under-utilized open space areas in the City. Enhancing these areas could solve multiple problems at once – open space, pollution, homeless encampments.
- 301. HOV lanes – encouraging hybrids, carpools.
- 302. San Diego River could be like the river walk in San Antonio.
- 303. Need walkable neighborhoods for older population.
- Key Points:
- 304. Access to parks/open space.
- 305. Water (how much water is used, what it is used for, and also water quality).
- 306. Greenhouse gas emissions/climate change.
- 307. SANDAG not setting a good example at the workshop by providing things like plastic water bottles, Styrofoam plates, no recycling for cans/bottles, etc.

Healthy Environment: Table 2

Round 1 Participant Responses

- 308. Still concerned about the cleanup of cigarettes, second-hand smoke, indoor environmental issues (health: lead, children).
- 309. Increase in Type 2 Diabetes and children are spending little time playing outdoors.
- 310. Wildfire encroachment into areas, many of which are developed areas.
- 311. Open roads, change in landscape, North County.
- 312. Fewer families are outside and interacting with the environment.
- 313. Mixed use zoning, lung issues, especially in young children.
- 314. Tree cover in cities has declined.
- 315. Streets without trees.
- 316. Cell phone towers and planning, want better reception, especially in North County.
- 317. Gaps in availability with the coaster (schedule?).
- 318. Poor areas selling alcohol and other products to youth.
- 319. The number of species close to extinction is increasing because of development.
- 320. Rooftop generation for solar has improved.
- 321. Water conservation improvement.
- 322. Coastal areas, trails, and other recreational developments have increased.
- 323. More local funding for environmental issues.
- 324. The Clean Air Act and Clean Water Act had positive impacts on the community.
- 325. More awareness of local food.
- 326. California Coastal Commission is doing a good job (keeps coast accessible, prevents huge developments and high towers along the coast).
- 327. Good organized events, near canyons.
- 328. Restoration of canyons.

329. Shopping areas have more local restaurants and the local economy has pushed out national chains.
330. We should plan ahead instead of mitigating current impacts.
331. Immediate human impacts, not either or, but protect human health as a whole.
332. Rise of farmers markets is encouraging people to eat locally.
333. Push out development, San Diego State.
334. We are in trouble with climate change and we might have trouble planning for the future.
335. Not want to be in the car as much, lower vehicle miles traveled, more mode choices for families.
336. People need to accept higher density and realize they are able to walk to more places.
337. Instead of widening freeways, more money should be used for bicycle and walking facilities.
338. Inequitable distribution of services. The communities that speak up more and have more money get to do more. This should not lead to gentrification.
339. Have a one car per family. Life revolves around 3 miles such as schools and jobs.
340. Pay more taxes to get more services and facilities.
341. Some communities (poorer) in more needs of resources. Merge community plans into a few communities.
342. Happy to suffer more congestion so people choose alternative modes.
343. Want less congestion to get around.
344. Focus on short trips with the family, walking.
345. Region works together well but different cities need to work together on development instead of fending it off.
346. Big property management companies need to maintain properties to help communities.
347. Drive slower or have more congestion (i.e., Del Mar or Pacific Coast Highway, cuts off street, make vibrant street).
348. Why don't we have an urban growth policy? How does the county and SANDAG handle this?
349. Reevaluating mitigation projects. Do they still equate with current values?
350. Sand project. Why do we spend so much time and money moving sand? Affects rivers and their functions, need silt screens/hay bales/etc.
351. Include more human impacts in this process.

Key Points:

- 352. Food reliance (eat local), healthy communities/families, and sustainability is important.
- 353. Supported open space, recreation, and conservation projects (beaches, canyons, water quality, etc.).
- 354. Concerned about development patterns, wants to see denser/walkable communities, wants to spend less time in the car and more in alternative modes (bicycling, walking, transit, car share, etc.).
- 355. Many people thought air quality seems like it's improving but others thought it was still an issue and an area of concern.

Healthy Environment: Table 2
Round 2 Participant Responses

- 356. Better air quality over the years.
- 357. Storm water management has improved.
- 358. Multiple Species Conservation Program plans connect the natural environment and resources around.
- 359. Drying up of the Colorado River; San Diego doesn't contribute to this.
- 360. Increased air quality, decreased traffic.
- 361. Beaches are cleaner than they were 40 years ago (sewer spills).
- 362. San Diego has some of the highest ozone levels in the country; this has improved (or has it?).
- 363. Sustainability; formerly looked at site specific issues. This makes the overall picture worse, (i.e., sand and gravel extraction) – look at using different technologies and uses to sustain community or region as a whole.
- 364. Some mass transit has been good; trolley expansion, high speed rail, rail to inland communities is good.
- 365. Having trains and public transportation downtown is good but noise pollution can be loud. Technology has to be improved here in San Diego similar to how it is in Europe. We are a wealthy country so we need to look at this.
- 366. We need sustainable electricity and things such as sustainability measures to keep us going (county and region need to invest and plan for this). Invest in clean energy (not just solar, can't run a lot of things) such as clean municipal power, like power plants. We don't want to invest for 20-30

years to see this, it should be cheap and easy to install. We don't have enough water in the county. We need to improve reservoirs, be sustainable for 50 percent of population, and not rely so much on the Colorado River.

- 367. We consume, don't recycle, and build where we shouldn't build. We need to use more sustainable products such as a shower that has used water feed into the toilet. Need to recycle more.
- 368. Ozone has increased.
- 369. Lots of open space, trees, parks.
- 370. Vehicles miles/commuting have increased.
- 371. Balance between the environment and the economy, growth and development in equilibrium and more sustainable balance.
- 372. We need to plan water, electricity, etc. before development happens so that it is reasonable for everyone.
- 373. Sewers are in terrible shape everywhere. We need to increase and update infrastructure.
- 374. We need fewer cars on the road, smart and efficient public transportation.
- 375. Smaller cars?? Smart cars, smaller cars, electric cars. Are smaller cars safer?
- 376. Put cars on a conveyor. Technology was developed 20 years ago.
- 377. Greater density, jobs where people live.
- 378. Individuals should choose to put solar panels on the roof.
- 379. Reuse/recycling of water.
- 380. Have a system to recycle water when a new house/development is built. Use rain barrels in back yard.
- 381. Education on alternative transportation. Car2Go should be more available, more car sharing and education.
- 382. Offset carbon dioxide with green space, wildlife corridors, and bring back San Diego to the way it used to be. Get away from the noise and the lights. Topography is interesting. Keep it so it's not Los Angeles.
- 383. Neighborhood parks, places for kids to play.
- 384. More trees in general to reduce ozone.
- 385. Sand replenishment is very important, everyone uses the beach.
- 386. Why replenish when we need to deal with the big issue...why is the sand disappearing?
- 387. Tourism economy, important to keep nice beaches.

- 388. People want green yards. Use more indigenous plants.
- 389. The use of pesticides in people's yards contaminates the ocean, water, etc.
- 390. The County is building a park on a former parking lot (underneath?). Near former administration building's parking lot. This is a good idea and we should see more of this.

Key Points

- 391. More water sustainability.
- 392. More energy efficiency-individuals supported solar energy but also wanted more planning for renewable energy as a whole.
- 393. Sand replenishment is important to keep the beaches pristine to support San Diego's tourism and recreation economy but we need to get at the issues that are causing erosion and try to prevent the negative impacts of the sand replenishment.
- 394. Supported more trees and open space.

Healthy Environment: Table 2
Round 3 Participant Responses

- 395. Increase in air quality.
- 396. Noticeable difference between San Diego and Los Angeles.
- 397. Poor water quality in some parts of the region, urban runoff, doesn't think it's improved.
- 398. It's easy for us to enjoy our public resources, make this easier from day to day happenings, incorporate this in design (engineering and architecture), (i.e., open windows instead of using air conditioning to enjoy the weather).
- 399. We need to think about a healthy environment differently now than in the past, local stakeholders take more action, emphasize what we can do and not what we can't do (environmental laws).
- 400. Alternative sources of energy, blackout last year, what to do about nuclear energy, need to think about safe and clean energy going forward.
- 401. San Diego should expand solar energy, lots of sun and space.
- 402. Forest fires are a concern.
- 403. Habitat loss, fires, development and sprawl.

- 404. We've had two of the hottest summers over the past three years due to global warming. How do we deal with warmer summers and climate change?
- 405. Bring people together, mentally and physically healthy. Bring different generations together.
- 406. Make communities more accessible, transportation modes, more children being driven to school.
- 407. Disapprove of the new Port of Entry; it's a disaster environmentally. Many companies move across the border because of costs. Need a regional perspective.
- 408. AAA: Awareness, Apathy, and Action. People are oblivious to their own actions and make environmental behaviors a social norm.
- 409. Looking to the public agencies to lead and govern us, we need self-government (within the region). We need to protect our watersheds, environment, and plan for growth in our communities. Planning process and government should happen at the local level.
- 410. Increase public transportation.
- 411. Ride my/your bike around more.
- 412. Bike, take the bus (takes a long time), want to be able to take a train anywhere and walk within 10 minutes. Make San Diego more bike-able.
- 413. We need to figure out what draws people to San Diego and emphasize that. What are we competing against?
- 414. Trash collection. Create rewards for "good behavior" (recycling). How do we do this and decrease costs? Pay for trash bags. People who try to recycle should pay less.
- 415. Support urban agriculture and community gardens. Want to see more regional outreach for this and other issues.
- 416. Regional governments should help out the local governments more. (i.e., make an example of community gardens). Encourage businesses to change work schedules so single parents could raise a family better. We're trying to work in an old environment and this has to change.
- 417. Data presentation, time for a different presentation and information method/style. Where are greenhouse gas emissions highest? SANDAG should be more of an educator. Communicate individuals making decisions on the entire environment/region.
- 418. SANDAG should be more of a leader to shape the region. SANDAG is in a good position to do this.
- 419. SANDAG has to abide by Board of Directors which may have positive and negative political benefits.
- 420. We need to restructure mitigation; remove one flower and replant someplace else for it to prosper in a larger and more productive habitat.
- 421. Wild habitats are so fragmented. For food and reproductive purposes, we need to understand this fragmentation and try to reverse this.
- 422. SANDAG should get the message out about habitat conservation and beach replenishment.
- 423. SANDAG should have a greater role in the regional water supply and energy.

424. Look to see what the region will look like and its competitiveness in 40 years. SANDAG should be more progressive.

Key Points

425. SANDAG should take a leadership and educational role in regional issues such as energy and water.

426. For habitat restoration, SANDAG should support projects that are less fragmented and instead should support larger, more diverse habitats.

427. Forest fires have gotten worse and the weather is getting hotter (blackouts).

Mobility Choices: Table 1

Round 1 Participant Responses

428. We need to have a Trolley connection to the airport (no brainer). Eminent domain would be easy, only a few parcels.

429. Seeing more cars around the place. Seeing more people walking and biking in neighborhoods.

430. In the suburbs no one is walking and riding bikes, but when you come to city neighborhoods like Hillcrest lots of people are walking and biking.

431. People walk when there are places to walk to (i.e., not sprawl areas; it depends on how areas develop).

432. A lot has to do with geographic positioning of San Diego. It is hard to get anywhere without a solid mode of transportation.

433. Realistically, people can't walk an hour and a half.

434. Need something in between walking and driving (Segways, Vespas).

435. Decreasing the travel time by bus...bus to KM took three hours.

436. That's why we have Bus Rapid Transit (BRT) on I-15 near city heights and El Cajon Boulevard. A place where people are going to already and parking is a problem.

437. Don't know why we put the Trolley to Santee (nothing against Santee). Need the higher traffic destinations to put the Trolley...beach on holidays takes 3 hours to find parking. Barcelona gets to the beach in 3 minutes...we're better than that.

438. We need more service if we don't want to drive. We can't wait an hour for the bus or Trolley.

439. New to San Diego, streets are friendly and wide, so much more space for cars, not designed to be friendly for bikes. Need to have streets friendlier to bike for people not clad in spandex.

- 440. Going up Washington Street we need to add a walkway up there but then get up to University Avenue, the road is very narrow and not sure how you'd get a bike path up there.
- 441. Need carpool lanes on freeways, not just on the on ramps. Need them on I-5 and I-8.
- 442. San Diego hasn't figured out how the modes interact together; not all streets need to be for all modes. Some need to be priority for cars, businesses, others for bike and pedestrian...SANDAG needs to do a better job of that.
- 443. Measure things by impacts in certain way (e.g. save money by building Trolley to certain places).
- 444. Cost savings vs. cost to implement.
- 445. Extra 3/4 percent to sales tax, both things should be done at same time.
- 446. Owe Kehoe a great deal of gratitude for bringing up transit on I-5 Corridor.
- 447. Need antenna up on public transit. Need a train plus a bus.
- 448. Companies need to adjust times for work.
- 449. Everyone needs to sacrifice 3 times a week; must go to public transportation.
- 450. Have all the info where people go so you can plan transportation.
- 451. Look to Brazil, France, Spain; SANDAG needs to get international.
- 452. We are controlled by oil costs.
- 453. Los Angeles Times, Newspapers, KPBS for news.
- 454. Need better notice to the community of those meetings.
- 455. Not just e-mails of surveys.
- 456. If you support something, say this decision is going to be made here. Takes 20 minutes to look through agenda/have to dig.
- 457. Need tailored e-mail for each topic.
- 458. Amount of time spent on bus every day.
- 459. Equip busses with Internet connection; more productive, can get more done.
- 460. More hybrid buses instead of gas.
- 461. Use money saved to develop new routes.

- 462. More routes for tourist areas, jobs.
- 463. More efficient to have electric buses.

Mobility Choices: Table 1
Round 2 Participant Responses

- 464. More cars and more driving; there's more traffic.
- 465. Transit is getting worse. It is slower than using a car.
- 466. Reference to a WAZE Tool.
- 467. Public transportation does not take you to high usage routes (i.e. airport).
- 468. Need more Trolley service.
- 469. Challenge is to get to areas where employment is more concentrated.
- 470. Jobs/employment has spread out because of parking in suburbs. It's the chicken and egg question. Now the priority is on roads and highways, but the Regional Transportation Plan has been changing to acknowledge the need for better transit.
- 471. Projects: Safe Routes to School, to provide mobility choices to families; bike lanes separated from the streets.
- 472. Better connections between job centers and residential areas.
- 473. Change policies to provide disincentives to suburbs.
- 474. City infrastructure will need maintenance and we need to create and conserve a tax base to pay the costs.
- 475. We need to look better at the effects of what we are doing now. SANDAG can influence land use decisions to encourage in-fill, not sprawl.
- 476. Generate more active transportation metrics and use it to justify projects.
- 477. Put less emphasis on freeways.
- 478. Have plans for mobility needs.
- 479. Re-evaluate what Quality of Life means for our region.
- 480. Pay attention to health impacts.

- 481. Transit must be convenient, fast, and affordable.
- 482. Use freeway right of way for other modes of transportation (i.e. trains).
- 483. Review the alternate transit plan (Move San Diego). Is it a good plan?
- 484. Use social media.
- 485. Evaluate how soon to roll-out information.
- 486. Present a schematic plan.
- 487. Meet with San Diego Foundation to avoid duplicating.
- 488. Keep one-on-one discussions.
- 489. Get to the young people, those that are going to be the beneficiaries (colleges).
- 490. Add technology to transit: Wi-Fi, broadband.
- 491. Use not only electric cars, but electric bikes too for short trips.

Mobility Choices: Table 1
Round 3 Participant Responses

- 492. Need more HOV lanes in freeways and shared uses.
- 493. Need a more efficient Trolley (faster).
- 494. Take advantage of corridors and add trains.
- 495. Use more efficiently existing infrastructure.
- 496. Focus in "network mobility" rather than in those that have chosen to have long commutes (Riverside).
- 497. Focus in major (dense) areas and have better HUBs: Airport, Land Ports (San Ysidro LPOE handles more passengers than LAX), and Del Mar racetrack.
- 498. Connections.
- 499. Pay attention to pedestrians and bikes, and be more creative to promote active transportation.

- 500. When prioritizing, pay attention to environmental impacts.
- 501. NPR/KPBS and other local channels and newspapers.
- 502. Cities' public meetings.
- 503. Have more short-term goals and tangible deliverables.
- 504. Come to community meetings and provide enough notice.
- 505. E-mail, Web site, Printed notices.
- 506. Use of technology in transportation.
- 507. Have more support/equipment for the use of electric cars.
- 508. Use technology to monitor transit: Next arrivals, wait time, travel time...
- 509. Consider the possibility of an earthquake and its possible impacts.
- 510. Have more Park & Ride and retrofit with technology.
- 511. Improve technology in transit passes
- 512. Have a transit (San Diego commute) application for mobile devices, and overlay modes of transportation for real-time and greenhouse gases emission comparison.

Mobility Choice: Table 2

Round 1 Participant Responses

- 513. The COASTER, from a regional and local perspective. The COASTER changed communities, huge difference from local perspective.
- 514. The new routes on the Trolley, no transfer at Old Town, no more green line transfer and orange line. Grossmont Center allows people better access to the transportation system.
- 515. A lot of transit cuts in the systems. University Heights, the 11 bus eastbound doesn't go to San Diego State anymore. The 7 bus is the only one going there. A lot of service has been cut to a lot of areas accessing University Heights. To not have access on a Sunday afternoon anywhere is difficult. Route 1 and Route 115 used to go to downtown, now they are cut short partly into Hillcrest, North Park etc.

- 516. Mixed bag, a lot of bike enhancements last couple years, last ten years a lot of freeways, sprawl, highway building, and elimination of transit transfer was a big deal.
- 517. Process change, changing role of SANDAG being a regional coordinating agency, power through funding and decisions SANDAG can make that other entities made in the past, changes in transportation framework planning. MTS and NCTD used to have their own planning operations and now it is at the regional level.
- 518. Planning and emphasis on land use to create mobility choices. In the past it was one's right to get a driver's license and have a car. Younger generations are not making the same car choices. This is a huge change in the paradigm and where we are moving forward. This impacts land use, transportation cost, etc.
- 519. Express lanes and toll lanes are good.
- 520. Carpool lanes are fantastic, passing cars in general purpose lanes.
- 521. For new development consider density, smart growth, high profile articulation, and Transportation Demand Management (TDM) which will allow for benefits to residents making those choices. It cannot all be on the governments back. We need TDM for residents to have options, long-term transit passes instead of parking spaces, people well connected in the area with carpooling, vanpooling, etc. Organization is set for these programs for residents, etc.
- 522. So many jobs require a driver's license; make a proposal for businesses needing to offer these options, penalties, higher taxes, etc. Company in Poway requires driving based on the accessibility.
- 523. A lot of our jobs are in San Diego, and North County needs more jobs so commute patterns may shift. North County needs to become more sustainable, not just San Diego as a major employment area, include North County too.
- 524. Need to demonstrate to residents in the region the impacts of their choices. If we choose to fund "x" amount to freeways, transit, etc., what does it mean if we flip flop this scenario, and what does it mean with respect to quality of life? Transportation scenarios were used in the last plan and this time the plan will look at land use scenarios too. It is easy to show "x percent" but what does this mean?
- 525. See things coming from the outside in and not from the other way. The Plan is concocted, and now we are going to make it fit.
- 526. I can't drive and I can get everywhere from East County, it is inside out based.
- 527. Plan needs to be designed from inside out with recipients, on paper it is a great plan, but implementation is another story. The community needs to be together.
- 528. Projects are included by the plan and this is driven by the outcomes, metrics, etc. Need to see how trips will lead to direct improvements in travel time, etc.
- 529. This is a 35-year plan, and there are a lot of people who are not born yet. We need to anticipate their needs, a sustainable plan is important.

- 530. Need to consider the repercussions on the environment and society. We are all paying taxes and need to understand these impacts and needs.
- 531. Laying a good foundation by providing good choices, BRT lines, managed lanes, etc.
- 532. The challenge is capitalizing on the framework of those new utilities, moving efficiently and effectively, etc.
- 533. How many people take the bus and Trolley? If we made more spaces in the network that allowed this then the choices would be available and much better.
- 534. There is no parking at Old Town.
- 535. There is parking in downtown, plenty of paid parking.
- 536. Putting lots near downtown that do not already have some economic need being fulfilled, a big lot where transit could perform a service.
- 537. We want more diversity, and we are not going to improve intensity and density to support transit, etc. We are not supporting the needed density to support this. Get the people and jobs in the right location; however, local communities do not want to do this. SANDAG provides good tools for this. We need to understand what the level of density and intensity is to make it work. What is the financial feasibility needed? Local cities want bus routes, but intensity and density is not there for it.
- 538. Putting the information together is important. All information needs to be used.
- 539. Visualizations are really good, and we need more tools and coordination with locals.
- 540. We have great planned projects including transit, bikes, etc. It is hard to get projects implemented, NIMBYs in University Heights, etc. Good planning needs a connection to implementation.
- 541. One of the most effective tools that local governments have had to support intensification etc. was with redevelopment. With the dissolution to this it has created significant challenges, and we need a successor mechanism.
- 542. Different types of transportation need to meet specific needs, and different cities need a combination of solutions. How do you weight that combination? You can have bike lanes, walkable neighborhoods, quality of life initiatives, etc. We need more options. In downtown, for example, we see empty bus after empty bus, at different hours of the day. No more buses, expand the Trolley system instead, and no expansion of freeways. By-product of freeways is tampering with the environment etc.

Mobility Choices: Table 2
Round 2 Participant Responses

543. In Talmadge over the last 30 years, traffic density and volumes have grown and it is a concern. We live in a smaller neighborhood that cannot accommodate traffic.
544. The ADA perspective, for example; in Mira Mesa there are a lot more curb cuts, however, ADA compliant streets are too wide for people with limited mobility. This is an issue, and a half-baked implementation solution.
545. First leg of the Trolley from downtown to the border as the expansion of the Trolley system was an impressive transit project.
546. COASTER was impressive too.
547. Making things a little better for bike and pedestrian mobility.
548. They have to be. Transit-oriented development is critical, and building in is the future of new towns, and expansion, etc. We need to avoid the Point Loma situation, and policy is supportive so we need to continue.
549. Transportation is linked to housing issues, the Riverside County imbalance as an example; San Diego needs to be competitive with other counties, and we need increased housing near transit centers, transit-oriented developments, etc.
550. We need to be looking at major employers, school zones, etc. and making transit system connections to major employment groups, and planning housing and employment for better balances.
551. Educating the public that roads are not just for cars, and that they are also for pedestrians, handicaps, and bicycles, etc.
552. We need to be building roads that reflect that.
553. Stop signs are for everyone, bikes, drivers, pedestrians, etc. Bike and walking paths are very important, and there is a lot of work to do in San Diego on the education piece.
554. The biggest challenge is the cost to build roads and freeways. It has not been sustainable over the past 50 years, and we need other options like pedestrian density, bikes, and Trolley buses, all of these needs to be on the table. General discussions would benefit from an economic cost analysis.
555. We need access to mobility, fair and equal access across the county. Completing transit networks and multimodal opportunities, is the best case scenario and expanding the network to provide access to mobility.
556. Revolution as far as how many people are driving more, building bigger roads is costly, etc.
557. It has to go beyond SANDAG and needs to reach the counter parts in Los Angeles and San Francisco, there needs to be commonality.
558. The recent I-405 expansion saves 3 minutes and it took 2 years to finish it. If people are willing to carpool it may work. People don't really understand what public transit involves, it is not door-to-door transportation, you need to walk to access that transportation; it is not like a taxi cab.

- 559. One of the biggest failures was the carpool concept, and the money put into carpool lanes. It is not being used to the thought extent, and we are failing miserably in that.
- 560. Businesses need to offer incentives.
- 561. Before investing in something, research whether it will be used.
- 562. I would use the Trolley if it went anywhere I needed to go. The Point Loma example is a good one, and a subsidy will not change the time issue. Trolley needs to go to neighborhoods, driving is a better solution right now.
- 563. Trolley line expansions are great, but by 2040? We need more express buses, faster transit, more choices are better. We have diversity between our ethnicities in the county. All plans north of Interstate 8 get a vast majority of the funding, proportionally, yet we have the world's busiest border crossing and trade being affected by border time waits. The Blue Line Trolley is busiest to San Ysidro, and there is no expansion until 2030. Accelerate this implementation, other than that the plans are great.
- 564. I used mass transit in the east coast, and in Washington DC, carpool lanes are highly used. The volume of traffic is a solicitation of drivers and it is collaborative. It also makes driving more difficult and mass transit easier as a one-way service. It is similar to smokers being forced outside. If we raise the cost of parking outside, this will influence transit. We need to understand this effect, taking transit and the trade-offs, walking home and hopping on transit, the multipurpose commute (understanding incentives and benefits).
- 565. Identify the most important corridors that need improvements, the I-15 corridor for example, and prioritize these corridors and move them up the list to implement.
- 566. The express lanes are \$35 and you only need 2 people in a car to ride for free. It should be increased to 4 people so that people use the transit. Mass transportation means bigger, spend more money on bigger buses. Airlines would go broke if they operated at half capacity, and the buses are not full of people; even school buses are not full. We are paying for this through our taxes, the problem is the utilization. You cannot send buses half full. We need to provide door-to-door services in the northeastern part of the county. In Paris, Ireland, and in Europe, buses are full of people, and connect with walking and biking, etc. Hawaii has this too.
- 567. Transit frequencies and schedules need to be increased, not decreased. We cannot cut routes.
- 568. Point Loma and other communities do not have access to use transit unless a person drives to the station. Grantville requires that a person drive there and there is not a good connection to transit.
- 569. Ridesharing or car sharing, and people carpooling; technology can help with this. Maybe rideshare is a product of new technologies, Car2go, etc. Technology helps with this new business model, the same thing goes for bikes, technology could help too.
- 570. We are on the road to taking advantage of technology. Compass card was not here 20 years ago, we are on the right track. An example of newer technology would be a MAGLEV, something regional including local feeder networks too.
- 571. High-speed rail is good idea, and we need to make San Diego the endpoint, not Los Angeles.

- 572. Access to transportation information is important. We could use some kind of center, like in shopping malls, that explain where you are. A technology for pedestrians to understand how to get from point A to point B, similar to a Kiosk, possibly a Kiosk center.
- 573. We could include the Kiosk concept but on a phone basis. It would be important to have Kiosks distributed well, and we would need to have options at hubs, real time readouts, etc. This would be the best way to go at the moment.
- 574. We need to have better accessible transportation centers. Right now getting from where you live to that center is a problem. In the future we should be looking at monorails. Putting everything on the ground, concrete, etc., is moving backwards. Today, we live in the air and not the ground anymore. Everything developed has been up and down north and south, not east and west. We don't have that yet, and an electric monorail could provide this connection.
- 575. We need mobility and the airport system tied into the plan; focus on transportation to the airport.
- 576. Address the Point Loma downtown issues, bike paths are very dangerous, and they seem to be a lower cost solution to allow people to get safely to downtown to work. This would increase their use, and we need to accelerate those plans.
- 577. Some of the bikeway paths are very dangerous, and we need to be careful in planning bike paths.
- 578. Safety concerns are based upon drivers not necessarily the development of infrastructure. We need to accelerate some of those safety plans.

Mobility Choices: Table 2
Round 3 Participant Responses

- 579. We have more HOV and Managed Lanes along the I-15 corridor and that is good.
- 580. Highway 80 in Mission Valley, the Interstate 805 was built, and we used to take Euclid Avenue. It is amazing how many different ways things have changed. The Trolley is great, and all different methods have been a wave of the future.
- 581. Public transit has taken a 1 step to now 3 step level.
- 582. There have been multiple cycles of transit being very good to very bad.
- 583. Downtown to La Jolla transit needs improvement. I left downtown at 8:00 and got to La Jolla at 9:45, and this is too long.
- 584. The biggest changes are transit cutting back and the changes in transit scheduling and also the funds available.
- 585. Many measures are based on statistics and not use. Poway is a great place to take the bus, but a transfer will yield longer times, frequency, etc.

586. Bikes, the Boston area has bad weather, yet people bike because it is safe and there are dedicated bike lanes, etc. There is a disconnection between bikeways and communities in San Diego, maybe one community has good bike facilities, but there are disjointed communities. San Diego has great weather and everyone should ride a bike, we need better means to ride a bike.
587. Trolley needs to go to the airport, the beach, the university, we need to implement these things so that people can use for transit for their convenience.
588. I am opposed to the Trolley, we need more rapid buses. The Trolley is costly and inefficient.
589. Existing railroad tracks are out of the way, and are not located where people are. We need transit-oriented development. Everyone seems to want the Trolley but not in their backyard.
590. The Blue line is working; there is density and room for more density. There is no grade separation in San Ysidro, or the park. The recreation building and Trolley stops traffic every 15 minutes. We need to be properly funding areas where we are impacting the community. A successful project is not optimal if we are causing traffic to move out of direction.
591. The price of the Trolley is ineffective; it is actually cheaper to drive to and from home every day. Parking is \$170 per semester, and it is a 15 minute drive from Pacific Beach. Think about the economics, tuition for students, etc.; money is a big issue.
592. UCSD is extending the Trolley to the UTC area. To have a parking pass on campus is \$700/year. There is not much parking on the actual campus it is mostly for faculty, we need to park on east campus to get to the main part of campus. The free bus zone (Superloop) is great. We need to take the 41 bus so living farther away is more difficult, and a more frequent busing is needed. Living on campus without adequate transit creates isolation; it took an hour to get off of campus to Balboa Park.
593. Schedule and pricing of transit fares is a major problem, we need discounts for seniors.
594. We need to consider our criteria for prioritizing bicycle projects. Supervisor Cox is working on getting a list of items. When in San Ysidro, there are no dedicated bike trails, and it is not safe to ride because of traffic. The community is dependent on public transportation; there are priorities such as getting to work, school, and meeting the basics necessities.
595. We spent several million for the Bay-shore Bikeway project; however, this is a mostly recreational facility. If we only added 1-2 miles on the staging area near Dairy Mart Road connecting to Bay-shore Bikeway, it would connect San Ysidro and a barrio-to-barrio bike connection. This is a community where teenagers do not have cars, and you would be connecting communities to communities. San Ysidro to Otay Lakes, used to ride my bike to Otay Mesa, but there is no more bike trail. We need to look at the priority, and understand where trails can be placed for maximum use. This would support the Blue Line Trolley.
596. Prioritization and the overall effect on the environment and the economy need to be addressed over the long term. Congestion affects both of these on freeways; it is a drain on resources and peoples time. We need to get from point A to B, faster and more efficiently, and bikeways are important. What will move people more is transit, and the method to address the issue is through BRT and to have designated times during the

day where lanes are for BRT only. This would be a disincentive for people driving, and would give people a reason to ride the bus. It is a sacrifice in short term, but for a large group of people willing to take transit, dedicating the lane to buses would be effective (use the built infrastructure).

597. We need to focus on our connections. We have facilities and services, but they just do not connect properly, and we need to really look at what we have. We need to focus on scheduling and connections, for example, adding a mile to facilities and making these connections provides for a bigger network. San Ysidro and Mira Mesa are different communities, and there is no real way to get to them. To enjoy all San Diego has to offer, we need to link things together.
598. We need to focus on a different transit route development system. Think about who is more apt to use transit, and then build and develop those areas. Focus on student areas and who is more likely to use the transit (market approach versus project based).
599. Transit has to be more attractive than getting into your car, and paying the bus fare should not be an issue. If using transit, you are not paying gas, car insurance, etc. Here everyone wants everything (understand trade-offs versus connections).
600. The UCSD Board as an example, getting the Trolley before SDSU, however, community needs were different and the College Area community won and SDSU got the Trolley. UCSD wanted to grow the hospital to a different location, now they are looking at adding the Trolley back. It is important to know ahead of the curve versus after the curve. We need to look at criteria, and consider what is important, and not just focus on politics.
601. For criteria it is important to look at health impacts. Congestion creates air pollution and health impacts, and criteria can also capture the ability to bike and walk. This needs to be included in prioritization.
602. People always want to fix transportation issues by building more lanes. We should consider *allowing* congestion to force people to use other options. Do not create extra capacity so people will look for other options.
603. It takes a lot of money and time building an extra lane, and the capacity is taken up quickly.
604. Consider the BRT freeway shoulder lanes to be used for transit.
605. Start with the land use first. Smart Growth grants (on steroids) up to \$100 million or billion. Make the Smart Growth centers compete where it is relative to the Trolley, excess bus capacity, increased density, etc. We are stuck with the idea that we live in a city based on cars. Consider cities with great transit have transit that goes where the people are.
606. Balboa Park and the beach as examples, we need to look at connecting destinations, including Trolley lines. Santee to the Convention Center as an example.
607. Use the environment as a strategy. SANDAG responds to the community to focus on environmental justice. Consider going to Washington DC to use the environment for leverage, the health impacts on people, etc. We argue in Washington DC based on economic impacts, but we should be arguing for the environment.

- 608. Consider employer-sponsored public transportation, the County of Education as an example, and other large companies providing incentives paying for monthly passes, etc.
- 609. In Boston you can have a parking spot, or transit, or cash if you ride a bike. This allows people to choose how their subsidy works.
- 610. Traffic alerts on your phone, alerting to not get on the freeway, messaging, etc.
- 611. Smart phone information, a transit expert function.
- 612. Trip planner needs to be improved and redone. I want to e-mail it to myself, and so I can go offline and look at bus schedules.
- 613. Multimodal comparison would be good, consider drive versus real time. The 511 site has drive times. Consider the time it will take to get to where you want to go on one screen to compare travel options.
- 614. Allow the compass card to be loaded up with cash, \$20 etc.
- 615. There is a tap card in Los Angeles where if you are a senior, student, etc., there are different rates on the same card. You can buy a group amount and you will get a discount. MTS should be more diverse to serve users with cost systems.
- 616. The MTS application is 90% wrong; the technology is wrong.
- 617. Consider real-time tracking updated every 30 seconds with GPS location, so you know where transit is, etc.
- 618. Lack of technology within certain communities can pose an issue as far as equitable options to use newer technologies.

Partnerships: Table 1

Round 1 Participant Responses

- 619. Go to the communities – go where people are already meeting, community events.
- 620. Have better follow-back from Board members. Elected officials (Jerome Stocks, etc.) need to give better feedback to the community and should do so at Council meetings, outside Council meetings etc. Elected officials should report back to their jurisdictions on SANDAG matters and decisions.
- 621. There are a lot of civic organizations that are interested in what SANDAG is doing. SANDAG should reach out to the various civic organizations and have them share info with their members.
- 622. San Ysidro is far from downtown – would appreciate having some meetings in the community (various). Multiple languages as well.

623. When outside consultants come in for planning efforts, the community organizations are tapped for participation too far along in the process. Community organizations often know how to best reach out to the community. Sometimes there is low turn-out because the consultants don't have a relationship or any trust in the community.
624. Sometimes the language is used with general terms that are too "sunshine." The materials should say when the plan is done you will be living in high density housing; you can't use your car, etc. Then see how many people turn up at the meetings.
625. In theory I like transit but the reality is that it's dirty, there are germs, intercoms don't work, it is smelly, some people ride the bus all day long, etc. Have hand sanitizer on board and find ways to make the user experience nicer.
626. People who are usually interested are other organizations, organizations providing tribal senior transit services. School districts should help to give communications in conjunction with SANDAG, help hold meetings, share info. etc. Schools are used during disasters etc., they could also be used to share this type of information.
627. Seniors are looking for transit information but can't find it. Seniors sometimes don't understand how to use computers. The information needs to get out to the public.
628. A lot of school districts are now using e-mail and internet to communicate with parents and students. Idea of a partnership between schools and SANDAG is a good idea (links to Web sites etc.) Schools often provide computer access to parents who didn't have them at home – across income levels. Could get more low-income parents involved.
629. In Northern California there is a movement looking to get away from regional planning efforts. SANDAG should also look at that as well; the same push may happen here.
630. I live in Cardiff by the Sea, an educated community. I am on the list and got the e-mail but most of my friends knew nothing about this meeting. Stocks doesn't report at the end of Council meetings as to what's been happening at SANDAG meetings.
631. Coaster horns are loud. Portions of the track aren't double track. Looked into taking Coaster but the schedule didn't work for today's meeting. Sometimes the transportation alternatives just aren't available.
632. Born in San Diego, as soon as we solve a problem we create a new one.
633. Growth – water issues, canyons, but it's like just keeping packing people in and no consideration for this. Cross the border on a weekly basis. There is still clean air down there.
634. Border crossing is chaotic .There is no information for crossers.
635. Didn't mention military. Cause of major influx of population. How then is the military to be held accountable for anything they are doing as they are under federal law?

- 636. Military is not included in overall population for re-districting. A lot of that is military secret. There is a very high military population in Southern California. People use the facilities, and police them, and military money is an important part of the regional economy. Need lower income housing. Building a large hospital on Camp Pendleton.
- 637. The military does have land use authority on its bases. Large events such the air shows do have impacts on larger community. SANDAG could be a good partner for that.
- 638. MTS Board meeting, NCTD board meeting – give all the info there.
- 639. Casa Familiar – several staff members have been involved in various organizations for 25 years. They get lots of mailing, e-mails, etc., and then try to share the info with their members.
- 640. Other mechanism that would be good to explore.
- 641. People in San Ysidro depend a lot on the U.S. Postal Service. Flyers sent to community organizations that can then distribute.
- 642. Problem – agendas sometimes don't have link to staff report or staff reports don't have enough information.
- 643. Staff reports should have more detail. Don't find out about it until after it has been approved by the Board.

Partnerships: Table 1
Round 2 Participant Responses

- 644. Reach out to people and make it easy to participate – maybe a postcard program with a quick survey, opportunities for input on the internet. If you make it quick and clear people will give input.
- 645. Last RTP you had a pretty extensive outreach to community groups – get feedback from them. PTA meetings, school assemblies, etc.
- 646. Start with the schools – educate the kids, pass info onto parents. Announcements, self-stamped cards with utility bills or tax bills, with short survey or input cards.
- 647. Local newsletters – for example, in Scripps Ranch they have a newsletter
- 648. Maybe work with big employers to share the info with their employees. Schools are key –especially the high schools
- 649. Put something on all of the city Web sites.
- 650. Some of the issue is getting some of the different interest communities together to talk – environment, social justice, transit providers, etc. SANDAG should create a forum for those different groups to get together and talk and work through issues. Would like to make sure SANDAG

propose a group for all those people together. San Diego Foundation Vision did a large survey – take a look at what they did – what worked, what didn't work. Would like to get all the partners together. Break-down the silos.

651. San Diego Foundation did full page ads, impressive outreach effort.
652. Chambers of Commerce. Faith based organizations should be engaged as well.
653. The San Diego Foundation did electronically. Romney's 53 percent participated, 47 percent didn't. Many people don't have internet access.
654. Needs to be multi-pronged – get some people online, some at church, some at school.
655. When you buy your bus ticket or Trolley
656. Lottery sale point – 4 question survey
657. Different languages are needed. Somali, Spanish, Tagalog, Samoan.
658. In North County, social service Alliance for Regional Solutions (ARS) does e-mail blasts. SANDAG should get on their list
659. Very low-income families can participate through the social services system.
660. We like where we are and don't want things to change in City Heights. People get along together well. Don't have baby gangs. A lot of friendly interaction. Have mutual respect. Don't have transit access to higher wage jobs in Sorrento Valley or San Ysidro where there are higher wage jobs.
661. Need to have better north-south transit access
662. Need transit access to airport. Light rail, no shuttles
663. Worry about gentrification – beach town. Young people can't live there like they use to. Huge growth in second homes – from Los Angeles. Those people don't contribute to the community. High growth of second homes. That is what we're getting in the mixed-use units in a downtown area.
664. Military should be noted.
665. Would love to see Baja and San Diego better integrated. But the feds control and it is crazy with the fences, busiest border crossing in the world and not utilized well.
666. Baja Innovadora event – trying to reach out to San Diego community.
667. Why is the border crossing finished on the Mexican side on the US side – ridiculous.
668. There are many people who live in Southern Riverside and they work in northern San Diego County. Similar with the military.
669. Military 311,000 jobs – San Diego County people because military is here.
670. Would like to see if there is property released at Miramar in the future; it should be turned into open space.

- 671. Plan for future base closures – i.e. San Francisco – not a developer free for all when it happens.
- 672. Need more opportunities for longer range plans.
- 673. Airport example if we recognize our regional limits and plan for who we are we could do more with it.
- 674. SANDAG keep its nose out of land use and land planning business. Should do great job transportation but not be involved in land use. When SANDAG tries to get involved in land use it scares everyone. Stay out of land use and land planning.
- 675. SANDAG does have some legal obligations under the law to integrate land use and housing with transportation. I think SANDAG is trying to have a dialogue as to how land use and transportation fit together. They can't keep their nose out but they don't have any authority of land use.
- 676. If you look at the examples of past plans, SANDAG is comprised of jurisdictions. The jurisdictions don't work together and things don't work as well as they could.
- 677. Need to think about partnership of Board members to help bring together their communities and get them to working land uses with adjacent communities.
- 678. Need to coordinate and work with local community colleges and universities to get out information and to get information about transportation needs. Enhance other industries to get other high-paying jobs to come to San Diego because we have high-skilled students and workers.
- 679. In Chula Vista there are courses at Southwestern College to train people in green technology, and we need to promote this in the region. We have great weather and transportation; the work force ready for these high tech jobs.
- 680. We need forums like this to voice our thoughts on a yearly basis and face-to-face. Meet new people, get new info.
- 681. Should have both online tools and face-to-face meetings like today.
- 682. City Heights and Kensington are working together on issues such as Fairmount Avenue, interchange from I-8, and is also working with the SDSU area. SANDAG is already interested in Fairmount Avenue for bikers. If we can get these three planning groups together to identify infrastructure issues.
- 683. If you continue to have meetings like this and take the suggestions seriously, you are headed in the right direction.

Partnerships: Table 1

Round 3 Participant Responses:

- 684. It's not possible to get everyone to participate. Many people won't choose to participate. The usual group of people will participate.

- 685. There always some communities that are more organized and they are ahead of the curve; others are trying to catch-up. If you look at the re-districting of the city some communities voiced concerns with where they stayed/went in districts. Some communities are very organized and others you never hear from.
- 686. The age of the community and its affluence often influence the organization levels. Newer communities with home owners associations are meeting constantly and are organized.
- 687. To get everyone's voice be cognizant of these issues. Look for advocates from the various communities even if they aren't seeking you out.
- 688. There is probably an inventory of different groups and what type of outreach efforts they have. In some areas it will be churches, in some it will be the chamber of commerce. Would really like to get young people (children) involved. We often write them off because they aren't voters, but they are the ones who will live with the plan in the long term.
- 689. Schools would be a good partnership – other youthful activities. X games, sports etc. Helps get kids to care about society, and shows their community cares about them.
- 690. Get a couple of ambassadors from the various high-schools. Could get class credit or a college recommendation letter.
- 691. My alma-mater for high school has the second semester of high-school do internships instead of class; could have some free interns or do outreach to get youth involved.
- 692. Reaching out to high schools is very important – some require attendance of public meetings.
- 693. Is there any type of diagram that shows which churches, community groups etc., talk together? What are the existing partnerships and how do we increase links between those groups?
- 694. Work primarily in Riverside – travel in the opposite direction. I-15 congestion is very bad. Need to interface with WRCOG to not have Riverside just be bedroom communities. It's a money drain for Riverside
- 695. People want to know what's in it for them.
- 696. SANDAG has reached out my little community – Kensington/Tallmadge. Would be good to reach out to other communities too.
- 697. What does the San Diego region want to be when it grows up? In China 1,000,000 people flowing into a city is no big deal. Personally I would like to see the San Diego region where there are more innovative ideas; an idea hub that then licenses that out other places.
- 698. The various communities don't like to communicate with each other. To make this happen would take over three years. Probably need to have some type of online tool – maybe something like the demos.
- 699. University Heights – lots of NIMBYs but I don't agree with them regarding the rapid buses. Sometimes your community preaches things that you don't agree with.

- 700. One of the benefits of planning is that it gets people thinking of things and working together in getting them implemented. Partnerships can live on for other things.
- 701. Do all your due diligence and document it. And come up with a good product which people will want to attach themselves to it.
- 702. There are a lot of things that make San Diego great. UCSD and the industries around it. Major military presence. Mission Bay, etc. Probably going to lose the Chargers; the site is well served by transit. It could be used for something else.
- 703. Try and market San Diego region – beach, UCSD, mission bay, Barona, etc.
- 704. Why do other places have more innovate things – why aren't we getting interested innovative partnership – should partner with companies of people who live in Rancho Santa Fe etc.
- 705. What about having committees throughout the region and getting reps for influential organizations from those communities – South Bay etc.

Partnerships: Table 2

Round 1 Participant Responses

- 706. Use social groups such as churches and community planning groups.
- 707. For hard to reach people not affiliated with any groups go to shops and grocery stores.
- 708. Look at 2010 census outreach strategy and how they reached people.
- 709. Use language brokers, leaders, brokers of relationships. Train people if needed.
- 710. Build upon existing efforts from other outreach efforts such as the San Diego Foundation; do not start from scratch.
- 711. Use schools for outreach.
- 712. Web tools: pick the right tool and an advertising strategy to pull people to use the site.
- 713. Use TV, radio, newspaper, San Diego magazine, and the Patch (online newspaper for different communities).
- 714. To reach people who are busy, reach out to them at gathering places and provide iPads for input right there.
- 715. Instead of us pushing out information, we should go out to them to get their input.
- 716. Use nonprofit networks and tap into their communication channels.

- 717. Shopping strip malls designed for autos.
- 718. Transportation and land use decisions are not coordinated enough; many places are not accessible without a car.
- 719. Baby boomers will become seniors in a few years – need to restructure the physical environment for aging or accommodate migration of these people from suburbs to urban centers due to need for accessibility and affordable housing.
- 720. Too much red tape on designing and building in infill areas and empty lots. Provide efficient ways for development/construction to occur.
- 721. Zoning process has segmented different land uses. Need living spaces of mixed use to create a security. Make it easy for infill development.
- 722. The public health impact needs to be taken into consideration in the plan.
- 723. The UTC area needs to expand bike lanes to reduce auto dependency, and bike lanes need to be dedicated lanes so they are safe for bikers to use.
- 724. Ocean Beach offers bike and walk opportunities and is not auto constrained.

Partnerships: Table 2
Round 2 Participant Responses

- 725. Need to use community based organizations such as churches, non-profit, cross section groups.
- 726. Use professional organizations.
- 727. Use sports groups, social groups. Bike clubs, recreational, athletic, hobbies, art, music teams.
- 728. Be aware of different language groups (City Heights has more than 80 language groups). Use organizations affiliated with language groups and interpreters and when reaching out to these groups, need to explain and be more specific about why their input is needed and how it will be used.
- 729. Need partnerships with property management companies of apartment complexes, to change the inner environment and improve standard of living.
- 730. Disabled/elderly or do not have ability to participate in the process. Tap in to in-home service providers to reach these people.
- 731. Setup booths at community fairs/events to reach people.
- 732. Use schools and PTAs as outlet to reach people through kids.
- 733. Short voluntary surveys could be before movies in movie theaters or advertise about Plan during movie previews in theaters.

- 734. Partner with libraries.
- 735. Partner with chains like Starbucks or grocery stores.
- 736. Need to do more for prevention of youth crime, give them something to do, get them engaged – need more recreation, sports and youth group facilities.
- 737. Cut down on liquor stores licenses.
- 738. Better align land uses with the people living in the communities.
- 739. Apartment building owners and managers are not encouraged to be responsible for interaction in their communities.
- 740. Need to recognize the need of building communities that encourage social interaction, people and business. The old norm is auto oriented design. This causes environment issues with social interaction. Need to encourage multiple use development, mixed use since driving a car everywhere takes too much time and causes pollution.
- 741. Need to address single parents' needs and involve them in the planning process.
- 742. Balance people's needs. Incentivize people to live in the urban core by providing more services with good public transit, improved air quality.
- 743. Urban areas need better connections to food. Direct services from farm to cities.
- 744. Community gardens as urban agriculture at the vacant lots within some communities.

Partnerships: Table 2
Round 3 Participant Responses

- 745. Community fairs.
- 746. Attend local community planning group meetings instead of just using city planners/city managers for input.
- 747. Start with a model and push it to the region. Use bottom up approaches (grass root).
- 748. Use Farmers' markets, libraries.
- 749. Advertise with media (TV, radio, internet).
- 750. Utilize the web more by using banner ads.
- 751. Make sure to contact housing commission.

- 752. Outreach using employers.
- 753. More outreach and partnerships with North County needed. North County has 1/3 pop. but South County gets all of the attention.
- 754. Use east county's Chambers of Commerce.
- 755. Go to senior housing to get input from seniors.
- 756. Provide a free app that shows the progress of the projects such as mindmixer, crowdbrite.
- 757. Use more surveys and maybe put them in places like utilities bills.
- 758. Put postings up at bus shelters.
- 759. Reach out to kids and let them know they will be involved in the plan and reach out to their parents.
- 760. Incentivize people who participate in the surveys by doing things such as giving out transit passes
- 761. Need to improve walkability/bike-ability, reduce noise, and improve transit efficiencies in downtown.
- 762. Quality of non-freeway roads needs to be improved.
- 763. Gaps in bike path/pedestrian networks need to be closed.
- 764. Several people said they would bike more if they did not have traffic safety concerns. Also the quality of the pavement of bike lanes needs improvement - smooth the pavement for safety.
- 765. Public transit along I-15 such as Trolley/train is needed.
- 766. Need to connect the Trolley and train to the airport and major employment centers such as Golden Triangle.
- 767. Trolley works well in downtown.
- 768. Bike trail along rail inland is comprehensive and trails are very good.
- 769. Car sharing in downtown works and is successful.
- 770. San Ysidro border crossing improvements are great.
- 771. Provide visualization tools and map overlays of the facilities so people can identify better with the plan and be more interactive.
- 772. Improve the Web site quality in terms of the font size and simplified design.
- 773. Not use PDFs on the Web site because they can't be manipulated.

Reaching Out: Table 1

Round 1 Participant Responses

- 774. Methods of outreach include e-mail, business organizations, Google Search for SANDAG, SANDAG committee. Kensington Planning Group: Chair sent it to them. E-mail, Facebook, or Twitter: one of them.
- 775. Haven't touched a paper in over a year; it's pushing out the owner's opinion.
- 776. Prefer Google alerts, newspaper online editions.
- 777. Twitter, Yahoo, and Google.
- 778. In terms of things that interest me: LinkedIn groups, meet up groups, looking at information from smart phone.
- 779. If you want the public to know about this, you need to get it in the newspaper, community. Newspapers – a lot bigger reach than individual Facebook accounts, etc.; community papers are much different than for example, the Union Tribune.
- 780. I think that's true for CV too.
- 781. Signs at key intersections, great response from these.
- 782. One thing that my wife always reads are real estate agent newsletters, three newsletters that come directly to my house, two real estate agents who are huge boosters for the community, they have a voice because they talk to everyone.
- 783. In CV – its community groups – they have huge e-mail lists.
- 784. Send information to the cities and let them put the information on their Web sites.
- 785. Where are the Hispanics at? There are very few Hispanic representatives.
- 786. You leverage the nonprofits, not crazy about the Union Tribune but a lot of people still read it.
- 787. We can't handle everybody at this meeting, it's important that everyone knows about this process.
- 788. What you have now is a group of people who are interested.
- 789. Approval levels for federal, state and local levels are very low.
- 790. The problem is that you hear back from the NIMBYs and the special interests, it's not a fair representation.
- 791. You have to make it easy for people to participate, opportunity for quick input (online, post card) you'd get a lot more participation than from people coming to a meeting like this.

- 792. It's hard to put information on an agenda because everyone (the public) thinks it's an action item, it's about providing a process. Most people don't have the time to come to events like this.
- 793. People won't attend because they think that the decisions have already been made.
- 794. You have to have a transparent process, if you have things that go on behind closed doors; you end up building up resentment.
- 795. What most agencies don't do, they don't talk about how the input affects the process. You're not telling people that their input is making a difference that it's not going to a black hole.
- 796. You want to have follow-up, like an annual newsletter.
- 797. What's the feedback that says we've taken that input, this is where we've gone, and this is why we've gone?
- 798. Rather than SANDAG hosting meetings, take advantage of the existing meetings in the county, go to their meetings and let them run them.
- 799. You need to let people know that there is a process and everyone should be heard, people appreciate their input being recorded and then knowing what happened.
- 800. We always discuss things as being a living/changing document/thing – it provides realistic expectations for people.
- 801. It depends on the community, for me, I prefer online, but some people want a public forum. It's a mixture.

Reaching Out: Table 1
Round 2 Participant Responses

- 802. My adjunct professor is JW, she wanted us to come to a community meeting.
- 803. I'm from SANDAG SSTAC committee, we sent out an e-mail.
- 804. I was the North Coast Coastal representative for the 2050 plan.
- 805. I am from a CBO in San Ysidro, either me or my boss has been involved in SANDAG efforts, and also from other.
- 806. This is dovetailing on the electronics, I am on the list, but I saw the information through other sources, city Web site, APA, it's important to see that strategy being used.
- 807. Take one Rider Alerts and the electronic screens on bus stops – they could use those more, maybe not so much SANDAG stuff.
- 808. Are you looking to get information out or information in from the community?

- 809. There are existing templates for underserved communities – the 2010 outreach model – ways to engage those communities SD Foundation campaign, key to reaching hard to work communities: securing the buy in and trust of existing community leaders, specifically including those kinds of leaders in this process.
- 810. Speaking from a student perspective, don't underestimate the power of students and young people to care about something, social media, it's the way we interact now, there are 5 major universities in this area, it's important to get them involved so they can spread the word; social media is a powerful tool for getting information out. For example, petitions circulating online and actual change coming from those.
- 811. Every council member has their own newsletter, those get sent out to a lot of people, if you want to convey some ideas, send it to Sherri Lightner, she'll put it on her newsletter, get the information top down to other orgs who will then reshare information.
- 812. The City of San Diego stopped doing mailings for their planning issues, a lot of SY community (50%) doesn't have access to internet, for these, important for SANDAG should come out to the community, the way we do outreach in SY, Casa Familiar does its own paper distribution of information through the housing projects with partners with and also through the school districts, they help us distribute to parents, send it through the kids.
- 813. Flyers, workshops, forums, all in Spanish or bilingual, we tackle complicated issues with several meetings, incentives, raffle prizes, dinner, etc. also survey attendees for the topics that are important to them. We have really active part of the forum, not always presentations.
- 814. We need to reach out to the new generation.
- 815. Distinctive to distinctive communities, in some communities it's faith based, community centers, community organizations, it's very customized.
- 816. I don't have a concrete list, but what would be feasible is to have citizen groups where you have nonprofits, business representatives, etc. you can verse with those groups who are well versed.
- 817. SANDAG does that with working groups.
- 818. A town hall would be good, the way you reach out needs to be much more graphic, and not so text based 140 characters is important, as planners you're always talking about the future, it's important to get the younger people excited about the plan so that 20 years down the line, they remember that plan and stop putting plans on the shelf.
- 819. Important to get people from university.
- 820. Who's impacted by the plan? That's who should be reached. In SANDAG working groups, figure out who's going to be impacted and engage some community members from those groups.
- 821. People won't go to anything unless it affects them. Graphics are good. Planners have a very difficult time trying to stir people up regarding a plan 20 years from now. It's about branding, marketing.
- 822. You almost have to predict what's going to happen because people aren't good about knowing what they want.

- 823. Ask people where will their kids live, work and play in 20 years? Have to find something that people care about to make it relevant.
- 824. CASA has plans that are several years old, nowhere does it show what's complete, how it ties to the city general point.
- 825. If people don't receive results in a short period of time, for ex. Canyon lands, we provided input, it went into a black hole, they didn't listen.
- 826. Two things: 1. taking the input and saying thank you 2: communicating the outcome of the input and letting people know how the two things are related (we heard you, here's what we're doing with it)
- 827. I am in public policy – even if it was a gesture, I would feel like something was accomplished. I know that our members want to see specific projects. I know that's not always feasible.
- 828. If there's not an outcome – where is it going?
- 829. Marketing is important – quick, to the point, interesting, gimmick.
- 830. I was just thinking of having a social compelling aspect is important. Create a community around a plan.
- 831. You need to keep the conversation going, proposing new questions.
- 832. Doesn't have to be SANDAG conducting the conversation – can be SANDAG 'ambassadors' – here's a wine bottle, let's have a conversation – having coffee chats.
- 833. Every region varies, for some people electronic might work, for others, flyers, you have to look at the region and customize
- 834. The Reader is a great paper.
- 835. Not very many people look at direct mail.
- 836. Electronic means are important, grassroots approaches, a booth at the farmer's market, a street fair, keep it very simple with information on where to get more information, a brief survey.
- 837. Televised news.

Reaching Out: Table 1

Round 3 Participant Responses

- 838. One of the challenges we have is how to we engage people who are hard to engage? These populations don't have computers, means of connection. Many of the ways you want to get feedback are not available to them. Part of it is getting tools in the hands of people who need them.

839. What we want is that you take our suggestions and implement them.
840. Well, take them and listen to them at least.
841. Get a screen, get yes/no questions put it where you buy the lottery tickets are, then you'll get input.
842. Educate people who drive that roads are also for pedestrians and bicyclists.
843. You need a wide cross section, you want a mix of ages, socio-economic backgrounds, regional representation, getting into schools. Knowing that it can't be the same approach for everyone, because if you do, you're going to get the same people.
844. You need to get in touch with the school system, the school system is never interested for more than just schools, and yet they're the most influential people in the community. All your services clubs – sir optimists, lion's club, etc. no one has gone to their meetings.
845. You can try to market yourselves: Facebook, Twitter, LinkedIn.
846. Maybe a jingle, everyone likes a jingle.
847. For someone who this isn't part of their day – you don't know what it is and you can't connect with it, pull out specifics that people can relate to, not make it such an umbrella, it's really not approachable. I have friends who would want to be here – it's from 11:30 a.m. – 1 p.m. on a Friday afternoon. They're working. It won't work because of the timing and the dissemination of it (the information).
848. It has to be a variety, it means you have to be where people are – it might be after hours, organizations that deal with the public have a bigger responsibility – maybe not every meeting.
849. Maybe it plugs into something you're already going to – train people then have them take it out to their communities (ex. of beach volleyball group).
850. In health field – often use the "promotora model" – doesn't have to just be health education – train people in the community to get input and bring it back to SANDAG, people's ideas come out in ways that make sense to them, not necessarily in a way that SANDAG can use it.
851. Community level meetings and seeing the fruition of my ideas make me feel heard.
852. There's a big disconnect with community outreach when you don't ever see any of the ideas you heard implemented.
853. Go to local businesses they have employees, resources, outreach programs.
854. Interactive televisions, could easily present information and get immediate feedback, Web-based participation is good, but it's about knowing how to access it.
855. With these kinds of programs, you don't get a response.
856. Following up with people after they've given their input and telling them how they're input was used.

857. You need to do other forms of outreach, not just workshops. On mind mixer, you can vote on ideas. These tools can be used to show how people are thinking about communities; you've got to give a reason why someone should participate, if they don't think there's a reason, they're not showing up.
858. Reason is – what's in it for you?
859. Let's tap into our future, our future is our youth. We can start getting their mind set for what's coming and what's going to be expected of them.
860. What we did in our general plan update: we got parents involved early on in the general plan process and we had to stop the teachers (Encinitas). Students put together picture boards and then presented them to Encinitas City Council, it got not just the child, but also the adults (parents) involved.
861. If there is to be a Web site, post photos of ideas that did get implemented.
862. Not a method, more of a mindset, people need to stop looking at 'how am I going to benefit' should be 'how is society going to benefit from it'.
863. The process takes too long.
864. Important to educate about why this matters and how this translates to anything in my life; all education is focused on state and federal level.
865. Education – need teachers to teach the importance of what we're doing and why it benefits/is important.
866. Flyers at the Charger/Padres game – put flyers in their windshields.
867. I feel that people aren't listening so I keep coming back, I would continue to come if I felt that the things that were discussed had an impact.
868. We have to see results; people are impatient.
869. Use timelines with milestones.
870. Investing in quick goals, maybe you can't get into every district, get into one school – report that back, even if it's getting an e-mail with pictures or quotes, people love seeing that; love seeing their name/information/ideas up.
871. Pride in participation (PIP).
872. I would be impressed if I got an update and it showed that even one thing was done as a result of this workshop (the school idea).
873. How about tours or volunteers? Let people see what it's like to work for SANDAG (interns, etc.).
874. It sounds like people want to feel like they are a part of the organization.
875. Internet, TV for information.
876. Subcommittees, planning commissions, internet, meetings, board meetings, tribal meetings; engagement is a hit or miss thing, for the most part, people say I didn't know that and walk off.

Vibrant Economy: Table 1

Round 1 Participant Responses

- 877. Economy is worse – unemployment, foreclosures (several people mentioned this).
- 878. Economy depends on each other as a consumer society; need to take time to look ahead for the sake of future generations.
- 879. Economy is more vibrant; things starting to improve (person has been here for 4 years).
- 880. Reassessing priorities for government spending. There is not enough money to do as much as we would like.
- 881. Not creating the type of jobs we need (higher paying jobs, especially).
- 882. Need more efficient transportation system to create better economy (e.g. border crossing).
- 883. Need new markets to replace old jobs/markets that no longer exist (don't try and recreate the past).
- 884. Greater emphasis on manufacturing jobs – balance between the type of job and how much it costs to live in San Diego.
- 885. Concern about people coming in from out of San Diego at lower wage – hurts local residents.
- 886. Not sure manufacturing jobs will come back.
- 887. New workers want flexibility in work hours, transportation system on how to get around; those that do are more competitive than other employers.
- 888. The market in Mexico can help the San Diego economy if we enable easier crossing of border. It is there today, but could be a lot more (some crossing matters are federal responsibility, but there are things SANDAG could do).
- 889. Is more important than the state/federal; we are going through a major change in how business is done and local government can help facilitate the change.
- 890. Local government needs to streamline how regulations and permits are handled (processes need to adapt to new economy and to facilitate economic growth); need to minimize uncertainty on how processes work.
- 891. Local governments should help identify geographies that can assist in growth and industries that can be nurtured; provide information databases that can help businesses.
- 892. Strong mayor has hurt representation of neighborhoods.
- 893. Improve efficiency/sustainability with energy/water consumption using new technology.

- 894. Better information for customers on transportation choices—makes it easier for people to get around; improve basic infrastructure like sidewalks and bike lanes (allows people to engage in their community more as well).
- 895. Business needs more support, less regulation.
- 896. Online; webinars (with visual tools) to spread information to the public.

Vibrant Economy: Table 1
Round 2 Participant Responses

- 897. Standard of living is both better and worse-- some neighborhoods are better (e.g. Little Italy), others have suffered (many suburban areas); lower income groups have suffered.
- 898. Suburban areas hard to get around due to lack of transportation choices; hurts ability to participate in economy.
- 899. More difficult to get a good education.
- 900. Housing prices still too high relative to cost of living.
- 901. Lower income groups increasing.
- 902. Really good transit system (world-class) that made it easier to get to work would help; more connections to employment/higher education.
- 903. Incorporate smaller businesses into neighborhood areas (new opportunities) – City of Villages needs to be implemented.
- 904. Need more attention to encouraging businesses to come – streamline government processes.
- 905. Education – needs improvement.
- 906. Don't have a lot of large businesses; most is small businesses, so build off this by encouraging new small businesses (incubator).
- 907. Match education to jobs and what businesses are looking for.
- 908. Streamline permit processes (CEQA and building side).
- 909. Work better with businesses/ promoting partnerships with businesses/education so that it is not just government solving social problems.
- 910. Promote cross-border partnerships (e.g. better transportation connections and creating new business opportunities).
- 911. Pay more attention to role of port.

- 912. Parking management – helps efficiency of system and frees up space given over to parking lots.
- 913. More efficiency in transportation system (things that can be done vs. just building things) – i.e. TDM.
- 914. Partnerships with local schools to provide leadership to improve education.
- 915. Transportation systems need to be more flexible – e.g. BRT, better bus system, TDM; improves accessibility to jobs.
- 916. Trip reliability and competitive travel times compared with auto.
- 917. Need more options for comprehensive news coverage – need more reliable/trustworthy sources.
- 918. Liked San Diego Foundation outreach and surveys – good brainstorming techniques.
- 919. Technology okay, but still need face-to-face meetings for local interfaces; a lot of older and low income groups don't have the same access to technology.
- 920. Public school districts – hook up with them to communicate info.
- 921. Work at community level (e.g. local community newspapers).

Vibrant Economy: Table 1
Round 3 Participant Responses

- 922. Economic standard of living is both good and bad; some pocket of prosperity but growing gap between rich and poor.
- 923. Visual reminders – foreclosures in homes and businesses; less government services.
- 924. Some things are better – e.g. downtown; some of suburbs have problems/people have moved back to inner city.
- 925. Economy is more diversified than in previous years – retain this.
- 926. Over 50 years, things are better/have improved.
- 927. Mobility improvements over last 20 years are significant; but too many cars.
- 928. Don't need more service sector jobs; need higher paying jobs.
- 929. Need to better understand why a business would not want to locate in San Diego, and then finds answers to attract them; look at biotech industry for examples.

930. Don't have Fortune 500 companies due to cost of living and mobility issues; need to emulate what other successful cities are doing (e.g. Portland, Austin).
931. We are cul-de-sac geographically that hurts us.
932. Others felt we have a lot of advantages – Pacific Rim.
933. Need a vibrant core – downtown role as employment center declining—it needs to regain its role as regional center.
934. Need working waterfront.
935. Need better land use decision making – residential vs. employment areas.
936. Partner more with the military.
937. Need to remove fiscal decision making focus of local governments – need to be more regional focused.
938. Sustain public sector employment.
939. Education: need educated/talented youth to fill future job markets and attract businesses from elsewhere.
940. “Live/Learn/Educate/Play” focus.
941. Keep community master plans up to date – creates uncertainty for businesses.
942. Various government agencies need to better coordinate their plans – differences can often create problems for businesses --- no comprehensive vision.
943. Education facility needs to be factored more into land use decisions.
944. Better customer information at transit stops.
945. Car2Go is great; need bike share.
946. Phone apps for alternative modes (transit, bike, car sharing, TDM) – how to use these apps for first-and-last mile services.
947. Need to get younger folks involved since they are the ones who will live here in 40 years.
948. Let folks know when key decision points are being made.
949. Technology for allowing people more opportunities to be involved.
950. Community-based outreach – go out to them, not just the reverse.

Vibrant Economy: Table 2

Round 1 Participant Responses

- 951. Mixed use has been a failure in City Heights.
- 952. Need to do market research before building mixed use projects.
- 953. Need tax incentives to facilitate job creation.
- 954. Local governments need to provide friendlier permitting process for business.
- 955. Common permitting and zoning policies should be adopted throughout the region to promote business retention and the location of new businesses in the region.
- 956. Consistent forms should be developed to make it easier for businesses to locate in the region.
- 957. Zoning standards should be liberalized to provide more certainty.
- 958. Too many low paying jobs in the San Diego region.
- 959. Cost of living is high.
- 960. Hotels are promoting a tax that is designed to help the tourism industry not the region or economic health of the region as a whole.
- 961. Homelessness in the region has increased (climate related).
- 962. The performance of schools has decreased.
- 963. Schools are focused on a college track; need to focus on vocational training too.
- 964. Community colleges have been affected by the state budget problems.
- 965. Some people are better off; some people are worse off economically.
- 966. Need to provide people with opportunities to live and work closer together.
- 967. Need to better connect jobs and housing.
- 968. Freight corridors and land zoned for employment need to be protected from housing encroachment.
- 969. The residential project near Solar (Fat City project) is a good example of the potential for development to drive out 2,000 jobs.
- 970. Existing jobs in the region need to be protected.

- 971. Need to identify and promote emerging industries such as solar and green technology.
- 972. Need to more public transportation – more trains; grade separation issues need to be addressed.
- 973. Bike facilities/network should be improved.
- 974. Provide on-line tools for all jurisdictions to get community input.
- 975. Make the SANDAG regional database available to all jurisdictions.
- 976. Coordinate efforts with San Diego Foundation.

Vibrant Economy: Table 2
Round 2 Participant Responses:

- 977. Economy of the region has changed for the worse.
- 978. Facing a fiscal cliff at state and federal level.
- 979. We look at issues from the standpoint of what is cheapest; don't look at longer term return on investment issues.
- 980. If you own a house your standard of living is different than if you don't own a house.
- 981. Housing in the region has become unaffordable.
- 982. The gap between income and housing costs is one of the biggest in the country.
- 983. We have lost the middle class in the country and region; we have high wage and low wage jobs, and very few middle income jobs.
- 984. The region has the third highest cost of living in the country (recent report).
- 985. The military and tourism have kept the region afloat economically.
- 986. People adapt to the situation; vintage re-sale stores have become popular; people are re-selling things instead of donating them to thrift stores.
- 987. Public transportation needs to be improved in the region.
- 988. The Otay Mesa area could be developed to help improve the economy.
- 989. We should facilitate cross-border infrastructure.
- 990. The region needs to see itself as part of a world-wide economy; what happens in Spain, Greece, Italy, and other parts of the world affects us.

- 991. We are not a hub; we need better connections to the rest of the world by air.
- 992. SANDAG should help the cities with smart growth.
- 993. Smart growth has been shown to be better for the economy than big box retail uses.
- 994. Encinitas developed and approved a downtown specific plan that has helped create a vibrant downtown.
- 995. The bus turn-around facility proposed in downtown San Diego will negatively affect the vibrant community of Little Italy.
- 996. The facility should be located in a different area of downtown.
- 997. Change is difficult; there are always trade-offs with different choices, but change should not be at the expense of the neighborhood.
- 998. Visualizations can help show that change can be beneficial.
- 999. The San Diego region should work toward becoming the economic hub of an industry or industry cluster; government and the Chamber of Commerce/EDC should get together to collaborate on this idea (i.e. center for sports equipment, etc.).
- 1000. We need to develop more middle class jobs.
- 1001. The development of industry clusters is an organic process that happens over time.
- 1002. Take advantage of the job-generating ability of our universities such as UCSD (e.g. Qualcomm).
- 1003. The region should focus on education, workforce development and places for employment to locate.
- 1004. The region could play a leadership role in the development of solar and other alternative energy forms.
- 1005. The region needs to focus on and educate people about the importance of and opportunities associated with the Port District and the Port of Entry to Baja California/Mexico.

Vibrant Economy: Table 2
Round 3 Participant Responses

- 1006. The San Diego region’s “paradise tax” increases the cost of living.
- 1007. The region lacks middle income jobs.
- 1008. It is difficult today to live in a humble way.

1009. The growth in the region cannot be sustained.
1010. SANDAG could do a better job of communicating the fact that we are going to have more density in the region and that we need to do things in a smarter, more efficient manner.
1011. We need to revitalize areas and provide affordable housing to ensure that people of all income levels have places to live.
1012. Develop a good neighbor program.
1013. Improve public transit.
1014. Be more efficient in our energy use.
1015. The region's employment centers are scattered and difficult to serve with public transit.
1016. We should work with local jurisdictions to think about where the 450,000 projected new jobs should be located.
1017. We should publicize the work we are doing and tell stories about the positive aspects of growth and neighborhood change and revitalization.
1018. We should figure out ways to reduce greenhouse gases to lower levels in the long term.
1019. We should look at ways to reduce greenhouse gases through changes to land use; show different futures using land use planning modeling.
1020. More education and outreach is needed.
1021. We need to consider how to harness the new economy for the region.
1022. The regional plan does not have teeth; need carrot and stick (combination) approach.
1023. SANDAG needs to better explain its vision and how we can get from policy to implementation.
1024. The Blueprint work in the Sacramento region was noted as a good example of regional planning that should be considered.

Comments Submitted in Writing

E-Mail	Phone	Address	Comment
kdelmastro@yahoo.com		4675 Oregon Street #5, San Diego, CA 92116	<p>(Sent via e-mail on 10/12/2012 to Paula Zamudio) I strongly feel that public transportation must be strengthened, as well as bicycle pathways/safety. Many of my friends say they wish they could bicycle, but they do not feel safe. I've also heard many people tell me that public transit is too slow or unreliable. I know I would take bicycle or transit if the options were better. I believe both of these are key to San Diego becoming a more vibrant city. We need San Diego to become less dependent on the car, and less dominated by cars and freeways, otherwise it will become a sprawling urban area like LA. I think many San Diegans like our small town character, which is helped by public transit and bicycle usage.</p>
eric.f.schaller@gmail.com		135 W Glaucus St, Unit A, Encinitas, CA 92024	<p>(Sent via e-mail on 10/17/2012 to Paula Zamudio) I just wanted to express my frustration with the hypocrisy of SANDAG. Pretending to want input at a meeting that's to be held two days after an e-mail notice is sent, and during the day on a workday, is a blatant insult to the intelligence of constituents supposedly "represented" by these individuals. How about a workshop to discuss defunding SANDAG?</p>

<p>cargra@san.rr.com</p>			<p>(Sent via e-mail on 10/13/2012 to Paula Zamudio) As a response to your message where you request opinions about communicating with the public, I am sending you the following comments:</p> <p>The community could be divided in the following groups: first the professionals, secondly the government sector, third the private sector and finally the community groups. Considering these sectors in the decision process I think we need three types of forums as follows:</p> <p>1) Face to face discussions in the form of seminars and debates among or between professionals to discuss the following:</p> <ul style="list-style-type: none"> - Problems in our trans-border region and in San Diego proper and - Critiques and/or discussions of current practices in SANDAG (methods, implementation issues and decision process) - Lack of and/or approaches to our vision and goals for the region - Possible scenarios - Approaches an appropriate methods to deal with planning our region and urban areas.them, <p>2) Specific forums for specific presentations by individual professionals. I am an architect and a planner with more than 30 years experience both in San Diego and Mexico and I think I speak for many professionals when I say that we have little opportunities to present our ideas. Universities could be the places for those events.</p> <p>3) Meetings between representatives of the four</p>
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			sectors mentioned above.
Dwood8@cox.net	(619) 463-9035		<p>(Sent via e-mail on 10/18/2012 to Paula Zamudio) (1) SANDAG should work with its local government members to design, fund and construct a true regional bike lane network. The bike lanes should be similar to the one along the east side of Mission Bay. The bike lane network should be totally separate from the regions streets and roads, since when 100 lb bike riders and two ton cars collide the rider usually dies. SANDAG should route the new bike lanes parallel to old Trolley routes like the one between Pacific Beach and La Jolla, and along existing and planned Trolley and BRT right of ways.</p> <p>(2) The updated regional plan should also focus on encouraging distributed renewable energy generation on ratepayers rooftops and parking lots throughout the county, using financing options like the City of San Diego's new PACE program, where customers can pay back loans on their property tax bills over time.</p> <p>(3) SANDAG should more carefully examine the costs and benefits of moving to a more accelerated public transit development and expansion process, similar to those being undertaken in Los Angeles and the Bay Area. Expanding public transit to better connect where people actually live and work should take priority</p>

			over new freeways and freeway expansions.
city_heights@yahoo.com			(Sent via e-mail on 10/22/2012 to Paula Zamudio) At the workshop yesterday attendees were asked how they learned about it. Most indicated electronic contact. One attendee noted that electronic contact facilitates those who use the internet and ignores those who cannot. That led to a lively discussion about how to close the gap between the people SANDAG does reach and the people SANDAG should reach. There's a piece in the newspaper today on page B4 about how the San Diego Symphony expects to reach a lower-income audience than it usually reaches. SANDAG might find some ideas there helpful in its quest to reach that same audience, especially putting ipads at libraries, community centers, and I would add social service offices.
crodman@affordablehousingadvocates.org	(619) 233-8441, ext. 11 (619) 233-8474, direct line	4305 University Avenue, Suite 110 San Diego, CA 92105	(Sent via e-mail on 10/05/2012 to Susan Baldwin) Although Item 7 says that input was sought in August and September including from working groups, your e-mail on the 25th was the first that I heard. Perhaps I missed an e-mail or meeting. I see that other languages are incorporated in meeting notices, and use of Google translate on SANDAG's Web site also helps. I suggest outreach include youth (at least at the college level but if possible to jr and sr hs), and the homeless (at shelters and transitional housing), as well as include collaboration with

			other organizations, such as The SD Foundation, who are conducting their own, related efforts.
spevakgin@gmail.com			<p>(Sent via e-mail on 10/25/2012 to Paula Zamudio) Thank you for the summary of the meeting. I was sad not to be able to attend, but the time and location did not work for me. In the future maybe you could hold web meetings where we could phone in and ask questions, take polls, etc.</p> <p>Even though I could not attend I am so very pleased with what the 120 people who did attend, and what they came up with. I could not agree more and love that better and more efficient public transportation came up over and over again.</p> <p>What is the next step? What will you do with this information? Is there an organization I can contact who's sole focus is better public transportation in San Diego? Do we need to sign petitions to get some long range vision started?</p> <p>Is there a video of the meeting we can watch so we can see what took place?</p>

<p>joe@avetterra.com</p>			<p>(Sent via e-mail on 10/25/2012 to Paula Zamudio) I attended last Friday's Public Participation Session. I meant to ask if SANDAG intended to convene a stakeholder's panel for the RTP update. I ask because Community Planners Committee (CPC) previously had 1 or 2 seats on that panel. It seems SANDAG is taking a different approach this time but I did not want to make any assumptions.</p>
<p>jimbellels@cox.net</p>			<p>(Sent via e-mail on 10/19/2012 to Paula Zamudio) Here's my regional plan. Creating a Sustainable Economy and Future On Our Planet</p> <p>The San Diego/Tijuana Region A Case Study By Jim Bell Second Edition March 20, 2007</p>
<p>MBROWN@rbf.com</p>			<p>(Sent via e-mail on 10/30/2012 to David Hicks and Paula Zamudio) Thank you for the opportunity to participate in the workshop for the combined regional plan. I was at your "Reaching Out" table in the second round, sitting directly across from David. I am a planner with RBF Consulting and recently transferred from Irvine to the San Diego office so that I could live here.</p> <p>If you haven't already decided on a Web platform for participation, I wanted to let you know that we like MetroQuest quite a bit--the product is good, and they are really responsive. RBF's new parent company has used them for large-scale</p>

			<p>transportation projects and we recently used them for a survey about ped and bike access to Metrolink stations in Orange County. The MetroQuest platform includes a scenario comparison tool and the ability to place comments on a map. Please let me know if you'd like to talk to them or to someone at our company who has worked directly with them.</p> <p>As a new transplant to San Diego, I find it exciting that there is a growing interest in public engagement on the part of both SANDAG and the San Diego Foundation. I also hope that there is some coordination between those efforts. I've even wondered if one of the organizations would be interested in forming an advisory body focused on public participation in the San Diego region. I really enjoy talking with other people in this field, so I would love to try to make that happen!</p> <p>In any case, I hope that you'll continue to reach out as you plan for public participation. Thanks again and I look forward to being involved in the future.</p>
<p>wingfield.richard@yahoo.com</p>		<p>2140 D Ave, National City, CA</p>	<p>(Submitted via Written Comment on 10/19/2012 at Workshop) I didn't have time to stay but would like to get some ideas across. A county wide interconnected trail system would be a great alternative means for transportation for transportation and I would like to see and increased emphasis placed on light rail for the county.</p>

crystal@enviromineinc.com	(619) 284-8515	3511 Camino Del Rio South, San Diego, CA	(Submitted via Written Comment on 10/19/2012 at Workshop) Please include the construction aggregates interests in the process. We want to be included in how the plan develops. Distance Matters. To build roads and transit in the RTP we need to plan where the construction aggregate is going to come from. This land use is important and essential to be included in the process.
dianepitzel@hotmail.com	(619) 574-0905	4378 Cleveland Ave, San Diego, CA	(Submitted via Written Comment on 10/19/2012 at Workshop) I would like to serve as a public transit advocate for my neighborhood (University Heights) as well as the larger community. I believe that the value of my perspective is that I rely on public transit and have since moving to San Diego in 1984. I would hope that my participation could be rewarded with a free monthly bus pass or some incentive to make my time an investment that works both ways. Nice event today. Best of luck with all of the public transit advancements you are creating.
emsand1952@yahoo.com	(619) 269-2719	4670 Alpine Drive, San Diego, CA	(Submitted via Written Comment on 10/19/2012 at Workshop) Ask me back! Loved it.

WORKSHOP SUMMARY: FOCUS ON HEALTHY ENVIRONMENT, ENERGY, CLIMATE CHANGE AND PUBLIC HEALTH - MAY 17, 2013, AT CALTRANS

Thank you to the more than 150 participants who took part in last Friday's workshop on San Diego Forward: The Regional Plan on Regional Bike to Work Day!

Your input and feedback are keys to the process of creating a vision and plan that will keep the San Diego region a great place to live now and in the future. If you attended Friday – remember, there are more workshops coming up, so please stay involved. And if you couldn't make it, consider attending an upcoming event – the next one will be held on the evening of June 6, in English and Spanish, at Casa Familiar Civic Center in San Ysidro. For more information, visit www.sandag.org/sandiegoforward.

Below is a summary of the thoughtful and extensive input provided by stakeholders during 30 facilitated roundtable sessions held at the May 17 event. This input will be used to shape policy objectives related to healthy environment, energy, public health, and climate change in San Diego Forward: The Regional Plan.

Listed below are just some of the ideas and concerns expressed by participants at the workshop, and some pictures, too.



Thanks again – and we hope to see you at one of our upcoming workshops.

Climate Change

- Place greenhouse gas (GHG) reductions at the center of the identified Regional Plan goals and objectives.
- Provide strong regional policy guidance on GHG emissions reductions.
- Address Environmental Justice (EJ)/Public Health issues associated with climate change and the measures to reduce GHGs.
- Explain the full set of options that the SANDAG Board has in expending *TransNet* funds (e.g., what percent/amount of funding and category/function/program can't be modified but every 10 years, what requires 2/3 vote to modify, and portion of the allocation is discretionary).
- Comprehensively add both climate adaptation and mitigation (without silos) and promote the synthesis between the two plans (the Regional Transportation Plan and the Regional Comprehensive Plan).
- Prepare for the impacts of climate change on both the natural and built environments. Key concerns include increases in wildfires and heat waves, sea-level rise, water supply and demand, public health impacts, agriculture and food-security, and disproportionate impacts on low-income, minority, and senior populations.
- Pursue regional coordination on climate change and adaptation efforts. We need scalable solutions – from the parcel to the regional to the state level.
- Promote best practices that provide co-benefits, such as xeriscaping, graywater re-use, tree planting, and other low-impact development solutions.
- Prioritize transportation investments based on their benefits to the environment.
- SANDAG should provide a forum for regional collaboration, incentives for adaptation and mitigation, guidance on design standards, and other resources to address climate change.
- Build transportation infrastructure that can withstand the adverse effects of climate change, like sea level rise.
- Incorporate greenhouse gas (GHG) reduction and climate change efforts into the regional plan (including goals, policy measures, and funding opportunities).
- Plant more vegetation/trees now as a low-cost mitigation measure that will ultimately absorb more GHGs in the future and enhance communities.
- Empower the community to address climate-related behaviors at an individual and neighborhood level. Start with educating the children.

Air & Water Quality

- Address respiratory problems with better public transportation, more carpooling and vanpooling, and communities where people can bike and walk more.
- Bring air quality issues down to the micro level, for example, by bringing small hand-held air quality monitoring devices to community members.
- More urban forestry/vegetation can help reduce air and water pollution, and improve economic conditions in local communities.
- Work within the environment: create more attractive spaces using native species – these don't require a lot of water and fertilizer.
- Create a regionally driven policy for reclaimed water.
- Look at all impacts related to water quality, not just the impacts related to new development projects.
- Address both health and social equity issues related to air and water quality – need to focus on impacted communities, those that suffer the most.

Habitat & Shoreline

- San Diego has been successful in preserving habitat. Focus on restoring and providing access to these areas.
- Incentivize higher density development around transit. That would allow people to get around easier and also preserve open space.
- Make access to open spaces more equitable.
- Wetlands protection needs to be done on a larger scale; wetlands protect shorelines and act as carbon sinks.
- Wetland rehabilitation efforts that remove concrete linings of channels and restore the riparian habitat are important, and we should also incorporate bike lanes so that people can enjoy it.
- Make policy changes that incorporate permeability and other green infrastructure codes that help mitigate urban run-off.
- Create open spaces and trails for residents in developed areas.
- Create policies that require upland development projects to include a sand mitigation component as this material can no longer flow naturally from inland to the coast.
- Balance preservation and recreation – providing access while protecting habitat.
- Develop bicycle trails along the San Diego River to mix the green corridor into open space – like the San Antonio River Walk.

Healthy Communities

- The ability to walk and bike within communities and to school is important.
- Consider rethinking the methodology of how trips are calculated within a complete streets framework, using something other than Level of Service (LOS) and moving toward a multi-modal analysis.
- Look at the inequities and health disparities between neighborhoods and focus the investments in areas of need.
- Look at areas with concentrations of obesity and diabetes and examine current transportation infrastructure to find the gaps. Shift transportation modes toward active transportation.
- Make public health a line item within the policy making process, and not an afterthought – focus on how to bridge disparities.
- Consider the needs of all populations including the aging population.
- Create bike facilities for commuting AND recreation.
- Marry functionality and safety in neighborhood design to encourage more walkable communities which can lead to greater social interaction.
- Need walkability connections to grocery stores, creating access to healthy foods.
- Leverage existing resources with the Human Health and Services Agency (HHS) and other organizations.
- Provide more diverse bike options. Class 1 lanes are not very common in California, but for women in particular, they could help lower stress levels for biking.
- Social equity is important to address with public health because many communities have suffered from years of disinvestments, and have higher rates of chronic diseases, including diabetes.
- Healthy communities and public facilities should address the needs of the homeless.
- Healthy communities should have a robust urban forestry program, and a lot of green space. This can impact food, safety, and health.
- Where one lives should not determine the quality and length of life.
- Promote policies that motivate healthier food options to move into low-income neighborhoods, and provide incentives to those companies which promote healthy eating.

Clean Energy, Clean Fuels & Innovation

- Place a high value on issues that will be important for the younger generations.
- Plan and build facilities for safely riding bikes to and from school.
- Alternative energy sources:
 - Energy efficiency and roof-top energy needs to be a priority in making communities more self-sufficient.
 - Need to fit the communities that we already have with photovoltaics, and deemphasize fitting the back country with large energy plants.
- Transit centers could have conference rooms attached so people can rent a room and hold meetings at a place that is accessible by transit.
- The net energy use by communities should be evaluated.
- Encourage roof-top photovoltaic: public buildings, industrial and residential.
- The only practical way to get people to use the good stuff is to highly tax the bad stuff. This is politically unpopular, but economically popular.
- Presentations to high school students nearing driving age should be made regarding affordable energy-efficient cars.
- Car2Go is good program because buying a zero-emission vehicle is out of reach to many families
- There are programs that help seniors with the bills and they talk to them about other ways to save money. Many seniors have inquired about ways they can be more environmentally friendly
- Border crossing wait-times should be improved to reduce emissions and health impacts.
- Provide opportunities for and promote mobility options that produce low emissions or no emissions at all (bicycling and walking).
- Create community garden opportunities to reduce emissions related to the transportation of fruits and vegetables.
- Focus on renewable energy (e.g. wind, solar, geothermal) and increasing low carbon fuel standards.
- Focus on distributed (on-site) generation of green energy. Solar, wind, biofuel require less infrastructure and protect open space/habitat areas; industrialized solar/wind energy is destructive and requires transmission lines.
- Build more infrastructure to support electric cars.
- Develop apps or ways people can determine how much water and energy they are consuming to help them conserve and use these resources more efficiently.
- Focus on green jobs related to transportation, buildings, etc.; support entrepreneurs.
- Reduce energy use by buying local food and creating food hubs.

WORKSHOP SUMMARY / RESUMEN DEL TALLER: JUNE 6, 2013 / 6 DE JUNIO DE 2013 CASA FAMILIAR, SAN YSIDRO

ENGLISH	ESPAÑOL
<p>Thank you to the almost 100 participants who took part in the June 6th workshop on San Diego Forward: The Regional Plan!</p> <p>Your input and feedback are keys to the process of creating a vision and plan that will keep the San Diego region a great place to live now and in the future. If you attended – remember, there are more workshops coming up, so please stay involved. And if you couldn't make it, consider attending an upcoming event – the next one will be held on the evening of June 13 in Escondido. For more information, visit www.sandag.org/sandiegoforward.</p> <p>Below is a summary of the thoughtful and extensive input provided by stakeholders during 30 facilitated roundtable sessions held at the June 6 event, and some pictures are included, too. This input will be used to shape policy objectives in San Diego Forward: The Regional Plan.</p> <p>In addition to this summary, a complete set of notetakers' notes has been posted on the website. We have also added notetakers' notes from the May 17 workshop to the website.</p>	<p>¡Gracias a los casi 100 participantes que tomaron parte en el taller del jueves 6 de junio en Adelante San Diego: El Plan Regional!</p> <p>Su aporte y retroalimentación son claves para el proceso de crear una visión y un plan que mantendrá la región de San Diego como un gran lugar para vivir ahora y en el futuro. Si usted asistió al taller, le recordamos que habrá más talleres para seguir involucrado. Y si no pudo participar, considere asistir a un próximo evento. El próximo taller se llevará a cabo en la tarde del 13 de junio en la ciudad de Escondido. Para obtener más información, visite www.sandag.org/sandiegoforward.</p> <p>A continuación se encuentra un resumen de las ideas y reflexiones que los participantes expresaron en las 30 mesas redondas facilitadas en el taller del 6 de junio y se incluyen algunas fotos, también. Esta retroalimentación será utilizada para dar forma a los objetivos de política en Adelante San Diego: El Plan Regional.</p> <p>Además, un resumen completo con las notas que se tomaron en el taller se ha publicado en la página de internet. También hemos agregado las notas del taller del 17 de mayo a la página de internet.</p>



ENGLISH TABLES

MESAS EN ESPAÑOL

Mobility

- Promote a well-integrated, multimodal transportation system with an emphasis on transit access and frequent service, safe walkable streets for all ages, and bikeable communities to provide access to daily uses such as groceries, healthcare, and jobs, and to promote healthy lifestyles and a strong sense of family and community.
- Add more frequent Trolley services at the border, recognizing that the Trolley provides transportation for both the local community and international travelers.
- Add localized transportation options, such as jitneys, within the San Ysidro community.
- Focus on walkability as a key priority for residents in San Ysidro. Barriers include wide roads, large parking lots, missing/inadequate sidewalks, and not enough street lighting.
- Balance regional and local transportation needs by adding criteria considering transit service to particular neighborhoods.
- The San Ysidro Transit Center is the busiest Trolley station in the region and represents the beginning of the Trolley line at the border. It is a perfect opportunity to take it above grade.
- Adopt policy changes similar to Portland's that build upon a pyramid of pedestrians first, bicyclists next,

Movilidad

- Se necesitan rutas de transporte público más directas, rápidas y con mejores conexiones.
- El tipo de transporte público cerca de la frontera está en malas condiciones. Los Trolleys hacia el norte son más nuevos y están en mejor condición.
- En los fines de semana, el servicio de transporte público no cumple con las necesidades y no es suficiente.
- Los operadores de los autobuses no tienen paciencia con los adultos mayores.
- No hay espacio en el Trolley o autobuses durante las horas pico.
- Hacen falta pasos a desnivel en la ruta del Trolley.
- Compass Card no es adecuado y es muy caro. Una familia de cuatro personas sin carro no puede pagar el costo para cuatro pases mensuales.
- Se necesitan baños en las estaciones.
- Se necesitan banquetas para acceder a las escuelas. No hay la seguridad para caminar.
- No hay rutas disponibles para bicicletas.
- Cuando atardece, es peligroso para los niños que caminan y no hay suficientes autobuses.
- Se necesita más transporte público para los niños. Caminar no es posible cuando hay distancias largas a la escuela.

transit, commercial vehicles, taxis, then single vehicles last.

- Focus on infrastructure for pedestrians and bicyclists to improve safety, especially safe routes to schools.
- Explore better greenhouse gas (GHG) emission reduction alternatives.
- Use urban growth boundaries to maximize infill opportunities.
- Provide more security on the bus/trolley.

Healthy Communities

- Provide more access to organic products and healthy foods.
- Invest in more public transit and bike paths.
- Create a more attractive pedestrian environment – wider sidewalks; places to sit; shaded areas, trees.
- To improve air quality, create more green areas, plant more trees, and provide a natural buffer between homes and freeways.
- Add security to the Trolley and remove trash from the Trolley cars.
- Address idling from cars at the border crossing.
- Reduce high levels of toxins in the soil to promote gardening.
- Invest in special paint that attracts carbon to the walls.
- Improve crosswalks; design streets and communities for people, not cars; promote more ways to connect.
- Address safety concerns of children when there aren't enough sidewalks near schools – they have to go through paths in canyons – no lighting, sometimes encounter dangerous wildlife.
- Provide more open spaces such as small pocket parks that can be within the neighborhood for families to stop by; place to socialize.
- Provide access to The Tijuana River Valley – beautiful but no trails.
- Close down a street for a street fair or farmers market and promote a community garden.
- Provide incentives/shared bike program for people who use their bikes at the border.
- Build a Class 1 Bicycle path from the international border to the Bayshore Bikeway.

Healthy Environment

Comunidades Saludables

- Atraer mercados que ofrezcan comidas y productos orgánicos.
- Mejorar la promoción del uso del transporte público a la comunidad.
- Mejores calles; arreglar los hoyos que existen en las calles; construir más banquetas para la seguridad del peatón y la juventud.
- Deben de haber rutas seguras a la escuela para los alumnos.
- Crear mejor acceso para el peatón al transporte público.
- Se necesitan mercados que sean más económicos, saludables y sustentables.
- Combatir y eliminar el uso de drogas dentro de la comunidad.
- Contaminación – el smog ha causado el incremento de casos de asma; se debe reducir el uso de carros para reducir la contaminación.
- El tiempo que se toma para cruzar la frontera es demasiado. La demora causa una “tortura” y causa un estrés muy grande.
- Necesitamos educación para el ciclista, el conductor, y para la comunidad para mejorar la seguridad de todos.
- Se debe ampliar los carriles para ciclistas sobre la calle para mejorar la seguridad.
- Necesitamos sembradillos locales – se debe usar lotes vacíos para la educación y para mejorar la comunidad.
- No hay hospital en San Ysidro.
- Necesitamos mejores parques y que estén bien cuidados y seguros y que cuenten con baños. Crear un programa como “Park and Ride” en la comunidad y aumentar el acceso a “van pools”.

Medio Ambiente Saludable

- Manage water runoff more effectively since the water eventually goes out to our beaches.
- There is a new global climate law in Mexico, so work together to achieve certain greenhouse (GHG) emission goals.
- Address air pollution and the negative health impacts caused by idling cars at the border.
- Promote more connections to the Tijuana Estuary so that people can appreciate the natural resources and become more active in that area.
- Address beach closures in Imperial Beach due to high levels of contamination and sewage.
- Encourage more public areas to be non-smoking.
- Climate change and sea level rise is a concern. Everything is interconnected and sea level rise will make crops harder to grow.
- Work with the Environmental Health Coalition, Wildcoast, and Ocean Force to look at salinity of the oceans, tide levels, and effects on ecosystems.
- Reinstate the bike incentive for crossing the border.
- Reduce crime. Crime is an aspect of healthy environment, because it restricts people from going out on walks or letting their children outside when it is not safe, and this limits activity levels and community participation.
- Increase children's education programs focused on the outdoors.
- Se necesitan más árboles.
- Hay que conservar el agua y usarla en forma más restringida.
- Hacen falta más baños en los parques.
- La contaminación del aire en San Ysidro es cuatro veces peor que en otras comunidades de San Diego.
- La línea azul del Trolley paga por el sistema; es la línea que funciona mejor.
- Sería bueno tener un tren como el COASTER que fuera hasta la frontera.
- San Ysidro debe ser un centro de transporte; mucha gente se va hasta Los Ángeles.
- Hacen falta campañas de educación para que la gente entienda como sus acciones impactan al medio ambiente. Se necesita una campaña dirigida a las empresas también.
- No hay confianza en el agua potable.
- El agua es caro; no se puede usar la de la canilla.
- Debe haber usos distintos de agua (agua de riego versus potable).
- Necesitamos más arborización de las calles.
- Promover en las escuelas la protección de la playa.

Energy and Climate Change

- Increase awareness and understanding of how climate change relates to the average person.
- Tailor the message to different population segments, taking factors such as language and culture into consideration.
- Provide more green space, which can help address pollution and climate change.
- Expand Car2Go car-sharing throughout the region.
- Demonstrate the benefits of making individual changes to reduce GHG emissions.
- Invest more in sustainable energy.
- Increase gas prices to encourage alternative forms of transportation.
- Synchronize stoplights to reduce idling, traffic, and pollution.
- Proactively and naturally reduce fuel for wildfires, for example, by using goats.
- Change building codes to allow gray water to drain directly into gardens/landscaping.

Energía y Cambio Climático

- En la frontera, hay más contaminación que se siente más por la cercanía a la garita.
- Revisar las emisiones de vehículos que cruzan la frontera.
- Educar más a los niños acerca del cambio climático.
- Publicar los horarios de la escuela y qué relación tienen con los niveles de emisiones.
- Simplificar la información para que gente entienda.
- Agilizar el cruce fronterizo para los peatones.
- Implementar paneles solares y sistemas eólicos.
- Difundir la información de planes y programas de desarrollo en lenguaje coloquial.
- Sembrar más áreas verdes y jardines para respirar aire más puro.
- Aprovechar la energía solar.
- Mejorar la eficiencia de los vehículos y reducir las emisiones.
- Caminar y andar en bicicleta como medio de transporte.

- Collect rain water as a sustainable way of conserving water.
- Provide electric vehicle (EV) charging stations, raise gas prices, and offer incentives to encourage people to use alternative fuel vehicles.
- Demonstrate cost comparisons and provide education on the benefits of electric/ alternative fuel cars.
- Build better bike lanes and dedicated bike lanes.
- Spend less money on highways and more on public transit.
- Invest more money into each individual community, not just transportation but infrastructure, so that people don't have to leave the community in order to find medical services or grocery stores, or meet other basic needs.
- Usar transporte público y compartir carro para reducir emisiones.
- Informar a la gente acerca de cómo reducir el cambio climático y la contaminación, usando impuestos de negocios contaminantes.
- Plantar más áreas verdes en San Ysidro y promover campañas de forestación.

Economic Prosperity and Borders

- Reduce border wait times. Lengthy wait times affect prosperity, health, pollution, and the environment.
- Invest more in border infrastructure as this can lead to more jobs and a healthier environment.
- SR 905 interstate was a great addition.
- Assist seniors. Currently it is difficult for seniors to find work since finding ways to commute can be a challenge. They also have difficulty accessing social services, groceries, medical care, and housing.
- Address the mismatch between skills of individuals and skills needed in jobs.
- Invest more in schools and motivate students.
- Invest more in communities that haven't received as much; social equity.
- Increase the focus on education & school achievement. In San Ysidro, create more STEM (science, technology, engineering, math) programs and add a college in South Bay.
- Recognize that many people own business in Tijuana but live in San Diego, and that they are contributing to both economies.
- Think of San Diego and Tijuana as a mega-region.
- Collaborate on transportation. Continue rail service south of the border. Integrate rapid transit from Baja to Alta California, with no need to transfer at the border.
- Acknowledge that trade at our border affects many states. For example, items manufactured in maquiladoras don't just stay in San Diego...what

Prosperidad Económica y Fronteras

- La frontera y la prosperidad económica están profundamente vinculadas porque hay mucho comercio entre las comunidades de San Diego y Tijuana.
- Por los altos costos de vida en San Diego, mucha gente se va a vivir a Tijuana. Rentar una casa puede costar \$300 dólares, lo que en San Diego no existe.
- No se puede cruzar la frontera para ir de visita o de compras debido a las demoras actuales, y eso está impactando de manera negativa la economía fronteriza; muchos negocios están cerrando porque no hay suficiente comercio.
- Hay que hacer la gestión de la frontera una prioridad.
- Los tiempos actuales de espera impactan de manera negativa la salud mental y física de las personas quienes tienen que cruzar.
- Hay que invitar a los agentes federales a eventos comunitarios para que participen en las discusiones sobre cómo mejorar el funcionamiento de la frontera y para que escuchen las preocupaciones de la comunidad, pues ellos viven aquí, van a nuestras escuelas, usan nuestras calles, etc.
- Se deberían enfocar más recursos en las instalaciones públicas para la comunidad en lugar de invertirlos en el turismo.
- Se debe generar más trabajos mejor remunerados para que la gente pueda salir adelante económicamente.
- Se deben aumentar las opciones o alternativas de

happens if they are delayed due to border crossing waits?

- Learn from each other regardless of language or cultural barriers.
- Consider smart parking; build up instead of across.
- Implement a marketing campaign with San Diego and Tijuana ambassadors, including tours on how Tijuana really is. Should be able to say “Let’s go to Tijuana to grab dinner, see a show and come back.” It’s done in other borders throughout the world, why not this one?
- There is a need for more:
 - Understanding of diversity.
 - Community action to bridge the border.
 - Blur the separation, as we move forward... it seems like the division gets stronger and we need more collaboration.
 - Easier border crossing system – enhances the regional economy & better relations.
- Concerted campaign to engage everyone.

transporte público en la frontera.

- Deben de haber más carriles para peatones que cruzan la frontera.
- Se tiene que desarrollar un centro de transporte y comercio en la frontera de San Ysidro que inspire orgullo y brinde a la gente los servicios que necesita.
- Para lograr la prosperidad económica hay que atender también la educación y la salud pública de las comunidades fronterizas.
- La ciudad de San Diego junto al sector privado debe de invertir fondos para construir un nuevo centro de transporte en San Ysidro
- Hay una gran oportunidad para prosperidad económica en la región fronteriza de Tijuana-San Diego, pero solamente se podría aprovechar de ella si se mejora la organización del cruce fronterizo.

WORKSHOP SUMMARY: JUNE 13, 2013, ESCONDIDO

Thank you to the 30 participants who took part in the June 13th workshop on San Diego Forward: The Regional Plan! Your input and feedback are keys to the process of creating a vision and plan that will keep the San Diego region a great place to live now and in the future. Below is a summary of the input provided by stakeholders during the facilitated roundtable sessions. This input will be used to shape policy objectives in San Diego Forward: The Regional Plan.

For more information and the detailed Note-takers Notes, visit www.sandag.org/sandiegoforward.



Mobility

- Provide more transportation options to people as they age.
- Address barriers to transit, including: infrequent transit service, transfers, the timing of connections, and the design of the pedestrian environment (small sidewalks, massive parking lots, auto-centric roadway design).
- Provide more flexible pricing for transit passes, such as options that allow for two days a month, one day a week, ten uses, etc.
- In Fallbrook, use a mini-bus rather than large buses during off-peak periods.
- Focus on family mobility concepts, such as riding bikes, skateboards, walking, safety, and sidewalks, particularly around schools.
- Decrease bus fares, provide shade at bus stops, and increase transit frequencies.
- Consider raising gas taxes to generate money for more transit options. Revenue from gas tax could be used for transit along the I-15 corridor that would provide equivalent transit travel times compared to a car.

- Front-load the construction of transit projects, and push back freeway projects.
- Recognize that our region is very car dependent.
- Invest in simple infrastructure improvements such as crosswalks and street lights to promote walkability and safety.
- Address traffic congestion during commute times, especially from Escondido to Oceanside.
- In North County, make improvements such as more bike lanes, creek flood mitigation, and increased frequencies on the SPRINTER, COASTER, and buses.
- From the North County perspective, the region should balance transportation investments around the county, even if the majority live in San Diego.
- Explain how the plan will incorporate all of this feedback.

Healthy Communities

- Increase access to active recreation spaces to address childhood obesity.
- Include greater emphasis on “making connections” in grant criteria to improve connectivity from creek crossings or major arterials to schools and parks.
- Provide pedestrian access to destinations that provide social and family services.
- Include greater emphasis on walkability and multi-modal transportation as part of the transportation project evaluation criteria.
- Create clean and aesthetically pleasing streets to encourage walking and being on the street.
- Provide multiple options for accessing healthy foods.
- Concentrate services such as clinics, dentists, and grocery stores in central locations accessible by walking and transit.
- Increase the number of bikes that can fit on a bus rack to help support active lifestyles.
- Don’t invest in bike infrastructure for commuters. Commuting to work by bike is not convenient or efficient.
- Increase pedestrian safety by addressing dangerously wide boulevards.
- Focus bike and pedestrian infrastructure in areas where fewer people own cars, for example, in college communities.

Healthy Environment

- Include buffer zones/set-backs from freeways for new housing developments.
- Maintain existing agricultural lands and industrial zones for a diverse economy.
- Focus on indirect potable water reuse and conservation in addition to imported water.
- Decrease the amount of water used on landscaping in our arid region.
- Use grey water to water plants and yards.
- Focus on the resilience of our food supply as related to climate change.
- Work harder toward the goal of zero emissions at the ports and borders.
- Encourage more grey water use and rainwater harvesting for residents.
- Preserve open spaces to provide people with places to walk, hike, bike, etc.
- Plan neighborhoods in a way that draws people to walking, biking, and using transit to get to places. Make the walkable areas more inviting.
- Support beach sand nourishment along the shoreline.
- Distinguish between conservation and preservation. Some land should be off limits to the public and the public should be informed why.
- Encourage the construction of underground parking garages and underground parking lots.
- Provide continuity between open space trails. Pursue a complete Trail Master Plan to help connect the city trails with county, state, and federal trails.

- For water quality, tie in green infrastructure and permeability.
- Provide incentives for projects that go above and beyond Best Management Practices.
- Encourage water pricing to protect crop production.
- Address zoning issues related to community gardens and use empty lots for growing crops, like in Seattle.

Energy & Climate Change

- Expand installation of solar panels in urban areas.
- Incorporate solar panels into new developments, and use “wasted spaces,” i.e. rooftops, parking lots, etc. for solar.
- Increase use of solar energy in transportation – it has the portability/utility of gasoline and can work with our existing infrastructure.
- Reduce passenger trips and make vehicles more efficient.
- Increase alternative fuel vehicles.
- Encourage the development and use of virtual meetings.
- Promote electrified truck stops in Otay Mesa.
- Continue expanding port on-shore electricity connections for ships.
- Promote organic farming throughout the county’s farms.
- Increase community gardens in urban areas, especially as a teaching tool for children.
- Generate electricity from garbage incineration.
- Install more reservoirs that can capture rain water and install more rain water recovery systems.
- Expand grey water infrastructure and availability.
- Do not expect the business community or developers to finance everything.
- If the cost of doing business increases too drastically, then it becomes economically infeasible for companies to stay here.
- Support strong climate action plans at the city level.

Economic Prosperity & Borders

- Educational debt is a big issue. Reduce high student debt rates and increase job opportunities for graduating students.
- Provide transportation options, especially for college kids who can’t afford a car and gas.
- Explore how the increasing use of online education will affect travel patterns.
- Build more border crossing lanes to reduce border wait times.
- Ensure that there’s a level of prosperity for everyone, not just the top end of income groups.
- Promote jobs with livable wages.
- Coordinate more bike and pedestrian infrastructure in the county – many studies show that these types of investments have positive localized economic impacts.
- Need more job opportunities for people who don’t earn degrees; this has correlation with crime.
- Charge a “cover charge” for commuters coming down the I-15 from the Temecula area.
- Developments within tribal nations can have regional impacts on water quality. Coordinate discussions with tribal nations.
- Retrofit suburbia to draw people in; SANDAG can serve as a partner.
- Increase the reliability of our transportation system to take people to job interviews and work. People are shut out of jobs if the transportation system is not reliable.

WORKSHOP SUMMARY: JUNE 20, 2013, OCEANSIDE

Thank you to the 75 participants who took part in the June 20th workshop on San Diego Forward: The Regional Plan! Your input and feedback are keys to the process of creating a vision and plan that will keep the San Diego region a great place to live now and in the future. Below is a summary of the input provided by stakeholders during the facilitated roundtable sessions. This input will be used to shape policy objectives in San Diego Forward: The Regional Plan.

For more information and the detailed note-takers notes, visit www.sandag.org/sandiegoforward.



Mobility

- Place higher priority on transportation projects in North County, especially to alleviate congestion on the north end of I-5 near Camp Pendleton.
- Accommodate more travel alternatives to the freeway.
- Overcome the LOGUT (Let the other guy use transit) mentality.
- Explore the transportation needs of each unique community – Downtown/urban areas differ greatly from suburban neighborhoods.
- Increase transit frequency and operating hours, especially on Sundays and in the evenings.
- Make bike paths work. Learn from Frankfurt, Germany, where bike paths exist throughout the city on sidewalks rather than in the way of oncoming traffic.
- Promote and build bike corrals, like was done in City of Long Beach.
- Place greater focus on bike security at transit stations.
- Prioritize the double-tracking of the COASTER to make this project happen sooner.
- Move the COASTER station from Sorrento Valley to the University Town Center (UTC).
- Promote reciprocal fare arrangements between Amtrak and COASTER/SPRINTER.

- Improve connectivity across the COASTER rail tracks, particularly in Encinitas for individuals trying to get to school.
- Add transportation connections and safe places to park bicycles at SPRINTER stops.
- Apply I-15 principles (e.g. FasTrak, premium express buses, vanpools, etc.) to I-5.
- Extend car-sharing to North County.
- Support electric bicycles.
- Use technology to its full extent in terms of transportation planning.
- Unbundle parking.
- Consider physically impaired veterans who have special parking and transportation needs and the aging population since many Baby Boomers will be incapable of driving in the future.
- Put a price on carbon emissions to promote market incentives for sustainable travel behaviors.

Healthy Communities

- Offer active transportation options and convenient multi-modal travel choices for all age groups that reduce greenhouse gas emissions.
- Widen and improve sidewalks to promote walking, bicycling, wheel-chair access, and stroller accessibility, and to provide safety and connectivity within the community.
- Provide affordable access to basic necessities such as food, water, and housing.
- Employ local residents, regardless of age, income level, or ethnicity.
- Accommodate and prioritize the needs of the homeless, the aging population, and those with mental illnesses.
- Provide multi-modal and complete streets, increased access to transit for seniors, more senior-friendly buses, and safe housing options for the elderly.
- Promote farmers markets.
- Promote a Walk to Work Day.
- Do more to limit smoking in public areas.
- Encourage new sustainable farming concepts such as the “key-hole garden” – a drought tolerant circular raised bed with a compost pile in center which distributes nutrients to surrounding areas.
- Develop and embody characteristics of resilient communities.

Healthy Environment

- Encourage replacing non-native plants that are used in landscaping by native plants to help conserve water.
- Provide more incentives, such as competitions, to encourage reductions of energy and water use.
- Build more community gardens in the North County Coastal area.
- Create better habitat protection links with watersheds.
- Improve water quality of oceans – can’t swim in the water because of sewage system breakdowns in North County related to old water pipeline infrastructure. Modernize sewage infrastructure.
- Acknowledge that population growth will affect everything; think proactively about ecological and economic issues.
- Recognize and address the barriers to achieving our goals, which include: 1) public mind-set, 2) political mind-set and division of jurisdictional lines, and 3) honest assessment of costs.
- Ensure steady supply of water.
- Consider requiring each city to have a certain percentage of open space.
- Focus on climate stabilization; if we don’t do that, we will lose everything, including habitat.
- Do more than the bare minimum with regard to climate change and environmental issues.
- Build better and more sustainably – everything should be sustainable.
- Understand the trade-offs between desalinization to increase water supply and impacts to the environment and marine life.
- Focus on the quality of drinking water as a #1 priority.

Energy & Climate Change

- Use existing and proven technologies, such as solar power.
- Expand installation of solar panels in urban areas.
- Shade parking lots with solar panels.
- Promote electric-powered vehicles.
- Implement a carbon fee to help solve the GHG emissions problem.
- Promote free markets to handle GHG reductions.
- Strengthen legislation for reducing GHG emissions and keep agencies accountable.
- Promote more public education in schools about climate change at all levels.
- Provide more options for public transportation.
- Create reliable technology for bus stop times on computers and cell phones.
- Work with employers to incentivize ride share and shuttle programs.
- Create tools for disaster planning.
- Create safer and complete streets (cars, biking, walking).
- Maximize “low technologies” such as active transportation (bikeways, walking).
- Support programs that allow individuals to produce biofuels.
- Include regional water issues in the new plan (desalination is very energy intensive).
- Raise personal awareness about energy and water footprint through visual tools.
- Make transportation maps and data more accessible.
- Look for strategies to reduce growth. Population growth is directly correlated with energy use. The easiest way to reduce our energy demand is to reduce growth.

Economic Prosperity & Borders

- Focus on the kinds of businesses you want to attract, such as business clusters with green tech.
- Reduce regulations. The free market will come up with ideas to protect the environment and deal with growth. Regulation is stifling businesses from creating innovative ideas and causing businesses to leave California.
- Encourage job creation closer to people living in Oceanside to improve commutes.
- Increase public transportation between Escondido and Temecula.
- Move people more efficiently across our international border crossings. It takes less time to travel on a plane from Mexico to the United States than to cross the border at San Ysidro.
- Encourage cooperation and cross-border economic development.
- Improve utilization of all border crossing lanes, including the SENTRI and Ready Lanes.
- Address the conflicts between security and ease of crossing at the international border.
- Protect our borders because there are many types of potential threats.
- Consider a train that travels across the U.S./Mexico border. This could help with the time it takes to process individuals through customs.
- Decrease water rates to promote and preserve agriculture in the region.
- Improve wages for lower paying jobs.
- Provide education as a means for acquiring higher paying jobs.
- Encourage apprentice programs and job training programs.

Español

Comunidades Saludables

- Necesitamos acceso a comida saludable y económica, incluyendo verduras frescas.
- Queremos una ciudad limpia; que no tiren basura en la calle y que controlen los animales e insectos.
- Necesitamos calles bien pavimentadas sin baches y hoyos y con banquetas.
- Banquetas son importantes para la gente con discapacidad.
- Es un riesgo para los niños caminar a la orilla de la calle sin banquetas.

- Necesitamos centros comunitarios para que los jóvenes tengan acceso a actividades educativas.
- Es importante alocar los recursos de manera equitativa.
- Deberían plantar árboles en las calles y en los parques.
- Necesitamos más alumbrado/iluminación.
- SANDAG debe de invitar a más jóvenes para escuchar sus puntos de vista también.

Energía y Cambio Climático

- Debemos disminuir el uso de la energía para frenar el cambio climático.
- Los calentadores solares son buenos para ahorrar energía al largo plazo.
- Los paneles solares son ahora más accesibles que antes, pero hay que educar a la gente sobre los beneficios de instalar los paneles solares.
- Hay una falta de infraestructura para cargar vehículos eléctricos.
- Si uno no gana suficiente dinero, no puede comprar una casa, y si uno renta su casa, no se puede instalar paneles solares, o hacer otras renovaciones que ayudan ahorrar energía.
- Deben de haber programas de asistencia que eduquen a la gente sobre cuales tecnologías alternativas se pueden implementar.
- Deben de haber programas de incentivar a la gente tomar medidas de disminuir el uso de la energía, y también utilizar tecnologías alternativas.
- Se necesita reforestar por el bien del medio ambiente y también para el beneficio de la gente y las comunidades.
- Se debe plantar árboles, y también mantenerlos.
- Tenemos que estar preparados para los efectos causados por el cambio climático.
- El cambio climático está conectado al transporte y la salud pública.
- Toma demasiado tiempo usar el transporte público, y el servicio debe ser más frecuente y deben de haber más rutas.
- Las paradas de autobús y del Trolley deben de contar con tejados ya que hay muchas que no los tienen.

Prosperidad Económica y Fronteras

- Queremos mejores sueldos, más trabajos, más oportunidades de educación, y también programas de entrenamiento.
- Empresas privadas deben de ofrecer programas de entrenamiento laboral.
- Necesitamos inversiones económicas en nuestras comunidades.
- La movilidad impacta a la economía; hay comunidades en que no es fácil trasladarse a ciertos destinos.
- Demora de 2 a 4 horas para cruzar la frontera, tanto en coche como a pie.
- Mucha gente, especialmente los de la tercera edad, cruzan a Tijuana para obtener servicios y bienes más económicos, y debe de ser más fácil cruzar.
- Los carros que esperan en la línea fronteriza causan mucha contaminación del aire.
- El smog que está saliendo de los carros en la frontera causa un impacto negativo.
- Las largas esperas en la frontera impactan negativamente a la economía porque personas quiénes quisieran cruzar la frontera para fines comerciales o para hacer compras no lo hace por las demoras.
- Sería una buena idea tener un carril dedicado a las bicicletas, pero tendrían que controlar el tráfico para que la gente no lo abuse.
- Sería buena idea empezar un programa de compartir bicicletas en la frontera.

WORKSHOP SUMMARY: FOCUS ON LAND USE AND TRANSPORTATION - JUNE 21, 2013, CALTRANS

Thank you to the over 125 participants who took part in the June 21st workshop on San Diego Forward: The Regional Plan!

Your input and feedback are keys to the process of creating a plan that will keep the San Diego region a great place to live now and in the future. Below is a summary of the input provided by stakeholders during the facilitated roundtable sessions. This input will be used to shape policy objectives and other core components of San Diego Forward: The Regional Plan.

For more information and the detailed note-takers notes, visit www.sandag.org/sandiegoforward.



Mobility

- Focus on intra-regional mobility which can bring money to outlying areas which can foster regional economic vitality.
- Consider a child bike-share program with helmets as a part of a larger bike-share program.
- Create reliability for developers to invest around transit stations.
- Consider moving air freight travel out of Lindbergh, separating passenger from freight and moving freight to Carlsbad or Brown Field.
- Any type of bike-share program needs to include infrastructure to support safer routes to ride.
- Expand traveler information to ease of use of the systems (e.g., "Next Bus" signs)
- Develop a "transit ambassador" program for seniors.
- Make transit competitive with driving in terms of travel time.

- Apply a complete streets model for main boulevards accommodating multiple modes of travel.
- Provide transit service that reaches hard-to-access job centers (e.g. North County).
- Design transit so that it accounts for different areas (e.g. higher density areas merit light rail projects).
- Improve walk/bike/other connections between bus and rail and to/from destinations.
- Direct growth through transportation investments.
- Encourage growth along Smart Growth transportation corridors.
- Consider public health in decision-making.
- Consider including punitive measures to effect change, rather than just incentivizing change; the 18 cities and Port District should be required to follow the Regional Plan goals and principles.
- Include transportation options for all demographics (e.g. youth without licenses trying to get to beach as well as aging population of baby boomers).
- Promote telecommuting and encourage businesses to offer telecommuting to their employees 1-2 days per week.
- Consider sidewalk access and improvements.
- Look at impacts of freight movement versus other modes – do the needs of trucks conflict with the needs of bikes, for example.
- Make transit convenient, cost-effective, and reliable so that transit is competitive with driving.

Parking and Pricing

- Integrate parking with purposeful economic returns.
- Balance demand management strategies (congestion pricing) with alternative transportation modes (public transit, active transportation, etc.).
- Make car-sharing a more attractive option for transit users.
- Develop park-once strategies where people are encouraged to 'park once' during a day/trip.
- Use metered parking in a manner that creates turnover of spaces in high demand (for shopping or dining purposes, for example) and allows longer term metered parking (for work/employment) further away.
- Use emerging technologies to connect the public with available parking (available parking spots/vacant lots, variably priced metered parking, etc.).
- Survey communities to better understand their specific needs, in order to create more tailored solutions rather than a one-size-fits-all.
- Consider shared parking strategies that balance the peak AM/PM use and off-peak uses.
- Allocate the parking revenues to contribute to not only to the enhancement of the transit experience, but the walkability of the street.
- On the private side, we need to give carpools priority parking. Cities should require it.
- Companies should be incentivized to reduce employee parking and to subsidize transit passes.

Land Use Scenarios

- Give more priority to protecting our urban open space, recreation, and habitat areas.
- Expand the higher density core to include Chula Vista and the border area.
- Include the area south of the border for affordable housing opportunities.
- Explore the impacts of each scenario on the economy, health, environment, and quality of life.
- Explore smart growth scenarios that help with transportation choices, transportation costs, and health benefits.
- Consider second units close to the transit oriented development areas.
- Look at the redevelopment of the region's commercial areas and development of shopping malls near transit hubs.
- Address jobs/housing fit and try to do a better job of matching income levels with housing choices to address the range of types of income levels in a job place (i.e., high-paying jobs versus service workers working in high-tech buildings). SANDAG's modeling process should look at the implications of jobs/housing fit.
- Modify scenarios to acknowledge and better integrate the major employment clusters.
- Conduct a market feasibility analysis on all of the scenarios.

- Map topographic land constraints; many slopes are uninhabitable for human development. River valleys and steep slopes are not suitable for human development.
- Create a scenario with urban growth boundaries.
- Address sea level rise in the scenarios.
- Consider placing just as much emphasis on creating more walkable and bikeable communities than is placed on transit oriented (TOD) communities so we do not have to invest in so much public transit.
- The TOD scenario is more reflective of where job centers are throughout the region.
- Consider housing costs and affordability in scenarios.
- Consider quality of life issues and transit access to parks, healthcare, education, family resource centers, clinics, childcare, and other community resources/social service facilities.
- Adapt to current trends such as telecommuting, co-work spaces, etc. which are becoming more popular and more sustainable.

Active Transportation

- Focus on Safe Routes to Transit as a key goal.
- SANDAG is doing an admirable job at trying to connect with communities but needs to do a better job in reaching out.
- SANDAG's efforts to reach-out and invite participation from groups that traditionally are not engaged in the process are appreciated and beneficial.
- Broaden the active transportation goal to include skateboarding, scooters, etc.
- Implement separated bicycle infrastructure facilities on major corridors.
- Plan according to younger generations that want to live in communities where they can walk and bike.
- Improve systems for carrying bicycles on transit vehicles.
- Engage schools as a method of encouraging kids to walk and bike to school.
- Consider expanding wayfinding signage to direct users to transit stops which would encourage people to bike.
- Develop infrastructure like bike stations to encourage more people to bike to transit.
- Separation between bicyclists and vehicles is critical since a fear of safety is a barrier.
- Incorporate the complete streets concept into SANDAG's planning.
- Offer incentives to encourage more biking; encourage employers to provide more shower and locker room facilities to employees.
- Encourage bicycle education.
- Emphasize utilitarian trips and not just commuter trips.
- Having an Active Transportation discussion puts health first and foremost including individual and environmental health.

Emerging Technologies

- The ability to track the bus is important when people are going somewhere.
- Self-driving vehicles can help reduce accidents.
- When considering emerging technologies, include sustainability, mobility/accessibility, and safety.
- The idea of crowd sourcing would be easy to focus on and easy to do. Provide the cloud to interested individuals and go beyond what is traditionally done.
- Expand Car2Go system geographically so that there is coverage across the whole county.
- Expand the availability of plug-in charging.
- Use technology for information such as real-time traffic information. This would help people decide what mode of transit to take and what route.
- Provide a greenhouse gas calculator application to help change peoples' behavior
- Apply emerging technology to infrastructure improvements that reduce reliance on vehicles.
- Consider security and loss of privacy.
- Keep up with technology – signal detection, loops, etc.
- Technology can help with lowering costs.

- Autonomous vehicles are an easy solution to reckless drivers; they would allow more cars on the road without building more lanes, and the idea holds promise.
- The shared economy (Car2Go, etc.) is growing. Consider this in the planning process.
- Provide better traveler information.
- Consider equity as an issue since there are barriers to entry for technology, and not everyone can afford a smart phone, car, or Google glasses.

Transportation Project Evaluation

- Consider sustainability and return on investment. Can you sustain what you are building?
- Incorporate public health into the evaluation criteria and prioritization of transportation projects.
- Balance return on investment and use of transportation facilities.
- Provide a complete analysis of the costs and benefits of the projects, on other forms of transportation, and compare between all modes of transportation.
- Encourage smart growth, neighborhood shuttles.
- Add reduced GHG emissions to the criteria.
- Place greater value on community involvement and input in the evaluation of these projects. Make sure the community's voice is heard.
- Focus priority on moving the most people at the least cost and increasing transit frequency.
- Consider density as a factor in determining transit project priorities.
- Think about health costs, too.
- Keep equity in mind... neighborhoods that don't have many transportation options should be focused on first.
- Think about students, where they need to get to, and how they get to school, and how they make their connections.

WORKSHOP SUMMARY: JUNE 27, 2013, LA MESA

Thank you to the nearly 90 participants who took part in the June 27th workshop on San Diego Forward: The Regional Plan! Your input and feedback are keys to the process of creating a vision and plan that will keep the San Diego region a great place to live now and in the future. Below is a summary of the input provided by stakeholders during the facilitated roundtable sessions. This input will be used to shape policy objectives in San Diego Forward: The Regional Plan.

For more information and the detailed note-takers notes, visit www.sandag.org/sandiegoforward.



Mobility

- We need to change the mentality of “us” versus “them” between bicyclists and automobile users.
- Having kids makes it challenging to take public transit. Transit should be more family friendly.
- Change SANDAG’S current policy goal from expanding local freeways and roads, to one that focuses instead on no-automotive mobility approaches.
- Focus on infrastructure for pedestrians and bikes to improve safety including the development of a region-wide bike path network that does not require bikes to share the streets and roads with multi-ton cars and trucks.
- The public perception of transit needs to change to increase ridership.
- Automobile use is easy and convenient; therefore if you make transit and biking more convenient, then more people will use alternative transportation.
- Build bus and transit directly to the airport and to the beach, in rapid fashion.
- Focus on connecting and developing older neighborhoods as well as newer neighborhoods. Include all neighborhoods in the process.
- Encourage density, mixed use development, and active transportation so there can be more growth in smaller neighborhoods so that people don’t have to travel outside of their communities.

- Education and outreach need to be made a priority.
- Seniors have limited transportation options regarding access to food, medicine, and amenities.
- Busses should be converted to alternative/non-polluting types of vehicles.
- Keep jobs and housing in one specific area. Make it so people don't have to travel as often to achieve their daily tasks.
- Access to reasonably priced healthy food, health care facilities and services is lacking in rural areas.
- SANDAG should consider opportunities for a bi-national convergence using a form of smart growth in a rural setting.

Healthy Communities

- We need to plan for mother-in-law flats so that elderly and disabled or ill can age in place or be cared for by their families.
- The first and last mile for transit becomes a greater challenge due to hilly topography.
- It is preferable to live with a grocery store within walking distance. La Mesa residents are concerned about the emergence of 7-11 and the sale of alcohol, cigarettes and unhealthy foods.
- There needs to be more affordable housing to support the large refugee population in San Diego.
- Smoke free parks and trolley stations would support a healthy community. Secondhand smoke inhibits the health of others and is a big problem.
- Accessibility, safety, and engagement are important in a community. People need destinations and a sense of place to feel safe.
- The ability to grow your own healthy food could support a healthy community. Since not everyone has a yard, community gardens and urban agriculture regulation reform can improve access.
- There needs to be safety for children in order for parents to allow them to walk or bike to school.
- Walking school busses are brilliant. Encourage more ideas like this.
- Connectivity in La Mesa is important. Freeways break up communities. We need to provide better pedestrian access to circumvent freeways and reconnect communities.
- We need interregional connectivity. There should be a comprehensive bike network connecting the region.
- Support policies and programs that integrate health in the planning process. Transportation planners should interact with health care districts to educate the public on how vehicle emissions affect personal health and community health.
- Implement effective and informative signage, especially that which transcends language barriers.
- Consider placing distance markers along trails and sidewalks to encourage pedestrians to monitor their physical activity. For example, some seniors set a pedometer goal of 10,000 steps each day.
- Green spaces should be accessible by walking and accessible to all demographics. Parks are important because there is a correlation between access to green spaces and mental health.
- Acknowledge the health-wealth disparity in transportation planning; Public policies should reflect the fact that some people are more impacted by policy decisions.
- Make public transit economically attractive and time efficient.
- Update the iCommute webpage so that it is more user-friendly.
- Support a concentrated effort to provide mental health support to homeless people.
- Consider mitigation strategies to address the noise and air pollution near Gillespie Field.
- Encourage programs and policies that promote community gardens and parks.

Healthy Environment

- The local and state trails are disconnected. We need a forest system to link everything together.
- Shoreline is important for our regional economy, but it sounds like we're destroying one ecosystem for ours through the beach sand replenishment program.
- We need to have better land use controls upstream – we let people build so close to the shoreline that it degrades environment.

- Provide more funding for active transportation projects and invest in systems (like BRT) and technologies that produce less exhaust.
- Runoff from roads impacts shoreline, habitat, water quality.
- I like the current habitat preservation goals, and would like to see a greater emphasis on that as the plan develops.
- We need more shade trees that cool the environment.
- We need for better education programs to foster understanding and stewardship for natural resources, especially in schools.
- Use porous materials for roads and sidewalks, which will replenish aquifer
- We need to restore our watersheds as much as possible. Watersheds that have been compromised have a higher occurrence of natural
- A lot of energy goes into making potable water – use it appropriately.
- Secure the local water supply by including desalinization.
- Encourage complete communities and ensure access to affordable local produce so that less energy and emissions are used for transporting goods. This is especially important for disadvantaged communities.
- People are not able to enjoy the open space if they are not able to get to it. However, the idea of people driving to the natural spaces is very unfavorable. People driving to these locations means that the fresh mountain air that is so valued will become polluted.
- There should be more agricultural lands for crop production in San Diego.
- More grey water should be used for watering plants.
- It should be a requirement for new housing developments to use drought tolerant and native plants.
- More public transportation is needed to reduce the cars on the road and the pollution in the air.
- It is important to keep the open spaces staffed so that they stay maintained.
- There needs to be brush management to prevent fires.

Energy & Climate Change

- The closure of San Onofre has caused a push for increased fossil fuel power plants. SANDAG should try to oversee this to ensure that fossil fuel plants don't pop up as a result.
- San Diego lacks a natural tree scape, as the worst performing region in the US in terms of where our tree canopy needs to be. Planting trees in vacant space (small specimens) and keeping them maintained is the solution to this problem.
- Standardize codes to make permitting easier for solar technology to take hold.
- SANDAG should encourage local agencies to follow green building codes through incentives.
- If you can't measure it, it doesn't exist – we need to have systems that recognize the intrinsic value of the environment and show current regional greenhouse gas (GHG) statistics. We can't move forward if we don't know where we are at.
- The expression of changing a lifestyle scares people; it is more approachable to suggest making small changes to improve one's life and create a healthier environment.
- Incentivize electric vehicles
- Cross border issues – Mexico air pollution and sewage
- The most polluted areas in the region are lower-income neighborhoods. Asthma and cancer rates are higher in sensitive populations, including lower-income, elderly, and disabled populations.
- Gillespie field should be relocated because it is the highest polluting airport in the region.
- Generate more power and energy locally instead of outsourcing. The region should be more self-sufficient and self-generating.
- Implement better landfill models by switching to an anaerobic digestion-model which better captures methane and gets more organics out of the landfills.
- Convert all trash trucks to Compressed Natural Gas (CNG).
- Encourage more rooftop solar. Currently, there are disincentives to putting generated energy back onto grid. SANDAG should stand up against the utility.

- Electric vehicle charging stations at solar panel covered parking lots which will encourage people to buy electric cars (e.g., San Diego Zoo parking lot).
- Educate people on water/energy nexus (embedded energy in water).
- Support Community choice aggregation (CCA), where cities can band together to buy energy and gives consumers a choice in what kind of energy they want.

Economic Prosperity & Borders

- Hiring locally boosts the local economy.
- Economic prosperity needs to be tied with transit investments. Too many people live far away from where they work.
- We need to foster a creative class of young professionals as many leave San Diego due to lack of affordability coupled with the lack of desirable jobs in the region.
- Border wait times are too long - at least two hours. We can't continue to allow this time barrier to exist as many people who live in Tijuana are commuting to San Diego (many via SENTRI Pass).
- There is a lack of diversity in the job market. Lower paying jobs go to minority communities and we must change this imbalance. Latinos are not encouraged to go to college in the same way as other groups are and it's very divisive.
- There are many farmers markets now, but the products are a bit out of reach despite SNAP acceptance. More healthy food can be purchased at a conventional grocery store for the same amount of money.
- If there is no local prosperity, there is no culture or street activity.
- Encourage a diversification of the economy in San Diego to go beyond biotech and hospitality.
- Fund economic development in rural areas. We don't support sprawl but we want something self-contained to elevate our standard of living, as 87% of our communities are living in poverty.
- Big box retail removed many small businesses beginning in the 1960s/70s. The ability to shop local has diminished. We want money to circulate locally in La Mesa, not go out of state.
- The big box retail issue is a real dilemma with no quick solution. One can save 25 cents on toilet paper at a big box store but it doesn't justify lower wages and the lack of employee benefits. There are repercussions associated with a decreased quality of life.
- The SANDAG RTP places smart growth nodes too far out (e.g. Ramona) due to the political process.
- SANDAG should invest more in the Blue Line; it has high ridership and boasts a 70% cost recovery rate, yet it does not receive the financial support it deserves.
- We can improve economic prosperity and bring jobs and commerce into the region by improving the flow of traffic at the Border.
- Implement zoning laws that allow for more multi and mixed uses.
- Our transportation system divides us rather than integrates us – with car you drive right thru neighborhoods.

WORKSHOP SUMMARY / RESUMEN DEL TALLER: JUNE 29, 2013 / 29 DE JUNIO DE 2013, NATIONAL CITY

ENGLISH

ESPAÑOL

Thank you to the almost participants who took part in last Saturday's workshop on June 29th on San Diego Forward: The Regional Plan!

Gracias a los participantes que tomaron parte en el taller del sábado 29 de junio en Adelante San Diego: El Plan Regional!

Your input and feedback are keys to the process of creating a vision and plan that will keep the San Diego region a great place to live now and in the future. If you attended last Saturday – remember, there are more workshops coming up, so please stay involved. And if you couldn't make it, consider attending an upcoming event. Visit www.sandag.org/sandiegoforward for more info.

Su aporte y retroalimentación son claves para el proceso de crear una visión y un plan que mantendrá la región de San Diego como un gran lugar para vivir ahora y en el futuro. Si usted asistió al taller del sábado 29 de junio, le recordamos que habrá más talleres para seguir involucrado. Y si no pudo participar, considere asistir a un próximo evento. Visite www.sandag.org/sandiegoforward para obtener más información.

Below is a summary of the thoughtful and extensive input provided by stakeholders during 4 facilitated roundtable sessions held at the June 29 event. This input will be used to shape policy objectives in San Diego Forward: The Regional Plan.

A continuación se encuentra un resumen de las ideas y reflexiones que los participantes expresaron en las 4 mesas redondas facilitadas en el taller del 29 de junio. Esta retroalimentación será utilizada para dar forma a los objetivos de política en Adelante San Diego: El Plan Regional.

Listed below are just some of the ideas expressed by participants at the workshop, and some pictures, too.

A continuación se enumeran algunas de las ideas expresadas por los participantes en el taller, y se incluyen algunas fotos, también.



ENGLISH TABLES

MESA EN ESPAÑOL

Mobility

- The mind-set needs to change that accessibility for biking is just as important as cars.
- Ensure that sound barriers and walls are factored into the cost of expanding freeways.
- A bullet train will be necessary in future and should be built in center of the freeway with a station every 4-5 miles underneath.
- Create a stronger public transit network so it's more

Movilidad

- Información de mapas en español, folletos en español en trolley y camiones.
- Actualizar información ofrecida al público en transporte público.
- Fines de semanas no hay muchas rutas disponibles (Ruta 961).
- Parada de camión (18th y Highland) la parada de camión no tiene protección para el sol (techo).

connected, timely, and frequent.

- Expand bus service in South County.
- South County lacks access to healthy foods.
- Encourage Farmers Markets in National City.
- People will just take their car if they have to walk far to get to a bus.
- Improve transit to the Airport.
- We need better transportation to key destinations throughout the county.
- Transit networks need to be expanded in communities with higher dependency, such as low-income and senior residency areas.
- Operate transit into the evening so that people can attend night events.
- SANDAG needs to use demographic trends to increase bus routes and tailor increased service to communities that are most dependent on transit.
- Focus on transit projects rather than automobile infrastructure.

Healthy Communities

- All streets should have safe bike lanes and sidewalks, especially along routes to schools to promote walking and biking to schools.
- Implement more engaging and participatory outreach to promote Safe Route to schools – there is an opportunity for SANDAG to have a presence in schools and educate children.
- Improve water quality in schools– currently children are discouraged from drinking water, as it tastes like drinking from corroded pipelines.
- Convert all buses to run on compressed natural gas.
- Implement policies to invest in and install existing technology that helps reduce energy uses.
- A healthy community means friendly people and an inclusive community where people feel safe.
- Kids should be able to walk to school, but parents and kids are concerned with safety.
- Schools should design loading/unloading zones to support a safe environment for pedestrians.
- There should be more bike lanes and better signage for bikes and pedestrians.
- Wider sidewalks would help calm traffic and make streets safer.
- We need more housing in National City, the right kind where people can walk to their daily needs.
- It is important to focus on children and seniors who are more dependent and at risk.
- Our community suffers from high obesity and diabetes, and high asthma rates.
- SANDAG should focus their funding on infrastructure to mitigate air pollution, especially around freeways.

- No hay conexiones de North Park a National City.
- Miércoles y jueves en el parque Kimball venir para hacer encuestas para preguntarle a la gente su opinión.
- National City esta desconectado de San Diego y sus comunidades alrededores.
- No hay rutas a la playa por transporte público.
- Necesitan acceso a lugares de interés regional como Balboa Park y sus museos. Un transporte especial los fines de semana, por ejemplo.

Comunidades Saludables

- Vivir en ambiente limpio, libre de toxinas, libre tránsito, áreas verdes.
- Áreas verdes para los niños (no existen parques).
- Enfrente Iglesia existe terreno que se pudiera acondicionar para área verde, atrás de la escuela en el centro comunitario existe solo un pequeño centro.
- Seguridad de tráfico para los niños (escuela en la calle 18 – intersección de Highland y 18th) semáforo atrás de la escuela. Los carros no se detienen, reforzar respeto al peatón además que el semáforo peatonal no dura mucho. La alcantarilla bloquea el cruce peatonal.
- Gas para mina está localizado a pie de calle en la gasolinera y es peligroso por accidentes de choque o conductores en estado de ebriedad.
- Iluminación en la misma zona. Así como falta de iluminación en Old-Town National City.
- Determinar límites de velocidad por la misma zona para la seguridad de los niños que van a la escuela.
- El programa 'Bus Caminante al Escuela' está empezando a ser impulsado por las escuelas.
- 16th y D St. Necesita arreglos incluyendo la banqueta para los peatones. Siempre hay accidentes en esta zona.
- Impulsar jardín comunitario, no existen tiendas cerca de la gente para conseguir comida sana como fruta y verduras.
- No es seguro usar bicicletas por las avenidas pero si por las calles vecinales.
- Los carriles de bicicletas no son respetados porque la gente estaciona sus carros en los carriles de bicicleta.
- Los talleres y fábricas contaminan todos los aspectos de la comunidad.

Economic Prosperity and Borders

- Create a border crossing efficient process for the people and goods that regularly move to and from our region.
- Strengthen relationship with the military.
- Improve public transit so that people can get to jobs.
- Attracting more businesses, and not fast food or taco shops.
- Encourage home-ownership and regulate the up-keep of rental properties.
- Make it easier/faster to cross the border.
- Provide more secure bike parking and storage to prevent bicycle theft.
- National City has the highest taxes in the county, but is the most impoverished.
- National City isn't seen as a business environment. It's somewhere you live, but you have to go other places to work.
- There should be more educational opportunities in National City, such as trade Schools.
- Improve the cleanliness and aesthetics of the city to attract more employers/businesses. The way things look can drive people away.
- Increase street sweeping frequencies and remove dumped trash.
- Improve the responsiveness and oversight of local and regional government.
- South County is lacking tourism.
- National City needs to be more welcoming and create destinations and events to attract business and activity. People don't want to visit a dirty city that makes them feel unsafe and uncomfortable.

Prosperidad Económica y Fronteras

- Más acceso a mercados, gimnasios, lugares comunes.
- Civic Center y Wilson interseccion. No quieren un negocio más sino un negocio que ayude a la comunidad como un supermercado.
- Fuentes de empleo cerca de la comunidad.
- Área de bicicletas en el trolley. (seccion especial para gente con bicicletas).
- Reducir costos de trolley (pase mensual).

WORKSHOP SUMMARY: FOCUS ON ECONOMIC PROSPERITY, PUBLIC FACILITIES AND BORDERS

JULY 19, 2013, CALTRANS

Thank you to the more than 70 participants who took part in the July 19th workshop on San Diego Forward: The Regional Plan!

Your input and feedback are keys to the process of creating a plan that will keep the San Diego region a great place to live now and in the future. Below is a summary of the input provided by stakeholders during the facilitated roundtable sessions. This input will be used to shape policy objectives and other core components of San Diego Forward: The Regional Plan.

For more information and the detailed note-takers notes, visit www.sandag.org/sandiegoforward.



Borders

- Government entities should coordinate more and reduce paperwork and red tape.
- Include the Border Master Plan in the Regional Plan.
- Recognize that border issues such as air pollution aren't restricted to geographic borders; health issues and different diseases cross border-lines.
- Coordinate natural corridors and open spaces with fire and forest management.
- Expedite border crossings to capitalize on Tijuana's projected economic growth.
- Promote bike lanes at the border crossing to alleviate the pressure at the border and allow quicker crossings.
- Decentralize border-crossing ports-of-entries (POE).

- Promote better movement of goods across the border, not just passengers.
- Recognize that the tribes have more to offer than just casinos; tourism prospects are good for them and for the county. Tourists will go to the casinos, but most likely will use other facilities in the region as well.
- Acknowledge Temecula as an important economic partner for goods movement along I-15.
- Minimize travel time between San Diego and Imperial Valley so that San Diego can capitalize on the renewable energy effort that is occurring in Imperial County.
- Increase weekend service for public transportation, especially to and from Orange and Riverside Counties.
- Increase connections between employment locations and affordable housing.
- Increase the safety of public transit by encouraging more people to take transit; crime is a deterrent for many potential transit riders.

Public Facilities

- SANDAG should coordinate with other agencies and community based organizations to better provide and promote public facilities, serving as the “glue” that brings people, organizations, and cities together.
- Use SANDAG data and information as planning tools.
- Facilitate conversations about funding so cities don’t have to “re-create the wheel” and spend a lot of time searching for funding sources.
- Prioritize funding for maintaining public facilities first versus fixing broken infrastructure later.
- Take social equity into consideration when planning new facilities. Consider a holistic approach to planning that links public facilities to the needs of communities.
- Integrate parking with purposeful economic returns.
- Perform regular maintenance on roads and construct sidewalks to make communities more walkable.
- Provide planning at the “complete streets” level by constructing and regularly maintaining streets and pedestrian sidewalks, parks, public restrooms, trash cans, and community centers in urban areas.
- Provide safe routes to school.
- Collaborate with local agencies to promote green infrastructure that can improve air quality, water quality, and ultimately quality of life.
- Encourage the maintenance and delivery of water facilities.
- Promote collaboration on all levels to discuss water retention from storm water in an effort to reuse water.
- Consider the use of water desalination in the region.
- Fund maintenance improvements for the piping network in San Diego.
- Provide regional coordination to prohibit housing development in fire-prone areas.
- Make roads more truck accessible.

Economic Prosperity

- Provide education for a variety of skill sets in the region.
- Support and encourage “high tolerance communities”— diverse, college-bound communities with no ethnic barriers.
- Find ways to tap into the highly-educated immigrant and refugee population to support our economy.
- Subsidize bus passes for students to get between jobs, home, and school.
- Support local food and our local economy.
- Connect farmers and agriculture with the public through Farmers Markets. Encourage cities to support local farmers.
- Promote more collaboration with other organizations, such as non-profits in the county and the city; this collaboration should outweigh competition and personalities.
- Focus on a cost-effective, consistent water supply for the region in the future, especially for farmers and businesses.
- Promote the development of multiple economic hubs to allow people to live close to work.
- Support the development of job centers in South Bay to improve social equity. It will take people off the freeway by providing jobs close to where people live.

- Enhance opportunities for disadvantaged populations.
- Align the cost of housing with levels of income for more people to afford to live here.
- Support bike parking in the business districts. Include more urban furniture, forestry, traffic calming, etc. to bring people to these areas and increase economic prosperity.
- Provide safe routes to school for the local neighborhood communities to encourage economic prosperity.
- Facilitate small businesses by creating collaborative workspaces and facilities (e.g. business incubators).
- Support trucking and transportation needs in the region. If we can't get goods and people around, the economy won't be prosperous.
- Plan for moving goods in all contexts, including the border, the port, and by air.
- Transit oriented development should be paired with job development to help prepare for a growing population.
- Balance regional growth geographically.
- Consider moderate densities of 3-4 stories.
- Support infrastructure that improves connections for bicyclists and pedestrians to access transit services.
- Fill up empty storefronts to support economic development.

All Topics- Arabic

Economic Prosperity

- Prosperity first starts within the family, then the community, each company, organization, and city.
- Recognize that small local economies drive larger economies.
- Provide more affordable housing for new family arrivals as the refugee and immigrant population continues to increase.
- Encourage more affordable housing throughout the San Diego region.
- Consider implementing rent control in the San Diego region.
- Use empty lots throughout San Diego for farming and agriculture.
- Address transportation barriers that keep immigrants away from workforce development programs. For example, provide more gas cards as incentives, and teach people how to use the transit system to get to these programs.

Public Facilities

- Better allocate the structure and planning for parks. For example, while dog parks and open space portions are large, the actual playground portions for children are small.
- Provide more benches and seating in public spaces and parks, and at beaches, for people to enjoy the public realm in El Cajon and downtown San Diego.
- Develop partnerships, such as those in New York City, where indoor and outdoor public spaces such as atriums are privately owned, but the public has free access to these areas.
- Support more de-centralized public composting for waste management.
- Provide more recycling bins in public spaces and along sidewalks.
- Develop improved signage to make it easy for people to place recyclables into appropriate bins.

Borders

- If there were more affordable medical and dental services in the San Diego region, then people wouldn't go across the border as frequently.
- Agriculture and industrial projects should be built along the border to provide jobs for both sides.
- Address traffic at the border.
- Improve border crossing times to improve the economies of both regions.
- Provide better coordination of schedules for people traveling to and from San Diego to Los Angeles on public transit.



June 6, 2013
Public Workshop on the
Regional Plan:
Summary of Comments
and Suggestions
From Each Roundtable

6 de junio de 2013
Taller Público sobre el
Plan Regional:
Resumen de Comentarios y
Sugerencias de Cada Mesa

Between May and July 2013, SANDAG held a series of public workshops to engage the community and stakeholders on potential ideas and policy objectives that could be considered in the development of the regional plan. The workshop summarized below was held on June 6, 2013, at Casa Familiar in San Ysidro and was structured as a completely bilingual workshop in both English and Spanish. The workshop focused on topics addressing issues of mobility, environment, economy, borders, climate change, and healthy communities. The workshop contained 10 tables at which discussions were hosted in English or in Spanish by two SANDAG or Casa Familiar staff members (one serving as the facilitator and one serving as the note-taker). The discussions at each table revolved around five focused themes listed below. Participants rotated tables three times, providing their ideas and opinions at each table they attended. The table themes were as follows:

Entre mayo y julio de 2013, SANDAG organizó una serie de talleres públicos para involucrar a la comunidad y las partes interesadas sobre posibles ideas y objetivos de política que podrían ser considerados en el desarrollo del plan regional. El taller que se resume a continuación se llevó a cabo el 6 de junio de 2013, en la Casa Familiar en San Ysidro y se estructuró como un taller completamente bilingüe en inglés y español. El taller se centró en los temas de la movilidad, el medio ambiente, la economía, las fronteras, el cambio climático, y las comunidades saludables. Hubo 10 mesas en el taller en las cuales las discusiones fueron llevadas a cabo en inglés o en español por dos miembros del personal de SANDAG o Casa Familiar (uno que se desempeñó como facilitador y otro que tomó notas). Los diálogos de cada mesa giraron en torno a cinco temas, los cuales se enumeran a continuación. Los participantes rotaron mesas tres veces, ofreciendo sus ideas y opiniones en cada mesa que asistieron. Los temas de mesa fueron los siguientes:

1. *Mobility / Movilidad (Two Tables; Dos Mesas)*
2. *Healthy Communities / Comunidades Saludables (Two Tables; Dos Mesas)*
3. *Healthy Environment / Medio Ambiente Saludable (Two Tables; Dos Mesas)*
4. *Energy & Climate Change / Energía y Cambio Climático (Two Tables; Dos Mesas)*
5. *Economic Prosperity & Borders / Prosperidad Económica y Fronteras (Two Tables; Dos Mesas)*

The following is a list of the comments, questions, and suggestions made by community members and stakeholders who participated in the workshop, as recorded by the note-takers. Feedback is organized by the table (i.e., Healthy Communities, Table 2) and the round (1st, 2nd, and 3rd) at which it was shared. Public comments that were submitted in writing are also included. The feedback collected at the workshop will help guide the development of the San Diego Forward: The Regional Plan.

Lo que sigue es una lista de los comentarios, preguntas y sugerencias de los miembros de la comunidad y las partes interesadas que participaron en el taller, según lo que registraron los encargados de tomar apuntes. La retroalimentación se organiza por mesa (es decir, Comunidades Saludables, Mesa 2) y la ronda (1 º, 2 º y 3 º) en la que se compartió. Los comentarios del público que se presentaron por escrito también se incluyen. La información recolectada en el taller le ayudará a guiar el desarrollo de San Diego Forward: The Regional Plan (Adelante San Diego: El Plan Regional).

Mobility: English Table

Round 1 Participant Comments

1. There needs to be a well-integrated multimodal transportation system with an emphasis on transit access and frequent service, safe walkable streets for all ages, and bikeable communities to provide access to daily uses such as groceries, healthcare, and jobs, and to promote healthy lifestyles and a strong sense of family and community.
2. The Trolley provides services for both the community and international travelers. Improvements need to consider these dynamics and account for more frequent service.
3. Localized transit services should be considered to augment regional service.
4. Collectively, transit plays a major economic role in the San Ysidro community, and improvements to job and housing access are vital.
5. Mobility relates to everyone having the ability to get around. The transportation system needs to offer more than just driving. Transportation should include multimodal options such as transit, biking, and walkability.
6. Cancer patients have difficulties affording transportation, could there be bus passes directly for cancer patients?

7. The movement of people needs to be through all types of modes including pedestrian, bike, transit, through goods and services, etc.
8. Mobility determines what an individual can do, how one lives, and what choices an individual has to get from place to place.
9. If a bus schedule is not accurate or if the transit system does not provide needed connections, individuals face challenges getting from place to place and imbalances where they may live and work.
10. In San Ysidro there are two kinds of transportation needs at the border: pedestrian and transit needs. Forty-four percent of people do not drive an automobile or have access to a car in San Ysidro. *TransNet* is a good funding source, but if the community doesn't use it, then what good is it.
11. Ineffective transit impacts free time, and choices, such as whether to go to a movie. This forces people to consider leaving San Ysidro to go to Downtown; the San Ysidro community will not necessarily feel comfortable doing this. Localized transportation options are needed within the San Ysidro community. Jitneys are an example of a localized transit service. Stores send them to the border to pick up clients or charge \$1 to take them around the community. This can be a way that SANDAG addresses intra-community mobility. It is more cost effective and can be contracted out, and would foster economic growth.
12. Transit should not be the only consideration for transportation access. Even if transit is accessible, it does not matter if there is no safe place to walk. Walkable issues include small sidewalks, and when designed with huge roads, a message is sent of a priority for vehicles. UCSD/UTC area is an example of this. Students who don't have cars depend on walkability; barriers include wide roads (La Jolla Village Drive), large parking lots, and inadequate sidewalks. Distance to transit can be two or more miles; only other options are a taxi or a bike and depending on the time of day or trip, the trip may not be taken.
13. There may be transit access to a community like San Ysidro, but the needs of an elderly person may not be being met in the same form of access. At some point, it becomes a local versus a regional issue. We might need a criteria considering service to particular neighborhoods. It is hard to navigate and account for the quality of sidewalk infrastructure and border impacts to provide transit access. Trolley stops necessitate long wait times due to packed trolleys. Something needs to happen, whether allowing one trolley to stop at Beyer Trolley station or having the Beyer station be the last stop.
14. Would like to see more Trolleys, and busses that are more like the express bus service. There are a lot of job centers in North County. If someone doesn't drive, it might be hard for them to find a neighborhood that is pleasant to live in which has access to an employment center like Sorrento Valley. Carlsbad/Oceanside transit services are scheduled for people traveling south, not north. There needs to be a connection with jobs to residential areas to better accommodate people who don't drive. A bus may go to Rancho Bernardo, but if it takes two hours, people probably will not make this trip; as compared to the express bus services operating in the opposite direction during peak periods.

15. It would be great if the two San Ysidro stations Beyer and San Ysidro Transit Center had raised platforms so they would be at a level grade. The other is to, at a minimum, consider raising the Trolley station at the San Ysidro Transit Center as it makes the most sense to be able to deal with traffic conflicts that happen there.
16. When considering transportation priorities, modes should be prioritized during time periods; for example, focus on freeway improvements for a time period, focus on Trolley improvements over a time period, bike/pedestrian, etc. Do a big push on one modal category at a time. The Car2Go service could possibly be integrated within San Ysidro.

Mobility: English Table

Round 2 Participant Comments

17. Walkability is a key priority for residents in San Ysidro, safety and adequate facilities are of importance for families and aging populations.
18. The access residents have to transportation has a major impact on their lives with respect to education, employment, public health, and healthcare access.
19. There is a strong correlation with transportation travel times impacting the available time for families to experience time together within their homes and communities.
20. Mobility makes me think of the word car.
21. Mobility is people moving in different directions.
22. Mobility is freedom.
23. In National City, there are many mothers who do not have a car; they tend to walk a lot.
24. Mobility is not working well; we are rated very low in the state of California.
25. Transportation is necessary, we need to have it for access, we rely on it, and we need effective local transportation.
26. There are impacts of living too close to the freeway, all the particulate matter leads to health issues such as asthma. For mothers walking around Old Town and National City, walkability is not safe. There is also not adequate signage for kids to walk to school, not enough of stop signs, and a general lack of accessible pedestrian facilities.
27. The way transportation affects people's lives has to do with the efficiency of the system. It affects job and school choices; where you live equates to how fast you can access jobs and education. You may need to commute from Riverside where you can afford a home. Transportation impacts how healthy you are through access to healthcare. Getting out of the car and walking and biking leads to more healthy of a lifestyle.
28. Transportation is time consuming when getting from place to place. As a mother, you want time with your children and family. Transportation needs to be efficient so time is maximized.
29. An example of a hardship is a mother needing to take her children to medical care. It may take two hours just to access the needed healthcare translating into a four hour total trip not including wait times at the healthcare center.

30. Google is how I get information for transportation.
31. At the border in San Ysidro you have visible signage, on the ground at the station once you cross.
32. The San Ysidro Transit Center is the busiest Trolley station and represents the beginning of the Trolley line. It is a perfect opportunity to take it above grade and match some infrastructure with the entrance in Mexico (25 feet above level). We need to bring it above grade and get this station right to increase the Trolley frequency. Currently, it has to cross five tracks and gate arms come down and everything stops. In Mission Valley the Green Line is above grade and ridership is 1/10 of the border crossing.
33. We need to make policy changes similar to the City of Portland's priorities. Oregon puts pedestrians first, bicyclists next, transit, commercial vehicles, taxis, then single vehicles last, the pyramid diagram. The San Diego region is vehicles first. It needs to be reversed. What are the funding priorities in San Diego? When we spend billions of dollars on freeways, it only relieves congestion for a couple of years. We continue to pour too much money in freeways, which leads to health impacts such as asthma. The region needs to adopt a priority similar to Portland.
34. Residents in National City feel isolated and disconnected. It takes an hour using transit but only takes 10 minutes using a car. Residents with no car access have much longer travel times.
35. Bicycles have a certain magic to them, in uptown and downtown there is decent protection with bicycle facilities. The same can't be said in San Ysidro and National City. The same kind of bike awareness should be included in all communities. The bike offers more practicality and expands your trip distance 2-3 miles. Bikes should be the focus.
36. San Diego has basic elements of a complete transportation system via the airport, train/rail, bikes, pedestrians, and cars. SANDAG and agencies are working to enhance and improve and integrate these elements. We are still looking for an integrated modal airport, combining Trolley, the airport, and buses in a concentrated spot.
37. Intermodal and multimodal seems to be the trend.
38. There is an economic benefit when communities are able to connect through transportation. National City's physical isolation leads to political isolation.
39. Infrastructure for pedestrians is a challenge. There are no complete sidewalks (in San Ysidro) and this makes the road dangerous for kids to walk to school. It also causes families to have to drive their kids based on this danger. Pedestrians and bikes need this infrastructure for safety, especially safe routes to schools.
40. With peak traffic and gridlock, there needs to be a way to stagger working hours.
41. Bus/rail hours of service are challenging. If I go to a concert in Downtown that ends near 11pm, the Route 11 bus ends service by the time it is over, so a car is needed. It is a matter of economics to fund transit systems and get ridership. At the National Planners Conference in Chicago, I was very impressed with the transit service; tandem double bus systems, digital signs when the next bus would arrive, transparent information.
42. Good accessibility feels like you can access transit easily.
43. You should not have to plan your day 30 minutes in advance if you want to take you kids to Balboa Park. You should not need to spend time a lot of time, or worry about getting somewhere without ease.

44. The Oregon pyramid is a good way to determine funding. There is way too much funding into the freeways; there is an equity issue and communities need an approach similar to this pyramid to be prioritized.
45. We need to come up with better GHG reduction alternatives. Give the public a chance to get the truth. The only alternative is a no project or to build this lane or freeway. There needs to be alternatives that analyze GHG emissions and health impacts.
46. We need to follow the law as other regions do in California. There are success stories in Chicago; we need a better land use response to these issues.
47. We need to piggy back on other development projects such as in-fill, and give up on development occurring outside of the city, discourage sprawl. Density is a key priority, buses will get ridership.
48. Utilize urban growth boundaries to maximize infill opportunities.
49. We should analyze where you will get highest return on investment, urban area focus.

Mobility: English Table

Round 3 Participant Comments

50. Mobility is having walk access.
51. Being able to get around the community and go to different places is important.
52. Mobility means defining how easy it is to get down the street, to the bus stop, Trolley, or car.
53. Mobility is transportation.
54. Having multimodal options; biking, using the bus, driving... a range of options to get around.
55. Planning for transportation decisions is much easier if you have a car. A bus may take an hour; several buses may take more time.
56. If there is traffic to go to work, you have to leave earlier, spend more time away from family.
57. Online Internet, word of mouth, GPS and cell phones are where I get my transportation information.
58. In the South Bay area, how far you have to walk to a bus/Trolley stop is a challenge. In Chula Vista, there are similar issues accessing bus stops. Suburban area bus stops are spread out. Walking to services and transferring between service types requires a lot of time; we need accessible frequent services.
59. Sidewalks may not be walkable because they are not stable.
60. Seniors fall down on sidewalks because of cracks and walkers get unbalanced.
61. Trolley door has closed on people. An 80 year-old had a door close three times on them.
62. Inefficiencies of the transit system lead to anxiety.
63. Newer models for the Trolley system need to be implemented throughout the system as they provide better access to handicap seats, walkers etc.

64. There are not a lot of street lights, I never walk when it is dark and there is not enough infrastructure. From the Trolley station to residences, there's no sidewalk and no lights in San Ysidro. When working late I would rather use a car because of safety concerns.
65. Security on the bus/trolley is important. It can be crowded, smell like urine, and if you are on a trolley for a long time, it can be stressful. Communication can be positive, word of mouth on the Trolley, social networking. There are negatives versus positives.
66. You have to have a car to live in San Diego. It takes 3 hours to get to work from San Ysidro to Aero Drive.
67. Transit infrastructure is the big thing, transit schedules and how far the buses and Trolleys are from one another. There should be more access for people without cars. Younger people that can't drive also need the ability to take transportation. It needs to be more available and easier to use, and security/safety should be prioritized. Proximity to malls and grocery stores is important; it is about all your trips, how many grocery bags can you carry when using transit, accessing healthcare center, etc.
68. MTS should make disabled services more available.
69. Streets need to be more walkable.
70. It is on the community to engage policy makers and to be proactive. As long as everything is equal there should be better improvements comprehensively. San Ysidro doesn't have as many nonprofits, but that shouldn't mean that there is no need. We need to be aware of language barriers.
71. There should be more direct transit lines to cut the distance for traveling; it takes too long to get everywhere, fund projects that are more frequent.
72. Sidewalks should be the priority for families.
73. More businesses near the Trolley, groceries, medical, make better access within the Trolley line. Think of it as similar to water infrastructure and residential access, communities near the Trolley.
74. San Ysidro lacks a downtown... if there was a downtown area with walkability, access to stores, there would not be the need to drive.
75. Building a development project near the Trolley station needs to be affordable, have access to food, have senior access, and be able to fill appointment related needs with a close proximity to residences.
76. Trolley station and nearby streets would be better for safety if they had better lighting. Communities also need improvements to downtown areas.

Movilidad: Mesa en Español

Comentarios de los Participantes en Todas las Mesas

77. El tiempo que se requiere de trasladarse al trabajo o a la escuela afecta la salud, el estrés y la calidad de vida.

78. El tráfico que se congestiona a la salida para la frontera afecta a los usuarios en épocas de diciembre. Mucha gente va a Las Américas para hacer las compras.
79. Se necesita más alumbrado y más banquetas en Otay Mesa.
80. Se necesita transporte público más organizado en la frontera.
81. La gasolina es carísimo.
82. Quiero que las rutas sean más eficaces y que se modifique la frecuencia en que pasan los autobuses en Chula Vista.
83. Las rutas no van donde la gente necesita ir.
84. Necesitamos rutas de tránsito más directas y rápidas.
85. Necesitamos rutas que conectan.
86. Esperamos por mucho tiempo - 20 o 30 minutos. ¿Porque no hay servicios cada 5 minutos?
87. Estamos atrasados con nuestro sistema de transporte – no es suficiente para una ciudad tan grande.
88. Toma cuatro horas llegar en *Trolley* a *San Diego State University* (SDSU, por sus siglas en inglés) para una estudiante que vive en San Ysidro. Esto es inaceptable.
89. Se necesita transporte público más accesible y eficiente.
90. El transporte público no se comunica bien entre las diferentes formas.
91. Áreas con más dinero tienen más servicio y *Trolleys* nuevos, pero áreas como San Ysidro no tienen dinero y reciben menos servicios.
92. Los horarios de los autobuses no son suficientes - siempre hay que esperar mucho.
93. El tipo de transporte público cerca de la frontera está en condiciones malas, pero los *Trolleys* hacia el norte son más nuevos y están en mejor condición.
94. En los fines de semana, el servicio de transporte público no cumple con la necesidad y no es suficiente.
95. Se necesita más seguridad y comodidad en los *Trolleys* - andan muy llenos.
96. Hay muchos lugares donde no hay transporte disponible como el SR 905, Otay Mesa y por la Mirada.
97. Los operadores de los autobuses no tienen paciencia con los adultos mayores.
98. Se debería haber mejor trato por parte de los operadores.
99. No hay espacio en el *Trolley* o autobuses durante la hora pico. Necesitamos *Trolleys* y autobuses de doble piso como hay en Europa.
100. Poner pasos a desniveles en los *Trolleys*.
101. Quiero que los vagones sean un poco más bajos porque están muy altos y son peligrosos.
102. El *Compass Card* no es adecuado y gasto mucho. Una familia de cuatro personas sin carro no puede pagar el costo para cuatro pases mensuales.
103. Los operadores no cumplan con los horarios.
104. Se necesitan baños en las estaciones.
105. Se necesita mejor calidad y mejores servicios como en San Diego. No somos ciudadanos de segunda clase.
106. Deben prohibir la entrada a los sin hogar en los *Trolleys*.

- 107. En las escuelas se necesitan banquetas. No hay la seguridad para caminar.
- 108. No hay rutas disponibles para bicicletas para los adolescentes.
- 109. En las escuelas no hay suficiente transporte para los niños.
- 110. Cuando se atardece, es peligroso para los niños que caminan y no hay suficientes autobuses.
- 111. Se necesita más transporte público para los niños porque la distancia a la escuela es larga y no es posible caminar. La información (mapas de las rutas de los autobuses) no es clara.
- 112. La información es confusa y difícil de entender; llamando al 511 por teléfono es mejor.
- 113. Necesitamos mejor información y acceso a la información.

Healthy Communities: English Table

Round 1 Participant Comments

- 114. Encourage free public transportation for seniors, children, and low-income people, especially to health centers (ex. San Ysidro Health Clinic). It is important to be able to walk to the health center – need access to a hospital within our neighborhood; need to address immigration issues; need more communication between the government and the community; health starts in your house.
- 115. San Ysidro is near the border and the border causes lots of traffic; the community looks dirty. Need to feel safe.
- 116. Need more clean areas.
- 117. Need more access to organic products; Northgate, other grocery stores but nothing organic. Not enough options or access to organic products; no farmers market.
- 118. San Ysidro is very calm – lived here more than 15 years.
- 119. National City – air quality issue; a lot of pollution, kids get asthma, not enough public attention to the issue of asthma; No access to healthy food – only liquor stores; Lots of industrial uses next to homes; this combination causes a lot of impacts – low income homes are next to the freeway – breathing toxins from freeway and industry.
- 120. Need more focus on public transit and more bike paths.
- 121. More lighting, pedestrian environment is not attractive; no places to sit; no shaded areas, not a lot of trees.
- 122. To improve air quality, create more green, more trees; natural buffer between homes and freeways.
- 123. Security; More trolley service – dirty – they send the dirtiest trolleys to the border; it seems that they send the cleanest nicest trolleys to the north around Old Town; lots of trash in train cars.
- 124. The trolley is the busiest in this area so the funds should be focused more on this area because it's used so heavily.
- 125. Need more landscaping, lighting, and security.

Healthy Communities: English Table

Round 2 Participant Comments

126. San Ysidro is very pedestrian-oriented, the alleys are well used.
127. Real community - Not Scripps Ranch or Rancho Bernardo.
128. Areas such as La Jolla Village Drive have lots of students, but very automobile-centered.
129. Healthy community means having access to education, libraries, resources, and transportation; if you don't have good access to transportation, long commutes affect quality of life.
130. Dirty and ugly areas impact health.
131. Encourage people to be active; having a sense of community – it is good to have people walking around and talking to each other; need communities that encourage people to walk places and get out of their cars.
132. Denser streets, larger sidewalks, amenities that promote that interaction, open park spaces.
133. Healthy community is physical – less carbon dioxide – ex. in Mexico City, odd # licenses aren't allowed to drive on certain days.
134. Healthy community is emotional – encourages quality of life – ex. in Mexico City, they close their main boulevard to cars (which creates less pollution and improves air quality) and open it up to bicycles; families are encouraged to get out and walk the main street.
135. Pollution issues in San Ysidro.
136. Cars that are idle from the border crossing wait times pollute the area.
137. It's difficult to garden because there are high levels of toxins in the soil.
138. Maybe invest in special paint that attracts carbon to the walls – subsidized by government.
139. If I have to walk half an hour to it, it's not accessible.
140. If I have to wait 45 minutes or longer, it's not accessible – limits activities on the weekend.
141. Where you can work – it's difficult to work in North County if you live in South County.
142. UCSD and University City have long roads that are difficult to cross.
143. SDSU Students from San Ysidro take two hours to get from home to SDSU.
144. Travel times affect educational choices – students can't get to Southwestern College, so opt for San Diego City College.
145. If you can't drive, there are places where you just can't live.
146. Can't get to places of entertainment – causes you to stay home and do nothing.
147. How can we address those issues?
148. Improved crosswalks; design streets and communities for people, not cars; promote more ways to connect.
149. Dial-ride services.
150. It's economics - No one wants to invest in San Ysidro; Not enough economic incentives for businesses to invest.
151. Lack of sidewalks, parks, dirty.

152. No bar, bakery, tortillería, but two Jack in the Boxes.
153. Think about other forms of transportation instead of big buses – what about smaller vans? Not as expensive.
154. Different transportation agencies need to work together and coordinate services – the COASTER should be more connected to the buses.

Healthy Communities: English Table

Round 3 Participant Comments

155. Being active, being able to walk to get my groceries. Time is very valuable and I don't want to waste it on driving.
156. Not enough infrastructure for pedestrians within some of the newer housing in San Ysidro; not enough safe places to walk – sidewalks too narrow.
157. Not enough places to walk to. Closest grocery store is down a steep hill – not user friendly.
158. Public transportation is far and it's not connected enough.
159. I would take public transportation if it were closer.
160. Concerns with safety of children when there aren't enough sidewalks near schools – they have to go thru paths in canyons – no lighting, maybe dangerous wildlife.
161. More open spaces – maybe not HUGE park, but pocket, small little thing that can be within the neighborhood for families to stop by; Place to socialize, to be with neighbors, and family.
162. A healthy community is one that can provide access to the community – when there is a project, it normally takes forever to build or there's not enough access to it.
163. The trolley at the Beyer Stop has too many people trying to get on.
164. No flexibility in policy decisions for community – ex) libraries – San Ysidro needs a 25,000 sq ft library according to projections for population growth, but if city can't afford that, why not compromise and build a smaller facility? – communities need to be able to tailor facilities to their needs.
165. Don't feel safe taking kids to the Casa Familiar because there's not enough lighting on the street, no sidewalks in some area – vision for San Ysidro is that I can feel safe having my kids at the library or in the community without me. Having grocery stores close to schools so that mothers can walk to take their kids and go straight to the store afterwards. Would be nice to get out of the house and exercise.
166. Downtown Library has perfect location, school – joint use between parks, schools, libraries.
167. The library is not used for a few months when school is not in session.
168. No grocery stores east of the I-805 near the SR 905; too many people have to drive.
169. Need more areas for small parks.

- 170. No farmers market – closest thing is Suzy’s Farm. Need to make that connection between the farm and the community ex.) every Saturday of the month, there could be a community garden program.
- 171. No access to The Tijuana River Valley – beautiful; no trails.
- 172. Maybe closing down a street for a street fair or farmers market (every other Sunday).
- 173. From San Ysidro to Western Chula Vista, more entertainment and open space would help the region – a project that connects the bayfront.
- 174. No incentive for people who cross the border to take their bikes; should have a shared bike program.
- 175. Not pleasant to walk between different schools; it’s dangerous for that mother who has the stroller and her 5-year old and cannot feel safe walking on the sidewalk because it’s so narrow; safe routes between the schools – routes that connect the San Ysidro Health Clinic, schools.
- 176. Should build a Class 1 Bicycle path from border to Bayshore Bikeway.
- 177. Working with skaters so that they’re allowed to have access to skate parks, use their skateboards for transportation, exercise.
- 178. When new school opened, they required one neighborhood across from the Canyon to attend the school – causes safety issues for children.
- 179. Need data on air pollution.
- 180. Possible grant where people can use iPhone to check which paths have the most pollution.
- 181. Getting air monitor station in San Ysidro.
- 182. New funding for Sidewalks from San Ysidro to Communities.

Comunidades Saludables: Mesa en Español

Comentarios de los Participantes de la Primera Ronda

- 183. Construir clínicas con acceso dentro la comunidad.
- 184. Construir o atraer mercados que ofrezcan comidas y productos orgánicos.
- 185. Ofrecer clases para educar a la comunidad sobre comidas saludables.
- 186. La comunidad busca acceso a un “mercado abierto” (como *Farmer’s Market*) que ofrezca comida saludables.
- 187. La promoción del ejercicio dentro la comunidad.
- 188. Ser parte de o promover programas como “*Walk San Diego*” en la región.
- 189. Mejorar la promoción del uso del transporte público a la comunidad.
- 190. Mejores calles; arreglar los hoyos que existen en las calles; construir más banquetas para la seguridad del peatón y la juventud.

191. Construir baños públicos en parques públicos.
192. Deben de haber rutas seguras a la escuela para los alumnos.
193. Deben de haber caminos seguros a la escuela y caminos públicos seguros.
194. Se necesita mejor vigilancia alrededor de escuelas públicas y en la comunidad.
195. Implementar un programa en el cual la comunidad participe en un programa de vigilancia.
196. Crear/Construir mejor acceso para el peatón al transporte público.
197. Es peligroso andar en bicicletas; la comunidad no es segura; hay muchos asaltos y robos.
198. Debe de haber acceso para andar en bicicleta por lo largo de las vías del tren.
199. Crear áreas específicas para el uso de bicicleta donde el ciclista este fuera de peligro de ser atropellado por un automóvil.
200. Crear caminos seguros donde el usuario no corra el riesgo de ser atropellado.
201. San Ysidro ha sido olvidado.
202. Invertir más en San Ysidro.

Comunidades Saludables: Mesa en Español

Comentarios de los Participantes de la Segunda Ronda

203. Necesitamos ser más conscientes sobre la comida saludable.
204. Necesitamos campañas sobre la salud para la comunidad; construir clínicas.
205. Limpiar la basura en el vecindario.
206. La basura alrededor de las viviendas se ha convertido en un gran problema.
207. Debe de haber promoción de ser más activos y minimizar el uso del carro.
208. Influir a la comunidad que camine más /use la bicicleta; minimizar el uso del carro dentro de distancias cortas.
209. No hay seguridad para el ciclista. Los conductores no respetan a los peatones.
210. La comunidad le tiene más respeto al peatón que al ciclista. Promover caminar para la salud.
211. Es una incomodidad usar el transporte público.
212. El transporte público se demora demasiado, es una inconveniencia.
213. Agregar rutas de transporte público los fines de semana. Hoy en día, los domingos no hay transporte público.
214. Crear acceso para bicicletas sobre las carreteras que sean seguras.
215. Los horarios del transporte público y el acceso al transporte público se tienen que mejorar.
216. Reglamentar el uso del aire acondicionado sobre el transporte público (camiones, *Trolley*).
217. Mercados que sean más económicos, saludables y sustentables.
218. Más inversión en la comunidad.

- 219. Una comunidad más completa – tener acceso a lo que otras ciudades tienen.
- 220. Combatir y eliminar el uso de drogas dentro de la comunidad.

Comunidades Saludables: Mesa en Español

Comentarios de los Participantes de la Tercera Ronda

- 221. Necesitamos comunidades limpias y seguras.
- 222. Minimizar la contaminación.
- 223. Contaminación – el *smog* ha causado el incremento de casos de asma; se debe reducir el uso de carros para reducir la contaminación.
- 224. La contaminación que se ha creado en la frontera está impactando a la comunidad de San Ysidro.
- 225. El cruzar la frontera es una “Tortura Moderna”. El tiempo que se toma para cruzar la frontera es demasiado. La demora causa una “tortura” y causa un estrés muy grande.
- 226. A la comunidad le gustaría que SANDAG sea la voz que se escuche cuando se hable sobre la frontera y como mejorar el cruce fronterizo.
- 227. Los precios para usar el transporte público han incrementado y han causado que la comunidad no lo use tan frecuentemente.
- 228. Necesitamos más rutas del autobús alrededor de la comunidad.
- 229. No hay suficiente seguridad para el ciclismo alrededor de la comunidad.
- 230. Necesitamos educación para el ciclista, el conductor, y para la comunidad para mejorar la seguridad de todos.
- 231. Se debe ampliar los carriles para ciclistas sobre la calle para mejorar la seguridad.
- 232. El transporte público tiene que mejorar.
- 233. A la hora pico, que hayan más rutas y más unidades públicas para la comunidad.
- 234. Mejorar la calidad de los autobuses.
- 235. Necesitamos la promoción de clases para educar a la comunidad sobre la comida saludable.
- 236. Necesitamos sembradillos locales – se debe usar lotes vacíos para la educación y para mejorar la comunidad.
- 237. Promover más “*Farmers Markets*”.
- 238. Eliminar comida “chatarra” en la escuela y substituir comida “chatarra” con comida orgánica.
- 239. Crear programas para educar a la comunidad sobre los efectos de no comer de una manera saludable.
- 240. Es más caro comprar comida saludable.
- 241. La comunidad apoyaría el concepto del uso mixto.
- 242. No hay hospital en San Ysidro.
- 243. Necesitamos mejores parques y que estén bien cuidados y seguros y que cuenten con baños.

- 244. Necesitamos mejor planificación del uso del suelo – construir parques que estén lejos de carreteras y vías del tren.
- 245. Necesitamos gimnasios con precios económicos.
- 246. Construir cines y lugares de entretenimiento familiares dentro la comunidad.
- 247. Necesitamos agua potable y limpia.
- 248. Crear un programa como “*Park and Ride*” en la comunidad y aumentar el acceso a “*van pools*”.
- 249. Mejorar el césped del parque; hay muchos hoyos.
- 250. Agregar más luces sobre todos los parques para mejorar la seguridad.
- 251. Agregar más banquetas y luces alrededor de las escuelas.
- 252. Necesitamos más vigilancia y participación de la policía para mejorar la seguridad.

Healthy Environment: English Table

Round 1 Participant Comments

- 253. Cars, smog, and pollutants at the border and the trolley line are a problem. The trolley begins at San Ysidro and is very congested at peak arrival times causing gridlock, but then the trolley idles at other times.
- 254. As the population expands, cities need to be prepared and keep in mind the walkability of neighborhoods and transportation options. Wildlife and parks need to be preserved. It needs to be made feasible to walk and bike and if there are not sidewalks in certain areas, then people are going to drive.
- 255. Safety is a big factor when planning for active transportation and there needs to be accommodations for people with all abilities.
- 256. Environmental justice needs to be considered. Where does the funding for infrastructure come from? People in all areas of the county pay the taxes, but not everyone receives the beneficial impacts. Who suffers from the health impacts from pollution from freeway construction? The communities in the south do. Parts of San Diego have received failing grades from the American Lung Association, but citizens do not hear about that.
- 257. Clean water is important.
- 258. Need better lighting in local parks for people’s safety.
- 259. In Chula Vista, there used to be open space, where up to a couple years ago, you would be able to see cows grazing. Now, large amounts of homes are being built and it makes the commute more difficult.
- 260. Seniors have to commute from very far away and the air quality impacts them more severely than others. They are also more sensitive to the sun and waiting at a bus stop without an overhang can be dangerous for them.
- 261. Concerned that the shoreline is losing sand and it will need to be replaced.
- 262. We need to manage water runoff better since the water eventually goes out to our beaches.
- 263. The beaches in Imperial Beach smell bad, so it is difficult to enjoy them.

264. There needs to be a productive dialogue between San Diego and Mexico that discusses water runoff and how it affects the environment.
265. SANDAG should work with Wildcoast since they are a bi-national organization that focuses on clean water and water quality runoff in the Imperial Beach area.
266. There was a report that rated all of San Diego beaches and they all rated well, so there is hope but there needs to be continued vigilance.
267. As a binational region, SANDAG is a model and should include the neighbors to the South in the plan. Water flows where it wants regardless of borders and that means that it needs to be controlled on both ends. San Diego can only do so much on its side without Mexico's help with planning efforts.
268. There is a new global climate law in Mexico, so the Government may want to work with San Diego to achieve certain goals.
269. The wait times at the border drastically affect the air quality in South San Diego. The cars are from both Mexico and San Diego, so there need to be regulations on both ends.
270. People who cross the border daily suffer from the negative health impacts caused by the cars.
271. The San Ysidro trolley line is overcrowded and one of the highest operating trolley lines in the country.
272. In other metropolitan areas, trains move every six minutes during peak hours. There needs to be increased frequencies of the trolley trains.
273. SANDAG can model how the cars cross the border, but if people park their cars and/or walk across, it will move a lot faster.
274. There are three or four above-grade trolley stations in Mission Valley, but they probably only have 1/10th the ridership that the Blue line border-to-downtown train. There needs to be increased frequencies and more grade separations.
275. Peak hours on the trolley are packed.
276. Trolley lines are usually along the freeways or commercial corridors, but in San Ysidro it goes right through the community. At the border it gridlocks everything. Trolley station is the only station ...but it is not at the gateway of the community.

Healthy Environment: English Table

Round 2 Participant Comments

277. Air quality in San Ysidro is bad due to traffic, congestion, and the wait at the border crossing.
278. San Ysidro is not a very mobile community and there needs to be more frequent trolley service.

279. In San Ysidro, everything is connected to the Tijuana Estuary, but then there is the Bayshore Bikeway that does not reach all the way to the border. There needs to be more connections so that people can appreciate the natural resources that are available to them and become more active in that area.
280. People who live near the canyons will use the canyons for exercise because they make the natural resources available to the community.
281. The beach that San Ysidro is connected to is Imperial Beach, but it is the most contaminated beach in the county. The health department has to do outreach for Hepatitis B and make sure that people go to the clinic.
282. Trash and sewage flows into the water and onto the beach from Tijuana, so there should be some consideration from San Diego on how Tijuana treats their trash and sewage.
283. The beach is frequently closed due to high levels of contamination and sewage.
284. Politicians have helped to secure millions of dollars for buses in City Heights and Clairemont, but what about San Ysidro? What does San Ysidro have to do to get that going in their city?
285. People use the San Ysidro trolley station a lot. What can the riders do to get a better station created? A petition?
286. How is funding distributed?
287. There needs to be forums, workshops, and other forms of outreach in the community. Many people can only be reached through door to door outreach. That may be what is needed to explain to them air quality issues.
288. Issues are sometimes geographical, but issues are usually connected.
289. Otay Mesa has been affected by past wildfires that have made the air quality even worse. Fires were also a concern since there is only one way in and one way out of the community.
290. The newer communities have limited infrastructure for transportation routes and often back up right to the canyons. The routes that are established have narrow sidewalks and have limited lighting.
291. There needs to be consideration in the areas with limited and poor walkable routes for wild animals. Many students walk home through the canyons and could potentially come across a snake.
292. For the San Ysidro middle and San Ysidro high school, students that miss the public bus often only have the option to walk home. Walking in the community can be very dangerous with the infrastructure that is currently in place. Parents worry that their children will be hit by a car or run into animals.
293. Kids that skip school sometimes smoke in the canyons and can start a fire.
294. Communities in Southeast San Diego are part of a culture that often lives day by day. We need to think forward.
295. More public areas need to be non-smoking. It is a problem that some businesses think that non-smoking will decrease business.
296. Climate change and sea level rise is a concern. Everything is interconnected and sea level rise will make crops harder to grow.
297. Many seals are beaching up due to limited food.
298. SANDAG should work with the Environmental Health Coalition, Wildcoast, and Ocean Force. They look at salinity of the oceans, the levels, tides and effects on ecosystems.

299. The beach is closed once a year for the sand castle competition in Imperial Beach and people are able to ride their bikes around with ease. That should happen more than once a year.
300. Even when people are close enough to bike they choose not to since it is not safe enough. There needs to be safer bike connections.
301. Some areas in San Diego have bike lanes that are painted bright green, but they are only for about 100 feet.
302. The bike lanes need to be widened and the bike destinations need to be considered.
303. San Diego needs to be a more walkable city with more transportation options.
304. There are a lot of people in the community that walk. For the San Ysidro Community Plan Update, a survey was done. There were many instances where people were observed walking in areas where there was no place to walk, no sidewalks. The “build it and they will come” mentality is not appropriate in San Ysidro since people are already there and making their own path.
305. The air quality is poor due to border crossing in San Ysidro.
306. There used to be a bike incentive for crossing the border and that should be reinstated.
307. People sometimes wear masks when crossing the border, but those who live full time in San Ysidro should not have to wear a mask all the time.
308. People biked from Tijuana to San Diego on bike to work day. Maybe there should be an incentive for those cyclists and a bike share program from San Diego to Tijuana.
309. There should be a vanpool program for those that live in Tijuana and work in San Diego. They could park on the Tijuana side of the border and walk across to avoid the border wait.
310. Parking is an issue at the border which means that people are often at the mercy of public transportation.
311. Tourism is affected by the limited transportation choices.

Healthy Environment: English Table

Round 3 Participant Comments

312. One attendee had a son in a school close to the border. He used to wonder why his son’s school started at 9am when all the other schools started at 8 am. Many students started to develop respiratory problems. The school district will not say, but the parent believes that the late start is in order to avoid the smog from the border. Parents want more statistics and want to know what is affecting their children’s health. That information should not be limited to schools though since many people have trouble breathing in the morning in San Ysidro. Residents would like more information on what the federal government is doing to make the border wait faster and what measures they are taking to reduce the pollution. Right now, it heavily affects San Ysidro but it will begin to affect the neighboring communities.

313. More needs to be done to keep traffic moving. The stop signs are not planned appropriately, especially around schools.
314. There needs to be more effort for brush fire prevention. Homeowners need to be responsible to clean up their land and create fire breaks.
315. The pollution is often so bad that it stops residents from walking outside in the morning. The senior population is especially susceptible to pollution. Those with diabetes are also affected more and it can lead to more health concerns.
316. The wait and the pollution at the border begins at three in the morning. There needs to be a way to process and manage the pollution.
317. Pollution affects all ages.
318. San Ysidro has potential, but is still dangerous compared to the nice developments in East Lake and other neighboring communities. There are some very dangerous areas in San Ysidro because of drugs. Crime is easy to get away with in certain areas since there is a shortage of police. It is an aspect of healthy environment, because people cannot go out on walks around their neighborhood since it is not safe.
319. People do not go to the parks, because they are not safe and are full of drug addicts.
320. Some parents do not let their children out of the house after 5 pm because it is not safe. That limits their activity level and their participation in their community.
321. Litter and graffiti affects the cleanliness of a community and when it looks like that, people are more apathetic and lose hope. That is why safe and clean streets are first in mind before enjoying the natural environment. In order to enjoy open space, other things first need to be taken care of. Safe lighting, dog parks, and more trash pickup would be nice.
322. There should be a communication system to get information to the community on the level of air quality that day. Sometimes it is in the paper or on the news but it needs to be every day and in a way that people hear it.
323. There is a cultural sense that there is nothing that the community can do about it. There is an overall lack of awareness and many residents do not know who their public officials are. That aspect of the culture needs to change so that there is more participation at meetings. Schools would be a good place to start.
324. Community members can have more of an impact on government action than staff sometimes, but they need to first understand how government and community meetings work. Meetings make residents empowered and they can become the biggest resources.
325. There needs to be more community events to help the children stay out of trouble and be in a healthy place. A youth club is a good example of such a place.
326. Parks are not safe and people often have things stolen there.
327. It is not traditionally a cultural thing to enjoy the environment. It is not a natural first interest to people, but that can change. People need to be educated on the outdoors in order to enjoy it.
328. It is difficult for residents of San Ysidro to get to the beaches.
329. There are often competing priorities when it comes to environmental health.

- 330. The water runoff is an issue and parents want to know that their children will not get sick by going in the ocean water.
- 331. The nice beaches are far from San Ysidro and gas is too expensive to drive there.
- 332. Education programs focused on the outdoors are great. Once children experience or enjoy the sports or activities involved with the outdoors, it will be a higher priority. Unfortunately, many people are not going outside in the first place due to the air quality, water quality, safety, and access.
- 333. There are many trails and places to ride around the Tijuana Estuary, but the smell is too much for some residents. A lot of the smell has to do with the runoff and effluent coming from Mexico since they do not have the right treatment of water. They do not have a separate storm and sewage system. Something should be implemented to stop that pollution from coming up to Imperial Beach. There is a lot of potential for Imperial Beach and the Tijuana River Valley for farming, horse riding, and commercial businesses, but it is impossible for government to keep cleaning the river.
- 334. Dairy Mart Road becomes stacked with trash after the rain.
- 335. Drivers in the US get smog checks on cars and pay for permits, but the US allows so much pollution to come in from Mexico and is quiet about it.
- 336. Is the treatment plant used in Tijuana?
- 337. Volunteer groups need to be created to do clean ups. The government can assist with these clean-ups by providing boots, gloves, bags, masks, etc.
- 338. Residents don't just want to be heard, they want action on the comments.
- 339. There were not any fliers out about the event.

Medio Ambiente Saludable: Mesa en Español

Comentarios de los Participantes de la Primera Ronda

- 340. Queremos que nuestra comunidad no esté contaminada.
- 341. Se necesitan más árboles.
- 342. Queremos más baños públicos y fuentes en los parques.
- 343. Hay demasiado concreto.
- 344. Hay que conservar el agua y usarla en forma más restringida.
- 345. Los aparatos de agua deben ser más eficientes.
- 346. Hacen falta programas de disminuir la contaminación.
- 347. La ciudad de San Diego debe proteger los recursos públicos de agua.
- 348. Hacen falta más baños en los parques.
- 349. Los bebederos están en mala condición.

- 350. Hacen falta más áreas protegidas.
- 351. No hay buen acceso a los parques.
- 352. La contaminación del aire en San Ysidro es cuatro veces peor que en otras comunidades de San Diego.
- 353. La calidad del aire nos impacta a todos.
- 354. No hay equidad social; las demás comunidades reciben mucho más beneficios que San Ysidro.
- 355. El *Trolley* está siempre lleno y los residentes no pueden usarlo porque está demasiado lleno con turistas.
- 356. La línea azul paga por el sistema; es la línea que funciona mejor.

Medio Ambiente Saludable: Mesa en Español

Comentarios de los Participantes de la Segunda Ronda

- 357. La Marina (en Chula Vista) tiene pista para correr pero el aire está demasiado contaminado.
- 358. El agua potable no es seguro.
- 359. No se puede tomar agua de la llave; el agua es caro porque uno tiene que ir a un servicio para comprarlo.
- 360. El agua huele a contaminación.
- 361. Muchos autos de México no cumplen con las restricciones de contaminación de los EE.UU. y cuando están esperando en la línea fronteriza, contaminan más.
- 362. Hay una escuela (*Willow Elementary*) muy cerca de la frontera y los chicos tiene problemas respiratorios por la contaminación de la frontera.
- 363. Hay una planta que procesa agua que parece contaminando.
- 364. Algunas ciudades no cuidan a sus playas.
- 365. Hay agricultura en San Ysidro que produce fertilizante y en los meses de verano el olor es insoportable.
- 366. Sería bueno tener un tren como el *COASTER* que fuera hasta la frontera.
- 367. San Ysidro debe ser un centro de transporte; mucha gente se va hasta Los Ángeles.
- 368. Hacen falta campañas de educación para que la gente entienda como sus acciones impactan al medio ambiente.
- 369. Se necesita una campaña dirigida a las empresas también.
- 370. Los parques de la ciudad deberían ser bien cuidados.
- 371. Hay que controlar a los sin hogar que frecuentan los parques.
- 372. Hay poca seguridad en la marina.
- 373. El parque de Otay Mesa es un ejemplo de buen mantenimiento.
- 374. El parque de *Border Friendship* necesita más vegetación.

Medio Ambiente Saludable: Mesa en Español

Comentarios de los Participantes de la Tercera Ronda

- 375. Necesitamos un parque con un lago para recreo.
- 376. No hay confianza en el agua potable.
- 377. Arroyos cerca de la ruta 905 están contaminados durante el verano.
- 378. El agua es caro; no se puede usar la de la canilla.
- 379. Debe haber usos distintos de agua (agua de riego versus potable).
- 380. La desalinización es el futuro de agua; hay que invertir en esta tecnología.
- 381. Promover en las escuelas la protección de la playa.
- 382. Mucha contaminación viene de Tijuana.
- 383. El gobierno debe mantener la tubería; cuando se rompe, se pierde el agua que es precioso.
- 384. No se toman en serio los problemas de contaminación del aire de los cuales sufre la comunidad de San Ysidro.
- 385. Las vías de bicicleta deben ser mejor mantenidos.
- 386. Hace falta más vegetación (*landscaping*) en la frontera.
- 387. Necesitamos más arborización de las calles.
- 388. Hay proyectos que se anuncian en carteles, pero nunca materialicen. Si fuera La Jolla, no pasaría esto.
- 389. Hay proyectos de las calles que nunca terminaron; fueron anunciados pero no se hizo.

Energy & Climate Change: English Table

Round 1 Participant Comments

- 390. Traffic requires a lot of energy, which is a big contributing factor to climate change.
- 391. Traffic has impacts on a holistic level, no impact is isolated.
- 392. Greenhouse gas emissions cause climate change.
- 393. Regardless of how we reduce emissions, there are lasting impacts from climate change that need to be addressed.
- 394. There is a lack of awareness and understanding how climate change relates to the average person.
- 395. Sea level rise is an issue that will have direct impacts in San Diego.
- 396. It is important to tailor the message to different population segments, taking factors such as language and culture into consideration.
- 397. It is important to identify the people that are affected the most by climate change.

- 398. Identify how community services can help address adverse effects of climate change.
- 399. Look at other cities, such as San Francisco, and require mandatory “green” measures in San Diego.
- 400. More green space can help address pollution and climate change.
- 401. SANDAG should take part in a program that works on creating/capturing alternative fuels from waste.
- 402. Cost is a large barrier to many transportation methods that are more climate friendly.
- 403. Car2Go car-sharing should be expanded throughout the region.
- 404. Demonstrate benefits of making individual changes that we need to reduce GHG emissions.
- 405. Publicize tax credits that are available for electric vehicles.

Energy & Climate Change: English Table

Round 2 Participant Comments

- 406. Invest more in sustainable energy.
- 407. A better transportation system will also benefit the environment and economy.
- 408. San Diego needs a transportation system that mirrors those in Europe.
- 409. Increase gas prices to encourage alternative forms of transportation.
- 410. Stoplights and stop signs used strategically can help reduce idling, traffic, and pollution.
- 411. Recycling programs and other “green” behaviors can help with climate change.
- 412. Better parking and traffic flow can help reduce GHG.
- 413. A transit center with parking would be very beneficial in encouraging people to take other forms of transportation (buses, trolley, carpooling).
- 414. We need to be proactive about naturally reducing fuel for wildfire, for example, with goats.
- 415. It is important to regulate certain industries, especially those that contaminate in residential neighborhoods.
- 416. Hold businesses accountable for the waste that they release.
- 417. Find other sources for water such as salt water conversion or recycling water.
- 418. Building codes should be changed to allow gray water to drain directly into gardens/landscaping.
- 419. Collecting rain water could be another sustainable way of conserving water.
- 420. Educate people on climate change and why conserving water is important.
- 421. City programs should be utilized to educate people on ways to conserve in their household.
- 422. Providing EV charging stations, raising gas prices, and offering incentives will encourage people to use alternative fuel vehicles.
- 423. Demonstrate cost comparisons and provide education on the benefits of electric/ alternative fuel cars.
- 424. Better bike lanes and dedicated lanes will encourage people to ride.
- 425. More local businesses and dense communities will help to reduce traffic and GHG.

Energy & Climate Change: English Table

Round 3 Participant Comments

- 426. The traffic and pollution at the border has significant adverse effects on the region, not just the border areas.
- 427. Education is a very important part of the solution, these concepts need to be related to the household level.
- 428. Reduce single occupancy vehicles through active and mass transportation.
- 429. Focus spending and investment on sustainable forms of transportation.
- 430. Spend less money on highways and more on public transit.
- 431. Promote investment in new sustainable ideas; we don't spend enough time on new ideas and processes.
- 432. Money needs to be invested on rapid transit systems.
- 433. Cars require the use of a lot of land, which is wasteful.
- 434. Electric vehicles are expensive and there is a large segment of the population that cannot afford them. For example the median income in San Ysidro is \$26,000.
- 435. Change funding priorities, trolley line is an efficient solution.
- 436. Be more eco-friendly, provide transportation options, that are accessible, handicap access on streets.
- 437. Transportation is one of the greatest needs for the lower income population.
- 438. Invest more money into each individual community, not just transportation but infrastructure so that people don't have to leave the community in order to find medical services, grocery or meet other basic needs.
- 439. San Ysidro needs solutions that make it easier and safer for kids to ride the bus or walk to school.
- 440. Walking and biking and public transit can help to solve climate change problems and address other issues such as public health.
- 441. Solutions need to be tailored to each individual community.

Energía y Cambio Climático: Mesa en Español

Comentarios de los Participantes de la Primera Ronda

- 442. Controlar el agua en toda la región, buscar más maneras de hacer agua potable.
- 443. Promover el uso de paneles solares.
- 444. Implementar más sistemas de energía eólica.
- 445. Implementar estacionamientos accesibles.
- 446. Reducir la contaminación en San Ysidro.
- 447. En la frontera, hay más contaminación que se siente más por la cercanía a la garita.

- 448. Revisar las emisiones de vehículos que cruzan la frontera.
- 449. Se necesita una educación general a los conductores para que regulen el aire acondicionado en los vehículos de transporte público.
- 450. Informar a la comunidad anualmente presentando gráficas estadísticas sobre niveles de contaminación.
- 451. Educar más a los niños acerca del cambio climático.
- 452. Aumentar la cobertura de *Trolley*; no es suficiente y la comunidad exige más *Trolleys* y transporte público.
- 453. Informar a qué hora del día se puede salir y no se le afecta el aire contaminado.
- 454. Publicar los horarios de la escuela y qué relación tienen con los niveles de emisiones.
- 455. Informar cuales medidas están tomando en cuenta para agilizar la línea fronteriza y reducir la contaminación por emisiones y ruido.
- 456. Simplificar la información para que gente entienda.

Energía y Cambio Climático: Mesa en Español

Comentarios de los Participantes de la Segunda Ronda

- 457. Dotar a todas las casas con aire acondicionado.
- 458. Mejorar el servicio del *Trolley* y el transporte público, ya que otras partes del condado se benefician con mejores sistemas de transporte.
- 459. Reducir la contaminación por emisiones que resultan de las largas líneas de espera en el cruce fronterizo.
- 460. Agilizar el cruce fronterizo para los peatones.
- 461. Ordenar las condiciones de los carros en el cruce fronterizo para reducir las emisiones.
- 462. Implementar paneles solares y sistemas eólicos.
- 463. Difundir la información de planes y programas de desarrollo en lenguaje coloquial.
- 464. Reducir los desperdicios, siendo más frugales en casa y cocinando una menor cantidad de comida.
- 465. Sembrar más áreas verdes y jardines para respirar aire más puro.
- 466. Desconectar aparatos eléctricos cuando no están en uso.
- 467. No tener muchas luces prendidas.
- 468. El agua se está acabando; hay que cuidarla y reusarla.
- 469. La mejor opinión es la opinión informada.
- 470. SANDAG debe explicar mejor los temas a la comunidad previamente a los talleres.

Energía y Cambio Climático: Mesa en Español

Comentarios de los Participantes de la Tercera Ronda

471. Se ha dado el cambio climático por contaminación.
472. Apoyar el cambio de focos ahorradores.
473. Aprovechar de la energía solar.
474. Mejorar la calidad del agua potable.
475. Mejorar la eficiencia de los vehículos y reducir las emisiones.
476. Gestionar el aprovechamiento del agua.
477. Ahorrar agua, reduciendo el uso de la regadera a cinco minutos.
478. Ahorrar luz y energía eléctrica.
479. Sellar bien las ventanas para regular la temperatura.
480. Apoyar los programas de acceso a nuevos refrigeradores.
481. Caminar y andar en bicicleta como medio de transporte.
482. Promover el uso de combustibles alternativos.
483. Usar transporte público y compartir carro para reducir emisiones.
484. Mejorar la frecuencia y puntualidad del transporte público.
485. Facilitar el acceso a paneles solares.
486. Aumentar las campañas de reciclaje y reúso.
487. Hacer programas para eliminar el desecho de los medicamentos.
488. Reciclar el agua en casa, como agua de la lavadora.
489. Reducir las emisiones de los vehículos en la garita del cruce fronterizo ya que afectan a la salud.
490. Revisar los vehículos que cruzan la frontera para reducir emisiones.
491. Establecer contactos a quien nos podemos dirigir para informar o preguntar sobre estas temas.
492. Organizar más talleres y trabajar con las promotoras comunitarias.
493. Conectar a SANDAG más con los líderes comunitarios que hablan español.
494. Informar a la gente acerca de cómo reducir el cambio climático y la contaminación, usando impuestos de negocios contaminantes.
495. Reciclar las televisiones de caja que son obsoletos.
496. Atender los casos de alergias provocadas por el cambio climático.
497. Plantar más áreas verdes en San Ysidro y promover campañas de forestación.

Economic Prosperity & Borders: English Table

Round 1 Participant Comments

- 498. Live Well San Diego initiative – health, safety, striving – is something that needs to be taken into account when discussing economic prosperity.
- 499. Example - in 1990 there was no commerce, one contract in the shipping docks created many jobs and since then business has grown. Now an RV park is considering locating near the marine terminal; this threatens the good paying jobs of the terminal. This is an example of the challenges from colocation of businesses.
- 500. Trade is an important part of economic prosperity; connect to borders.
- 501. San Ysidro is currently lacking a business district; it would be good to bring more “mom & pop shops,” to the San Ysidro.
- 502. San Ysidro is currently suffering due to delays in border crossing, this leads to economic loss for the city which is also affecting the Tijuana economy.
- 503. There is a lot of talk about the issues affecting the border and but that’s it...talk. Need to go further—need action.
- 504. Everyone is currently living on real time now and time is money.
- 505. Ease up on borders, should be able to cross border faster. San Ysidro border crossing should be fixed first. Now with the closure of Camiones Way there is only one South-North bound lane and that leads to border crossing delays.
- 506. Lengthy border wait times affect prosperity, health, pollution, & the environment. The pollution is affecting the students in the nearby school and many businesses whose merchandise is being transported between borders are also being affected due to the long waiting times to cross the border.
- 507. Need to invest more in border infrastructure as this can lead to more jobs and a healthier environment.
- 508. SR 905 interstate was a great addition.
- 509. Need to create a vision that will help people get more involved with these plans.
- 510. Ideas for connecting Tijuana and San Diego include plans for a trolley that will cross the border.

Economic Prosperity & Borders: English Table

Round 2 Participant Comments

- 511. There is currently no trickle-down effect in regards to money, jobs, access & opportunity amongst other things; everything stays at top, doesn’t go down to smaller communities.

512. There is a need for a new policy process that facilitates from bottom up; many of the processes for establishing a business are very cumbersome. There needs to be a process that is easier for small entrepreneurs to be able to start their own business which will lead to micro economic development.
513. There are a lot of people in our communities with many talents that if given the opportunity could have a great business but they don't know about all the options available to them.
514. Many people don't believe they have the access to these opportunities. There are many people lacking confidence that they could successfully navigate through process, or think that they have the capability to do it. We need to educate the community about their options.
515. Need to get rid of the bureaucratic loops that make people turn around and create ineffective, underground businesses.
516. A commercial zone in San Ysidro that can start micro business needs to be identified. Casa Familiar is currently working on pilot model where kiosks could be opened & lead to micro/small businesses that would be easier for community members to manage because commercial space, although available, is sometimes too difficult for small business owners to deal with.
517. Pay closer attention to Senior, working community. Currently it is difficult for many Seniors to find work since finding ways to commute can be a challenge. They also have difficulty having access to social services, groceries & medical care. The senior population needs to be taken into account when it comes to housing; housing should include support services with proximity to public transportation.
518. Mismatch between skills of individuals and skills needed in jobs is another challenge for economic prosperity.
519. Proximity to border usually results in lower quality of housing, but many people continue to live in these areas due to community, cultural & language ties.
520. Difference in quality of living from the areas in Central San Diego Region and areas like Chula Vista to San Ysidro communities.
521. Fewer services for people in San Ysidro. People who show up (public meetings, etc) and speak up get the resource, San Ysidro doesn't have too many of those people. May be due to people in these areas do not like to speak up due to their culture, majority of people in this area Latinos and many of them believe in "don't bite the hand that feeds them." A lot of times people are also fearful of speaking up because they don't know how much they can do or ask for. In some occasions, they may have family or friends that are undocumented which causes more fear to speak up.
522. Culture – people who think things aren't going to change, why speak up?
523. In some instances health issues such as depression, or family responsibilities such as being a caregiver, may lead to not working, which may affect economic prosperity.
524. Lack of parks and facilities for lower income population, children in particular.
525. What does your vision of economic prosperity look like:
526. More housing – HUD, affordable
527. Greener.

- 528. Outreach for seniors.
- 529. Access to education.
- 530. More local services.
- 531. More investment in schools.
- 532. Motivation for students.
- 533. Border has great opportunity; hopefully Otay Mesa East will be developed correctly, should have much open space.
- 534. Work on policy that allows for better quality of housing, not overly burdensome in terms of having to deal w/various business processes and red tape.
- 535. There should be more investment in south bay infrastructure.
- 536. Leadership in cities need to invest more in those communities that haven't received as much; social equity.
- 537. There needs to be a stronger focus on education & school achievement. Allocate more resources towards schools. In San Ysidro create more STEM (science, technology, engineering, math) programs similar to those in Hoover High. We need to prepare the children because they are the future. A college in South Bay would be good too.

Economic Prosperity & Borders: English Table

Round 3 Participant Comments

- 538. San Diego at large turns its back on the border even though there are a lot of chances for development & growth; lack of interest in border can lead to loss of opportunity.
- 539. Many people own business in Tijuana but live in San Diego, they are contributing to both economies and this is something that needs to be considered.
- 540. San Diego & Tijuana are really a Mega-region and need to start being seen in this way. Doing this could translate into many benefits such as economic and design.
- 541. The opportunity to learn & collaborate with each other needs to be taken advantage of. For example, poverty in Tijuana has led them to make the best of the few resources they have, using tires to make fences or living dwellings; could learn from them.
- 542. Energy is another example of something that could be collaborated on – let it go back and forth between borders.
- 543. Transportation, another area where collaboration is possible. It would be good to see a continuation of rail service south of the border, integrate rapid transit from Baja to Alta California, with no need to transfer at the border.
- 544. Encouraging to see the new pedestrian crossing in the border, that's a good start.
- 545. Realize that if that the border wasn't there we wouldn't be as prosperous as we are; much of the businesses in US exist because of the people south of the border.

- 546. Trade here affects many states. Example, items in maquiladoras don't just stay in San Diego, what happens if they are delayed due to border crossing waits?
- 547. Negative perception & discrimination towards people who live near the border, in regards to job market, language & way of life. Need to be able to get along and learn from each other regardless of language or cultural barriers.
- 548. Need to have business owners who care about the community. Las Americas – successful, retail outlet managed to survive recession, but the current owners don't care for community and that's not good.
- 549. Need people to think, what's the highest and best use for land near proposed new border crossing? How can we incentivize land owners to make it become accessible for people who want to invest there?
- 550. Issue of design. Consider smart parking; build up instead of across.
- 551. Connectivity & collaboration between the two countries.
- 552. A lot of bad publicity for Tijuana. Negative perception of the border affects Tijuana's economy because you have San Diego citizens not wanting to go down to Tijuana – but things are much better now but people are only hearing the bad news.
- 553. Issue in this border – public image & perception; need some type of campaign from the people themselves to actually go down to Tijuana and experience how it really is. Tijuana has a lot of design opportunities, a lot of talent. Shouldn't allow the separation of the border eliminate the opportunity.
- 554. Need a marketing campaign with San Diego & Tijuana ambassadors; tours, educate people on how Tijuana really is. Should be able to say "Lets go to Tijuana to grab dinner, see a show and come back," it's done in other borders throughout the world, why not this one?
- 555. There is a need for more:
 - a. Understanding of diversity.
 - b. Community action to bridge the border.
 - c. Blur the separation, as we move forward it seems like the division gets stronger and we need more collaboration.
 - d. Easier border crossing system – enhances the regional economy & better relations.
 - e. Concerted campaign to engage everyone.

Prosperidad Económica y Fronteras: Mesa en Español

Comentarios de los Participantes de la Primera Ronda

- 556. Es una tortura cruzar la frontera porque hay que esperar demasiado tiempo haciendo fila y hay una gran falta de coordinación de servicios.

557. La frontera y la prosperidad económica son profundamente vinculadas porque hay mucho comercio entre las comunidades de San Diego y Tijuana.
558. Muchos residentes de San Diego tienen necesidad de cruzar la frontera hacia Tijuana para recibir servicios médicos y medicamentos económicos, y a veces hay que dormir ahí para no tener que esperar en la línea de nuevo por horas para regresar a San Diego.
559. Por los altos costos de vida en San Diego, mucha gente se va a vivir a Tijuana. Rentar una casa puede costar \$300 dólares, lo que en San Diego no existe.
560. Las personas que cruzan la frontera están obligadas por alguna necesidad. Muy poca gente cruza sin necesidad, pero si cruzaran mejorarían las condiciones para ambos lados de la frontera.
561. No se puede cruzar la frontera para ir de visita o de compras debido a las demoras actuales, y eso está impactando de manera negativa la economía fronteriza; muchos negocios están cerrando porque no hay suficiente comercio.
562. Los oficiales federales no comparten la realidad de las personas que cruzan, entonces hay una gran desconexión entre ellos.
563. SANDAG debería interceder para comunicar a los agentes federales las opiniones y deseos de las comunidades usuarios de las garitas.
564. Hay que hacer la gestión de la frontera una prioridad.

Prosperidad Económica y Fronteras: Mesa en Español

Comentarios de los Participantes de la Segunda Ronda

565. La frontera es un lugar importante por ser la más transitada del mundo y por su multiculturalismo, por ser un lugar donde se juntan los dos países.
566. Mucho tiempo de la vida se malgasta esperando en la frontera.
567. Hay que ampliar el cruce fronterizo abriendo más garitas por toda la frontera entre Baja California y California.
568. Hay que minimizar los tiempos de cruce para que se pueda cruzar cuando sea conveniente- no solo a una hora específica cuando no hay tráfico.
569. Los tiempos actuales de espera impactan de manera negativa la salud mental y física de las personas quienes tienen que cruzar.
570. El gobierno federal debería invertir más fondos para entrenamiento de operación para los agentes federales de las aduanas para que tengan un mejor entendimiento de las comunidades que cruzan la frontera por las garitas.
571. Hay que asimilar e invitarlos a los agentes federales a eventos comunitarios para que participen en las discusiones sobre cómo mejorar el funcionamiento de la frontera y para que escuchen las preocupaciones de la comunidad, pues ellos viven aquí, van a nuestras escuelas, usan nuestras calles, etc.

- 572. Por la interdependencia de las economías, debería ser más fácil poder cruzar la frontera para obtener servicios y bienes en cualquier lado de la frontera.
- 573. Los servicios de transporte público deben de ser equitativos.
- 574. Se deberían enfocar más recursos en las instalaciones públicas para la comunidad en lugar de invertirlos en el turismo.
- 575. Tendría que haber un marco legal/ fiscal para que la gente pueda salir del yugo de los préstamos y las hipotecas y poder así progresar en la vida.
- 576. El marco de desarrollo económico debe de ser más promotor de la comunidad.
- 577. Se debe generar más trabajos mejor renumerados para que la gente pueda salir adelante económicamente.
- 578. Habría que atraer más inversión para tener más atracciones turísticas en San Ysidro.
- 579. Tiene que haber un esquema que promueva el desarrollo económico a través de becas y concesiones.

Prosperidad Económica y Fronteras: Mesa en Español

Comentarios de los Participantes de la Tercera Ronda

- 580. La contaminación ambiental y la calidad del aire son cuestiones ambientales importantes relacionadas con la frontera.
- 581. Necesitamos sistemas de transporte con salidas más frecuentes en la frontera.
- 582. Se deben aumentar las opciones o alternativas de transporte público en la frontera.
- 583. Debe haber más atención a las necesidades de la gente que cruce la frontera.
- 584. Hay que mejorar la organización de los cruces fronterizos y los servicios de transporte público.
- 585. Hay que ampliar las instalaciones en la frontera para que haya más espacio para moverse.
- 586. Deben de haber más carriles para peatones que cruzan la frontera.
- 587. Debe de haber un lugar más conveniente para ascenso y descenso de pasajeros de vehículos después de cruzar la frontera en San Ysidro.
- 588. Se tiene que desarrollar un centro de transporte y comercio en la frontera de San Ysidro que inspira orgullo y brinda a la gente los servicios que necesita.
- 589. Deben mejorarse las condiciones de seguridad para los peatones al cruzar las calles en la zona fronteriza de San Ysidro.
- 590. Debería ser más accesible el cruce fronterizo.
- 591. Se debería crear una cultura binacional en la región fronteriza para atraer más turismo.
- 592. Para lograr la prosperidad económica hay que atender también la educación y la salud pública de las comunidades fronterizas.
- 593. Necesitamos mejores banquetas y parques.
- 594. Las rutas del transporte público deben de ser más seguidas.

- 595. Debe haber más espacio en los vehículos de transporte público para subir bicicletas.
- 596. Los parques públicos en la comunidad deben de ser mejor acondicionados.
- 597. Debería de ser más fácil poder circular a diferentes destinos una vez que se cruza la frontera en San Ysidro.
- 598. Deben haber mejores conexiones de transporte público con otras regiones como Los Ángeles.
- 599. La ciudad de San Diego junto al sector privado debe de invertir fondos para construir un nuevo centro de transporte en San Ysidro
- 600. SANDAG debería facilitar la conversación entre los diferentes grupos interesados con relación al diseño de un nuevo centro de transporte público en la garita de San Ysidro
- 601. San Ysidro debe de ser un ejemplo y un símbolo de la relación tan interdependiente entre los EE.UU. y México
- 602. Hay una gran oportunidad para prosperidad económica en la región fronteriza de Tijuana-San Diego, pero solamente se podría aprovechar de ella si se mejora la organización del cruce fronterizo.
- 603. El aire acondicionado está demasiado fuerte y frío en el *Trolley* y el autobús
- 604. San Ysidro debe de ser un punto de llegada internacional reconocido.

Written Comments / Comentarios Escritos

- 605. **Comment 1**
Energy & Climate Change— what does SANDAG have to do with any of this?

- 606. **Comment 2**
 - Keep traffic moving.
 - Suck up emissions at Border Crossing.
 - More busses to beaches.
 - More parking at beaches.
 - More dog beaches.
 - Clean Tijuana River.

- 607. **Comment 3**
RV's park in National City Tidelands. Remember the (BNSF) train works all hours and a lot early A.M.s. RV's will be complaining of noise and shaking. Trains are heavy and make noise.

- 608. Comment 4**
No smoking in all public places in San Diego County.
- 609. Comment 5**
Better paid jobs. Decrease of everyday necessities (i.e. gas, food, school, etc.)
- 610. Comentario 6**
Yo comento que lo número uno que se tiene que remediar es el cruce fronterizo, que sea más rápido de 10 minutos mínimo; crear empresas donde uno vive para desempeñarse en alguna actividad y construir un futuro transporte público de precios accesibles no tan caro como el *Trolley*, más aquí en San Ysidro que mucha gente vive de la beneficencia pública.
- 611. Comentario 7**
Vigilar los vecindarios donde uno vive. Hay vecinos que parquean carros donde no deben; vienen los parientes de ellos y se tiene que parquear afuera del vecindario donde hay un solo carro por familia, no como en donde vivo que por familia parquean como 5 carros.
- 612. Comentario 8**
En 15 años me gustaría ver mejores trabajos con mejores sueldos.
- 613. Comentario 9**
Para tener comunidades saludables hay que tener parques apropiados para los niños y jóvenes; en el del ALA no hay luz y está lleno de hoyos y en el de ICU los niños quienes practican y juegan fútbol se lastiman.
- 614. Comentario 10**
Una comunidad mejor como el norte del condado.
- 615. Comentario 11**
Transporte binacional interestatal.
- 616. Comentario 12**
Sería importante hacer más rutas del bus a sectores donde no hay acceso ya que en muchas ocasiones se tiene que caminar hasta 20 minutos desde la parada del bus para llegar al lugar donde uno necesita ir. Nota: También que pongan más buses y *Trolley* en la hora pico.

617. Comentario 13

Acceso a más rutas de los autobuses
Ampliar horarios los días festivos en rutas de autobús
Acceso con banquetas para caminar
Puentes para ciertas calles en las horas pico respecto al *Trolley*

618. Comentario 14

Opino que si el tiempo de cruzar de Tijuana a San Ysidro fuera con afluencia, eso beneficiaría al comercio de San Ysidro en gran manera y como consecuencia todos prosperaríamos en todos los sentidos; hasta nuestra salud se mejoraría, y nuestro estado de ánimo; también causaría o generaría más empleos.

619. Comentario 15

Es necesario empezar hacer puentes peatonales en diferentes lugares estratégicos para agilizar el tráfico.

San Diego Forward: The Regional Plan: Draft Transportation Project Evaluation Criteria Public Workshop – August 5, 2013, Summary of Comments

Active Transportation

General Comments:

- Access to food, medical care, recreation on weekends/summer
- Affordability
- Criteria to identify benefits for bike & pedestrian separately
- Explicitly from houses to transit stops
- Safe access, comfortable waiting areas
- Public facilities/parking at major transit stations, shopping centers, entertainment centers
- Access to colleges/universities & military bases
- Project education
- Minimizes travel time
- Employment/employer's involvement/support
- Pedestrian friendly signals
- Does the project provide access and/or improvements to locally-adopted community trail plans?
- There should be a criterion that includes public wants; i.e., if SANDAG presents a projects and a vast majority of the community living within the project area does not want the project to be constructed, there should be points against it. However, if the public was for the project and wants to see it built, then I think more points should be given to that specific project.
- Weighting: #1 (10 pts), #4 (10 pts), and 10 (25 pts)
- Active transportation – proposed calculations should be based on Federal Transit Administration catchment area guidance – 0.5-mile walking radius; 3-mile bicycle radius
- Bike lanes at Virginia Avenue
- More weight for smart growth areas

Criterion 3: Consistency with Local Plans

- Does it include consistency with community plans or city plans? What about community support?

- Description should also include “community demand”

Criterion 4:

- Make changes as “located in a high-crash area and poorly designed corridors”
- It may be more useful to use 0.5-mile radius for bike/pedestrian crash, etc., if the proposed facility is expected to consolidate trips from adjacent corridors due to improved facilities

Criterion 8: Physical Activity

- Add – does the project support multi users?

Criterion 9: Range of Users/Skill Levels Served

- Modify the description to “balance needs of all users”

Criterion 10B: Accessibility

- Does the project support access to the county’s regional trail system (per county-adopted general plan)?

Criterion 10D: Accessibility

- Define more clearly; and break community of concerns into different groups – low income, disability, etc.

Freeway and HOV Connectors:

General Comments:

- Storm water re-use
- Consider life-cycle costs and operations
- Prioritize “bang for the buck”
- Consider health impacts in the area where the project is built, in particular with communities of concern
- Connectors should address jobs access for Communities of Concern
- Emphasize goods movement and cost-effectiveness
- Facility design should encourage active transportation users (pedestrian/bike)
- Add attractive bike/ped crossings and access to all connectors (High Occupancy Vehicle [HOV]/Freeway) projects
- Include bike parking at stations

- Consider combining the HOV and Freeway connector criteria

Freeway Connectors:

General Comments:

- Increase “Healthy Community & Environment” weighting
- Emphasize greenhouse gas (GHG)/pollutant emissions

Criterion 1: Provides Congestion Relief

- Ensure model looks at surface streets (key corridors) and how can we prioritize projects to alleviate congestion on these vital corridors for transit and active transportation

Criterion 4: Minimizes Habitat and Residential Impacts

- Calculation does not specify if success will be defined by increase or decrease in percentage of people accessing Smart Growth Areas using Hwy. Criteria should rank Hwy. projects that promote sprawl and easy vehicle access to these areas lower than projects that reduce vehicle trips

HOV Connectors:

General Comments:

- Increase “Healthy Community & Environment” weights
- Emphasize GHG/pollutant emissions
- Consider safety in ped/bike access to HOV connectors and secure bike parking at those transit stations and park-and-ride lots

HOV Connectors continued:

Criterion 3: Facilitates FasTrak/Carpool and Transit Mobility

- #3 is most important (and automatically impacts #1, #5, #6)

Goods Movement:

General Comments:

- Otay Mesa truck routing – treat truck route as “route”. Like Cesar Chavez in Barrio Logan. Treat La Media as trade
- Consider emissions from diesel
- Route trucks from I-15 via 805/163 (avoid City Heights)

- Keep trucks off narrowly constrained I-15 through City Heights
- Otay Mesa – doorway to nation – congestion dangerous for people – carbon monoxide particulate matter
- Flooding in October: Caltrans contributing - Otay Mesa
- Projects that have community support get more points
- Desert line – looking for benefits/planning + analysis for freight – existing/future (potential)
- Mountain Empire region – look at potential for rail – three tribal areas in rural east
- Include “excursion” line on Desert Line
- Consider multimodal evaluation criteria
- Was there a report done about this? (on multimodal criteria) – make this available
- Invite Otay Planning group and property owners
- Restricting trucks during certain hours
- Cleaner trucks in urban areas
- Encourage/incentivize smaller electric vehicles – charging stations
- Air quality impacts/Port of Entry (POE) drift, particulates – private industry
- Freight train impacts (pollution) to communities – noise, vibration, at grade crossing impacts)
- Sound walls/quiet zones
- Recuperate revenue from commercial users on freeways (via commercial license)
- FasTrak for trucking movement
- Include active transportation projects in project development
- More bikes on Trolley/bike lockers (no inspection needed)
- Bike lockers at stations
- Expansion of Desert Line
- Quit fighting the 2050 Regional Transportation Plan and its Sustainable Communities Strategy lawsuit
- Improve La Media Road

Goods Movement Air Cargo:

Criterion 4: Minimizes Community Impacts

- Residential buffer – more points for bigger buffers

Criterion 6: Minimizes Communities of Concern Impacts

- Attention to communities of concern

Goods Movement Maritime:

Criterion 4: Minimizes Community Impacts

- Residential buffer – more points for bigger buffers

Criterion 6: Minimizes Communities of Concern Impacts

- Attention to communities of concern

Goods Movement Rail:

General Comments:

- Goods movement – rail: “pedestrian benefits” and “accident history” should be added as criteria if there are crossings that intersect with local streets, arterials, or highways

Criterion 4: Minimizes Community Impacts

- Residential buffer – more points for bigger buffers

Criterion 6: Minimizes Communities of Concern Impacts

- Attention to communities of concern

Highway:

General Comments:

- Rank Healthy Environment greater than Innovative Mobility/Planning
- Increase the weighting for the Healthy Community goal
- Safety for all users and ranked highways
- Where is system preservation?
- Highway Regional Comprehensive Plan (RCP) Smart Growth Areas not clear, on transit focus on Smart Growth

- Highway construction induces sprawl & each project should be analyzed on this
- Highway projects reduce viability of transit
- SR 905 storm water issues need more consideration
- Consider a 'FasTrak' like fee/charge for trucks on highways (commercial users). Also charge trucks by time (more time = higher fee charged)
- Pay attention to sensitivities of the Mid-City community for I-15 projects in the area
- Thank you for meeting and lunch. Please study the impact of lead from airplanes, especially Gillespie Field. Planes run their engines on "full rich" when practicing touch and go's in El Cajon, Santee, Lakeside; install monitors in Santee, Lakeside
- Whether planes are hauling cargo or teaching student pilots. The planes are putting out emissions, please study emissions, heavy touch and go's put emissions in one spot. Lead does not dissipate
- Please give me more information on the status of the Bradley exchange from Highway 67. Also what criteria will be used for that exchange?
- The HOV's freeway criteria should include an overriding criterion that provides greater service to low and moderate income areas, even if that means continued congestion for middle and upper-middle class commuters. In particular, the HOV lane project proposed for SR94 from downtown San Diego to the I-805 connectors should be abandoned. The money not spent - \$450 million or so – should be spent in the surrounding communities instead
- The highway corridor criteria must have an overriding criterion to propose only projects that conform to the community plans of the communities within which the projects are proposed
- A new criterion: Community demand and consistency with local plans
- Highways facilitate sprawl. That should be reflected in a criteria
- Highways take away from transit ridership, which reduces resources for adequate transit. That should be a criterion

Criterion 1: Provides Congestion Relief

- Should be weighted 10 points

Criterion 1A: Provides Congestion Relief

- Maximum score should be 5 points
- Decrease weight

Criterion 1B: Provides Congestion Relief

- Should be removed because these increases the likelihood that freeways will be located in communities of concern
- A criterion should be “minimize impact to community of concern”

Criterion 4: Facilitates FasTrak/Carpool/Transit, Pedestrian and Bicycle Mobility

- What does “facilitate” mean? How is bike/pedestrian access considered? The criteria is not clear
- Should be weighted more
- Remove “Fastrak”
- Should be weighed 10 points

Criterion 7A: GHG and Pollutant Emissions

- Should be at least 15 points
- Increases in GHG emissions should get negative points
- Highway and connectors criteria include how much GHGs and pollutants are avoided. But they should actually get negative number.

Criterion 8: Serves RCP Smart Growth Areas

- Should be 10 points
- Should be at least 15 points

Criterion 9: Physical Activity

- Should be weighted higher. Also because it relates (replaces) to #5, #7, #9, #10, #12
- Should be weighted 10 points

Criterion 10C: Accessibility

- Current criterion is not clear how success will be measure to positively impact of community of concern
- Make criteria “what is increase in trips by communities of concern” - similar to criteria under transit
- Should be removed because these increase likelihood that freeways will be located in communities of concern. A criterion should be “minimize impact to community of concern”

Criterion 11: Serves Goods Movement and Relieves Freight System Bottlenecks/Capacity Constraints

- Should be weighed 5 points

Criterion 12: Project Cost-Effectiveness

- Proposed calculation should be expanded to be multimodal and address how many jobs are accessible by transit, walking and bicycle too

Rail Grade Separations:

General Comments:

- Incorporate transfer speed – station design
- Top 4 hours for bikes? Cars?
- Convert Bus Rapid Transit (BRT) to Rail in future
- Add criteria: improvements in rail efficiency
- Rail under-crossings: coastal access should be weighted as it is a statewide and statutory goal. Rail under-crossing encourages mode splits to the beach, reducing parking demand and exacerbated traffic. Reductions in auto mode shift with positively influence economy and give business more ability to attract patronage.
- The points awarded to Board Policy No. 033 for undercrossing should be low as it does not relate to propensity of undercrossing use. Also, the incentive for housing element compliance should be reconsidered since the state has stepped up the risks to local agencies for noncompliance, and for jurisdictions in San Diego that don't satisfy Board Policy No. 033 – grant funding is not the silver bullet.

Criterion 3A/B: Bicycle and Pedestrian Benefits

- Weight of pedestrian/bike = 11 points, take from Peak Period Exposure Index factors
- Higher weight for pedestrian and bike
- Move to Healthy Environment
- 3B should be separate from 3A

Transit:

General Comments:

- Under mobility – add in connections to other transport services (e.g. Amtrak, medical shuttles)
- Consider ferry services

- Take into account access to transit stops/centers (walk, bike, park-n-ride). First mile concept
- Shade and benches at transit stops
- Restrooms at transit centers
- Better bus feeders (local bus) to large transit centers (Trolley, BRT long dist.)
- Promotional fares (e.g., Sunday transit for shopping)
- Lower transit fares, tiered for seniors, students etc.
- All buses should have racks for 3 bikes (like in North County) – especially ones going to beach areas/Coronado
- Peer panel should include person w/expertise in public/population health
- Neighborhood integrity – potential impacts
- How a transit projects decreases auto trips/vehicle miles traveled should be considered
- Serving areas of high senior population
- Increase access for seniors (also children) that are dependent on transit
- More direct service, fewer transfers should score higher
- Service – more service to rural communities
- Degree of connectivity w/local/feeder bus
- Weighting (total max score = 125): #1 (5), #2 (10), #3 (15), #4 (1), #6 (5 pts), #7 (20 points)
- This format was confusing and difficult to get more suggestions and we could not hear ideas of others
- I am interested in better access to transport from neighborhoods where people live
- Safe bike routes
- Streets and roads that are safe and convenient for pedestrian
- Cheaper fares for public transportation
- Trees for shade and beauty at transit stop centers
- Thanks for having this. I understand better the complexity and magnitude of the issues
- We need more buses in East County

- Saturday and Sunday routes in the rural areas
- Lakeside and further out need buses to add pick-up times
- The “transit services” require two overriding criteria: (1) to provide services that take low and moderate income workers to the better jobs north of Clairemont Mesa Blvd, and (2) the transit planning agency should ask people who don’t use transit to say where they might want a bus trip to begin, to end, at what time(s) of which days. Then we can design an intelligent public transit system.
- Focus on design – easy connections between transit and active transportation modes
- Could there be a criteria for minutes served in transfer between modes/buses?
- Accommodate bikes
- Transit concerns: Affordability (low-income); accessibility (seniors and disabled); connectivity to food, healthcare, education, and employment
- There should be a criterion that connects to other transit/bus lines. The more connections, the higher the points. (Side comments: (1) interior of buses are often dirty and MTS needs to clean the bus at the end of the route at-least once a day, (2) many people on the bus do not follow the rules. The bus driver should enforce the rule; i.e., people putting both feet on the seats, (3) more signs to advise transit riders to respect elders and keep the bus clean, similar to disabled sign, (4) many people, who are not using a trained aid dog, bring their pets on the bus and Trolley in El Cajon. The dogs sit in the seats allocated for regular riders. There should be some regulation about dogs sitting on the floor of the buses and Trolleys.)
- Discuss and develop assessments for transitioning from BRT (fossil fuel) to rail/electric buses

Criterion 1: Provides Time Competitive/Reliable Transit Service

- Consider higher weighting

Criterion 2: Serves Daily Trips

- Redundancy between #2 (daily trips) and #7 (accessibility)? Should #7 be a substitute of #2?

Criterion 3: Daily System Utilization

- Include weekend and after hours

Criterion 7A: Accessibility

- Access – add in affordability (fares), medical care & food
- Connectivity to major job centers (not covered enough with increase in work trips criteria)
- Give more points to this criterion

- In “access” category, add access to beach areas and transit destinations - airport

Criterion 7B: Accessibility

- Proximity to recreational spaces should also consider the intensity of that space (example: lagoon w/no active recreation vs. major destination beach)
- Proximity to recreational spaces should also consider: a. the intensity of the potential mode split resulting from project

Criterion 7E: Accessibility

- Clarify that this means bike/pedestrian facilities allow bike/pedestrian access

Criterion 8: Cost-Effectiveness

- Cost-effectiveness should also consider: (a) Long-term effectiveness, not just short; (b) Maintenance assumed over the life of the project

Additional General Comments:

- I live in Talmadge (zip code 92115) and it is practically impossible to get to the airport or train station or Trolley, without a private car or taxi...and then there is no parking. What a mess! I suggest more buses, north to south, and vice-versa, going into residential neighborhoods.
- SANDAG should give highest project priority to bicycle transportation projects! Use recreational dollars for recreation projects. These are transportation dollars. Thanks!
- The list of candidates for the expert review panel should be available to the public. Please include an email address to which comments should be returned. Finally, please include a link to the meeting dates/times/locations for the expert review panel. Some of us would like to attend.
- Overlapping criteria. Too many criteria. Private/public match of funds should be considered.
- Increase maximum available points for active transportation and transit to 125 and leave highway corridor projects at 100.
- Active transportation criteria should be more comprehensively incorporated into criteria for other modes such as Highway Corridor.
- Thank you for lunch. The format of this workshop was not conducive to soliciting public input. The cramped quarters made it difficult to hear comments/responses or give feedback. The criteria sheets should have been distributed first to all participants to digest before proceeding to the boards. The presentation should have summarized content of the criteria, rather than more general information, to prepare and engage the audience. The pens don't work.
- This format was not very productive. I would have preferred whole group and small group input. The tables were too crowded and the lead person at each table was overly occupied. Perhaps there were more people here than expected.

- We did not like your format today.
- Question: How do we evaluate varying factors in ranking future transportation projects?
- The San Ysidro Trolley Terminal, currently under project expansion study, has the highest ridership volume, by far, in the entire MTS Trolley System. It is reportedly the only light rail platform in the United States serving an international border. Accessibility and mobility surrounding this station has deteriorated due to the largest POE expansion in U.S. history. The San Diego Trolley is an icon at the San Ysidro Pedestrian Port of Entry.
- Important criteria in planning and ranking future transportation projects must involve a measure of overall benefits to society. An evaluation needs to undergo a comprehensive assessment of all interrelated factors, including intended functions, goals and further reaching issues.
- Public Safety, Mobility & Accessibility: is project readily and conveniently accessible to its users and community? In high volume locations, does it increase public safety and eliminate vehicle-pedestrian conflicts for efficient flow of public transit-pedestrian-vehicle travel?
- Economy: how can the project help create jobs, directly and indirectly, and spawn new economic growth? Can public-private collaboration play a key role in beneficial development?
- Environment: will the project promote mass transportation as a strong alternative to help reduce traffic congestion, concrete highway sprawl and improve the quality of urban life?
- Public Health: the project should be instrumental in reducing vehicle use/gas emissions by utilizing alternative mixed-uses such as smart parking structures, people movers and pedestrian friendly open spaces in order to encourage non-motorized healthy activity.
- Social Equity: In underserved communities and regions, does project incorporate new public infrastructure and large scale transit oriented development to stimulate the local economy? Is public infrastructure needed, or is community adversely impacted by public right-of-ways?
- Smart Growth Planning: It must build on previous research, related studies, reports and modern transportation culture to utilize global best practices that yield future social benefits.
- National & Local Security: Intelligent design should promote high security technology and surveillance measures in prioritizing law and order for public safety.
- Binational Mega Region: The project should facilitate crossborder travel and access to jobs, business centers, school, shopping and tourism.
- International Symbolism: The project should showcase our diverse San Diego – Tijuana culture and symbolize our unique reputation as home of the world's busiest border crossing.
- Historical: The current San Ysidro Intermodal Transportation Center Study involves a historic window of opportunity. It should focus on how best we can celebrate our closest international alliance and brand for the first time a meaningful historic footprint on a cornerstone of the Americas, right here in San Diego, as the world's finest international gateway.

ECONOMIC DEVELOPMENT STAKEHOLDERS WORKSHOP SUMMARY- AUGUST 23, 2013, AT SANDAG

Regional Growth Forecast

- Is there any interest in getting cross border data to measure job growth? There are a lot of links and growth between manufacturing and R&D.
- In the future there will be 4 million people in San Diego and 5 million people in Tijuana, traffic will impact corridors, land use, traffic, etc. Cutting off the regions doesn't show the real picture and we need to plan for more binational coordination, especially with jobs.
- There is a strong push to have better rail connections with the east coast and Tijuana but we need better rail facilities. There are huge supply chain opportunities between San Diego, L.A., and the rest of the state.

Challenges in the Regional Economy

- The quality of life isn't good in San Diego. There is a large gap in salaries versus the cost of living, especially compared to the Bay area. Tourism is strong in San Diego and is not going away. Tourism is important but without it, other industries would prosper more.
- There aren't the same number of Nobel Laureates as other areas (for example, the Bay Area). Universities need to expand. How do we attract a more talented labor force?
- Carlsbad has been actively pursuing talent-attraction branding by telling stories of hospitality and travel and other industries and corporations. Marketing and telling businesses what Carlsbad has to offer across the board has been a successful strategy. The Regional EDC is currently doing a great job. San Diego needs to continue sharing its story on what we have here (Ex. second largest Life Science Cluster). Carlsbad is working with consultants and is in the process of recruiting a higher education university and emphasizing that the infrastructure exists to the business community.
- Biocom says the Medical Device Cluster in San Diego is the largest cluster in the world (larger than Boston and Silicon Valley). We need to work together as a group more to emphasize this.
- We are doing this but need to keep building relationships.
- A few suggestions: Why aren't the jobs here? People don't consider San Diego a good place to build a career. Not sure why but that's the perception. This is the difference between Boston and Silicon Valley. How do we emphasize people can build a career here?
- Before moving here, didn't originally think of San Diego as a place to go and build a career.
- Didn't realize the strength of the region. There are a lot of job opportunities in San Diego that people don't realize. These jobs could be marketed and broadcasted to the World.

- Perhaps this is due to the Philadelphia complex where Philadelphia is in the shadow of NY and San Diego is in the shadow of L.A.
- L.A. has a different economy than San Diego. L.A. is focused more on entertainment and San Diego is focused more on technology. Austin, Denver, Boston, and Silicon Valley are San Diego's competition.
- We are going to grow by births so we need education and training to fill the needs of companies that are here. Scientists, manufactures, but also technicians and other jobs. Many people will be from across the border. How do we train these people and the local-born workforce? How do we encourage these companies and talent to stay here?
- Manufacturing as a general concept is on the decline but San Diego will continue to be a leader in dye manufacturing and precision manufacturing.
- We need to advertise and capitalize on working with the entire supply chain between San Diego and Baja California.
- There is a discrepancy between education and jobs. There is growth in South Bay and the Baja California region. Recruiting talent needs to tie in education policy with discrepancies. Our universities are competitive. We need more universities in San Diego County, not just North County. We should tap into local San Diegians, minorities, and attract new talent. We have the need for skilled people but need more training programs since many high schools with these training programs have waiting lists.
- How do we bridge these gaps? For example, nurses and IT professions in the future? For culinary arts, many programs have wait lists. We are assuming some of these jobs go to China so we have no training program.
- The mindset should be that it's not just about jobs. We need to highlight successful companies that are globally competitive. Jobs are an outcome, not an objective. How do we convince tourists to come? Belgium brings in tourists because they have a great medical system. Why don't we have a hospital that attracts talent, jobs, revenue, and tourism? We should focus on industries that aren't export-oriented and other opportunities. We need other decision-making tools in the region.
- If we are attracting people here for healthcare, we need to take advantage of it.
- We are at an interesting point in the RCP and in scenario planning. Infrastructure decisions help to move people and jobs. Housing is a main driver for planners and economic development. People who work in households (construction, daycare, etc.) think that scenario c (multiple dense corridors) will play best in concepts. We need to help the less affluent communities. Downtown works because the rents drive high rise prices but most other places don't have the rents to drive housing construction. How are we going to provide economic incentives in the corridors that have lower rents? We no longer have redevelopment funds so we need new tools and incentives.
- The big issue is the cost of living compared to incomes. In studies, the cost of housing here makes us drop to the bottom of the many rankings. There is an affordability issue of the economy's ability to generate jobs that can pay for the housing. These issues relate to two different approaches.
- We have comparable living costs to Dallas and Houston but housing is so much more expensive here. We need jobs here where people can afford to live.

Redevelopment Funds and Challenges. Is there Private Market Momentum?

- The funding that was going into construction and affordable housing is not being replaced. Money is going into education and public safety facilities. Redevelopment and infrastructure is receiving less funds. Money is going to general fund to support cops, teachers, etc.
- There is a big gap with affordable housing and keeping this type of construction going. The City of San Diego is competing with other areas in the region for federal dollars. We need to shift policy into alignments (TODs, subsidies with housing around rail). We should focus on all three growth scenarios but we can do better. There are lots of cross-opportunities with federal and state government. TIGER grants provide a lot of opportunity for cross border funds in the region.
- We have the ability to accommodate the units in our region but if housing affordability prevents that, units will go to Baja and Riverside and affect our transportation system.
- In Oceanside, the City Council doesn't like multifamily housing. They want to attract younger people but keep building more expensive housing.

Does Smart Growth constrain or encourage economic development?

- Depends on the details and the saviness of the planners, economic developers, and council members in the city. In some cases, they couldn't sell the smart growth concept and the developments weren't well-planned. A good example of a well-planned development is where people could walk, shop, and work next to each other (such as at Bressi Ranch). High planning standards, understanding Smart Growth, and understanding that the industry and economics are there to support the Smart Growth is important for Smart Growth to be successful.
- We need to plan for new dynamic housing related to Brownfields and redevelopment. For one TOD project, a big difference in its success is parking requirements (essentially the project has no parking but uses other modes: ride shares, some visitor spots, etc.). The San Diego development mentality is that zoning codes don't allow for less parking and developers need more parking because they think they need it to sell/market apartments. Trolleys are good but don't help unless it is right there. If a trolley station is planned right, it works (it needs safe and well-designed sidewalks).

How do we address housing issues for families and bridging the next stages in life?

- There are opportunities for growth and infill along transportation corridors. How do we address this notion that growth is home grown? How do you address young professionals and baby boomers moving into multifamily units?
- San Francisco planned for this well. Professionals and older people want more TOD, which will open up single-family homes for growing families.
- We should have a diversity of housing options and jobs to attract young professionals (millennials). There's some animosity toward owning your home. It's a hot topic but we are working on addressing this in the General Plan.
- The more that SANDAG could do to provide incentives for Smart Growth, the better in terms of replacing redevelopment funds. We need to accommodate affordable housing as part of RHNA. Some other suggestions are for SANDAG to plan on setting aside subsidies for RHNA and Smart Growth. People don't trust the City to do this (they took away redevelopment funds). Money gained in a city should stay in the city.

There is a general theme of cooperation in the region at this meeting. How can SANDAG and infrastructure help this? We're not just talking about highways, but also trolleys and bicycles to build the "infrastructure of great places". How can infrastructure improve accessibility to jobs and prosperity?

- During the Bay Area boom, there wasn't time to add freeways because of funding. Instead, they focused on taking trips off the freeway by using other multimodal means (bike, pedestrian, carpool, telecommute, and other technologies).
- Does SANDAG do anything related to telecommunications infrastructure? Could SANDAG have anything to say as to support San Diego as a major telecommunications hub? SANDAG could help coordinate with other telecom companies (small and large) and industry associations. There are lots of individuals that care about this but not enough to pool together (for example, the big and little telecom companies).
- SANDAG could build fiber optic cables through highways and trolley ROWs.
- There are already fiber optic cables being put in along the Mid-Coast route near UC San Diego and the super computer center.
- Companies cluster and want to be near other companies and interact more. They need sidewalks, other things that interact people and company synergies, and the economics of neighborhoods. This will help attract millennia's and promote Smart Growth concepts.
- For Smart Growth criteria, are you laying fiber optic cable? We should think about this and how it works with other infrastructure.

SANDAG Peer Panel Review Discussion – August 23, 2013

Key Strengths of SANDAG Approach

- Goal structure
- Data-driven, rather than qualitative
- Moving towards cost-effectiveness approach, while still recognizing value of Board priorities

Recommendations for Improvement

Overall Comments

- Fewer measures would be better
 - Suggested measures for removal include: measures of existing or new volumes (already captured elsewhere), superfluous accessibility measures (such as access to beaches or Native American reservations)
 - Removal of volume-based measures would avoid potential bias towards low-benefit projects on high-volume facilities
- Ranking approach: ranking based on top project is flawed
 - Could pursue alternative approach to avoid “outlier introduction bias”
- Adverse impacts should be considered whenever applicable
 - Doesn’t highlight drawbacks of certain modes
 - Could consider both positive and negative point scale for some criteria

Modal Silos

- Need to have consistent criteria across modes
 - Reduce modal silos, particularly between highway and transit
 - Even within highway category, too many categories, consider combining highway corridors, High Occupancy Vehicle (HOV) connectors, and freeway connectors into one list
 - Improved criteria could simplify approach
 - Merged criteria would help to minimize mode-specific criteria’s excessive weights
 - If you start measuring the right things, do you need the FasTrak/HOV/transit criteria for highways?
 - Active transportation and rail grade crossing excluded

- Need to consider corridor improvements, regardless of mode
 - Can't see which project is best for corridor, regardless of mode
 - Benefits from all modes, not just mode being analyzed
 - Broad concept of mobility, rather than hours of auto time saved
- Remove congestion - instead mobility
- Add or remove consistently for both highway and transit projects
- Have consistent weightings for criterion that are featured in multiple modal categories

Cost-Effectiveness and Benefit-Cost

- Scale benefits in points system based on cost
- Differences between benefit-cost and cost-effectiveness for identified metrics
- Need benefit/cost ratio if cost-effectiveness for each measure?
 - Folks will want to see this
 - Business folks will want to see benefit/cost ratio return to analysis
 - Need to fix cost-effectiveness weight (make the same across modes)
- Pull benefit/cost ratio out and display in conjunction with points score

Land Use

- Need more emphasis on smart growth/land use; need to prioritize smart growth areas
 - May not be at the point to incorporate land use/Regional Housing Needs Assessment across them
 - Focus on improved accessibility for focused growth area
 - But need to encourage live/work in same areas – improve their ability to travel
 - Projects should be regional-serving in Regional Transportation Plan
 - Internal capture not important
 - Smaller smart growth areas have lower numbers of people/jobs, lower scores

Arterials

- Lack of inclusion of arterials is shortcoming for road-based smart growth

Reliability

- Add reliability measure
- Qualitative measure for now
- Transition to quantitative measures next time
- Lack of Intelligent Transportation Systems in analysis recognized as shortcoming

Design Elements

- How to deal with this via policies
- Transit has better impacts on smart growth via design
- Need to consider these categories but recognize shortcomings when reporting results

Lower-Cost Projects

- Time intensive for minimal analysis
- Don't separate multimodal elements from major projects; e.g., highways

Safety

- Relates to urban design issue
 - Behavioral, not engineering, challenge
 - Current approach and weight is satisfactory
 - Data source is decent
 - No satisfactory solution
- Vehicle technology is also critical
- Active transportation adequately captures traffic safety issues
- Collision forecasting is difficult

Accessibility

- Sub-measures should not be equally weighted
- Native American tribes should be communities of concern

Peer Review Panel: Public Comments and Questions

- Why does the Active Transportation category have an evaluation criterion for consistency with local plans but other modes do not?
- Would the panel's recommendation be expected to result in a significant shift in the currently projected transportation mode use for the population?
- Could you please elaborate on the comment related to superimposing highway projects and subtracting transit projects and how this will help create better performance measures?
- Will the cost/benefit (cost-effectiveness) analysis consider health impacts?
- You said adverse impacts are not considered, please define "adverse impacts" or how should SANDAG define.
- The criteria currently awards a highway corridor project points for proximity in communities of concern. Would it be more appropriate for a highway corridor project to be awarded points for minimizing impact on communities of concern? What is the reasoning behind incentivizing highway corridor projects in communities of concern where air quality is the worst?
- You recommended fewer measures so which would you take out and which would you leave in?
- We support the panel's recommendation to combine the highway corridor, HOV connector, and freeway connector criteria into one category. We'd appreciate it if the recommendation would be accepted by SANDAG.

Summary of Input on Transportation Network Development – August, 2014

Public Workshops – August 4, 2014 (lunch time and evening)

- Support for Trolley/SPRINTER and streetcar projects
- Accelerate bicycle and pedestrian projects
- Expand BRT and Rapid Bus to more job centers and neighborhoods
- Preference for phasing 2 Managed Lanes first
- Increase transit frequencies and hours of service
- Concern with GHG emissions related to transportation
- Improve transit access to beaches, airport, and tourist destinations
- Requests for an additional scenario

Joint SANDAG Working Groups Workshop – August 6, 2014

- Some support for a more widespread network of transit services
- Some support for investing in existing Trolley/SPRINTER corridors
- Advance Active Transportation projects
- Advance Airport Express buses
- General support for 2 Managed Lanes earlier to provide more connectivity
- Access to jobs is important
- Connectivity between transit modes and to Active Transportation projects is desirable

Online Comments through August 25 2014

- Support for Trolley, COASTER, and SPRINTER projects
- Accelerate implementation of transit projects
- More investments in North County
- Improve transit access to job centers, beaches, airport, and tourist destinations
- Support for Managed Lanes in some corridors
- Requests for an additional scenario

Economic Competitiveness Focus Groups - August 4-8, 2014

- Wide support for the balanced approach taken in both scenarios
- Support for transit projects, especially Trolley and COASTER, as the existing transit system is not seen as robust enough to offer a real alternative to car travel
- Improve transit access to job centers, health care, beaches, airport, Mexico, and tourist destinations
- Local street and infrastructure updates are needed
- Parking challenges are experienced at hospitals, universities, and the Port of San Diego
- Interest in Mobility Hubs, active transportation, and greater density supported by transit
- Support for freight capacity, including rail



November 4, 2013

Public Workshop on the Regional Plan: Summary of Comments and Suggestions From Each Roundtable

Between May and November 2013, SANDAG held a series of public workshops to engage the community and stakeholders on potential ideas and policy objectives that could be considered in the development of the regional plan. The workshop summarized below was held on November 4, 2013, at the Balboa Park Club in San Diego. The workshop focused on topics addressing issues of mobility, environmental health, and the economy. The workshop contained tables at which discussions were hosted by SANDAG staff members, including Spanish-speaking staff members. The discussions at each table revolved around three focused themes listed below. Participants rotated tables three times, providing their ideas and opinions at each table they attended.

1. *Innovative Mobility and Planning (Two Tables)*
2. *Healthy Environment and Communities (Two Tables)*
3. *Vibrant Economy (Two Tables)*

The following is a list of the comments, questions, and suggestions made by community members and stakeholders who participated in the workshop, as recorded by the note-takers. Feedback is organized by table themes which reflect the San Diego Forward: The Regional Plan goals of innovative mobility and planning, healthy environment and communities, and a vibrant economy.

Public comments that were submitted in writing are also included. The feedback collected at the workshop will help guide the development of the San Diego Forward: The Regional Plan.

Innovative Mobility and Planning

Participant Comments

- We need a modern and comprehensive system that uses good technology, dynamic pricing based on congestion, and energy efficient vehicles
- Options, both paid and non-paid are important
- Bicycle facilities are important, health cost savings, and environmental benefits
- Cater to “smaller” scale transportation options
- Key criteria - VMT reduction per dollar spent
- Affordability – it is cheaper to drive than take public transportation
- Connectivity – having multi-transport nodes to link different transit systems, also filling gaps in the system
- Reducing greenhouse gas emissions has to be the number one priority, identify projects that reduce greenhouse gas emissions
- Increasing density along land use corridors
- Identify the number of collisions and dollar impact on the economy
- Level of Service concerns, multimodal delays, cost benefit scenarios
- Increase in walk, bike, transit and carpool mode share is an essential component
- Look at the demographics of income class on each mode of transportation, VMT per passenger, per income level
- Interested in much more biking and pedestrian use, measures of success - 10%? Bike mode share by 2020, reduction of serious injuries, specific deliverable on bike mode share at schools and universities, and deliverable timeline on project implementation
- Transit is not being integrated as well as it should be, there are gaps in the system there needs to be better links between Trolley and bus.
- There needs to be more options for first and last mile
- Different modes of transit need to better accommodate bicycles
- SANDAG should offer some kind of incentive for people to give up their car and encourage multi-modal travel
- Have “share” or rental options to fill in transit gaps
- Bus to rail is a very important connection
- Fiscal efficiency should not be a major criteria, being effective should be the ultimate goal; this will have residual benefits with the economy and the environment

- There should be ways to measure and value alternative options such as telecommuting
- Look at charging people to drive, especially with lower gas prices
- Good public transportation is the key, without effective transit people will not be inclined to switch modes
- Cost of transportation based on different modes
- Consumer cost and efficiency are the ultimate criteria
- How much energy/pollution is being produced in different modes
- We need to look at real data to make informed decisions
- How walkable and how ride-able are communities
- Bike and pedestrian infrastructure is important in multi-modal links
- Poor communities often get overlooked; safety is essential and should not be overlooked
- Have social justice listed as specific performance measures
- Safety should be considered as a key measure
- Look at the different demographics of users
- How to make the best use of new technologies, such as car-share and other carpooling programs
- Consider the change in demographics and accommodate all ages as well as people with disabilities
- Ensure that people aren't left behind with technological changes, look at ways to incorporate technology into low-income transit strategy
- Look at ways to incorporate both public and private sectors in meeting needs
- Some communities do not report crashes, additionally there are roads that are so dangerous that people will not bike or walk. Quality of infrastructure should be included a performance measure.
- Make sure that multimodal trips are valued
- Evaluate mode share in various communities as part of the process
- Remove daily vehicle delay per capita, speed of car travel is overrated and should be worth less when rating
- Bicyclists may want to travel from suburbs to downtown to commute from work; measuring how many people are biking in the system is an important aspect to consider in evaluating the transportation system
- Public transportation takes hours to get from where I live to where I work, therefore measuring travel time (especially by bus or other transit method) is very important
- It is shocking that it takes two hours using public transit to get from the San Ysidro Trolley station to San Diego State University
- Offering an Express Service route for the Trolley to key locations would be a good idea
- Having more travel mode choices is important
- It is also important to take environmental consequences into account

- Looking at the increase in ride sharing and non-single occupancy vehicles with competitive travel times is very important. More people biking and walking and ride sharing is needed, but most transit system choices take longer than driving.
- It's important to reduce the reliance on single occupancy vehicles by encouraging people to use innovative transit methods
- Refueling and servicing of Amtrak trains at the Santa Fe station is a problem for residents in the area due to noise and environmental pollution
- Average travel time to work destinations by mode is a helpful performance measure to evaluate transportation systems
- San Ysidro has infrastructure for many different modes of transportation that is lacking in mobility and is poorly organized. Transportation networks do not stop at the border. Trolleys that begin their route at the San Ysidro station are often too full to stop at the next station because so many people get on in San Ysidro. There need to be more organized mobility choices so that modes of transit are segregated. There should be grade separations at the new San Ysidro Intermodal Transit Center.
- Measuring delay vehicle times at the border and idling time is very important
- Increasing the frequency of the Coaster is important because I prefer not to drive since I see an advantage to my health, stress levels, the environment and the community
- I live in the Spring Valley-Lemon Grove- San Diego corridor and I wouldn't bike or let my children bike in that community because it is not bicycle friendly. Safety is very important in measuring performance of the networks, so annual projected number of bicyclist/pedestrian injury/fatal collisions per bicycle and pedestrian miles traveled is an important measure of performance.
- Personal safety is important. Designing transit stations so that they are located in safe areas, or so that they at least feel safer by installing more lighting, would be a good idea.
- Trolley fares are quite cost prohibitive, especially for families wanting to take public transit down to Las Americas from North County, for example. Therefore, discount family fares should be offered.
- Frequency and affordability are important measures to use in evaluating public transit
- Offering Compass cards that could be attached to key chains would be a great incentive for people to purchase Compass cards who tend to lose them and have to continually replace them
- There is nothing worse than sitting in traffic on the highway, therefore daily vehicle delay per capita is an important performance measure
- It would be helpful to broaden the "average travel time to work" category to encompass recreational destinations as well

- Aside from the traditional work commute times, the after school commute period of time is also important to consider for families and children, especially in terms of personal safety and transportation.
- The bottleneck at the border is a big problem. Get people out of their cars and into public transportation by providing more parking at the San Ysidro POE
- Find a way to evaluate how much people are encouraged to use ride-sharing, and electric vehicles or Cars-to-Go.
- Regarding the "system wide vehicle miles traveled (VMT) per day" measurement: It would be better to use time as a measurement since time is the most important factor in evaluating the networks
- "Average travel time to work destinations by mode" is a helpful performance measure to evaluate transportation systems because it is one of the main factors I consider when deciding how to travel to my destination
- Daily vehicle delay per capita is less important to me than it used to be; I personally would rather plan on using my car some times, despite the delays. However, it is more important to move more people in an efficient, environmentally sound manner. "Throughput" is the greatest priority, especially in terms of social justice so that areas where residents depend most on public transportation have more mobility choices, and ones that are environmentally clean and do not negatively affect public health.
- Vehicle delay and reducing VMT are at odds; if we are going to reduce our GHG emissions, VMTs need to be reduced by 15%, meaning daily vehicle delay should not even be considered as a performance measure.
- Looking at transportation and housing costs as a percentage of family income makes a lot of sense; both of those factors should be kept low. This will help get away from the model of having to live further and further away to afford housing, and then having to commute a far distance to work.
- If jobs are closer to where people live, that will improve all of the externalities of transportation in our communities
- Because of population growth, looking at the cost of transportation and housing for families and how far they have to travel to work is important
- Giving priority to projects that serve those with greater need, such as San Ysidro, is very important. One example is the over-capacity of the Trolleys for the commuters at the border. For this reason, it would be good to give priority to creating Express routes and active transportation such as bike lanes in that community.
- In order to measure the performance of the network, we have to consider the land uses that affect them; having a higher share of mixed land use will help increase multi-modal transportation use
- You have to recognize the inter-relatedness of all of the performance measures
- Focus on innovation rather than old-school use of one-car-per-person mode. Don't add more lanes to roads and freeways – that only puts a bandage on an existing hemorrhage.
- Performance measures should be used to evaluate overall funding allocations not within the modes of transportation.

- Safer commutes: better utilization of major streets like Fairmount Ave. that is unsafe and under-utilized for pedestrian and bicyclability. And consider the “safety” of major streets and collector streets to allow smoother and safer utilization for bicyclists and pedestrians.
- There appears to be an over-reliance on outputs, rather than outcomes. The outputs are things like VMT and CO2 emissions per capita. Outcomes are more quality-related. Outcomes should be much more specific. More than just ridership, performance measures should specify who is using which type of system, such as per capita income/mile of Trolley/light rail transit or average calories used/mile of transportation.
- Innovative mobility planning: daily vehicle delay is a less important aspect/performance measure. Possibly congestion of vehicles should be compared to transit time.

Healthy Environments and Communities

Participant Comments

- The performance measures seem comprehensive
- Geographic location may shape the types of performance measures SANDAG is looking at for this analysis. While transit may not be available/appropriate in areas such as the Mountain Empire, access to active transportation facilities (biking and walking) are needed to connect to the available social services.
- Smaller scale projects, such as painting crosswalks near schools, should also be considered in this analysis
- Safety is a big concern, especially when promoting transit usage, walkability, bike-ability; how is safety (which includes law enforcement) considered in this process
- The performance measures should include multimodal measurements that encourage safe and healthy communities
- A measurement should be included that encourages people to reach a minimum transportation-related physical activity level
- A First-Mile, Last Mile measurement is needed, which also takes into account what the first and last mile look like
- A reduction of freeway traffic measurement is needed (which would reward transit projects by encouraging SOVs to convert to alternative transportation modes). (The CO2 emissions measure can similarly relate to this concern.)
- Safety should also be considered in the performance measures, which would include quality pedestrian environments around major transit arterials/corridors
- A water quality measurement is needed for this analysis. Transportation projects can affect the amount of water-polluted run-off from creeks and streams in urban areas. Standing water can also accommodate mosquitoes and can disproportionately impact communities.

- Economic justice should be addressed in the measurement tool. The older communities (such as San Ysidro) have not been considered for LRT grade separation; however, in newer transit projects (Mid-Coast), grade separation is being considered.
- High Density needs to be considered. (This concern is addressed in the existing performance measurements.)
- Consider a sidewalk measure that encourages biking/walking. (First-Mile, Last-Mile)
- The constrained lands measurement is too overgeneralized. There are too many effects on protected agriculture lands versus protected sensitive habitat lands. These two items need to be differentiated.
- What is the average calorie per hour that people expend getting to and from places? Walking? Taking Transit? Total time engaged in transportation related physical activity is a measure that begins to get at this point.
- Consider identifying which types of populations are being served by which services? A new measurement could make sure that we are serving all income brackets.
- Consider localized air pollution impacts in the measurement analysis. Poor air quality is a safety and health concern.
- Consider a measurement that works to reduce greenhouse gas emissions by means of Vehicle Miles Traveled (VMT). A cost-effectiveness measurement that needs to be considered is VMT per dollar spent.
- Consider a measure that sets a target goal to increase the number of individuals who bike to school, with a goal to reduce childhood obesity in mind. We need to be able to quantify these health effects.
- A potential measurement could include setting a target of achieving a 10 percent bike mode share by XXXX year
- Consider a measurement that captures a reduction in pedestrian/cyclist related injuries. (Safety)
- For a mega-region, such as San Diego, consider measuring the air pollutants with a goal to reduce emissions near major transit hubs
- Consider looking at a quarter mile for high frequency transit; consider an eighth of a mile for population/employment within X miles of a bike facility
- The revenue formula needs to be revisited to encourage transit ridership. The conversation has shifted from what the major issues were 10 years ago and what appears today.
- SANDAG needs to work on not only getting information out to underserved communities, but also providing the appropriate staff at these meetings.
- Need to determine if transit modes are accessible for those with strollers, wheelchairs, and the visually impaired. Is there a way to track that? For major transit stops GIS should be used to determine if that last mile is walkable.
- It is recommended that people get in thirty minutes of walking a day, and transportation-related activity can count for that. However, for people that are visually impaired that may not be an option. Routes may be ranked higher for physical activity, but that might be more difficult for the visually impaired.

- The more mass transit available, the more people will use it. The Trolley is a great transit option, yet there is still a small number of San Diegans that use it. There aren't any Trolley stops at the high sought after destinations such as Balboa Park and the beaches.
- Higher intensity units and mixed use units need to be emphasized to make neighborhoods as walkable and bikeable as possible
- The consolidation of trips should be encouraged to help improve air quality
- Public transit is not a low-income or minority thing and should be encouraged across the board, regardless of income level
- The frequency of buses or Trolleys at a stop is important. The wait time between buses should be included in time of travel. When the travel time isn't practical people use their cars. If you have a job you aren't going to be able to rely on public transportation if you have to wait forty-five minutes between buses.
- The pollution in the air is evident by the amount of dirt/soot on our cars
- People want easy mobility and will not give up their cars without it
- One attendee took the train into San Diego from Los Angeles. She then took the bus route-7, which comes every twelve minutes, to the workshop. She felt that those transit options were practical. She also commented that the SANDAG performance measures were similar to those used by other communities.
- Google maps does a good job providing transit routes and options; better than MTS
- San Diego has been going backwards with transit. Bus routes have been cut back. When routes are cut, less people use public transit making it harder to keep the existing routes. A destination that may have taken two bus changes may now take four. The funds need to already be in place to create a great system. The system may eventually be profitable, but profit should not be what initially drives the system.
- People need/want high frequency and dependable service for buses and Trolleys
- Bus/Trolley stops also need time and money put into them, not just the main transit facilitates. The stops in La Jolla are really nice and lit up, but in other areas of the county they are not lit up and that can lead to crime.
- There is not enough seating as the bus stops and, sometimes, the only seating that is available puts the rider right near the street. At some stops people lean against walls or sit on the grass of nearby houses when waiting for the bus.
- Sidewalks should be required in all neighborhoods
- Access to healthy foods is very important. In many communities, there is not a nearby supermarket, and the ones that are near are not healthy
- Great public transit rates are available if you are a senior or disabled, but if you are a single mom with four kids the rates are too high. It makes it difficult for riders to take public transit to part-time jobs when they have to spend a large amount of the money earned at that job just getting to their job.
- Some cities have free public transit or offer free transit in certain corridors near commercial areas

- Are the criteria going to be used to distinguish where the billion dollars gets spent?
- It means many interactions between modes. Citizens should be able to drive and park at the light rail stations, take that transit, and then arrive at a destination where there are more transit options. People want many options to get from point A to point B.
- Multimodal means moving away from inefficient systems. People want to be able to attend meetings, like the SANDAG workshop, without having to drive. Public transit options need it to be efficient with time and costs
- The costs of poor health should be a factor in the performance measures
- San Diego hasn't been up to date with health costs. Studies have come out recently on the effects of poor air quality on asthma development rates and other health effects, yet none of that information is included in the planning documents.
- The last mile question is very important in a multimodal system. People can travel long distances with mass transit, but it is important that they are really able to arrive at their destinations with public transit options in the last mile
- A bike sharing program in San Diego would certainly address some of these issues. It would improve the health of riders, address the last mile issue, and lower the pollutants in the air
- Trains are releasing huge amounts of fumes that aren't being addressed the way that they should be. Cars seem to be making headway with cleaning up, but transit vehicles need to clean up.
- Some downtown residents are affected by the overnight parking of the trains at the Santa Fe Depot. The trains run throughout the night, even when they are not in use. The noise is terrible and the health issues from the pollutants are even worse.
- The maintenance of the transportation vehicle needs occur in an appropriate area and not in residential areas
- A healthy community spends less time in cars. Being sedentary in general is bad, and the emissions people breathe in when they are in traffic is very bad.
- Increasing the amount of people that will be able to walk or bike to their destinations is needed
- A bike share program would be a great addition at high frequency transit stops
- As more options become available, hopefully even those who drive cars will begin to use other transit options
- Citizens need options for different mode shares. Right now mode share for bikes is 1% and transit is between 3-12%. In order for San Diego to reach any of its goals, the mode shares will need to increase exponentially. Portland has 40% walking mode share in an urban corridor.
- The refusal from SANDAG to do mode share projections is very troubling. The health benefits of additional transit options can't be assessed without those projections.

- Incidents of asthma can be projected using the current mode trends of the City. If mode share changes, how much will those asthma rates change? SANDAG should come up with a plan that at least gets the City a passing grade from the American Lung Association instead of its current failing grade.
- The network needs to connect attractable and high-density destinations
- Ways to make public transit more appealing with improvements to aesthetics, safety, and other measures need to be considered
- Downtown San Diego is a great place to live with its great weather, cultural activities, and ease of access between point A and point B. That ease of access is possible because of the high-density in the downtown neighborhood, but how can other areas be turned into the downtown model?
- The airport doesn't have a train or easy transportation. That is something that can be improved.
- Places like the airport are planning on building larger parking lots, but that money should be invested in better transit options
- For many people who are looking for jobs, taking the Trolley to work would be a huge draw. Unfortunately, some people need to drive to the Trolley station due to the lack of easily accessible bus routes.
- People pay more for transit in San Diego than in other communities. That means there are reduced lines and the bus lines don't integrate well with the Trolleys.
- Would be healthier for people if they could walk a quarter mile, or so, to the bus or Trolley
- Connectivity and interconnectivity seems important to everybody. There should be a way to measure the density between transit options; similar to a neighborhood's walk score. The score would help to measure the improvement of a city's walkability over time.
- Walk San Diego did a study similar to that transit options. It has some issues, but it is a great step.
- The distance to transit isn't always a good measurement of a neighborhoods transit score since there may be impediments like railroad tracks. A transit stop may be 200 feet away, but people may need to walk a mile to get to it.
- Measuring the efficiency of the transit system would be great. Fewer lines make it more efficient fiscally but it may draw in fewer riders, so there is a fine balancing point.
- Quality of life should be an important measure. Carbon based modes of transportation tend to pollute more. Commuter times and distances also affect quality of life.
- Carpooling used to be an emphasis at the City of San Diego many years ago. That seemed to fade away over time since there wasn't an appropriate conduit to share that information. Now, social media may be able to push carpooling once again.
- The hours that people work don't seem to work well with others, so carpooling is difficult
- Jobs with rigid work hours, which may have worked best for carpooling in the past, may be disappearing

- The occasional carpooler or telecommuter should be captured in studies. There should be a service that makes carpooling convenient.
- There is the fear with carpools that something might come up in the day that makes carpooling difficult. However, it might help if there was a bigger pool of people to choose from.
- Telecommuting should be encouraged and San Diego should help build the infrastructure for that. The COASTER has Wi-Fi which allows commuters to work on the train and still leave work at a decent time.
- Regional intermodal activity should be measured in some way, especially to promote bridging gaps in existing facilities.
- Bicycle, think Transit Oriented Development

Vibrant Economy

Participant Comments

- How are the scenarios determined?
- Are there restrictions on where the monies can be spent – freeway, etc.? It seems we have constraints put in place already from the beginning unless we can address that. Should focus only on the flexible funds then.
- Does the \$214 Billion include actual construction costs through the full networks
- Are we just here to discuss the 3-5% of flexible funds then?
- Jobs generated by transportation investments may be a real short term measure that is not that important
- Quality of life issues need to be addressed, commute times/distances, air and water quality
- Ship movement of goods from Mexico is not being discussed. Could help on the border issues.
- Lacking the healthy region points – reducing freeway traffic – there are too many cars. Too many single passenger vehicle trips.
- How to get transit options spread further across the region
- Need many different route options for improving traffic related to goods movement
- The benefit/cost ratio measure may double count issues found/measured in other measures
- Add housing costs to this, including access to more affordable housing options
- Don't see anything about quality of jobs – we need to be encouraging more higher paying jobs
- Access to education and jobs training needs to be addressed. Retraining for those with obsolete skills also needs to be addressed.
- It's important to recognize that greater investment provides more jobs

- When you talk about a vibrant economy, communist countries perform poorly. Pay for what you use, don't force people to pay for things they don't use. Make driving a vehicle reflect the true market cost – a free market system for roads. We should incentivize other modes and be more comprehensive. Subsidize mass transit as much as we can subsidize mass transit. We need comprehensive pricing program for vehicles.
- Like how the freight related measures are worked in and parallel with vehicle passenger trips
- Just because freeways are full does not mean we need to build more of them
- Integration and coordination of modes to minimize travel time and increase productivity. Coordinate modes! Key transfer point coordination, etc.
- Housing costs and affordability not addressed in the current measures. It is extremely relevant. Measure together with transportation costs or as a separate measure.
- Travel time should be considered in travel costs in the percentage of income consumed by transportation costs
- How are we addressing the potential for gas prices to sky rocket? It makes our economy vulnerable if we are so reliant on gas/vehicles.
- Don't invest in options that encourage longer commutes/travel time/vehicle miles traveled
- Will these be weighted?
- Need to make sure you capture all the direct and indirect benefits in the cost/benefit ratio measure
- Homes near freeways – freeways devalue quality of life (air quality, noise, property values). Would like to see a metric that addresses this.
- Freeways encourage long distance travel, which is not desirable
- There should be a Tijuana representative on the SANDAG Board
- These seem well thought out. Relation to the smart growth projects and areas. It is important that the network includes the smart growth areas and is focused in the smart growth areas. Connectivity between smart growth areas and connectivity among modes in these areas. Investments should focus in the smart growth areas.
- Measure increases in population/employment density within a certain distance of major transportation investment. Measure how it increases land value, tax benefits, etc. you can correlate it with specific populations, etc. who gets the value from the investments. Wants a fine grain measure that can understand localized area benefits of investments/choices, etc.
- How does this capture goods movement?
- What does the travel time to tribal lands measure get us?
- How do we measure response times for emergency vehicles to needed areas such as tribal lands or special needs populations?
- Specify average travel time to Mexico includes train, Trolley, freight movement, and tourism trips

- The value of time should be considered in user transportation costs
- Congestion costs cause great loss to our economy – wasted fuel, pollution, value of time. Measure how many billions of dollars/hours did we lose to congestion this year.
- EJ impacts/costs of freight movement need to be addressed. Pollution, need to look at localized impacts.
- Are we evaluating different projects altogether or separately?
- System of evaluating projects is flawed from the very beginning
- Benefit/cost ratio – if people are biking or on foot, they are more likely to spend money on businesses
- Need more bike and pedestrian infrastructure, and that would benefit the businesses versus building highways
- Express lines that get travelers to destination would be most effective. Residents in San Ysidro cannot get to their destinations.
- Blue Line Trolley improvements are helping residents and travel times
- Fairmont Avenue could use more pedestrian enhancements, improvements
- Increased bus lines to Trolley centers
- Major streets that are geared towards vehicles are under-utilized
- Grade separation on Trolleys
- Need infrastructure improvements in San Ysidro – need more development. More pedestrian bridges, ramps.
- More connections to Mexico as a “mega-region”
- Economic justice – need to address inequity
- Invest in lesser-utilized parts of county, encourage growth, redevelop urban core – done cheaper.
- Benefit/cost ratio of transportation investments – need more elaboration, need to go deeper, mention economic justice on that criteria
- Look at focusing investments on poorer areas
- Convenience – without that, people are not going to use it
- Impact on the environment, emissions
- Cost that user pays
- How much time it takes to get from place to place; efficiency
- What should a future transit network attempt to accomplish
- Linking communities across the region
- Giving people options – walking, biking, public transit, cars
- Give people a safe option; make it safe for people to use mass transit
- Has to be an incentive to get people out of their cars
- Financial, money, time – depends on which you have less of
- People need to feel safe; there’s a stigma of people being scared because of scary-looking people, or people try to steal valuable items

- Mass Transit is seen as something you have to take, not choice
- Need more controls of access to board the Trolley to improve safety
- Stops need to be more convenient to access
- Need more grade separations of trolley
- Need more dedicated bike paths separated from cars
- Too much focus on freeway projects, need to invest more money in other transit options
- If you add more choices of transportation, people use these different modes and it will improve congestion on freeways
- Environment needs to be considered when evaluating projects
- Need to extend Trolley to the airport
- Our current transportation system forces people to use cars and doesn't provide enough alternatives
- Making more safe, connected Bike Routes
- Need to connect bike paths to Trolleys, buses
- Have more shared bike programs in the city
- Doesn't seem like there's enough emphasis on connecting the San Diego region to North County, Orange County, Los Angeles. There should be more thought to putting more mass transit lines.
- Not enough mass transit
- SANDAG should think bigger when it comes to mass transit projects
- Example: in 2050 Escondido will be connected to Downtown only by bus rapid transit, but shouldn't there be a rail line as a goal instead?
- Instead of building more lanes of traffic, why not just add a lane of rail or bike path
- Can't have piecemeal mass transit
- Other major cities have subway
- Not enough connectivity between communities
- Should focus transit investment on all people, not just low-income & minority populations
- Some explanation of how past performance measures have affected current plans and projects would have helped us understand what we are discussing. For example trying to reduce commute time for auto users can encourage more driving, thereby increasing VMT.

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ESCONDIDO, CALIFORNIA, STATE OF CALIFORNIA
FOR THE COUNTY OF SAN DIEGO

TAKEN ON: TUESDAY, MAY 12, 2015

TAKEN AT: 201 NORTH BROADWAY
ESCONDIDO, CALIFORNIA

REPORTER: GLORIA D. MAZON
CSR NO. 9356

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A-P-P-E-A-R-A-N-C-E-S

- Colleen Clementson - SANDAG Facilitator
- Phil Trom - Senior Regional Planner
- Elisa Arias - Principal Regional Planner
- Carl Morgan - North County EDC
- Dahvia Lynch - NCTD
- Stan Miller - Childhood Obesity Initiative

1 SANDAG PUBLIC WORKSHOP, TUESDAY, MAY 12, 2015
2 ESCONDIDO CITY HALL - MITCHELL ROOM
3 201 NORTH BROADWAY, ESCONDIDO, CALIFORNIA 92025
4 6:15 p.m. - 8:30 p.m.

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7 MS. CLEMENTSON: I'm going to ask that each of
8 them introduce themselves a little bit more about the
9 organization they represent and why they and their
10 organization actually care about the Regional Plan, and I
11 think that's one of the challenges we all face for
12 putting together a plan like this for looking out to
13 2050, most people are thinking, "Well two years out,
14 three years out, maybe ten years out ..."

15 But look at 2050, a lot of changes between then
16 and so, I appreciate all of you being here tonight
17 because obviously, a lot of you are thinking further out
18 into the future.

19 So first of all, we have Carl Morgan and Carl
20 is with the "North County Economic Development
21 Corporation."

22 And then we have Dahvia Lynch and she is with
23 the "North County Transit District."

24 And then, we have Stan Miller who's with the
25 "San Diego County Childhood Obesity Initiative."

1 And Stan had previously been involved with one
2 of our community-based organization assisting with
3 outreach here in North County, so some of you may know
4 him.

5 Anyway, so with that in mind I'm just going
6 to -- we're kind of just go down in order here.

7 So Carl, tell us a little about your
8 organization, so we all kind of know what it is that you
9 do and tell us about what interests you and your
10 organization have about a regional plan like this.

11 MR. MORGAN: Well, good evening everyone, just
12 getting used to this microphone.

13 I'm CEO of the San Diego Development Council
14 and we also have a separate North County Economic
15 Corporation. They're both non profits.

16 The San Diego North EDC has been in place since
17 1996, and it was put in place in cooperation with the
18 County Board of Supervisors to really provide a place for
19 North County and for the business community.

20 Our organization represents 26 cities in the
21 incorporated community in North County from the 56 North,
22 so that's from Del Mar along the 5 to the northern
23 boundary, Rancho Bernardo, Poway from the 15 North.

24 There is 1.2 million people, 159,000 jobs in 26
25 cities in unincorporated communities.

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1 And our organization really is about working
Page 4

2 with our community partners and our policy makers to
3 ensure that there's proper planning for not only our
4 current workforce, our current companies but to also be
5 mindful of the future and planning for the future, not
6 only from just a job standpoint but from an employment
7 standpoint, from a housing standpoint, from an
8 infrastructure standpoint and so, we're really all about
9 spearheading those strategic initiatives and working with
10 partners like SANDAG and North County Transit and others
11 to fulfill those goals.

12 I really appreciate SANDAG inviting me to be
13 here to represent our organization and to give that
14 perspective from the business community and from the
15 communities.

16 And I thank you guys for the opportunity to be
17 part of the conversation.

18 MS. CLEMENTSON: Thanks Carl.

19 Dahvia?

20 MS. LYNCH: Thank you; good evening.

21 Being height challenged is not as easy to do.

22 I'm Dahvia Lynch with North County Transit
23 District. We run those blue-and-white buses that you see
24 driving around in your communities.

25 We also own and operate the right-of-way and

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1 operate the Sprinter here that's in your neighborhood,
2 the Coaster.

3 And we also have some, what we call, "Lift
4 Paratransit Service" for folks who have disabilities, so
5 we own right-of-way. We operate those four different
6 modes over about 1,000 square miles here in the North
7 County area through nine jurisdictions, so we're really
8 the primary Transit agency up here in North County.

9 We're very excited about the plan and I look
10 forward talking a little bit more about that tonight.

11 When you're talking about other people who use
12 Transit today and people who are thinking about the next
13 10, 20 plus years of your life and thinking maybe Transit
14 is right for me, so we look forward talking with you
15 about that.

16 MS. CLEMENTSON: And so Stan, tell us a
17 little -- tell us who you are, what you've done before
18 and done -- okay, you don't have to tell us everything
19 about yourself.

20 MR. MILLER: I'm here wearing two hats tonight.
21 I'm Stan Miller.

22 I was the former Executive Director for North
23 County Community Services and Fiscal agent for the
24 "Reliance for Regional Solutions," which has been the CEO
25 contract with SANDAG to do some outreach community to

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1 communities of concern, folks who are hard to reach. The
2 ones that don't show up to these things and the young
3 moms and dads that got jobs and kids, they don't have

4 time. They got to go home and fix dinner.

5 My agency operated seven pre-schools in North
6 County.

7 And so, one of the ways that we gather input is
8 to do some surveys, namely, have them send us their input
9 in that particular way, that was one of the ways that I
10 was engaged the last three years.

11 My current role is the "Senior Director for the
12 Childhood Obesity Initiative. San Diego Childhood
13 Obesity Initiative."

14 And that's a public private partnership that
15 aims to reduce County obesity Countywide and so, my
16 perspective tonight is to build an environment and its
17 impact on health, and that's one of the things that I
18 hope to share.

19 MS. CLEMENTSON: So why don't we start there.

20 Tell us what you think about this plan, how
21 could it impact health and the Childhood Obesity Program
22 that you work with.

23 MR. MILLER: Well, first of all, tonight before
24 the start of this, Carl and I talked about and expressed
25 one of the biggest challenges that we had getting people

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1 talk about this. I was just thinking about the year
2 2050. I just turned 50 last week, so I'm going to be 85
3 years old when that rolls around and you want me to think
4 about mobility of different choices, and when I think of

5 riding a bike at that age, it frankly frightens me.

6 So that was one of the first challenges, but
7 getting people to understand that environmental impact on
8 health is more than asthma, you know, if you live near
9 the border, it's more than car exhaust; sometimes it's
10 access to healthy food, that happens a lot, that's the
11 big driver of obesity issues are some of the social
12 determinants of health are, I guess, inherently not
13 unfair things but overlooked communities that are
14 underresourced and I was delighted to see this plan
15 include a section on social equity where they really talk
16 about, you know, we're not investing in some communities
17 as much as we are in others.

18 And at least I know locally working with the
19 City of Escondido, the School District here, there have
20 been some major strides made in the Mission District in
21 particular, some of the active transportation grants that
22 have been offered through SANDAG, the safe routes to
23 school. The District here has had one of those for two
24 years and wrapping that up, and more of those dollars
25 that all come about from this process.

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1 And I think one of the other frustrating parts
2 about the plan, at least from the constituents I talked
3 with, was again the frame of reference is today. "I need
4 more bus stops on my line now in 2025."

5 And so that, wanting to pull everything back to
Page 8

6 current day, that was a big challenge. I did like the
7 fact that you guys revisit this every four years and I
8 think that goes a long way towards helping to mitigate
9 some of that right stuff now and also, Carl and I again,
10 we're talking about how the economy tanked.

11 And I think back in 2006, I don't know if you
12 guys, which plan you guys were working on by then, but a
13 lot of the projections that you were making, probably
14 just kind of fizzled and no one expected all the
15 redevelopment boundaries to go out the window and it's
16 been wonderful.

17 MS. CLEMENTSON: Those are really good examples
18 and maybe Dahvia can definitely keep some of those
19 additional ideas going.

20 But I'm thinking it's true what you say, some
21 of the things being long-term and we show the long-term
22 concept map that you pointed to, so it will take some
23 time to implement. The City have plans and we've matched
24 that up with the Transportation Network, but it's going
25 to take time for those plans to be implemented.

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1 Now Dahvia, I know at NCTD, you've been working
2 on some projects, maybe you want to share with the group
3 some of the maybe short-term projects that you're
4 thinking about now and then, sort of how the plan helps
5 guide your future investment.

6 MS. LYNCH: Sure.
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7 I do want to build a little bit, if I could, on
8 some of the comments Stan made. I think from your
9 perspective, Stan, I think you're talking about a lot of
10 less obvious, maybe less direct benefits of health
11 benefits you need to get out, walk around, where you
12 might think that North County Transit, we'd be really
13 interested primarily in really obvious stuff, right?
14 Money for more buses, great, you know, faster service,
15 those kinds of different things we can talk more about.

16 But I did want to touch on the fact that all
17 these different things integrate. We're really
18 interested in better places to walk, better places to
19 bike, because a lot of our folks who ride our buses, who
20 ride the Sprinter, they need a way to get there and, you
21 know, if you're planning to use Transit as your primary
22 mode, you really are concerned about an innovative
23 network, you need to be able to get to Point A and Point
24 B in the most efficient, safe cost-effective way.

25 So that kind of leads up into what Coleen was

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1 mentioning. We are looking at a lot of our stations
2 today. A lot of, you know, the Sprinter stations here in
3 Escondido; different stations along the Coaster and we're
4 looking at those pieces of land right in the center of
5 your communities and saying, "Hey, these are parking lots
6 right now, right?" More or less. "How can we make these
7 a better part of the community? How can we help improve

8 the return of the taxpayer dollar by building on those
9 sites, and making this a place a more interesting place?
10 A place to go to. A destination along the different
11 transit routes. A place to stop and get a meal if you're
12 using transit all day."

13 So we're looking at what's called,
14 "Transferring a development," some of you are very
15 familiar with that in a lot of those locations.

16 And I think that probably feeds fairly well
17 into the economic development component of the community.

18 MS. CLEMENTSON: Go ahead, Carl, you want to
19 jump in?

20 MR. MORGAN: Yeah.

21 I just -- What I like about the plan is that,
22 you know, first off, it is a long range plan but it's
23 also like any good business plan, it has, you know, quick
24 updates every four years updating the plan.

25 If you think about where we were in the great

11

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1 recession that we've all lived through since September of
2 2007, essentially, a lot of projects got shelved and
3 didn't get built right? In that downturn.

4 And so, if you were SANDAG doing those
5 projections at that time in 2006, the world, your world
6 got turned upside down in that four-to-five-year period,
7 and it was pins down. I was in Economic Redevelopment at
8 that time and I can tell you, that there were dramatic

9 change and developers just walked away from sites.

10 From an economic development perspective, it's
11 really not just about jobs. It's about open space. It's
12 about connectivity. It's about parks and connections to
13 the Transit and, you know, different multi-model options.

14 Another thing about this plan, which I think is
15 really cool, is having the technology, the current
16 technology at your fingertips, so that you don't get
17 confused and dazed when you're trying to figure out to go
18 from this route, to this place, to that place, right?
19 It's very handy. It's on your smartphone and you've got
20 it at your fingertip. I think that's really important.

21 The other thing is, clearly there needs to be
22 some changes made and some improvements at the 78
23 corridor, you know, I spent a lot of time on that freeway
24 and improper notice today because I had meetings from
25 Point A and Point B and I had to go that way.

12

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1 And then of course, the 5 where we hit a
2 stoplight, you know, at the end of the 78 which almost
3 got me killed the first time I came to North County.

4 So with that, I'll stop and let the other
5 Panelists chat about some of the other things.

6 MS. CLEMENTSON: Well, one of the things -- are
7 there certain things about the plan, Carl, just to kind
8 of get your perspective, that could be better?

9 So you talked about some of things you like.

10 There are things that you think that could be better?

11 MR. MORGAN: Well, you know, in a perfect world
12 I'd love to see the 78 corridor imagine be fixed
13 tomorrow, right?

14 But I realize that it's a process and it's a
15 big price tag, and we have to figure out a way to pay for
16 that, right?

17 But at the end of the day, you know, moving
18 that up in a timeline would be a good thing, because we
19 got eight of the fastest growing cities in North County,
20 eight of the fastest growing cities in the County in
21 North County.

22 And we got a lot of economic development, lot
23 of new development, lot of new people coming in. I mean,
24 your plan is saying a million people like 2050, a half-
25 million jobs and a third, you know, of housing and we

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♀

1 need to find out, or figure out a way to move people
2 around in an efficient manner, give them great
3 neighborhoods to live in, multiple housing choices and
4 good jobs.

5 And I think that's what we all want at the end
6 of the day. We want a really nice neighborhood, you
7 know, with good jobs, good schools and open space and
8 quality of life, and that's what our organization does.
9 We're a champion of creating that in North County.

10 MS. CLEMENTSON: So Dahvia or Stan, either of
Page 13

11 you want to build on those comments? Add something?

12 MR. MILLER: I think that's echoed in our
13 constituents that I talked with the last two years, it's
14 just everybody wants in their neighborhood. I don't know
15 if any of you have ever been to a SANDAG Board meeting.
16 There are 19 chairs in that table, 19 representatives and
17 so, you know, this conversation plays out in 19 different
18 communities, and so it's about the, you know, if you
19 really dig into that -- thank you for making it brief by
20 the way, that's a joke -- when you look through the
21 pages-and-pages of projects that it talks about and
22 the -- yeah, she holds up a copy -- the pages --

23 MS. CLEMENTSON: The last one was four times
24 this size. (indicating)

25 MR. MILLER: Right.

14

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1 The preferred scenarios where outlines, "we can
2 do it this way. We could do it this way or we could do
3 it that way."

4 I think the timing that Carl was talking about,
5 we're getting it fixed as soon as possible and making
6 strong arguments about having two largest or fastest
7 growing cities in the County, you know, will that carry
8 some weight sitting around those 19 seats when it comes
9 time to make a decision about where those dollars are
10 going to go? Maybe; maybe not.

11 Having worked in North County for the last
Page 14

12 eight years, I've been very frustrated sometimes when I
13 go to meetings down South. I hear the word "city," which
14 I know there are people here from Oceanside and Escondido
15 and probably San Marcos and maybe some Vista folks here
16 tonight.

17 But that's a general comment about North
18 County, that I love the way we work as a region.

19 MR. MORGAN: I think from a perspective, you
20 have 1.2 million people in North County from the 56 North
21 and there's 1.3 million people in the City of San Diego,
22 so we're not that much smaller.

23 And I can tell you, that the companies that we
24 have up here and the resources are phenomenal, and we are
25 where a lot of that new growth is going to happen. It's

15

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1 just a matter of planning properly for it.

2 MS. CLEMENTSON: The question I just want to
3 ask the audience, if you don't mind raising your hand.

4 How many people here are from Escondido and
5 live or work in Escondido?

6 How about from San Marcos or Vista? Vista?

7 (Some Audience nod their heads.)

8 Anywhere else? Oceanside? Oceanside? Good.

9 Any other communities that I've left out, just
10 so we can have the --

11 PUBLIC SPEAKER: The City of San Diego.

12 MS. CLEMENTSON: Pardon me? You're from the
Page 15

13 City of San Diego?

14 PUBLIC SPEAKER: Yes.

15 MS. CLEMENTSON: Okay.

16 And are you from the Northern part? Central?

17 Or --

18 PUBLIC SPEAKER: Well, I represent the "Back
19 Country Coalition Environment Group."

20 MS. CLEMENTSON: Okay.

21 PUBLIC SPEAKER: I have some comments for you
22 and the Panel.

23 MS. CLEMENTSON: Okay.

24 So we'll get to those comments. I just kind of
25 want to understand who's here and kind of how this

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1 relates to some of the things you're working on.

2 I understand that we may also have a Planning
3 Commissioner from -- okay, and you're from Escondido?

4 PUBLIC SPEAKER: City of Escondido.

5 MS. CLEMENTSON: Great; okay. All right.

6 So I know Dahvia, you were going to make a few
7 comments on some of the things that NCTD is working on,
8 some of the projects.

9 You want to share some of that with the group?

10 MS. LYNCH: Oh, sure.

11 I touched a little bit on the Transit and
12 Development. I did want to talk -- you had asked
13 previously about what we like about the plan, what could

14 be better about the plan and I think those two things
15 actually go hand-in-hand.

16 I think what we like about the plan, are some
17 of the great projects. The increased frequency on the
18 Sprinter, 20 minutes, you know, at peak times, you go out
19 there and know there's going to be a Sprinter every 20
20 minutes, 10 minutes from Oceanside to Escondido, Coaster;
21 same thing.

22 All of these improvements are really great
23 things, knowing that there will be bridges over and
24 tunnels under; some of our railways that you can cross
25 safely and comfortably. Those are great things and we

17

♀

1 want them to have and faster, so it's timing and money,
2 you know, it's so great that we think that we are going
3 to be able to, based on SANDAG's historically good
4 projections in terms of budget, we think we're going to
5 be able to see these things built.

6 The big question for us, we want it now, we
7 want it faster, but the big question for us becomes
8 operating it.

9 How are we going to be sure that we have the
10 money to operate it? I know the projections do account
11 for that, but it's never as attractive. It's never as
12 exciting to cut a ribbon off operating costs, so for that
13 we think about the long-term and we think about if you
14 build these things faster and you got buses and trains

15 and, you know, running all day long.

16 Are they going to be empty? Are the people
17 going to come first, or is the Transit going to come
18 first?

19 And for us, you know, we're shooting high, if
20 we're getting 20 percent of our revenue back, our
21 operating costs back from those tickets you buy for the
22 bus, so our services is very heavily subsidized as it is
23 across the Nation and Transit, not just us.

24 So that really matters to us, how many people
25 we have on those buses because that's where we get our

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1 subsidy revenue from, so it's being able to figure out
2 how to balance. I don't know that the plan could have
3 done that any better but it's something we think about
4 when we are setting projects for the -- fix the
5 long-term.

6 MS. CLEMENTSON: Okay.

7 So the audience probably has a good perspective
8 where each of you come from, what some of your thoughts
9 are.

10 So if there are specific questions that any of
11 you want to ask the Panel members, you could do that now.
12 Yeah?

13 PUBLIC SPEAKER: So you kind of touched a
14 little bit on resource allocation.

15 How are the resources actually allocated? 19

16 people sit in the room and debate and come to agreement?

17 MS. CLEMENTSON: So I don't know if any of you
18 kind of know how that all works. If --

19 MR. MILLER: That's a Colleen question.

20 MS. CLEMENTSON: I think that's more kind of a
21 SANDAG sort of question that we can address.

22 I'm wondering if there's anything specific for
23 any of these Panel members, but definitely that's just a
24 technical long answer that I want to talk to you about
25 more.

19

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1 PUBLIC SPEAKER: I have a question for
2 Ms. Lynch.

3 So how much time does the current ridership
4 statistic influence this plan?

5 MS. CLEMENTSON: That's a great question.

6 MS. LYNCH: Yeah; maybe we can sort of tag-team
7 on this with SANDAG.

8 There are projections made both about the
9 population growth and what percentage of that population
10 is estimated to use Transit based on where they live, on
11 where new population centers will be.

12 So a lot of the projections are based on that
13 aspect, not necessarily the current ridership but I think
14 the current ridership drives the percentage of the
15 individuals that we see will be using transit, and I
16 think that kind of goes up as we look at more dense

17 community and population centers around the different
18 Transit centers.

19 I don't know if you want to talk to that,
20 Coleen or Phil, about in terms of specific projections,
21 but that dialogue is there. It's all projections.

22 MS. CLEMENTSON: Yeah.

23 In general we look at what the projected land
24 uses are and then, match it up with the Transportation
25 Network, look at how well everything performs and then

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1 project that ranks based on their performance.

2 So that's really how -- and that's one of the
3 reasons that the plan gets updated every four years
4 because Barb, who's working on the City of Escondido
5 General Plan, if that gets updated then land use changes
6 happen, we need to know about as we change the
7 Transportation Network to help us support that to
8 continue to provide transportation options, that's -- do
9 you have a follow-up question?

10 PUBLIC SPEAKER: Well, I guess the question
11 may be more general than I asked it, which is, how
12 statistic-based is this plan?

13 So current ridership shows that the existing
14 system is underutilized, so let's add more buses, that
15 doesn't really seem to make sense to me, regardless of
16 what the projections for land use or employment if people
17 are choosing not to ride the bus, either taking their own

18 cars or their bikes, even walking, then why add
19 additional bus routes.

20 How does the plan help them?

21 MS. CLEMENTSON: So maybe, Dahvia, the question
22 is, what do you do in the short term?

23 And how does that help inform the long-term in
24 the Transportation? In the Transit Planning world?

25 MS. LYNCH: Yeah; I think I see where you're

21

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1 getting.

2 I mean, it's all assumption-based, right? And
3 there is a statistical methodology there and we're
4 looking at current use under, for instance, Transit use
5 as well as lack of transportation, who's walking, who's
6 biking to our different modes.

7 There are also assumptions made, that again, as
8 things get more dense, as it gets easier to use Transit,
9 as there are different types of uses, you know, more
10 economic centers and residences and certain need, but
11 those numbers will increase. It's, you know, you can
12 always debate I think all day long about if that five
13 percent or 10 percent, if you build it will they come?

14 Or is it the other way around?

15 I mean, I think it's a valid question but those
16 things are certainly asked.

17 PUBLIC SPEAKER: Have you seen them?

18 MS. LYNCH: Have we seen the increase?

19 PUBLIC SPEAKER: Yes.

20 MS. LYNCH: We have definitely seen it.

21 I can't give you a number on this, but we see,
22 for example, where a lot of the new development has
23 occurred in Vista, as an example, a lot of new housing.
24 We see increases in ridership at that station based on
25 that, so I think anecdotally we can say, "Yes, that does

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1 happen."

2 I can't tell you the exact number of what that
3 means, but it's a fundamental question we get asked a
4 lot.

5 And I ask myself, again, if we build it will
6 they come?

7 MR. MORGAN: Yeah; I'm not a Transportation
8 Planner, but just going up to the 30,000-foot level and
9 looking at North County and thinking about where are the
10 development patterns going to go take place?

11 And you saw based upon the general plans from
12 the various communities, where those are going to take
13 place.

14 If you build high quality places where people
15 want to live and particularly the millennials that don't
16 necessarily want to drive. They want to live near Transit.
17 They like to take multi-modes. They don't necessarily
18 want to lock themselves in the car and drive from Point A
19 to Point B.

20 If you create a nice neighborhood like you've
21 got in Vista and some of the stuff in San Marcos and in
22 other areas where there's Transit, then people gravitate
23 to those and that ridership will increase.

24 If you build not so nice areas around that
25 Transit mode, then it won't work.

23

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1 So the quality of that development, that is
2 based upon the individual communities and the Planning
3 Commissions and the counsels that make that land use
4 policy, ultimately feed into this plan.

5 And my crystal ball is a bit murky, but I'm
6 always, you know, I think we all know nice areas and nice
7 neighborhoods and to a degree that we can look at those
8 best practices and ensure they get incorporated in those
9 plans and developers that come in and build them, then
10 you wind up with a really nice plan and projections work
11 and everything just runs smoothly.

12 MS. CLEMENTSON: Other questions?

13 PUBLIC SPEAKER: I heard a number of people
14 refer to the plan as "not San Diego forward" but "San
15 Diego backwards," because it looks very much like the
16 last Regional Transportation Plan, so I really haven't
17 heard what's different about it.

18 I know one thing that was a very big concern,
19 was land use transportation connection was really relying
20 on those 200 Smart Growth sites and in 10 years of having

21 200 Smart Growth sites, I've not really seen much happen
22 and I'm hard-pressed to understand how without some major
23 other things happening, that that's going to make a
24 difference in short terms. I know like in Oceanside, we
25 have seven Smart Growth sites. The only thing moving

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1 forward and that's still years away is the Transit
2 Center.

3 Carlsbad, one out of three doesn't have
4 anything going on. I think the same story everywhere.
5 It takes years for those things to come to fruition and
6 yet, the plan is relying very heavily on that land use
7 connection happening in the way we haven't been able to
8 make it happen so far.

9 MS. CLEMENTSON: So do you have suggestions? I
10 think that's a really good question.

11 How do we make it happen faster?

12 PUBLIC SPEAKER: Is it reasonable to expect,
13 that so much of our growth is going to be centered around
14 those 200 specific locations in this entire region?

15 MS. CLEMENTSON: So thoughts on that.

16 How do we make this happen faster? Because I
17 think that's a question planners, all of us have, you
18 know, a lot of it we have to rely on the private sector
19 to implement the plan. We can build the infrastructure,
20 but you're the business guy.

21 How do we make this happen faster, Carl?

22 MR. MORGAN: The -- the gun is just pointed on
23 me; that's fine.

24 You know, I think that really, if you look at
25 those -- did you say "200 sites"?

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1 MS. CLEMENTSON: Yeah, there's about 200; yeah,
2 Diane is right.

3 MR. MORGAN: I think if you look at their plan
4 four years ago, clearly there were some challenges
5 because as I said before, the money dried up and it was
6 pins down and nothing was happening and developers were
7 running away from sites.

8 And so, cities had pent-up-expectations in
9 communities that those sites were going to get developed
10 and so, there was no private sector money to go in there.

11 I think we're at a point right now that things
12 are starting to turn. We are seeing some of these larger
13 companies coming in. They're building housing. They're
14 building projects, and as long as our economy holds up,
15 knock on wood, my crystal ball is very murky in that
16 regard, because we're seven, eight years from the
17 downturn and usually every 10 years we hit another bump
18 on the road.

19 I think the only thing that we can do is work
20 collaboratively with the City in the communities to reach
21 out and in a targeted way, to quality developers and tell
22 the story about North County and why it's a great place

23 to invest, live and work and I think that will help from
24 that standpoint and that's something that our
25 organization is prepared and willing to do and continue

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1 to do on a daily basis.

2 But in terms of, you know, making those a
3 priority, that's really up to the individual communities
4 that make up the 26 cities in the incorporated
5 communities in North County, because they have their own
6 governing body.

7 MS. CLEMENTSON: And Stan, do you have thoughts
8 on this?

9 MR. MILLER: Well, I agree. It's taken a long
10 time to get much done.

11 I had a project here in Escondido, just wanted
12 to put an extra classroom on the back lot of a
13 pre-school. We had to partner with the City of Escondido
14 because we didn't have enough money for the offsite,
15 stretch of cost, but we ended up widening Woodhill Drive,
16 putting in a sidewalk, making the area more walkable.

17 I got approval from the State to start that
18 project in 2009, and it finished a "Certificate of
19 Occupancy" in 2013, so it takes a long time.

20 And as Carl was saying, a lot of the cities
21 were reeling from losing redevelopment dollars when the
22 Government was looking for money to call back up to the
23 State to cover the deficits, and a lot of cities were

24 left holding the bag, so to speak, because they had
25 invested in property that they were going to redevelop, a

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1 river ballpark. It's supposed to be somewhere up here,
2 you know, deals like that happen not just here but
3 everywhere. I think San Marcos is the largest Landlord
4 in this City.

5 Now, I mean, they've turned that into lemon-aid
6 I guess, by only when the economy turns around, so
7 it's -- I think it's just a matter of time but, you know,
8 that doesn't, I know that doesn't help. It doesn't help
9 the fact that things haven't changed in the last decade.
10 They have, just incrementally.

11 MR. MORGAN: Just to amplify on that.

12 I think there's an opportunity if communities
13 get creative and look at partnerships, so to get
14 development take down and around the Transit center,
15 you're going to need, you know, to get creative about the
16 dollar, about the offsites and structure for that
17 project, the open space and connectivity and so, if you
18 can bring the public sector and the private sector
19 together, you know, the Cities can contribute some
20 dollar, sometimes you can offload some fees; you can work
21 with the Transit Agency to do some things and go after
22 some grants to pay for other pieces, and when you get
23 into those layers of funding, you wind up with a much
24 better project and a quicker time frame.

Page 27

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It takes from the time that you envision a

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1 project to the time it comes out of the ground, minimum
2 it's five years. It's a minimum of five years and that's
3 if everything lines up perfectly from the time you
4 conceptualize it, take it through the Planning
5 Department, through that process general plan and the
6 zone change, get your -- do your construction drawings,
7 you have to go through CEQUA, through the Planning
8 Commission, that's a minimum of a ten-month process.

9 And so, by the time you get to that five years
10 that's it, so 10 years out is not unthinkable if you hit
11 a bad economic cycle, right? Because they're not going
12 to build it if the economy is tanking.

13 MS. CLEMENTSON: So I'm thinking Dahvia may
14 have some thoughts and then Barb. I'm just going to give
15 you a time to prepare, you've had some success in
16 Escondido with some recent development in the area and
17 maybe you can talk about a couple of those projects.

18 Planning Commission can talk about those couple
19 projects and maybe what are some lessons learned that, of
20 course, that has been expedited.

21 MS. LYNCH: I think it's a really good question
22 you asked and obviously, a lot of that is market-driven.

23 We talked about redeveloping a number of our
24 signs and we kind of -- it helps us to choose which site
25 goes first by how many developers we have as property

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1 owners calling us on that particular site. It kinds of
2 tells you a little bit about the market readiness.

3 What I wanted to mention also, though, is that
4 SANDAG has been working on a Transit-oriented development
5 strategy, and it's something that I mention not just to
6 pitch that on behalf of partnership with SANDAG, but
7 because we've really been looking to that to help us
8 understand what those things are that can be done to
9 address the regulations that Stan and Carl are mentioning
10 to help us look at different public, private financing
11 opportunities to really leverage those dollars, so that
12 we as a public agency bring some money to the table for
13 public infrastructure components.

14 And so, I'm looking forward to that coming from
15 SANDAG. There's been a lot of research done on exactly
16 that. I think all jurisdictions are wondering that, you
17 know, and communities are wondering as well, whether they
18 want to fight it or because they want to support it.
19 People do want to understand that better locally.

20 MS. CLEMENTSON: So Barbara Redlitz, your role
21 heading up planning in Escondido.

22 Do you want to talk a little bit about some of
23 the projects and successes you've seen and maybe what you
24 think some of the strategies to make those happen?

25 MS. REDLITZ: Barbara Redlitz, "Community

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1 Development Director" for the City of Escondido.

2 And we have seen a significant increase or
3 interest primarily residential, I will say, but in our
4 downtown area, is one of the 200 Smart Growth areas
5 identified. We have the benefit of our Transit station.
6 We have the benefit of some grant programs, you saw Maple
7 Street Plaza there. We have been able to attract
8 educational uses downtown.

9 One of the things that we really focused on, is
10 creating opportunities for greater density in our
11 downtown environment and we have been very successful and
12 have seen some very key projects in-and-around City Hall
13 here.

14 Some residential developers that have built at
15 higher density than we have seen and continue to be
16 interested, so we're pretty busy right now and I think a
17 lot of that has to do with the fact that we do have these
18 good opportunities for Transit and we did focus very much
19 in our downtown Planning efforts primarily, and along
20 some of our Transit corridors. Claudia is helping us
21 with one of our plans down south "Escondido Boulevard,"
22 so we have seen a great increase in development
23 opportunity in the City.

24 MS. CLEMENTSON: Are there other questions for
25 the Panel?

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1 PUBLIC SPEAKER: A lot of what I'm hearing is
2 very exciting and forward-thinking, I feel. I do have a
3 concern as a resident of Oceanside. The trains literally
4 run behind my building and so, I have concerns about
5 environmental impact getting cars off the road, and you
6 know, more train access, more train traffic coming in the
7 future and buses in densely populated areas.

8 MS. CLEMENTSON: So that's a question?
9 Anyone can respond. I don't want to point to
10 just you, Dahvia, but it sounds like you might be able to
11 address and if the others want to chime in.

12 MS. LYNCH: Yeah; so we've had this
13 conversation before and I think, you know, obviously it's
14 not a very specific location but it's reflective of
15 concerns and questions people have from Oceanside down to
16 Downtown San Diego. It's, you know, there are lots of
17 synergies with Transit in these exciting multi-use
18 communities but there are also potential conflicts,
19 right? Noise, environmental issues, being able to cross
20 safely, so I think a lot of these things we have to look
21 at holistically, comprehensively. The operations are
22 still going to be there and the residences are still
23 going to be there.

24 There are big infrastructure projects that can
25 help by, for example, separating the grade like they did,

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1 for example, in Solana Beach, train is down below, those
2 are very expensive.

3 There are less expensive opportunities, even
4 some technologies that are pilot technologies to help
5 address things like that, but I don't think there's any
6 fast answer. I think there's a public process that needs
7 to happen with each of these developments and just an
8 array of strategies that need to be implemented to
9 address that.

10 MS. CLEMENTSON: Any of the other two Panelists
11 want to respond?

12 MR. MILLER: I'm curious where the track
13 crosses.

14 PUBLIC SPEAKER: I live -- are you familiar
15 with Oceanside?

16 MR. MILLER: I am.

17 PUBLIC SPEAKER: I live a block from the
18 Transit and the train literally runs right behind their
19 building.

20 And also, in the future that platform is going
21 to be extended and will probably be right under my
22 bedroom window so we have concerns, those of us that live
23 in that area, have concerns about the air quality.

24 MS. CLEMENTSON: I mean, these are the
25 challenges that we face, is the region continues to grow,

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1 so those are really good questions.

2 PUBLIC SPEAKER: So I hope they're being
3 addressed.

4 MS. CLEMENTSON: Other questions for the Panel?
5 Okay.

6 And then we can move into the Open House where
7 you can ask more specific questions.

8 PUBLIC SPEAKER: I'm George Courser, Back
9 Country Coalition, and I'd like to ask the Panel and then
10 kind of toss it up to all the staff here:

11 How is it possible that we're moving north of
12 the Trolley? There's going to be 100 miles north, yet
13 not one person in this building, in this City or this
14 County, can take a Trolley to the most dense areas of San
15 Diego? I'm talking about Lindbergh Field.

16 How is it we missed that planning?

17 Or, let's try this one:

18 How about the San Diego Zoo, or Balboa Park?

19 How did we not go into that density? How did
20 we miss that? Just a thought.

21 And I'll ask the staff later; thank you.

22 MS. CLEMENTSON: So your question really is,
23 how you feel we're missing some major destinations with
24 Transit, if I'm understanding, Airport, the Zoo and other
25 locations like that?

1 Any comments from the Panel?

2 MR. MILLER: Basically, you can't get there
3 from here, is that what I hear?

4 I was actually excited when they opened up the
5 Escondido bus this year, because gasoline was itching up
6 about above \$4 a gallon when that happened and then I
7 bought a ticket, and -- sorry, it was, yeah, and I don't
8 know if operating costs are going to be going down
9 eventually once all of this gets worked out, those ratios
10 will work somehow, but that was one of the things the
11 constituents that I work with suggest. It's five bucks a
12 gallon of gas is what it cost to drive down but it's five
13 bucks to take the bus and so, yeah, I agree, you know, if
14 you study the history of San Diego County, you'll see
15 that most of the developers came in and they put street
16 cars up, so they built that in, that structure first and
17 so it's a tough question.

18 PUBLIC SPEAKER: I just had a question about
19 the format. So I understand now we're asking questions
20 to this State Panel.

21 When will we ask questions about the plan
22 itself?

23 MS. CLEMENTSON: So that, we thought the
24 detailed questions about the plan you can.

25 PUBLIC SPEAKER: Well it was something in

1 5-12-15 Court Reporter Discussion_Escondido
detail, even general questions about the plan.

2 Are you prepared to answer those now, as one of
3 the Panelists?

4 Or would you prefer they be asked sort of
5 independently?

6 MS. CLEMENTSON: Yeah.

7 I think our hope was, that that could be done
8 independently and this is just to kind of have a broad
9 discussion, reaction to kind of, you know, the plan is as
10 a whole and various perspectives.

11 If there are specific questions that you have
12 and you want to ask them now, we can definitely, you
13 know, I don't want to take up time with the whole group
14 if they're more specific, but let's hear.

15 PUBLIC SPEAKER: Well, tying off to the
16 destinations.

17 I noticed that Palomar Airport is not included
18 in the plan. If the objective is improvements in the
19 regional economy, is Palomar Airport off the table then?

20 MS. CLEMENTSON: So we can go to some staff
21 responses. I know that Dave Schumacher could be able to
22 answer questions like that, so I mean, if the group is
23 amenable, we can definitely do that, if there are other
24 questions like that.

25 Do you want to respond Dave?

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1 MR. SCHUMACHER: All right.

5-12-15 Court Reporter Discussion_Escondido
Can I hold the microphone?

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MS. CLEMENTSON: I'll come to your other

side.

MR. SCHUMACHER: Good evening. I'm Dave

Schumacher, one of the Principal Planner's for SANDAG and

I get a couple of the questions that were asked there

about land uses and how does that make a difference.

I've been around for about 30 years and we used

to kind of take Transit Planning and kind of do it like a

peanut butter sandwich, spread it all over and grab a

little piece. We found that over time that doesn't work

very well, because there are a lot of areas that just

simply aren't Transit-friendly. There could be in the

future, but what we try to do is to focus our efforts

around areas either existing, supportive of Transit or

in the future of working with local jurisdictions and

some of that higher density Transit redevelopment occur,

so that's one thing. We actually have an urban area

boundary for Transit. It's in the planning and we'll

show you after we break out here.

But in the second part is, we've done market

research that tells us how people use Transit and I hear

a lot of people come back from Europe saying, "Why can't

I have that?"

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They go out on the street and there's something

that comes by five, ten minutes to pick them up. That's

5-12-15 Court Reporter Discussion_Escondido
3 what we're trying to have by focusing in on these areas
4 with Transit support land uses, justify putting transit.

5 Right now Transit is oriented where you have to
6 have a schedule, you have to orient your day in a
7 conference. It's if you flip that equation and say, if
8 we can get there in 10 minutes throughout the day, we're
9 shooting for the plan, one of key improvements of the
10 plan, so key routes, both in North County and South
11 County in those areas where half of it is Transit, if we
12 get to 10 minutes already, it really does flip the
13 equation, now you don't need to use schedules, you simply
14 go out to the street.

15 And where we're seeing that work is some of our
16 new rapid lines. One down, we have one down in
17 Escondido to downtown. It runs every 15 minutes in the
18 peak hour. We hit our first year projections within the
19 first six months. We have another Rapid Line that runs
20 up the Zoo, you mentioned you can't get to the Zoo, well
21 this goes downtown straight to the Zoo. It takes you
22 about five, ten minutes to get up there.

23 PUBLIC SPEAKER: That's not a Trolley?

24 MR. SCHUMACHER: It's a Rapid.

25 PUBLIC SPEAKER: Oh.

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1 MR. SCHUMACHER: It's a rapid, so it's this
2 Bus Rapid Transit. It's not exactly a local bus and it's
3 not exactly a Trolley. It's something in the middle,

5-12-15 Court Reporter Discussion_Escondido
4 but it's a higher speed; higher amenity-type of service.

5 So try to enter these new types of products and
6 higher frequency and make it a lot more convenient and
7 that's what we've seen in other cities that do have
8 Transit that works. So we're trying to learn lessons
9 from that, that's what we're working towards.

10 MS. CLEMENTSON: Thanks Dave.

11 I'll come back to you, Diane, since we're
12 answering more specific questions.

13 I think you had had a question at the very
14 beginning that I said we would answer later and that --
15 let me see if I remember correctly -- but it was the
16 funding, how is the funding allocated?

17 And when we're talking about how is it
18 allocated when we're talking about to what types of
19 projects?

20 MR. SCHUMACHER: What types of projects and
21 planning those projects are happening.

22 MS. CLEMENTSON: I think Elisa has that all
23 memorized.

24 MS. ARIAS: All right.

25 So in terms of funding, you know, we have a

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1 projection of about approximately 200-billion dollars
2 that will come to the region between now and 2050, so at
3 least next 35 years. We don't have all that money in the
4 bank today, so it will be coming, you know, throughout

5-12-15 Court Reporter Discussion_Escondido
5 the different phase of the plan.

6 Just for simplicity, we basically make out the
7 funding in three periods from now to 2020, from 2020-to-
8 2035, 2035-to-2050, we have those kind of three big
9 periods.

10 So we say, basically do projections of Federal,
11 local and State dollars that we would be getting in those
12 time periods.

13 Now, those dollars that we get are sometimes
14 limited into how we can use them; what Ms. Dahvia was
15 talking about, it's great to have more Transit service
16 and how we're going to operate, and Transit operating
17 dollars are very tough to come by, so we have to look at
18 corridors able to be used for a Transit project or for a
19 highway project.

20 Can we use them for bike projects or pedestrian
21 projects? Can they be used to operate the Transit
22 service? So we have to look at all those different
23 pieces to see based on a ranking project in terms of how
24 they will perform, how many uses they will have, how many
25 vehicles or people they will carry, so we have to look at

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1 how the project will perform, the dollars that we're
2 projected to get and what those dollars can be used for
3 and then look at all those together to come up with this
4 rank list of projects by a time period.

5 That's -- did I get you confused?

6 PUBLIC SPEAKER: No. No. No. That's fine;
7 thank you.

8 MS. CLEMENTSON: Like these are the projects of
9 the plan.

10 MS. ARIAS: Yeah, so we have in the plan --
11 yes, Appendix A, if you go to our plan. Appendix A has
12 all list of projects. The cost of each project and the
13 timing of the projects.

14 MS. CLEMENTSON: Any follow-up questions for
15 Elisa on that, or a different question? Okay.

16 PUBLIC SPEAKER: As I understand that the big
17 picture allocation, regardless of when the funds come in,
18 the big picture allocation is 30 percent highways, 30
19 percent local streets and roads, 30 percent Transit and
20 then the other 10 percent for everything else.

21 Is that changing?

22 MR. ARIAS: So I think what you're referring to
23 is mostly the local sales tax Transnet? The first
24 Transit ordinance.

25 Now, we're working on basically from

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1 2008-to-2048 is the Transit extension, so the dollars are
2 really not allocated 30-to-33rd but they're most major
3 corridor which includes Transit and highway corridors of
4 those projects in the Transit ordinance and Transit
5 project, basically we're implementing now the Mid-Coast
6 Trolley extension, other than that there's only a single

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7 Transit project that hasn't been started, although rapids
8 have been implemented recently, those are Transnet
9 projects, same with the South Bay Rapid that's going to
10 be connected from Otay Mesa so Chula Vista downtown,
11 that's also a Transnet project.

12 So the local sales tax are allocated to a list
13 of the projects that the voters approved and then, we
14 have to match those local dollars with the State and
15 Federal dollars. The local dollars are not sufficient to
16 build all those projects, so roughly we need about half
17 State million dollars to match the local dollars.

18 PUBLIC SPEAKER: So the end result ends up
19 being what?

20 MS. ARIAS: So the end result, is
21 implementation of the Tansnet. The list of projects that
22 the voters approved, plus new projects that we're
23 introducing in the plan and those projects are not solely
24 tied to Transnet. There are other kind of resources
25 going to be used in the future for new projects.

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1 MS. CLEMENTSON: Just to break it up a little
2 bit.

3 MS. ARIAS: Okay.

4 So this is a bit of a quiz; so I think we have
5 some candy here if somebody wants to play the game. So
6 maybe if you just do the game here, you have a pie chart.
7 It's about how the plan -- should we take it up to the

5-12-15 Court Reporter Discussion_Escondido
8 front?

9 MS. CLEMENTSON: Let's take it up to the front.

10 (Brief pause.)

11 So this is a proposal allocation that we have
12 in the draft plan, and we can play a game or I can just
13 tell you the answers, so it could go either way.

14 So what would you guess this big blue slice of
15 the pie is? You think it's highways? You think it's
16 bicycle? You think it Transit projects? It's
17 technology?

18 What might you guess this is, the big blue
19 slice?

20 PUBLIC SPEAKER: Smart growth?

21 MS. ARIAS: Helps with Smart Growth, but this
22 big blue slice is actually the Transit capital side and
23 as you can see, it's more than third. I mean, it's close
24 to a third, but when you look at what it takes to operate
25 a system, it's half of the plan.

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1 So the Transit capital investment, plus the
2 dollars needed to operate the Transit service, that's
3 half of the plan.

4 Then in here, I guess, we don't need the --
5 then the red slice is about 15 percent of the plan would
6 be allocated towards managed lanes and connectors. Here
7 we're talking about projects, such as the I-15 Express
8 Lane of the I-15 corridors. The carpool lanes on the 805

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9 and the 5. The carpool lanes on the 78 corridor that we
10 built. The additional lanes on I-5 North Coast, so those
11 are the types of projects that would be here in this red
12 slice. (indicating)

13 Then we also have local streets and roads, you
14 know, the local jurisdiction also needs dollars to
15 maintain streets. The red/gray separations we're talking
16 about that Dahvia was mentioning about that expensive
17 project, how do we go under/over the railroad tracks to
18 avoid, you know, some conflicts with vehicle or
19 pedestrians that's built here in this 13 percent?

20 If you're talking about Smart Growth, the Smart
21 Growth part and the accurate transportation is this three
22 percent slice.

23 And the technology piece is this one percent
24 and we are left with the managed lanes and highway
25 operations, and then connectors basically at the

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1 different interchanges where you have either managed
2 lanes or freeways. How do we connect those highways?

3 And some general purpose lanes or mix flow
4 lanes that, for instance, the completion of the 76
5 corridor here in North County, those are general purpose
6 lanes.

7 So this is how the allocations of the funds is
8 proposed in the plan and as you can see, it's definitely
9 more than a third for Transit Planning.

10 MS. CLEMENTSON: Who wants chocolate? Fast
11 bowl.

12 MS. LYNCH: May I make a comment about Transit
13 and highways?

14 I understand, you know, people have either very
15 supportive of -- or highway growth where they're really
16 opposed to it oftentimes for riding on both ends. I just
17 want to make a comment, not pushing one way or the other.

18 But from a Transit perspective, I think people
19 think of this too as really separate Transit and
20 highways, but for us, we have over 12-million boardings a
21 year, over eight-million of those are on the bus system
22 and we need highways and local roads to be in good shape
23 for that bus system and a lot of our bus riders are not
24 what we call, "choice Riders." These are people who need
25 the buses. It's their only option to get to work, to get

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1 to healthcare, to get to schools, social services;
2 whatever it might be. I just kind of want to make that
3 point, that this is actually a really important component
4 of the Transit Network as well, for whatever that's
5 worth.

6 MS. CLEMENTSON: Okay.

7 Are there other questions?

8 Is anybody surprised by this, what they say
9 here? Yeah, other questions?

10 You got lots of good questions.

11 PUBLIC SPEAKER: So I like this pie with candy
12 or without.

13 But what I understood in your explanation, was
14 that the timeline is driven by the funding. What other
15 factors drive the timeline?

16 Is there urgency and how is that established?

17 MS. ARIAS: So the projects, you know, how can
18 we allocate for the projects depends on when those
19 dollars come to the region.

20 Now, we start basically with a picture of the
21 population that we're expecting in the region. The
22 employment that we're expecting in the region. The
23 houses that will be needed to house that population and
24 we look at what the transportation needs are, so we start
25 what we call, an "unconstrained least of projects," so

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1 it's basically this map of all the transportation needs
2 to meet the mobility needs of the population and the jobs
3 that we're projecting, that's more money than we plan, we
4 project we will have by 2050, so roughly what this plan
5 is able to accommodate is about two thirds of those
6 needs.

7 So there's a third of the needs that there
8 still are a list of projects that are not part of what we
9 are able to fund. So because we can only do two-thirds,
10 not in the projects but persons in need, we have this
11 methodology, this process that our Board goes through to

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12 say, "Okay. How do we determine priorities"?

13 So we're looking at how, you know, the usage of
14 the projected usage of the particular road, bus route or
15 Trolley system. How does it support Smart Growth?

16 And --

17 MS. CLEMENTSON: How it's coming out now?

18 MS. ARIAS: Yeah; how does it improve air
19 quality.

20 So we look at many, many factors so we rank
21 those projects and then, we also look at, as I mentioned,
22 what the dollars that we'll receive can be used for and
23 we have to draw a line at some point, so we have a list
24 and the Board looks at the list and looks at the
25 different priorities, at the rankings, at the ability of

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1 dollars, the readiness of the project. There may be
2 projects that have done some environmental work that are
3 ready to go to construction than others, so all those
4 factors are, you know, considered when we're coming up
5 with that list that then the Board says, "Okay. Go ahead
6 and build your plan around this list of project that we
7 plan and we should be able to afford in the next 35
8 years."

9 MS. CLEMENTSON: Okay.

10 PUBLIC SPEAKER: I have a question.

11 MS. CLEMENTSON: I'll bring the microphone so
12 everyone can hear you.

13 PUBLIC SPEAKER: So if I understand correctly,
14 this pie chart is for by 2050, the total of everything
15 that's been spent.

16 Does this pie chart look different by 2035?

17 Are the ratios different before 2035, than by
18 2050?

19 MS. ARIAS: Yeah; that's a good question.

20 I don't have, you know, the percentage in my
21 mind, but we know that, you know, the projects between
22 now and 2020 are, you know, they're just a few, where
23 we're only five years out so the main Transit projects
24 are going to be the South Bay Rapid, which is going to
25 provide a connection between Otay Mesa Border crossing to

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1 Downtown San Diego via Chula Vista. We're also going to
2 have the Trolley system mid-Coast connecting the Blue
3 Line, Old Town to University of San Diego and UCSD area.

4 And when we think of highways, it's mainly the
5 completion of 76 here in North County. The widening of
6 76 and some carpool lanes on I-5 North of Manchester, so
7 those are kind of the key projects that you will see in
8 the short-term.

9 MS. CLEMENTSON: And then that number?

10 (indicating)

11 MS. ARIAS: Yeah.

12 And then, we have the Board also allocated for
13 the next 10 years starting in 2013, so through probably

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14 2025, 200-million dollars that is being allocated to buy
15 some population projects.

16 MS. CLEMENTSON: Okay.

17 So I'm thinking now maybe is a good time for us
18 to break and have some more specific questions.

19 You're saying just one more question?

20 PUBLIC SPEAKER: One more, because you didn't
21 answer my earlier question:

22 Was if you can highlight the key changes? The
23 key changes between the last RTP and this one, because it
24 feels to me like there's a disconnect. I haven't heard
25 changes articulated really, and yet I know the Greenhouse

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1 Gas projected it went down 2020 and then it went up and
2 now it's just this nice straight line. (indicating)

3 So I'm trying to understand what changed so
4 dramatically for that, because it feels like there's a
5 huge disconnect.

6 MS. CLEMENTSON: Yeah; well, I can tell you
7 some of the things that have changed.

8 One of the things that changed, is we worked
9 very closely to match our planning assumptions with the
10 other regions in the State, so we worked very closely
11 with the Planners in Sacramento, for the Sacramento area,
12 the Los Angeles area and the Bay area to make sure we
13 were all making the same assumptions and we found that
14 some of our assumptions that we made in the last plan

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15 were a lot more conservative, far more a conservative
16 than the assumptions that they had made, so that's one
17 factor.

18 The other factor is, that we have been able to
19 do more detail Transit planning that Dave Schumacher has
20 had an update talked about earlier, and by doing those
21 more detailed planning studies for the Transit projects,
22 we're able to do a better job of timing those with what
23 the land use projections are.

24 So, for example, something that's a big -- from
25 our perspective -- a big change in this plan, there's a

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1 line, a new Transit Line that will go from San Ysidro to
2 Kearny Mesa and up to Carmel Valley. It's known as the
3 "Purple Line" and it will drastically improve
4 connections, especially for the lower income communities
5 up to various job centers where the cities are planning
6 for job growth and housing growth.

7 And by moving that up sooner in the plan, we're
8 able to realize those benefits longer throughout the life
9 of the plan. Those are a few examples.

10 Other examples, include a really more serious
11 look at the innovations in technology and this whole idea
12 of mobility hubs and how are we taking advantage of where
13 we're making public investments for the private
14 investments to be part of that.

15 So bike share, "Lyft, Uber, Car-to-go," really

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16 thinking about the role that those types of services play
17 to help compliment our plan.

18 So those are a few of the highlights that have
19 really contributed to where we're seeing greater
20 reductions in Greenhouse Gas Emissions, so we can talk
21 about that in more detail. There are probably four
22 40-to-50 different assumptions that go into all of that.
23 We work with peer groups throughout the State to come up
24 with all of those and we're really working hard so that
25 when the SANDAG plan gets matched up to the Sacramento

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1 plan, to the Bay area plan, to the L.A. plan, that you're
2 looking at something that we've made consistent
3 assumptions and you can actually compare them; okay.

4 So with that, I see one more little finger
5 going like this. (indicating)

6 PUBLIC SPEAKER: It was a really quick
7 question. Has there been any change in the
8 Smart Growth concept?

9 MS. CLEMENTSON: Oh, that's a good point.

10 So Carolina had a network on the updates to the
11 Smart Growth concepts maps. There were few adjustments,
12 nothing really significant. I think probably the most
13 interesting one is in East County, where there are three
14 jurisdictions that came up with a plan around Gallepsi
15 Field and so, that's the new Smart Growth area that
16 wasn't on the map previously; everything else we've seen

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17 have been more refinement. The general plans have been
18 updated, some of the areas came off and others were added
19 but the same number of Smart Growth areas are roughly
20 there; okay.

21 I think we're ready to break. I want to thank
22 our Panel so much for coming together and giving us your
23 best efforts, of course, we really, really appreciate
24 that.

25 I heard things about you tonight that I haven't

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1 heard before. This is a new sort of approach for us to
2 bring folks to react to our plan, unscripted and you guys
3 really did a great job and we appreciate that.

4 Thank you all for being here. We're going to
5 move now to the Open House portion and then we have
6 Gloria who's still excitedly waiting here to hear your
7 official public comment you would like to put in the
8 record regarding the plan.

9 So thank you, we're going to conclude this
10 part; you're welcome to stay as long as you'd like. I
11 think lights go out at 8:30; anyway, thank you again.

12 * * *

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14 PUBLIC SPEAKER: My name is Diane Nigaard.

15 My concern is having detail backup behind the
16 Greenhouse Gas Emission reduction number.

17 I talked to Coleen earlier and she stated that

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18 it's part of the computer model; computer model doesn't
19 give people the access to understanding the numbers or
20 being able to verify that the assumptions that went into
21 it are valid or not, so it's really critical that that
22 information be presented in a way that the public
23 understands it and has a way to validate that the
24 assumptions are correct.
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1 PUBLIC SPEAKER: I'm George Courser.
2 And my address is 3142 Courser, San Diego 92107
3 and my phone number is 858.273.2426.
4 And my thoughts are -- what I was looking for
5 was the -- I was looking for an asterisks on that Board
6 that says "SB375 Greenhouse Gas." It is presented as an
7 accepted statement of fact that these are the projections
8 for San Diego forward -- well, I have to disagree.
9 These projections are in dispute with the State
10 Supreme Court of California who have rejected SANDAG's
11 Climate Action Plan and related environmental documents,
12 unfortunately SANDAG has put forth items for
13 consideration for reducing pollution but only through
14 2030 instead of the 2050 that was prescribed by Governor
15 Schwarzenegger in 2005. He said that, yeah; yeah.
16 So that was back -- so the Supreme Court had
17 stated that this plan is not accepted. It's going to be
18 an article of review for the Supreme Court on their new

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19 agenda. They have also rejected the County of San Diego,
20 CAP or "Climate Action Plan" outright and this has to be
21 completely redone, so it's amazing that SANDAG is moving
22 forward with these plans for the RTP 2050 and making
23 these -- these are presumptions. These are not factual.
24 The County of San Diego is a huge component of
25 the SANDAG area that they are planning for with the

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1 inability of the County to have a recognized and improved
2 Climate Action Plan. It destabilizes all that SANDAG can
3 do. It has to be in conjunction with, without that,
4 SANDAG will again be vulnerable to litigation. I don't
5 need litigation; what we need are actual concrete plans
6 that reduce Greenhouse gas and they're under "AB32" and
7 "SB375" and the implementation has to be realistic. It
8 has to be doable and there has to be financial plans that
9 go to achieve it. Hot air is not that factor. It's not
10 a factor that can be counted on. This is make believe
11 right now; thank you.

12 (Whereupon the SANDAG Workshop concluded.)

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1 STATE OF CALIFORNIA)
2 COUNTY OF SAN DIEGO)

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6 I, Gloria D. Mazon, C.S.R. No. 9356, hereby
7 certify, that the foregoing statements from this public
8 workshop were recorded true to the best of my ability by
9 electronic transcription, and supervised under my
10 supervision.

11

12 Dated in San Diego, California, this _____ day,
13 of _____, 2015.

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Gloria D. Mazon CSR No. 9356

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LA MESA, CALIFORNIA, STATE OF CALIFORNIA
FOR THE COUNTY OF SAN DIEGO

TAKEN ON: WEDNESDAY, MAY 13, 2015

TAKEN AT: 4975 MEMORIAL DRIVE
LA MESA, CALIFORNIA

REPORTER: GLORIA D. MAZON
CSR NO. 9356

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A-P-P-E-A-R-A-N-C-E-S

- Colleen Clementson - SANDAG Facilitator
- Phil Trom - Senior Regional Planner
- Elisa Arias - Principal Regional Planner
- Jo Marie Di amond - ECEDC
- Bill Chopyk - City of La Mesa
- Michael Beck - Endangered Habitats League

1 SANDAG PUBLIC WORKSHOP, WEDNESDAY, MAY 13, 2015
2 LA MESA COMMUNITY CENTER
3 4975 MEMORIAL DRIVE, LA MESA, CALIFORNIA 91941
4 6:30 p.m. - 8:30 p.m.
5 * * *

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7 MS. CLEMENTSON: Now we come together to ask
8 our Panel to say what they -- and I'm sorry you actually
9 couldn't see this. Hopefully you memorized everything.

10 So I'm really thrilled we have the Panel that
11 we have here this evening, and I'm going to ask them each
12 to introduce themselves.

13 So we have Jo Marie Diamond who's from the
14 "East County Economic Development Council."

15 We have Bill Chopyk who is the "Head Planner"
16 with the City of La Mesa.

17 And then, we have Michael Beck who's with the
18 "Endangered Habitats League."

19 And so I'm going to pose to the Panel, and I
20 think we'll start with you, Bill, since this is the City
21 in which you work and ask you to tell us about what you
22 do and why you or the organization that you work for or
23 cities in general, should care about a plan like this.

24 Mr. CHOPYK: Okay, great; thank you, Coleen.

25 And I want to welcome everyone to the City of

1 La Mesa as the Planning Director for the City of La Mesa.
2 It's really exciting to have a SANDAG workshop here, and
3 good to see you all here from all over the East County.

4 Both the Cities of El Cajon and La Mesa were
5 incorporated in 1912. We're 100 years old. La Mesa had
6 a population of 700 in 1912, now, we're at 59,000 so it
7 makes me, as a Planner, think about the next 100 years
8 and what do we have to look forward to, and this workshop
9 is exactly around along the lines of what we can envision
10 for our future and what we see for our future.

11 So tonight is a really great opportunity for
12 public input for you to share your ideas with SANDAG
13 about their Regional Plan; every City is required to
14 prepare a general plan, so the City of La Mesa general
15 plan is this book is about twice as thick as SANDAG's
16 Regional Plan, throughout the Regional Plan.
17 (indicating)

18 And the reason is, though, is because there's a
19 lot of detail. There's a lot of detail you'll find in
20 the City's general plan, that you don't really find in
21 SANDAG's Regional Plan.

22 For example, there's a list of projects in the
23 Regional Plan, one of them calls for grade separations
24 through Lemon Grove, through La Mesa, through El Cajon,
25 but doesn't really specify much detail about grade

1 separation. Is it above grade? Is it below grade?

2 So when La Mesa was incorporated in 1912, it
3 was incorporated around the railroad train. It's that
4 same line that runs along Spring Street. The line that
5 we have has been coined, raised by some of our residents
6 when they're trying to drive across University Avenue or
7 Alison or Lemon Avenue.

8 And there's a term that they get "Trolled"
9 meaning, they're trying to cross Spring Street but along
10 comes the Trolley and stops everything, and that's a
11 little bit unique to La Mesa, so the grade separation is
12 a really nice thing for this plan for the future of
13 La Mesa.

14 And we've had a lot of discussion among the
15 community about the grade separation. There's actually
16 some discussion of it in our general plan that we would
17 really prefer to see it as a low grade separation, rather
18 than above grade primarily because of the noise that the
19 Trolley makes.

20 And we do get a lot of complaints about, you
21 know, living along the rail line. I think you have to
22 make a choice if you're going to live here.

23 Transit, you're making a choice if you're going
24 to live near Transit, you have the benefit of utilizing
25 the Transit system but they're also the negatives that go

1 on with it. The sound of the crossing arms. The sound
2 of the trains coming through and so, there's been a lot
Page 5

3 of discussion in our community about quiet sense as well
4 and that's a whole separate issue that has to be
5 addressed very well, but these are some of the things
6 that I really like about the plan.

7 I -- there's a lot in it for all of us and, you
8 know, there's a lot of money at stake; what's in it for
9 East County? I think you've been presented with some of
10 the things in the Regional Plan in East County that are
11 going to provide work mobility and choices, more options
12 for getting around.

13 I use the Trolley. I like to ride my bike. I
14 like to walk around, not everyone wants that and in some
15 of the communities like, in Crest or Lakeside, it is more
16 difficult for you to use Transit because you're not
17 within proximity to Transit and so, maybe those are some
18 of the things that you like to see in the plan.

19 How can you get around better in the region?

20 How can you avoid sitting around in less
21 sitting in traffic and getting to work and getting your
22 jobs done and being productive?

23 MS. CLEMENTSON: Okay.

24 Those are just a few ideas from a really
25 enthusiastic person from La Mesa.

1 Just in terms of La Mesa, don't we have a
2 couple Council Members here from La Mesa?

3 So Council Member Baber?

4 MR. CHOPYK: Bill Baber and Diane Quarter and
5 Kristine Alessio are here. So these are public meetings,
6 so thank you all for coming.

7 MS. CLEMENTSON: Are there Council Members from
8 any of the other cities that you don't recognize? Okay.
9 Great; thank you so much for being here.

10 So, Jo Marie, when you're thinking about the
11 plan from -- first of all, tell us who you are, who you
12 represent and we're really kind of thinking of your
13 viewpoint of economic perspective, what you see in a plan
14 like this?

15 MS. DIAMOND: Great.

16 I'm Jo Marie Diamond. I'm CEO of East County
17 Development Council.

18 Our mission is to have a vibrant economy in the
19 East County, counting the four cities of El Cajon and La
20 Mesa, Lemon Grove and Santee and the contiguous urbanized
21 areas, at least unincorporated areas in East County like
22 Spring Valley, Rancho San Diego, Lakeside and Alpine.

23 Our influence will go on all the way to the
24 border, but 99 percent of the people in East County live
25 in those unincorporated communities that surround our

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1 cities, so we know that you got to go for that group to
2 include water and also while you are thinking about the
3 areas and elsewhere.

4 The word "economic" in our title pretty much
Page 7

5 sums up in the three things there. The one I care about
6 the most, is the vibrant economy but you cannot do a
7 vibrant economy without the other two there at the
8 community. It's three.

9 MS. CLEMENTSON: It's three.

10 MS. DIAMOND: Yes, I did see it. First I heard
11 three, then I heard four; yes, you can't do it without
12 the other three. All of those things are important.

13 I like the fact that this plan tends to do a
14 monumental difficult job, which is try to balance all of
15 these things in ways that make a difference to our
16 communities.

17 I would like to say, that you heard the mention
18 of aerotropolis, that the idea of a special use center or
19 employment center around Gillespie Field Airport, while
20 we're showing where the growing population is going --
21 that the population is still going to grow in our cities
22 that are along 8, 52, 94. I'd like to have seen a little
23 more of that, you know, that density and what we're going
24 to do about that. Here's what we think about the idea of
25 growing jobs where people live.

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1 If you want to get reduction in vehicle miles,
2 then make the infrastructure be there, so people can work
3 where they live.

4 Does our Trolley Line need to be more
5 integrated with the industrial properties around that

6 airport?

7 Is the housing going to have to come from La
8 Mesa and Lemon Grove, or is there going to be more jobs
9 than people who live just in El Cajon and Santee can
10 build?

11 Where are they going to live?

12 How are they going to get there?

13 All of those pieces have to go together to be
14 able to have that kind of increase investments in growth
15 domestic or regional product, that will let people work
16 closer to where they live and not sitting on those
17 freeways going West in the morning and East in the
18 afternoon, so all of those pieces are important in more
19 detail. I'm not a planner by either inclination or
20 training, so I'm just going to talk to you about the
21 larger picture of how these pieces have to fit together.

22 And please remember, that when we're talking
23 about "mobility," that we're not just moving people,
24 we're also moving goods and, you know, things that come
25 out, filler guitars and endearing banjos cannot get to

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1 their customers on a Trolley, so please remember that.

2 MS. CLEMENTSON: Thank you, Jo Marie.

3 So now, thinking about the other perspective,
4 the environmental sort of the preservation open space.

5 Michael Beck, I know you've had a long history
6 in working in that arena, so from your perspective from
Page 9

7 where you come from, your thoughts on why a plan like
8 this is important to the work that you do?

9 MR. BECK: Sure; thank you for the opportunity.

10 Can you put that one slide up, I'll reference
11 here again in a moment. (indicating)

12 So just by way of background, my organization
13 works in the five Southern California Counties and for 25
14 years, we've been working on large ecosystem level
15 conservation plans. These are plans that intend to
16 preserve the biodiversity of Southern California and
17 perpetuity so it's not a small task. I'm the San Diego
18 Director.

19 And did that slide come on? (indicating)

20 MS. CLEMENTSON: The slide is up, can you kind
21 of see here?

22 MR. BECK: That's okay. I know how it looks
23 like.

24 So this is an image of about 25 percent of San
25 Diego County. This is the Southwestern, if you will, the

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1 upper area of that dark green portion of the slide is
2 basically the San Diego area and then the Eastern
3 boundaries are Ramona, Alpine.

4 And this is what eventually is going to be an
5 ecological preserve. It's being assembled now. I won't
6 go into all the details, but there's a significant
7 parallel with transportation planning and this map, of

8 course. This map basically represents two different
9 biological notions. One, are corridor areas and those
10 are the larger green areas.

11 And then, the linkages between them both of
12 which have to be assembled to make the system work and to
13 function independently and self-sustainability all the
14 time, which is pretty challenging in Southern California.

15 The transportation planning and the
16 transportation systems and interrelated land use planning
17 also has to have the interconnections to make it work and
18 function, you heard somebody already mentioned the first
19 and last mile that has to be dealt with in these
20 transportation systems and you have to make the systems
21 work in a way that can compete effectively with a single
22 car commute, that's what -- so those obvious challenges
23 that we will be talking about for years, have to be
24 addressed in this Regional Transportation Plan.

25 So I thought what might be interesting is, at

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1 least what comes to my mind, as some thoughts about the
2 plan relate to a couple of topic areas, one of them is
3 just financing, because so far everything that everybody
4 said and the content of this plan as it starts in the
5 bullseye in those objectives of that graphic that was
6 presented probably on the first slide, talks about the
7 vision and the vision is an idea. It's a picture of the
8 future what could be, but it is not a picture of what

9 will be. It's what could be, you may disagree with the
10 content of that.

11 But generally, a lot of these forces that are
12 in play here in terms of multi family housing in the
13 direction that that's going, in terms of general plans,
14 the progressive general plans that some of the cities are
15 doing, National City, City of San Diego, caveat, the
16 County of San Diego.

17 And so, those are the real drivers.
18 Transportation is not going to drive these decisions, the
19 land use is going to drive these decisions and it's
20 already been noted and it's almost a mantra that SANDAG
21 doesn't make land-use decisions. Well, that's not a
22 small issue because it's a huge issue because you have to
23 implement this plan, you have to have the right land
24 decisions and those decisions have to be, I guess, joined
25 at the hip, if you will, with the transportation system.

♀

1 The Transit Transportation System and efficiencies of it.

2 So in order for this all to work, you have to
3 have the money to pay for it. It's as simple as that and
4 right now we don't have the money to make this plan work,
5 and if you look at the financing element of the Regional
6 Plan, you'll see that there's a lot of discussion about
7 what the needs are, those are quantified and it's clearly
8 laid out. There's a comment, a brief comment about the
9 quality of life initiative, which is something that I

10 would prefer to highlight rather than just imbed. That
11 is one of the mechanisms by which we're going to fund
12 whatever transportation plan we have in the future.

13 As a matter of fact, without additional funding
14 we can't even pay for our existing RTP. The transit
15 operations within the existing RTP. So as much as we
16 want to and encourage everybody to engage in trying to
17 envision a future that is progressive, that is, this
18 world where we have vibrant, alive open spaces and
19 commuting system that are interesting and fun and
20 downtowns' and built communities that are visionary which
21 is our potential, we can't do without the funding.

22 And so, maybe we'll get into it, the Q-and-A
23 and I won't take too much time right now, but this whole
24 question of funding is so fundamental to this, that I
25 think we need to take this opportunity in advancing the

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1 regional plan to really focus on this challenge of
2 funding and how we're going to get there, because I've
3 got my own agenda with freeways related to that and it
4 has to do with the habitat side of it.

5 But in our world, you know, a biological
6 principal that is not going to surprise anybody in the
7 room, is that, everything is connected; pick up one thing
8 and it's connected to something else, that's how it works
9 in biology and human beings have successfully separated
10 themselves in their minds from biological systems, but in

11 fact we are not.

12 And that reality, that interconnection is
13 something that is, if you will, kind of imbedded in our
14 strategy to address all of these things and it's the
15 reason the HL, by the way, works on transportation
16 planning, land use planning and regional plans because we
17 know that unless these built community strategies are
18 visionary, progressive and funded, that everybody is
19 going to go out and go after the open space because that
20 is an easy place to go and build one, that dynamic and
21 that paradigm is shifted or is shifting right now and
22 this is maybe the final Segway or Segway into my final
23 comment about the County General Plan.

24 The map that was shown that went back from the
25 1990 version of what San Diego was going to look like to

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1 the future of what it could look like, based on the land
2 use plans that have been conducted to the County's
3 general plan, those plans have to be implemented for that
4 map to become real and to the degree that they are
5 amended, to the degree that they are changed in ways that
6 are inconsistent with this strategy or with the already
7 adopted Regional Smart Growth map, that's a challenge to
8 this vision as much as financing the implementing of this
9 vision has.

10 And I would say, that one of the weaknesses of
11 the plan even though there's a very good incentives

12 program, it's not enough incentive and there's no
13 disincentive program for long land use decisions or poor
14 land decisions, and that is hugely significant. It's in
15 the achilles, potentially an achilles heel to this
16 regional visionary plan and the County's general plan.

17 So, you know, wanting to go somewhere and
18 putting it in the plan and talking about where we're
19 going to be in 50 years, is an important part of what
20 creating our future is all about and it's something that
21 engages people because you get to be visionary, you get
22 to be critical too; you get to say, "That's not good
23 enough. It needs to go this way ..." there's a lot of
24 that sort of criticism that is valid in moving the bar in
25 one direction or another.

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1 But keep in mind, that the plan doesn't work
2 without the financing, that SANDAG does not make land use
3 decisions and those land use decisions have to be
4 consistent with this plan.

5 MS. CLEMENTSON: Okay, great; well, we heard a
6 lot; thank you all and for bringing some more water
7 there, Michael, because I think maybe you drained the
8 pitcher during that ...

9 So following up on, there's several really good
10 points that were raised here and I think I'm going to ask
11 another question of you, Bill Chopyk, just on the land
12 use side, you've got your general plan. The general plan

13 is what then SANDAG uses to try to match that up with the
14 Transportation Network, and obviously many of your City
15 Council Members are here to.

16 So tell us how, you know, how you come up with
17 land use decisions that you do and, you know, what how
18 that is or is not connected with what's happening in the
19 region and incentives that are out there to.

20 Do they work, do they not? You know, just
21 getting to some of Michael's points from sort of the
22 jurisdiction perspective.

23 MR. CHOPYK: Well, of course.

24 Under "California Statute Land Use," the Land
25 Use Authority lies within the local jurisdiction, and the

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1 property in this case, is the City of La Mesa, the City
2 of El Cajon, City of Lemon Grove, City of Santee are the
3 incorporated Counties. Those land use decisions are made
4 by the City -- ultimately the City Council of those
5 cities and that's where land use authority lies.

6 And so, in order for us to work with a regional
7 plan and achieve some of these regional goals like the
8 Smart Growth concept map that you see with SANDAG and
9 some of the things that we're trying to achieve
10 regionally, require some cooperation and thought among
11 the Planners and the Councils, the Planning Commissions
12 of your cities and your County.

13 And so, it's not uncommon that you'll have a
Page 16

14 development project that's proposed in your jurisdiction.
15 It's going to go through a Planning Commission process,
16 so ultimately it's going to go to the City Council for
17 approval, denial, modification. It's up to those
18 decision-makers who you elect to represent you, to make
19 those land use decisions, so we -- SANDAG serves an
20 important function in terms of bringing those cities all
21 together. There's a Board of Directors. There's
22 meetings of the Planning Directors of the Public Works
23 Directors, various aspects of these cities to work
24 together, so that our bicycle lanes are connected, you
25 know, if you got a bike lane in La Mesa, you want to make

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1 sure it connects to San Diego and to El Cajon. If you've
2 got, you know, air quality issues in which SB32 and
3 SB375, air quality doesn't stop at the border and that's
4 why it's important to have a regional plan that addresses
5 the air quality issues.

6 So really, Land Use Authority lies with the
7 cities. The cities are very strong and very adamant
8 about that.

9 MS. CLEMENTSON: What about the land incentive?
10 So what incentivizes the land use change?

11 Do the transportation investment -- I think
12 getting certainly to Michael's point -- so is it the land
13 use first?

14 Is it the transportation first? You have a
Page 17

15 perspective on that as well.

16 And maybe actually, Jo Marie, you want to
17 respond to that?

18 What influences the economic development? The
19 infrastructure, the land use?

20 MS. DIAMOND: Well, we did a piece availability
21 study for the idea of the employment center or Gillespie
22 Field Airport. The reason we did it, because that
23 airport is an asset and it happens to have, thanks to all
24 of you, a really good infrastructure around there
25 already, right? Could be a little better, but the lack

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1 of bridge -- there might be a few people in this room who
2 might want to talk about that bridge.

3 But what's really encouraging to us, is that
4 when the three jurisdictions got together that touched
5 the area adjacent to that airport when they wrote that
6 update to the Smart Growth concept map, they said right
7 off the top, "We're going to work together to figure out
8 and we're going to look at every land use and every
9 zoning stipulation and it's all on the table. We're
10 going to figure out what we're going to do to fill those
11 jobs."

12 So we are trying to maximize the transportation
13 infrastructure we have already and make it meet the needs
14 of companies and jobs they produce and the people in the
15 community who are there.

16 So what I want to say, is that, the two things
17 have to go together, right? You have to have those
18 pieces together and where they're living and working,
19 they have to have, you know, a quality life as well, so
20 all those pieces have to work for us and start what we
21 have and think about what we can change that makes the
22 most sense in the near term.

23 MS. CLEMENTSON: That's great.

24 And Mike, I want to follow up on the other
25 questions, you talk a lot of what the needs are and the

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1 challenges. There's a lot that's been done for habitat
2 preservation and the region that you've been involved in
3 a lot of that, and I wonder if you might want to
4 highlight some of what you have been able to accomplish
5 and if we are thinking about a new funding measure for
6 habitat, what have we done that would, you know, make us
7 want to do more of that?

8 MR. BECK: Sure.

9 I (inaudible) want last question, but when
10 Transnet 2 -- Transnet 1 was 1987. Transnet 2 is 2004,
11 and there would be another one at some point.

12 MS. CLEMENTSON: Can everyone hear? I know
13 this is probably ...

14 MR. BECK: Okay.

15 By the way, I want to mention, I also live in
16 East County. I live in Crest.

17 So one of the components that is imbedded
18 in the map that I showed earlier, is an obligation to
19 actually fund acquisitions and management, monitoring
20 over those habitat lands once they're conserved and
21 towards that end, we got very involved in negotiating a
22 portion of the Tansnet 2, Habitat sales tax be dedicated
23 towards those purposes and it was alluded to and actually
24 in the regional plan \$850, actually 80 million dollars
25 that is dedicated to those purposes. It's in several

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1 different pots, advance mitigation, which is a very
2 important concept, where the local transportation and the
3 Caltrans/SANDAG will actually mitigate for a project that
4 may take 10 years to build but they'll mitigate it for us
5 today, land prices are cheaper; important habitat lands
6 are being lost every minute, so this is a very important
7 concept. It saves money. It creates efficiencies and
8 saves very important habitat lands and that program has
9 been implemented now since Tansnet passed very
10 successfully and it's not just the land acquisition, it's
11 also funded one of the most important conservation
12 initiatives probably anywhere in the country.

13 With state of the art science-based monitoring
14 programs to monitor viability of probably 100 animals and
15 plants and the ecosystems that they reside in and the
16 linkages between those ecosystems and the level that goes
17 from genetic transfer all the way to functions of Golden

18 Eagle flying areas and habitat area, so that's called the
19 "San Diego Regional Management Monitoring Program."

20 But any rate, these are things that are funded
21 out of that Transnet effort and the conservation
22 component of it. It's incredibly critical and very
23 impressive.

24 We also are pursuing, and SANDAG has made a
25 commitment to a significant pouring to finish that

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1 regional funding through the "Quality Life Initiative,"
2 which is the agenda that I alluded to early that I have,
3 and I don't disconnect that agenda from the rest of the
4 initiatives at all. We work on all these aspects of it,
5 but that's what it's going to take to actually preserve
6 the biodiversity of this region, perhaps it would -- and
7 the really significant thing is, that SANDAG is not a
8 permit holder. These plans are written by permits,
9 SANDAG is not a permit holder and yet, SANDAG is the only
10 regional entity that exists that can actually have the
11 initiative and has everybody around the table that is
12 going to say, "Yes, we're going to move forward with
13 this," thus far, kudos to the SANDAG Board in not trying
14 to -- and the Director and all the staff, Executive
15 Director Gary Gallegos, to actually maintain their
16 commitment for this region of funding, that is not
17 insignificant and it has implications up-and-down the
18 State.

19 So I kind of elaborated on your question a
20 little bit, but that's the level of content; that's just
21 top layer of it.

22 MS. CLEMENTSON: Thank you.

23 And so, now I have a question for you, Bill.

24 So going back to our three goals, and I'll read
25 the one that I wanted you to comment on, but from your

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1 perspective working for the City of La Mesa, what's a
2 healthy community to you? What's a vibrant, healthy
3 community? What does that mean?

4 MR. CHOPYK: A healthy community provides
5 choices to its residents, choices to walk safely to
6 school, to not be afraid of getting run over when you're
7 riding your bicycle through the community, having
8 choices, safer Transnet, safer routes to school, so
9 that's all along the line of healthy community and so
10 providing these mobility choices are along those lines.

11 We've seen an increase in childhood obesity,
12 significant increase in East County and, you know, I look
13 back at my childhood. I rode my bicycle to school and I
14 walked to school and it seems today that most kids are
15 being driven to school and so, not getting the exercise
16 that they need to be active. I would play baseball. I
17 would play tennis. I didn't play on an X-box 360. I
18 actually played on the sports school. I think those are
19 things that can be healthy as a young man. I think we're

20 kind of going back to that kind of -- some of those
21 principles of ways to keep kids active and kids and
22 adults active and thinking about other ways than just
23 always getting in your car to go where you want to go and
24 sit around and play video games.

25 Having choices and alternatives I think it

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1 leads to a healthy community and leads to people making
2 healthy choices for themselves and we can't force people
3 to get out of their cars and ride a bicycle. We can't
4 force people to eat broccoli and we can't force people --
5 we can't, that is, outlaw fast food restaurants but we
6 can do things to encourage that and to end, of course,
7 demand fuel supply so you're buying healthy foods that
8 are going to be healthy foods available.

9 MS. CLEMENTSON: Okay.

10 And then, I have a question for Jo Marie.

11 And then, if any of you want to ask each other
12 questions based on what you heard great, and then I want
13 to see if any of you in the audience have a question
14 you're thinking about that you'd like to pose those for
15 the Panel.

16 But, Jo Marie, you've talked about the
17 importance of economic development in the East County,
18 bringing the jobs to East County, bringing jobs to the
19 housing.

20 What is your sort of vision for a vibrant East
Page 23

21 County economy and how does that sort of connect with the
22 regional economy?

23 MS. DIAMOND: Well, can you hear me?

24 Is that working?

25 MS. CLEMENTSON: Yes.

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1 MS. DIAMOND: Well, my vision is that the
2 investment in East County to bring jobs here, to grow the
3 companies we have. We have many, many companies that
4 grow here that would like to stay here, so we need to
5 have places for them to grow and reasons for them to grow
6 and we also want to make it attractive for companies to
7 be here, but it also means to have the work forcefully
8 trained and skilled. I don't know if you know that Fox
9 Factory is consolidating its commercial footwork for
10 shock absorbers with the defense unit that's already in
11 El Cajon and they did it primarily because of the work
12 force in East County.

13 So we need to maximize that as well, and so the
14 people in East County who have the skills have jobs to go
15 that don't sit them on freeways for 30 minutes each way,
16 that's a good day by the way, 30 minutes, but I know
17 SANDAG calculates those community numbers but I mean, how
18 long -- there's a big rig turned over.

19 So I see all of those pieces coming together, a
20 place where people can live and get home and maybe
21 exercise in the evening because they're not going very

22 far. They're taking two Trolley stops to get back to
23 where they live or to the park, so all of those things
24 coming together what I see is the investment happening.
25 The people being put to work with the right skills to get

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1 there, and the infrastructure that will allow the
2 movement of goods-and-services to accommodate all of the
3 services.

4 MS. CLEMENTSON: That's great.

5 So do any of you, did you hear anything from
6 each other that you want to comment on or respond to?
7 Okay.

8 So questions for the Panel, thoughts from the
9 audience?

10 So I'm going to, just because we are tied here,
11 if you want to ask your questions and I can repeat on the
12 microphone so everyone can hear. I wanted -- okay.

13 PUBLIC SPEAKER: I wanted to know from Jo
14 Marie, what bridge is a problem for some?

15 MS. CLEMENTSON: Okay.

16 Jo Marie, what bridge is a problem for some?

17 MS. DIAMOND: Well, I said that the "last
18 bridge," we've done a pretty good job of advocating for
19 the Transportation Network. Remember, we had the Trolley
20 in our backyard for a long time, that we've done really
21 good things about making 67 one way, 125 and 52
22 connecting each other, but there is a bridge that goes

23 over from the County into El Cajon, the Bradley 67
24 Interchange, that's a failed intersection and if we need
25 to do all the things we have to have to make this vibrant

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1 economy work, we're going to have to fix that bridge one
2 of these days and the longer we wait, you know, all this
3 happens in transportation, right? The longer we wait,
4 the more it's going to cost. I'm hoping that the reason
5 we fix that bridge is because it's fallen down. I know
6 it's been qualified as safe, but we've got to figure out
7 a creative way to deal with it because it's going to be a
8 bottleneck. Think about what I'm talking about with
9 regard to this aerotropolis.

10 Well, what if there is a big rig turnover on 67
11 or 125 and the only way goods-and-services can get to
12 that employment center is across that bridge? They're
13 going to be a backed up. What if we're having a
14 disaster? What if there's a fire on places that would be
15 the, quote, "freeways?"

16 How are the staging areas at Gillespie Field,
17 how are those emergency vehicles going to be able to get
18 there and help the people?

19 So that's what I mean. That's why I call it
20 the "last bridge," because it's been there forever. It's
21 essentially the albatross around my neck. So ...

22 MS. CLEMENTSON: Other questions for the Panel?
23 Right here.

24
25

PUBLIC SPEAKER: Yeah.
You talked about the growth in the County, and

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1 I think 70 or 80 percent, if I remember correctly,
2 65-plus population in the County, and that's typical. In
3 L.A., it's 120 percent of the growth in L.A. County.
4 There's too many people who will be over 65. It's not
5 me, that's everybody over 35 while this plan rolls.

6 And those people have a lot of money. I think
7 you said it's 17.2 trillion dollars spent and tens of
8 thousands of dollars in construction. I mean,
9 unfortunately most of the great stuff, if the plan works,
10 not the same stuff works for all ideas.

11 And so, it is great but in view of that, I
12 wonder if SANDAG ran out of eight maps of monopoly, I
13 know that's going to change and how it affects that plan.
14 I just wonder if that was done at all.

15 MS. CLEMENTSON: Well, maybe first ask a
16 question for the Panel. It's kind of your thoughts on
17 age of population. That's a trend throughout the State
18 that definitely as we look after 2050, more than half the
19 regions' residents will be senior citizens, so that's a
20 fact.

21 And so, just thinking from an economic
22 planning, you know, environmental preservation
23 perspective, how --

24 MR. CHOPYK: The City of La Mesa has the
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25 highest percentage of real properties in the County and

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1 the region. We do have a high elderly population and as
2 people get older and they move out of their houses,
3 homeowners will come in and purchase that home, and you
4 have a family there now they own the property that's
5 reassessed when that occurs. So people don't live
6 forever.

7 And as we age, we make room for new families to
8 come into that housing and we've got to then provide
9 housing for our seniors. So this is a big, you know,
10 this is a big issue. There is a big need for senior
11 housing in this region.

12 MS. CLEMENTSON: Jo Marie, you want to comment
13 on that?

14 Are businesses thinking about that?

15 MS. DIAMOND: They are.

16 As a matter of fact, I can tell you in the five
17 priority sectors that the San Diego workforce partnership
18 has identified as well as the sub sectors for the
19 regional economy, all of them have an aging workforce,
20 and the pipeline has not been refilled. That's why I'm
21 glad people from our Community College, while they're out
22 there, we've got to be able to fill that; how jobs I'm
23 talking about at the employment center that radiate out
24 to our other communities, some people have to fill them.

25 I also want to say, that people are working

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1 longer and we need that experienced, older workforce to
2 help transition their knowledge to the incoming workers.

3 But where are they going to live? How are they
4 going to get there? All of those things matter, so
5 that's why this is important to me. We absolutely are
6 thinking that altogether. We did a packet from
7 demographics in the East County because it's really
8 difficult to connect the unincorporated areas to the
9 incorporated areas and incorporated cities and just try
10 to look at it as a subregion, and in all of our
11 communities there's an increase in demographic in the
12 older population.

13 So how do we make our older population, as far
14 as their economic investment and contribution over their
15 life, work lives, contribute to the next generation of
16 workers that are going to keep us and our children's
17 children. I didn't have a child, but, you know,
18 gainfully employed and contributing to society.

19 MS. CLEMENTSON: Michael, did you have any
20 comment? I don't want to leave you out.

21 MR. BECK: No, that's okay. I'll wait.

22 MS. CLEMENTSON: You'll have to wait.

23 Other questions for the Panel?

24 Yes?

25 PUBLIC SPEAKER: Yeah.

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1 Southern Californians, as we all know, love our
2 single car commute, and if there's, you know, really a
3 concerted effort to change that -- I think Michael Beck
4 said something about how mass transit has to compete with
5 that single car commute. If there's a way to make it
6 advantageous to take mass transit or the bike or walk,
7 can we do that? Because I think there's still an
8 emphasis in our City, the East County, to make it -- make
9 the roads for cars and secondarily for bikes and
10 pedestrians and with mass transit, you really need to put
11 more effort into fewer lanes, make it so that the people
12 on the Trolley are looking out at that congested traffic
13 and say, "I'm so glad I'm on that Trolley instead of in
14 that car ..." because right now we're saying just the
15 opposite, and so we really need to squeeze those traffic
16 lanes and put more emphasis on mass transit, biking and
17 walking, just to get healthier communities and better
18 air.

19 MS. CLEMENTSON: So, I don't know, Jo Marie, if
20 you want to take a stab at that or --

21 MS. DIAMOND: Yes; Michael took the mic --

22 MS. CLEMENTSON: Michael took the mic, okay. I
23 didn't see that.

24 MR. BECK: I would like to --

25 MS. DIAMOND: -- I want it back.

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1 MR. BECK: You can't.

2 So one of the comments I made, had to do with
3 funding all of these based ideas that we have.

4 And the funding challenges are monumental and
5 when you, in particular, start looking at what it costs
6 to fund the kind of transit system that you're
7 describing, one that is going to outcompete a single car,
8 which is really the threshold, if it doesn't, people
9 aren't going to use it. At least commuters aren't going
10 to use it, and we all know that that's consistent with
11 what we've got right now.

12 So I would say that unfortunately for the East
13 County, the transit money is going to go to the areas
14 that have high-dense populations. At least the first
15 expenditures of money are going to go to places where
16 most people are, which is, you know, Golden Triangle,
17 Downtown and down National City, in that neck of the
18 woods, Chula Vista, where there's high population growth
19 there and it is high existing populations and a lot of
20 the infrastructure already in place.

21 So it's important. It's kind of a reality
22 check, you know, somebody has to -- proponents for East
23 County Transit, and I would be one of them -- proponents
24 for East County Transit have to crunch the numbers and
25 say, "Is it possible to get an interconnective first

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1 mile, last mile transit alternative to the car in East
2 County and what does it cost"? That's the question that
3 has to be asked before you start doing the planning in my
4 view.

5 MR. CHOPYK: Unless the microphone comes over,
6 I just want to say that the State of California agrees
7 with you, that the passage of "AB 1358," that California
8 "Complete Streets Act of 2008" requires all cities,
9 counties, jurisdictions to clean their streets, not only
10 for the automobile but also for bicycles, pedestrians and
11 transit users.

12 MS. DIAMOND: And La Mesa is doing a great job
13 there too.

14 I just want to say -- you heard all my comments
15 already -- I wasn't -- not once did you hear me say, "we
16 need bigger, wider, faster freeways," right?

17 What I said was, let's maximize the investment
18 where there's already land use and infrastructure where
19 we can grow jobs so people are taking the Trolley to work
20 around the aerotropolis or riding their bikes.

21 Now again, we're not going to be able to move
22 goods that way, so they're going to have to use some
23 other means of movement, but what we're trying to say is
24 where people already live in East County, we want to grow
25 the jobs there so if somebody in Crest needs to go to

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1 work, they're not necessarily driving down to SPAWAR, the
2 Navy Lab down on Point Loma, maybe there's an R & B
3 Center for unmanned land, sea and air vehicles in and
4 around the Gillespie Field Airport, okay? We're talking
5 about all these things working together.

6 And again, one of the reasons I'm glad Bill is
7 sitting next to me and we're here in La Mesa, is that,
8 those workers are going to have to come from somewhere
9 else, and you don't build houses next to an airport,
10 right? You have to have the housing Plan B elsewhere,
11 and where better can it be than on transit lines.

12 MS. CLEMENTSON: Great; thank you.

13 Question right here.

14 PUBLIC SPEAKER: I had the pleasure last year
15 when I moved into this area, of reading the Regional
16 Transportation Plan, and I've had a lifelong interest in
17 transit and alternate transit, and I encourage everybody
18 to take just a look at, say, the gondolaproject.com, and
19 a lot of cities across the world are starting to use
20 high-speed, detachable, aerial Gondolas, like
21 eight-passenger gondolas that act as people movers to
22 address that last mile.

23 I have the pleasure of riding the Trolley every
24 day to work-and-back and see the cars on Highway 8 as I
25 wave at them, and I thank the Lord that I'm not there,

1 but I acknowledge them. I drive that mile between my
2 house and the Grantville Station, and if there was
3 another means of feeding the existing Trolley system, you
4 would increase its ridership quite a bit, and aerial
5 Gondolas take much lower land use footprint. They are
6 much lower cost per mile to build and have a lot of other
7 energy efficiency advantages.

8 So if you -- I wrote a 45-page proposal up in
9 the Lake Tahoe area. If anybody, after the meeting,
10 would care to give me their email address, I can send
11 them a copy of the research I've done on the efficiencies
12 of the cost per mile and so forth, that I researched on
13 that front.

14 MS. CLEMENTSON: That's great.

15 And make sure that you get your official
16 comment over here with Gloria when we break.

17 I want to see if there are any thoughts here on
18 First Last mile, you know, what the importance of -- no?

19 MR. CHOPYK: Thinking outside the box, that's
20 the first one I heard connecting to the Trolley with
21 Gondolas. I think that's very creative; probably be
22 scored by SANDAG.

23 MR. BECK: Well, I think it's always been the
24 weak link in the transportation system, and I think --
25 it's interesting, again, there's another parallel with my

1 conservation world, that is, the focus is usually on big,
2 sexy acquisitions. The big, important land areas that
3 are hundreds of acres or thousands of acres, but
4 eventually they don't function. They don't exist unless
5 we have the linkages between them.

6 I do land acquisitions for conservation. I did
7 a 1.2 acre acquisition last year, simply because it was
8 critical, at least parcel. We also did a thousand-acre,
9 1500-acre acquisition.

10 So the last mile, first mile, those are hugely
11 significant to the effectiveness of this system and the
12 willingness of people to actually use the system.

13 It also relates to the demographic question
14 posted earlier. I mean, elderly people have their own
15 needs in terms of mobility, and this plan needs to
16 actually be customized to the demographics in the
17 direction that the region is going.

18 So that's as critical an issue as any of them.
19 It's one that needs a lot of attention, and it needs
20 money to implement a plan, whether it's a shuttle service
21 or something for neighborhoods to allow people to
22 actually effectively and in a timely fashion, get to the
23 transit system.

24 MS. CLEMENTSON: In the -- just kind of
25 thinking about how this plan addresses first-and-last

1 mile. I know this plan has advanced some of that.

2 Maybe Elisa Arias who's worked a lot with the
3 plan might come up here and please describe some of what
4 San Diego Forward is including that hasn't been in the
5 past plans with respect to the first-and-last mile.

6 MS. ARIAS: Phil showed a slide that we'll term
7 "mobility cost," and there's a big display back there
8 that we can talk about and maybe we can show you in a
9 little closer detail when we break up for the openhouse.

10 But here the concept is to look at transit
11 centers and provide different means of getting to the
12 transit center from home, or once you arrive close to
13 your workplace, how to reach your final destination, so
14 what examples do we have?

15 For instance, maybe there's a bike share
16 station, maybe there is a Car2Go, maybe there is a Uber
17 available, maybe you can bring your bike on the transit
18 system and continue on. There's also information systems
19 in ways maybe as a place where you can, you know, pick up
20 your packages from Albertson, so look at all those
21 different services that make that transit service more
22 convenient for the public. So those are some of the
23 concepts we're working on.

24 We were able to get some grant funding from
25 Caltrans to start looking at these concepts, and again,

1 there's not one size fits all because areas are going to
2 have different types of mobility house, but that's the

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3 concept that we really want in our plan and come out with
4 this strategic plan that would be implemented in the
5 future for different areas in the region.

6 MS. CLEMENTSON: And I think there was another
7 question.

8 I wanted to also bring up the comment that I
9 think, Bill, you made earlier related to complete
10 streets, and I know the City of La Mesa and other cities
11 are also looking at incorporating more bike-and-ped
12 improvements in all the projects that you're working on,
13 and to the extent that those can include connections to
14 regional transit. I know that's something that the
15 cities have been trying to incorporate, you know, with
16 part of the local tax and sales tax the cities get
17 through your local streets and roads program.

18 I think there was a question here and then
19 we'll go back.

20 PUBLIC SPEAKER: Yeah; one concern I have is
21 housing.

22 Looking at San Diego City is a poor example.
23 There are all kinds of service jobs in that area, people
24 working in hotels-and-motels and all the junk food
25 places, et cetera, and yet there is no or very little

1 cheap housing so that they can live downtown where they
2 work, and I think that's a huge problem for all of us.

3 I mean, there are a lot of working poor that

4 have to commute long distances, that can't live where
5 they work.

6 So "affordable housing," I think that term is a
7 Band-Aid around the portable home. It's usually not
8 affordable for the working poor.

9 MS. CLEMENTSON: Panelists, do you want to
10 respond to that? That's definitely something we hear,
11 how you match -- how do you try to match the housing near
12 the jobs that are created in that area?

13 I think you brought some of that up, Jo Marie,
14 and then how do you connect people? If they can't live
15 that close to their jobs, how can they be connected
16 through transit easily to get to their job?

17 Any thoughts from the Panel on the affordable
18 housing comment?

19 MR. CHOPYK: Well, there is a process that
20 SANDAG oversees, and it's called, the "Regional House and
21 Needs Assessment," or the "Regional Housing Needs
22 Allocation," and so every jurisdiction in the San Diego
23 region is assigned a number of housing units. A goal to
24 achieve a certain number of affordable housing units
25 for very low income; low income, moderate income and

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1 above income housing.

2 So these are -- this is mandated by the State.
3 The State requires every jurisdiction to have a housing
4 element. It has to be certified by the State of

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5 California, the Department of Housing and Community
6 Development. Affordable housing is a huge issue in this
7 State, and it's addressed through legislation and laws
8 and we set goals to achieve that affordable housing.

9 The real difficulty, is getting the funding to
10 build that affordable housing and subsidize affordable
11 housing; just the term "affordable housing" requires the
12 subsidy that bring the housing down below market rate so
13 that it is affordable to a very low-income family. Where
14 do those funds come from? They're very scarce.

15 And things have happened real recently in the
16 State with the dissolution of redevelopment that has
17 taken away a lot of the funding that cities previously
18 had to subsidize affordable housing.

19 So it really comes down to a funding issue, and
20 I think that lies within the State of California to come
21 up with some legislation that's going to replace that,
22 that funding that has been lost since the dissolution of
23 redevelopment in 2012.

24 I'm sorry about that sort of bureaucratic
25 answer, but the fact is, you have to have money to build

1 affordable housing and we don't have any.

2 MS. CLEMENTSON: That is part of being a
3 healthy community, is being able to have housing that's
4 affordable to the people who -- to a variety of income
5 levels.

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Do you have something to add, Michael?

6

7

MR. BECK: Yeah.

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9 There actually is an example of a land-use
10 decision that can dramatically affect us in certain
11 circumstances. So there's some State legislation several
12 years ago that's now being implemented in the County
13 wherein -- or whereby, mobile home parks can actually
14 sell those spaces and those units as individual,
15 privately-owned homes, and that has made a huge
16 difference for people who were previously renting, didn't
17 have enough money to get over the hump, because I agree
18 with the comments you made about affordable housing and
19 what is used to quantify that, is a pretty big number in
20 terms of home ownership.

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So it's maybe a small example but not small
for the people that it affects; that's a lot of people
that actually have a home ownership situation where they
live.

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MS. DIAMOND: I think --

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MS. CLEMENTSON: Oh, comment?

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MS. DIAMOND: -- my comment is a little bit
different. I'm going to take a slightly different spin
on this.

The fact that -- and the number I'm quoting is
based on a number that came out of the "Greater San Diego
Vision Project --" but it may be -- it's probably pretty

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7 close. The fact that 37 percent of a person's -- a
8 working person's income goes to their housing, whether
9 it's rent, probably a little higher now with what rents
10 look like right now.

11 One of our solutions, is that, we make that the
12 career path and training to go with it to make those
13 working poor have better jobs with higher incomes,
14 because I don't care what we do with affordable housing,
15 this is an area of the country where it's never going to
16 be like Indiana or Alabama. It's just never going to be
17 that, so we need our population to have better jobs.

18 And there are probably even better jobs in the
19 tourism and service industry, but what I'm just trying to
20 say, is that the opportunities that were available to
21 people 30 years ago to have these kinds of jobs that
22 would give them a sort of path to personal wealth aren't
23 there anymore, but we're going to put them back, that's
24 why advanced manufacturing is coming back to the region.
25 We know that there are training and other skills from

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1 life science to help guarantee, to clean energy types of
2 jobs, that we can give opportunities to people who have
3 not had them in the past, and that's one of our
4 commitments.

5 MS. CLEMENTSON: All right.

6 And then, I know you had a question; thank you
7 so much for your patience.

8 PUBLIC SPEAKER: I was going to turn it in, but
9 I guess I'll just read it.

10 In a place like Southern California where
11 there's so much urban sprawl, given the negligible effect
12 things like bike lanes, et cetera, will have on traffic
13 congestion and ultimately on carbon emissions, why are we
14 wasting so much time and money on things like this, these
15 ineffectual policies and projects, when our own space is
16 managed so poorly? Wouldn't it be better invested in
17 concrete investments, things like land acquisition, the
18 Daley Ranch that was recently purchased by SANDAG just
19 east of Cuyamaca. They're wonderful lands. I know, I've
20 used them there. They don't work so well if you're
21 trying to get to work from Santee to National City.

22 Why don't we put our money in better things?

23 MS. CLEMENTSON: So that sounds like more of a
24 comment.

25 I don't know if you wanted any responses from

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1 the Panel, but that's definitely a comment and again,
2 something you probably want to register with Gloria, and
3 you've written it down so I guess it's officially
4 registered; thank you.

5 MR. BECK: Well, I think it's important. I
6 think a lot of people would not realize how many hundreds
7 of millions of dollars have been spent on land
8 acquisitions, without a doubt, since they were adopted

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9 with hundreds of millions of dollars, probably
10 800-million dollars in land acquisitions, and many of
11 these places that were acquired were rural lands that
12 were slated for 70s-type developments, so I had a final
13 map, poked around and those projects would have been at
14 the pinnacle to what we've been talking about today.

15 So there's been a phenomenal amount of land
16 acquired and managed for habitat purposes and open space,
17 recreational uses, open trails, that sort of thing, so
18 it's not the kind of thing that gets in the paper very
19 often; occasionally there's a feature story, that sort of
20 thing, but it's going on constant, day in-and-day out.

21 MS. CLEMENTSON: It seems to me, if I
22 understand your comment, it was that you appreciate land
23 acquisition more so than some of the other investments,
24 and why not put that into open space acquisition.

25 Or did I miss that?

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1 MR. BECK: No, I think you've got it.

2 I've worked with groups like, "Save Our Horse
3 and Ranch Lands" in the past, and I approve of what
4 they're doing. I wish there was more of it and when I
5 see the kinds of resources that a group like say, SANDAG
6 has, as far as I can tell, not really want to really
7 solve any problems. It's frustrating to see that instead
8 of it going towards things like the acquisition of the
9 "Lucky 5 Ranch," that to me was just an outstanding land

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10 of real estate and I wish we'd do some more.

11 MS. CLEMENTSON: Okay.

12 Okay, one of the things I just -- I want to
13 take a quick time check here. I want to give everybody
14 plenty of time to get around and ask staff specific
15 questions about some of the things that were raised here,
16 get a better understanding of what's on the maps. I do
17 see there are a couple more questions.

18 What's the sense of the group?

19 Do you want to take a couple more questions or
20 should we break, and we can answer some of these
21 questions one-on-one?

22 PUBLIC SPEAKERS: Break.

23 MS. CLEMENTSON: Okay; we'll do two questions.
24 Speed questions.

25 We have one question here and one question

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1 here. (indicating)

2 You can go first.

3 PUBLIC SPEAKER: Okay.

4 My question is on funding on "2011 RTP," over
5 75 percent of transit expenditures occur after the year
6 2030. So why are we delaying transit when we need to
7 reduce, reduce and get mobility options to have to have
8 our car?

9 Why is it that Transit expenditures occur after
10 the year 2030, and how is that update going to fix that

11 5-13-15 Court Reporter Discussion_La Mesa
12 problem?

13 MS. CLEMENTSON: Okay.

14 And then -- so we'll take that question, and I
15 think what we'll do is have one of the staff members
16 respond to that, and then the other question so we can
17 prepare.

18 PUBLIC SPEAKER: Well, apparently SANDAG is
19 more of a vehicle for city than it is for everybody in
20 the County, because I live in an unincorporated area.
21 There are five new Trolley lines and not a single one of
22 them goes into my community, and I live in Spring Valley,
23 and we have a very, very large suburban population, close
24 to, I'd say, 80 percent of the people drive away to work
25 in the morning because we don't have a lot of businesses
there that employ a lot of people. They go to El Cajon.

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1 They go to San Diego and we contribute a lot to traffic.

2 But I really think that perhaps, rather than
3 spending all of my tax dollars to do things for the
4 cities, building more infrastructures for them, perhaps
5 it should come out to the people that actually pay the
6 taxes. Spring Valley pays more in property taxes than
7 any other community that is not incorporated in the
8 entire County, and we get nothing from you guys.

9 MS. CLEMENTSON: Okay.

10 So two really good questions to wrap up the
11 conversation on it.

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12 Maybe Elisa, do you want to respond to kind of
13 the question we had on phasing of Transit and why we have
14 Transit later in the plan, how can it be moved up, what's
15 different about this plan?

16 So I think we could do a summary about that --
17 or should we bring the Board over? I don't know if that
18 will reach.

19 MS. ARIAS: Let's see how close I can get.

20 Okay; close enough.

21 So we have this chart that it shows where the
22 draft plan proposes the different investments by the
23 types of multimodal that we're talking about, and this is
24 a game, a plan to get people, you know, engaged in
25 talking about where this -- where these investments are

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1 proposed.

2 So here you have this pie chart and, you know,
3 you've been hearing about investments in Transit,
4 investments in managed lanes, express lanes, investments
5 in highways, local streets and roads like here in La Mesa
6 or the other communities, active transportation,
7 technology.

8 So if I were to ask you -- we have candy for
9 correct answers, and I know you give incorrect answers
10 too. If I were to ask you this big blue slice of the
11 pie, what would you guess that 29 percent of the dollars
12 that would be invested in the plan would go toward, based

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13 on what you heard today?

14 PUBLIC SPEAKER: Transit.

15 MS. ARIAS: Good.

16 Now, how -- that's what Transit has. We're
17 going to build Trolley lines. We're going to build rapid
18 bus stations, all those routes. The current route. We
19 have the new Transit service that we are going to be
20 implementing. It will be operated.

21 So what piece of the pie do you think is needed
22 to actually operate the Transit service? The small
23 piece? The medium-size piece? The large piece?

24 What would you think?

25 PUBLIC SPEAKER: 21 percent.

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1 MS. ARIAS: All right.

2 So I must start giving away the candy.

3 So you're looking at the right half of the pie.
4 So this is 29, plus 21 and 50 percent of the investment
5 in this plan will go either towards building new transit
6 services and to also operate-and-maintain them, so half
7 the investment in the plan are planned for public
8 transportation.

9 We've also talked about the need for managed
10 lanes, the coastal routes for rapid service. They're
11 also going to provide a capacity for carpools and in some
12 cases, some people have to pay a fee to use those lines,
13 like the I-15 corridor.

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14 So that's this red piece of pie between the
15 percentage for this managed lanes and the connectors
16 towards the freeways.

17 We talked about active transportation.

18 What piece of the pie do you think goes toward
19 active transportation?

20 PUBLIC SPEAKER: Why don't you just tell us.

21 MS. ARIAS: I can tell you that; yeah.

22 So if you are thinking about active
23 transportation and the Smart Growth incentive programs
24 that connects the Trolley Station here in La Mesa, that's
25 the 3 percent of the investments. So the rest of the

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1 investments are 8 percent for highway and connectors, and
2 then the rest is to also operate-and-maintain the highway
3 system.

4 So as you can see there's, you know, big
5 investment. The public transportation, both to build it
6 and to operate the current system that we have plus the
7 new system, and the rest of the pie is for the other.

8 If we look, this is a 2050 view. If we look at
9 the 2035 view which is a plan, it's a similar type of
10 breakdown. (indicating)

11 PUBLIC SPEAKER: This is kind of a follow-up
12 question.

13 First of all, I had a question on timing. It
14 seems like the large blue area or comment was latter part

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15 of the plan, rather than upfront.

16 And then the bigger question, though, is if
17 we're going to reduce the MT, we could take the red, the
18 yellow and the orange and put it into blue so we don't
19 have to have a "Quality of Life Initiative," like
20 progressive tax form.

21 MS. ARIAS: But the second --

22 PUBLIC SPEAKER: So the question is:

23 Is that kind of alternative being thought of?
24 Because if we're going to reduce the MT, we don't need
25 the red, we don't need the orange or the yellow, and we

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1 put that into blue.

2 MS. ARIAS: Well, in reality we need it all.
3 We need the red. We need the blue. We need all the
4 transit. We need it all.

5 PUBLIC SPEAKER: You're going to reduce the MT,
6 we're going to have fewer cars on the road in the future
7 than we have now. So why do we need more roads if you're
8 going to have fewer cars on the road?

9 MS. ARIAS: So that --

10 MS. CLEMENTSON: Excuse me, but I think that
11 sounds more like a comment that you're making.

12 PUBLIC SPEAKER: No, it's a question.

13 Why are you going to build more roads, in the
14 billions of dollars, when we've had fewer cars on the
15 road than in the future? Why do you want to do that?

16 MS. ARIAS: The plan doesn't reduce the roads
17 in the region because of the way of the growth in the
18 future. We are talking about the projection of the
19 million more people in the region between now and 2050.

20 PUBLIC SPEAKER: No. No! The fewer cars.
21 Why have more roads, if you can have fewer cars
22 on the road?

23 MS. ARIAS: Well, I don't think the map works
24 that way, with a million more people crossing the roads
25 but that's a comment, I guess.

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1 But going back to the phasing of the plan, this
2 is a 2050-look at the investment, but it's a similar
3 proportion to answer your question earlier on, by 2035
4 the plan also will have a similar proportion.

5 And part of this transit capital investment, is
6 the high-speed rail that's in the project of the State of
7 California and it's the phase between Los Angeles and San
8 Diego that is going to be built, and that is the last
9 part of the plan because of funds that SANDAG doesn't
10 control and that project, and we will have that project
11 in the last phase of the plan.

12 MS. CLEMENTSON: Okay.

13 And so thank you, Elisa.

14 And I think, you know, the points that you're
15 making about investments in East County that you have
16 suggestions about specific investments, that would be

5-13-15 Court Reporter Discussion_La Mesa
17 great for us to get your comments and where those should
18 happen, and we have maps back here that you can write on
19 and draw on for us.

20 So at this point, we'll wrap up the group
21 discussion. We're happy to answer any question. Staff
22 will be going on to these various display boards.

23 And I really want to take this opportunity to
24 thank our Panel for coming here.

25 I know, Jo Marie, you've been up since 4:00

SANDAG WORKSHOP - SAN DIEGO FORWARD

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1 this morning in meetings, and so thank you for sticking
2 it out with us here tonight.

3 Thank you, Bill.

4 And thank you, Michael, so much. We really
5 appreciate it.

6 * * *

7

8 PUBLIC SPEAKER: My name is Jeff Sparksworthy.

9 I lived in San Diego in the '80s and then moved
10 back here last year and have been interested in seeing
11 the last mile issue solved.

12 I take the Trolley. A lot of people every
13 morning have to get to the Trolley stations in a variety
14 of ways, and I look at all the little canyons that come
15 down from the neighborhoods in San Diego and think that
16 there could be Gondolas, that would be feeders for the
17 Trolley system, just like a Trolley Line could run from

5-13-15 Court Reporter Discussion_La Mesa
18 the Airport up Maple Canyon and get to the Trolley, the
19 Traml ine could run from the Airport up Maple Canyon and
20 get to the existing Trolley and to the Zoo.

21 It's a little silly that our Trolley system
22 doesn't serve the Airport or the Zoo in Balboa Park and I
23 know there are reasons for that, and aerial Trams get
24 around a lot of those reasons by not having a
25 right-of-way of issue, not having a land footprint of

SANDAG WORKSHOP - SAN DIEGO FORWARD

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1 having to build more roads and places that there aren't
2 available routes, and can move six thousand people an
3 hour with one 500-horsepower motor instead of every
4 single car having 200-horsepower. That's my comment.

5 If anybody wants a copy of my proposal, which
6 is tailored for the Lake Tahoe, Truckee area but has the
7 same type of research, they can contact me at
8 Jsparkworthy@gmail.com come and I could send them a
9 flyer.

10 My paper has been embedded by Caltrans, by
11 Regional Transit Agency, people up North, by engineers,
12 by architects, by Trolley operators and so it's not just
13 smoke-and-mirrors. It's been fairly well researched;
14 thank you.

15 PUBLIC SPEAKER: My name is George Courser, and
16 my address is 3142 Courser Avenue, San Diego, 92107. And
17 my phone number is 858.273.2426, That's a cell and it's a
18 home phone; 858.273.2426.

Page 52

19 5-13-15 Court Reporter Discussion_La Mesa
And my thoughts representing the Back Country
20 Coalition are concerning the aspects of the RTP
21 Transportation Plan. Regional Transportation Plan.
22 The Regional Transportation Plan has aspects of
23 it that are incomplete, unplanned or frankly, an error
24 and I'm -- there's some very clear examples of this
25 beginning in the meeting that I was attending today from

SANDAG WORKSHOP - SAN DIEGO FORWARD 54

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1 SANDAG. There's an example of the 78 Freeway going west
2 and intersecting the I-5 North and South, and it
3 intersects it like a T-bone so it actually is a stoplight
4 there. It's a signal instead of being a transition for
5 traffic, and it's a very dangerous intersection and it
6 could -- you mentioned of two major arteries for San
7 Diego, yet we really don't have an effective
8 transportation ability at that point. We don't have the
9 capability, or at least the drive to make the correction.

10 Another example, further down south, is that
11 there's not an actual exit, a prescribed, dedicated
12 freeway exit from the I-5 Freeway to San Diego's
13 Lindbergh Field.

14 We're still taking various side streets,
15 different routes that are uneconomical, unsustainable.
16 Frankly, we're putting huge bounds of traffic in the
17 neighborhoods that would have been planned for, yet we
18 have a clear visual shot right from the I-5 Freeway into
19 the airport that can easily be accommodated. But,

5-13-15 Court Reporter Discussion_La Mesa
20 Likewise, we don't have the ability for anyone to take
21 the Trolley to the airport or leave the airport.

22 The biggest transportation hub in the County of
23 San Diego doesn't have transportation that is viable for
24 saving vehicle miles traveled, for convenience of the
25 ratepayers, the taxpayers or even the tourists. We do

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1 not have an ability for the tourists that we have, to
2 take the Trolley to or from the airport or say, from the
3 Airport to the world Famous San Diego Zoo or to Balboa
4 Park. They can't do that. It's impossible. It's
5 amazing because of the infrastructure we've already
6 developed in these areas and we put enormous amounts of
7 resources, money, so-called planning into this, yet
8 somehow, we missed the plan. We didn't get the 78 to the
9 I-5. We didn't get the dedicated road to the Airport.
10 We didn't get the ability of the Trolley Line to be able
11 to travel right to and from there.

12 And it's about all I have to say. I thank you
13 for that.

14 (Whereupon the SANDAG Workshop concluded.)

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1 STATE OF CALIFORNIA)
2 COUNTY OF SAN DIEGO)

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6 I, Gloria D. Mazon, C.S.R. No. 9356, hereby
7 certify, that the foregoing statements from this public
8 hearing were recorded true to the best of my ability by
9 electronic transcription, and supervised under my
10 supervision.

11

12 Dated in San Diego, California, this _____ day,
13 of _____, 2015.

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Gloria D. Mazon CSR No. 9356

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22 5-13-15 Court Reporter Discussion_La Mesa
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SANDAG WORKSHOP - SAN DIEGO FORWARD 57

1 DIEGO, CALIFORNIA, STATE OF CALIFORNIA
2 FOR THE COUNTY OF SAN DIEGO

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TAKEN ON: THURSDAY, MAY 14, 2015

TAKEN AT: 4050 TAYLOR STREET
SAN DIEGO, CALIFORNIA

REPORTER: GLORIA D. MAZON
CSR NO. 9356

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A-P-P-E-A-R-A-N-C-E-S

- Colleen Clementson - SANDAG Facilitator
- Phil Trom - Senior Regional Planner
- Elisa Arias - Principal Regional Planner
- Melanie Nally - BIODOM
- Linda Marabian - City of San Diego
- Michael Beck - Endangered Habitats League

1 SANDAG PUBLIC WORKSHOP, THURSDAY, MAY 14, 2015
2 CALTRANS DISTRICT 11 BUILDING
3 4050 TAYLOR STREET, SAN DIEGO, CALIFORNIA 92110
4 1:30 p.m. - 3:30 p.m.

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7 MS. CLEMENTSON: I don't know if that's a
8 question for the Panel or if there's anyone here in the
9 room that wants to try to answer that.

10 MS. NALLY: You know if SANDAG has program --
11 or don't you want like, grade consulting services for
12 companies that want to start an iCommute or work from
13 home program for their employees?

14 MS. CLEMENTSON: I think what we're hearing,
15 there definitely are programs.

16 There's an iCommute program and I thought Ray
17 Trainer was here, but maybe I'm like, blurring everything
18 together to -- there's Ray; okay.

19 Do you want to -- you can mention something
20 about "iCommute" and also the programs that are offered.
21 I think the question here is, could that be mandated?

22 Do we want State Legislation that requires
23 employers to do this and you probably have heard
24 something like this before.

25 MR. TRAINER: Yeah; a mandate would certainly

1 be possible; yeah. I'm just not sure how practical it
2 would be for companies to have to comply.

3 But we offer a program that really offers
4 consulting services to the regions and borders and a lot
5 of success helping them to develop programs. They're
6 really based on choice, so really getting back to the
7 point here, but we try to provide an opportunity for
8 people to get to work, get home on a variety of ways,
9 vanpooling, carpooling, bicycling and these really tend
10 to be an effective way to do it voluntarily, so we're
11 going to continue in that effort, in fact, the plan has
12 quite a bit of investment in that regard.

13 MS. CLEMENTSTON: And then, there was also the
14 question about requiring or not allowing trucks at
15 certain points in time on the freeways? I don't know. I
16 think I heard that before.

17 Is there anybody here who wants to respond to a
18 question like that?

19 MS. MARABIAN: I mean, anything is possible;
20 start talking to your elected officials.

21 MS. CLEMENTSON: Okay.

22 So let's see, I skipped Colin. I'm sorry, I'll
23 come back to Colin.

24 MR. COLIN: Thanks Colleen.

25 My name is Colin Perry on Policy Counsel that

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2 accommodating land uses, so we really love that all like
3 the whole spectrum of Transit and Transportation choices
4 that are in this plan. I think it's really comprehensive
5 and wonderful. I think our hesitation that circulates
6 that we think a lot of Transit infrastructure that's
7 being invested, it's a little late in the game, you know,
8 we have secret of that -- obviously, that's a comment.

9 But I really wanted to ask too, compelling I
10 guess, particularly with Linda, you know, the City of San
11 Diego's Climate Action Plan is really dependent on a lot
12 of these mode shifts, people walking and biking more and
13 taking Transit more, but the City doesn't control a lot
14 of those things. A lot of those things are in SANDAG's
15 responsibility, so I'm really just kind of curious how you
16 guys are thinking about that, that sort of mismatch of
17 sort of goals and the resources to accomplish those
18 goals.

19 MS. MARABIAN: Thank you.

20 MS. CLEMENTSON: Linda, your thought on that?

21 MS. MARABIAN: Yeah; absolutely.

22 We work very closely with SANDAG and SANDAG is
23 helping us through this plan to achieve those goals. I
24 also wanted to expand on what many people are saying
25 here. It is a balancing act, and what we need to do is

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1 we're all going to have to help out and I'll tell you
2 what I mean.

3 City of San Diego, we have an alternative work
4 week schedule, so we offer that to employees. They work
5 nine-hour days and then get a Friday off or a Monday off,
6 and typically it's a Friday.

7 The City of San Diego also offers significant,
8 significantly discounts of Transit passes, 90 percent and
9 so, there's incentives and the disincentives are stuck in
10 traffic. I mean, that's somebody who said there's not an
11 incentive and I think there is, and I think you either
12 get a significant discount in Transit or you sit in
13 traffic. Those are your two choices, or now they're also
14 alternatives.

15 So the City of San Diego is working closely
16 with SANDAG, you see these big projects that are coming
17 along. I talked a little bit about the bike projects,
18 that's going to help. I think in this plan is the first
19 10 years, you're going to do all the early action
20 projects, am I right? Yeah; the first 10 years, that's
21 not a long time. Ten years is very, very close.

22 I mean, I tell you I'm older than -- 10 years
23 go goes by like that and so, the combination of what's in
24 this plan, businesses can do this too. The alternative
25 work week, businesses can give their employees discounts

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1 on Transit, so we all have to do it together; don't just
2 always look at Government, but we look at each other to
3 see what we can all do because it's not one thing. I

4 guarantee it. It's not only Transit, the busses and it's
5 not only bikes and it's not only culture. It's all of
6 it; sorry.

7 MS. CLEMENTSON: Okay.

8 So I think what I'd like to do, is just are
9 there any final comments from the Panel? Because I think
10 it's -- we're going to wrap up and we can go into more
11 detail. They're definitely were some questions about
12 funding and we have information about that, so if you're
13 interested in sort of how the phasing works, there's a
14 pie chart back there and Elisa is available to talk about
15 that.

16 But any final comments from the Panel?

17 (No verbal response from audience.)

18 Let's really thank the Panel for coming out and
19 we really appreciate it.

20 One of the things we really try to do, is bring
21 folks out who have ideas about how the plan could be
22 better and who are critical or have ideas of how it can
23 improve.

24 And I just, without putting you on the spot,
25 I'm just wondering if our Board Chair wanted to make a

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1 any final comments.

2 This is your first workshop, how did it go?

3 And then he's going to fire me.

4 MR. DALE: I thank you very much for everything
Page 7

5 that you've done. I thank the Panelists. Mike, I think
6 you've been to every one of them so far, thank you for
7 doing that. I thank everyone in the audience for
8 participating. If you'll take the time to visit with
9 some of the best people in Government who work for
10 SANDAG, they'll answer your questions. If they don't
11 have answers to your questions, they'll get them for you.

12 We have been working on this for a long, long
13 time. We were here and parts of a year ago to see what
14 your concerns were. We're trying to address them. We
15 have not given anybody everything that they want in this
16 plan. There's some that think we should do nothing but
17 mass Transit, you go to my City, and they think we should
18 do nothing but highways, but we're trying to take care of
19 what we think we're here hearing from you, but we're also
20 trying to take of what we think is going to be happening
21 in the future.

22 So often we have to make other irreversible
23 decisions with inadequate information.

24 Who can absolutely tell me what's going to be
25 going on around here in 20 years from now? That's what

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1 we're trying to figure out, and it's also part of the joy
2 of this job.

3 But we so very much thank you for participating
4 in this process.

5 Colleen, great job.
Page 8

6 MS. CLEMENTSON: All right.

7 We're done with this part, so stand up, stretch
8 your legs, or if you want to sit and talk with your
9 neighbor for a while that's fine; grab something to
10 drink; thanks again.

11 Okay, Gloria is here. Gloria is one of the
12 fastest typers I've ever met, so if you have an official
13 comment, make sure you can get to Gloria.

14 (Whereupon SANDAG Workshop concluded.)

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1 STATE OF CALIFORNIA)

2 COUNTY OF SAN DIEGO)

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6 I, Gloria D. Mazon, C. S. R. No. 9356, hereby
Page 9

7 certify, that the foregoing statements from this public
8 hearing were recorded true to the best of my ability by
9 electronic transcription, and supervised under my
10 supervision.

11

12 Dated in San Diego, California, this _____ day,
13 of _____, 2015.

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Gloria D. Mazon CSR No. 9356

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OCEANSIDE, CALIFORNIA, STATE OF CALIFORNIA
FOR THE COUNTY OF SAN DIEGO

TAKEN ON: WEDNESDAY, MAY 20, 2015

TAKEN AT: 300 NORTH COAST HIGHWAY
OCEANSIDE, CALIFORNIA

REPORTER: GLORIA D. MAZON
CSR NO. 9356

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A-P-P-E-A-R-A-N-C-E-S

- Colleen Clementson - SANDAG Facilitator
- Phil Trom - Senior Regional Planner
- Elisa Arias - Principal Regional Planner
- Mike Strong - City of Encinitas
- Carl Morgan - NCEDC
- Regg Antle - Buena Vista Lagoon Foundation

1 SANDAG PUBLIC WORKSHOP, WEDNESDAY, MAY 20, 2015
2 OCEANSIDE CITY HALL COMMUNITY ROOM
3 300 NORTH COAST HIGHWAY, OCEANSIDE, CALIFORNIA 92054
4 6:30 p.m. - 8:30 p.m.

5 * * *

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7 MS. CLEMENTSON: All right. Thanks, Phil.
8 I'm going to invite our Panel up now, and while
9 they're walking up I'll tell you who they are, but I'm
10 going to ask them to each introduce themselves and
11 incorporate into their introduction why they care about
12 this plan or why the agency organization that they work
13 for care about this plan.

14 So we have Mike Strong who is a Planner with
15 the "City of Encinitas."

16 We have Carl Morgan who's with the "San Diego
17 North County Economic Development Council."

18 And we have Regg Antle who is with the "Buena
19 Vista Lagoon Foundation."

20 So one of the things we did in trying to
21 assemble the panel is think about the different
22 perspectives relating to the goal area. So innovative
23 mobility, vibrant economy and then healthy communities.
24 And so when you think about the perspectives that these
25 folks come from, they definitely integrate sort of all of

1 these goals.

2 So with that, we'll just kind of go in order,
3 and we'll start with you, Mike.

4 So tell us, you know, what you do with the City
5 of Encinitas and why a city would care about a plan like
6 this.

7 MR. STRONG: Good. Thank you; yes.

8 Mike Strong, City of Encinitas. I'm in the
9 Planning Department, and I think I saw two hands here
10 from the City of Encinitas, and there's likely a few more
11 sprinkled in the back. So it's good to see your
12 participation and including in this event.

13 But as the function of planning, really it
14 comes down to determining public interest, right? What
15 is the public good in it, and I'm not the one that makes
16 that determination. It's our elected body, our City
17 Council members, and this is true obviously with every
18 jurisdiction.

19 But my job as a Planner is to help inform to
20 make more prudent, wise decisions about making those
21 transportation or land-use decisions. So in terms of my
22 role, it's really done as a supportive function to
23 support the people that you elect to these positions to
24 represent your interest.

25 So I am also sitting as Chair of the Public

2 responses later tonight wearing two hats, but the Public
3 Health Stakeholders Group was formed initially by SANDAG
4 through grant funding, actually, through its Center for
5 Disease Control and Human Health Services agencies, to
6 work on the community transformation grant.

7 And most recently, SANDAG Board of Directors
8 made a commitment to see this group through that in this
9 process. So when there's several different topic
10 areas -- vibrant economy, healthy communities -- SANDAG
11 has done a really good job at including public health
12 interest, and I'll give a little more detail about what
13 that is in several responses later.

14 But that is pretty much my perspective today.

15 MS. CLEMENTSON: So why does the City of
16 Encinitas, or why should any city care about a plan like
17 this?

18 MR. STRONG: For the North County Coastal
19 region, as you may or may not know, there was an
20 extensive effort to engage the community in a public
21 works plan, North Coast Corridor Public Works Plan, which
22 is a freeway expansion project. I was the Planner
23 working on it and reviewing the document and presenting
24 it through a staggered series of meetings with our local
25 officials. But these are significant transportation and

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1 infrastructure improvements that will ultimately help
2 redefine to build the environment in the community. Not
Page 5

3 only is it transforming how people get around in the
4 community by different mode choices, but it is greatly
5 changing how man uses interact if there's a symbiotic
6 relationship between how people build around roadway
7 infrastructures or freeways or Transit stops.

8 So it is very important for cities to be
9 involved in implementation of these projects, because
10 freeways come with sound walls, they come with ten-foot
11 high sound walls, obviously that's going to impact
12 people. So there is a natural connection between the
13 infrastructure itself where it meets the people in a way
14 that it's sensitive to the community context throughout,
15 so that goes with the infrastructure and interchanges.

16 There was a slide earlier that showed the
17 freeway expansion project, but it also showed all the
18 interchanges that were going to improve bike and
19 pedestrian access and for the people that do live on
20 coastal communities, east/west connections between the
21 freeway and the rail corridor are significantly
22 constrained.

23 And so, when there's opportunities to augment
24 or expand east/west connectivity, that's obviously a
25 greater benefit for the whole group.

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1 MS. CLEMENTSON: Okay, great; thank you.

2 So, Carl, tell us about your organization, and
3 the same question that I just asked Mike:

4 Why would your organization care about a plan
5 like this?

6 MR. MORGAN: Well, good evening everyone, and
7 thank you for the opportunity to be a part of the Panel
8 and be a part of this process.

9 Carl Morgan, CEO San Diego North Economic
10 Development Council. We're a 501(c)(6) nonprofit. And
11 essentially our focus is on the 56 North, so it's all of
12 North County. It's 26 cities and unincorporated
13 communities, 559,000 jobs and 1.2 million people and
14 growing. We have eight of the fastest growing cities in
15 the County of San Diego and our organization focuses on,
16 really, looking out for keeping our business community
17 thriving and so we focus on that by, essentially, doing
18 an annual report on all of our key industry clusters in
19 North County. We keep top of mind, the infrastructure
20 and making sure that that infrastructure is being
21 supportive of that to essentially move people about the
22 County and to see that those jobs continue to thrive.

23 We also focus on the need for additional
24 housing in the County, and that's a key economic link
25 in the chain, if you will, in terms of creating housing

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1 that is going to serve the increased population and, you
2 know, housing is where jobs sleep, and if you don't have
3 appropriate housing across all of the spectrums, then
4 you're really going to have a hard time attracting

5 talent.

6 And the reason this plan is important and why
7 I'm here is that, you know, we're very supportive of
8 making sure that these infrastructure projects are, you
9 know, funded and put in place. We also are, you know,
10 supportive and wanting to see additional housing in the
11 County and we see that there's key opportunities around
12 our Transit lines and we want to be a champion of those
13 so that those housing units are put in-and-around those,
14 rather than peppered all over the County.

15 And that's why I'm here.

16 MS. CLEMENTSON: Thank you.

17 So then moving on to Regg. Tell us a little
18 bit about yourself.

19 So again, same question, tell us who you are,
20 what you do and why your organization or you care about a
21 plan like this.

22 MR. ANTLE: Thank you.

23 My name is Regg Antle, and I'm president of
24 something called the "Buena Vista Lagoon Foundation,"
25 which is a 501(c)(3) nonprofit organization dedicated to

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1 preserving and restoring Buena Vista Lagoon, and in the
2 40 years or 30 years -- 34 years that I've been involved
3 in all this, I have watched the population of San Diego
4 grow.

5 In 1915 when they built Balboa Park, there were
Page 8

6 only 40,000 people in San Diego. That's amazing to me,
7 now there's 3.1 million. There's going to be another
8 million by 2050. These people have to live and work in
9 this area.

10 Our major concern as an environmental
11 foundation, as the preservation of the environment and
12 open space and for many years, the model was to build
13 10,000 square-foot lots with a single family house on it
14 and chew up the real estate in San Diego County, that has
15 to end somewhere.

16 And finally, SANDAG is doing something
17 about it. Their plan actually makes a lot of sense for
18 the environmentalists in the crowd. I know some of you
19 will be against this because it's building things and
20 there's freeways and all that, but this is done in a very
21 clever way. There's a lot of transportation that doesn't
22 involve the freeway. There's a lot of transportation
23 that involves people power. And the idea of building
24 where people sleep and live close to transportation
25 centers is very clever; you don't have to chew up the

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1 whole environment to do all this. There's actually going
2 to be more open space in the future than there is today.

3 I mean, it's -- the amount of open space is
4 going to be preserved in the future. It keeps going up,
5 or we see the mountain is going to be converted into
6 housing; you've got to put a million people somewhere. I

7 think this is a good plan. This provides the
8 transportation to get those extra million people to their
9 jobs and not necessarily riding alone in a car.

10 So there's a lot of good things for the
11 environmentalists in all of us in this plan. We hope
12 this trend continues and that's why I, as an
13 environmentalist for the last 30, 40 years support the
14 plan.

15 Thank you.

16 MS. CLEMENTSON: All right. So those are some
17 ideas about some of the things that you like about the
18 plan.

19 One of the things we do want to be able to talk
20 about, is how you think the plan could actually be better
21 as well, and maybe we'll just -- I don't know if you want
22 to go first, Mike, or Carl, just -- what do you think are
23 things in the plan that could really help improve the
24 economy or things that could be better, if we could
25 strengthen certain parts of the plan?

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1 MR. MORGAN: You know, I think the plan is -- I
2 think the plan is a good plan, you know, what I like
3 about it is it's a big picture. It's evaluated every
4 four years so it stays current. I, you know, I'd like to
5 see -- things don't happen fast enough. So for me, when
6 I'm parked on the 78 as I'm going about my business in
7 North County, frustrated at not being able to get from

8 Point A to Point B, I mean, I'd really love to see the 78
9 Corridor Freeway improved sooner than later.

10 And so I would say that, you know, it's all
11 about funding, and we certainly will be champions and
12 supportive of any effort that you have relative to, you
13 know, generate that funding. But that's really the only
14 thing that I see in it that really needs to be improved
15 is a matter of, you know, where's the money and how
16 quickly can those things get done because that's going to
17 impact our ability to grow our businesses in the
18 communities.

19 And, you know, we have a site selector and a
20 company coming up here, and we're trying to get them to
21 occupy a building and move here. The quality of life
22 isn't a problem. The schools, the environment, the
23 weather, all of that's great, you know, all of the things
24 that we do, you know, living, and working in a vacation
25 destination, but when you get caught on that freeway and

♀

1 they're talking about, you know, how are people going to
2 get to-and-from my company, you know, it's really
3 important to be able to identify how quickly that's going
4 to be remedied.

5 And when you tell them 30, 40 years, you know,
6 their eyes usually roll back in their heads.

7 MS. CLEMENTSON: All right.

8 And then sort of going back to some of your

9 comments, Mike, you talked about how it's difficult for
10 people, bikes and peds in Encinitas and probably a big
11 part of some of the North Coast cities to be able to get
12 through where we have the Transit line. So I don't know
13 if that's something you wanted to expand on as a -- you
14 know, an area of the plan that you think can be improved
15 or --

16 MR. STRONG: Sure.

17 I believe the plan shows nine-rail separated
18 facilities being proposed as part of the starter, or
19 maybe throughout the whole thing, so that is obviously a
20 significant improvement that would greatly address
21 connectivity, especially from east-to-west in coastal
22 communities like I was mentioning earlier.

23 But there's also significant improvements
24 proposed in this plan, and -- oh, probably the largest
25 shift for an MPO like SANDAG is shifting from, you know,

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1 the single occupant lane and improving more freeways to
2 the vantage point to the HOV, so when there's talk about
3 the freeway expansion, it is addressing high-occupancy
4 vehicle travel.

5 But in terms of some of the connections, some
6 of the connections that were being addressed in RTP,
7 especially across the freeway, there currently is not
8 any sidewalks or bike/ped facilities and if there are,
9 they are high-stressed areas where the cyclist or the

10 pedestrian is adjacent -- nearly adjacent to that
11 high-speeding motorist. So there are going to be some
12 enhanced opportunities to address community mobility in
13 that sense.

14 Beyond that, though, there are new light rail
15 lines being proposed to this project, which obviously
16 addresses Transit.

17 And probably one of the neater things I think
18 about this plan, is also addressing how people are
19 accessing, waiting in boarding areas. The safer access
20 Transit concept is relatively new for MPOs. There's not
21 too many agencies that have done that. Say, for example,
22 school obviously is something that's in motion. I think
23 there's like 75 million dollars allocated to that through
24 the duration of the next, you know, 30 years.

25 But the mobility hub concept, that's a really

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1 neat thing, and it will be interesting to see how that
2 plays out.

3 But some of the comments by the other
4 Panelists, they talked about how this is not just a
5 transportation plan, right? This is connecting land use,
6 and we are an aging population. We're going to be
7 doubling in the senior-age population, those older than
8 65, between now and 2035. So it's hard to take a
9 perspective of where we're at now and try to figure out
10 where we will be tomorrow or in the future, and the

11 reality is that not a lot of seniors can drive, so
12 they're going to need to rely on other services.

13 And so when we look at the plan, I think we're
14 all guilty of looking at our immediate City, what is
15 exactly going on near us. You have to have the concept
16 of this being a regional -- or this is being produced for
17 a regional matter. There's three million people that
18 it's serving.

19 So, I don't -- I don't know if I --

20 MS. CLEMENTSON: No; that's great. I'm also
21 thinking.

22 Is there anything from your perspective, right,
23 that you think could be improved? Because you're all
24 being really positive and really nice, and it's okay to
25 get some other ideas out there.

♀

1 But I don't know if there's anything you want
2 to add, Regg, and then we'll start -- I'm imagining that
3 some of you have some questions that you might want to
4 ask the Panelists.

5 MR. STRONG: Oh, I'll finish, I guess, on that
6 thought.

7 MS. CLEMENTSON: Okay.

8 MR. STRONG: So 200-billion dollars, that's
9 like silly money, right? Like, I could buy everyone in
10 this house a five-million dollar house -- or everyone in
11 this room, a five-million dollar house and dinners for

12 the rest of the year and I'd still have two-billion
13 dollars. I mean, it's just unreal. So it's a very
14 important plan to get right.

15 And so, in terms of the things that I see that
16 are potential issues, transportation, you need a
17 management. There's a lot of money being funded into
18 that, but I don't know if there's enough accountability
19 of what exactly that is, so that's something that I saw
20 when I was reviewing this document. But, you know, we
21 all have different perspectives.

22 Like I said, there's three-million people that
23 this is serving, and so it's really hard to come up with
24 a common goal or a common vision for it, and I do think
25 that this has been a valiant effort in achieving that,

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1 but it's not going to get everything right and it's not
2 going to benefit everyone equally; when you talk about
3 money, there's always going to be winners-and-losers.
4 Naturally, you're going to wonder when the improvements
5 are going to be made and how is it going to benefit me
6 first.

7 But yeah, it's just tons of money and probably
8 the transportation management is one of the things that I
9 flag as something that probably need more
10 accountability.

11 MS. CLEMENTSON: Regg, what would you like to
12 add to that?

13 MR. ANTLE: Briefly.

14 I was so happy when this plan came out to see
15 how it treated the open space and environment, but I
16 don't have a lot to add.

17 I do have a lot of people that wonder how
18 you're going to get young people to live in multi-family
19 housing close to transportation modes. If you look
20 around this room, you see mostly middle-age to older
21 people that probably own a single family home.

22 But the millennials, the younger people,
23 they're going to be the biggest generation pretty quick,
24 if they aren't already. They don't necessarily want a
25 single family home out in the suburbs. They're perfectly

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1 happy living in multi-family housing close to
2 transportation modes, walking to work, living in a loft
3 and doing all kinds of things like that. I don't think
4 it's going to be as difficult as a lot of people
5 envision. Not everybody's going to want to live in a
6 single family home in the future, which is good for the
7 environment. It's good for open space and it's good for
8 organizations like mine.

9 MS. CLEMENTSON: Okay.

10 So I think maybe I'm going to see if there's a
11 question or two from the audience, but maybe it's
12 something we come back to, Mike, as, you know, somebody
13 who works for the City or a city and really encouraging

14 this higher density development close to Transit. We all
15 know there will be some challenges with that, and maybe
16 that's a good question for you to think about too, Carl,
17 how are we really going to make that happen? It's one
18 thing to have it in the plan, it's another thing to
19 actually make that happen.

20 Okay. I'm trying -- I can go to you. I kind
21 of know what you're going to say.

22 MR. ANTLE: Well, I'm consistent, right?

23 PUBLIC SPEAKER: All right.

24 For each of the Panelists, I would like you to
25 describe your idea of a climate stabilizing set of

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1 targets because SANDAG was found to be in violation of
2 the law in the last Regional Transportation Plan and I'm
3 sure they'll be found to be in violation of the law this
4 time because they don't talk about a climate stabilizing
5 target.

6 Now, they talked about those two DMT targets,
7 2020-and-2035, that came from SANDAG to car, from car
8 back to SANDAG, and there was no explanation as to
9 whether or not that would stabilize our climate and, in
10 fact, they're not close.

11 So I'd like you to -- and my target happens to
12 be 80 percent below 1990 levels by 2030, but I can
13 explain why I came to that conclusion.

14 What -- you are leaders, and you are
Page 17

15 representing our chance to give this planet to our
16 children and not suffer destabilization, which would be
17 the end of most life on the planet, so it's important.

18 And so, I know you thought about that. I know
19 you're worried that SANDAG was found to be in violation
20 of CEQUA law. I know you all believe in obeying laws, so
21 I'm surprised you didn't talk about that.

22 So anyway, those are my questions; thank you.

23 MS. CLEMENTSON: Okay; your question was a
24 little different this time, so thanks.

25 I don't know if any of the Panelists want to

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1 comment on that. I mean, I must say that we didn't bring
2 together folks who are necessarily experts in calculating
3 Greenhouse Gas Emissions reductions; some of the things
4 that you mentioned are pretty technical to most folks. I
5 don't know if there's anybody -- if you want to respond
6 to that or we --

7 PUBLIC SPEAKER: If we're going to stabilize
8 the planet where we are, we have to know how to do these
9 things.

10 MR. MORGAN: Well, I think -- first of all, I'm
11 not a climatologist. I'm an expert in analyzing
12 Greenhouse Gases and looking at where we were and where
13 we're headed, what that's going to be do in terms of
14 impacting our overall environment and our planet.

15 PUBLIC SPEAKER: If You're headed over to

16 planet (unintelligible.)

17 MR. MORGAN: Understood.

18 However, from an economic development
19 standpoint, which is the box that I'm in and my focus,
20 you know, it's really all about creating really quality
21 neighborhoods where people want to live and raise their
22 families and live their lives.

23 PUBLIC SPEAKER: (Unintelligible.)

24 MR. MORGAN: Well, I can't -- I can't answer.

25 I already told you I can't answer your question

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1 because I don't have the expertise.

2 PUBLIC SPEAKER: Ask me another question; get
3 another question.

4 MR. MORGAN: But, you know, from the standpoint
5 of doing a quality development where people are going to
6 want to live and raise a family, that's important.

7 And the rest of that, I'll leave to the other
8 experts that study that kind of thing.

9 MS. CLEMENTSON: There's a question over here.
10 (indicating)

11 PUBLIC SPEAKER: I think this is probably for
12 Regg. It seemed like 3500 acres in a County the size of
13 San Diego, is a little bit small as far as funding open
14 space and I know the '99 plan compared to today's plan,
15 is a humongous difference in a positive way for open
16 space planning and open space development.

17 And I'm wondering if there's enough resources
18 put in this plan for open space conservation.

19 MS. CLEMENTSON: Okay.

20 So I think you're referring to what you saw
21 in the PowerPoint presentation, that a little over 3,000
22 acres have been purchased and preserved and then, the
23 plan indicates a large number of acreage would be
24 preserved, just based on the local plans.

25 So you're wondering, are there enough resources

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1 in the plan in order to preserve that big part of the pie
2 chart that we saw.

3 I don't know if you want to respond to that,
4 Regg.

5 MR. ANTLE: I'm not sure I can give you a
6 complete answer to that; 3500 acres is what SANDAG
7 participated in. The Coastal Conservancy, various
8 Government agencies, the various environmental agencies
9 have for years been acquiring, and with the help of
10 others, other acreages that don't have anything to do
11 with what SANDAG's been involved in. SANDAG buys acreage
12 because they have to to mitigate their projects when they
13 cross land or destroy wetlands or something like that;
14 that's the law.

15 But that's not all that's being preserved in
16 the County. Trust me on that, and I can't give you exact
17 figures, so I'm sorry. But I do know that, for example,

18 we helped Buena Vista Audubon Society pick up the
19 McCutchin property on the edge of Buena Vista Lagoon, and
20 that was all done with private funding and things like
21 that.

22 So there's a lot of effort going on in small
23 organizations like ours, all the way up to the County and
24 State Governments, and even the dependents are involved
25 in all this.

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1 So I think there's a lot more going on than
2 just SANDAG.

3 MR. STRONG: So the TransNet sales tax that was
4 approved quite a while ago, I think allocated 800-million
5 dollars for the MT program, which, to answer your
6 question, is not enough; that land acquisition process
7 requires a willing seller and sometimes they want money,
8 right?

9 As a good, recent example of our support of the
10 direct access ramp, which is a part of the freeway
11 expansion project that you're familiar with, it's an
12 important upland potential habitat and it obviously has a
13 very scenic resource value to the community property, and
14 rightfully so, but to spread that across between all the
15 land that is slated for acquisition, it probably isn't
16 feasible.

17 But the important thing about this strategy, is
18 that it develops a process and a vision to achieve it and

19 eventually the money will eventually get there.

20 MS. CLEMENTSON: Other questions?

21 PUBLIC SPEAKER: Yeah.

22 I've noticed that Carl made a comment in
23 describing how he's interested in having most of better
24 living conditions, better living quality of life and so
25 forth, and yet when he talked about bringing businesses

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1 in, the first thing he wants to do is blow the hell out
2 of the 78, instead of looking for alternative ways of
3 getting to work or how you travel in your own life,
4 instead of looking for alternative methods and building
5 alternatives to riding on the 78 and being stuck in
6 traffic, the first thing that comes to your mind is to
7 just blow it out again. Now we've blown it out three
8 times so far in the last few years, and that usually
9 lasts from three-to-six months and then it's choked up
10 worse than ever.

11 So we know that's not really ever going to
12 work, so what we need to do is actually focus on the
13 alternative ways to transport people before we start
14 putting more money into freeways because that eliminates
15 the money. We need to build the alternative systems
16 because you're throwing it into the freeway, which just
17 creates more-and-more-and-more congestion; that's been
18 proven over the last few years.

19 So my question is:

20 When are you going to like, get it and start
21 personally looking for alternative ways to get around and
22 not just jumping in your car and getting on the freeway?

23 MS. CLEMENTSON: So I think there's a comment
24 wrapped into that as well, which is great.

25 Responses from the Panel on the -- on that

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1 question?

2 MR. MORGAN: I focus on the 78 for the purposes
3 of the conversation that I was having, in that, it is a
4 daily problem. But when I look at transportation and
5 multimodal transportation, I'm looking at the 30-and-
6 40,000-foot level down in North County.

7 And certainly, there's a lot of different
8 things that are being done by SANDAG and others, and the
9 nine cities and the 20 -- the 17 unincorporated
10 communities --

11 PUBLIC SPEAKER: (Unintelligible.)

12 MR. MORGAN: Well, I completely get that piece
13 of it.

14 But from the standpoint of the 78 freeway being
15 an issue, you know, it's a community choice as to whether
16 the freeway is going to get fixed or whether people are
17 going to get out of their cars and into other kinds of
18 transportation modes, that I don't control.

19 PUBLIC SPEAKER: Well, I agree. Here's the
20 problem:

21 Your way of getting around and being a leader
22 and using other --

23 MR. MORGAN: Well, trust me, I find ways not to
24 get on the 78 freeway. I found my way around North
25 County without getting on the 78.

♀

1 PUBLIC SPEAKER: So obviously from your
2 perspective, we don't need to fix it, right? We don't
3 need to fix it. We don't need to build it out any bigger
4 because you found a way around it.

5 So why are we building bigger freeways?

6 MR. MORGAN: Fortunately I'm not a dictator, so
7 that's really more of the overall community's choice.

8 MS. CLEMENTSON: Okay.

9 So I think, you know, that's -- oh, there's a
10 question back here. (indicating)

11 PUBLIC SPEAKER: Yeah.

12 MS. CLEMENTSON: Okay.

13 PUBLIC SPEAKER: One moment.

14 (Brief pause.)

15 My family's been in this County about 100
16 years, since the time of the Great White Fleet. So we've
17 seen a lot of changes.

18 And I'm surprised on the Panel tonight or
19 people that are here that I see, that there is no
20 representative of North County Transit District, and
21 they're an 800-pound Gorilla in the room, and at the same

22 time they're also, in a lot of respects, a big
23 obstruction in a lot of different aspects.

24 My personal point that I'd like to make, is
25 that the rail trail, I believe, is dead on arrival. It's

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1 a failure. If you look at the way the rail trail is
2 designed and the maps that I've seen, it's piecemeal. It
3 will never, ever be a safe way to travel from Oceanside
4 to San Diego.

5 And everybody that I've talked to in the
6 various cities, staff members, different people, they all
7 say, "Well, whenever we try to talk to North County
8 Transit, they just say no," and these people take their
9 -- they just walk away with their tails between their
10 legs and nobody is really willing to fight North County
11 Transit, the rail, and say something to the effect of,
12 "Look, we're going to get together and we're going to
13 have eminent domain. We're going to seize X-amount of it
14 and we're going to create a real true safe rail trail;"
15 otherwise, everything that's being created is just
16 piecemeal and it's just -- it's nice but it's not really
17 what was promised 30-something years ago.

18 And when I look at the amount of money that
19 goes into the infrastructure, you know, we're talking 200
20 billion, but if you were to look at probably the overall
21 value of the infrastructure, the right-of-ways,
22 everything else, we're talking probably two or three

23 trillion dollars and the amount that's being put into the
24 rail trail and into really quality, Class 1 bikeways is
25 pathetic.

†

1 MS. CLEMENTSON: Okay.

2 So your comment -- when you're talking about
3 the rail trail, you're talking about the Coastal Rail
4 Trail, the bikeway along the coast. I don't know if any
5 of the Panelists want to respond to that.

6 I will say, that NCTD has been to some of our
7 meetings, and they're not here tonight but we do work
8 closely with them.

9 So we'll make sure that we forward your
10 comments.

11 But thoughts?

12 MR. STRONG: So in a lot of ways, I would agree
13 with that comment.

14 It's been an extremely hard time working with
15 NCTD for the improvement of not only those facilities but
16 also addressing quiet zones and so forth, and I see a lot
17 of heads shaking, so you know what I'm talking about.

18 But that's the nature of the beast, right?
19 You're working and consulting with other agencies in this
20 process and it's a top-down plan, and when it gets to the
21 local levels, there's just not the authority or weight to
22 push these projects through easily.

23 Tonight, coincidentally, the City of Encinitas,
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24 we are presenting the options of having the coastal rail
25 trail and right-of-way as planned and envisioned years

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1 ago or having it on Coast Highway 101, and Scott's
2 recommendation is to do what was intended in the corridor
3 area, even though the costs have increased since it's
4 originally been envisioned.

5 But you're right. It's a difficult process,
6 and I do know that NCTD has been a better coordinator of
7 having these conversations lately, so I'm trusting the
8 process that things will continue to move forward and be
9 positive to reach an outcome that the community will be
10 happy with.

11 But it's not at the local level, each city
12 needs to work with NCTD.

13 And it's been a very difficult, challenging
14 process; so I agree with your comment 100 percent.

15 MS. CLEMENTSON: I'm going to just follow up a
16 little bit on that; this is great. We're getting some
17 more questions, and then I'll come over to you.

18 The regional plan does advance quite a bit of
19 funding for regional bikeway projects, and the piece that
20 you're talking about in Encinitas is one of those. It's
21 been advanced for funding and hopefully through that
22 process, that could start to be more of a catalyst to
23 really put together the project the way it was
24 envisioned.

25

MR. STRONG: Yeah.

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1 And a good distinction is, this is essentially
2 a program document for budgetary priorities, right?

3 And so, there's four coastal rail trail
4 segments in the City of Encinitas and this is funding
5 three of them and ultimately when it'll be completed,
6 that there will be connections. There's going to be a
7 suspended bridge that will be connecting South Encinitas
8 to Solana Beach. So there will be some connectivity,
9 ultimately, but this is a funding document and it is
10 funding three of those four segments.

11 So between now and the next several years,
12 hopefully there's some sort of resolution to that and
13 NCTD is at the table with us.

14 MS. CLEMENTSON: Thank you.

15 PUBLIC SPEAKER: Good evening; thanks for being
16 here.

17 I went through the 140-page vision plan and
18 it's obviously very one-sided. The comments that you
19 have from around the County, I didn't see one negative
20 comment, and I'm just wondering where those go; probably
21 more than not, to you guys on the panel.

22 That would be my comment, is if I am not in
23 favor of this program, where does my comment go?

24 No. 2, if my family wants to live in the
25 suburbs and drive my car, and I like being on the freeway

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1 but not running around, this doesn't address my quality
2 of life because that's how I want to live.

3 So I'm just pointing out, there's no room for
4 any other opinion in this. I've been to many SANDAG
5 meetings and they're not welcome.

6 So that's my comment.

7 MS. CLEMENTSON: So is that -- do you have a
8 question in that, or you're just --

9 PUBLIC SPEAKER: It was more to you --

10 MS. CLEMENTSON: Yeah.

11 PUBLIC SPEAKER: -- where the negative comments
12 go. There wasn't one negative comment; not one comment
13 was negative.

14 MS. CLEMENTSON: You mean from the Panel?

15 PUBLIC SPEAKER: No, I mean from the report.

16 MS. CLEMENTSON: Oh, from the -- so online
17 comments?

18 So the online comments that have been posted so
19 far, we are posting the comments that we're receiving.
20 So if someone has made a comment and they're not seeing
21 it, that's -- have you posted comments or have you made
22 comments you haven't seen reflected?

23 PUBLIC SPEAKER: (Unintelligible)

24 MS. CLEMENTSON: You have?

25 PUBLIC SPEAKER: No. That's what I'm saying.

♀

1 I read the report. I read the public input.

2 MS. CLEMENTSON: Okay.

3 So you're talking about the public input that
4 was provided to help develop the plan and there were
5 pages-and-pages of that and --

6 PUBLIC SPEAKER: Yes.

7 MS. CLEMENTSON: -- Lots of input there was
8 about how to develop the plan, what the ideas were.

9 And your sense, is that it doesn't show
10 anything negative?

11 PUBLIC SPEAKER: Not one; not one.

12 MS. CLEMENTSON: Okay.

13 Well, that may be --

14 MR. STRONG: So that's typical with any
15 comprehensive planning effort when there's a visioning
16 effort in the very early stages, everyone has a grand
17 vision of how things should be, but it's when the draft
18 document is released and there's something to react to,
19 that's when you start getting the negative comments.

20 So there is a court reporter here tonight, so
21 if you want to record your opposition or support to
22 various elements of it. It sounds like that's what the
23 intended function was; correct.

24 MS. CLEMENTSON: Okay.

25 So there's a question here. Comment?

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1 PUBLIC SPEAKER: Our concerns have to do mostly
2 with the dual tracking proposed between Oceanside and Del
3 Mar.

4 And the plan's lack of dual, or excuse me,
5 grade separation along that path. A big portion of this
6 is going to have to do with a lack of funding, but we a
7 have question about it about their lack of grade
8 separation.

9 PUBLIC SPEAKER: Yeah.

10 And so I'm a long time San Diego resident,
11 North County resident, just moved to Cardiff about a year
12 ago but I've been going to Encinitas, Cardiff area for a
13 long time.

14 And there's already a big problem with -- at
15 grade interchanges throughout North County, not just in
16 Cardiff but especially bad right there at the
17 Chesterfield crossing. It's a huge mass of traffic and
18 frustration and lots of cars running the red lights and
19 homeless city pedestrians, which I've been close to being
20 hit myself several times now, because they run the red
21 light because they're waiting in a long line of traffic
22 because you have a short separation between the 101, the
23 Coast Highway and San Elijo Boulevard and the short
24 section, there are tracks going through it with a rail
25 crossing. If you put double tracking in there, you're

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1 going to make this system just much worse.

2 And I think there are issues with many other
3 crossings along the route and if you put dual tracks,
4 it's going to be a huge mess.

5 And I didn't see the right priority level for
6 grade separation in this document. It's way down at the
7 bottom of the priority list. There are three in Carlsbad
8 and I think only one in Encinitas and Leucadia.

9 Well Leucadia, yes, it's bad but what about
10 Chesterfield? What about other crossings over the whole
11 route? So I just don't understand.

12 Is there a vision for that?

13 Is there a funding for that? What is the plan
14 for that, and why does the plan show dual tracking,
15 starting first before grade separation? That doesn't
16 make any sense to me. Why would you do that?

17 We need to do the grade separation first, so
18 when you put the dual tracks in there and start running
19 all that traffic through there, you have a safe
20 environment.

21 Right now to me, this plan for the heavy rail
22 on the coast is not a safe plan.

23 MS. CLEMENTSON: So those are really good
24 comments and we definitely want to make sure that those
25 get reported.

♀

1 I think that kind of what you're talking about,
2 is a project and phasing of projects, maybe I could ask
3 our SANDAG staff, Dave Schumacher, who does a lot of our
4 Transit rail maybe can help address that. I do think
5 what you're raising in terms of what's the priority of
6 grade separations compared to other things in the plan,
7 that's the kind of feedback we're looking for here and
8 so, that's --

9 PUBLIC SPEAKER: I mean, part of the question
10 is where's the funding? I've had conversations with the
11 Encinitas County Council, they don't have money to do
12 this. They don't have money to do grade separations, so
13 where is that going to come from?

14 MS. CLEMENTSON: So those are good points.
15 Do you want to respond, just provide comments?

16 MR. SCHUMACHER: Yes, just real quickly.
17 I don't know the specifics of the Coaster
18 corridor. I can't remember which street.

19 PUBLIC SPEAKER: This street is at the very
20 south end of --

21 MR. SCHUMACHER: Yeah, I know, but I mean in
22 the plan. We have a number of grade separations.

23 What we've heard from the communities, we work
24 closely with the cities and the Sprinter corridor, bus
25 route corridor to identify high priority projects for

1 grade separation.

2 Yes, it's a challenge, money is a challenge
3 for everything we do, but we work closely with local
4 jurisdictions, NCTD, Amtrak and as part of the double
5 tracking, try to include grade separations in the overall
6 plan for the corridor.

7 So I can, you know, get you some more
8 information on the specifics, which I can't recall off
9 the top of my head, but I know they are in the plan.
10 They are fairly very high priority.

11 MS. CLEMENTSON: But I think the specific needs
12 you're talking about, those are really important comments
13 on the plan.

14 And I think one of the things I really want to
15 make sure are clear about the plan, but by no means do we
16 say the plan is perfect today. This is our first cut at
17 the plan, based on comments that were received so far
18 through public input and that's why we're here tonight,
19 so if you think more --

20 PUBLIC SPEAKER: Where is all this money coming
21 from? Two hundred million dollars?

22 Is that money secured? Or is that --

23 MS. CLEMENTSON: Well, so okay, so maybe we can
24 spend a little bit on funding. I think that's a good
25 point, when you talk about that dollar amount, that's

1 between now and the year 2050, so it's really important
2 to know that not all that money is in the bank today.

3 In fact, very little of it is available today,
4 much more of it becomes available later and later and
5 later years, so when you look at the plan, we have a
6 whole -- all the projects that are proposed in the plan
7 are in this Appendix and they show how much they cost and
8 by what phase year they would be built and so, certain
9 projects are done by 2020, other projects are done by
10 2030, others by 2040 and others by 2050, so they're done
11 by decade and it really comes down to the amount of
12 funding that's available and the type of funding that is
13 available.

14 So there's only certain types of funding that
15 are available for rail grade separations and different
16 funding available for rail improvements and different
17 funding available for bikeway improvements.

18 So if the group would like, we could actually
19 kind of go through sort of how the money is invested, if
20 that would be helpful, we could do that

21 Elisa, do you want to help me do that? We can
22 pull this up to the front. (indicating)

23 (Ms. Arias complies.)

24 And I think we need to let -- let's see, you
25 got it.

1 (Brief pause.)

2 So this had been set up as sort of an
3 interactive game to do, but we can kind of -- we've been
4 asked this question in previous meetings and rather than
5 asking you to answer the questions, we actually go
6 through and sort of give the answers.

7 But I'll give you the microphone, Elisa, if you
8 want to go through this.

9 MS. ARIAS: Maybe a little bit backup first, in
10 terms of where this source of funding comes from.

11 We talk about the two hundred billion dollars
12 in the region, what we have is the Transnet sales tax
13 that is one of our main local funding source. The local
14 funding source is about 48 percent or about say half of
15 the plan and then we rely on State funding, about a third
16 and then Federal funding is less than 20 percent, so
17 those are kind of the three big pots of funding that we
18 expect in the region in 2050.

19 And as Coleen was saying, you know, this pie
20 this first orange slice represents about five years worth
21 of revenue which is from now through 2020 and then, you
22 can see revenues grow over time. This chart has shown
23 in the year how dollars are invested, so there's some
24 inflation built into those numbers.

25 Now, when you look at what the plan proposes in

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1 terms of where the funding will be invested, here you can
2 see this half of the pie represents Transnet investment.

3 The blue slice is the transit capital, so these
4 are the bus lines, the Trolley lines, the vehicles that
5 require to operate the service.

6 The gray is with local streets here.
7 (indicating)

8 And then, we need a lot of funding also to
9 operate the system and the funding to operate Transnet.
10 It's the hardest funding to really come by because we can
11 get some Federal dollars and some State dollars from the
12 capital side, but the funding of the operation of the
13 Transit system is mostly local dollars.

14 And when you are talking grade separations,
15 that's here in this gray area with the local streets and
16 roads. The local jurisdictions get some of the Transnet
17 funding for the local streets and roads and there's also
18 other funding sources that make up this portion of the
19 pie.

20 And then, the managed lanes, like the I-5,
21 I-15, 805 corridor are shown here in this red slice and
22 then, we also need some funding to -- this is for the
23 highways, like highway 67 or 76 and then we also need
24 some funding to maintain the highway system.

25 So that's roughly how, you know, the proposal

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1 for investments is; when we look -- if you can put maybe
2 here the active transportation, please. (indicating)

3 (Ms. Clementson complies.)

4 The projects that we're talking about, the
5 bicycle project, the pedestrian projects, safe route to
6 school, safe route to Transit, Smart Growth incentives,
7 those are here about three percent of the investments in
8 the plan. (indicating)

9 MR. STRONG: So if I could also just finish
10 some of the conversations about the Cardiff Community.

11 So there is a five million-dollar undercrossing
12 project proposed at Montgomery, and as part of the City's
13 review of the public works plan and the freeway expansion
14 project, we also looked at the concerns raised on
15 double-tracking, public safety and increased noise.

16 And we requested that the additional concession
17 for undercrossing also be provided at Chesterfield, which
18 would include partial trenching, and SANDAG did perform a
19 project summary report for that and it costs one hundred
20 and five million dollars.

21 PUBLIC SPEAKER: (Unintelligible) that whole
22 thing, 27 million today, so I don't understand that.

23 MR. STRONG: So well, I didn't put together the
24 report.

25 So when it gets down to the point of priorities

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1 and selecting when the other issue beyond just
2 expenditure by mode is by year, when is this happening?

3 And a lot of these are 2035 range.

4 PUBLIC SPEAKER: Yes; well, that's

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(unintelligible) or lanes, which is key committee --

MS. CLEMENTSON: Okay.

So these are --

PUBLIC SPEAKER: -- 20 years.

MS. CLEMENTSON: -- really good points and you definitely should make them, and we can definitely talk with you in more detail about the specifics, because I think you're raising some really good points and rail grade separation are really popular and we hear a lot from people who think those are really important, so thank you for those; okay.

You've been waiting for a long time and then I'm going to come over to you next. (indicating)

MR. STRONG: All right; thank you, Colleen.

PUBLIC SPEAKER: My question is directed to the SANDAG Board overall.

Where in the plan, what year, what decade are you going to put direct rail that goes right into the Airport, Lindbergh Field?

We're looking at massive amounts of transportation costs and savings to the population in

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1 general, versus how many people transit through Lindbergh
2 Field.

3 What is it right now yearly? It's 20, 25
4 million? 30 million people? I know LAX is up to 50
5 million people per year. If rail went directly into

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6 Lindbergh Field, that would mean -- and not only the
7 railing going in there, but also having the Coastal
8 Service available expanded to cover early morning
9 flights. If I want to go on -- if I have to go to the
10 Airport and get on a 6:00 a.m. flight, I have to drive my
11 car, because I can't get an early Coaster that will get
12 me to my flight that leaves at 6:00 or 6:30 in the
13 morning.

14 And on the flip side, if I come back in on a
15 late night flight that gets me in at 10:00, 11:00 or
16 12:00, I have no transportation back to Oceanside and my
17 friends, my family, we're looking -- all of us -- we're
18 in our cars driving down and parking our cars and the
19 overall cost is expensive, whereas public transportation
20 should be tailored to direct the public into the high
21 transit and density areas and the Airport is one of
22 those major areas, so where is that in the plan? When
23 can we get it fixed?

24 And the sooner we get that fixed, I think the
25 better off the quality of life is going to be for

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1 everybody.

2 MS. CLEMENTSON: Okay.

3 So I think we hear that and there's some heads
4 nodding too, so Dave I know you've been working on that.

5 Where is the connection to Transit and Airport?
6 Where are we with that?

7 MR. SCHUMACHER: I'll come over to this side,
8 so everybody turn all the way around here. (indicating)
9 This is a question we get a lot and we're
10 working on it. There's two parts to your question. One,
11 frequency service and one of the key aspects of the
12 plan is not just building new things, but doing more of
13 what we already have so more Coaster, more Sprinter, more
14 bus service. Our plans are to work toward 10 minutes all
15 day, if not better on most of our lines so that solves
16 one of the problems.

17 The other point, how do we access the plan or
18 access the Airport? Long ago, the old Metropolitan
19 Development Board, the agency that built that first
20 Trolley Line to the Airport, it just didn't rank as high
21 priorities as others.

22 What we talked about doing now, is we've got
23 that rail corridor right on the east side, north side of
24 the Airport along I-5, you got the Coaster, you got
25 Trolley, you got buses, you got the Amtrak and it is

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1 better to connect that with the Airport terminals. Long
2 range, we have an intermodal center plan just south of
3 the Washington Street Trolley Station, if you know where
4 that is, right by that rental car facility that's being
5 built today, and what that is it will be a multimodal
6 station there where Amtrak, Coaster, Trolley could stop
7 and walk over an elevated walkway over to the Airport and

8 then there would be a free shuttle that would connect you
9 over to the terminals.

10 We're working on the first phase project to
11 connect on the existing Palm Street, Middletown Station
12 to that shuttle. It'll start in early 2016, so we're
13 improving the pedestrian environment it's about 400-foot
14 lot from the tallest station over there, so that should
15 be ready in operation by 2016.

16 So we're working on it, short-term and have
17 long-term management as well.

18 PUBLIC SPEAKER: And early morning and late
19 night service to get us all back?

20 MR. SCHUMACHER: That's the idea, yeah;
21 frequent frequency is a high priority in this plan and
22 it's something we probably don't emphasize enough. It's
23 one thing to build things, but if everything runs every
24 hour well, that's pretty useless, right? You got to
25 operate much higher frequencies and getting every 10

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1 minutes throughout the day really provides a lot more
2 convenient service.

3 PUBLIC SPEAKER: Thank you.

4 MS. CLEMENTSON: So anything just on, so sort
5 of the funding for that?

6 PUBLIC SPEAKER: Timewise?

7 MR. SCHUMACHER: The funding we're using right
8 now, the project we're building the first phase, is a

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9 pretty low cost project. I can't even remember the color
10 of the money, but it's pretty inexpensive. It's a
11 couple, not even -- I don't think it's two million
12 dollars to do it; longer term, the intermodal center is
13 probably one million dollar range to provide that
14 station.

15 But the idea is to try and make these short
16 improvements and then work towards the longer term in
17 case somebody becomes --

18 PUBLIC SPEAKER: You remind them that it's a
19 very short period of time, but it's going to use the
20 shuttle, the rental car facility.

21 MR. SCHUMACHER: Right.

22 So we work with the Airport Authority and
23 they're going to be running the shuttles from the rental
24 car facility and that long-term parking over to the
25 Airport. We parked at terminals. We worked out with

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1 them that they'll allow Transit to use these shuttles for
2 free.

3 So if you hop on the Trolley or walk four
4 hundred feet, hop on the shuttle for free and take you to
5 all three terminals.

6 MS. CLEMENTSON: Okay; all right.

7 So I know you were waiting and then, we'll get
8 back to the other questions.

9 PUBLIC SPEAKER: Yeah; regarding grade

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separations.

11 I come from an area -- I went to high school in
12 college up in the San Francisco Bay area and they rarely
13 spearheaded grade separations with the park or the Bay
14 area Rapid Transit System, where there are no -- there
15 are no pact street on level crossings. All of it is
16 either above or below ground.

17 MS. CLEMENTSON: Yeah; that's true; that's
18 true.

19 Let's see. We'll go here because you're closer
20 and then, I'll be right back over there. (indicating)

21 PUBLIC SPEAKER: The budget is placed on
22 today's dollars?

23 MS. CLEMENTSON: Which budget?

24 PUBLIC SPEAKER: The budget for the whole
25 thing.

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1 MS. CLEMENTSON: No.

2 So the way the budget works, is it's in the
3 year of expenditure.

4 So part of when you see this chart here
5 (indicating) and it shows the funding available, part of
6 the reason this is bigger, is also because it includes
7 the inflation in those later years so we call it, "year
8 of expenditure" that we do that; okay.

9 PUBLIC SPEAKER: I was at the meeting last week
10 and brought up this issue, but I'm bringing this up

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11 again, because there's new people here.

12 And so, while I'm very much in support of what
13 much of what I'm hearing, I already live in what's going
14 to be a high density area. The trains run right behind
15 my building so I hear them every day, every night, and my
16 concern is getting cars off the road is a great idea, and
17 it will help the environment.

18 But what about the high density areas and the
19 air quality and noise pollution in the future for me and
20 all of those other places?

21 MS. CLEMENTSON: Not to put you on the spot,
22 but we had an NCTD person on the panel at that particular
23 meeting.

24 And do you want to share with the group some of
25 the response that you've urged?

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1 PUBLIC SPEAKER: They pretty much are telling
2 me -- they're not addressing that issue with me. We're
3 addressing other issues around that particular Transit
4 center, because there's development that's coming in the
5 future with the parking area and the bus station, so
6 those are the things that I'm speaking to them about.

7 MS. CLEMENTSON: So I think part of what I
8 heard in that -- and, Dave, if you want to help with this
9 in any way -- was that we recognize those are some of the
10 sort of the growing pains of this kind of Smart Growth
11 Transit oriented department that we really have to work

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12 on. I think those are just some of the challenges we
13 face.

14 And, Dave, I don't know if you want to add
15 anything to that?

16 PUBLIC SPEAKER: I just want to add, I guess,
17 my hope is that becomes as much a priority as all of the
18 other things, because if we can't breathe, you know,
19 everything else can be erased.

20 MS. CLEMENTSON: That's a good point. I think
21 I was referring more to the noise, not the air quality,
22 but that's -- yes; thank you for that part.

23 Did you want to add something?

24 MR. SCHUMACHER: Well, just make sure you
25 understand, whenever we do a new project or expand an

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1 existing project, we always do an Environmental Impact
2 Report that's all potential impacts, noise, visual,
3 whatever it might be, so those kinds of issues you
4 address at the project level and we look for mitigations
5 to address any impact that we can to mitigate so we can
6 take that into account.

7 But verily when you build things, there are
8 going to be impacts, so we try to minimize as much as
9 possible.

10 MR. STRONG: There's a section in the RTP, I
11 think it's on "Page 86," it talks about the "Air Quality
12 Index," so that might be a good thing for you to look at

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13 and it states a number of years that a certain threshold,
14 a particular matter in the air was encountered in San
15 Diego.

16 But putting on my public health perspective now
17 or plans, when I looked at the California Health
18 interview survey, it's the largest Statewide survey
19 that's conducted. It's done through UCLA and some other
20 partners. I looked at data for North County Coastal,
21 because that's how it's tabulated, so it jumps -- or
22 aggregates the data by, you know, sub region -- but if
23 you separate those that are older than 65, the asthma
24 rate is like only eight percent.

25 Citywide, it's like 10-to-12 depending on what

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1 you're looking and then, the children are actually 15
2 percent; so things are getting worse or they have been.

3 One thing that I saw that was actually nice to
4 see, and I don't know if it's coincidental or whatever,
5 but in RTP it does show the air quality in terms of the
6 measurement has been getting better but, you know, we
7 need to see progress in that, you're absolutely right,
8 because that is a huge indicator to health and that
9 affects public life.

10 So absolutely, it's something that you should
11 make comments to and make sure it's reported.

12 MS. CLEMENTSON: Okay.

13 Well, I think we are -- oh, there's still a

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14 couple questions.

15 What I'd like to do, is just take a couple more
16 questions and then wrap up this part of the meeting
17 because we want to make sure for those of you who have
18 specific questions, we're able to talk with you about
19 those individually.

20 And so, where did I see -- okay.

21 PUBLIC SPEAKER: Can you give us some idea,
22 about how much of that two hundred billion dollars is
23 future year tax increases?

24 Because there's an increase in tax surge taxes,
25 but I couldn't pull out a plan how much it is.

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1 MS. CLEMENTSON: Okay.

2 So just very quickly on that.

3 In the expenditure plan, there is an assumption
4 that there would be another quarter cent sales tax and in
5 the plan right now, all of that quarter cent is going
6 right here to this green area for Transit operations,
7 yeah. Okay. (indicating)

8 Is there another question over here? Okay,
9 Mike.

10 PUBLIC SPEAKER: Yeah.

11 I really liked the question that the woman
12 asked about air pollution close to rail terminals and/but
13 what I didn't hear anybody mention, is the fact that we
14 really need to electrify the Coaster Service and for

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several reasons.

16 One, is that these exhaust is Greenhouse Gas
17 diesel, No. 1.

18 No. 2, diesel exhaust is a known carcinogen.
19 It was a suspected carcinogen for decades in California,
20 carbon was patented, but they finally came around about
21 four years ago and it is classified as a known
22 carcinogen, so we're putting buses and we're putting
23 buses up here on these managed lanes relying heavily on
24 buses and we are giving ourselves cancer, which is very,
25 very expensive.

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1 And so my question is, what is SANDAG doing to
2 reimburse those of us that pay health costs, you know, I
3 have a monthly payment for health cost and because
4 increases in cancer are very, very expensive and we can
5 do that math or we can ignore the math.

6 When somebody asks a question like that, we can
7 ignore the fact that diesel develops carcinogen, as if we
8 don't know it but of course, these people do know.
9 They're leaders and they understand it's a known
10 carcinogen.

11 But this is not going to be mentioned,
12 electrification that need or --

13 MS. CLEMENTSON: Okay.

14 Just to -- okay, so just to wrap up with that
15 point. I know that we're converting a lot of our system

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16 to other types of energy and maybe you just want to touch
17 on that and then we can wrap up.

18 MR. SCHUMACHER: I think the Coaster and
19 Sprinter, there is no plans to electrify so that'd be the
20 comment made.

21 Lastly however, we've been many years working
22 towards compressed natural gas on vehicles we've been
23 buying for the last probably 10, 15 years are compressed
24 natural gas vehicles, and as the old diesels are recycled
25 to the end of their life cycle, they end up to be 100

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1 percent. I think we're up around 80 percent, CNG right
2 down, so whole bus fleet, which is the most of the
3 vehicles, transit vehicles out there today. The Trolley
4 is electrified, of course, and most of the transit fleet
5 is using alternative sources.

6 MR. STRONG: So I also spoke to someone with
7 NCTD recently, since they're not here, I'll provide
8 comment.

9 But an electrical bus that's rehabed that's
10 converted from diesel or CNG, it costs about six hundred
11 thousand dollars for a brand new one. It's like 1.4 or
12 something like that, so NCTD is a very small operator and
13 currently they cannot take that risk because they just
14 can't afford to, but there are some grants that are
15 available nationwide that some of the bigger timed
16 Transit operators are taking advantage of, you know, like

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San Francisco or Chicago.

18 So there is emerging technologies and it is
19 emerging discipline, hopefully over time we start to see
20 that.

21 MS. CLEMENTSON: Okay.

22 So I want to take this opportunity to thank our
23 Panelists. Thank you so much for joining us here
24 tonight.

25 Thank you all for coming and we do have several

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1 SANDAG staff members available to help answer any
2 additional questions that you might have.

3 Please, please, please, if you have comments go
4 make sure that they're recorded with Gloria or write them
5 down on a comment card. We'd love to keep in touch, so
6 make sure that we have your email address so we can keep
7 you up-to-date on the progress of the plan; thank you.

8

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11 PUBLIC SPEAKER: My name is Jeanette White. I
12 live in Oceanside.

13 I was disappointed that everyone on the panel
14 was pro, the whole plan. I expected that there would be
15 some Devil's advocate people, professionals, people
16 in the know who would be speaking on the side where there
17 would be maybe raising more objections that the community

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18 could think about. Most of the comments that came from
19 the community were just average citizens. I thought
20 maybe there would be some other organizations that were
21 presenting some of the other -- at least the cons to this
22 plan/program.

23

24 PUBLIC SPEAKER: My name is Judi Potter.

25 So my concern is regarding clean air in the

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1 high density areas. The high density housing areas. I
2 live right next to the Coaster and Amtrack and metro
3 lane lines. It runs right under my bedroom window and I
4 knew that when I moved in, so it's not a problem. I'm
5 concerned about, you know, the future because that
6 platform is going to be extended right under my bedroom
7 window. I'm worried about air quality going forward and
8 what's going to be done to mitigate any issues or try to
9 making that situation better in the future.

10 In addition to that, I guess the noise quality
11 is also a concern, but my biggest concern is air quality.
12 Obviously the trains make a lot noise; when my doors are
13 closed, it's not too bad. I sleep through it. My guests
14 sleep through it, but it's loud, so noise is the concern
15 but I'm more concerned about the quality of the air that
16 I breathe and everybody else.

17 And that's going to be an issue, you know, in
18 other high density areas and there are quite a number of

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them that are coming in the future.

20 So, make sense?

21

22 PUBLIC SPEAKER: It's Mike Bullock, that's my
23 last name, and it's really "Michael," is my, you know,
24 birth certificate M-i-c-h-a-e-l, Michael.

25 My first concern is that the plan cannot lead

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1 to an Environmental Impact Report that is consistent with
2 California Environmental Quality of Act Law, CEQUA. It's
3 called "California Environmental Quality Act Law."

4 And I say that because it does not have clear
5 climate stabilizing targets and the reason that is true,
6 is that, Cequa California "Environmental Quality Act Law
7 requires that all negative environmental impacts be
8 considered.

9 So an important negative environmental impact,
10 is climate destabilization, and to obey CEQUA, there
11 needs to be a clear explanation of what climate
12 destabilization is, and it is when the positive feedbacks
13 take over in our climate system, such as melting
14 polarized caps, which reflect light now they're melted
15 not as large and so there's me black water which absorbs
16 heat, so that's a negative impace, -- I'm sorry, it's a
17 negative impact but it's a positive feedback in that the
18 worse it gets the worse it gets.

19 And the other example often stated is the

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20 freeing of methane gas from the permafrost which is
21 melted, that's methane is also a greenhouse gas.

22 So these positive feedbacks can drive the
23 climate to a very, very different climate than what we
24 have now and we'll have no ability to slow it down.
25 These effects will be larger than our greenhouse gas

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1 emissions from the combustion of positive fuel and
2 methane gas from agriculture, those kinds of things and
3 this destabilization will result in the loss of most life
4 forms on planet, including our own species and so, that's
5 what the literature on climate and climate
6 destabilization. It's also called "going over the
7 tipping point," tells us and so that must be avoided at
8 all cost.

9 And certainly, in an Environmental Impact
10 Report you have to describe what that is and describe
11 what the targets are that you have to hit to not be
12 contributing to that, you know, clearly San Diego County
13 can't all by itself stabilize or destabilize the climate,
14 but we cannot contribute to it by hitting those
15 greenhouse gas targets and those targets have to be
16 described and then those -- and then, the measures and
17 projects, transportation projects, various types of
18 measures that could be done here to achieve those targets
19 also have to be described because the decision makers
20 have to say, "That's something we definitely want to do

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and we can do and those measures will work."

22 Or, I guess, they could say, "That's too hard.
23 We will just let the climate destabilize knowing that at
24 some point, maybe our grandchildren or their children
25 will suffer a devastating collapsed of the human

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1 population," that's a phrase from "Scientific American
2 2008" devastating collapsed of the human population, so
3 that's a description of climate destabilization.

4 So SANDAG has to explain that and they have to
5 have a plan/option, which will achieve those targets but
6 they have to get their own targets. They can't just use
7 the State mandates and they can't use SB375, which isn't
8 even about climate stabilization.

9 Governor's Executive order S-3-05 was about
10 climate stabilization in 2005, but things have gotten
11 worse and that's not obeying CEQUA to just start using as
12 S-3-05, the old '05 because it was in 2005, Governor
13 Schwarzenegger who signed that.

14 And in 2005, that was thought to be -- those
15 targets were thought to be climate stabilizing, those
16 three targets. If SANDAG still thinks they are, they
17 have to rationalize that and they have to come out and
18 say, "We're going to use those targets. I believe that
19 would be incorrect from a technical standpoint, and the
20 targets need to be more aggressive you might say, you
21 they have we have to have greater reduction sooner

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22 because what's happened between 2005 and 2015 is this 10-
23 year period that's gone by is not what was supposed to
24 happen in the world as describe by Governor Executive
25 order S-3-05.

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1 But that's the primary concern that I have and
2 I have had and I've expressed many times to the SANDAG
3 Board that they need to adopt targets to stabilize
4 climate and they have to show how they can achieve those
5 targets.

6 So now, that's at a top higher level. I want
7 to talk about the things that I have proposed to SANDAG
8 that they have ignored. One that's quite easy to
9 understand is the electrification of the Coaster service,
10 and that would not only help a reduction in greenhouse
11 gas emissions, it would also reduce diesel exhaust which
12 is a known carcinogen and they definitely need to do much
13 more in terms of explaining what is needed to protect
14 public health from air pollution, very similar to the
15 destabilization targets. I guess it's called,
16 "significant thresholds. They need to have clear
17 significant thresholds for air pollution and then
18 achieve those significant thresholds, you know, get
19 below those thresholds, so it's not significant so we're
20 not causing causing large apartments of cancer as an
21 example and other health problems.

22 So besides test trains, the other thing that I

5-20-15 Court Reporter Discussion_Oceanside
23 talk about quite a bit, because I have shown them a list
24 of measures that I believe would achieve climate
25 stabilizing targets. I have shown them what I believe

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1 are climate stabilizing targets and this is in peer-
2 review report that I wrote for the Air and Waste
3 Management Association, that is a prestigious organization
4 with engineers that peer-review these papers and they
5 invited me to present that paper at their last conference
6 last summer in Long Beach and they've invited me to go
7 this September to a conference in Chicago which is
8 focused only on climate, because they realize that my
9 report is valid and it's called, "The Development of
10 Light Duty Vehicle Requirements to Support Climate
11 Stabilization."

12 And then, the title has a colon because there's
13 two sets of requirements, there's two types of
14 requirements. One set is car efficiency and the other
15 set is per capita driving. Actually, it's one number per
16 capita driving, so there's a lot of requirements that
17 have to do with getting our fleet of cars more efficient
18 than emitting less greenhouse gas per mile driven, but
19 it's not enough. It also requires a reduction of per
20 capita driving.

21 And so, after I get per capita driving, I have
22 a list of measures which achieve that reduction in per
23 capita driving and one of them that's important about

5-20-15 Court Reporter Discussion_Oceanside
24 seven-and-a-half percent I predict out of that 32-and-a-
25 half percent is pretty important, is the widespread

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1 adoption of parking policies which would unbundle,
2 unbundle the cost of car parking, in effect, in effect it
3 would unbundle the car parking in effect and that system
4 could be described, or that system is where the parking
5 lot is operated as a business for the people for whom the
6 parking is built.

7 For example, for employees they have an off-
8 street parking lot or parking garage under ground
9 parking, whatever the parking is and that parking should
10 be operated as a business for the employees whereby, the
11 employees get the earnings from the parking lot. It's
12 their business. They get the earnings.

13 Now, the money comes about because like any
14 business, we charge to use the parking. The employees
15 could be their own customers or not; so two employees
16 that work the same number of hours in a day, one never
17 drives, the other always drives, they both get the exact
18 same earnings.

19 However, the employee that always drives will
20 see on their statement, their monthly statement a charge
21 so that's how the business would work and the employees
22 would be very happy if the parking lot is nearly full.
23 Even if it requires people that don't work for the
24 company to park there, because they will pay and that pay

25 5-20-15 Court Reporter Discussion_Oceanside
puts money in the pockets of the employees.

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1 So by this mechanism, this system not only does
2 it in effect unbundle the cost of the parking lot and
3 restore the full income that they should have gotten, it
4 also support full sharing of the parking, so ultimately,
5 when this system is in place for all types of parking,
6 anybody can park any place for any amount of times, and
7 it's all automated, like turning on a light bulb, you
8 park your car and you don't have to think about it at all
9 if you don't want to, there's nothing to do, there's no
10 parking meter.

11 However, you will get a bill because the system
12 knows whose car that is and knows when it came and when
13 it left and what the parking rate was; you can have such
14 thing, as instantaneous congestion pricing to ensure that
15 there's always available parking spots, that's important
16 to many cases like around, especially around train
17 station you definitely want to have vacant spots even
18 close to a platform. They would probably be very privacy
19 because you would have blocks of parking that you
20 instantaneously congestion price, so the price is always
21 changing but it's forcing vacancy.

22 So anyway, that's another paper and I have --
23 this paper is now hosted by the City of San Diego in
24 their Climate Action Plan work. They saw the value in
25 this paper that I wrote for the Air and Waste Management

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1 Association and so it's -- there's a link and it's hosted
 2 online by the City of San Diego and I have pointed that
 3 out to the SANDAG Board of Directors and but they have
 4 not elected to work towards that system or even
 5 acknowledge that that system has been formulated, even
 6 though, that system was described in Appellate Court in
 7 the Sierra Club lawsuit against the counties Climate
 8 Action Plan.

9 Specifically, one of the three Justices asked
 10 our lawyer, described a feasible mitigation that was
 11 ignored by the County and our lawyer described this
 12 system for employees and when she got done, when our
 13 lawyer got done with this description, the Justice said,
 14 "Yes, that sounds like feasible mitigation ..."

15 Therefore, SANDAG should not be ignoring
 16 feasible mitigation because that also violates CEQUA.

17 I think that's about it; thank you.

18 (whereupon the Public comments concluded.)

19 STATE OF CALIFORNIA)

20 COUNTY OF SAN DIEGO)

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1 I, Gloria D. Mazon, C.S.R. No. 9356, hereby
 2 certify, that the foregoing statements from this public
 3 hearing were recorded true to the best of my ability by
 4 electronic transcription, and supervised under my
 5 supervision.

6
 7 Dated in San Diego, California, this _____ day,
 8 of _____, 2015.

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 Gloria D. Mazon CSR No. 9356

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SAN YSIDRO, CALIFORNIA, STATE OF CALIFORNIA
FOR THE COUNTY OF SAN DIEGO

TAKEN ON: THURSDAY, MAY 21, 2015

TAKEN AT: 212 WEST PARK AVENUE
SAN YSIDRO, CALIFORNIA

REPORTER: GLORIA D. MAZON
CSR NO. 9356

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A-P-P-E-A-R-A-N-C-E-S

- Elisa arias - SANDAG Facilitator
- Carolina Gregor - Senior Regional Planner
- Frank Rivera - City of Chula Vista
- Armando Freire - SONENT
- David Flores - Casa Familiar

1 SANDAG PUBLIC WORKSHOP, THURSDAY, MAY 21, 2015
2 SAN YSIDRO CIVIC RECREATION CENTER - CASA FAMILIAR
3 212 WEST PARK AVENUE, SAN YSIDRO, CALIFORNIA 92173
4 6:30 p.m. - 8:30 p.m.

5 * * *

6
7 I want to thank everybody at Casa Familiar for
8 coming tonight. We have coffee after the break, so
9 please take advantage of this.

10 And now I want to ask the panelists if you
11 could introduce yourselves, give us your name, your
12 organization and who do you represent and if you could
13 tell us a little bit about what you think about the plan
14 and why the plan has any relevance to you.

15 MR. FLORES: Good afternoon; welcome.

16 My name is David Flores.

17 MR. FLORES: I am the Director of the
18 Development Community of Casa Familiar. I've been
19 working for this agency nonprofit for about 15 years now
20 and I am part of the Planning Committee in San Ysidro.

21 I have been part of this for the past 12 of the
22 15 years and I've been trying to make sure about the
23 plan, the Committee Plan has to do with this
24 transportation plan.

25 So it's an important plan for me, San Ysidro

1 and Casa Familiar, because I've been working for a
2 nonprofit that provides services, like many other
3 nonprofits that provide service and other collaborators
4 that work for SANDAG, like Chula Vista "Community
5 Collaborative." They provide service to the connections
6 and the people. We have the position of the people that
7 use the public transportation and this is very important
8 to us, that what are their needs. How do they need to
9 integrate in a regional plan, in a 35-year plan
10 investment that's coming to cities like San Diego, Chula
11 Vista, Imperial Beach, National City that our communities
12 and the organizations have this opportunity. This is
13 important.

14 Finally, Casa Familiar is involved in what has
15 to do with building environments. How do they connect
16 people from their homes? How do they get along with
17 their surroundings, transportation? How do they find a
18 job? How do they get to their job? So it's very
19 important because we work with the community.

20 So at the same time, we're asking people to be
21 part of this and to make sure that the needs, the most
22 important needs are expressed into the plan.

23 So thank you very much, and we hope to have a
24 connection with the rest of the community and this type
25 of workshop; thank you.

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1 MS. ARIAS: Thank you, David.
Page 4

2 Armando?

3 MR. FRIERE: Good afternoon; thank you for
4 being here tonight.

5 I am Armando Freire, the "President of SONIC
6 Transportation and also, I'm Director of California
7 Trucking Association and the Otay Mesa Chamber of
8 Commerce.

9 For the past 43 years I've been working with
10 the transportation and public transportation that has to
11 do with freight and ports. This is a very important area
12 for us; for us especially. My office is in National
13 City. We have another office and we have in sections as
14 Otay Mesa, Texas in California, Arizona. We work in this
15 area.

16 How do we change things in this area?
17 Twenty-five years ago we had about 200 trucks, right now
18 we have six thousand trucks a day, and when they open
19 Otay 2, it's going to be over 20 thousand trucks a day,
20 so transportation is a very important area for us in San
21 Diego and California, like it is for Mexico is important
22 as well. So Texas has a very, a very complicated -- so
23 does the Tijuana Airport and Long Beach. The Tijuana
24 Airport is L.A. just so you know when it couldn't go to
25 international travel that this is a connection that has

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1 most of the transportation that goes to Tijuana has to
2 come to San Diego so it goes to Imperial Valley and L.A.
Page 5

3 So Tijuana -- so the six thousand trucks have a huge
4 impact on Tijuana, many of them go north, so for us it is
5 very important to have an important transportation plan
6 that includes a plan for jobs, all of our needs, less
7 cars, more buses. It's a good idea. Obviously, we're
8 hoping for better roads because I'm a trucker, but we
9 have to change this. There has to be a balance.

10 One of the very important factors of this
11 workshop, is that SANDAG has been very open in including
12 everyone. I mean, there's been two years having meetings
13 and going to and this input of all of the Stakeholders
14 have been vital, not only by people and cars and we're
15 talking about buses and trains. This participation in
16 general, I think is really helpful, and I think it's a
17 very integral fact. The only thing, is that we need to
18 have a plan that includes everybody so it's Escondido to
19 Chula Vista, Encinitas all of us involved, so it's a very
20 complex plan that's going to help us all.

21 MS. ARIAS: Thank you, Armando.

22 Frank?

23 MR. RIVERA: Good afternoon.

24 I'm Francisco Rivera and I'm an Engineer. I'm
25 a Civil Engineer. I'm a designer for public

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1 transportation in Chula Vista.

2 When I started in Chula Vista, when I started
3 in 1984, more than 30 years the City was so little. It's
Page 6

4 was less than one hundred thousand people and today it
5 has more than two hundred thousand people, so I've seen
6 it grow, especially to the east of 805, and we need to
7 plan ahead for more people, another one hundred thousand,
8 maybe one hundred fifty thousand in the next few years.

9 What I like about the plan, is that it's going
10 to improve public transportation. It's going to help us
11 to keep environmental open areas, current areas and it's
12 going to improve the life of everybody in Chula Vista. I
13 would focus on -- before in my career, I've been
14 building, just building roads and now the City Council
15 has moved away from that and has been improving the
16 experience first for pedestrians, cyclists for business
17 industries and they want to get a slower growth. We need
18 to live together and we need to share our same space and
19 we need to slow down on the pace that we are growing and
20 we need to support that; thank you.

21 MS. ARIAS: Thank you very much.

22 You talked a little bit about the importance of
23 the plan for your organizations. We talked about the
24 positive things about the plan.

25 Do you see something that needs to be improved?

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1 Something that we need to omit? Something that needs to
2 get better?

3 MR. FLORES: Well, yes, of course, there's
4 always something to be improved. I think that for me,
Page 7

5 for a community like San Ysidro, we would like to see
6 more investment and faster because the way that you're
7 doing it, the way that you have to wait to take you to
8 get from San Ysidro to downtown to colleges to San Diego
9 State, it's insane; you can't really compete with the
10 car, with this transportation wait. You really can't
11 compete, so we need a more competitive way of getting you
12 transportation especially to a transit, the hub in
13 Escondido especially to access this, especially from San
14 Ysidro Port of Entry.

15 Of course, we would change the dynamic in the
16 future of how much is spent on the roads and how much is
17 spent on the public transportation, because in San Ysidro
18 it's a place where there is no space to get more roads,
19 there's just no space in San Ysidro, so we need to
20 improve the quality of the current roads. We don't need
21 to expand and we also need to find a way to develop this
22 mobility hub we were talking about at the beginning, so
23 they're connected to other services; many people come to
24 Casa Familiar and really it doesn't have a service that's
25 more efficient so that they could -- so from San Ysidro

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1 to other places, it is really complicated and we need to
2 make this more efficient and we also feel that we need to
3 add this balance.

4 What investments are going to be within the
5 urban areas, but also that we are at a Border. We have
Page 8

6 Mexico. We need to build the capacity to facilitate the
7 mobility going up north. This is some of the points that
8 we would like to be improved; thank you very much.

9 MS. ARIAS: Armando?

10 MR. FREIRE: I know that as a region we can't
11 solve everything, but the main problem here has to do
12 with bottlenecks, the kind of bottlenecks that we have
13 for the freight that's going right into the U.S. that has
14 to do with the roads. We need to expedite the process of
15 the buses, of cars. The main problem that we have right
16 now, and I'm just going to give you a small example like
17 905.

18 The Federal Government opened the U.S. Border
19 and it didn't connect them with the State interstates, so
20 Otay Mesa. Otay Mesa is using and will be crossing Otay
21 Mesa Road in the next 20 years. There have been so many
22 accidents, really deadly, only deadly accident was six,
23 seven. So there's been a seven-hour wait just to get out
24 of the line which usually would take an hour-and-a-half
25 for years. So we have 905, it's just seven miles. A

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1 seven-mile highway and right now it saves us about one
2 hour-and-a-half to go to transport and it seems like
3 nothing but when you make it into money, money time, it's
4 a lot of saving. It is very important.

5 So when you expedite this every day, the
6 general, the conflict, the quality of life would improve
Page 9

7 dramatically. The transportation is not interested in
8 just contaminating diesel and the stop and the
9 stop-and-go traffic, we need to address this bottleneck,
10 because it creates great problems not only for the
11 community but for business and the transportation, but to
12 everybody.

13 Well, I think that one.

14 MR. RIVERA: What can be improved by the plan,
15 is that we are just focused on how to improve mobility to
16 south, south-to-north but I think that as time goes by,
17 we need to not lose sight of just like Chula Vista and
18 other cities that population is moving east. We need to
19 start improving the east-to-west and west-to-east,
20 because like the Olympic Center and other places how
21 many -- today we are discussing going north-to-south,
22 going to town, San Diego State University but we have to
23 look into the future, that there's going to be another
24 college in Southeast County and we need to connect it to
25 905 and this was just only recently built, so I think

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1 those are what I wanted to say.

2 MS. ARIAS: Some of the maps on some of the
3 projects that have to do with transportation, and this
4 takes time to build. We have to go through stages
5 because we really don't have all the finances. We don't
6 have all the money in our pocket.

7 So what about technology? What is the role of

8 technology to expedite this plan and save money and to
9 connect people as we were discussing? That we were
10 talking about how to get more people into Casa Familiar
11 where people -- or to expedite this process?

12 MR. FLORES: Well, listening to a lot of these
13 meetings, probably transport, just that has do with the
14 Compass Card. It's not efficient. It's not flexible.
15 It's not efficient. If you buy a card and you loose it,
16 you have to buy another card. If you don't activate it
17 correctly, then you have trouble going in and you have to
18 buy another one and you have to file a complaint for this
19 card, you have to spend a lot of money like the monthly
20 pass, and try to take it back and try to get the money
21 back if you loose the card.

22 So there must be a way to get this on file.
23 This is very expensive for families that need to use this
24 transportation, so there needs to be a better way, an
25 improved way to get access to this rate, and to this card

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1 because this is not existent bus stops that need -- that
2 are according to the needs of this community.

3 So we need to reactivate them, get more time on
4 the cards and this I think would be really helpful.

5 MS. ARIAS: As it's really important that we're
6 always trying to improve the technology.

7 MR. FLORES: But this can be done, so thank you
8 for telling me.

9 And San Ysidro, this is what we hear from the
10 people that we are serving, and the Trolley system right
11 now, the person who has some kind of disability has to --
12 has to push the button so that the system is activated
13 and maybe to have an automated system that maybe the
14 driver can see somebody who has the disability and push
15 it and activate it himself to save some time to all of
16 the people, because if it takes time for the person that
17 has some disability, it takes time from everybody's
18 travel.

19 So I think that's important.

20 MS. ARIAS: Armando, you have some ideas?

21 MR. FREIRE: In the -- when we're talking about
22 the freight, there are some things that can be helpful
23 especially in the border crossing, especially when it has
24 to do with the dedicated lane with the fast lane. This
25 type of information that the Border offers already have.

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1 I think it's important.

2 And SANDAG San Diego, some of the change is
3 that I don't think technology can help the roads because
4 the roads only go so far. There are only so many roads,
5 so this is important, but in the -- now the projects are
6 lacking and I don't see how they can help me.

7 MR. RIVERA: When it comes to technology, I
8 think that to improve technology and services, I think
9 that we need more information about traffic alerts and

10 more information when it has to do with when is the next
11 bus coming.

12 MS. ARIAS: So we're talking about just and
13 improved life-and-travel. When you're talking about
14 communities, South Bay communities and sustainability.

15 What do you think about that, David?

16 MR. FLORES: Before I answer that, I need to go
17 back to David.

18 We have the Border and we have presented
19 numerous proposals that have to do with the Border and
20 this Port of Entry and we need to develop it in a more
21 flexible way, working with the Federal Government so that
22 people can cross, like there's bike lanes. There are
23 people that want to cross the Border with their bikes and
24 it's just not flexible and there's also these ideas that
25 are being integrated at the New Port of Entry when it

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1 comes with the present road that will be east of Virginia
2 Street guard rail, but make sure they have clear
3 connection with the public transportation in San Diego.

4 So, you know, there's seven miles and so it's
5 not even seven miles. It's less than 500 feet, you know,
6 just to improve the experience of the teller. We have
7 other ideas for San Ysidro, a project that has to do with
8 parking and intelligent parking, because right now the
9 demand for parking in San Ysidro is huge. But this is
10 badly there -- badly organized right now there's not a

11 system that can identify a vehicle that can go into San
12 Ysidro and just give them direction to go to where to
13 park by the Border and that's important and that's people
14 that want to cross this Border and they want to visit
15 Tijuana and just go by foot. They start cycling
16 everywhere trying to find parking and it's just a mess.

17 So just signals, just an idea, a very simple
18 idea that has been developed like smart parking to many
19 of the places but for San Ysidro, I think it will work
20 wonderfully. It could be a solution.

21 When it comes to healthy communities, I think
22 it's important that -- it's important because we're about
23 to finish the San Ysidro Health Program and some of these
24 ideas that have to do with the regional plan and that's
25 how we're going to invest and decide where to invest and

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1 planning is really, really fundamental so where do we put
2 our resources where we might put our bike lanes? Where
3 are we going to promote walking? Some of the problems
4 that we've been told about by our community advisors that
5 come to Casa Familiar, though they come to take huge
6 classes like start to play sports, exercise, but we need
7 better infrastructure to the rest of the community to
8 make sure that the families could really enjoy cycling
9 and try to use their car less during the weekends, if
10 they can. It's important.

11 Another one, another idea I have is that the
Page 14

12 participants in San Ysidro, we have the great success of
13 having the first SANDAG study to try to connect the
14 investments, the transportative investment with public
15 health. The study that has to do with the quality and
16 the public health for San Ysidro. It's super important
17 because it has a series of recommendations that have to
18 do to -- tells you a guideline of where to invest, so if
19 you invest in bike lanes, there's lanes. There's going
20 to be analysis that it reduced obesity and reduced heart
21 problems, so we were lucky that San Ysidro was chosen as
22 a first community to do that type of study and now we
23 have 16 projects for anyone to try to make this
24 evaluation, and now we have single projects that we can
25 go forward with and one of them that has to do with the

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1 needs of San Ysidro, that has to do with air quality, but
2 before this, we didn't have a clear measure of the
3 Federal Government. We didn't have a clear guideline to
4 where we should be going and this information is clear.
5 This is going to help us move forward and see where we
6 should invest, how much should we expect to get it
7 running. It's not going to change one day to another,
8 but that's why we were working with the community to
9 identify what can we do in school, is what can we do with
10 living quarters. What can we do with areas that are
11 open, so there's a lot of work. There's a lot of
12 possibilities.

13 MS. ARIAS: Frank, when you're talking about
14 the Regional Plan, how do you think can help Chula Vista
15 to implement, you know, like you said, Chula Vista
16 helping and Bayfront Center and everything else?

17 MR. RIVERA: Well, Chula Vista is about 50
18 square miles, so it's a lot of cities, so the Bay area is
19 going to be developed quite differently from the rest
20 of Chula Vista. There's a lot -- there's going to be a
21 lot of buildings. There's going to be a lot of
22 commercial areas, a convention center, families, so we
23 need to get bikes and it's going to be very different.
24 Downtown Chula Vista, the old part of town, it's going to
25 have less change but when there's going to be change,

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1 there's going to be a construction of the buildings,
2 families living there, just like East Chula Vista is
3 developed but everything is going to have its place and
4 everything is going to change little-by-little, so
5 there's a lot of projects that are going to be very
6 different than before. The building codes have been
7 different and we have another vision. We're going to
8 improve density in Chula Vista; yeah.

9 MS. ARIAS: Thank you very much.

10 And Armando, when we're talking about economy
11 and the exchange with Mexico, what do you think about
12 this plan and how is this plan going to improve now the
13 difficulty of transportation?

14 MR. FREIRE: Well, Mexico, Tijuana and San
15 Diego Tijuana, and San Diego are just one community. I
16 think that they have a fence but they're actually just
17 one community and that creates a lot of problems and a
18 lot of communication problems.

19 So the most important part of this plan is to
20 expedite this communication. It's thousands-and-
21 thousands of people that are crossing everyday for one
22 reason or another. The majority of these people are just
23 going to be the same going in and so, there's no reason
24 for this wait because we do the same people every day.

25 So in my case, I've had more than 50 of my

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1 employees that work in the U.S., legally in the U.S. and
2 live in Tijuana and they -- and some of them have to wait
3 three hours waiting to go to the office, so they want to
4 be in the office at 8:00 and they start at 6:00 in the
5 morning and that's just a crime.

6 So we need to expedite the movement. We need
7 to talk to the Federal Government. We need to talk to
8 Border cities and we need to work at it until a problem
9 that started yesterday. It is a problem that's
10 longstanding and, you know, it's time to fix it; thank
11 you very much.

12 MS. ARIAS: Some other questions that I'm
13 trying to get at some Panelists. I don't know if you
14 want to talk about some of the doubts of -- if not we can

15 open up the panel to question-and-answer, just to the
16 community.

17 Mr. Flores, I feel that you have something to
18 say.

19 MR. FLORES: Well, I would ask -- I wanted to
20 ask Armando what is the biggest challenge that you have
21 in when it comes to transportation, because I think it's
22 important that the community also understand how
23 complicated it is to cut a plan forward, put a plan
24 forward; everything that gets into our house comes
25 through the transportation system one way or another, so

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1 I think what are some of the biggest challenges he was
2 mentioning also, little-by-little there have been these
3 games. I don't know if you wanted to stress there. He
4 gave me an example of the trips that can be done from
5 here to L.A.

6 MR. FREIRE: So basically we're talking about
7 time.

8 And, for example, trucks get out away from
9 Tijuana at 6:00 in the morning and goes to L.A., to the
10 L.A. Port and by the time it gets back to Tijuana it's
11 8:00 p.m. and sometimes he can't even cross the Border
12 with the truck, so he has to leave the truck somewhere at
13 the Border and then go to Mexico by foot and do the same
14 thing again in the morning, 6:00 in the morning to go to
15 L.A. and then go back to Tijuana to start working and the

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16 first day it's 6:00 in the morning. The second one 3:00
17 in the afternoon.

18 So sometimes the hours just get
19 longer-and-longer and that is a resource in the U.S.
20 side. We have the same problem. A truck gets from
21 Tijuana, it's going to be waiting at the Border for six
22 hours and here we have a U.S. truck waiting for six hours
23 for a Mexican truck to cross, so it makes no sense.

24 Another problem that we have, is that sometimes
25 there's a series of changes, law changes that do not take

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1 into account what kind of consequences it will have in
2 business, in this case the change. The change of the law
3 in the L.A. Port. So what happened, is that they changed
4 the law and now California, so we could not use trucks
5 that are older than 2008, so there's 16,000 trucks that
6 can't comply with that law because they're older than
7 2008 and from those 7,000, only 7,000 could work and the
8 rest were out because the law didn't take into account,
9 didn't take that into account and that really affected
10 their consequences to what politicians do and have not
11 taken into account what kind of consequences. They don't
12 know who they're helping and who they are not helping. I
13 think that's part of what David and I were talking about.

14 MS. ARIAS: Good observations; thank you very
15 much.

16 I want to open up the panel, so I want to open
Page 19

17 the floor with questions from the audience.

18 PUBLIC SPEAKER: I have a question.

19 In Coronado, the Island of Coronado, the buses,
20 904, it's free from June-to-September. Why do we not get
21 free rides if we're paying taxes? Well, do they get four
22 months of free trucking of free buses like this 2050,
23 2025? And the bus would not (inaudible) going to walk
24 because it doesn't have change for .25 or change and I
25 think that's not fair that the cars are going free.

20

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1 Here's a really good question, balance could do -- you
2 could help us with that committee.

3 MS. ARIAS: Yes, balance.

4 Could you help us with this question?

5 PUBLIC SPEAKER: Hi good afternoon.

6 My name is Jesus Salgado Mesas. I am
7 Administrator for MPS Trucks and Buses.

8 And the question is that Coronado, the City of
9 Coronado, they keep this funding and they pay for their
10 own service, so they decide to make it free and they
11 could go directly from the City to the busing, so we do
12 not make that decision, so they are paying for the free
13 rides so the City of San Diego or San Ysidro considers
14 that to be reviewed by use of taxpayers dollars to pay
15 for free rides then we can do that. What I'm saying,
16 that the City of Coronado has decided to do that.

17 MS. ARIAS: Any other questions for the Panel?
Page 20

18 PUBLIC SPEAKER: Yes; good afternoon.

19 I agree with many of the points that are being
20 made and by the Panelists, but my question is more in
21 regards with the transportation plan.

22 How did we get 50 million dollars from the
23 project? I understood it has to be done by 10 years but
24 now it has expanded in San Ysidro. It's not 2050, so I
25 don't know if I didn't understand how the funding was

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1 going to be allocated or if I didn't understand the
2 timing, and the resources that the numbers are changing
3 constantly and the population in San Diego. It was
4 calculated. It was projected to be 4.5 million people by
5 2050, so I don't -- I haven't seen those numbers and I'm
6 surprised how can we trust that?

7 MS. ARIAS: Oh, yes, if I can answer that
8 question.

9 When it has to do with intermodal it has to do
10 with the two phase program. One of them has to do with
11 2025 and the other in 2050, when it comes to SANDAG, the
12 projections and population projections have to deal with
13 SANDAG has projected -- every four years the plan is
14 updated every four years, so we have a series of review
15 that have to do with the global economy; low economy and
16 so they change.

17 Any other questions? Yes?

18 PUBLIC SPEAKER: Good afternoon.

19 My name is Juan Ramirez. I participated in a
20 nonprofit called, "Circulate San Diego" and we promote,
21 basically what we have to do with active transportation
22 that has to do with walking, cycling and there's been a
23 series of -- there's things that are mentioned by the
24 Panelists, that have to deal with that individual was
25 talking about public transportation. Many times the plan

22

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1 they prioritize some things are not, they seem to be
2 balanced, so how could we -- how can we make sure that
3 importance is given to this type of transportation and
4 organization? I think that we need to have public
5 transportation to have some priority and to not put them
6 at the end of a location for funding, so, you know, by
7 2025 we'll get funding for bicycle lanes. I don't think
8 that's needed. I don't think that's fair.

9 And there's another thing that was mentioned.
10 Engineer Rivera, was talking about how to make it more
11 accessible especially for cyclists. I feel the same. I
12 would like to see buses that were financed so that all of
13 the network, the public transportation network is clearly
14 connected and more accessible for all of us all the time
15 because at the same time, we would reduce -- we would
16 reduce our use of car and it would be easier to reduce
17 Greenhouse Emissions and to reduce the time that we spend
18 in the car on mileage, you know, what you were talking
19 about.

20 So basically, if you could expand it more and
21 talk more about financing and prioritize it.

22 MS. ARIAS: It's a little technical question,
23 so they have observations also when it comes to how to
24 balance the equation when it has to do with projects with
25 public transportation, active public of transportation to

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1 balance. We have information at the back of the room,
2 and how are we going to implement the plan and there's
3 people there that can answer your questions in Spanish
4 and want to talk about the phases and how it's going to
5 allocate funds.

6 So first of all, you wanted to talk to the
7 Panel. If you want to give us any last comments how to
8 balance before we pop it.

9 Yes?

10 MR. RIVERA: Yes.

11 We need to move the project and transfer and we
12 need to push active transportation projects forward and
13 we need to put them as a higher priority, so we need to
14 make sure that we need to have the same, prioritize.

15 So when it comes to Chula Vista, we are
16 currently working for like, for example, for a Third
17 Avenue Downtown Chula Vista and we have a second phase
18 about Third Street and this is our second phase and our
19 third phase will start in a year. So we need to start on
20 F street from the Bay to Third Street.

21 And that street is going to be used to focus,
22 to be focused on cycling and walking, so it's a big
23 street. It's wide enough for this project to take use
24 but the idea to improve main roads is important. It's
25 our main goal, so we are actually prioritizing this every

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1 year the Council gives us a series of rules of what they
2 need and how do they need them, and we need to listen to
3 what the public is hoping for.

4 We're also hoping for -- I mean it's not just
5 my project and we need to have it prioritized on top of
6 the other ones. We need to keep a balance to check all
7 the time not to change priorities that fast.

8 MS. ARIAS: Another reaction from the Panel?

9 MR. FLORES: Yes.

10 Our community organization is such as Casa
11 Familiar or others that are here and the southern part of
12 the County. I think it's important that we identify how
13 are we going to collaborate. How are we going to work
14 together to make sure that these priorities are going to
15 be implemented at a larger picture?

16 Let's say, that has to do with the network
17 which is not south of the County. We can work to
18 identify what our needs are and we need to prioritize and
19 come in at all levels, so we need to do it at the local
20 level. We need to do it at on a macrolevel like a
21 regional level and even SANDAG and Statewide, but it all

22 starts with this small connections between communities
23 and nonprofits that are working with the community and
24 the communities that we represent to make sure that we
25 create like a chart to start talking to authorities and

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1 be active in all the different areas of the plan.

2 And so, that every four years when they update
3 the plan, we are there to update it with them. So this
4 is a chance for some projects to have dialog with some
5 board -- to be boarded in these four years update, so we
6 need to make the connection that San Ysidro, National
7 City, San Ysidro to Chula Vista and we have a great
8 opportunity of growth and development in the Bay area,
9 especially east to connect an intermodal center to give
10 more options in Chula Vista, because transportation here
11 we don't have enough options so we have hubs. The hubs,
12 the theories of intelligent hubs all over in our
13 services; that's what I think we need.

14 MS. ARIAS: Okay; thank you very much.

15 Just to keep up the conversation going, or when
16 we open up the floor in each stage of the regional plan,
17 we see it at 35 years in the future, but these three
18 periods that we decided on, we need to look for
19 investment because currently we don't have the investment
20 needed, so we have some funds but we don't have the whole
21 money back, so sometimes it seems that, you know, maybe
22 you didn't understand is clear, maybe we didn't start but

23 in the first five years, we are proposing six thousand
24 and seven million dollars for public transportation and
25 the second part of the project we have 28 million and 16

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1 for the road infrastructure, so the investments and
2 sometimes it's just not very clear with so many
3 (inaudible), so many data.

4 But are there any other information, any other
5 questions from the Panel?

6 PUBLIC SPEAKER: Yes.

7 I know that this is a plan, but I want to see
8 this region more than a region because what's Imperial
9 Beach, San Ysidro, Chula Vista, National City. We have
10 this unique -- we have this uniqueness and so, this area
11 has been as a region, not as just like everybody is the
12 same, we need to be connected but in the next 10 years,
13 it's going to 2050. This area is going to be very
14 diverse and we need to include diversity and I'm -- what
15 I'm trying to say to SANDAG, is that we need to see it at
16 a multicultural region that is very complex and it's not
17 one size fits all. It's very, very important that you
18 need to develop plans that have to include diversity, and
19 see it as a region and try to bind them together in San
20 Diego because it can be a great opportunity for everybody
21 in San Diego if you do it correctly.

22 But if you have to do connections that are
23 simple, simple things that are connected between cities

24 and communities, you know, here to Imperial Beach to
25 National City to here to Downtown San Diego, we need to

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1 figure out how people need to move and not forget the
2 Border. Do not forget the Border, because the Border is
3 going to grow. There's a huge economic opportunity there
4 just today and in 2050. I'm sure it's going to be a
5 bigger opportunity even if we do it correctly.

6 So I think that we could all recognize this and
7 we need to make sure that we include pedestrians,
8 cyclists and everybody when it comes to more intelligent
9 design. I think that those of us who are here, see an
10 amount of opportunity that is immense. We need to not
11 keep acting as if we're all one size fits all. We need
12 to include diversity and so, we need to start acting like
13 a region now, yeah; yeah. It's an excellent connect.

14 MS. ARIAS: Thank you very much.

15 We are so with you on that one, and we agree
16 and that's how we work.

17 Any other questions? Sorry, I've had in
18 relation with --

19 PUBLIC SPEAKER: So sorry that my -- I don't
20 speak Spanish, so I'm going to have to have -- maybe
21 Alicia, you could translate after I say a few words.

22 (Translator complies.)

23 Do you know all of you are in court, at the
24 highest Court of California against SANDAG for their past

25 regional plan, how many of you know that?

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1 Through your Attorney General, SANDAG is --
2 well, SANDAG was sued and the Appellate Court found that
3 SANDAG, in at least four-to-five times, mislead and
4 misinformed the public under previous regional plan, so
5 it may be okay for us to be a bit skeptical about what
6 they're presenting to us today.

7 So the question I have asked at two previous
8 SANDAG meetings like this, but I never got an answer is:

9 We know that vehicle miles traveled is going
10 down throughout the country and SANDAG is predicting that
11 within our region in the next 25, 30 years.

12 In fact, it is also the most expensive way to
13 travel per mile is by car. It takes the most amount of
14 public money to do that and it's also the most dangerous
15 and causes the most amount of pollution in our own
16 communities.

17 And I apologize to Elisa, because she's going
18 to have a chart here that shows how much money of the two
19 hundred billion dollars we're spending, we're going to
20 spend on transportation.

21 So I know some of this money SANDAG has the
22 ability to change, has the discretion to shift over which
23 is the fifteen percent for what's in the red and below,
24 plus another six and eight percent for what they call
25 "managed lanes," actually more freeway lanes.

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1 So why isn't SANDAG shifting some of the money
2 they have full discretion over to the Transit side, which
3 is the blue part of the chart? That's the biggest
4 question.

5 Why are we wasting money building more freeways
6 when we have fewer cars in the future?

7 MS. ARIAS: It's a brief comment, a very, very
8 long question.

9 SANDAG does not have that -- there's going to
10 be fewer mileage and factors are going to be a lot more
11 times. There's a lot more people living here so we are
12 forecasting that the mileage per person per capita is
13 going to diminish but not the -- actually there's mileage
14 because this is going to be important to people.

15 So right now we are ready for our last part of
16 our event and we're going to do the question-and-answer
17 like an open house, so we invite you to walk around and
18 ask questions and you can see the maps and you can see
19 the money.

20 We have a bilingual persons here at each of the
21 stations and any other detail questions, we are more than
22 happy to answer.

23 Thank you to the Panel for your kind words and
24 for being here. We really appreciate it and we thank
25 you.

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1 STATE OF CALIFORNIA)
2 COUNTY OF SAN DIEGO)

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I, Gloria D. Mazon, C.S.R. No. 9356, hereby
certify, that the foregoing statements from this public
hearing were recorded true to the best of my ability by
electronic transcription, and supervised under my
supervision.

Dated in San Diego, California, this _____ day,
of _____, 2006.

Gloria D. Mazon CSR No. 9356

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SAN DIEGO, CALIFORNIA, STATE OF CALIFORNIA
FOR THE COUNTY OF SAN DIEGO

TAKEN ON: WEDNESDAY, MAY 27, 2015

TAKEN AT: 404 EUCLID AVENUE
SAN DIEGO, CALIFORNIA

REPORTER: LORENA BARRÓN
CSR NO. 12058

SANDAG WORKSHOP - SAN DIEGO FORWARD

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A-P-P-E-A-R-A-N-C-E-S

COLEEN CLEMENTSON: SANDAG FACILITATOR

TINA NGO: SAN DIEGO WORKFORCE PARTNERSHIPS

NANCY BRAGADO: CITY OF SAN DIEGO

BARRY POLLARD: URBAN COLLABORATIVE PROJECT

SANDAG WORKSHOP - SAN DIEGO FORWARD

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1 SANDAG PUBLIC WORKSHOP, WEDNESDAY, MAY 27, 2015
2 JACOB CENTER HALL
Page 2

5-27-15 Court Reporter Discussion_Jacobs Center

3 404 EUCLID AVENUE, SAN DIEGO, CALIFORNIA 92114

4 6:30 P.M. TO 8:30 P.M.

5 * * *

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7 MS. CLEMENTSON: Okay. So I'm gonna introduce
8 this panel. And I'm so grateful that the three of you
9 were willing to be with us tonight. We have Tina Ngo,
10 and she is with the San Diego Workforce Partnership. We
11 have Nancy Bragado, who is a planner with the City of
12 San Diego, and we have Barry Pollard who's with the
13 Urban Collaborative Project.

14 And I know that, Barry, you do most of your work
15 here in this area. And one of the things that we've tried
16 to do is we've had different panelists at each of the
17 workshops and then try to bring in folks who are at least
18 the familiar with the general vicinity or the community
19 where we're actually holding the meeting.

20 So, um, let's see. I'm gonna start out with --
21 you've seen the plan. It's a really big plan. There's a
22 whole lot of projects in it. A lot of projects. Dozens of
23 different transportation projects, and each of the
24 transportation projects, many of them are in different
25 stages of development. In fact, most of them today are

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1 just a line on a map.

2 So down the road, there will be more detail
3 studies and analysis that take place for each of those
4 lines on the map. But thinking about this from sort of a
Page 3

5 big picture perspective, this is where the panelist come
6 in. From the big picture perspective, and we'll just go
7 down the line. And maybe, Barry, since you're most
8 familiar with the community here, we'll start with you and
9 then Nancy and then Tina, if you can tell us a little bit
10 more about the organization that you represent. And then
11 why you care or why the organization that you're part of or
12 the people that you represent, should care about a plan
13 like this?

14 BARRY POLLARD: Um, good afternoon and good
15 evening. I'm glad there's a pretty good turnout here.
16 And the Urban Collaborative Project is an organization
17 of neighborhoods and community benefit organizations
18 that is situated here in southeastern San Diego. And
19 our focus is on health safety civic engagement in
20 neighborhood art. And this is important to us because
21 we live here.

22 We live in an area that's historically been
23 underserved. We have a motto here that if you're not at
24 the table you are on the menu. So what that tells us is we
25 need to be really involved in a lot of activities that are

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1 affecting our neighborhoods, as well as our transportation.

2 Some of the -- really quickly, some of the issues
3 that are concerning us is, um, transportation of the work
4 centers. We have a lot of people that need to leave our
5 community to go find livable wage kind of jobs. And when
6 you have no mass transit system that is effective, north,

7 there's problems.

8 Um, a very close friend of mine showed me a piece
9 from Martin Luther King years ago, that indicated that
10 transportation issues and underserved communities is
11 indeed, a civil rights issue. Because what it does is it
12 impacts our right to make a living.

13 That is huge in this community. Um, and I'm sure
14 we'll be talking about other things. I won't hog the mics.
15 I'll pass it along, but I'm grateful that everybody is
16 here. Thank you.

17 NANCY BRAGADO: Good evening. I am Nancy
18 Bragado. I'm the Deputy Planning Director for the City
19 of San Diego. And we're very interested in the regional
20 plan. City of San Diego is, of course, the major city
21 in the region. We have 42 percent of the region's
22 population. And looking through the regional plan, I
23 saw that more than half of the regional growth in new
24 housing will occur in the City of San Diego.

25 Um, that we have major job centers with UTC,

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1 Sorrento Valley and downtown San Diego. And the Otay Mesa
2 border area will continue to grow.

3 So what happens, um, in the regional plan has a
4 big influence on our communities in the City of San Diego
5 and how we get around and it affects our economic
6 prosperity.

7 So the regional plan aligns in many ways with the
8 City of San Diego's general plan. Our general plan was

9 updated in 2008. Its central theme is called the City of
10 Village Strategy. Which is about focusing growth into
11 mixed use activity centers linked by the regional transit
12 system.

13 So we need the regional transit system to make
14 our growth strategy work. Um, we're excited about the new
15 transit lines being proposed in the regional plan and we're
16 gonna continue to try to have our plan sync up well with
17 the regional plan.

18 The other aspect that we're watching very
19 closely, is the greenhouse gas emissions. We have a draft
20 climate action plan in the works, and we have some very
21 ambitious goals in that plan to have a 50 percent transit
22 ped, bike, mode split by 2035. So obviously we need to see
23 an increased investment in transit. And we need to see all
24 those modes working well together.

25 We need to see attention to the last mile of

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1 getting people to transit and from transit to their homes
2 and jobs, and we need to see results, because we're going
3 to be monitoring our plan and we need to see those
4 reductions actually occur.

5 We also, I think are pretty much in sync with
6 transit, in terms of the open space protections and the
7 healthy communities goals. We also as a city have, um, our
8 multiple species conversation program that's in sync with
9 the regional program to preserve open space. And we're
10 very interested in how the urban communities, that's made

11 possible through some of these -- expanding upon active
12 forms of transportation so people can improve, incorporate
13 mobility and exercise into their every day lives.

14 So, um, I think with that, I will pass it on to
15 Tina and can answer some questions later.

16 MS. CLEMENTSON: Great.

17 TINA NGO: So good evening everyone. My name
18 is Tina Ngo Bartell. I am the director of business
19 programs and research at the San Diego Workforce
20 Partnership.

21 If you're not familiar with the San Diego
22 Workforce Partnership, what we do is that we basically have
23 funding to train people into skills to help them get into
24 employment.

25 So we've got a majority of career centers all

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1 over the county. We have one in south county, east metro
2 and north and -- north coastal. North coastal and north
3 inland.

4 And what these career centers do is that, let's
5 say if an individual gets laid off, they go to the career
6 center get they get funding in order to get training for a
7 new occupation and we subsidize up to about 5,000 or \$7,000
8 for that person to get training. Let's say you want to get
9 a project management skills or something.

10 So that's some of the programs we do for the
11 adults, and then we also have job training programs for the
12 youth. And for us, one of our biggest initiatives is

13 trying to get the youth employed. And one of the key
14 issues that we're running into, is that a lot of the youth
15 had difficulty getting transportation from where they're
16 located to the actual internships that we're placing them
17 at.

18 And for us, we work with not only the job
19 seekers, but we also work with employers. So what my job
20 is, is to talk to businesses and ask them what are they
21 looking for in the labor force. What type of skill sets
22 and jobs and occupations. And I share that information
23 with our job seekers that we serve. We serve about 10,000
24 adults and a couple of thousand youth all over the region.

25 But even if they know where the jobs are at and

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1 what type of skills that employers are looking for, if they
2 can't get to those companies, they won't have a chance,
3 even for the interview.

4 So for us, we want to be able to have a transit
5 available for job seekers, especially if they've been laid
6 off and they don't have opportunities for their own
7 transportation to take transit. Go to our career center.
8 Get some of the resume writing skills or some of the
9 interview skills that they might need in order to find a
10 new job. And then also use transit to go into an employer,
11 once they've got the interview.

12 So for us, all of the transportation is very
13 important for us for both the youth and adult, when we're
14 trying to get them employed and trying to get them skills.

Page 8

15 Even if we pay for their skills training, if they
16 can't get transportation to an educational training
17 facility, that money is wasted. So, again, transportation
18 is within the skills training itself and with the
19 employment that we're trying give San Diegans.

20 MS. CLEMENTSON: That's great. So I think all
21 of you have given us a perspective now on why you think
22 the plan is important or why you care about the plan or
23 why someone, who is part of the organization that you
24 represent, are the jurisdiction that you're a part of,
25 why you should care.

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1 So, you all had a chance to see the presentation.
2 And my next question for each of you is, tell us what it is
3 that you think you like about the plan, and then we also --
4 what are the things that you think could be improved upon,
5 as far as the plan and what you saw.

6 We're not expecting certainly that you're experts
7 on the plan. We're not expecting that you (indiscernible)
8 the plan, simply just sort of reacting that what you've
9 seen, so far on what you know about it.

10 And who wants to go first? You guys can go in a
11 line or we can continue the same.

12 TINA NGO: So what I particularly like about
13 the plan is we're focusing on dense areas, and trying to
14 get a lot of mobility auctions for people to be able to
15 travel to work or to the areas they need to go to;
16 however, one thing that I had a question about was, how

17 do we get that information to the people who are trying
18 to use the transportation.

19 So for instance, at our job centers -- again, we
20 serve thousands of people, but we don't have workshops
21 available to tell them -- a couple of them might. But here
22 are the transportation lines that you can use to go here to
23 a different employer or here for a job fair or even here to
24 the training facility that he wants to go to.

25 So for us, transparency about the types of

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1 abilities that are available, as well as some educational
2 programs in for our specific populations that we serve
3 would be very very important.

4 MS. CLEMENTSON: That's great.

5 Okay. Nancy?

6 NANCY BRAGADO: Okay. Thank you.

7 So some of the things I like about the plan are
8 that it does show the greenhouse gas reductions. It does
9 show an increase in investment in transit. And in
10 particular, I think the, um, moving up the purple line,
11 which goes from San Ysidro to Kearny Mesa, is a good step
12 forward.

13 Um, I think the plan does a good job addressing
14 active transportation. I like that it addresses social
15 equity. Our mayor has a vision for a one San Diego that is
16 about providing opportunities for people to improve their
17 lives, and I think that's in sync with that.

18 And I think it's good that it includes an

19 economic analysis so people can see some more hard numbers
20 in terms of return on investment in transit.

21 One thing that I saw that I thought was missing
22 is a better structure for prioritization of the different
23 smart growth opportunity areas throughout the region. I
24 think as it is now, there's a lot of these areas on the
25 map. And I think what we need is a little more analysis of

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1 what certain corridors or what certain centers mean, you
2 know, mean in terms of significance to the region.

3 Is it a huge economic development corridor? Is
4 it really important for housing? Is it something that's
5 critical to our education center? And then maybe we should
6 prioritize those a little bit. So I understand that's
7 coming in the Regional TOD Strategy, Transit Oriented
8 development Strategy, but I think that's an important piece
9 to look for to, um, in the future.

10 Thanks.

11 MS. CLEMENTSON: Okay. Thanks.

12 Barry, what are your thoughts? What do you like
13 about the plan? What are things that you think can be
14 improved?

15 BARRY POLLARD: I like some things that, um,
16 my colleagues suggested with the social equity, the
17 smart growth, I like that. Um, I was always amazed at
18 how all of the neighborhood and the city and the county
19 plans are all merged within the region that -- that, I
20 like. Um, some of the things that, that, are sort of

21 popping up for me -- um, you know, I'm a big advocate of
22 including the communities and neighborhood and
23 activities that are going to affect them.

24 And I'd like to see more of a dialogue going on
25 between certain groups, um, to try to come to some sort of

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1 a, an agreement on some of the major issue.

2 You know, we -- 94 popped up. Martin Luther King
3 freeway popped up. You know, does adding a lane to that
4 function make sense? Does it work? If it doesn't work,
5 then what kind of process is going to be in place to
6 address what is a social equity issue involving do we spend
7 that money extending the freeways and getting another lane
8 put in? Or should that money be focused more on local
9 issues. There's a lot of local issue here that we have
10 that we want addressed.

11 So it's the method in which those kind of
12 disagreements are addressed. Um, I think all too quickly
13 we all dig our heels in really, really fast. And it would
14 be nice to get more of a process involved in which the
15 community will have input but input with teeth.

16 MS. CLEMENTSON: So these are great
17 suggestions. Definitely things that we've heard that
18 are different than what we've heard in other areas. And
19 so I'm going to ask you each just one more question.
20 But if some of you have questions that you'd like to ask
21 the panelists, be thinking about those and I can call on
22 you and we'll bring the microphone over and you can ask

23 them questions.

24 But one of the things I'm thinking about is we're
25 really doing a fair amount of emphasis on new technologies

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1 being part of the transportation network in ways that we
2 haven't done before. And really trying to think about what
3 is the role for the private sector and in this, because it
4 can't always be just the public sector that is providing
5 the transportation. And there seems to be a market for it
6 too where many of us are using Uber and Lyft and we're
7 seeing the bike share.

8 And so just thinking about some of the challenges
9 and then maybe, Tina, from your perspective, thoughts on
10 how the newer technologies might help address some of the
11 issues you've raised and all three of you can just give
12 some -- a response or a thought on that.

13 TINA NGO: Well, I think the emphasis on
14 technologies for transportation is a great
15 implementation for the plan. I mean, San Diego has, I
16 believe, the largest shared fleets of, you know,
17 electric vehicles in the nation. As you can see in
18 downtown, we have the largest fleet. So that's
19 interesting. And that generates a lot of jobs within
20 that sector in looking at clean energy positions in
21 general.

22 And in terms of technologies, we're seeing a lot
23 more individuals. If they can't find employment they do
24 self employment through these Ubers. And we see a lot more

25 demand, basically on demand types of services. So if you

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1 want food right away, you're gonna hire somebody. There's
2 a ton of apps available for somebody to drive to a
3 location, pick up food and deliver it straight to wherever
4 you're at. Some of the names of the apps escape me, but
5 there's a new, a demand economy going on in the region and
6 it's not just us. So we see not only Uber, we see a lot of
7 delivery systems where a lot of individuals they become
8 their own entrepreneurs and drive and use transportation,
9 and they need to have these modes of transportation
10 available to them to get the work done that they're doing.

11 A lot of employers too, we see a lot of fleets in
12 the region. And, you know, if any of you have ever ordered
13 from Amazon, they have their own fleets to deliver
14 groceries to your door. So we see transportation, an ease
15 of transporting a lot of these goods and services is what's
16 gonna really drive the economy. Because, again, we have
17 such a demand type of society that we have right now, that
18 if we don't have the proper transportation in place, all of
19 these companies and all of these entrepreneurs will not
20 thrive.

21 MS. CLEMENTSON: Nancy.

22 NANCY BRAGADO: I think that all of the
23 advances and technology and how they can use
24 transportation system are very exciting. There's so
25 many things on the horizon, that from an urban planning

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1 perspective, I think it's -- because of that, it's
2 equally important that we have great public spaces. So
3 that even if people can do their shopping on line or get
4 their pickup and their Uber or whatever, that they still
5 have a place where they can go and be engaged with the
6 community.

7 So I think that incorporating great public spaces
8 into our planning is a really important component. And I
9 think that's another aspect of, you know, what we call
10 Villages or your smart group opportunity areas that you
11 design them to be walkable to have centers to have places
12 where people can gather, even if they're, you know, doing
13 their own task at their computer, they can still be around
14 other people and have opportunities to inter-relate with
15 others.

16 MS. CLEMENTSON: Thanks.

17 And you had some thoughts too, Barry, on this.

18 BARRY POLLARD: Yeah. Not a lot. I mean,
19 these folks -- I love being the third to share because
20 they talk mostly about some of the thoughts. But, you
21 know, I love the idea and I want to see it expand it a
22 little bit about the mobility hubs.

23 I really think that that is strategically put in
24 certain areas, will help re-enforce the idea of using other
25 modes of transportation, rather than cars. I mean, that is

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1 obviously a major goal that everyone, I think, is trying
2 to, um, to implement some sort of a, you know, bike, um,
3 motorcycles. In some cases walking a mass transit, you
4 know.

5 I'm also for outreach. I think there's some
6 technology that we can be used. I mean, I look around the
7 room and there's a fair amount of people here, but how many
8 people are not here, they should be at the table. And, you
9 know, um -- and with that I'm telling you that we are
10 streaming live with Periscope right here. So there are
11 about eight people that normally would not be included in
12 this conversation.

13 So it's those kind of -- more of a communication
14 thing. I got a bunch of folks I work with and we
15 constantly talk about transportation issues. And, you
16 know, creative things, um, electronic crosswalks. Um,
17 using Ballards to sort of guide people across streets. And
18 so I'm jazzed about it.

19 My only -- my only issue is you guys in 2050 I'm
20 not going to be around to see all of this stuff.

21 MS. CLEMENTSON: The good news is we're here
22 and that it's moving so fast. We're seeing things that
23 we probably didn't imagine by 2050. We'll see in a
24 couple years.

25 Okay. So with that, are there any questions from

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1 the audience to our panel members? And I'll start back
2 over here.

3 FEMALE SPEAKER: Okay. Um, this is just a
4 general question about what's going on in our community.
5 Where you're sitting right now is Lincoln Park. We live
6 in the Encanto community. And we have peculiar -- we
7 have more problems than other communities have about
8 certain things. One, one out of three murders happens
9 in our community in all of San Diego. We need fast
10 police protection, we need ambulances that can get to a
11 hospital quickly. We need fire departments that can
12 move quickly. The trolley is new to our community.

13 It's relatively new and when it was put in, we
14 were promised a bridge over Euclid. Euclid is our main
15 (inaudible). If any of you gentlemen have a heart attack
16 tonight, the ambulance will be stuck behind the trolley
17 tracks.

18 That's not fair to this community. You're not
19 thinking about us. This is a health and safety issue. We
20 need a bridge over Euclid because that's our main
21 (inaudible) for emergency vehicles.

22 MS. CLEMENTSON: Okay. So I think your
23 comment has to do with -- we're kind of separating
24 vehicular traffic and trolley traffic. And that's an
25 important comment that you probably should make -- sure

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1 that you make on the plan.

2 Just thinking in general about kind of, you know,

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3 the importance of being able to have good circulation, I
4 think those are all issues that we care about. And we
5 definitely hear a lot of these similar things in other
6 parts of the region. But, again, I --

7 FEMALE SPEAKER: (Inaudible).

8 MS. CLEMENTSON: I hear you. And so I think
9 that's a really important point again that you'd want to
10 make as a comment.

11 FEMALE SPEAKER: (Inaudible).

12 MS. CLEMENTSON: Is there another question
13 maybe something that can be addressed to the panel?

14 MALE SPEAKER: What I would like to know is,
15 um, as a truck driver, what would you -- where would
16 restroom and truck stops and rest areas for commercial
17 drivers in the area be located? A lot of truck drivers
18 have a lot of problems with crashes, which usually cost
19 about \$7.2 millions each. And there's no rest areas in
20 San Diego right now. And they say that traffic -- truck
21 traffic would be enlarged by the year 2035. And we need
22 some kind of plan that involves us.

23 MS. CLEMENTSON: Okay. So that's another, I
24 think a good comment that you want to make sure you get
25 on the record. I'm just gonna kind of -- I'm thinking

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1 are there any plans, Nancy, that you're aware of in the
2 City of San Diego for rest stops or anything related to
3 sort of amenities for what the -- for professional
4 drivers. Are you aware --

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5 NANCY BRAGADO: You know, I'm sorry. I just
6 am not familiar with that. But we can certainly try to
7 find out and get back to you.

8 MS. CLEMENTSON: It's an interesting -- that
9 question I have not heard so far. So that's good.

10 Other questions for the panel?

11 Is yours a question or is yours a comment? Okay.

12 MALE SPEAKER: All right. Let me get to the
13 panel. First of all, a minor comment. Barry Pollard
14 was very correct. That transportation availability
15 limited work.

16 In fact, in a New York Times article, it's a
17 better predictor of success for the families income.

18 Now, the question is about this whole procedure.
19 There has not been very much input from the planning groups
20 ask I would ask you about that.

21 And, also, engineering input. I've been a
22 professor of bio-medical engineering, and these things are
23 very different from the culture I come from. I also can
24 tell you how to save a lot of money on this, but that's
25 another story.

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1 The question is how important is multimodal
2 transportation to this area? And I think from the point of
3 view of southeastern, it's absolutely important because we
4 have no north access. And I'll be outlined how to make a
5 multimodal station. And you need input and you also need
6 professional peer review.

7 MS. CLEMENTSON: Okay. So a multimodal
8 transportation. How important is multimodal
9 transportation to, say, the City of San Diego and your
10 plans, Nancy?

11 NANCY BRAGADO: Well, I would agree it's very
12 important to the City and to our plans. Our general
13 plan mobility element that its emphasis is promoting
14 multimodal transportation. So we're looking both in
15 terms of how the street network is laid out, so there's,
16 you know, multiple and direct routes for people on bike
17 or walking.

18 We're looking at -- at making sure that all modes
19 of transportation work in our city streets, both in terms
20 of our policy documents, as well as our street design
21 manual, but engineers use when they actually design the
22 streets.

23 And then, you know, we're looking at in terms of
24 retrofit situations. We're looking at focused areas where
25 we can do improvements through either traffic (inaudible)

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1 or different steps that can be taken to make the streets
2 function better from a multimodal perspective.

3 MS. CLEMENTSON: Other questions?

4 Okay.

5 FEMALE SPEAKER: Hello. My name is Maria
6 Martinez and I just want to ask you if -- is there a
7 possibility to have more shades, you know, especially at
8 the bus stops? Because I have seen a lot of disabled

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9 people that are -- when they're waiting for the trolley
10 or the bus stop, they are, you know, not only trying to
11 push their wheelchair, but, you know, when it's raining,
12 it's kind of hard for them to hold -- to hold some of
13 their things.

14 MS. CLEMENTSON: So I think that's a good
15 comment. Definitely something, again, that you'll want
16 to record as a comment. I think, um -- just thinking
17 about our station areas in general and how we plan
18 around station areas.

19 Barry, you had brought up the importance of, you
20 know, these mobility hubs maybe, you know, that definitely
21 becomes a much nicer place to be in.

22 Um, one of the questions that I have for the
23 panel. As we make these transportation investments and
24 multimodal transportation investment in a really large
25 investment in this region in public transit, we're really

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1 relying on the growth to occur in the way that Phil showed
2 up on those maps.

3 And oftentimes, as new development is proposed,
4 sometimes it doesn't go through as planned or we don't see
5 the density that we were hoping for or the mixed use that
6 we're hoping for. So how do we make sure, you know, how do
7 we support that sort of development? And I think that's
8 from all perspectives, you know.

9 I don't know, Barry, if you want to respond to
10 that. But how do we start to really realize the vision if

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11 we're making these transportation investment that support a
12 more urban sort of style of living.

13 BARRY POLLARD: Yeah. You know, I -- I, um,
14 somebody mentioned it earlier. And as I was listening
15 to the questions, I'm looking at this happening. And
16 this really to me gets down to a matter of
17 prioritization.

18 Is how is the priorities being made on decisions
19 that affect underserved communities and all communities. I
20 mean, that's really what it gets down to, because there's
21 always going to be -- needs are gonna differ from a
22 regional standpoint with freeways. And that trolley stop
23 that is backing up cars on Euclid.

24 See, from the mentality of where I sit and for a
25 lot of people in the community sit, is we deal with this

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1 every day. Every single day we wait on Euclid and wait and
2 wait and wait. Every single day we deal with that offramp
3 leaving 94 heading east, getting down on Euclid coming
4 south.

5 There's a community involving up in Webster that
6 is very concerned about that "A" street onramp. And then
7 SANDAG and the City and other ones, they've got priorities
8 to, to look at the SANDAG's case, the whole region. And
9 for the city, the whole city. And so I look at these
10 things and there are gonna be conflicts.

11 And so the question that you ask, is how do we
12 put that forward? I, personally, since I'm an advocate of

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13 civic engagement, is I encourage everyone in here to let
14 their voices be heard. And it's not necessarily one voice
15 or two voices, but there's a lot of people that have
16 light-minded sort of ideas.

17 And my experience is that the squeaky wheel gets
18 greased. And that the more we are not fighting among each
19 other about what's going on in Logan Heights or Barrio
20 Logan and southeastern San Diego and Encanto, but speak
21 with one sort of voice and let that be heard. Because
22 there's nothing more powerful in the world to push
23 decisions, is when you have a bunch of folks that share a
24 vision and that a (inaudible) is what it is.

25 So my wish is to see everybody in here that

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1 doesn't like some of the things that's going on, plant your
2 butts downtown at SANDAG in numbers, and let people know
3 that we have issues we've got concerns with it. And by the
4 way, we're voters. You guys work for us.

5 So more of a collaborative sort of a concerted
6 effort. I keep saying this, I don't see it often for a
7 multitude of reasons, and would love to see something like
8 that start and ground roots -- I mean, real ground roots,
9 grass roots and go down there and speak your peace.

10 So there's my preaching.

11 MS. CLEMENTSON: I'm thinking maybe Tina, just
12 to -- you're welcome to respond to that question, but
13 I'm also --

14 TINA NGO: Oh, absolutely.

15 Actually, I want to focus back on your density
16 question and whether or not the plan -- so the plan focuses
17 on density in urban areas. And that there is a prediction
18 that it's going to grow in these general areas. And for
19 us, what we've been seeing is that that's typically the
20 case. We've been seeing a lot more multi-family homes,
21 especially in those areas that I guess, in downtown
22 particularly, if you've seen over the past few years, you
23 know, it's been developed a lot more housing there.

24 And they're trying to attract more of a
25 workforce, as well as people to live and work in downtown

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1 San Diego.

2 So we're seeing that trend as well. And if you
3 look -- even if the projections are off, this is all
4 forecasting. We don't know exactly how much we're gonna
5 grow in our population, but if you looked over the past ten
6 years, it's always been up. It's linear.

7 So we're gonna grow. Whether or not it's gonna
8 be another million or not, there's a plan calls for just
9 growth in general. And so for that, we need to make
10 investments.

11 If we do no building, if we build no
12 transportation, multi-transportation, we won't be able to
13 sustain that growth. We're adding one more million people
14 to the region, and we have the same amount of transit
15 available. That won't sustain all the people that needs to
16 be able to travel in San Diego County.

17 So if -- it's talking about density, I think the
18 density is going to happen, and I think the population will
19 grow.

20 MS. CLEMENTSON: Nancy, what are your thoughts
21 on realizing smart growth, which is really part of this
22 vision, if we're going to support a multimodal
23 transportation network that needs to happen too.

24 NANCY BRAGADO: Well, I think it's important
25 to remember that we're not talking about like a cookie

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1 cutter approach.

2 So there's lots of ways to work toward the end
3 goals. I think we can be flexible and work with
4 communities and, you know, modify plans or come up with
5 approaches tailored to each community. Um, you know, some
6 of our communities, there's support for increasing density
7 achieving more of an urban excitement, making, you know,
8 capitalizing on the transit system, our draft plan in the
9 Grantville area would be a good example of that.

10 In other communities, there's more hesitation.
11 And in some of those areas, you need to take a more
12 incremental approach and include some of the other
13 strategies in the plan, such as the mobility hub or
14 different, different ways to sort of extend the reach of
15 transit.

16 So I think there's room to be flexible and to
17 continue to build good examples throughout the region
18 than -- you know, each one builds upon the success of the

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19 prior project.

20 MS. CLEMENTSON: Are there other questions
21 from the audience.

22 MALE SPEAKER: Hi, my name is Daniel Castañon.
23 And I'm from Fairmont Park, which is a neighborhood here
24 in the little golden triangle.

25 And my question is really having to do with

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1 access of transportation -- timely transportation and
2 knowledge of transportation.

3 For example, I recently went to New York. And
4 when you go to New York, you know you use the subway to get
5 to transportation. And one of the cool things they have in
6 New York, is this little bar codes on every bus station on
7 the subway. You get your smart phone, you scan it and it
8 tells you when the next bus is gonna be there, when the
9 next subway train is gonna be there.

10 Um, so in your plan, I didn't really hear much
11 about that timeliness of the transportation, knowledge of
12 the transportation.

13 Like when you come to San Diego, you know, you
14 usually call a family member to come pick you up at the
15 airport. And don't really know that we have the trolley,
16 we have bus services to get from point A to point B.

17 MS. CLEMENTSON: Okay. So I'm not sure that
18 that's something --

19 TINA NGO: Oh, well, I just have a response to
20 that. So that's resonating with my comment earlier,

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21 even if you build it, it doesn't mean that they're going
22 to come. We need to be educated and we need to be
23 trained on what types of modes of transportation are
24 available to us.

25 Again, we deal with tons of job seekers. And

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1 even myself, I don't know what exact direction to educate
2 them to -- in order to get to the jobs that they need to go
3 to.

4 So for me, marketing is huge. Being able to
5 market all of these ideas and educating community. I mean,
6 if we were able to educate more, this whole room would be
7 filled. I think we need to work harder.

8 I mean, I come from a quasi public government
9 agency. We're nonprofit, but we're also funded by the
10 government. And we don't do enough marketing about our
11 services.

12 I assume maybe half of you didn't know that we
13 give out money for training, and that's what we do. So,
14 again, that's one of the issues that our techs of
15 organizations have to deal with. And absolutely, I think
16 we definitely need to market whatever is gonna be available
17 to us in the next 20 years.

18 MS. CLEMENTSON: And I think just, um, soon
19 we'll be moving to the, to the open house. And I think
20 David Shoemaker just walked out. But Dave has worked a
21 lot on the transit part of this plan and really
22 providing that real time information.

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23 And you're saying how long is it until the next
24 train comes? How long until the next bus comes. And so I
25 think that would be really something good for the two of

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1 you to connect on. Okay?

2 FEMALE SPEAKER: Yes. This gentleman brought
3 up New York City. In New York City, they actually have
4 train tracks that go to Coney Island. In San Diego, you
5 have isolated communities so the trolley doesn't go to
6 the beaches, doesn't go to the park, doesn't go to the
7 zoo, doesn't go to La Jolla.

8 Some people consider it classism and racism at
9 its worse. You're making these communities densely
10 populated with families but providing no trolley system to
11 allow them to even go to the beach.

12 MS. CLEMENTSON: So I think that's one of the
13 challenges we also face in planning. We didn't go
14 through the details of all the new trolley plans and the
15 buses, but there is a proposed trolley line that will go
16 to the beach.

17 So I think it's --

18 FEMALE SPEAKER: (Inaudible).

19 MS. CLEMENTSON: Okay. So there may be
20 additional places that you want to think about that some
21 of those could go. And, again, that's a really
22 important comment for us to hear.

23 Let's see. We had another -- okay. Back here.

24 FEMALE SPEAKER: Hello. Amelia Castillo from

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1 (unintelligible).

2 This question is for Barry. Being from the
3 community and knowing that the Euclid station is one of the
4 busiest, the second busiest, um, how are we bringing more,
5 I guess, more services to it. And how are we making it a
6 priority instead of focusing like a highway and -- I mean,
7 focusing on highways is important, but knowing that it's
8 very busy here, how are we making that or how can we unite
9 to get the voice downtown?

10 BARRY POLLARD: Well, I think it starts, my
11 personal opinion from our local planning group. Um,
12 and -- and, again, this is -- this is -- I -- I've seen
13 this work too many times for it not to work.

14 So you gather up data, you go and you go through
15 the Encanto -- in this case, the Encanto Planning Group to
16 voice your concern and seeking the support. So when that
17 time comes when we do get our groups together to go
18 downtown, then, again, we're speaking with one voice.

19 You know, there's always going to be this
20 balancing act going on, because, you know, money drives
21 this whole process.

22 And so, you know, it's gonna take an equally as
23 powerful force to get minds to change in the shift. And
24 like I said, I'm -- I'll sound like a broken record by the
25 end of the night, is that the important part is to get the

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1 neighborhoods involved, you know.

2 And I'm not -- and let me be specific. I'm not
3 talking about organizations. I'm not talking about groups
4 of people that claim to represent people. I'm talking
5 about people that ride this transit. I mean, I talk to
6 Eric all the time about the difficulties he has just going
7 from USD back here about -- it takes three and four hours
8 to get to school or to a job, and that's one way? I mean,
9 to me that's not a quality of life that I want, nor would I
10 want my kids and grandkids to have to go through that.

11 And so you realize that all of this stuff is
12 linked. When you talk about the lack of access going
13 north, when you talk about, you know, the shifting
14 priorities of where that money is being spent.

15 You know, there's systematic effects to that.
16 And -- and, you know, I'm not so far as to go that they're
17 all out to get us kind of thing. But I have to tell you
18 that there's a pattern, not necessarily -- and I'm not
19 pointing out at any one organization, but when you have a
20 lot of money going on, the human nature is, you know, let's
21 do what we can -- let's do what we can.

22 I want people to take an organizations and SANDAG
23 as well as the city and the county and these organizations.
24 You know, let's -- let's put a little more emphasis on it,
25 on what the community wants.

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1 And like I said, you know, I'll sound like a
2 broken record, but it's really -- it's not rocket scientist
3 stuff. It's getting people organized, getting people on
4 the same page, and the biggest thing is getting people to
5 show up.

6 MS. CLEMENTSON: Okay. We have time for one
7 more question. And then I'm gonna ask the group a
8 question about some additional information that you may
9 want to hear about as a group or you might want to
10 individually, if you're interested, I learn about it.

11 FEMALE SPEAKER: Hi. My name is Jacqueline
12 Lee, and I was born and raised in San Diego. And I'm
13 definitely multimodal. Um, but right now I just got rid
14 of my car so I'm mainly on bike, which, you know, comes
15 with its own sleuth of things.

16 Every morning, you know, I have to figure out how
17 I'm gonna get somewhere and there's 20 options, and you
18 know, lots of things to count for. But -- okay, just to
19 make it quick. This question is about funds for
20 technology. So just in regards to that presentation we
21 just saw, um I was -- this is more of a
22 suggestion/question.

23 I was thinking maybe SANDAG and other community
24 folks can get together, use some of the funds to
25 collaborate with local media organizations, like, um,

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1 especially Youth Focus.

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2 People, um, you know, want to be -- not want to
3 be, producers in training, reporters in training and have
4 them go to certain corridors or hubs or whatnot and do kind
5 of like video lab. Because I'm thinking if the problem is
6 marketing or brand name or just an outreach in general,
7 especially to the youth who would be seeing these plans in
8 2050, um, just have them get involved in it. Give them an
9 incentive to be involved, you know, and then have them
10 capture a personal statements from day-to-day people going
11 on their transit activity. Like where are you going? Are
12 you in the shade? Can you get up the sidewalk with all
13 your bags and stuff?

14 You know, just like those things that seem so
15 meaningless, but collectively I think that's what you're
16 talking about, Barry, is that, you know, really organizing
17 and perhaps they can't get down to those SANDAG meetings,
18 you know, but, um, just capturing them in the zone is
19 pretty much the essence of this whole workshop.

20 So, um -- so that's my two cents and is that
21 possible? Is it possible to allocate some funds and
22 quickly get organized with local media organizations that
23 are youth based to be able to do these video logs and
24 promote it on, like, Instagram, Twitter, Facebook, all that
25 jazz.

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1 MS. CLEMENTSON: So I think there are plenty
2 of grant opportunities to do that sort of thing. In
3 fact, SANDAG does offer a few grant opportunities.

4 Certainly things for -- that are collaborative to think
5 about and also, I think all of our panelist.

6 So thank you for that.

7 So the question I have for the group, tonight we
8 haven't talked at all about funding for the plan. And if
9 you're interested, we can spend just a few minutes talking
10 about the funds for the plan, where most of the funding is
11 going.

12 If instead you'd rather go -- and if a few people
13 want to hear about the funding, we can do that here. And
14 you can disperse to the different areas where you're most
15 interested.

16 So what are the thoughts about.

17 MALE SPEAKER: (Inaudible).

18 MS. CLEMENTSON: (Inaudible).

19 MALE SPEAKER: Actually, I have a question for
20 all of you.

21 This is a public meeting and I ask your
22 permission to have two or three minutes to give a minority
23 opinion with regard to SANDAG on their plan.

24 Can I have that? Is that enough?

25 Thank you.

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1 And this is -- first of all, let me start.
2 SANDAG has beautiful posters. And for that matter,
3 beautiful people, very nice people. So this is no offense
4 to them. But all of you are in the highest court in
5 California on a case against SANDAG. Did you guys know

6 that?

7 Through the attorney general, you are at the
8 Superior Court of California, under previous regional
9 transportation plan. SANDAG is appealing appellate court
10 decision that was made here in San Diego against SANDAG.
11 And in that appellate court decision, for the last regional
12 transportation plan, four times. Five times it states that
13 SANDAG misled and misinformed the public. Mislead and
14 misinformed the public.

15 The Superior Court said that SANDAG abused its
16 discretion. So we should be very spectacle or speculative
17 with regards to what they're presenting to us today and the
18 information they're providing.

19 So let me break it down a few things that you
20 guys -- if anyone wants me to stop, please let me know.

21 It's a public meeting. It's a public meeting.
22 It's a public meeting.

23 Let's take a look at the budget. You'll notice
24 that SANDAG predicts that vehicle miles traveled is going
25 to be going down. In fact, it is nationwide. We're going

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1 to have fewer cars on the road than we have now. No,
2 disguise it with per capita, et cetera.

3 However, 40 percent or 40 billion dollars at
4 least 20 percent of SANDAG's budget is going towards new
5 freeways.

6 Does that make sense if we're going to have fewer
7 cars on the road, why are building more freeways? When all

8 of us here, in fact, all the comments so far and many of
9 the other (inaudible) meetings, ask for more transit.

10 Now the first thing SANDAG is going to say, the
11 color of money. That money is (inaudible) for freeways.
12 Oh, excuse me, a part of that is our local tax and we can
13 move that. And if we move that, we have a greater chance
14 of moving both state and federal money to build transit.

15 So all the complaints about transit stops, about
16 frequency, bus security, all those issues, we can better
17 address if we moved that money.

18 It's not about one small project, it's about
19 \$40 billion right off the bat. The other is timing. When
20 are we spending (inaudible).

21 If SANDAG disguises, is their blue area, which is
22 for transit, the one that explores and make it look good,
23 part of that is pretty high-speed rail for the State. It
24 has no effect on us and it's way down the line.

25 It just makes that blue area a little bigger, to

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1 make it look like at least 50 percent of the money or more
2 is going towards transit. It's a disguise. It's a
3 misleading statement.

4 You know what this -- also missing is that the
5 cost of transportation also includes Caltrans. That's not
6 on there. We don't have enough money to run our freeways.
7 Was have a real big problem with that.

8 MS. CLEMENTSON: Okay. So I think that it's
9 time -- it is time to wrap up. We've given you your

10 time. Please --

11 MALE SPEAKER: (Inaudible) -- and that's why
12 they said that SANDAG is misleading.

13 MS. CLEMENTSON: Okay. Please have a seat. I
14 will tell you, there are various opinions on all of
15 this. So with that, I think we will wrap up. If any of
16 you do have specific questions about the funding, we
17 have staff available there.

18 Um, if you have specific questions about the
19 greenhouse gas emissions and the targets, the economic
20 benefits, we have information there. I think there was a
21 lot of interest in the mobility hubs and, um, on the new
22 technologies, which you can find those two posters there.

23 And if you have specific questions or comments
24 on a project or the timing of a project, what's happening
25 in the community, we have the various maps back here, we

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1 have staff who are well aware of the different projects
2 going on in this area.

3 So, with that, I would really like to ask you to
4 thank our panel for being here tonight. We really
5 appreciate your time and your insights and thank you so
6 much.

7 So we'll wrap up here. Again, if you do want to
8 provide public comment, the court reporter is back -- okay.

9 Can you raise your hand for us?

10 Okay. If you want an official comment on the
11 record, please go and see our court reporter or fill out

12 one of these forms and you can give them to any one of the
13 SANDAG staff. But this is the way to register an official
14 public comment for tonight's meeting.

15 Thank you.

16 MS. DUDLEY: Leslie, L-e-s-l-i-e. Dudley,
17 D-u-d-l-e-y. I live in Lincoln Park. I'm a Lincoln
18 Park representative for Encanto Planning. I have three
19 issues I'd like to bring to your attention. One for
20 health and safety reasons, we need a bridge for trolley
21 and trains on Euclid Avenue at Market.

22 Two, we need trolleys that go to the beaches, the
23 zoo and the park for the community.

24 Um, three, we need honesty about the railroad
25 tracks. These are not just trolley tracks. There are

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1 freight trains that use these tracks. The setbacks are not
2 appropriate for housing and apartments. There's a pretense
3 that they're only trolleys on this track and, therefore,
4 the setbacks for public housing is not sufficient for
5 freight trains and there's going to be a disaster sooner or
6 later because of that problem.

7 ***

8 MS. CASTILLO: Amelia Castillo from southeast
9 San Diego. And I represent Platitando Con Mi Gente and
10 Latino Group, who is working to develop Latino
11 leadership in the community.

12 What we've noticed is no cultural *competency or
13 support, particularly for Latinos, in regards to the

14 Spanish language and the staff.

15 ***

16 FEMALE SPEAKER: I'm referencing to South Park
17 past Gregory Street.

18 Um, what we'd really like to see is the
19 postponement of any freeway expansion project and
20 prioritize really priorities transit structure.
21 (Inaudible) the second thing -- I mean, we also have a list
22 of particular projects we'd like to see included or
23 expedited in the plan that are really important to
24 environmental justice communities. One is, is the double
25 tracking of the blue line and orange line. They're

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1 currently not in the regional transportation plan. And
2 this would make traveling, um, on those trolley lines much
3 quicker, because it would create an express line for the
4 orange and blue line. So that's been a priority we heard a
5 lot with the communities about the orange and blue line.

6 The other thing is -- well, this is included in
7 the plan currently, but we'd like to see it expedited in
8 the next five years, is the bus rapid transit down 54th
9 Street down into Euclid. It's the same route -- this bus
10 rapid transit is supposedly the same route as the 935 bus.
11 What this would do is make it much quicker for folks all
12 the way in City Heights to get down into National City very
13 quickly.

14 The next thing we'd like to see expedited is
15 currently in the plan, projected to be implemented, built

16 in 2035. And we'd like to seat the purple lines expedited
17 to 2025. On the purple line, it will serve communities all
18 the way from San Ysidro, all the way up and down Kearny
19 Mesa. So touching upon the communities, it's Chula Vista,
20 National City, southeast San Diego, City Heights and all
21 the way to Kearny Mesa.

22 And we see that this region, really lacks really
23 good north/south transit connectors. So it's really hard
24 for people to move north/south region quickly on public
25 transit. So that would be helpful. We want to see that

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1 expedited also.

2 Another thing that was mentioned tonight, and we
3 hear it all the time from the community, is technical term
4 is grade separation. So grade separation for the orange
5 line. And so what that means is there's a trolley crossing
6 across the street, that trolleys can either go above ground
7 or underground so that cars can flow freely and so people
8 can walk freely at the street level and so that prevents
9 traffic and it also allows for the trolley line to go much
10 faster.

11 And so here in southeast San Diego on Euclid
12 Street, in particularly each side (inaudible) it doesn't
13 meet that as well. The orange line grade separation,
14 that's currently not in the regional transportation plan.
15 That should be a priority to be done quickly.

16 Um, lastly, the other thing that we're really
17 advocating for, is retrofits to existing transit for safe

18 rights to transit. Meaning, um, there's a lot of bus stops
19 and trolley stops where there isn't good sidewalks, or
20 there isn't good crosswalks or street lights. Basically
21 it's like walking into infrastructures. So you can get to
22 that bus stop or that trolley stop safely on the street.

23 And so -- and this is for existing stops. This
24 is currently not in the plan. It originally -- a plan had
25 500 million dollars set aside for this, but now it's taken

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1 out and we're concerned about that, because we want to make
2 sure people can access both the trolley lines and the bus
3 stops safely and that there's the crosswalks so people get
4 to the sidewalk to help them get there.

5 In particular, I can give you an example. In
6 Logan Heights, I can see the trolley on Commercial,
7 Commercial Street is super dangerous. Um, were both people
8 on bikes, people on foot and even people in cars crossing
9 that intersection with the trolley is dangerous.

10 Um, and lastly, um, it's in regards to the 94
11 freeway project, which is the Martin Luther King freeway,
12 SANDAG, as part of this plan, is proposing on adding extra
13 lanes to the freeways. And, um, communities along that
14 corridor are really concerned because through the adding of
15 extra lanes, the research shows that it doesn't relieve
16 congestion. Actually, congestion reaches the same levels
17 within four to five period as it did prior to the expansion
18 of the transit. And so what that does is you allow more
19 cars on the road, that's gonna increase air pollution, it's

20 gonna increase gas emission, and it's gonna further impact
21 those communities.

22 Another thing as well is SANDAG's saying, Well,
23 it's a transit benefit. So they're throwing the bus on
24 that (inaudible). But there's not one single bus stop
25 being proposed to the impact of community. So see want to

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1 see a bus stop there, particularly the Sherman Heights
2 area, so that those community members can (inaudible).

3 So we're asking SANDAG to look to making
4 improvements to the 94 freeway, that donate the widening,
5 that include other innovative communities supportive
6 solutions, but also include bus access for folks who live
7 in the neighborhood.

8 And that's it.

9 ***

10 MALE SPEAKER: My name is Robert (inaudible)
11 Ph.D. I'm a chemist by training and a property owner.
12 This meeting was somewhat of a farce, because of the
13 fact it was a advertising section. There was no honest
14 discussion. It was not getting real input from the
15 audience, especially on the engineering details of what
16 has been proposed.

17 There's a singular lack of intermodal connections
18 between the trolley and the bus rapid transit. Since the
19 people are like in the southeastern, are locked in the
20 ghetto, so they can't go north. And why should we support
21 it and, in fact, the planning in the area have not

22 supported this and SANDAG has to learn to listen.

23 Thank you.

24 ***

25 MR. CASTANON: My name is Daniel Castañon.

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1 D-a-n-i-e-l. Last name, C-a-s-t-a-n-o-n, and I live in
2 the Fairmont Park Community. And my comments are
3 basically with access to transportation from Fairmont
4 Park into downtown.

5 Um, one of the issues we're facing is the SR94
6 project. The PRT that is being planned from the legal
7 (inaudible) 94 west into downtown. I don't have access to
8 that. Um, my concerns is we in the Fairmont Park area do
9 not have much access to get into downtown, especially for
10 when we're summoned for jury duty. Well, we would have to
11 take a bus up to University and down to the trolley station
12 to get to downtown, which will take about an hour. Where I
13 can jump in my car and go down the 94 into downtown in 30
14 minutes.

15 So just when you are planning or if you can take
16 into consideration a smaller neighborhood that is
17 surrounded by the 805 on the east side, the 15 on the west
18 side, along the 94 on the south side, don't forget about us
19 and give us appropriate transportation -- access to
20 transportation to downtown.

21 Thank you.

22 (Whereupon at 8:30 p.m. the deposition was
23 concluded.)

24
25

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1 STATE OF CALIFORNIA)
 : ss.
2 COUNTY OF SAN DIEGO)

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6 I, LORENA BARRÓN, CSR No. 12058, do hereby
7 certify that the foregoing statements from this public
8 hearing were recorded true to the best of my ability by
9 electronic transcription, and supervised under my
10 supervision.

11
12
13

14 Dated in San Diego, California, this 9th day of
15 June, 2015.

16
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LORENA BARRÓN
CSR No. 12058

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5-27-15 Court Reporter Discussion_Jacobs Center

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LA JOLLA, CALIFORNIA, STATE OF CALIFORNIA
FOR THE COUNTY OF SAN DIEGO

TAKEN ON: THURSDAY, MAY 28, 2015

TAKEN AT: 4545 LA JOLLA VILLAGE DRIVE
SAN DIEGO, CALIFORNIA

REPORTER: GLORIA D. MAZON
CSR NO. 9356

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A-P-P-E-A-R-A-N-C-E-S

- Colleen Clementson - SANDAG Facilitator
- Phil Trom - Senior Regional Planner
- Dave Schumacher - Senior Transportation Planner
- Kathleen Ferrier - Circulate San Diego
- Nancy Bragado - City of San Diego
- Joe Terzi - San Diego Tourism Authority

1 SANDAG PUBLIC WORKSHOP, THURSDAY, MAY 28, 2015
2 UTC FORUM HALL
3 4545 LA JOLLA VILLAGE DRIVE, SUITE E-25, S. D. , CA 92122
4 6: 30 p. m. - 8: 30 p. m.

5 * * *

6
7 MS. CLEMENTSON: I'm going to ask the Panel to
8 come up and have a seat. And while I'm doing that, I
9 want to get a sense of where people are from. We've done
10 these workshops in seven different areas throughout the
11 region and tried to get people from different communities
12 so they don't all have to travel so far.

13 And I'm wondering, how many folks are from this
14 general area here?

15 (Audience hands raised.)

16 Many of you. Okay.

17 And then, what about any Del Mar or Solana
18 Beach?

19 PUBLIC SPEAKER: Further.

20 MS. CLEMENTSON: Further? Further north?
21 Encinitas? Oceanside?

22 PUBLIC SPEAKER: Vista.

23 MS. CLEMENTSON: Vista? Great.

24 Anybody from San Marcos or Escondido?

25 What about further south, anybody from further

1 south?

2 Holler out and you can let me know.

3 PUBLIC SPEAKER: Poway.

4 MS. CLEMENTSON: Poway.

5 PUBLIC SPEAKER: Rancho Bernardo.

6 MS. CLEMENTSON: Rancho Bernardo; great.

7 Rancho Bernardo too. Great, okay.

8 And then, I also understand that there may be
9 some UCSD students here with us tonight?

10 PUBLIC SPEAKER: Yes.

11 MS. CLEMENTSON: Part of a class assignment,
12 yeah, okay; that's great.

13 Your questions too on the -- so with that, I'm
14 going to introduce the Panel.

15 We have Joe Terzi, and Joe is with the "San
16 Diego Tourism Authority."

17 We have Nancy Bragado, and she is with the
18 "City of San Diego." She's a Planner with the City of
19 San Diego.

20 And Kathleen Ferrier, who is with "Circulate
21 San Diego."

22 And the way we selected Panelists, we tried to
23 identify folks that could cover those main goal areas of
24 the plan; you might remember, we have innovative mobility
25 and planning. We have healthy communities and healthy

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1 environment and vibrant economy. Obviously, all those
Page 4

2 areas touch one another.

3 But we're really kind of looking to Joe to sort
4 of represent that economic piece but also, we know you
5 care about healthy communities and innovative mobility.
6 We look to sort of the City of San Diego for healthy
7 communities, healthy environment, and Circulate San Diego
8 for innovative mobility but again, we know that these all
9 crossover one another.

10 So I'm just going to ask each of you to
11 introduce yourselves and tell all of us why you care
12 about the plan or why the organization you represent
13 cares about a long-range regional plan like this, and
14 maybe -- did you guys have -- Ms. Bragado, you wanted to
15 start or shall I just pick someone? I'm thinking we'll
16 start with Nancy because we are in the City of San Diego.

17 This is the local jurisdiction where we're
18 holding this meeting, and so maybe, Nancy, you can tell
19 us your perspective on the plan, the importance of a
20 local city perspective.

21 MS. BRAGADO: Well, thank you very much. Thank
22 you for having me here tonight.

23 I'm Nancy Bragado. I'm the "Deputy Planning
24 Director for the City of San Diego," and we care very
25 much about the regional comprehensive plan because we

1 play a big role in the region and we rely on SANDAG as
2 our partner, especially for transportation planning.

3 So the City of San Diego has 42 percent of the
4 region's population and in terms of the projections, more
5 than half of the regional growth in new housing will
6 occur in the City of San Diego. So obviously, what
7 happens in the regional plan is very important to us.

8 Also, our general plan, which we have as its
9 central theme it's called, the "City of Villages"
10 strategy "City OF Villages," and that's consistent with
11 the San Diego's -- SANDAG's Smart Growth approach, so our
12 strategy is for targeting new growth into mixed use,
13 walkable centers that are linked by the regional Transit
14 system so, of course, we need that regional Transit
15 system to make our plan work.

16 Another way we rely on SANDAG to help us meet
17 our Greenhouse Gas reduction rules, the City has a
18 draft, "Climate Action Plan" out for public review right
19 now. We have some very ambitious goals, including to
20 have Transit, bike and head mode split equal 50 percent
21 of the mode split for commuter trips by 2035. So that's
22 a really big goal.

23 And again, we need this rich Transit system
24 that's being envisioned in order to make that happen.

25 Thank you.

1 MS. CLEMENTSON: Thank you.

2 Kathleen, do you want to go next?

3 MS. FERRIER: Yes.
 Page 6

4 Hi, everybody; just for those of you who aren't
5 familiar with Circulate San Diego, we're a regional
6 nonprofit. We're relatively small. We're located
7 Downtown San Diego. We have about 11 staff people, and
8 our mission is to provide excellent mobility choices and
9 healthy, vibrant neighborhoods.

10 So just by saying that, that's a clear link to
11 why this regional transportation plan is so important
12 from our perspective. Our world is changing, as it said
13 in the video, and it's interesting when you look at
14 transportation that it used to be cars versus Transit.
15 It was more or less these two large buckets, but that's
16 not really the case anymore. We are innovating so
17 quickly, it's really hard to catch up.

18 And a plan like this really needs to tap into
19 those changes we think, and so we'll talk more about
20 that.

21 So really, really providing more mobility
22 choices, and more choices that maybe we haven't even
23 considered five years ago, is something that really needs
24 to be done and then, you know, we do a lot of studies, if
25 you will, around what's changing in the region, and so --

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1 and what's driving this need for transportation choices.

2 I think one of the slides that Phil showed
3 talks about how the housing mix is really changing
4 drastically. It's going to be changing so that by, you

5 know, by 2050 most of the growth that we're going to see
6 is multi-family housing, so that means apartments,
7 condos, things like that rather than what we would call
8 "detached housing," so that's a pretty significant change
9 from what we've seen traditionally in San Diego.

10 I think another change to really consider, is
11 that our demographics are changing. SANDAG's population
12 growth forecast talks about 50 percent of future
13 population change is going to be 65 and above. I think
14 that's right; 50 percent, that's significant and, you
15 know, so maybe those folks aren't going to be relying on
16 driving alone anymore.

17 And then, another demographic piece that I want
18 to mention is by 2050, 50 percent of our population is
19 also going to be living within a community of concern,
20 which SANDAG identifies.

21 So all of these different demographic changes
22 really speaks to the need for a comprehensive plan that
23 responds to that, while still providing for health and
24 economy, as we mentioned.

25 MS. CLEMENTSON: Great; thank you, Kathleen.

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1 So now we go to you, Joe.

2 MR. TERZI: Thank you.

3 Well, thanks for the opportunity.

4 Probably we have a number of different things
5 that we're concerned about. Some people might think, you
Page 8

6 know, if you're involving tourism, what does that have to
7 do with transportation? Well, we mentioned earlier that
8 we have about three million people living in the region.
9 We have 33 million people that visit the region every
10 year, 33 million; so you can understand when you have 33
11 million people coming into a community that has to rely
12 fairly heavily on transportation, we have a serious
13 concern about how do we accommodate those people that are
14 coming and how do we accommodate the growth we're trying
15 to develop for the community.

16 Our goal really is simple. We want to drive
17 visitation to the region to economically benefit San
18 Diego; very simple. We're out there every day talking to
19 people all over the world about coming to our wonderful
20 destination, for a lot of different reasons we're
21 challenged because, frankly, if you look at the 33
22 million, 16 million people come into San Diego every year
23 on a daily basis and leave. So there are day
24 visitations. A lot from Mexico. A lot from L.A.
25 They're in-and-out, but there are 16 million people every

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1 year that come into San Diego to stay, and stay overnight
2 in the region, so it's a significant issue for us.

3 If you think about what is good for local
4 residents in terms of transiting and in terms of using
5 our city, the same thing happens when people come and
6 stay here, they have to rely on the ability to transit.

7 They have to rely on the ability to get to where they
8 want to get to. I think it was mentioned the rail issue
9 is critically important. The rail service between L.A.
10 area and San Diego is the second highest-used traffic
11 route in the country. The first is D.C. to New York.

12 So we have some serious concerns about
13 transportation so we can continue to do our job and
14 attract more people to our community.

15 We also have 173 million -- 173,000 employees
16 that have to rely primarily on public transportation, so
17 it's not just a visitation issue. It's accommodating all
18 the employees in the industry that really rely on
19 transportation, and mostly public transportation for
20 their employment and so, it's a serious issue for us and
21 we're happy to have an opportunity to speak to you about
22 that.

23 MS. CLEMENTSON: Great.

24 And I don't know if all of you know this, but
25 with each of the seven meetings we've had different

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1 Panels, so we have different perspectives and I know some
2 of you attended several meetings. So actually, that's
3 what makes these all different and it's great, that way I
4 think we'll go in a similar order, the two questions.

5 The first I'm going to ask, is what do you like
6 in the plan or what did you see in the presentation that
7 you like about the plan, and what do you think could be

8 improved or could be better?

9 So we'll start with the positive, we'll start
10 with the likes.

11 If you have some thoughts on that, Nancy?

12 MS. BRAGADO: Sure.

13 Well, I think there's a lot to like in the
14 plan. Definitely the strong role of Transit in the
15 increase in the Transit line. I know looking for the
16 City -- from the City of San Diego's perspective, a new
17 Trolley line from San Ysidro to Kearny Mesa, I think is
18 very significant and I know we'd like to start updating
19 our Kearny Mesa community plan to see how we can better
20 strategize to work with that new proposed investment.

21 I know the streetcar lines are supported by
22 many of our communities as well. We're doing
23 community-plan updates in Uptown and North Park, and I
24 know those communities are very interested in streetcars,
25 and I think it's great to see that reflected in the

‡

1 regional plan.

2 I think the overall emphasis on active
3 transportation also fits in well with our strategies.
4 Our general plan supports the active living concept where
5 people can incorporate activities with their everyday
6 lives. So by making walking-and-bicycling better, that
7 helps with that aspect. It also helps with work transit
8 so people can get to Transit.

9 I think that the mobility hub concept is very
10 interesting, and I think it could have a lot of
11 applicability in some of our communities, especially
12 where it might be hard to focus, on like kind of a pure
13 Transit-oriented development, maybe some communities can
14 have a subset of transportation infrastructure along with
15 some of development planning. So I think that's
16 interesting.

17 I think it's good that the plan addresses
18 social equity so we can try to make sure that the cost
19 and benefits of these investments are spread throughout
20 the region.

21 And also, as I mentioned earlier, the fact that
22 it does show reduction in Greenhouse Gas Emissions
23 consistent with the state law as well as it looks like
24 the Executive Order as well. I think that helps us also
25 meet our point of action plan goals.

♀

1 MS. CLEMENTSON: Okay.

2 Kathleen, do you want to share some thoughts on
3 what you like about the plan?

4 MS. FERRIER: Yeah.

5 I was also going to mention the mobility hub,
6 just getting back to some of the options that are really
7 developing out there, and it's still not real clear what
8 that's going to be, but it seems to be on the right track
9 and SANDAG has a robust iCommute program, which is

10 basically helping, you know, encouraging folks not to
11 drive alone but to take other modes, and mobility hub
12 falls really nicely next to that.

13 I think another really positive component is
14 just active transportation, that's something that we're
15 really heavily involved in at Circulate San Diego and,
16 you know, we -- what's ironic about this process, as many
17 of you will know probably, is that SANDAG updates this
18 regional plan every four years.

19 And so, I personally went through the last
20 plan, and at that time there was a lot of talk for
21 increased funding for active transportation. So again,
22 walking, biking. Hopefully those are things that you
23 like to do in your neighborhood.

24 But there wasn't really any kind of a strategy
25 for what that was going to be, how those funds are going

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1 to be spent, and here we are four years later and it's a
2 totally different scene.

3 SANDAG has developed a bike plan. They have
4 developed what they call, an "Early Action Program" for
5 the bike plan, so that means making sure that certain
6 number of projects are built sooner than later. This is
7 great in our perspective.

8 And then, also developing new kinds of
9 strategies such as safe routes to school. So looking at
10 how we can make our streets safer for kids and families

11 who might want to walk to school and encourage more
12 people to walk, which helps, maybe, you know, hopefully
13 reduce some of the congestion on our streets but also
14 helps people be healthy.

15 And then also safe routes to Transit, which is
16 the same kind of idea, getting people safely to Transit
17 stations, especially those Transit stations which have a
18 higher number of ridership.

19 And so, again, those are new components that
20 were not there before, and we really strongly support
21 that.

22 MS. CLEMENTSON: What about your thoughts, Joe?

23 MR. TERZI: Mine are a little different because
24 we're dealing with people that don't live here but we're
25 trying to attract here, and then once they get here, they

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1 will be able to get here easily and once they get here,
2 be able to enjoy our community the same way that you want
3 to enjoy our community.

4 You know, frankly, I think, you know, this
5 planning process is critical to the future of our
6 industry, San Diego. We are a tourist community. There
7 are three major components of our community economically.
8 There's what we are now calling, "The Innovation Economy,
9 Research and Development," all innovative work that's
10 going on in San Diego. The military, which has always
11 been very strong with tourists.

12 So from our standpoint, tourism has a role to
13 play and tourism needs to figure into the planning
14 process in terms of what the tourists need in order to be
15 comfortable in San Diego, and it's not a lot different
16 than what our residents need but there are some
17 differences.

18 So for us, it's making sure that we can improve
19 the direct routes, populations that come here by car, and
20 that's transport on train, principally, and over roads,
21 and there's some great things in there to help that
22 happen.

23 There's some great things in there with the
24 transportation centers that I think are really cool and a
25 lot of people would really enjoy it. If you traveled

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1 around the world, most cities have -- you can arrive at
2 the airport in a public transportation, go anywhere you
3 want, underground or above ground. It's a lot easier in
4 most parts of the world and some large cities in our
5 country.

6 We're not necessarily well-equipped for that.
7 I think what we can do to give people the opportunity to
8 use our community more effectively and easier, will help
9 us when we compete with that visitor that we want to
10 attract here from anywhere around the world. I was just
11 in London and Tokyo, and I didn't have to take anything
12 but public transportation to get anywhere I wanted.

13 And so, we love the fact that the planning is
14 happening and it's well-thought out and there's some
15 unique things about it. We'd just like to see it happen
16 soon.

17 MS. CLEMENTSON: Okay.

18 So that's sort of your -- what could be better,
19 and that might be universal among all the Panelists, and
20 maybe even everybody here, how can we make it all happen
21 sooner?

22 Do you have some thoughts now on some of the
23 areas that you think there could be some improvements?

24 MS. BRAGADO: Sure.

25 So "sooner" definitely would be better. I

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1 think we can agree with that.

2 I think one point that I'd like to make in
3 terms of what I think could be better, is I think that
4 there needs to be more prioritization in the Smart Growth
5 opportunity areas and where incentives go and how the
6 transportation infrastructure is prioritized to serve
7 those Smart Growth areas.

8 As it is now, you know, the cities all
9 determine what their Smart Growth areas are,
10 as long as they meet the criteria, then SANDAG puts them
11 on the map and then, there's a little bit of regulations
12 if they're existing or if all of the planning is already
13 done; other than that, there really isn't.

14 And I think that if you start looking at the
15 role of the different Smart Growth areas in terms of what
16 role do they play in their city and in the region as a
17 whole, we can start to prioritize some as, you know, as
18 leading to occur sooner and I'm thinking, you know,
19 perhaps there's some related to economic development
20 where you're really linking jobs and housing, or maybe
21 there's some related to tourism where you really need to
22 connect people to major destinations.

23 So I think that's something I'd like to see
24 in the future, and I know that there is work on the
25 regional Transit line and development strategy underway,

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1 so maybe just getting some of those concepts in, if not
2 now then, you know, the next one but I do think that's an
3 important point.

4 I think the other thing, I think partially
5 related to funding and what you said about, you know, we
6 need things sooner, but I think we are going to have to
7 all look out for those funding sources. I know that a
8 lot of the Transit lines rely on another TransNet measure
9 or some additional measure funding source. I know it's
10 an important thing to keep in mind, that as a region
11 we're going to be challenged to find the money to
12 build-out the plan and to operate it.

13 MS. CLEMENTSON: Kathleen?

14 MS. FERRIER: I would piggyback on what Nancy

15 said about the Transit-oriented development on the idea
16 that I said earlier. If 82 percent of the housing that
17 we're going to be building in the future is going to be
18 multi-family, and how do we link that better with
19 transit? And certainly we want all of Transit now.
20 There's no doubt about it and that is challenging.

21 But what's interesting is that the Federal, and
22 at the State level, the funding sources that are
23 available, they've changed over time and so they're
24 really rewarding those regions who are planning for more
25 sustainable transportation choices and so, there's more

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1 funding out there for Transit projects than in the past.

2 And in the lines of even what kind of
3 funding -- how funding can be spent have become a lot
4 more blurred, whereas before it used to be very
5 compartmentalized, and the cities -- regions could spend
6 money, certain kinds of money on highway projects and
7 other kinds of money on transit projects, that's just not
8 the case anymore.

9 So again, the funding sources really want to
10 reward regions who are planning for more Transit, so-
11 whereas, yes, it's definitely challenging to build more
12 Transit and advance those projects. The funding out
13 there is really looking for that.

14 And so, we really want to see a heavier
15 emphasis on Transit projects and, what Nancy said, to

16 connect our neighborhoods and really to connect important
17 job centers. So I think, you know, Sorrento Valley is a
18 great example, how that's just kind of a tough spot right
19 now going up 805.

20 And some of the -- another concern we have, is
21 the kinds of Transit projects that aren't moving forward
22 rely on highway widening in order to get to the Transit,
23 so these managed lanes that Phil talked about.

24 And, you know, theoretically that works really
25 well, but we think that Transit lines can be advanced

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1 that are just pure Transit and really connect the places
2 that we need to connect in advance of widening our
3 freeways and it could be more cost-effective too.

4 And so -- and again, you know, the funding
5 sources are there.

6 And then, you know, I mentioned active
7 transportation before, and it's just -- it really is
8 great to see the advancement that had happened but, you
9 know, we've looked at a lot of -- looked at safety on our
10 streets for people walking and biking, and it's not safe
11 right now to walk and bike on a lot of our streets, and
12 we've got the data that shows that.

13 And so, by investing in these safe routes to
14 Transit and safe routes to school projects now, really
15 advancing those projects, that's something else we want
16 to see and what's currently in the plan is really to

17 delay those investments.

18 MS. CLEMENTSON: And, Joe, your thoughts on
19 what you've seen in the plan so far that you think maybe
20 could be improved?

21 MR. TERZI: You know, I think one area that
22 we're concerned about is the continued -- well, the work
23 at the airport, the expansion of the airport and
24 connecting the airport to the transportation systems. I
25 know that's part of the plan, maybe at a later stage, but

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1 we'd love to see a better connection between the new,
2 and the new construction at the airport where people can,
3 you know, arrive at the airport and efficiently transit
4 to public transportation and get to some of the
5 population or the centers of Downtown or Mission Valley
6 or Mission Bay, wherever they want to be.

7 Another thing is what we're interested in, and
8 maybe it doesn't fit in the short-term plan for the --
9 what you're doing, is it's not necessarily transportation
10 within the communities, it's more to the major
11 attractions and so, you know, how can I get to San Diego?
12 We get asked all the time, "how can I get to the beach?
13 How easy is it to get to the beach from my hotel or to
14 downtown or from some other place"?

15 And it's really not that easy. There are ways,
16 but it's really not that easy.

17 I'd also like to see, eventually, a little bit
Page 20

18 more attention paid to accommodating. We do have some
19 issues with accommodating signage (inaudible) be friendly
20 to people that are not necessarily from our country, and
21 the expansion into California is huge, and it's all going
22 to come to accommodation.

23 So we need to -- if we're going to be a player
24 in that, we need to recognize there are different
25 requirements that the people that are visiting us have,

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1 and I think that's something we need to talk about.

2 MS. CLEMENTSON: Okay.

3 Well, these have all been really good
4 observations and comments.

5 And so, now I'm happy to ask if anybody in the
6 audience has any questions for our Panelists? They've
7 put out a number of ideas and -- yes, so if you just
8 raise your hand I will head over and I'll hold the
9 microphone and you can speak.

10 PUBLIC SPEAKER: Okay.

11 My name is Dan Allen, and I was a member of the
12 Advisory Group from the Stakeholders Group for 2050 RTP,
13 apparently, I thought, finished four years ago.

14 I bring up the question of looking at the
15 Transit Network. I see four or five -- three or four
16 major changes to the Transit Network. I thought when I
17 was reading the (inaudible) but somewhere along the line
18 it's been changed fairly radically.

19 And I was wondering when did that happen or
20 did I miss the chance, or is tonight the chance to
21 comment about transit corridors?

22 MS. CLEMENTSON: So we can talk about the
23 opportunity here, but we update this plan every four
24 years. I don't know if that came through, and we make
25 adjustments with the plan. I think the last two plans,

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1 this plan and one before it, there are many similarities.
2 I think we made a big leap from the plan before that,
3 which may have been the Stakeholder working group that
4 you were on, where there was a pretty significant shift
5 toward public Transit.

6 But any thoughts from the Panel on kind of
7 changes in our vision in the plan from where we were
8 perhaps in the plan eight years ago or ten years ago, or
9 twelve years ago?

10 THE PUBLIC: No.

11 MS. CLEMENTSON: There's a question here.
12 (indicating)

13 PUBLIC SPEAKER: My question is primarily for
14 Nancy, but for the others too.

15 But there are some bottlenecks in the City that
16 seem to be low-hanging fruit, and we saw City council
17 fail to act on connecting Tierrasanta Boulevard across to
18 Mission Gorge Road, and we see that it's very difficult
19 to expand Regents Road area.

20 And I'm wondering if -- so for you it's really,
21 what is the City of San Diego doing and how does that
22 align with our goals to reduce emissions?

23 Then also for SANDAG, is there an effort to, I
24 mean, identify the problems where we have traffic that
25 just sits there and idles to not only relieve emissions

♀

1 but maybe relieve the stress on the people?

2 MS. CLEMENTSON: So I think that's a good
3 point, that even with our -- to support the Transit
4 Network, we need roads that work. I think that's a
5 common thing that we hear all the time.

6 I don't know, Nancy, if you want to comment on
7 that?

8 MS. BRAGADO: Well, we do have a -- in terms of
9 specific projects or specific roads or specific plans, we
10 do have mobility planners and traffic engineers in the
11 City that review these plans and actually, the City's
12 formal review of the San Diego Forward plan is including
13 our Engineers that are looking at specific projects. We
14 haven't completed that very technical review yet.

15 Overall, we do -- we have a series of community
16 plan updates underway, and as a part of each of those
17 plan updates, we do a multi-level mobility study. So we
18 look at roads. We look at Transit service. We look at,
19 you know, bicycles, pedestrians, Transit and we do make
20 recommendations to SANDAG for inclusion in their plan for

21 consideration so we're not entirely reactionary to the
22 plans that are going on right now.

23 Our City Council recently passed a resolution
24 directing us to do an amendment to the University plan to
25 take out a bridge, so we are studying that now. We are

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1 doing an Environmental Impact Report that will look at
2 all of the ramifications of that, but that is the current
3 policy direction from our City Council.

4 MS. CLEMENTSON: Do you have a question?

5 PUBLIC SPEAKER: Yeah; this is sort of a
6 general question.

7 All three of you mentioned and sort of stressed
8 this issue about the need to link current trends with
9 Transit, not with more vehicles necessarily.

10 For instance, when you visit a foreign city, I
11 do the same thing, I use public Transit everywhere. I
12 can go wherever I want on public Transit, you can't do it
13 in San Diego and if you want to link it with housing, you
14 could do a better job with housing linking to Transit.
15 The population is going to get older and multi-family;
16 you're not going to be able to put more cars necessarily
17 on the road, because you're going to have to put more
18 Transit.

19 Same thing with active Transit, with active
20 Transit you have to have, of course, the public Transit
21 system to service the active Transit. I can't go

22 anywhere on my bike, even if I try to.

23 So is there a coalition building of all these
24 groups to say we need to reprioritize and front-load more
25 of the Transit over vehicles?

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1 MS. CLEMENTSON: So just -- I think -- first
2 of all, I think this plan definitely gives much, much
3 higher priority to Transit than anything we've ever seen
4 before.

5 But just to kind of think about this question:

6 Do the three of you, based on the work that you
7 do and your interactions with community folks and
8 businesses, are you seeing a coalition or a trend toward
9 that?

10 Maybe, Joe, tell us what your thoughts are.

11 MR. TERZI: Comparing those is because the
12 tourism marketing district in San Diego, which is the
13 funding mechanism for promoting tourism, has contracted
14 with enhancing to do a 20-year master plan. One big
15 component of that is transportation, and it's not just
16 cars. It's how do we provide for transportation to be
17 competitive in a very competitive world and tourism?

18 And a lot of it has to do with the same thing
19 you just talked about: How do you make it easy for
20 somebody to use the community and be here and enjoy it
21 and not have to use anything but public transportation?

22 So I don't think the answer -- I'm sorry to say
Page 25

23 this -- is more lanes. I think that's necessary. I
24 think the answer is much more -- much better, much more
25 efficient. It should be light rail. It's very

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1 expensive, but, you know, I don't know why we don't have
2 a light rail going right out the 15 and right out the 5,
3 all of that kind of stuff, that's a longer-term vision.

4 But, you know, putting more roadways in helps,
5 but that's not a long-term solution, I don't think. I
6 mean, that's my opinion.

7 MS. CLEMENTSON: Did I see a hand up back here?
8 (indicating)

9 Oh, and then I'll come to you, Jim.

10 PUBLIC SPEAKER: Yes.

11 I hear all these plans, which sound absolutely
12 wonderful, but Kathleen makes a notion that there's money
13 out there for Transit, but I don't hear any of you saying
14 we have a whole new problem. Where is the money coming
15 from? I think me being a very senior citizen, taxes are
16 going to go up.

17 Now, you can't be doing all these fancy things
18 without money. So who -- one, two, three -- who is into
19 the money? Who's looking for it? I think Kathleen has
20 said, "money's out there, yes, it's done."

21 But who's looking for it?

22 MS. CLEMENTSON: Who's looking for it?

23 MS. FERRIER: We're all looking for it.

24 MS. CLEMENTSON: Who is looking for it? Come
25 on, one of you must know.

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1 MS. FERRIER: So that --

2 MS. CLEMENTSON: Do you want --

3 MS. FERRIER: No -- well, just that with
4 funding, like everything in our lives, as we advance, as,
5 you know, as years go by things change, priorities
6 change, demographics change, our relation changes and so,
7 funding responds to that.

8 And so again, you know, funding may not have
9 been available years ago for things like car-sharing or
10 bike-sharing where you can basically rent out the bikes,
11 but that's available now, so it's important to recognize
12 that.

13 MS. CLEMENTSON: So just that -- we do have a
14 financing plan for this plan, and --

15 PUBLIC SPEAKER: We do?

16 MS. CLEMENTSON: We do.

17 And so, SANDAG does that and actually, we have
18 a number of charts that kind of show how that funding is
19 allocated, generally what it comes from. We have a
20 better idea of what funding is available in the
21 near-term, in the next five years, the next ten years.

22 As we look out further-and-further, we kind of
23 look to the past of what sort of funding was available to
24 project. So that's one of the reasons we do this plan

25 every four years. We look again at what the financial

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1 projections are.

2 Maybe, Kathleen, your comment was that you're
3 seeing that various programs that are offered maybe at
4 the State-and-Federal level where a city could apply for
5 a grant or a community organization could apply for a
6 grant, now they've sort of increased the types of things
7 you could apply that grant to do.

8 So now you could get funding for a bike-share
9 where maybe ten years ago nobody had heard.

10 MS. FERRIER: And to focus on sustainability.

11 MS. CLEMENTSON: So I think that's --

12 PUBLIC SPEAKER: It's so much more important
13 that, and likely, much more likely to be funded if you
14 say accessible to everyone, "Look, we have all the money
15 in place. We know where it's coming from. Now we know
16 what we're going to do with it. We're going to do this,
17 this and this and we have all the money set up," instead
18 of which say, "Oh, we're going to do this. I'm going to
19 build a second story on my home, but I've got two
20 gardeners come every week and they're being paid.

21 Sure; when I get the money. I'm going to look
22 for it. It's out there."

23 MS. CLEMENTSON: Well, you know, it's a really
24 good point and you actually sound very much like a
25 planner.

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1 So the first thing we do in the process, is we
2 put our wish list together, then we figure out how much
3 money we have, and then we apply that money to the
4 highest priority project. So that -- you're -- we sign
5 you up for SANDAG.

6 PUBLIC SPEAKER: Uh-huh; if you can afford me.

7 PUBLIC SPEAKER: There's been a lot of
8 speculation tonight about the importance of Smart Growth
9 incentives, and my question is directed to you, Nancy.

10 Do you think that SANDAG should and can
11 incentivize cities to really focus on an advanced
12 development in these Smart Growth opportunities in our
13 City and if so, how should SANDAG do that?

14 MS. BRAGADO: Well, SANDAG does have the Smart
15 Growth incentive program, and the City of San Diego has
16 made as full use as we can of that program. We had a
17 number of projects funded every cycle that that's come
18 out. So I think that is an important tool and, of
19 course, we welcome, you know, expansion of that program.

20 And then I would add to it. I think what I
21 mentioned earlier, that I think that it's not just
22 providing incentives for the planning of Smart Growth,
23 but actually prioritizing the infrastructure's money to
24 support those Smart Growth areas that are considered the
25 highest priority.

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1 MS. CLEMENTSON: There's a question here.

2 (indicating)

3 PUBLIC SPEAKER: Yes.

4 I really like what Kathleen was talking about,
5 about active transportation and also the regional plan
6 talking about serving the open space, but in my
7 experience as somebody actively working in my community,
8 the prioritization for open space is in the East County
9 not in our communities where our children can just go out
10 and play.

11 And a lot of the active transportation projects
12 want to take away our natural spaces for paved bike
13 paths, which are a good goal but not in our open space.

14 So I'm wondering how, in these coastal areas
15 where land is at a premium and open space is a premium,
16 do we create an active transportation network that does
17 not encroach upon our open space?

18 MS. CLEMENTSON: So that's a good question
19 maybe for any of the Panelists.

20 How do we kind of balance that, the active
21 transportation open space areas? I know our canyons are
22 something that make this region so unique compared to
23 others.

24 It looks like, Nancy, you are ready to say
25 something.

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1 MS. BRAGADO: Well, with our community planning
2 and for -- we address issues with parks and open space
3 and active transportation with every project. So what we
4 try to do first and foremost is the open space area, you
5 know, that they're preserved. A lot of them are
6 preserved for habitat areas, so there's very strict rules
7 about what is or isn't compatible with those areas.

8 And we have a larger like, say, "exact park
9 planning program" within the Planning Department where we
10 try to make sure there's enough, you know, active-use
11 parks for people playing ball fields, all those kind of
12 amenities.

13 But then, we also try to make sure that there's
14 at least a small park or pocket park within walking
15 distance of people's homes.

16 So we try to blend those three things to create
17 an overall system. And one example would be in a plan
18 that we're getting ready to bring to council for adoption
19 in the Grantville area where it's going to be a higher
20 intensity Transit-oriented development right at an
21 existing Transit station. So that's a good return on
22 that public investment but we're also planning for
23 expanding -- or creating a San Diego river park master
24 plan with a linear trail along the park, along the river
25 that people can walk to.

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1 And then, we've looked through our broader
2 community area in that area to make sure there's enough
3 sports fields and active youth parks for the population
4 as well.

5 MS. CLEMENTSON: So it is -- I think that's a
6 really -- it's, you know, we talk about this big picture
7 vision, and how does that come to reality at a community
8 level? I think that's important.

9 Kathleen, did you want to add something to
10 that, or Joe?

11 MS. FERRIER: Well, just with, you know,
12 getting to your question about active transportation.

13 My experience with those projects and what I
14 know from the bike master's plan in SANDAG's plan, it's
15 really taking advantage of the routes where there's
16 existing right-of-way and building the bike network
17 within the existing right-of-way.

18 And what that means, is on an existing road or
19 path so not -- so as not to encroach further.

20 So, you know, we're certainly -- we're trying
21 to really maximize those opportunities.

22 MS. CLEMENTSON: Joe, you had something to add
23 to that? It looked like you wanted to say something.

24 MR. TERZI: Well, I'm just -- it would be
25 interesting to think about the -- where you project the

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1 growth and population of the residents. It's more
2 density kind of in the same area. So I don't know if
3 that's a simple way to look at it.

4 But I think the plan the City has to, or talk
5 about doing is making sure the open space is great, but
6 it's all in East County and the canyons so it's really
7 not useable. The open space used for active use it's, I
8 think, critically important and I think the City is
9 addressing it.

10 I would hope that communities will continue to
11 raise their hand and say, you know, we need to have
12 something available in our community as the density
13 planning goes forth, because as you're putting more
14 density in the same area, you're either going to go
15 higher or wider or you're going to use land.

16 MS. CLEMENTSON: There's a question here.

17 PUBLIC SPEAKER: I guess my question really
18 pertains to the financing of these plans. It's, I guess,
19 how has SANDAG, the City of San Diego and County of San
20 Diego looked at cutting red tape to get these projects
21 out quicker and, you know, save the taxpayers some money?

22 Have you looked at that at all?

23 MS. CLEMENTSON: We are constantly looking at
24 that; yeah. One thing that would help is the lack of
25 lawsuits.

1 PUBLIC SPEAKER: I just want to add to the
2 gentleman who was talking about the low-hanging fruit.

3 There are many streets and roads in the whole
4 County that should have been built 20 years ago; that
5 because somebody in that neighborhood said, we don't want
6 the road. I mean, 15-and-5 would not be anywhere as bad
7 as it is if they hadn't (inaudible), they are.

8 Right now I know there's a big study about
9 Mission Valley, how do you do that there? There's three
10 little projects that could be put in immediately that
11 should have been done a long time ago.

12 One bridge over the Colorado River. A
13 connection between the I-15 between the two shopping
14 centers. The newest -- the new -- hold on --
15 development, and that's Encinitas should be connected up
16 to 805 and above. There's none of that, just
17 infrastructure from the 805, you can't get to it. But
18 there's too many -- if something is good for the whole
19 region or San Diego, it should be the whole -- it should
20 be more important to get something built than just for
21 one little neighborhood, and somebody at the City needs
22 to stick up and fight for that. I'm not sure who that
23 is. The planner? The engineers? I mean, the engineers
24 would likely build a road that (inaudible), but it's not.
25 That's on the map out there.

1 But it's like, put the roads in but take care
2 of the neighborhood so they don't get impacted because
3 that can be done. It's just, they don't think -- they
4 think they're going to -- whatever they think. I don't
5 know.

6 MS. CLEMENTSON: So I think these are good
7 points, you know, as we get into the details it's always
8 a challenge.

9 Okay, you're right here and then I'm coming
10 there and then I'm going there, and somebody's helping me
11 figure out who I'm missing now.

12 PUBLIC SPEAKER: I'd like to know how there's
13 anything forward thinking about all these billions of
14 dollars spent on fancy, fast buses, Trolleys and bicycle
15 routes versus exactly what you were alluding to, which is
16 like where I'm going right down 15 and 5.

17 Has anybody done any serious thinking on what
18 that would cost? Because this is extremely expensive and
19 it's not modeled.

20 MS. CLEMENTSON: Okay; that's good.

21 Do you have --

22 MS. FERRIER: I can actually comment on that.

23 Just, you know, from my perspective that we
24 share at Circulate San Diego, is we're real strong
25 supporters of Bus Rapid Transit. Those buses that you're

1 talking about soon.

2 SANDAG has recently launched a Bus Rapid
3 Transit service between the City of San Diego and
4 Escondido, and then another one on El Cajon Boulevard and
5 really the central core of San Diego, and they had
6 experienced much higher ridership than even what they
7 anticipated.

8 And so it's cost-effective, in that, it's not
9 as expensive to run those -- I shouldn't say "run," but
10 to build those projects as it is the rail, but it can
11 also serve the population that wants to ride Transit in a
12 cost-effective way.

13 PUBLIC SPEAKER: Has anybody looked at rail,
14 light rail between 805 and 5 that is moderate?

15 MS. CLEMENTSON: So I think your question is a
16 really good one, and I think there probably are planners
17 here who could talk in great detail about all of these
18 projects.

19 I don't know -- Dave Schumacher, you're our
20 Transit Planner.

21 Is that anything that we've looked at or not,
22 or is there something we could look at some point in the
23 future?

24 MR. SCHUMACHER: So you're talking -- just to
25 make sure I understand -- a light rail-line along

♀

1 "Interstate 15"?

2 PUBLIC SPEAKER: Right along the 5, over by the

5-28-15 Court Reporter Discussion UTC
3 15; uh-huh.

4 MR. SCHUMACHER: Along "Interstate 5"?

5 PUBLIC SPEAKER: Just as he mentioned, right
6 down the 5 and the 15.

7 MR. SCHUMACHER: Yeah; well, the I-5 Corridor
8 we're looking to expand the Coaster service.

9 PUBLIC SPEAKER: Would that be right down over
10 Highway 5 and over 15 where the land is already owned, a
11 light rail right over that freeway?

12 MR. SCHUMACHER: Studies were looked at a long
13 time ago along Interstate 15. It was concluded that
14 light rail would not be a cost-effective investment as
15 far as Bus Rapid Transit, and I'd have to answer in more
16 detail than the question-and-answer period, but we have
17 put those in the past.

18 MS. CLEMENTSON: Okay.

19 I'm going to go up to the front, because you've
20 been waiting patiently. You've also come to three
21 meetings -- or is this your fourth?

22 PUBLIC SPEAKER: Third.

23 MS. CLEMENTSON: Third? Okay.

24 PUBLIC SPEAKER: So I just wanted to ask,
25 whether you think we have the right balance of off-peak

1 and recreational Transit, in terms of tourists generally
2 prefer rail? They have sort of rail lives.

3 And do we have the right balance there then to

5-28-15 Court Reporter Discussion UTC
4 get them between destinations, in your opinion?

5 MS. CLEMENTSON: I don't know if any of you
6 probably had a chance to look in great detail at all of
7 that.

8 But what you're asking -- let me understand
9 this, that you're asking about kind of a balance between
10 rail and bus Transit?

11 PUBLIC SPEAKER: Uh-huh; in terms of what
12 tourists prefer.

13 MS. CLEMENTSON: In terms of what tourists
14 prefer.

15 Are there any thoughts, from your perspective,
16 on what you hear that tourists prefer?

17 MR. TERZI: I -- we are not an easy city, first
18 of all, where tourists can use public transportation.
19 We're just not.

20 PUBLIC SPEAKER: (Inaudible.)

21 MR. TERZI: Well -- and do we have it? Yeah.
22 Is it easy to understand? No. There are a lot of
23 connections. It's not one. It's not a subway that you
24 can take a subway anywhere, you get off and you go to
25 where you're going. So there are connection between, you

1 know, whether it'd be the Coaster or the Trolley and then
2 the bus and then, you know, another bus.

3 So it's a very difficult thing for somebody
4 that doesn't know the community and is trying to get

5-28-15 Court Reporter Discussion UTC
5 somewhere, it's not easy. So I just think that we have a
6 lot of opportunity to be more friendly, and maybe part of
7 it is communication and maybe part of it is detailing for
8 people, "here's how you interact with our community from
9 a public transportation standpoint."

10 We have a lot of work to do.

11 MS. CLEMENTSON: I think we'll take a couple
12 more questions for the Panel, and then we will break so
13 you can ask your more detailed questions with Staff.

14 So we'll take this question and if there's
15 another one, we're happy to take that and then we'll
16 see --

17 PUBLIC SPEAKER: What's going to be done to
18 better coordinate the land use and Transit transportation
19 decision? Because I've seen a couple of instances lately
20 on issues where you can clearly see land use and
21 transportation that are not being coordinated, like you
22 see the Trolleys have been going through industrial areas
23 and single-family houses.

24 And actually the City's like saying, "we want
25 to leave this industrial because of --" "that's what the

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1 industrial landowners want."

2 And then you have, on the other hand, we have
3 one Paseo where there's not even a single bus route going
4 anywhere near there and -- yeah, I just wonder that -- I
5 think there needs to be more planning so that Transit

6 serves the density and the density is served by Transit,
7 rather than Transit running through industrial areas and
8 big density where there's no transit.

9 MS. CLEMENTSON: Good point.

10 I think, you know, the timing, too, when things
11 happen is really, really critical. So ...

12 MS. BRAGADO: It's certainly our objective to
13 do good coordinated land use and transportation planning
14 and Transit planning. Some of the examples you cited
15 with Transit lines going through industrial areas,
16 sometimes that's because that's where right-of-way
17 existed and so, you know, there's some portions that
18 don't have a high-density potential but some do, so it's
19 kind of trying to balance those things.

20 We do value our industrial lands because
21 they're big job generators. So again, it's kind of
22 looking at the system as a whole and where you can get
23 the most effectiveness in terms of meeting these goals
24 for economic prosperity for housing as well as for
25 mobility.

‡

1 MS. CLEMENTSON: Is there another question?

2 Okay, we'll take these two questions, and to
3 wrap it up, if each of you want to say a few remarks I'll
4 provide you that opportunity.

5 PUBLIC SPEAKER: Hi, my name is Allison Barton,
6 and I'm a member of the University City Planning Group

5-28-15 Court Reporter Discussion UTC
7 here that meets here monthly.

8 I heard some comments in the room this evening
9 regarding the "Regents Road Bridge," and I know that it's
10 contentious. I think it's worth mentioning that.

11 So I represent the area of La Jolla Colony in
12 UTC. The feedback I receive, is that everybody is very
13 happy that that Regents Road Bridge has been removed in
14 the plan. Regents Road does sit on --

15 PUBLIC SPEAKER: No. No.

16 MS. CLEMENTSON: Okay, I think this is not the
17 right time for our meeting, everything was going well.

18 PUBLIC SPEAKER: All right; yes, I will see.

19 So I think it's worth noting, that a lot of
20 people in my group are happy with it and that Regents
21 Road does sit on a very large elementary school, Doyle,
22 which has over 800 students.

23 So while you had mentioned that you were
24 looking at areas to help it so more people can walk to
25 school, I feel personally this is not a UCPG, that by

1 keeping the open space open in Rose Canyon and not
2 building more bridges around the school, that will
3 incentivize more people to walk to the local schools.

4 MS. CLEMENTSON: Coming over for the last
5 comment.

6 PUBLIC SPEAKER: So that's still crazy.

7 But you guys had mentioned a little bit about

8 safe routes to school and safe routes to Transit. I
9 assume that's like maybe widening bike paths on the side
10 of the roads, things like that, but you've also mentioned
11 first mile and last mile and I was wondering if that's --
12 that's something that really more concerns me if I'm
13 working up in like Carlsbad and taking the first mile to
14 even get to a Transit -- or at least it's pretty much
15 nonexistent.

16 And I know like in cities like Boston you have,
17 you know, parking structures where there's mass Transit.
18 We have little strips of asphalt where, you know, some
19 cars can park.

20 Is there more plan to, you know, build-up when
21 there is a mass-transit area? Like even UTC, is the
22 parking going to be sufficient here to accommodate that
23 future growth?

24 MS. CLEMENTSON: So I think you're asking a
25 couple of really good questions, and maybe part of what's

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1 in the plan we can address with you.

2 But just safe routes to Transit in general, I
3 think that's something that definitely has been generally
4 incorporated into the plan, but certainly is something
5 that I know is important to all of you.

6 Any comments?

7 I think you did ask the question:

8 What does that mean? What does "safe routes

5-28-15 Court Reporter Discussion UTC
9 Transit" mean?

10 MS. FERRIER: I can speak to that.

11 Safe routes to schools is -- I will highlight
12 two things, although it's actually a really robust
13 program, but part of it is just making the existing roads
14 safer for walking or for biking.

15 And so, you know, that can be different kinds
16 of crosswalks. It can be different kinds of things, that
17 you might slow vehicles in certain areas just to make it
18 safer so that if a kid, you know, recognizing that there
19 are more kids in certain areas around the school to make
20 it safer for them and their family.

21 But then there's also another component, and
22 this is partly what SANDAG has funds to encourage, and
23 that's education. So education to families and to
24 students about how to be safe on their bikes, how to be
25 safe walking and then encouraging them to walk, bike

SANDAG WORKSHOP - SAN DIEGO FORWARD

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1 home for academic performance reasons, those kinds of
2 things.

3 MS. CLEMENTSON: Okay.

4 If each of you want to make some closing
5 remarks, that's fine. You don't have to.

6 MR. TERZI: Sure.

7 I don't see tourism driving this. I think
8 tourism is a component of what happens, but I think it's
9 great to see planning processes.

10 When I looked at that, I saw that first chart
11 last time it was presented in 1999, and you look at what
12 was anticipated to happen and what is now planned on
13 happening, it's dramatically different.

14 And so, I guess if you talk about "Well, why
15 did this happen? Why did that happen"? You're planning
16 these things years-and-years in advance, and things have
17 changed dramatically.

18 So I think planning process is important, but a
19 planning process of 20 years is great, but ten years from
20 now it might be totally different than it is now. So I
21 think flexibility and the ability to, you know, continue
22 to dialog on what makes sense based on the current
23 condition of the new projected future is really
24 critically important. I applaud, you know, these guys
25 for having the opportunity to talk about it and for, you

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1 know, listening. Not everyone is going to get what they
2 want. I love a lot of things that would help my job
3 easier but it wouldn't help a lot of people in the
4 community.

5 So we just want to be part of making sure that
6 the industry that we support, is considered when
7 decisions are made and the other part of that is really
8 critically important, is 173,000 employees in the
9 industry primarily rely on public transportation to get
10 to the centers where they work.

11 MS. BRAGADO: So I think I'll close with sort
12 of a recognition that I think is obvious, just by the
13 questions you've all asked.

14 But, you know, it's easy to come up with really
15 good policies and ideas, but it's difficult to implement
16 them because real life gets complicated.

17 So, you know, on paper it sounds great to, you
18 know, to have reduced congestion or to help people get
19 around, but then it's like trying to prioritize that with
20 Transit or the idea of crossing canyons with bridges to
21 help interconnectivity.

22 But then, you have the issue with the open
23 space. So there's always these give-and-takes of all of
24 our policy initiatives. So I think a lot of it is going
25 to be about balancing multiple goals and trying to get

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1 the best result that you can.

2 And I think we also need to be flexible with
3 implementation that sometimes, you know, you have to take
4 things incrementally; you have to build good examples and
5 do something right and then do something somewhere else
6 that maybe pushes the boundaries a little bit more to get
7 people used to ideas, to show that things can work and to
8 really respect people's opinions because we're not
9 looking at, you know, cookie-cutter solutions. Not every
10 Transit stop has to look the same. Not every Transit
11 stop is high density. Not every Transit stop is an

12 5-28-15 Court Reporter Discussion UTC
employment center.

13 There's a role for different places and
14 different types of development and different facilities
15 throughout the region.

16 MS. FERRIER: Great; that's great. Two great
17 comments.

18 And I would just agree with that because it is
19 a very difficult balancing act, lots of trade-offs at the
20 community level, at the regional level.

21 One thing that I was thinking about that's just
22 an overarching concern, and this really gets to, I think,
23 what Nancy said about just keeping on trying different
24 alternatives, but SANDAG, as part of its planning
25 process produces performance measures which means they

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1 Look at how, you know, based on all this stuff, all the
2 money we're spending, all the routes that we need
3 projected -- or that we're planning, you know, how --
4 what kind of difference is that going to make? And on
5 the Transit side, if -- and after billions of dollars, by
6 2050, if on -- the investments are only going to yield
7 two percent to three percent more transit ridership in
8 this region.

9 We just heard Nancy say that, you know, they
10 actually have a local plan that projects they want 50
11 percent -- well, actually, it's only 25 percent of
12 commute trips to be by Transit. So there's a big gap

5-28-15 Court Reporter Discussion UTC
13 there. And certainly our region is very diverse.

14 And I know that the modeling capacity, just
15 looking at no trips from Poway versus urban San Diego,
16 are very different, and I know SANDAG is working on some
17 corridor analysis.

18 But, you know, I think -- or we think at, I
19 guess it's Circulate, that this very small change in
20 Transit ridership is really the result of the need to
21 better coordinate land use and Transit, but also to
22 really focus more on Transit and not widening the roads.

23 And so, widening roads can be a strategy that's
24 part of our vote, you know, what voters approved, but
25 we'd really like to see those Transit projects moved up

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1 so that we can get more bang for the buck, so to speak.

2 And especially for people who depend on our
3 Transit because right now, we, you know -- and one way to
4 do that is to make Transit more timely.

5 So I don't know what that magic bullet is. I
6 think it's very difficult but right now transit trips are
7 twice the time than driving alone. So as long as that's
8 the case, then we're going to keep driving. I do the
9 same thing.

10 And so, you know, trying to figure out a
11 balance to make Transit work better is really, I think,
12 an important goal to consider.

13 MS. BRAGADO: I'll just clarify one point with

5-28-15 Court Reporter Discussion UTC
14 our Climate Action Plans, the high notes we're looking
15 for is in Transit priority areas. So we're not looking
16 at city-wide, which makes it a little more feasible but
17 still a very high target to reach.

18 MS. CLEMENTSON: Okay.

19 So with that, let's thank our Panelists.

20 Thank you so much. Thank you for answering the
21 questions for us.

22 So again, I just want to remind you if you
23 wanted to make an official public comment, we have these
24 comment cards you can fill out; you can give them to any
25 one of the SANDAG staff.

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1 We have Gloria in the corner to type down
2 whatever it is that you want us to know, and you're also
3 invited to come to either or both of the public hearings.
4 Please do sign in with your email address if you'd like
5 to get future updates, times and meetings and where those
6 will be and when.

7 So thank you, everybody, for being here too.

8 * * *

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10 PUBLIC SPEAKER: Pedestrian bicycle bridges:

11 They are really good and can be very useful
12 when used; however, more effort and thought must go into
13 planning how they connect to something. These zig-zag
14 ramps back-and-forth to the sidewalk don't work, people

5-28-15 Court Reporter Discussion UTC
15 won't use them. They need to go into where they're
16 connected to. They need to get the easements, the
17 right-of-way to people and put the path and connect
18 something, not just zig-zag at the sidewalk; okay.

19 Trolley speeds: Right now, it is no matter how fast
20 they are going, is perceived to be very much slower than
21 it keeps going. They slow down a lot, and I understand
22 there's construction going on right now; however, even
23 when there's no construction they slow down a lot. Some
24 effort needs to be made into fixing these issues what
25 makes it slow down so much, fix it; whatever is slowing

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1 the Transit, whether it's the tracks, safety issue,
2 something else, fix it. Get rid of it so that Transit
3 can be on their way and take people where they need to
4 go. The people will ride them. Okay. Okay.

5 The trains, the tracks to Del Mar: Instead of
6 building a big giant tunnel through Del Mar to avoid the
7 bus, I'd put in one tunnel for just northbound tracks,
8 should be cheaper and easier to construct and leave the
9 southbound tracks on the bluffs. After the tunnel is
10 built and the tracks are near, you could keep the tracks
11 in there and then fix the bluffs so there's no issues
12 there, beef up the tracks, whatever you need to do along
13 the bluffs but leave the southbound train on the bluffs.

14 Part of the reason that people take the train,
15 is to see the ocean; okay.

16 The Transit tax should be increased. All these
17 people, the bike people, the pedestrians, the Transit
18 people, environmentalists who want to see more Transit are
19 complaining it's not happening fast enough, well then
20 let's increase the Transit tax half a percent and then
21 we'll build those things they want.

22 Then there are many missing roadway connections
23 in town. They need to be fixed so that people, they can
24 walk, drive, Transit, whatever, can use it to get that
25 way, instead of going around in circles to get where they

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1 want to be.

2 Stop worrying about what one little community's
3 concern is, what's better for the region, for the whole
4 City, as long as we don't -- I don't want to damage the
5 community and I think it can be mitigated, but put the
6 roads through; thank you.

7 (Whereupon SANDAG Workshop concluded.)

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1 STATE OF CALIFORNIA)
2 COUNTY OF SAN DIEGO)

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6 I, Gloria D. Mazon, C.S.R. No. 9356, hereby
7 certify, that the foregoing statements from this public
8 hearing were recorded true to the best of my ability by
9 electronic transcription, and supervised under my
10 supervision.

11

12 Dated in San Diego, California, this _____ day,
13 of _____, 2015.

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5-28-15 Court Reporter Discussion UTC
Gloria D. Mazon CSR No. 9356

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SAN DIEGO, CALIFORNIA, STATE OF CALIFORNIA
FOR THE COUNTY OF SAN DIEGO

TAKEN ON: FRIDAY, JUNE 12, 2015

TAKEN AT: 401 B STREET, 7TH FLOOR
SAN DIEGO, CALIFORNIA

REPORTED BY: ERIN HEALY

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A-P-P-E-A-R-A-N-C-E-S

6-12-15 Court Reporter Public Hearing_SANDAG

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- Jack Dale - SANDAG Chair
- Roya Golchoobian - American Public Works Association
- Theresa Andrew - San Diego County Taxpayers Association
- Melanie Nally - BLOCOM
- Clive Richards - A member of the public
- Harry Jensen - A member of the public
- Rob Hixson - Otay Mesa Planning Group
- Brad Barnum - Associated General Contractors
- Sean Karafin - San Diego Regional Chamber of Commerce
- Ted Shaw - NAICP
- JoMarie Diamond - East County Economic Development Council
- Alejandra Mier y Teran - Otay Mesa Chamber of Commerce
- Robert C. Leif - A member of the public

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1 SANDAG BOARD OF DIRECTORS PUBLIC HEARING
2 FRIDAY, JUNE 12, 2015
3 SANDAG BOARD ROOM
4 401 B STREET, SAN DIEGO, CALIFORNIA, 92101
Page 2

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10:00 a.m. - 12:00 p.m.

MR. DALE: For the record, this the time and place for the public hearing concerning the draft San Diego Forward, the Regional Plan, its Sustainable Communities Strategy, the draft air quality conformity determination, the draft Environmental Impact Report. If you wish to speak, as you know, put in a speaker slip. We invite you to tell us your name and address. A court reporter Erin, to my right here, is with us tonight -- or today.

Ladies and gentlemen, I'm sorry. I know you've been waiting a long time. I've got close to 20 speakers. I need to hold you to two minutes, I beg your pardon. And I will call two or three names in a row so we can keep as much time as listening to you, so not waiting for people to come to the podium. Our first speaker is Roya Golchoobian to be followed by Theresa Andrews.

MS. GOLCHOOBIAN: Good morning. My name is Roya Golchoobian. I am the president and life of the San Diego chapter of the American Public Works Association. I'm

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1 here today to express American Public Works support for
2 the San Diego Forward Regional Plan. We find the main
3 objectives of your plan in line with our organizations
4 mission and philosophy in such areas as identifying short-
5 and long-term transportation alternatives that cover all
6 options, including highway, transit, and pedestrian
7 facilities, identifying the strategies for sustainability

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8 of growth without jeopardizing future plans, and for
9 keeping our eye on the big picture, while accommodating
10 growth in ways that protect our quality of life. We are
11 very encouraged by your plans for creating mobility
12 choices that protect the environment while stimulating
13 economic growth for protecting -- for projection of an
14 annual increase of 53,000 new jobs in the region, for 14.4
15 billion dollars increasing our GDP, and 5.9 billion
16 dollars increase in local income, and for accommodating
17 population in housing growth while presenting 55 percent
18 of the region's open space. Thank you.

19 MR. DALE: Thank you. Theresa Andrews to be followed
20 by Melanie Nally.

21 MS. ANDREWS: Good morning. My name is Theresa
22 Andrews, and I'm the interim president and CEO of the
23 San Diego County Tax Payers Association. Few issues are
24 as inherently relevant to taxpayers as transportation and
25 infrastructure. Our board has not yet taken formal

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1 position on the San Diego Forward Plan, but we have a long
2 history of support for SANDAG transportation investment.
3 We supported the TransNet half-cent sales tax because we
4 recognize the need for investment in San Diego's
5 transportation infrastructure. The benefits of that
6 investment are now becoming evident, as we see the
7 expansion of trolley, light rail, and freeways from those
8 dollars. With our population continuing to -- continuing
9 to grow and the expected addition of about one million new
10 San Diegans over the next 35 years, it is wise to plan

11 now, to accommodate the new jobs, homes, commutes, and
12 movement -- and movement of goods and services. SANDAG
13 has put together a balanced plan of transit, road, and
14 freeway improvements, and upgrades for active
15 transportation that addresses the GHD -- GHG reduction
16 goals realistically and honestly. We will continue our
17 analysis of the plan as it moves forward in the process.
18 But at this stage, we believe it shows great promise for
19 handling San Diego's population and economic growth over
20 the next several decades. Thank you.

21 MR. DALE: Thank you. Melanie Nally to be followed by
22 Clive Richards.

23 MS. GOLCHOOBIAN: Good morning. I'm Melanie Nally
24 with BLOCOM, and we're here in support of the plan as
25 well. BLOCOM leads the advocacy efforts for the Southern

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1 California life science community with more than 650
2 members, including biotechnology and medical device
3 companies, universities, basic research institutions, and
4 support service firms. San Diego's life science cluster
5 employs 60,000 people, and supports another 158,000 jobs,
6 for a total county-wide impact of over 218,000 jobs. This
7 represents 37 -- 37 billion dollars in economic activity.
8 As an advocacy organization, we are engaged in ensuring
9 that the life science industry has every tool for success,
10 including the necessary infrastructure for the
11 transportation of employees and products. SANDAG has
12 worked closely with the public, including BLOCOM, to

13 create a balanced plan that includes both public transit
14 and highway improvements. This balance is a necessary and
15 realistic approach to transportation in our region.
16 Effective, efficient transportation systems are vital to
17 our companies, both as employers and manufacturers, and
18 will be critical to San Diego's economic future. Thank
19 you.

20 MR. DALE: Thank you. Clive to be followed by Harry
21 Jensen.

22 MR. RICHARDS: Thank you. Mr. Chairman and members of
23 the Board of Directors, my name is Clive Richards, and I'm
24 on the 79th Counsel District of the City of San Diego and
25 the 2nd supervisory district of the County of San Diego.

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1 I'm not going to take very much time on this. I'm going
2 to let you hear other people I'm sure you haven't heard
3 before, and, I'll be interested in hearing how they
4 approach this. Thank you.

5 MR. DALE: Thank you. Harry Jensen followed by Rob
6 Hixson.

7 MR. JENSEN: Hi, I'm Harry Jensen. I have a business
8 down on Morena Boulevard, native San Diegan. First 18
9 years of my life, I grew up in Linda Vista, graduated
10 Kearny, graduated San Diego State. All of that being
11 said, I'm here to ask for the cessation of all northern
12 trolley extension plans. In other words, don't build a
13 northern trolley center from Old Town to USD -- or UCSD.
14 We recommend -- the people that support me recommend that
15 you reallocate your resources to a trolley from Santa Fe

16 Station out to the airport via Harbor -- via Broadway to
17 Harbor. And I've been told that this is impossible, but
18 it's just an engineering problem. You've got elevated
19 tracks all over San Diego County. You have three rail
20 systems right now -- that between Santee, line two, and
21 South Bay, one; and you're losing -- that -- the
22 June 30th, 2014, 10-day San Diego Metropolitan Transit
23 System states that you lost -- that trolley system lost 27
24 million dollars. If you build a northern trolley
25 extension, that's probably going to add another 8 million

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1 dollars to that deficit. So -- so you're asking, okay,
2 subsidized ridership. You can build the trolley rails out
3 to the airport, and you probably -- the cost could be
4 about \$12.50. \$6.00 would be operational costs, 6 and a
5 half dollars would be to repay the bonds necessary to
6 build that. You are facing right now legal problems from
7 the Cleveland National Foundation, friends of Rosecrans,
8 Sierra, and people of the sort -- me. You also have a
9 financial problem in building, so don't build the northern
10 trolley extension.

11 MR. DALE: Thank you. Rob Hixson to be followed by
12 Brad Barnum.

13 MR. HIXSON: Good morning. My name's Rob Hixson. I'm
14 the chairperson of the Otay Mesa Planning Group and also a
15 commercial real estate broker for the last 28 years, chair
16 of the planning group for the last eight years. Nobody
17 else wants the job. We are grateful for SANDAG and the
18 Caltrans for giving us our great freeways that we now have

19 down in Otay Mesa. We are looking for future
20 transportation to -- and as you can see on page 18,
21 there's a highlight there that the future jobs will all be
22 down in Otay Mesa, and I want to bring that to your
23 attention from my commercial real estate background.
24 Right now, there is no more industrial land in the central
25 part of the city of San Diego or all city -- central part

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1 of San Diego. The remaining land is up in North County
2 and also down at the border and also some at Chula Vista.
3 So I'm very concerned about that and also the amount of
4 cost it is to improve these properties. Now, with all the
5 mitigation for this Burrowing Owl that we still think is a
6 species of interest, it's not endangered. And also this
7 new stormwater regulations that we have is quite
8 extensive. So I'm very concerned about it. Right now,
9 the commercial crossing in Otay Mesa is served by a city
10 street, so we've got trucks from all over the United
11 States and California using the city street to access the
12 border crossing. We're hopeful in the future that we're
13 going to get Otay too and have a new crossing that'll make
14 it so that these streets are easier to drive on and
15 access. We're grateful for all the stuff we've got, all
16 the transportation we got so far, and we'd like additional
17 transportation for those trucks. Thank you.

18 MR. DALE: Thank you. Brad Barnum to be followed by
19 Sean Karafin.

20 MR. BARNUM: Thank you, Mr. Board member. Brad

21 Barnum -- Brad Barnum, board member of the Associated
22 General Contractors, that are building your
23 infrastructure. We support the Regional Plan, and we ask
24 you to stay the course. I'm not sure how many of you know
25 of a Grateful Dead song called, "Truckin," and the quote

9

1 is, "What a long strange trip it's been." And I'll tell
2 you, if you were all there in 2004 when, two or three
3 weeks after the November election, Transnet won. The
4 coalition that surrounded that was incredible. And thank
5 you for helping that make that happen. Since that time,
6 you've had SD's 468, the keyhole bill. Agency attended
7 the hearing in Solana Beach in 2011 in January and
8 February. I can tell you the opposition from that bill
9 and the opponents of that up the 5 corridor was
10 incredible. You never thought that would come around, and
11 that passed. And that was a big coalition, and that was
12 needed to get you where you are at now. The culture
13 commission approval of The North Coast Corridor Project --
14 can you believe you got that through? That's a great
15 success story for everybody that was involved. Labor was
16 behind you, the business community, and the transportation
17 construction community was behind you. Now you have the
18 EIR. It sounds like you're going to be there in a few
19 weeks, and we wish you the best on that. We will be
20 behind you as you go forward. In 2004 voters wanted you
21 to have a balanced approach, and you're doing that, so we
22 ask you to continue to stay the course. Thank you.

23 MR. DALE: Thanks Brad. Sean Karafin to be followed

24 by Ted Shaw.

25 MR. KARAFIN: Thanks so much. Sean Karafin, the

10

1 Executive Director of Public Policy and Economic Research
2 at the Regional Chamber of Commerce. Thanks so much.
3 It's so important that we approach this growth that we've
4 been talking about in a thoughtful way. We need to
5 protect our environment. We obviously need to protect our
6 quality of life, and we also need to protect and allow for
7 our economy to grow with the population. The concepts
8 included in this plan, looking at accommodating more
9 compact development, multi-mobile transportation system
10 connecting housing to job centers -- these are all very
11 important things. And I don't have to tell people in this
12 room how diverse our region is and how each of our
13 communities have such unique needs. We need more fast and
14 reliable transit. We do need a broad and safe active
15 transportation network. And we need to target our
16 investments and our roads and our highways so that those
17 investments support transit service, carpools, and the
18 efficient movement of goods. And the people in this room,
19 again, know that that's code for jobs. That's how we
20 create jobs in this region. This plan directs investments
21 to keep our economy moving, creating jobs, and helping us
22 meet those greenhouse gas reduction targets that we're
23 trying so hard to do. Thank you.

24 MR. DALE: Thank you. Ted Shaw to be followed by Dana
25 Qui ttner.

1 MR. SHAW: Good morning everyone. Thank you for
2 having us. Ted Shaw with the Atlantis Group. I'm here
3 today on behalf of NAIOP San Diego. We are a commercial,
4 industrial, and office trade association. We have over
5 500 members representing tens of thousands of individual
6 employees. We support the balanced approach in the
7 San Diego Forward Plan. We believe that we need to
8 address both the current and future needs, excluding one
9 or the other is not the appropriate response. The
10 movement of goods, services, employees across this county
11 is critical to our economic health. We urge you to move
12 forward with the plan.

13 MR. DALE: Thank you. Dana to be followed by JoMarie.

14 MS. DIAMOND: Well, Dana is on a conference call, so
15 he doesn't know you were going to be so fast, sir. So --

16 MR. DALE: Jomarie, join us.

17 MS. DIAMOND: -- I'll do it then. Hello, my name is
18 Joemarie Diamond. I'm CEO of the East County Economic
19 Development Council. I've participated in the development
20 of the San Diego Forward in many ways, specifically in
21 technical working groups, public focus groups, and
22 recently was on the panel at the May 13 East County
23 meeting. In my review of the plan and also at my comments
24 on the panel, I wanted to underscore here again today how
25 critical it is to create jobs where people already live

1 and to develop the integrated transportation
2 infrastructure underneath it that allows those jobs to be
3 created. That's what we're doing in East County. We've
4 recently -- the cities of Santee and El Cajon and the
5 county of San Diego -- joined together to put the
6 first-ever-tried jurisdiction, special youth center on the
7 smart growth concept map. The intent of that center is to
8 ensure that the integrated multi-mobile transportation
9 will be what's required to produce the really good jobs
10 where people already live. That includes transit, which
11 is balanced within the plan, but it also includes the
12 ability to move goods and services. You're not going to
13 move goods produced, like Taylor Guitars on transit
14 systems. So we applaud you for having a balanced
15 approach, and thank you very much.

16 MR. DALE: Thank you. Alejandra.

17 MS. TERAN: Good morning. My name is Alejandra Mier y
18 Teran, and I'm the executive director of the Otay Mesa
19 Chamber of Commerce, and I appreciate the opportunity to
20 be here. I would like to express the chamber's full
21 support of, basically, highways, reconfiguring highways,
22 and potentially expanding them to support freight
23 management. We have a very important cross-border
24 manufacturing community in San Diego County from DJO
25 Orthopedics in Vista to Scanti Bodies in Santee, to Hunter

13

1 in San Marcos, as well as the many cross-border

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2 manufacturers in the city of San Diego, including
3 Honeywell, Kyocera. We need to support these companies
4 that are fueling our economy. We need to support highways
5 that are so important to truck, traffic, and our freight
6 management system. Thank you.

7 MR. DALE: Thank you. Our final speaker is Robert
8 Leif. Board members, Robert got a lot of time from some
9 other people, and we negotiated down to four minutes.
10 Robert?

11 MR. LEIF: I'm Robert Leif. I'm speaking about
12 southeast of San Diego needing an intermodal transit stop.
13 Because with all of these wonderful things, we got
14 nothing. We don't have any access going north. And we
15 have poor people who need jobs north -- you can see all
16 about jobs. Please read the full document I gave you
17 because I'm going to go fast. Next slide, please.

18 This will improve connectivity and access to jobs,
19 housing and services, and increased ridership. And what
20 we want to do is take the Orange Line Trolley and connect
21 it with the I-15 Bus Rapid Transit at the crossing of I-15
22 and Imperial Avenue by constructing an intermodal trolley
23 station. Next slide, please.

24 If you look on the left of the loop, right down at
25 the bottom, there's a little white arrow that you will see

14

1 is where the present station is. If you go around onto
2 Imperial, right underneath I-15, which is where it should
3 have been, if you put it together with the Bus Rapid
4 Transit, you have an intermodal connection. Next slide.

5 In order to build this, you're going to have to
6 widen the freeway because of the fact is the -- the buses
7 are in on the left-hand side, which means they're in the
8 center. You have to put a station in there, but you have
9 to be able to take the cars around so they don't hit the
10 buses. And you then put an elevator, which is the cheapest
11 form of Rapid Transit I know -- now going up and down --
12 and you -- of course, you have the stairs. Now you have
13 them connected, and the connections are phenomenal because
14 you also hit the Imperial Avenue bus, the newly planned
15 bus on 32nd Street, and you can get your passengers on the
16 Bus Rapid Transit down to downtown without even touching
17 State Road 84. Now, it doesn't say you shouldn't do it in
18 the long run, but this would get it done fast because it's
19 a one-shot, very small addition to your plan. And that
20 would allow them to get there as quickly as possible, so
21 you would maintain the ridership because they want to go
22 downtown. So they have to take an elevator. That's not
23 too much. So in other words, we're going to connect the
24 Orange Trolley Line with the I-15 BRT Imperial Bus and
25 propose the 32nd Street Rapid Bus. That is intermodal.

15

1 And you can use it at least for the time being as a
2 connection to get your people downtown who want to come
3 down from north. So we have three trolley lines that the
4 bus route and transit can connect to at America's Plaza on
5 12th and Imperial, a ride -- BRT riders can then go south
6 as far as San Ysidro, and the trolley riders to the

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7 northern part of the area, such as Escondido, Rancho
8 Bernardo, Sabre Springs, UTC, and UCSD. There are many
9 well-paying jobs. We have people with lousy jobs. They
10 can also go to school at UCSD and get into the middle
11 class and break out of poverty. So I think this will help
12 our community and everyone else. I am on the planning
13 group for Southeastern. I'm also on for City Heights and
14 a member of the CPC, but I'm speaking for myself. And
15 lastly, keep the northern trolley. I want to use it.

16 MR. DALE: Okay. Thank you very much. Members that
17 brings the end of all of our public speakers. We will now
18 declare the public hearing closed.

19

20 (Whereupon at 11:30 a.m. the hearing was concluded.)

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1 STATE OF CALIFORNIA)
2 COUNTY OF SAN DIEGO)

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8 I, Erin Healy, hereby certify, that the foregoing
9 statements from this public hearing were recorded true to
Page 15

10 the best of my ability by electronic transcription, and
11 supervised under my supervision.

12

13

14 Dated in San Diego, California, this 12th day of June,
15 2015.

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Erin Healy

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OCEANSIDE, CALIFORNIA, STATE OF CALIFORNIA
FOR THE COUNTY OF SAN DIEGO

TAKEN ON: THURSDAY, JUNE 18, 2015

TAKEN AT: 810 MISSION AVENUE
OCEANSIDE, CALIFORNIA

REPORTER: GLORIA D. MAZON
CSR NO. 9356

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A-P-P-E-A-R-A-N-C-E-S

Charles Muggs Stoll - Director of Land Use & Transportation Planning

Phil Trom - Senior Regional Planner

1 SANDAG PUBLIC HEARING, THURSDAY, JUNE 18, 2015
2 NORTH COUNTY TRANSIT DISTRICT BOARD ROOM
3 810 MISSION AVENUE, OCEANSIDE, CALIFORNIA 92054
4 11:30 p.m. - 12:01 p.m.

5 * * *

6
7 MR. STOLL: It's 11:32, so I am going to go
8 ahead and call the meeting to order, if that's okay.

9 And so, we're here for a public hearing on the
10 "San Diego Forward and Regional Plans." I'm Charles
11 Muggs Stoll. I'm the Planning Director at SANDAG and
12 I'll probably be the Hearing Officer today.

13 And so, if we start with our agenda, Item No. 1
14 on the agenda is any public comments that are not on the
15 agenda and I have one speaker for that and that's Michael
16 Bullock; you have three minutes up there.

17 Come forward.

18 (Mr. Bullock complies.)

19 MR. BULLOCK: Yes; thank you very much.

20 Good morning. My name is Mike Bullock. I live
21 here in Oceanside, just by way of identification, I am a
22 member of the, elected member of the "California
23 Democratic Party Central Committee," and also I have
24 submitted four papers that have been accepted for
25 presentation by the "Air and Waste Management

1 Association."

2 But what I want to talk about today, is
3 something that I just recently learned about and I think
4 it is important to SANDAG, and this is a resolution that
5 was adopted by the "California PTA." I didn't know the
6 PTA was organized as a statewide organization, but it is
7 and this was adopted by convention delegates on -- in May
8 15. In May of 2015, so this is very recent.

9 And the resolution says: "Climate change is a
10 children's issue ..."

11 So I think it's important that SANDAG
12 understand that this is becoming an issue in all walks of
13 life and so, the PTA -- and it was very interesting to
14 hear how this came about. It actually took two years
15 when they brought this resolution. The first year it was
16 not successful and had to go back and get more local
17 support.

18 However, when they finally got it on the floor
19 of the convention it was nearly unanimous. There were a
20 few no votes in Orange County, so they didn't think that
21 climate change is a children's issue.

22 There's four whereas's, and I just want to
23 state the fourth one, which I think is the most
24 important. It says, "The Greenhouse Gases emitted into
25 the atmosphere will accumulate over the coming decades

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1 and will profoundly impact today's children as adults and
Page 4

2 future generations ..."

3 And then, they resolve and what I really like
4 about this is there's one, two, three, four, five, six
5 resolves and they're all very good and they start with
6 the education and the education even needs to be of
7 parents and I think that's important.

8 But I'll just end with the fourth one down,
9 which I like and this first phrase is used over and over
10 again.

11 It is that, "The California state PTA, it's
12 unit councils and District; districts urge school
13 districts to serve as role models for practices that
14 promote energy conservation, alternative energy
15 sources --" this is what I like -- "reducing dependency
16 on automobile travel and encouraging sustainable
17 practices.

18 So I just thought you might be interested in
19 that. I think it does impact on SANDAG's work; thank you
20 very much.

21 MR. STOLL: Thank you.

22 I have another request to speak under public
23 nonagenda comment.

24 Joseph Nevins; is that correct?

25 MR. NEVINS: Correct.

♀

1 MR. STOLL: Thank you.

2 MR. NEVINS: Okay; good morning.
Page 5

3 MR. STOLL: Good morning.
4 MR. NEVINS: I'm assuming this is about the I-5
5 and 78 expansion?
6 MR. STOLL: Well I'll tell you what, that is
7 part of our, this is a public hearing on our overall
8 Regional Plan of which I-5 is part of --
9 MR. NEVINS: Okay.
10 So I'm going to address that now more
11 specifically, then the rest of the regional plan right
12 now.
13 MR. STOLL: Okay.
14 MR. NEVINS: But anyway, my concerns are, the
15 Regional Plan incorporates --
16 MR. STOLL: Okay; hold on one second.
17 If you want to talk about the Regional Plan and
18 I-5, what I would suggest is that you put that under
19 "Item 2," which is the actual public hearing where we
20 take the comments and put it on the record --
21 MR. NEVINS: Okay.
22 MR. STOLL: -- so, just I understand --
23 MR. NEVINS: Okay; no problem.
24 MR. STOLL: -- the confusion, so we'll do that.
25 I'll call you up first on that.

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1 Those were all the nonagenda comments that we
2 received for the meeting, so we'll move on to Item No. 2.
3 This is the time and place set for a public
Page 6

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4 hearing concerning the Draft San Diego Forward, the
5 Regional Plan. It's Sustainable Community Strategy. The
6 Draft Air Quality Conformity Determination and the Draft
7 Environmental Impact Report.

8 Just a reminder, if you wish to speak, please
9 complete a speaker slip and place it, or you can bring it
10 right up to our Clerk, Tessa here and then as we go
11 through, I'll call your name.

12 And when called, we appreciate if you state
13 your name and address for the record and limit your
14 comment to three minutes; court reporter is here and will
15 be recording all of your comments today with Gloria.

16 The Staff will compile and respond to your
17 comments and the comments and responses will be provided
18 to the Board of Directors before the Regional Plan, NCIR
19 are finalized.

20 So before we start calling the speakers, Phil
21 Trom, our Project Manager is going to give just a brief
22 overview before we get things started and then we'll
23 start calling folks up; okay.

24 (Brief pause for presentation.)

25 (Off the record.)

SANDAG PUBLIC HEARING - DRAFT SAN DIEGO FORWARD 7

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1 (Back on the record.)

2 I will now start the public hearing.

3 And the first speaker I have is Joseph Nevins.

4 This way it'll get on the record and have it all taken
Page 7

5 care of.

6 MR. NEVINS: Okay; thank you.

7 Josph Nevins 1724 Broadway, Oceanside,
8 California; all right.

9 Now, basically I'm going to address primarily
10 the 78 flyover issue and the I-5 expansion, you know, I'm
11 well aware of the stated goals that Caltrans is
12 undertaken to achieve concerning vehicle miles reduction,
13 air quality, et cetera, et cetera and also that SANDAG is
14 undertaken similar goals and yet, we see this project is
15 in direct conflict and contradictory goals.

16 Now, not only is the project contradictory to
17 the stated goals and objectives of both SANDAG and
18 Caltrans, but having lost in court twice, the agencies
19 are continuing to press on and continue in a manner where
20 they assume the public is going to finally accept it,
21 where they assume, it seems by their presentations that
22 they've already committed to this project, even though
23 they've lost twice in court and it's contrary and in
24 direct conflict of the stated goals in both department
25 and organization.

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1 So what I'd like SANDAG and the member cities
2 to do, is request from Attorney General Harris, an
3 investigation into whether or not there may be some
4 conflict of interest among staff and potential
5 contractors or Members of the Board or Directors and in
Page 8

6 particular, District 11, seems to be an outlier and not
7 in compliance with Caltrans's overall goals and the other
8 projects that are going out throughout the State.

9 And so, I urge the Members of SANDAG to request
10 an investigation by the State Attorney General into
11 whether or not there may be corruption; corrupt practices
12 or illegal conflicts of interest.

13 MR. STOLL: Thank you.

14 So the next speaker is Bob Spencer.

15 MR. SPENCER: Hi, Bob Spencer, 1202 North
16 Pacific Street, Oceanside, California. Thank you very
17 much for hosting the comments.

18 I'm a little chagrined. I don't think you did
19 quite the job in publicizing the meeting. I got it last
20 minute from a City Council Member in Oceanside and it
21 just zipped over, so anyway in any event, I appreciate
22 the meeting. I don't know that the general public heard
23 about it in quite the manner that I thought it might be,
24 just that aside. I want to talk a little less about
25 specifics and more about globalizing the project.

1 I understand the -- I'm going to do a
2 rudimentary cost benefit analysis of it -- I understand
3 the major benefit is to alleviate traffic down the I-5
4 corridor, make things a little faster. I don't know if
5 all of the cost have been calculated in this global, you
6 know, laudable goal.

7 All of the data that I've seen, it's going to
8 take a long time for this project to be completed. It's
9 a major project; you're going to be doing it in small
10 segments.

11 So the data -- I might be misinformed, but I
12 think it was like, 25 or 30 years it was going to take to
13 accomplish this. During those 25 or 30 years, you're
14 actually going to slow up traffic when you build
15 traffic -- I mean, anybody can see when they did I-15,
16 when they did the 210, when they built freeways, you have
17 to work on it; when you work on it, you have to lessen
18 the traffic, so that has to be into the cost benefit
19 equation.

20 All of the traffic delays for the next 30
21 years, if you make them through the court system and
22 break ground and start, then once you get this project
23 made, assuming it does, I don't think it's going to
24 happen but it may, I will agree it's -- there's a good
25 chance that you could alleviate traffic for maybe a

♀

1 long-term, for sure a short-term.

2 However, if -- we just need to look at history.
3 If you look at our neighbors to the north, Los Angeles
4 has tried to build their way out of freeway problems.
5 They haven't added lanes. They've added all freeway
6 systems and it's made the congestion worse. People that
7 were, that were sharing rides, finding other ways to

8 travel have gotten back on the freeways. I think that
9 it's very shortsighted and if we take into the account --
10 I know I'm just slightly over time -- I'll sum up.

11 If we take into account, that the new drivers
12 coming on and also, in 30 years who's to say what
13 transportation is going to be jetpacks, more busing, more
14 things.

15 Do we even know the internal combustion engine
16 is going to be moving people at that rate?

17 I appreciate the little extra time I got and I
18 appreciate the hearing.

19 MR. STOLL: Okay; thank you.

20 Okay. Our next speaker is Jack Shu.

21 Good morning, Jack.

22 MR. SHU: Good morning.

23 Thank you, Muggs, and SANDAG Staff for coming
24 up here. I guess I have up here as well.

25 I have a few points to make. One is kind of

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1 curious how these two hearings, both last Friday and
2 today came about. It'd be interesting to know, perhaps
3 there's some other information you can give me later as
4 what brought about these two hearings, because they seem
5 like it was their last minute item.

6 But I wanted to comment, the bid on the
7 general -- the Regional Transportation Plan -- it is very
8 interesting that when one looks at the actual projects

9 laid out in the plan, that we have actually the same
10 number of road and highway projects as in the previous
11 RTP.

12 In fact, the total cost of them presumed due to
13 inflation or other reasons, we're going to be spending
14 more money on freeways and roads than the last Regional
15 Transportation Plan had called for, even though the
16 public meetings I've attended for the past three years
17 all call for additional Transit development, rather than
18 road development.

19 The other point that is very curious and I hope
20 SANDAG Staff can clarify, is how it's going to achieve
21 it's Greenhouse Gas Emission goals to meet the, I guess,
22 voters that have been put out as well as legislation.

23 So I was curious how those can be achieved when
24 the previous one three years ago was not achieving those
25 goals into 2050 and all of a sudden, there's a thought

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1 that they can.

2 And if it is through lower emission vehicles
3 and nonemission vehicles, how they model that. How did
4 you come about this idea that 75 percent of our vehicles
5 by 2050 would be not emitting any clues at all?

6 So that to me is kind of a curious calculation.
7 If I can get some clarification or information on how
8 SANDAG modeled that, that would be very good.

9 I think it's something that is necessary in a
Page 12

10 EIR; thank you.
11 MR. STOLL: Thank you.
12 Our next speaker is Cindy Rocco.
13 MS. ROCCO: Yeah; one second.
14 This is all last minute, so I didn't even get
15 to prepare, but hang on a second.
16 (Brief pause.)
17 MR. STOLL: Would you prefer if we ask the next
18 person and then you can --
19 MS. ROCCO: Yeah, you know what --
20 MR. STOLL: Okay.
21 That's fine. We just want to make sure we hear
22 from you. So ...
23 MS. ROCCO: Thank you.
24 MR. STOLL: So the next speaker I have is Mike
25 Bullock.

♀

1 Mike looks prepared.
2 MR. BULLOCK: Not really.
3 MR. STOLL: Okay.
4 MR. BULLOCK: Thank you very much, Director
5 Stoll, and I appreciate the way you're running this
6 meeting up here and thank you for having the meeting up
7 here.
8 As I said earlier, I am a citizen of Oceanside
9 and I live at 1800 Mayberry Drive here in Oceanside and
10 as I said, I am an elected member of the "California

11 Democratic Party Central Committee."

12 And I have written four papers that were
13 accepted for presentation by the "Air and Waste
14 Management Association," so that's a lot of what I've
15 been doing since I retired.

16 Regarding your Regional Transportation Plan, I
17 believe that under CEQA, you need to consider negative
18 impacts, and one very important negative impact, of
19 course, is climate destabilization and what that would
20 mean and how that would come about and how that can get
21 avoided and so forth and so forth, and that's what you
22 have to do to consider it under CEQA.

23 Therefore, your Regional Transportation Plan
24 should have a clearly stated science-based climate
25 stabilizing target, and how you would achieve that

♀

1 target.

2 The Regional Transportation Plan should achieve
3 that target, or at least show how that target could be
4 achieved. Now by latest, Air and Waste Management
5 Association paper has both. It has a clearly stated
6 climate stabilizing target and it has a plan for cars and
7 light duty trucks to achieve that target. Its title is
8 "The Development of California Light Duty Vehicle
9 Requirements to Support Climate Stabilization," and
10 there's a colon because there's two categories of these
11 requirements.

12 The first is "fleet emissions rate." We really
13 need to adopt a lot of zero emission vehicles and so, in
14 the paper it shows exactly the rate at which we'll do
15 that, the percentage of new car sales that will need to
16 meet these steps and per capita driving, that's the other
17 category, and it's just one single number and it happens
18 to be 32 percent reduction in per capita driving with
19 respect to year 2005.

20 And my target is 2030, that's the target share
21 and it is 80 percent below 1990 levels; certainly that
22 should ring a bell if anyone is at all interested in
23 climate, because that is the point if the worlds vision
24 average that, that we will cap the atmospheric CO2, so
25 that's the first step.

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1 And many riders have been talking about the
2 decarbonization by 2030. It will have to do and minus
3 more lenient than that, it still allows 20 percent, but
4 the paper also shows clearly how you would achieve this.

5 And, first of all, you stop expanding
6 roads and you reallocate Transnet money that's been
7 allocated to highways to Transit why we would so call,
8 break a promise to the voters because we have a crises.
9 A life and death situation.

10 And that's why we should certainly have a super
11 majority to do that and stop expanding highways and spend
12 all of that money on Transit, mainly because we need to

13 reduce driving so much, we don't need the additional
14 capacity.

15 The other thing we need to do, is we need to
16 improve the way we pay for car parking and roads.

17 And I'll submit detail on that and you've seen
18 details on that over the years.

19 So thank you very much.

20 MR. STOLL: Thank you. Okay.

21 Cindy, you're the last speaker slip I have
22 left.

23 MS. ROCCO: Okay.

24 MR. STOLL: Okay.

25 MS. ROCCO: Sorry about that. It was actually

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♀

1 in there.

2 I'm Cindy Rocco. I live on Alvarado Street in
3 South Cal and I did present this to City Council, but
4 this primarily has to do with the interchange and the
5 widening, and I think my main concern is the environment.

6 One of the things is with the lagoons. I have
7 several documents. I'm not sure where the reference
8 point is, but the other lagoons along six or five others,
9 they are actually getting a lot of mitigation from bike
10 paths, pedestrians. They're getting restoration efforts.
11 They're getting a lot of wetland for the production, et
12 cetera.

13 But from what I saw for our point of vista
Page 16

14 alone, was I think it was kind of handed off to -- I'm
15 not sure if it's somebody took over and it's a
16 restoration and they're trying to decide fresh water or
17 whatever, but there's no -- it doesn't seem to be any
18 other accountability or umbrella there.

19 And then, I also read -- oh, by the way,
20 Caltrans said that they didn't have any plans for
21 mitigations or anything, as if they didn't know what I
22 was talking about two weeks ago.

23 And then, for us the money funds go to the
24 other lagoons, so we don't get the money towards
25 allocation towards ours. I'm not sure whose budget that

SANDAG PUBLIC HEARING - DRAFT SAN DIEGO FORWARD 17

♀

1 is and, you know, we already -- it's going to be a wet --
2 filled up or wetland in 50 years; okay. We already gave
3 half away from the mall. I think it has more diversity
4 in birds and animals, et cetera, et cetera, and tying in
5 to -- so I would want to have more consideration for our
6 water bodies because even Loma Alta Creek got
7 contaminated or whatever with the railroad, et cetera.

8 The other thing is, when they build now -- a
9 fellow said, "You can't look at 100 years," but we can
10 project things how things are going, and when they build
11 now, they should build the bridges for the train three-
12 wide.

13 In anticipation he said, "Well --" the Mayor
14 said, "Well we're having enough trouble getting two, but

15 anticipate."

16 And then also with the 5, no matter how wide
17 you make it, make it higher because the sea level
18 projections, I think with floodplains, et cetera, wave
19 height, it's going to come up five feet.

20 And I was reading where they said, "Oh, Well,
21 we'll do jacks. It can be remedied through jacks and
22 shins," but why would we do that if we know now what's
23 going to happen?

24 And -- what was I going say? Hang on. Oh,
25 wait. I have to sum up; okay.

SANDAG PUBLIC HEARING - DRAFT SAN DIEGO FORWARD 18

♀

1 Oh, so what you ended up doing is, disturbing
2 the lagoon again and again and again and it was like the
3 first ecological reserve. It was supposed to be a State
4 Park, but there's a lot of history to that lagoon.

5 And my thought was, because of financial issues like
6 the corridor up in Orange County ended up like, doubling
7 their budget once they started getting -- started -- so
8 if you look at present dollars, future value of the
9 present dollars, it's going to actually be a better
10 return in payoff in the long run if you prepare now.

11 And, um -- okay, you know, just based on bonds
12 and et cetera. I mean, you're going to end up paying a
13 lot more now and we're going to take on and it's sort of
14 like being the stewards for the future.

15 I have a lot more stuff, but that was just my

16 basic feedback.

17 MR. STOLL: Okay; thank you.

18 MS. ROCCO: Oh, and maybe a diamond --

19 divergent diamond; just the other idea.

20 MR. STOLL: Okay. All right.

21 Well thank you for the comments, the public
22 hearing. I don't have any other speaker slips.

23 If anybody else wants to fill one out, if not,
24 I'm going to go ahead and close the public hearing.

25 I just remind all of you and Cindy in

SANDAG PUBLIC HEARING - DRAFT SAN DIEGO FORWARD 19

♀

1 particular at the end, you know, we're taking written
2 comments through July 15, so there's still plenty of
3 opportunity for you to get any other comments that you
4 have on the record for that.

5 (Whereupon the Public Hearing concluded at
6 12:01 p.m.)

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♀

1 STATE OF CALIFORNIA)
2 COUNTY OF SAN DIEGO)

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4
5

6 I, Gloria D. Mazon, C.S.R. No. 9356, hereby
7 certify, that the foregoing statements from this public
8 hearing were recorded true to the best of my ability by
9 electronic transcription, and supervised under my
10 supervision.

11

12 Dated in San Diego, California, this _____ day,
13 of _____, 2015.

14
15
16
17

6-18-15 Court Reporter Public Hearing_NCTD

Gloria D. Mazon CSR No. 9356

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SANDAG PUBLIC HEARING - DRAFT SAN DIEGO FORWARD 21

A-DA Summary Report 2013
SANDAG 2050 Regional Plan
Survey Responses

Background

Between February 2013 and September 2013 Able-Disabled Advocacy conducted outreach and collected surveys from persons living with disabilities seeking input for the Regional Plan. Two survey instruments were distributed and a total of 43 surveys were collected. This report provides a summary of comments and brief analysis of the results.

Survey 1 – 20 responses

1. Do you feel that your community is supported by sufficient transportation options?

Responses: Over 50% (11) of the responses indicated No; 4 yes; and, 4 maybe with one answer irrelevant.

Comments: Comments range from it depends on the area to deficient hours of service and transportation is “not disabled friendly” based on accessibility.

2. Please identify any needs or gaps relating to transportation within your community. Are there areas in your community that are lacking connectivity? Is there a certain population that is in need of specialized transportation?

Responses: Door to door service needs improvement; timeliness and reliability; lower fares for low-income; specialized transportation for seniors, disabled, students and Veterans; gaps in service in Scripps Ranch, La Jolla, and Miramar Road; connecting downtown to other areas; need to fix roads.

3. What types of resources (shuttles, grant writing assistance, etc.) does your community need that will help to address any transportation needs and gaps?

Responses: Shuttles; more federal financing; green investment such as solar vehicles and bike rentals; more door to door service with easier to use call centers for the disabled; change agents are communities of concern with support to help healing the transportation issues; all of the above, grant writing, training, money, better planning of routes, wheelchair seating on trolleys and buses.

Comments: Although many did not answer this question there were six responses stating shuttles.

4. Are there any opportunities to coordinate and pool together existing organizations/agencies/community group’s resources to help address your communities transportation needs.

Responses: express terminals on El Cajon bridge, stop budget cuts; yes, no, City planning meetings.

Comments: The majority of responses did not answer this question and the majority that did respond were non-descriptive or non-responsive.

Analysis:

Over 50% of the responses showed that the sample of persons living with disabilities felt that their community was not supported by sufficient transportation options. Some of the consistent and resounding concerns were the need to address accessibility (not just the service itself but peripheral services such as call centers, etc.) in addition to cost and hours of service. A majority of respondents that answered question 3 supported an expansion of shuttle services.

Survey 2 – 23 responses

This survey was implemented through an on-line service. A-DA is collecting this data on-going. The attached report summarizes this survey.

Responses: A majority of the respondents felt the quality of life in San Diego was good; it was very important to, improve transportation systems, protect the environment, improve the regional economy, maintain what is in-place, and locate housing and business to reduce congestion. A majority also agreed that it was a medium priority to expand and improve bus service, avoid making cuts to transit services, support light rail, connectivity of transportation modes, maintaining equipment, reducing wait times at the border, locate multi-family housing near transit, concentrating new business near transit to reduce congestion, and improving systems for shipping. Pedestrian safety and making it easier for people to walk to places of interest, schools, and businesses and expanding maintaining and improving highways was a high priority. Telecommuting and expanding opportunities for carpooling, preserving parks and open spaces, water quality, reducing pollution, protecting wetlands, housing availability in a variety of price ranges, renewable energy, attracting business and employment was also a high priority. The majority of respondents saw improving bike lanes as a low and medium priority (this item was close to an even split but some respondents also marked it as a high priority). Other comments seem evenly split between the environment, transportation and housing as the most important issue.

Analysis:

Highway transportation issues have the highest priority rankings as well as the environment in general while other modes of transportation have a medium ranking. Pedestrian traffic was also a high concern. The lowest priority ranking was regarding bike paths. Although many persons living with disabilities use public transportation it is interesting to note the high priority of highway transportation. This may indicate a cultural paradigm of relying on cars and the overall impact of congestion in San Diego. This is an outstanding observation considering the survey target audience was persons living with disabilities. This has implications for a social equity analysis if there is an assumption that alternative transportation modes create social equity.

Linda Vista Collaborative Focus Group Responses

Location:

University of San Diego, Student Life Pavillion
5998 Alcalá Park, San Diego CA 92110

Time: 3:00-4:00pm

Date: June 19, 2013

Participants:

10 participants in all including University of San Diego Staff, University of San Diego Students, SAY San Diego Staff, Linda Vista residents.

Economic Prosperity in Linda Vista

What is your vision of a prosperous Linda Vista?

Responses:

- A good mix of businesses that serve the Linda Vista community adequately. For example, healthy food stores, less liquor stores and less fast food.
- Creating a “Merchant Association” between local Linda Vista businesses so that businesses have an outlet to communicate. Currently, the business community seems separated and individualized.
- Stronger commitment from USD to provide opportunities for Linda Vista youth to attend USD. Possibly provide scholarships for students in Linda Vista.

What do you feel are Linda Vista’s greatest challenges in terms of the economy?

Responses:

- Access to job centers and job opportunities.
- Unifying our business community.
- Access to education such as USD, SDSU and UCSD.

Healthy Communities

What can we do to encourage Linda Vista residents to use multiple transportation modes?

Responses:

- Giving bikes and helmets to children.
- Providing discounted prices on transit lines to low-income families and students.
- Education and awareness about sharing the road with pedestrians and bikers.
- More volunteers for Safe Passage to schools and parks. Increase hours into the evening.
- Creating more frequent and reliable bus lines through Linda Vista.

How do you believe our physical environment affects the health of the Linda Vista residents?

Responses:

- Graffiti in the community makes it feel unsafe for people to walk.
- Quickly moving traffic on Linda Vista Road makes it unsafe for pedestrians and bikers.
- Sidewalks are broken and blocked in certain places by poles.
- Lighting needs to improve at night for people to feel safe walking in the evening.

Mobility

What kind of transportation would you like to see in Linda Vista and the San Diego region?

Responses:

- We would like to see better and safer access for bikes.
- Transit routes going to more job centers, more frequently.

What do you feel are the biggest challenges in traveling around Linda Vista and the San Diego region?

Responses:

- Sidewalks are very narrow, unsafe and broken.
- Busses only pass once every hour going from Linda Vista to the new SAY San Diego location in Serra Mesa.
- Positive: Small busses traveling through residential areas.

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Linda Vista Vietnamese Seniors Focus Group Responses

Location:

Bayside Community Center 2202 Comstock St, San Diego, CA 92111

Time:

3:30-5pm

Date:

July 1, 2013

Participants:

9 seniors in Linda Vista. Age ranges from 64-75.

Economic Prosperity in Linda Vista

What is your vision of a prosperous Linda Vista?

Responses:

- The ability to walk in the early mornings and evenings without fear
- Cars will follow traffic rules and the roads will be safer for pedestrians
- Easier access to hospitals and social services

What do you feel are Linda Vista's greatest challenges in terms of the economy?

Responses:

- Participants say they do not know or keep up with the economy of Linda Vista.

Healthy Communities

What can we do to encourage Linda Vista residents to use multiple transportation modes?

Responses:

- Continue offering senior discount bus passes
- Ensuring a safe and clean bus/trolley
- Positive: 7/9 seniors in the group have bus passes and use them on a regular basis. Of the two who do not have passes: one drives independently, and the other has regular access to a personal vehicle

How do you believe our physical environment affects the health of the Linda Vista residents?

Responses:

- Unstable sidewalks are hazardous for seniors, especially those using assistive devices
- Lighting in certain residential areas are lacking, making it unsafe to walk at night

- Parks should be more inviting and free of people loitering
- A clean water fountain to keep people hydrated in the park

Mobility

What kind of transportation would you like to see in Linda Vista and the San Diego region?

Responses:

- Transit routes going to more hospitals, healthcare centers, UPAC, and social services centers
- More frequent buses on the weekends for certain routes

What do you feel are the biggest challenges in traveling around Linda Vista and the San Diego region?

Responses:

- Sidewalks are not senior friendly and are fall hazards
- The time one needs to wait for a bus to come, especially on the weekends, discourages traveling far
- The distance one has to travel in order to get to places of interest, such as the Social Security Administrative building, UPAC, or hospitals
- Language barriers to bus schedule and routes in Vietnamese on MTS information hotline (seniors have to rely on word of mouth to know which bus to take).

PRESENTACION DE SANDAG - ENCUESTA

1. Cuál es su principal método de transporte?
2. Cuál es el costo de este medio
3. Cuál es la principal razón por la que necesita el transporte (citas médicas, sociales, mandado, paseo, compras, etc)
4. Cuál es su principal preocupación en cuanto al transporte
5. El transporte público es accesible a usted/sus necesidades?
6. Cree usted que puede hacer todas sus actividades diarias con el método de transporte que tiene?

Algún otro comentario

SANDAG PRESENTATION – Questionnaire

1. What is your primary transportation method?
2. What is the cost of this method of transportation?
3. What is the primary reason why you need transportation (medical appts/ work/ social/ shopping, etc)
4. What is your primary concern with transportation?
5. Is public transportation accessible to you?
6. Are you able to conduct all your desired daily activities with your current transportation methods?

Any other comment?

“San Diego Forward: The Regional Plan”

City Heights Community Workshop

June 18, 2013, 6pm to 8pm

City Heights Wellness Center

4440 Wightman St., Suite 200

Outreach and facilitation by CBO Partners City Heights CDC and Mid City CAN

Notes from break-out table discussion (Facilitation questions are in *italics*):

Table Topic: LAND USE, GROWTH, HOUSING

San Diego as a region is expecting large growth. Where are we going to put all these people?

- Build out on open space in order to de-centralize the city
 - High rises create an “industrial city,” destroying any sense of beauty in the community and polluting the air and contribute to a trend of people “living on top of each other.”
 - Use vacant lots in the city for park land
- Instead of building roads out to new development, adapt public methods of transportation
 - Creates a necessity for jobs close to home
 - Improves air quality
- Build in vacant lots
 - Condos with underground parking
- Include low and moderate cost housing on new sites
 - The fee for excluding affordable housing is too low and needs to be increased
 - The percentage of affordable housing required in a new building is low
- Demolish old, dilapidated, and dangerous apartment buildings and rebuild new, affordable housing
 - Currently, most apartments east of 50th/Euclid are run down and detrimental to occupants’ health
- Build “granny flats” in back yards in order to house older people on existing space
 - Family is only required to live in one of two buildings on a given property
- Look at South Korea’s solutions to high population density
- Give NO land use authority to SANDAG

Table Topic: PUBLIC HEALTH AND HEALTHY COMMUNITIES

How can we create a healthier community?

- Increase amount of sickness prevention by increasing health screenings for preventable/treatable diseases
- Increase multi-lingual and multi-cultural education on health

- Hold companies accountable for amount of sugar, fat, and salt in food
- Have recourse about housing health codes
 - Enforce codes involving interiors of buildings to improve subpar housing
- Improve housing standards

What types of transportation projects do/don't you think promote public health?

Do

- Bike lanes
- Cleaner, safer walkability/sidewalks
- Expand boundaries of Car 2 Go
- Free and low cost transit

Don't

- Pollution caused by too many cars on the street
- HOV lanes promote private transportation and single owner vehicles
- ❖ Note: Portland has experienced growth but has not added vehicle lanes

Should public health be a standalone policy area in the regional plan, be integrated in to every policy area, or both?

- Yes, it is important and therefore should have its own category
- It is already related to all the areas in the plan, and making it its own category could limit its integration into the other categories
- It should definitely be addressed, but it is unknown whether it will be given more attention as a separate category or as a criterion

Should public health be used as one of the major criteria in prioritizing transportation projects?

- Yes, it could help prioritize healthy transportation and decrease the importance of freeways
- Public health is a very relevant part of transportation when issues like noise and pollution are taken into consideration
- The majority of people like this idea

Table Topic: TRANSPORTATION

How does transportation affect your daily life?

- Use it every day. It has improved but needs more improvement
- Get to and from appointments and grocery stores, meetings downtown
- Major transport.-walking
- The hierarchy of need- 1)walkers 2)bikers
- Freeway is developed but walking infrastructure is not

What type of transport would you like to see?

- Light rail

- Bus shelters
- Neighborhoods more connected to region, lack of connection prevents participation in civic life
- More access for wheelchair and electric wheelchair
- Better access to downtown, more regional connectivity

What are the biggest challenges in transportation?

- Learning bus routes
- San Diego is so car dependant, has huge sprawl, and destinations far from each other
- Shuttles to key destinations
- Change taxi fare system to be based on zones rather than mileage
- Free bus districts

How should we determine what/when to fund?

- Money should be distributed according to population density
- Social equity and Economic justice should get priority
- Is there a way to find out how money have been spent in the past
- We need to see how equitable the fund distribution has been
- “Communities of concern” like City Heights should get priority
- Equity assessment should be done by language, density, population
- Job density and people density, no job centers in City Heights
- Information on job density and availability needs to be factually based—not based on perception

What types of projects should be in the plan/not in plan?

- The SR 94 express lanes and HOV expansion project should NOT be in the plan
- ❖ Should be in the plan:
 - Centerline
 - Connectivity of I-15 to SR-94 by car
 - local bicycle and walking routes should be prioritized
 - more bike lanes to schools
 - projects that increase neighborhood connectivity and coordination between trucks and neighborhoods (grocery stores)

Table Topic: ECONOMIC PROSPERITY

What is a healthy economy?

- Growth does not equal prosperity
- Better neighborhoods
- Comprehensive developments
- City Heights is recovering, we have a police department but no local supermarket
- A balanced community (a little bit of everything in order to “live locally”) that serves community needs
- Fairmont east to 805, businesses still prospering because they have supportive infrastructure (wide sidewalks, etc.)

- Deciding how to use Development Impact Fees
- More pocket parks
- Rescue Mission-toxic site

What is working? What is good in City Heights?

- Lots of small businesses
- Lots of immigrant businesses
- Local strength but also connection to regional job centers

Any changes you would like to see that would improve the economy?

- Too many liquor/smoke stores
- Embrace bilingual and multicultural signage, City Heights pride, place making
- Small businesses need to employ locally
- Local hiring policies
- Need an economic base in order to hire locally
- Need to have living wage to make connection a priority
- Offer opportunities to small businesses to grow
- Need to support local businesses

Should SANDAG play a role in ensuring regional economic prosperity?

- Do government entities (school district, etc.) hire City Heights residents?
- Need more resources/information on jobs
- Need more workforce development
- Zoning for economic opportunity
- Stop investing on making it easier for people to drive in and out
- Stop subsidizing driving infrastructure
- SANDAG can support reverse ride share
- Improve tracking of infrastructure investments from neighborhood to neighborhood
- How do you measure prosperity? What's flowing in and out?
- Build affordable housing

Table Topic: SOCIAL EQUITY AND ENVIRONMENTAL JUSTICE

What do social equity and environmental justice mean to you?

- The way we want the world to be... access to jobs, opportunities to participate
- How are we measuring the success of these concepts? Parks, health services, etc.
- Equitable infrastructure conditions
- We shouldn't have to leave our community to get better jobs and education
- Connectivity for seniors and population with mobility challenges
 - Senior building was built but no supportive services or infrastructure was added to support it
 - Analyze the way development impact fees are associated with a project

- Identify a method for the community to have input on what that DIF should be used for
- Areas underserved need to have a strategy to connect to resources
- Community college or community college classes need to be offered in City Heights
- Communities of concern points need to be cumulative to give City Heights higher points because we hit on all categories that define communities of concern
- Even though City Heights may be a region of low income, social standards should be the same
 - City Heights should be prioritized (receive attention and funding) in order to bring living conditions up to par (housing and transportation)
- It means having intercultural and inter-religious involvement. The community comes together to understand each other

Should social equity and environmental justice be stand alone policy areas or be integrated into every policy area or both?

- Do both, already law. Stands to reason that social equity is required to be integrated without a standalone classification
- Coordination with community walk audits, non accessible sidewalks
- Equity assessment-we should assess how long people are living in areas, rates of asthma, etc and measure success in terms of condition improvement
- Play catch up in City Heights to accelerate progress
- The trolley system skirts City Heights. It should run through City Heights at some point because as it is, it keeps people out of good jobs in Chula Vista, Rancho Bernardo, etc.
- Look at how EIRs address the issue of social equity for guidance on how the regional plan should address this question

Should social equity/environmental justice be one of the major criteria in prioritizing projects?

- Social equity should be explicitly considered in every decision
- Can be made a criterion in the same way as the environmental impact component
- Canyons/sewers
- Mitigations for companies that create a lot of Greenhouse gas emissions or toxic runoff areas should turn into investments in infrastructure in communities like City Heights
- As the built environment improves, a mechanism needs to be put in place to prevent the displacement of people already living in City Heights

How we can ensure that SANDAG fulfills the elements of the regional plan?

- Create timeline
- Create oversight committee to keep an eye on everything being done that involves City Heights (watch dog group)
- Can't be just a committee but need to have influence/power
- Report back at a community forum
- Involve community in further decision-making

- Reorganize SANDAG with community input to make it more community friendly
- High attendance at SANDAG meetings-lots of people with a simple message
 - This holds SANDAG accountable as they vote
 - Such a high volume of people cannot be ignored
- Community must actively hold them accountable, not wait to be approached for input



International Rescue Committee Coordinated Plan Transportation Questionnaire

Participants Comments
March 2013-June 2013

The following comments were from clients who completed the questionnaire between March 2013-June 2013. An IRC staff translated assisted with the English translation. Comments in quotation marks were made specifically by the client.

Question #3a: Do you find that this cost is reasonable given your transportation needs? Why or why not?

Negative comments

- It is not reasonable because she is only able to complete the most basic errand with the amount that she is paying
- Does not have enough money for gas to do more activities with family
- “Because gas is expensive, I can’t go everywhere. I only take my kids to school, go shopping and go to other places nearby. I am unable to take my kids on trips or out on day excursions because I cannot afford this.”
- There is not enough bus stops near their house to get to where they need to go, such as the DMV
- Gas is too expensive so they cannot travel very far and to destinations outside of El Cajon
- To run all his errands, such as going shopping, taking his children to school, going to do doctors, the cost is not reasonable
- The places are too far and it takes a long time
- Gas and personal vehicle expense are too expensive
- Respondent uses car around El Cajon and uses public transportation when traveling outside of El Cajon. The client prefers to not drive on freeways.

Positive comments

- “ It cost \$150 and the cost is reasonable” *Note: the respondent did not elaborate if it was \$150 a month or a week.*
- The public transportation is fast enough and the cost is decent
- Transit fares are reasonable for the destination this specific respondent travels to
- “For the time and distance, the cost is okay.”

Question #7b: Do you think the community, in this case El Cajon, is supported by sufficient transportation options?

Comments for “No”

- For the area of El Cajon, there is not enough transportation [option] in El Cajon. It's difficult to get around.
- No, need more transportation options for community to utilize
- No. Transportation is easier in Europe than in the USA
- No. There is a weak rideshare system in El Cajon
- “ I found that the transportation option in El Cajon is not sufficient, which always makes me late.”
- No, it takes too long to get to my destination. *Note: respondent did not specify if the destination was within El Cajon or outside of the area. However, based on the question, IRC is going to assume that it is within El Cajon.*
- No, the commute is long, the wait time is long and the bus does not come often enough. Also, bus stops are not located where they are needed. *Note: respondent did not specify where a bus stop is needed.*
- “Since I do not use public transportation, I cannot speak to the overall issues related to the transit system in El Cajon. However, I think that the taxis are too expensive and based on comments from friends, I think the buses take too long.”
- “The buses and taxis are expensive. Also buses are too slow”
- “No, because I have a medical condition and using public transit is very difficult for me.”

Comments for “Yes”

- Public transportation is okay
- Yes, there are trains [trolleys], bus and taxi
- “Yes, there are.”

Question #8b: Do you think that you were able to carry out your daily activities/needs given your current primary mode of travel that you selected in Question 1A.

Comments for “No”

- No, the bus/trolley is not fast enough
- “It's hard to carry out activities on the bus and trolley. If I knew how to drive, I would be able to run my errands more frequently.”
- There needs to be more transportation options for El Cajon community to utilize
- “No, because I do not have a car.”
- “I have too many appointments but I cannot go everywhere easily.”

- For the area of El Cajon, there is not enough transportation [option] in El Cajon. It's difficult to get around.
- No, need more transportation options for community to utilize
- "Because of my medical condition and where I need to go, I am unable to carry out my daily activities. Public transportation takes too long and I also do not have enough time to travel so long on the bus."

Comments for "Yes"

- "Yes, but I depend on family and friends for rides. I have never used the bus."
- Yes, but using her car is easier than traveling by bus.
- I am only able to carry out my tasks because I have a car.
- "I am able to run my errands simply because I have a car. It would be more challenge if I did not."
- Public transportation is pretty fast in El Cajon.



August 21, 2013 Public Policy Workshop

Summary Comments

Between May and August 2013, SANDAG held a series of public workshops to engage the community and stakeholders on potential ideas and policy objectives that could be considered in the development of the regional plan. The workshop summarized below was held on August 21, 2013, at the Jacobs Center for Neighborhood Innovation in southeastern San Diego. The workshop focused on topics addressing issues of economic prosperity, borders, healthy communities, environment, climate change, energy, and mobility. The workshop contained 5 tables at which discussions were hosted by two SANDAG staff members (one serving as the facilitator and one serving as the note-taker), including one table facilitated in Spanish. The discussions at each table revolved around three focused themes listed below. Participants rotated tables three times, providing their ideas and opinions at each table they attended.

1. *Economic Prosperity/Borders (One Table)*
2. *Mobility (One Table)*
3. *Healthy Communities (One Table)*
4. *Environment/Climate Change/Energy (One Table)*
5. *All Topics in Spanish (One Table)*

The following is a list of the comments, questions, and suggestions made by community members and stakeholders who participated in the workshop, as recorded by the note-takers. Feedback is organized by the table (i.e., Healthy Communities, Table 2) and the round (1st, 2nd, and 3rd) at which it was shared.

Public comments that were submitted in writing are also included. The feedback collected at the workshop will help guide the development of the San Diego Forward: The Regional Plan.

Economic Prosperity/Borders: Table 1

Round 1 Participant Comments

1. When we think of “border” the focus is on the County border w/ Mexico.
2. We do not cross border as much as we used to because it’s too much hassle; too much traffic.
3. The border was a safer, more fun place before; we used to go to racetrack, nightclubs, shopping.
4. Violence deters people from crossing border.
5. Tijuana used to be a tourist attraction; we would take family, friends from out of town to visit.
6. Years ago, everyone wanted to go to Tijuana.
7. Tijuana/Mexico is now off limits to military.
8. Younger people cross more often than older; they don’t know fears of safety.
9. We should create check points leading up to the border crossing with special dedicated lanes, pre-checking of documentation in order to speed up crossing.
10. We need more public transportation to and from border.
11. We need more SENTRI (Secure Electronic Network for Travelers Rapid Inspection) card access and easier travel.
12. The wait time at border is an economic barrier.
13. Security and passport requirements can also be barriers.
14. A prosperous economy is when you’re not struggling.
15. There aren’t enough community residents (Blacks/African Americans in particular) working on transportation/construction projects in the community/region.
16. Our educational system is flawed and doesn’t support enough trade jobs.
17. Kids graduate high school not knowing enough about jobs, how to get by in life.
18. Schools need a new focus on simple personal budgeting techniques, innovation on basic skills.
19. Schools need more focus on apprenticeships.
20. The current welfare system needs to be improved.
21. Schools should teach self-sufficiency, earning money, skill-building.
22. The region needs to build more “social capital” or work on building more relationships with each other.
23. US/Mexico governments need more relationships with each other – more collaboration which will help economy.
24. The government/community needs to advocate more public transportation projects, workforce housing, business development.
25. The region needs more mixed-income housing.

Economic Prosperity/Borders: Table 1

Round 2 Participant Comments

26. We need to improve the Mexican crossing.
27. The process to crossing the border hasn't improved, and the wait time are too long.
28. The Artist communities on both sides of the border want to visit but it's very difficult to cross or take students.
29. Safety and Border wait times are major barriers.
30. Cultural barriers exist such as language barriers.
31. There are also borders within our region – the biggest one is the I-8, North & South.
32. There are safety issues south of I-8.
33. Southeast San Diego is still not safe.
34. There is a difference in development between North & South.
35. Communities north of the I-8 have more aesthetic amenities, better health.
36. Economic Prosperity is very slow in southeast San Diego.
37. Southeast San Diego doesn't have enough good jobs because of a lack or limited access to Golden Triangle, Sorrento Valley, and other communities with good-paying jobs.
38. Local businesses don't hire from community.
39. There are mostly minimum-wage jobs in our community.
40. It is very hard for families to survive on minimum wage jobs; families would need to work 3 minimum wage jobs just to reach the median income level.
41. There is a lack of infrastructure in Southeast San Diego.
42. We need to invest in transportation, our creeks, and roads.
43. There are often too many hurdles to development in this area; too many environmental hurdles, bureaucracy, infrastructure issues.
44. We should re-evaluate environmental, health, land-use requirements, and other hurdles in order to encourage more private investment in our neglected communities; but not completely throw all of them out.
45. Community residents (specifically Blacks/African Americans) are not being hired for local jobs
46. More high school internships are needed.
47. More technical college classes in high school are needed in order to prepare young people for jobs.
48. We need to invest more in education.
49. We need more trade schools, job training in high schools.
50. We need more summer jobs for youth.
51. We need more government, business, and community investment in our youth.
52. SANDAG should provide more money for youth jobs.

Economic Prosperity/Borders: Table 1

Round 3 Participant Comments

53. We need Rapid Transit for the US-Mexico border.
54. We need faster crossings.
55. Public Safety is a big barrier to crossing.
56. Human Trafficking a major problem.
57. We need an improved relationship with people on other side of border, and people who cross.
58. We need to allow people to cross more often.
59. We need to address Mexico's problems.
60. We need more collaboration between governments, communities.
61. The movement of people is a good thing.
62. When public officials on both sides of the border go to border region meetings, they need to report the findings/results of meeting to community in an open fashion.
63. We need to have more arts and culture exchange.
64. The Bi-national Olympics might help foster more arts and cultural exchange between San Diego & Tijuana.
65. We need more economic tourism to border region.
66. There are Baja traveling alerts due to safety.
67. Businesses need to connect between borders.
68. We need to address negative stigmas and stereotypes, such as the thought that Mexicans who cross illegally don't contribute to economy and take from it.
69. The region is segregated by community, and there are borders within.
70. We need to explore other areas of county; many residents have never been to beach, natural parks, etc.
71. SANDAG should encourage community visiting/ interchanging.
72. Businesses need to employ more local community members; local jobs for local people.
73. We need more meaningful jobs for youth, more internships/stipends.
74. PETCO Park should hire more youth.
75. Chambers of Commerce should work to get more local youth hired.
76. There is a lack of community awareness/knowledge.
77. College students are dependent on public transit and that needs to be improved.
78. There is a lack of jobs in Southeast San Diego.
79. Community residents need to start more businesses, hire more local residents; we need more entrepreneurship; more involvement with Chambers of Commerce.

Mobility: Table 2

Round 1 Participant Comments

80. When we think of mobility, we think of access around the community, pedestrians.
81. Public transit is time-consuming.
82. Public Transit runs often.
83. Traffic is high.
84. Where you live impacts your mobility decisions.
85. It is hard to get anywhere during peak periods.
86. You have to take several buses to get to one place.
87. I tried riding a bike but realized it was dangerous – bike lanes are not visible; there are not a lot of safe options going towards 32nd Street Naval Station.
88. 70% of patients from the Family Health Center take public transportation.
89. This area (Southeast) is not safe to walk in.
90. The lack of lighting keeps me from using a bike.
91. There is a lack of bicycle signage and no big notifications for bicycle riders.
92. The cost is a big mobility challenge.
93. Toll roads, bus, trolley and, buses run slow on Sundays.
94. Convenience and safety are challenges to effective mobility.
95. There can be bad experiences while taking the bus; bus drivers do not do anything to handle fighting that goes on, especially toward the back of the bus.
96. Cost is a huge challenge for those not working or on SSI (Social Security Income); the economy is a huge factor.
97. We would like to see more efficient metro system...rail is fast.
98. We would like to see SANDAG address issues of rail.
99. Buses are more flexible and easier to add routes – they are dynamic and adaptable.
100. We have a lot of hills and trucks have to be very careful around cars.
101. We need to have an express bus for kids to school, inner city kids.
102. We need more student bus passes.
103. We need better bike lanes on our major streets; it is scary and dangerous to ride bikes.
104. Bumps on Market & Euclid have popped tires on bikes.
105. To determine which projects get funding we have to support projects that support existing communities.
106. To address safety issues, engage stakeholders from start to finish.
107. In communities where projects will be built, the residents should be involved so they feel their input is valuable and they have to be involved from beginning to end.
108. We spend too much on cosmetic fixes as opposed to changing the land use.
109. As a community, stop putting jobs where people are not; put jobs where people are.
110. We need to support job centers, not housing projects in North County.

- 111. We need to support projects that directly support the people in the community.
- 112. We need to have more voices and more grass-roots outreach, promote door-to-door, and go to trolley locations or schools where people are.

Mobility: Table 2

Round 2 Participant Comments

- 113. When we hear Mobility, we think of buses, moving around, bikes, cars, electric cars, and walking.
- 114. I'm retired, so I can avoid traffic.
- 115. It's important to manage your time when traveling in the San Diego region.
- 116. Prices keep going up on bus/trolley.
- 117. To find transportation information, we use 511, Google transit, City sign closures, and non-profit groups send info.
- 118. We need more highway development.
- 119. We need more flexible bus routes.
- 120. Monthly passes for trolley and bus are expensive; youth passes are also expensive.
- 121. There is not enough trees, too many shrubs.
- 122. Poor transportation affects family life – less time w/ family.
- 123. It is hard to use transportation in Southeast San Diego, especially if you do not live on the bus route.
- 124. It's nearly impossible to shop when you can't walk with all your groceries.
- 125. Current transportation system does not meet our needs.
- 126. If we want to make it more walkable, make more destinations to walk.
- 127. Streets are dark, and there are not enough sidewalks in the community.
- 128. Olivera and Euclid is a pretty area in the community, but still dark and hard to walk.
- 129. Bikes are hard to see.
- 130. Many of us have almost hit people on bikes in our cars.
- 131. There should be a program that pays for reflective jackets for bike riders.
- 132. We should get more reports from SANDAG to keep issues in people's minds.
- 133. If more people knew about transportation was available, they would be more likely to take it.

Mobility: Table 2

Round 3 Participant Comments

- 134. For this workshop, I'm interested in having a healthy community, people having access to jobs, safe routes to school, access to health care, and improved pedestrian access.
- 135. When we hear the word mobility, we think of safety, economic mobility, transportation, people's economic status improving, motorized wheelchairs.

136. SANDAG should focus on sustainability and be an advocate on change.
137. We need to create an enterprise zone.
138. We should look at quality of life indicator, not always the cost when making transportation decisions.
139. There is not enough info (about routes, transit options) at bus stops.
140. More information exchange would be helpful (texts).
141. We need more awareness, more campaigns promoting public transportation.
142. We need to increase the use of google maps, facebook, posting info at grocery stores, and traffic reports.
143. UCSD provides vans & takes employees to work (carpool).
144. It is amazing how a bridge can be taken down in 18 hours to put in ramps; costs less money to do it quicker.
145. If people know which freeways are packed in the morning and evening, they can determine how to prioritize which route to take.
146. We need greater coordination between business community and government agencies.
147. All we talk about is spending billions to create freeways instead of mobility culture.
148. We need to spend more money on bus drivers.
149. Everyone's kids now get a car at 16.
150. If the experience of riding the trolley is improved more people might want to use it (example: trolley to downtown).
151. Sidewalks in Southeast SD are dangerous.
152. We need more senior transportation.
153. More door-to-door transportation options, sharing plans.
154. The only time we have those discussion is when a freeway closes (temporarily) that forces people to think about their travel plans and the transportation options available to them.
155. We just move (drive) wherever we like instead of thinking of the impacts of driving "mobility" (public transportation).
156. We are never going to get to a point where we have a solution for the masses because we love our vehicles.
157. After 3:30pm, Freeway congestion is horrible in this community.
158. The 94 Freeway is often backed up.
159. Interchanges are a challenge.
160. Other freeways have major challenges.
161. Every day there is a war with cars, especially if you are a pedestrian; we need to coexist peacefully.
162. Bikes act like they are cars; they are not respectful of each other's space.
163. SANDAG needs to commit to creating a mass transportation culture.
164. Our culture is about freeways, and not investing in mass transit like buses.
165. Buses should run frequently, so you can catch a bus and go to a job up north and make it on time.
166. All jobs are in Sorrento Valley – tech jobs, hotel jobs, etc.

Healthy Communities: Table 3

Round 1 Participant Comments

167. SANDAG should create more mixed use, walkable communities, and destinations for people to walk to.
168. To encourage walking, SANDAG can add sidewalks, plant trees, and incentivize healthy grocery stores to create businesses in low-income communities.
169. SANDAG should form more collaborative efforts with other organizations to improve air quality within the Region
170. Organizations that promote better health and safety.
171. SANDAG should support community activism by using its influence to help build and repair infrastructure.
172. SANDAG should fund community development/training to educate residents on getting involved with the public process.
173. By employing community residents, money is being circulated back into the Region.
174. Southeast San Diego lacks access and mobility to critical locations like grocery stores and medical facilities.
175. There are not enough healthy food options within the community.
176. We need a Trader Joe's and other types of health food stores in the 4th district.
177. There should be equity in grocery store options throughout the region.
178. A current health challenge in Southeast San Diego is a diminishing school focus on healthy eating and gardening.
179. Safety within schools must be addressed.
180. Project Safeway is a former program which ensured the safety of children commuting to and from school, but was cut due to budget cuts.
181. We need more programs that promote well-being and they should be self-sustaining.
182. There is a lack of community involvement.
183. Residents don't know their own neighbors
184. More publicity is needed to get communities together to jointly improve health.
185. We should incentivize communities to garden and rewarding members/businesses who practice sustainability.
186. We should promote active transportation, walking and biking to get to places.
187. In healthy communities, people have the ability and opportunity to access healthy grocery stores, medical care, and hiking trails.
188. Healthy communities are close-knit, and provide a safe environment.
189. We need to promote community engagement to bond families and neighbors together.
190. We need marketing strategies to bring awareness about convenient mobility options and encourage sustainability.
191. Farmers markets have a positive economic impact in the community and we should promote them more.

Healthy Communities: Table 3

Round 2 Participant Comments

192. Healthy Communities have the accessibility to healthy produce.
193. Healthy communities are safe, as neighbors know each other and are involved in community activities.
194. To establish and create healthy communities, there must be a focus on kids, health education programs regarding sanitation and healthy eating.
195. There is lack of pedestrian-friendly areas in South East San Diego.
196. We need to invest more in infrastructure projects, such as wider sidewalks.
197. There is a lack of engagement of the citizens and they are important to get input to guide their communities.
198. We need to create more community gathering spaces.
199. We need more plots of land designated for community gardens and playgrounds.
200. Funds should be allocated for maintenance of trails for running and walking.
201. We should promote activities to get the community out and to exercise.
202. The younger generations should be trained to get more involved and invested in their communities.
203. SANDAG should serve as an information broker and provide information to share with the public.
204. SANDAG should keep the concerns of its citizens at the forefront, and make the website user-friendly.
205. SANDAG should address the homeless population by using federal money to provide the homeless with housing units.
206. SANDAG should address traffic and congestion within San Diego County.

Healthy Communities: Table 3

Round 3 Participant Comments

207. Healthy communities are designed to promote Active Transportation, especially walk-friendly areas, with ample solar lighting.
208. There is an inequitable distribution of healthy food stores within San Diego County.
209. Big retailers are exploiting the community members by keeping inferior, cheaper products for sale.
210. More fresh produce should be brought in, and the quality of produce available in stores in Southeast San Diego should be equitable in quality to produce in other stores.
211. We need more gentrification occur at new BRT/trolley stations.
212. We need walkability and accessibility, especially around the 47th Street Trolley/BRT station to make it more appealing.
213. SANDAG should promote the idea of community.
214. Highways have separated communities, and it is important to reverse the trend by encouraging people to get to know one another including elected officials, business owners, and residents.
215. SANDAG needs to be the glue that brings people together, to build trust.

- 216. SANDAG should run a farmers garden and community garden.
- 217. SANDAG should assist in finding empty spaces to provide San Diego residents healthier food options, so the people can strive to make San Diego a Healthy Community.

Environment/Climate Change/Energy: Table 2

Round 1 Participant Comments

- 218. Use reclaimed water for landscaping.
- 219. Promote the use of solar energy to help create local "green collar" jobs.
- 220. Producing renewable energy will provide economic benefits for low-income and minority communities that have had to deal with environmental justice issues.
- 221. Invest money in electric car charging infrastructure.
- 222. Use solar panels.
- 223. There needs to be better education for our youth about climate change.
- 224. Youth need to know the processes that contaminate the environment and cause climate change.
- 225. Community members need to be educated about their own impacts on climate change and how to change their individual behaviors.
- 226. Too much traffic and the resulting exhaust are issues for our community.
- 227. We need more transportation choices to get around beyond cars and transit.
- 228. Make communities more walkable and bikeable.
- 229. We need a system that protects land from contamination that disproportionately impacts low-income and minority areas.
- 230. There needs to be better maintenance and cleaning for the streets for our community.
- 231. Right now, there's too much trash and we need more waste and recycling receptacles placed throughout the area.
- 232. Better maintenance and cleaning would help with neighborhood beautification and promote community pride.
- 233. We need a composting program.
- 234. Composting waste would be more environmentally friendly and divert trash from landfills.
- 235. Compost can be used to grow local produce and support the local food system.

Environment/Climate Change/Energy: Table 2

Round 2 Participant Comments

236. Partner with the development community to incentivize brownfield redevelopment.
237. The burden of paying for mitigation measures and removing contaminants falls on the developer and makes these sites less attractive for investment.
238. Make sure community members are aware of whom they can contact regarding their environmental concerns.
239. SANDAG needs to partner with community advocacy groups to help educate and spread awareness.
240. We need to balance transportation funding decisions with environmental impacts.
241. We need to reduce public transportation wait times.
242. We need to make the transit system more viable for day-to-day trips and provide a comfortable riding experience.
243. We need a change in culture to encourage communities to embrace mass transit.
244. Spread Car2Go.
245. Provide good connections so that people can change modes quickly and conveniently (i.e. walk/bike to a transit stop; take transit and then use Car2Go, etc.).
246. Let's create more walkable communities with better neighborhood design, well-lit streets, and better access to daily goods and services.
247. Grocery stores, social services, green space, etc. should be walking distance for everyone.
248. Whenever there is a chance to redevelop a community, we need to make sure that it is designed to be walkable.
249. There should be better lighting so that people can feel safe in their communities and walk around at night.
250. There needs to be more park and green space.
251. We need to create more fresh-food producing areas, especially in low-income and minority communities, and protect these lands from contamination, pollution, exhaust, etc. and the effects of climate change.
252. Our community needs better access to high-quality produce.
253. Produce at the Food 4 Less is low quality, but it's the only grocery store in this community for 150,000 people.
254. People have to go out of the neighborhood for high-quality groceries such as the Sprouts in Lemon Grove.
255. It would be nice to walk to the grocery store and have more choices where to buy.
256. Right now, there are more liquor stores than grocery stores.
257. We would like to have more Farmers Markets serve our community with affordably priced produce.

Spanish (Healthy Community): Table 5

Round 1 Participant Comments

258. A Una comunidad saludable significa tener una comunidad segura donde haya acceso a comida saludable al igual que parques recreativos seguros.
259. Una comunidad saludable significa sentirse seguro, tener buenos parques para mantenernos seguros, buena higiene, cambiar nuestra forma de pensar y nuestra comida para ser más saludable, y acceso a comida saludable.
260. Necesitamos programas de actividad física para los niños.
261. Necesitamos escuelas más seguras para que los niños puedan caminar sin temor.
262. Necesitamos más seguridad en los parques porque hay cosas que suceden en el parque como gente teniendo relaciones sexuales, haciendo drogas, y gente sin techo.
263. En los parques hay gente que hacen cosas que no deben ver nuestros niños; también gente que no recoge las necesidades de sus perros.
264. Necesitamos involucrarse para que la comunidad mejore y prospere.
265. Es importante para mantener seguro para las familias.
266. Decirles los que rentan que si le rentan a maleantes que los van a multar.

Spanish (Mobility): Table 5

Round 2 Participant Comments

267. Sale más barato irme en el carro que irme en el bus... es cuestión de dinero y tiempo; no rinde y no vale la pena.
268. Se tiene que tomar más de un trolley y un bus porque dura mucho tiempo el viaje.
269. En los fines de semana los camiones pasan cada media hora y es demasiado tiempo para esperar.
270. Antes se podía tomar el trolley y bus con \$2.50, pero ahora cobran el doble.
271. El Compass Card viene saliendo casi lo mismo por los días que no se llegan a usar.
272. En familia sale más caro y menos cómodo viajar por camión o el trolley.
273. La ventaja de ser persona de la tercera edad es mejor.
274. El precio del Compass Card es bueno para gente de la tercera edad.
275. Quizás poner en regla otro criterio a base de nivel socioeconómico para las tarifas.
276. Para los estudiantes universitarios también deberían de ser más baratos los pases.
277. Se siente injusto porque no hay descuento para las familias.
278. No hay incentivo para los padres usar tránsito público.
279. Quizás valdría la pena esperar tanto tiempo como dos horas si fuera por un descuento, pero sin descuento no vale la pena.

- 280. En las carreteras por la calle Euclid, hay una parte que siempre está llena de plantas...Antes limpiaban las baquetas, pero ya no.
- 281. Los niños tienen que bajarse a la calle porque ya no se puede caminar por la banqueta y corren peligro al hacerlo.
- 282. Para ir a museos etc. es como un lujo o una aventura.
- 283. El transporte subió mucho de precio y más para la gente que tiene familia.
- 284. "Walking school buses" sería una buena sugerencia para experimentarla.
- 285. Es muy importante interactuar y de conocer a los vecinos.
- 286. Necesitamos crear más rutas de bicicletas.
- 287. Necesitamos que bajen el costo de las bicicletas.
- 288. Necesitamos caminos seguros- entre elegir el trolley el carro y la bicicleta.
- 289. Sería mejor la bicicleta para bajar también costos médicos.
- 290. Si hubieran más rutas para las bicicletas y ciclistas podría irme al trabajo en bicicleta.
- 291. Se hace menos tiempo en bicicleta que en el trolley y a veces más rápido que el coche.
- 292. Tenemos que cambiar la cultura de manejando, y que den multas a la gente en auto que se meta en a rutas de ciclistas.
- 293. Calle Raven y Market son peligrosos - los carros vienen de bajadita los carros a veces no se alcanzan a detener y han matado a dos personas.

Spanish (Economic Prosperity/Borders): Table 5

Round 3 Participant Comments

- 294. Es frustrante como son las cosas diferentes... Aquí te piden todo nada más para que te paguen \$8.50 la hora.
- 295. Los trabajos son muy mal pagados para el costo de vida.
- 296. Hay gente que no tiene realmente el interés o la vocación para ejercer ciertas carreras y se meten a una carrera porque saben que paga bien
- 297. Hay fábricas u otros fuentes de trabajo que pueden lograr ponerlos en áreas más pobladas o en la comunidad, como en estas áreas.
- 298. Hay gente que gasta en cualquier cosa que realmente no se necesita.
- 299. El problema del crimen también es porque casi no hay trabajos.
- 300. Aquí alrededor (Euclid y Market) no hay fuentes de trabajo, así que tenemos que viajar lejos en coche para llegar a trabajo.
- 301. Según existe el sistema para verificar estatus legal y a veces no lo usan.
- 302. Debemos saber buscar y ver las oportunidades.
- 303. Los precios de la gasolina suben pero los sueldos no... también el costo de vida.
- 304. La calidad de trabajos es muy bajo entonces un solícita a cualquier trabajo y te dicen que eres sobre-calificado.
- 305. La región debe buscar industrias limpias que podrían insertarse en nuestra comunidad.
- 306. Quizás traer fábricas de software y celulares, pero que no se dañen la comunidad.

307. Hace falta empleos limpios donde se busca o se les brinda oportunidades de entrenamiento para poder acceder y hacer esos trabajos
308. Las industrias sucias atraen a mucha delincuencia. Hay que sacar a esas afuera y meter a industrias limpias.
309. Necesitamos una industria que pueda educar a los empleados- por ejemplo Motorola les enseñaron a los hombres como trabajar con las mujeres.
310. Tenemos que crear ciertos incentivos para que movilice y empuje la economía en otra dirección.
311. La limpieza de la comunidad, que exista más gente constante que aplique las leyes más patrullaje.
312. Uno mismo también tiene que cooperar con lo que tenemos.
313. Uno tiene que crear la cultura de cultivar nosotros mismos nuestro medio ambiente.
314. El transporte público y autos híbridos deberían ser más accesibles a gente de recursos limitados.
315. La SENTRI es muy buena y facilita la cruzada.
316. Debemos crear un lugar más grande para que sepan para donde ir cuando van a desbordar.
317. Que las carreteras estén más anchas.
318. Hay rayos tantos en México como en San Diego, los desvían y los revisan para que no traigamos armas.

Written Comments

August 21 Jacobs Center - Written Comments

319. **Comment 1**
Fue muy interesante la plática que tuvimos: los de la mesa, todos los temas, y espero que se logre todo.
320. **Comment 2**
Todo está muy interesante.
321. **Comment 3**
 - Very good Process.
 - Good ideas.
 - Bring industry real jobs.
 - Crime Prevention.
 - Bus pass is too high.
322. **Comment 4**
Muy completo. Me gusto la plática.

323. **Comment 5**

- Todo estuvo muy bien, gracias por todo 😊

The San Diego Association of Governments (SANDAG) is the San Diego region's primary public planning, transportation, transit construction, and research agency. In order to best serve San Diego residents, SANDAG is asking for information on your experiences with public transit.

Please fill out this survey so that SANDAG can work on understanding the specific needs of seniors in your area.

Name _____

Address _____

(Please include zip code)

{1} Have you had any problems or difficulties using public transportation? (Check all that apply)

- Overcrowding
- Bussing Hours
- Busses Not Being On Time
- PA System Volume
- Language Barriers
- Bus Doors Open/Shut Too Quickly
- Areas Not Covered
- Other (Please Specify): _____

{2} Are there ever times that you need to use public transportation and it's not available?

Yes No

Please Specify When: _____

{3} Do you ever avoid riding public transportation during certain times of the day?

Yes No

Please Specify When: _____

Please Explain Why: _____

{4} Are there any places you need to travel to and can't?

Yes No

Please Explain Why _____

{5} Do you have any suggestions for improvements to the public transit system?

Section 1: Introduction to Survey

Vista Community Clinic and the North Coastal Prevention Coalition are working in collaboration with SANDAG (San Diego Association of Governments) in gathering input about important issues in San Diego County and we would like to get your opinions.

The following survey questions are based on a telephone survey conducted by True North Research in March 2013.

Section 2: Area of Residence

SC1 What is the zip code at your residence?

[____ - ____ - ____ - ____ - ____]

Section 3: Quality of Life

The first questions are about life in the San Diego region.

Q1 How long have you lived in the San Diego region? (please check one)

- | | | |
|---|--------------------|--------------------------|
| 1 | Less than 1 year | <input type="checkbox"/> |
| 2 | 1 to 2 years | <input type="checkbox"/> |
| 3 | 3 to 4 years | <input type="checkbox"/> |
| 4 | 5 to 9 years | <input type="checkbox"/> |
| 5 | 10 to 14 years | <input type="checkbox"/> |
| 6 | 15 years or longer | <input type="checkbox"/> |
| | Don't Know | <input type="checkbox"/> |

Q2 How would you rate the overall quality of life in the San Diego region? Would you say it is excellent, good, fair, poor or very poor? (please check one)

- | | | |
|---|------------|--------------------------|
| 1 | Excellent | <input type="checkbox"/> |
| 2 | Good | <input type="checkbox"/> |
| 3 | Fair | <input type="checkbox"/> |
| 4 | Poor | <input type="checkbox"/> |
| 5 | Very Poor | <input type="checkbox"/> |
| | Don't Know | <input type="checkbox"/> |

Q3 If local and regional governments could change one thing to make the San Diego region a better place to live now and in the future, what change would you most like to see?

Describe:

Section 4: Broad Priority Areas													
The San Diego Association of Governments – also known as SANDAG – is in the process of developing a Regional Plan that will identify key projects and improvements for the region. Because there is not enough money to fund every project, however, we must set priorities.													
Q4	Below is a list of five general project areas.												
	Please rate each item on a scale from 0 to 10 to rate priority for future funding: <ul style="list-style-type: none"> • 0 means the item should be a very low priority • 5 means the item should be a medium priority • 10 means the item should be a very high priority You can use any number between 0 and 10. Please keep in mind that not all of the items can be high priorities.												
		Very Low Priority					Medium Priority					Very High Priority	Don't Know/NA
A	Improving the Transportation system to improve the flow of people and goods in the San Diego region.	0	1	2	3	4	5	6	7	8	9	10	<input type="checkbox"/>
B	Protecting the Environment , reducing pollution, and making better use of renewable energy sources.	0	1	2	3	4	5	6	7	8	9	10	<input type="checkbox"/>
C	Improving the regional Economy , business climate, and local job opportunities.	0	1	2	3	4	5	6	7	8	9	10	<input type="checkbox"/>
D	Maintaining what we've built , including streets, highways and public facilities.	0	1	2	3	4	5	6	7	8	9	10	<input type="checkbox"/>
E	Locating future housing and new businesses near major employment centers and transit services to reduce commute times and traffic congestion	0	1	2	3	4	5	6	7	8	9	10	<input type="checkbox"/>

Section 5: Specific Strategy Priorities							
Q5	The following is a list of specific projects. For each project listed, please indicate whether you think funding the project should be a high priority, a medium priority, or a low priority. If you don't think any funds should be spent on the project, please mark 'Should not spend resources.'						
	Please keep in mind that not all projects can be high priorities.						
		High Priority	Medium Priority	Low Priority	Should not spend resources	Not sure	Refused
Transportation/Mobility							
A	Expand and improve bus services	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B	Expand and improve commuter train services including the Trolley, Coaster and Sprinter	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C	Expand and improve highways	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
D	Make it easier and safer for people to walk to schools, stores, jobs, and other places of interest	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
E	Expand and improve bike lanes and bike paths	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
F	Improve how bus, train, bike and pedestrian routes connect to each other	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
G	Expand opportunities for carpooling, vanpooling, telecommuting and flexible work schedules	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Environment							
H	Preserve parks and natural open spaces	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I	Protect water quality	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
J	Reduce air pollution and greenhouse gas emissions	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
K	Protect coastal wetlands and beaches	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
L	Promote greater use of renewable energy sources like solar and wind power	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

[continued]

		High Priority	Medium Priority	Low Priority	Should not spend resources	Not sure	Refused
Economy							
M	Attract new businesses to the region and retain existing businesses	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
N	Increase employment and job opportunities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
O	Improve our transportation system to make it easier for businesses to ship commercial goods and cargo	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
P	Make sure we have the water, energy and other resources needed for businesses to grow in the future	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Q	Enhance regional economic activity by reducing the wait-times at the border for people and commercial goods	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Maintaining Infrastructure							
R	Repair and maintain transit vehicles and equipment	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
S	Repair and maintain local roads	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
T	Repair and maintain highways	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
U	Avoid making cuts to existing transit services	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Land Use							
V	Improve the availability of housing in a variety of price ranges	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
W	Concentrate new multi-family housing near transit services to reduce commute times and traffic congestion	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
X	Concentrate new businesses near transit services to reduce commute times and traffic congestion	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Q6	Of all of the projects listed above, which would you say should be the HIGHEST priority for funding if you had to choose just one?						
	Describe						

Section 6: Willingness to Fund		
Q7	Many of the projects listed do not have adequate funding, which means they can't be built or put in place until funding is found.	
	With that in mind, would you support a tax increase of \$50 per year if all of the money stayed local to fund the projects you just identified as high priorities?	
	1	Definitely Yes <input type="checkbox"/>
	2	Probably Yes <input type="checkbox"/>
	3	Probably No <input type="checkbox"/>
	4	Definitely No <input type="checkbox"/>
		Don't Know <input type="checkbox"/>

Section 7: Alternative Priorities & Willingness to Fund		
Q8	Besides the projects listed, are there any <u>others</u> that you think should be high priorities for funding? <i>If yes, please briefly describe the highest priority project.</i>	
	Describe	
		No/None come to mind <input type="checkbox"/>
		Don't Know <input type="checkbox"/>
Q9	Would you support a tax increase of \$50 per year to fund the high priority project you just described if all of the money stayed local?	
	1	Definitely Yes <input type="checkbox"/>
	2	Probably Yes <input type="checkbox"/>
	3	Probably No <input type="checkbox"/>
	4	Definitely No <input type="checkbox"/>
		Don't Know <input type="checkbox"/>
		N/A <input type="checkbox"/>

Section 8: Background/Demographics		
Thank you so much for your participation. I have just a few background questions for statistical purposes.		
D1	In what year were you born? [___ ___ ___ ___]	
D2	Do you own or rent your current residence?	
	1	Own <input type="checkbox"/>
	2	Rent <input type="checkbox"/>
	3	Live with family / friends and don't pay rent <input type="checkbox"/>
		Other (describe) <input type="checkbox"/>

D3	Which of the following best describes your employment status? Would you say you are employed full-time, part-time, a student, a homemaker, retired, or are you in-between jobs right now?	
	1	Employed full-time <input type="checkbox"/>
	2	Employed part-time <input type="checkbox"/>
	3	Student <input type="checkbox"/>
	4	Both: works & goes to school <input type="checkbox"/>
	5	Homemaker <input type="checkbox"/>
	6	Retired <input type="checkbox"/>
	7	In-between jobs <input type="checkbox"/>
		Other (describe) <input type="checkbox"/>
D4	Which do you spend more time at during a typical week – work or school?	
	1	Work <input type="checkbox"/>
	2	School <input type="checkbox"/>
		Other (describe) <input type="checkbox"/>
D5	On a typical day, how long does it take you to commute from your home to <<work/school>> if you travel there directly without stops?	
	1	Less than 15 minutes <input type="checkbox"/>
	2	15 to 24 minutes <input type="checkbox"/>
	3	25 to 39 minutes <input type="checkbox"/>
	4	40 to 59 minutes <input type="checkbox"/>
	5	60 minutes or longer <input type="checkbox"/>
	6	Don't commute/works from home <input type="checkbox"/>
		Other (describe) <input type="checkbox"/>
D6	How would you describe your access to a personal vehicle? Would you say you always have access, sometimes have access, rarely have access, or never have access to a personal vehicle?	
	1	Always <input type="checkbox"/>
	2	Sometimes <input type="checkbox"/>
	3	Rarely <input type="checkbox"/>
	4	Never <input type="checkbox"/>
		Other (describe) <input type="checkbox"/>

D7	Are you registered to vote? If yes, did you cast a ballot in the November election last year?		
	1	No, not registered to vote	<input type="checkbox"/>
	2	Yes Registered, but did NOT cast ballot	<input type="checkbox"/>
	3	Yes Registered, and DID cast ballot	<input type="checkbox"/>
		Not Sure	<input type="checkbox"/>

D8	What ethnic group do you consider yourself a part of or feel closest to?		
	1	Caucasian/White	<input type="checkbox"/>
	2	Latino/Hispanic	<input type="checkbox"/>
	3	African-American/Black	<input type="checkbox"/>
	4	American Indian or Alaskan Native	<input type="checkbox"/>
	5	Asian -- Korean, Japanese, Chinese, Vietnamese, Filipino or other Asian	<input type="checkbox"/>
	6	Pacific Islander	<input type="checkbox"/>
	7	Mixed Heritage	<input type="checkbox"/>
		Other	

D9	What income category best describes your total household income?		
	1	Less than \$25,000	<input type="checkbox"/>
	2	\$25,000 to less than \$50,000	<input type="checkbox"/>
	3	\$50,000 to less than \$75,000	<input type="checkbox"/>
	4	\$75,000 to less than \$100,000	<input type="checkbox"/>
	5	\$100,000 to less than \$150,000	<input type="checkbox"/>
	6	\$150,000 to less than \$200,000	<input type="checkbox"/>
	7	\$200,000 or more	<input type="checkbox"/>
		Not sure	<input type="checkbox"/>

Those are all of the questions on the survey - Thank you very much for participating!

Sección 1: Introducción de la encuesta

La Clínica de la Comunidad de Vista y North Coastal Prevention Coalition están colaborando con SANDAG (San Diego Association of Governments) para recopilar información acerca de asuntos importantes para el Condado de San Diego y nos gustaría escuchar su opinión

Las siguientes preguntas están basadas en una encuesta llevada a cabo por teléfono por la agencia True North Research en Marzo de 2013.

Sección 2: Área de residencia

SC1 ¿Cuál es su código postal?

[____ - ____ - ____ - ____]

Sección 3: Calidad de Vida

Las primeras preguntas son acerca de la vida en la región de San Diego.

Q1 ¿Cuánto tiempo tiene viviendo en la región de San Diego?

1	Menos de 1 año	<input type="checkbox"/>
2	1 a 2 años	<input type="checkbox"/>
3	3 a 4 años	<input type="checkbox"/>
4	5 a 9 años	<input type="checkbox"/>
5	10 a 14 años	<input type="checkbox"/>
6	15 años o más	<input type="checkbox"/>
	No se	<input type="checkbox"/>

Q2 ¿Cómo calificaría usted en general la calidad de vida en la región de San Diego? ¿Diría que es excelente, buena, regular, mala o muy mala?

1	Excelente	<input type="checkbox"/>
2	Buena	<input type="checkbox"/>
3	Regular	<input type="checkbox"/>
4	Mala	<input type="checkbox"/>
5	Muy mala	<input type="checkbox"/>
	No se	<input type="checkbox"/>

Q3 Si los gobiernos locales y regionales pudieran cambiar una cosa para hacer que la región de San Diego fuera un mejor lugar para vivir ahora y en el futuro, ¿qué cambio quisiera ver más?

Describe:

Sección 4: Áreas de Amplia prioridad													
La Asociación de Gobiernos de San Diego – también conocida como SANDAG – está en proceso de desarrollar un Plan Regional para identificar proyectos importantes para mejorar la región. Sin embargo, puesto que no hay suficiente dinero para proporcionar los fondos para todos los proyectos, debemos establecer prioridades.													
Q4	Lista de cinco áreas generales de proyectos.												
	<p>Sírvase clasificar cada área/proyecto en una escala de 0 a 10, en donde</p> <ul style="list-style-type: none"> • 0 significa que se le debe dar al proyecto una muy baja prioridad • 5 significa que se le debe dar al proyecto una mediana prioridad y • 10 significa que se le debe dar una muy alta prioridad para recibir fondos futuros. <p>Puede usar cualquier número entre 0 y 10. Sírvase tomar en cuenta que no todos los las aéreas/proyectos pueden ser de alta prioridad.</p>												
		Muy baja prioridad					Mediana Prioridad					Muy Alta Prioridad	No Se
A	Mejorar el sistema de transporte para mejorar el flujo de personas y bienes en la región de San Diego.	0	1	2	3	4	5	6	7	8	9	10	<input type="checkbox"/>
B	Proteger el medio ambiente , reducir la contaminación, y sacar mejor provecho de las fuentes de energía renovable.	0	1	2	3	4	5	6	7	8	9	10	<input type="checkbox"/>
C	Mejorar la Economía regional, clima de negocios, y oportunidades laborales locales.	0	1	2	3	4	5	6	7	8	9	10	<input type="checkbox"/>
D	Mantener lo que hemos construido , incluyendo calles, carreteras e instalaciones públicas.	0	1	2	3	4	5	6	7	8	9	10	<input type="checkbox"/>
E	Establecer vivienda futura y nuevos negocios cerca de centros principales de empleo y de servicios de transporte público para reducir los tiempos de viaje y el congestionamiento del tránsito	0	1	2	3	4	5	6	7	8	9	10	<input type="checkbox"/>

Sección 5: Prioridades de estrategias específicas							
Q5	Lo siguiente es una lista de proyectos específicos . Por cada uno de los proyectos por favor indique si piensa que debe ser de alta prioridad, mediana prioridad, o baja prioridad proporcionar fondos a dicho proyecto. Si piensa que no se deben gastar fondos en el proyecto, por favor marque no se deben gastar recursos. Sírvase tomar en cuenta que no a todos los proyectos se les pueden dar altas prioridades.						
	¿Debe este proyecto ser de alta,						
		Alta prioridad	Mediana prioridad	Baja prioridad	No se deben gastar recursos	No está seguro	Rehúso a contestar
Transportación /Movilidad							
A	Ampliar y mejorar los servicios de autobús	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B	Ampliar y mejorar los servicios de trenes suburbanos incluyendo el "Trolley", Coaster y Sprinter	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C	Ampliar y mejorar las carreteras	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
D	Hacer que sea más fácil y seguro que la gente camine a la escuela, a la tienda, al trabajo y a otros lugares de interés	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
E	Ampliar y mejorar los carriles para bicicletas y senderos para bicicletas	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
F	Mejorar cómo las rutas de autobús, tren, bicicleta y peatones se conectan unas con otras	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
G	Ampliar las oportunidades para el transporte compartido, transporte compartido en camioneta, trabajo a distancia y horarios flexibles de trabajo	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Medio Ambiente							
H	Conservar los parques y espacios naturales abiertos	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I	Proteger la calidad del agua	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
J	Reducir la contaminación del aire y la emisiones de gases con efecto invernadero	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
K	Proteger los pantanos de la costa y playas	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
L	Promover mayor uso de las fuentes de energía renovable tales como energía solar y eólica (viento)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

[Continúa]

		Alta prioridad	Mediana prioridad	Baja prioridad	No se deben gastar recursos	No está seguro	Rehúso a contestar
Economía							
M	Atraer nuevos negocios a la región y retener los negocios existentes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
N	Aumentar el empleo y oportunidades laborales	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
O	Mejorar nuestro sistema de transporte para que sea más fácil que los negocios envíen bienes comerciales y cargamentos	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
P	Asegurar que tengamos agua, energía y otros recursos necesarios para que florezcan los negocios en el futuro	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Q	Mejorar la actividad económica regional al reducir los tiempos de espera en la frontera para personas y mercancías	1	2	3	4	98	99
Mantener la Infraestructura							
R	Reparar y mantener los vehículos y equipo de transporte público	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
S	Reparar y mantener las calles locales	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
T	Reparar y mantener las carreteras	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
U	Evitar efectuar recortes a los servicios existentes de transporte público	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Uso del Suelo							
V	Mejorar la disponibilidad de viviendas en una variedad de rangos de precios	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
W	Concentrar nueva vivienda para familias múltiples cerca de servicios de transporte público para reducir los tiempos de viaje y el congestionamiento del tránsito	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
X	Concentrar nuevos negocios cerca de los servicios de transporte público para reducir los tiempos de viaje y el congestionamiento del tránsito	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Q6	De todos los proyectos que hemos mencionado, ¿si usted tuviera que escoger un solo proyecto, a cuál le la MÁS ALTA prioridad para recibir fondos?						
	Describe						

Sección 6: Voluntad para proporcionar los fondos		
Q7	Muchos de los proyectos de los hablamos no tienen suficientes fondos, lo que significa que no pueden ser construidos o establecidos hasta conseguir los fondos.	
	Con eso en mente, ¿apoyaría un aumento de impuestos de \$50 al año si todo el dinero recaudado se quedara aquí localmente para proporcionar los fondos para los proyectos que usted acaba de identificar como de alta prioridad?	
	1	Definitivamente si <input type="checkbox"/>
	2	Probablemente si <input type="checkbox"/>
	3	Probablemente no <input type="checkbox"/>
	4	Definitivamente no <input type="checkbox"/>
		No se <input type="checkbox"/>

Sección 7: Prioridades alternativas y voluntad para proporcionar los fondos		
Q8	Aparte de los proyectos que acabamos de mencionar, ¿hay cualquier otro proyecto que no he mencionado que usted piensa que se le debería dar una alta prioridad para recibir fondos? Si es si, por favor describa brevemente el proyecto de más alta prioridad.	
	Describa	
		No/No se me ocurre ningún proyecto <input type="checkbox"/>
		No se <input type="checkbox"/>
Q9	¿Apoyaría usted un aumento de impuestos de \$50 al año para proporcionar los fondos para el proyecto que usted ha mencionado si todo el dinero se quedara aquí localmente?	
	1	Definitivamente si <input type="checkbox"/>
	2	Probablemente si <input type="checkbox"/>
	3	Probablemente no <input type="checkbox"/>
	4	Definitivamente no <input type="checkbox"/>
	98	No se <input type="checkbox"/>
	99	N/A No aplica <input type="checkbox"/>

Sección 8: Antecedentes y datos demográficos		
Muchas gracias por su participación. Sólo tengo algunas preguntas generales para propósitos estadísticos.		
D1	¿En qué año nació? [___ ___ ___ ___]	
D2	¿Usted es propietario o está alquilando su casa actual?	
	1	Dueño <input type="checkbox"/>
	2	Renta o alquiler <input type="checkbox"/>

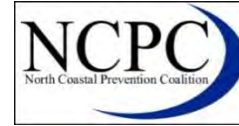
	3	Vivo con familia / amigos y no pago renta	<input type="checkbox"/>
		Otro (Describa)	
D3	¿Cuál de las siguientes frases mejor describe su situación laboral? ¿Diría que tiene trabajo de tiempo completo, de tiempo parcial, es estudiante, es ama de casa, jubilado, o está desempleado temporalmente en este momento?		
	1	Trabajo de tiempo completo	<input type="checkbox"/>
	2	Trabajo de tiempo parcial	<input type="checkbox"/>
	3	Estudiante	<input type="checkbox"/>
	4	Ambos: trabaja y va a la escuela	<input type="checkbox"/>
	5	Ama de casa	<input type="checkbox"/>
	6	Jubilado	<input type="checkbox"/>
	7	Desempleado temporalmente	<input type="checkbox"/>
		Otro (describa)	<input type="checkbox"/>
D4	¿En dónde pasa usted más tiempo en una semana típica - en el trabajo o en la escuela?		
	1	Trabajo	<input type="checkbox"/>
	2	Escuela	<input type="checkbox"/>
		Otro (describa)	
D5	En un día típico, ¿cuánto tiempo le toma viajar de su casa al <<trabajo/escuela>> si pudiera viajar allí directamente sin paradas?		
	1	Menos de 15 minutos	<input type="checkbox"/>
	2	15 a 24 minutos	<input type="checkbox"/>
	3	25 a 39 minutos	<input type="checkbox"/>
	4	40 a 59 minutos	<input type="checkbox"/>
	5	60 minutos o más	<input type="checkbox"/>
	6	No viaja/trabaja desde su casa	<input type="checkbox"/>
		Otro (describa)	
D6	¿Cómo describiría su acceso a un vehículo personal? ¿Diría usted que siempre tiene acceso, a veces tiene acceso, ocasionalmente tiene acceso, o nunca tiene acceso a un vehículo personal?		
	1	Siempre	<input type="checkbox"/>
	2	A veces	<input type="checkbox"/>
	3	Ocasionalmente	<input type="checkbox"/>
	4	Nunca	
		Otro (describa)	

D7	¿Está usted inscrito para votar? ¿Votó usted en las elecciones de noviembre el año pasado?		
	1	No, no estoy inscrito para votar	<input type="checkbox"/>
	2	Sí estoy inscrito, pero NO voté	<input type="checkbox"/>
	3	Sí estoy inscrito, y Sí voté	<input type="checkbox"/>
		No estoy seguro	<input type="checkbox"/>

D8	¿A qué grupo étnico se relaciona o con cuál se siente más cercano?		
	1	Caucásico/Blanco	<input type="checkbox"/>
	2	Hispano/Latino	<input type="checkbox"/>
	3	Afroamericano/Negro	<input type="checkbox"/>
	4	Indio americano o Nativo de Alaska	<input type="checkbox"/>
	5	Asiático -- Coreano, Japonés, Chino, Vietnamita, Filipino u otro Asiático	<input type="checkbox"/>
	6	De las Islas del Pacífico	<input type="checkbox"/>
	7	De herencia o antepasados mixtos	<input type="checkbox"/>
		Otro	<input type="checkbox"/>

D9	Únicamente tengo una pregunta más para razones estadísticas.		
	1	Menos de \$25,000	<input type="checkbox"/>
	2	\$25,000 a menos de \$50,000	<input type="checkbox"/>
	3	\$50,000 a menos de \$75,000	<input type="checkbox"/>
	4	\$75,000 a menos de \$100,000	<input type="checkbox"/>
	5	\$100,000 a menos de \$150,000	<input type="checkbox"/>
	6	\$150,000 a menos de \$200,000	<input type="checkbox"/>
	7	\$200,000 o más	<input type="checkbox"/>
	98	No estoy seguro	<input type="checkbox"/>

¡Esas son todas las preguntas! Machísimas gracias por su participación



SANDAG Regional Plan True North Survey Summary

Setting: Presentation on San Diego Forward at Poder Popular Resident Leadership meeting on June 4, 2013. Ten surveys collected.

1. Survey language

- | | |
|------------|-----|
| a. English | 30% |
| b. Spanish | 70% |

2. How long have you lived in the San Diego region?

- | | |
|------------------|-----|
| Less than 1 year | 0% |
| 1-2 yrs | 10% |
| 3-4 yrs | 0% |
| 5-9 yrs | 0% |
| 10-14 yrs | 20% |
| 15+ yrs. | 70% |

3. How would you rate the overall quality of life?

- | | |
|------------|-----|
| Excellent | 20% |
| Good | 40% |
| Fair | 20% |
| Poor | 20% |
| Very poor | 0% |
| Don't know | 0% |

4. If local and regional governments could change one thing to make San Diego region a better place to live now and in the future, what change would you most like to see?

- Housing, schools, streets, and more parks
- Reduce obesity rates and improve public transportation
- To be a safe place because security on different areas is really bad during night time
- Safer walk trails
- Improve evening public transportation
- More health information

5. Below is a list of five general project areas. Please rate each item on a scale from 0 to 10 to rate priority for future funding.

Top responses:

- Locating future housing and new businesses near major employment centers and transit services to reduce commute times and traffic congestion (66.7% rated this item a 10/10)
- Improving the regional economy, business climate, and local job opportunities (62.5% rated this item a 10/10)

6. Specific Strategy Priorities

a. Transportation/mobility

- Make it easier and safer for people to walk to schools, stores, jobs, and other places of interest (80% rated this item a high priority)
- Expand and improve commuter train services including the Trolley, Coaster, and Sprinter (80% rated this item as a high priority)
- Expand and improve bike lanes and bike paths (80% rated this item a high priority)

b. Environment

- Protect water quality (90% rated this item a high priority)
- Reduce air pollution and greenhouse gas emissions (70% rated this item a high priority)
- Preserve parks and natural open spaces (70% rated this item a high priority)
- Promote greater use of renewable energy sources like solar and wind power (70% rated this item a high priority)

c. Economy

- Increase employment and job opportunities (90% rated this item a high priority)
- Enhance regional economic activity by reducing the wait-times at the border for people and commercial goods (77.8% rated this item a high priority)

d. Maintaining infrastructure

- Repair and maintain transit vehicles and equipment (80% rated this item a high priority)
- Repair and maintain local roads (80% rated this item a high priority)

e. Land use

- Concentrate new businesses near transit services to reduce commute times and traffic congestion (80% rated this item a high priority)
- Improve the availability of housing in a variety of price ranges (70% rated this item a high priority)

7. Would you support a tax increase of \$50 per year to fund these projects?

Definitely yes	22.2%
Probably yes	44.4%
Probably no	0%
Definitely no	22.2%
Don't know	11.1%

8. Besides the projects listed, what others do you think should be high priorities for funding?

- Improve education
- Reduce gangs and drug use
- It is important to open to the public all the information for the projects in differ

Demographics

1. Do you own or rent your current residence?

- | | |
|------------------------------------|-----|
| a. Own | 20% |
| b. Rent | 80% |
| c. Live with family/don't pay rent | 0% |

2. Employment status

- | | |
|-----------------------|-------|
| a. Full-time | 11.1% |
| b. Part-time | 55.6% |
| c. Student | 11.1% |
| d. Both work & school | 0% |
| e. Homemaker | 11.1% |
| f. Retired | 0% |
| g. In-between jobs | 11.1% |

3. Where do you spend more time in a typical week?

- | | |
|-----------|------|
| a. Work | 100% |
| b. School | 0% |

4. Typical commute time

- | | |
|----------------------------------|-------|
| a. Less than 15 min | 22.2% |
| b. 15-24 min | 55.6% |
| c. 25-39 min | 0% |
| d. 40-59 min | 0% |
| e. 60+ min | 11.1% |
| f. Don't commute/works from home | 11.1% |

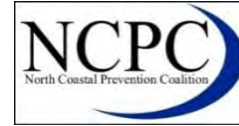
5. Access to a personal vehicle

- | | |
|--------------|-----|
| a. Always | 50% |
| b. Sometimes | 30% |
| c. Rarely | 20% |
| d. Never | 0% |

6. Registered to vote/casted a ballot in 2012

- | | |
|---------------------------------|-----|
| a. Not registered | 70% |
| b. Yes registered, did not vote | 0% |
| c. Yes registered, did vote | 20% |
| d. Not sure | 10% |

7. Ethnicity
- a. Caucasian/White 0%
 - b. Latino/Hispanic 100%
 - c. African-American/Black 0%
 - d. American Indian/Alaska Native 0%
 - e. Asian 0%
 - f. Pacific Islander 0%
 - g. Mixed heritage 0%
 - h. Other 0%
8. Household income
- a. Less than \$25,000 90%
 - b. \$25,000-\$50,000 0%
 - c. \$50,000-\$75,000 0%
 - d. \$75,000-\$100,000 0%
 - e. \$100,000-\$150,000 0%
 - f. \$150,000-\$200,000 0%
 - g. \$20,000 + 0%
 - h. Not sure 10%



SANDAG Regional Plan True North Survey Summary

Setting: Presentation on San Diego Forward at Vista Unified School District Adult Learning Center on June 4, 2013. Forty-four surveys collected.

1. Survey language

- | | |
|------------|-------|
| a. English | 4.5% |
| b. Spanish | 95.5% |

2. How long have you lived in the San Diego region?

- | | |
|------------------|-------|
| Less than 1 year | 2.3% |
| 1-2 yrs | 0% |
| 3-4 yrs | 4.5% |
| 5-9 yrs | 20.5% |
| 10-14 yrs | 22.7% |
| 15+ yrs. | 50% |

3. How would you rate the overall quality of life?

- | | |
|------------|-------|
| Excellent | 2.4% |
| Good | 45.2% |
| Fair | 50% |
| Poor | 0% |
| Very poor | 0% |
| Don't know | 2.4% |

4. If local and regional governments could change one thing to make San Diego region a better place to live now and in the future, what change would you most like to see?

- Improve transportation system to reduce car's use.
- Cost of housing and taxes
- Improve employment and economy
- Transportation, business, and jobs close to our neighborhoods
- Cost of housing, taxes and gas
- Mejor lugar en el futuro (Better place in the future)
- Que haya más trabajo y menos delincuentes (That there was more work and less criminals)

- Más seguridad en las calles. Mejorar las carreteras. (More safety in the streets, fix highways/roads)
 - Seguridad en las calles y más transportación más cerca de las casas y con más frecuencia (Safety in the streets and more transportation closer to residences and with more frequency)
 - Más librerías, más parques, más lugar para caminar (more libraries, more parks, more places to walk)
 - Menos tráfico, menos contaminación, no pandillerismo, si liderazgo positivo! (Less traffic, less pollution, no gangs, positive leadership!)
 - Que no hubiera barrera de fronteras. Para poder vivir libre de la migra y el racismo por ser Latina. (That there was no barrier of borders. To be able to live free of the (immigration enforcement) and the racism for being Latina).
 - Más "accessibility", less traffic, more transportation options - more affordable
 - Más seguridad (More safety)
 - Menos delincuentes y drogas (less crime and drugs)
 - Empleo, seguridad (jobs, safety)
 - Que ponga ley que las personas no tirar basura en la calle (To create a law so that people don't throw trash in the street).
 - Autobuses para los niños de la escuela (School bus for the children)
 - Más vigilancia policiaca (More police surveillance)
 - Hacer más centros recreativos para padres y jóvenes (More recreation centers for parents and children)
 - Más trabajo (More work)
 - parques, banquetas (Parks, sidewalks)
 - Banquetas para caminar más seguros (Sidewalks to walk more safely)
 - Yo quisiera que todas las comunidades tuvieran más parques, y banquetas las calles (I would like all communities to have more parks and sidewalks)
 - Detener la delincuencia (stop crime)
 - Más cuidado con la basura, reciclar lo necesario (More care with garbage, recycle what can be)
 - Más reciclaje (more recycling)
 - Cuidar el medio ambiente (protect the environment)
 - Viviendas más baratas (cheaper housing)
 - Viviendas más baratas, están muy caras las rentas (cheaper housing, rent is very expensive)
 - Mayor seguridad (Better security)
 - Más áreas verdes, lugares de estudios de reciclaje. More green areas, places to study recycling
5. Below is a list of five general project areas. Please rate each item on a scale from 0 to 10 to rate priority for future funding.

Top responses:

- Improving the regional economy, business climate, and local job opportunities (55.8% rated this item a 10/10)
- Protecting the environment, reducing pollution, and making better use of renewable energy sources (48.8% rated this item a 10/10)

6. Specific Strategy Priorities

a. Transportation/mobility

- i. Make it easier and safer for people to walk to schools, stores, jobs, and other places of interest (90.7% rated this item a high priority)
- ii. Expand and improve highways (79.1% rated this item as a high priority)

b. Environment

- i. Protect water quality (97.7% rated this item a high priority)
- ii. Reduce air pollution and greenhouse gas emissions (88.6% rated this item a high priority)
- iii. Protect coastal wetlands and beaches (88.4% rated this item a high priority)

c. Economy

- i. Increase employment and job opportunities (95.2% rated this item a high priority)
- ii. Make sure we have the water, energy and other resources needed for businesses to grow in the future (88.6% rated this item a high priority)

d. Maintaining infrastructure

- i. Repair and maintain highways (97.6% rated this item a high priority)
- ii. Repair and maintain local roads (88.4% rated this item a high priority)

e. Land use

- i. Concentrate new multi-family housing near transit services to reduce commute times and traffic congestion (88.4% rated this item a high priority)
- ii. Improve the availability of housing in a variety of price ranges (62.5% rated this item a high priority)

7. Would you support a tax increase of \$50 per year to fund these projects?

Definitely yes	34.1%
Probably yes	50%
Probably no	0%
Definitely no	0%
Don't know	15.9%

8. Besides the projects listed, what others do you think should be high priorities for funding?

- Build low cost housing
- Improve education
- Build low cost housing
- Proyecto de jóvenes adolescentes y padres (project for adolescents and parents)
- Money to the schools
- No quitar recursos autobuses de escuela (Do not take away resources for school buses)
- Más policías (More police)
- La educación (education)
- Menos policías racistas y más policías humanitarios (less racist police and more humanitarian police)

Demographics

1. Do you own or rent your current residence?
 - a. Own 14%
 - b. Rent 86%
 - c. Live with family/don't pay rent 0%

2. Employment status
 - a. Full-time 22.7%
 - b. Part-time 16.6%
 - c. Student 4.5%
 - d. Both work & school 4.5%
 - e. Homemaker 50%
 - f. Retired 2.3%
 - g. In-between jobs 2.3%

3. Where do you spend more time in a typical week?
 - a. Work 60%
 - b. School 40%

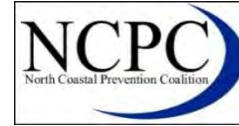
4. Typical commute time
 - a. Less than 15 min 20.5%
 - b. 15-24 min 25.6%
 - c. 25-39 min 17.9%
 - d. 40-59 min 12.8%
 - e. 60+ min 10.3%
 - f. Don't commute/works from home 12.8%

5. Access to a personal vehicle
 - a. Always 36.6%
 - b. Sometimes 56.1%
 - c. Rarely 4.9%
 - d. Never 2.4%

6. Registered to vote/casted a ballot in 2012
 - a. Not registered 62.2%
 - b. Yes registered, did not vote 2.7%
 - c. Yes registered, did vote 13.5%
 - d. Not sure 21.6%

7. Ethnicity
 - a. Caucasian/White 2.5%
 - b. Latino/Hispanic 100%
 - c. African-American/Black 2.5%
 - d. American Indian/Alaska Native 0%
 - e. Asian 0%

f. Pacific Islander	0%
g. Mixed heritage	0%
h. Other	0%
8. Household income	
a. Less than \$25,000	47.1%
b. \$25,000-\$50,000	23.5%
c. \$50,000-\$75,000	2.9%
d. \$75,000-\$100,000	0%
e. \$100,000-\$150,000	0%
f. \$150,000-\$200,000	0%
g. \$20,000 +	0%
h. Not sure	26.5%



SANDAG Regional Plan True North Survey Summary

Setting: Presentation on San Diego Forward at Vista Community Clinic/Health Promotion Center All-Staff Meeting on June 14, 2013. Fifty-six surveys collected.

1. Survey language

- | | |
|------------|------|
| a. English | 100% |
| b. Spanish | 0% |

2. How long have you lived in the San Diego region?

- | | |
|------------------|-------|
| Less than 1 year | 1.8% |
| 1-2 yrs | 7.1% |
| 3-4 yrs | 1.8% |
| 5-9 yrs | 12.5% |
| 10-14 yrs | 8.9% |
| 15+ yrs. | 67.9% |

3. How would you rate the overall quality of life?

- | | |
|-----------|-------|
| Excellent | 25% |
| Good | 57.1% |
| Fair | 17.9% |
| Poor | 0% |
| Very poor | 0% |

4. If local and regional governments could change one thing to make San Diego region a better place to live now and in the future, what change would you most like to see?

- Affordable housing including home ownership opportunities
- Better public transportation system
- Expanding freeways to reduce traffic, housing, employment opportunities
- Transportation, better for peds
- Other transportation options besides auto!
- More open spaces/preservation of natural habitats
- More cultural arts, promotion of small businesses
- Build more freeway lanes

- Transportation congestion
- Lower cost of living
- Making sure that we take care of our wildlife as construction happens.
- Mass transit (train) along the 15 freeway
- Safer parks, lower housing rates and better educational services
- Sidewalks, safety parks, community places for activities for low income
- More park friendly places for families to take their kids & better quality of air.
- Clean, safe, well maintained neighborhoods. Moved to Temecula (Riverside county) due to lack of affordability.
- More efficient public transit
- More accessible public transportation. More recreation parks.
- More public transportation from San Diego to North County SD. More walkable communities. Neighborhood equity.
- Positive energy saving efforts & preserving nature
- Improve traffic congestion
- A less conservative approach and an embrace of change
- Public transit be more accessible, and not so spread out
- Increase transportation services between all regions of San Diego County
- Reduce congestion on roads
- Increase the flow of public transportation and make it more accessible
- Affordable or more pre-school and child care. More programs for low income families to be able to afford pre-school
- Assistance for the homeless. More cleanup along Oceanside and OB beaches
- Better transportation on the 15
- Increase public transit
- Cheaper public transportation
- Stop Marijuana
- Build a new airport
- More efficient public transportation
- Create a more green environment with less traffic
- Better public transportation, and more recycling programs
- Improve traffic. Improve safety in high crime areas.
- Make it easier to get places without a car by carpooling, walking, biking, public transit, etc.
- Better roads & freeways
- More sidewalks in low income communities. In my neighborhood there is very little areas to walk without having to look out for oncoming traffic.

5. Below is a list of five general project areas. Please rate each item on a scale from 0 to 10 to rate priority for future funding.

Top responses:

- Improving the regional economy, business climate, and local job opportunities (56.4% rated this item a 10/10)
- Protecting the environment, reducing pollution, and making better use of renewable energy sources (50.9% rated this item a 10/10)

6. Specific Strategy Priorities

a. Transportation/mobility

- i. Make it easier and safer for people to walk to schools, stores, jobs, and other places of interest (70.9% rated this item a high priority)
- ii. Expand and improve highways (55.6% rated this item as a high priority)

b. Environment

- i. Protect water quality (87.3% rated this item a high priority)
- ii. Reduce air pollution and greenhouse gas emissions (81.8% rated this item a high priority)
- iii. Preserve parks and natural open spaces (75.9% rated this item a high priority)

c. Economy

- i. Increase employment and job opportunities (85.7% rated this item a high priority)
- ii. Attract new businesses to the region and retain existing businesses (46.4% rated this item a high priority)

d. Maintaining infrastructure

- i. Repair and maintain highways (57.1% rated this item a high priority)
- ii. Repair and maintain local roads (48.2% rated this item a high priority)

e. Land use

- i. Improve the availability of housing in a variety of price ranges (62.5% rated this item a high priority)

7. Would you support a tax increase of \$50 per year to fund these projects?

Definitely yes	25%
Probably yes	55.4%
Probably no	7.1%
Definitely no	7.1%
Don't know	5.4%

8. Besides the projects listed, what others do you think should be high priorities for funding?

- Education/fixing schools - updating or making new ones available
- Speed rail to SF & LA
- Better education k-12
- Education
- Allow for open spaces for community garden use
- Make neighborhood parks safer - increase lighting
- Preschools affordable
- Protect water quality
- Community sports parks
- Make community colleges bigger and hiring more teachers
- Making all neighborhoods safe for walking

- Recycling
- Community clean-ups in urban neighborhoods
- Community clean-ups in areas such as Escondido

Demographics

1. Do you own or rent your current residence?
 - a. Own 30.4%
 - b. Rent 58.9%
 - c. Live with family/don't pay rent 10.7%

2. Employment status
 - a. Full-time 80%
 - b. Part-time 7.3%
 - c. Student 0%
 - d. Both work & school 10.9%
 - e. Homemaker 0%
 - f. Retired 1.8%
 - g. In-between jobs 0%

3. Where do you spend more time in a typical week?
 - a. Work 98.1%
 - b. School 1.9%

4. Typical commute time
 - a. Less than 15 min 29.1%
 - b. 15-24 min 41.8%
 - c. 25-39 min 12.7%
 - d. 40-59 min 12.7%
 - e. 60+ min 3.6%
 - f. Don't commute/works from home 0%

5. Access to a personal vehicle
 - a. Always 90.9%
 - b. Sometimes 9.1%
 - c. Rarely 0%
 - d. Never 0%

6. Registered to vote/casted a ballot in 2012
 - a. Not registered 25.5%
 - b. Yes registered, did not vote 18.2%
 - c. Yes registered, did vote 56.4%
 - d. Not sure 0%

7. Ethnicity
- a. Caucasian/White 20%
 - b. Latino/Hispanic 70.9%
 - c. African-American/Black 3.6%
 - d. American Indian/Alaska Native 1.8%
 - e. Asian 3.6%
 - f. Pacific Islander 0%
 - g. Mixed heritage 1.8%
 - h. Other 0%
8. Household income
- a. Less than \$25,000 18.5%
 - b. \$25,000-\$50,000 53.7%
 - c. \$50,000-\$75,000 9.3%
 - d. \$75,000-\$100,000 7.4%
 - e. \$100,000-\$150,000 9.3%
 - f. \$150,000-\$200,000 0%
 - g. \$20,000 + 0%
 - h. Not sure 1.9%

Alliance for Regional Solutions

Community-based Outreach Services

Task 7: Final Report June 28, 2013

Final report should be approximately 3-5 pages, not including attachments (high resolution photos, sign-in sheets, samples of materials used)

1. Explain your organization's accomplishments in terms of Community-based Outreach Services for the Regional Plan. Summarize the findings, thus far, from your communities, articulating both current and future concerns and desirable outcomes.

We reached out to our ARS member organizations to get ideas from them about the best way to reach communities of concern in North County. We presented the San Diego project at our general meeting which was attended by over 40 organizations and city representatives. We also discussed San Diego Forward with our Executive Board to get their opinions and ideas on how to reach this community. We then had a steering committee meeting on June 26th and got some great ideas and comments on the future of North County and transportation.

In the beginning stage of this project, I think ARS has been successful in reaching out to our member organization and informing them of San Diego Forward and the goals we have of reaching the communities of concern in North County. We have a group of organizations that are willing to work with us to hold meetings and forums and to help us get surveys filled out to get a wide range of opinions on what is needed in North County.

Our plan is to hold meetings at some of the organizations with some of their clients that fall in the category of communities of concern.

We have started distributing the surveys to clients of North County Community Services and have collected a few. We will collect the remainder in the month of July.

The main concern/want coming from the community is the need for reliable, reachable and affordable public transportation in North County. I have attached a public comments report with the main ideas, comments and concerns that we found.

Our accomplishments:

- We have held three meetings with ARS member organizations. We were able to inform them about San Diego Forward and how ARS will be involved over the next two years.
- We promoted and attended the SANDAG community workshops that were held in North County (Escondido and Oceanside).
- We formed a steering committee with organizations that would like to be a part of San Diego Forward. These organizations will be helping us set up meetings with their clients.
- We have started a survey collection covering topics relevant to the San Diego Forward Regional Plan.

2. What groups and/or communities did your organization reach out to? What was the level of engagement? How did you solicit input?

We have representatives from certain member organizations that would like to join us in gathering information. They will be helping us get surveys filled out by their clients. They have also offered to help us hold forums and meetings. These organizations are North County Community Services, Mira Costa College, Housing and Urban Development (HUD), Interfaith Community Services, Brother Bennos, Mental Health Systems and Community Resource Center.

We have begun having surveys filled out by over 100 clients of North County Community Services. We have collected over 35 and are expecting another 60-70 in the next two weeks. We used a version of the phone interview survey that SANDAG conducted by True North Research. We have a list of survey participants who would like to continue with San Diego Forward and will be willing to participate in future meetings and/or surveys.

3. Do you feel that your Public Involvement/Outreach Plan appropriately engaged your community? Were the materials, methods, and mechanisms used successful? Were some more effective than others?

I think we are off to a good start. By getting our member organizations informed and some of them involved, we are closer to getting to the communities that we want to engage. We are going to now start meeting directly with these communities as we start to plan meetings and forums.

We are hoping to plan a forum at MiraCosta College and meet with college students to get their opinions.

We also are planning meetings at Brother Bennos, Interfaith Community Services, North County Community Services and some of the largest section 8 housing complexes. We will collect information through open dialogue and surveys.

The surveys were successful in getting good information. We may need to tailor them to different organizations. It was noted that our survey may not be relatable to certain populations.

4. Other reflections on the process that you would like to share with SANDAG and the CBO network that we can learn from and incorporate into the next phase?

We think that having forums and open discussions followed up with surveys is the best way to reach people. This will inform people about the San Diego Forward Regional Plan and what the goals are. The discussions will be good for people to see all sides of an issue and then be able to decide for themselves what they think would be the best option for what their needs are. The survey will then be a great way for participants to be able to freely express what they feel about each topic.

Title of Organization

Community-based Outreach Services

Task 7: Final Report

Date

Final report should be approximately 3-5 pages, not including attachments (high resolution photos, sign-in sheets, samples of materials used)

1. Explain your organization's accomplishments in terms of Community-based Outreach Services for the Regional Plan. Summarize the findings, thus far, from your communities, articulating both current and future concerns and desirable outcomes.

Policy Workshops:

- Linda Vista Collaborative:
 - o 10 members from the Linda Vista Collaborative participated in a focus group regarding the Regional Plan. The participants were instructed to speak on their own behalf, and also voice opinions that they have heard from their clients. The policy areas that were addressed were as follows: Mobility, Healthy Communities and Economic Prosperity. The questions that were used during this focus group were being tested and were later altered and built upon.
- Vietnamese
 - o 9 Linda Vista resident seniors (ages 64-75 years old) participated in a focus group in order to discuss the various topics in the Regional Plan such as: Mobility, Healthy Communities and Economic Prosperity. This focus group was conducted in Vietnamese by the Bayside Community Advocate. This focus group was run at Bayside Community Center for 1.5 hours.
- Spanish
 - o 20 Spanish-speaking Linda Vista residents participated in a 3-hour workshop at Bayside Community Center. During this workshop the policy areas of the Regional Plan that were discussed were Quality of Life, Mobility, Economic Prosperity and Healthy Communities. This workshop ran 1 hour over the specified original 2-hour meeting time.

Summary of findings for all three focus groups:

Mobility:

- More frequent, affordable and reliable transit routes to hospitals, health care and job centers.
- Information in transit centers and buses is not represented in Vietnamese.
- Sidewalks are unsafe and unusable for all ages.
- Would like to see more and safe bike routes connecting Linda Vista to other communities and San Diego amenities.

Healthy Communities:

- Desire safer, cleaner and well-lit parks. Also, more green space.
- Ability to safely walk in early mornings and evenings.
- Continue offering senior discount bus passes
- Ensure safe and clean bus/trolley and stops.

Economic Prosperity:

- Creating a “Merchant Association” between local Linda Vista businesses so that businesses have an outlet to communicate. Currently, the business community seems separated and individualized.
- A good mix of businesses that serve the Linda Vista community adequately. For example, healthy food stores, less liquor stores and less fast food. Also having access to healthy food stores.
- Having more and affordable access to educational institutions.

Linda Vista walkability Survey

- 276 Linda Vista residents participated in a walkability survey of the Linda Vista and surrounding areas. The surveys were administered at the Linda Vista Multi-cultural Fair and at Bayside’s monthly commodity food distribution. A very high percentage of Linda Vista residents that receive services at the monthly food distribution travel primarily by foot and public transit on a daily basis. The survey was administered in English, Spanish and Vietnamese. 28% of surveys were filled out in a language other than English.

Summary of results:

- More and brighter lighting on Ulric Street, Comstock Street and Linda Vista Road near Twain High.
- Residents desire more police patrols.
- Safer, well-lit and cleaner parks are needed.
- Improving sidewalks
- Improving crosswalks
- Adding landscaping
- Speed bumps and traffic calming
- Adding murals

2. What groups and/or communities did your organization reach out to? What was the level of engagement? How did you solicit input?

Bayside reached out to multiple communities within the Linda Vista Community. The first was the Linda Vista Collaborative (community members and people who work in Linda Vista). The second group was Vietnamese speaking seniors. These seniors were recruited from Bayside’s Senior Steps program and were enthusiastic about participating in this program. The third population that participated was Spanish-speaking parents. These were active community members and parents of children participating in our Academic Clubs. The last group that will include students living in the Linda Vista area between the ages of 14 and 18. These students have been recruited through a partnership with the Boys and Girls Club.

3. Do you feel that your Public Involvement/Outreach Plan appropriately engaged your community? Were the materials, methods, and mechanisms used successful? Were some more effective than others?

The Public Involvement Plan and Outreach Plan appropriately reached out to the various groups in the Linda Vista community in order to yield useful and relevant input. The focus group protocol that was used worked very well with the community. Groups were small enough so that all participants were comfortable sharing their input. Also, the questions that were used were easily understood and relevant to the community's experience. This also helped participants feel comfortable in giving input.

In regards to outreach, the most successful method was to utilize regular meeting times and events that were already put in place. Examples of this were using the monthly Linda Vista Collaborative meeting, monthly Bayside Food Commodity Distribution and the yearly Linda Vista Multi-Cultural Fair as venues for receiving input. Also, expanding on connections that had already been made through the Boys and Girls Club, Bayside Academic Club, Bayside Volunteers and the Senior Steps program eased the recruitment process.

4. Other reflections on the process that you would like to share with SANDAG and the CBO network that we can learn from and incorporate into the next phase?

It is important to note that in the Spanish-speaking focus group participants would address other issues as a way to compliment their answers to the questions being asked. For example, when discussing quality of life issues, many participants agreed that there was not a way to live a quality life in the United States as an undocumented person. This is because many opportunities are not offered to them due to their legal status, etc. This topic is an important and sensitive issue that this community needed to address before speaking about additional topic areas.

Casa Familiar, Inc.
Community-based Outreach Services

Task 7: Final Report
August 5, 2013

Final report should be approximately 3-5 pages, not including attachments (high resolution photos, sign-in sheets, samples of materials used)

1. Explain your organization's accomplishments in terms of Community-based Outreach Services for the Regional Plan. Summarize the findings, thus far, from your communities, articulating both current and future concerns and desirable outcomes.

Casa Familiar accomplishments were visible in the close to 100 community members in attendance. While the community understands this is a long term planning document, many concerns revolve around the present day transportation and access issues. Some that keep re-occurring or brought up to Casa Familiar, particularly in small group discussions are: Cost of public transit, need for improved infrastructure at the San Ysidro Trolley Stations and length of time to get from San Ysidro to destinations north of Chula Vista.

2. What groups and/or communities did your organization reach out to? What was the level of engagement? How did you solicit input?

We outreached to the following organizations:

The San Ysidro Chamber of Commerce, The San Ysidro Business Association, The San Ysidro Smart Border Coalition, The San Ysidro Health Center, political office holders, and The San Ysidro Community Planning group, which is very engaged and has some of the most involved and committed volunteers that understand more details of urban planning. Casa Familiar requested their presence/attendance to the San Ysidro Workshop.

We also outreached to residents and clients of Casa Familiar services and programs. Engaged residents of Casa programs offered some direct perspective at the workshop on particular details for how they access public transit. We had several initial meetings to introduce them to the topic and plan elements, discuss how those elements could be interpreted in the San Ysidro/Border context, then invited them to the workshop to provide input.

3. Do you feel that your Public Involvement/Outreach Plan appropriately engaged your community? Were the materials, methods, and mechanisms used successful? Were some more effective than others?

Yes, our public outreach plan engaged the San Ysidro community. Material that was missing was information on how much investment has been brought and lost in the community. There was no sense of quantifying the impacts of localized investment.

4. Other reflections on the process that you would like to share with SANDAG and the CBO network that we can learn from and incorporate into the next phase?

Presenting information on how much investment has been introduced into the community and is planned future investment would help to begin to explain why/where social equity now plays an important role in the process. This should be included in the next phase.



Organization: Casa Familiar

Project Manager: David Flores

**Community-Based Outreach Partners Network
Presentation Tracker (Documenting Outreach)**

Please submit this form along with the invoice if there were meetings held prior to submittal.

Date	Time	Location	Location Address	Presentation Topic	# Attendees	Alternative Languages Available	Meeting Style	Were there any meeting incentives? Y/N
5/20/13	5:30 p.m.	SYSD Ed. Ctr. Board Rm.	4350 Otay Mesa Road	SD Forward Policy Workshop	13	Yes	Scheduled Monthly Committee Mtg.	No
6/3/13	10:00 a.m.	Villa Nueva Comm'ty Ctr.	1901 Del Sur Blvd.	SD Forward Policy Workshop	8	Yes	Unplanned announcement	No
6/4/13	10:00 a.m.	Villa Nueva Comm'ty Ctr.	1901 Del Sur Blvd.	SD Forward Policy Workshop	8	Yes	Unplanned announcement	No
6/4/13	10:00 a.m.	Casa Familiar Civic Center	212 W. Park Ave.	SD Forward Policy Workshop	50	Yes	Unplanned announcement	No
6/5/13	10:00 a.m.	Casa Familiar Rec. Center	268 E. Park Ave.	SD Forward Policy Workshop	15	Yes	Scheduled Weekly Mtg.	No

[Type text]



Sign In Sheet
Casa Familiar Casa de Padres Program
 June 5, 2013
Casa F. Rec. Ctr. 2
 San Ysidro, CA 92173

Name	Email	Phone	Member of organization? Y/N	General Public? Y/N
1. Patricia Banderas		(619) 381-1427	N	Y
2. Maria E. Villegas		(619) 737 17 69	N	Y
3. ROSS GRAFF		619 646 4179	N	Y
4. ESPERANZA SORIN		619 428 4175	N	Y
5. May Noddy		(619) 664 3202	N	Y
6. Amanda L. M.		(619) 690-3860	N	Y
7. Alicia Lopez		(619) 428 5629	N	Y
8. Gustavo Lopez		(619) 519-6029	N	Y
9. Maria I. Herretera		(619) 519-6029	N	Y
10. Maria Elena Martinez		(619) 946-41-78	N	Y
11. ZLia Martinez		(619) 420-08-59	N	Y
12. Edelmira Hernandez		619-600-4303	N	Y
13. ESPERANZA SORIN		619-428-4175	N	Y
			Member of	

[Type text]

Name	Email	Phone	organization? Y/N	General Public? Y/N
14. <i>Amelia Alvarado</i>		690-3922	<i>Casa Familiar</i>	
15. <i>ESTHER ALCANTARA</i>		<i>(619) 690 5179</i>		
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Name	Email	Phone	Member of organization?	General Public?

[SCPPG] [May 16, 2013] 2

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Sign In Sheet
San Ysidro Community Planning Group
May 20, 2013
5:30
SYSD Ed. Ctr. Board Rm.
4350 Otay Mesa Rd., San Ysidro, CA 92173

Name	Email	Phone	Member of organization? Y/N	General Public? Y/N
1. Thomas Currie	tmccurrie64@gmail.com	619-889-2153	Y	
2. ALBERTO F. PEREZ	afperez@cox.net	619-270-2216	Y	
3. Antonio Martinez	blmcf7@gmail.com	(619)806-0828	Y	
4. YOLANDA M. HERNANDEZ	Yh3137@att.net	(619)458-0758	Y	
5. RAQUEL HORA	1666 LA MARIQUITA	619-781-7111	Y	
6. Manuel Paul	lspaul@cox.net	(619) 227-7678	Y	
7. STEVE OTTO	SOTTO@COX.NET	(619) 428-7977	Y	
8. Matthew Paredes	mparedes@sysd.k12.ca.us	(619) 428-4476	X	
9. Bertha Alicia Gonzalez	ahoranow2008@com	(619) 428 22 77	X	
10. MICHAEL R. FREDMAN	michaelf@cox.net	619 690 3833	Y	
11. MIGUEL AGUIRRE	mig1@spglobal.net	619 917 3167	Y	
12.				
13.				

[Type text]



Sign In Sheet
 Casa Familiar YN Zumba Program
 June 3, 2013
YN Community Room
 San Ysidro, CA 92173

Name	Email	Phone	Member of organization? Y/N	General Public? Y/N
1.				
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			Member of	

Shana Slepratt 6-3-13

Andrea Maffett

Andrea Victoria

Maria Elena Coroud

Reyna Zamora

Araceli Garcia

Valentia Gonzalez

Carmen Percz

[Type text]



Sign In Sheet
 Casa Familiar Y/N Zumba Program
 June 4, 2013
1901 Del Sur Blvd.
 San Ysidro, CA 92173

Name	Email	Phone	Member of organization? Y/N	General Public? Y/N
1. Alicia SACCIDO		(619) 395-6457		
2. Andrea Victoria		(619) 428-6021		
3. Jose Luis Victoria		(619) 428-6021		
4. Andrea Maffett		(619) 934-6020		
* 5. SEE ATTACHED ATTENDANCE LIST				
6.				
7.				
8.				
9.				
10.				
11.				
12.				
13.				
			Member of	

6-4-13

Alicia Salcido

Audrea Maffett

Valentina Gonzalez

Guadalupe Gonzalez (Flor)

Reyna Zamora

Carmen Pérez

MARTHA ORTEGA 08/20 - (619) 691-8994

Irma Cohen



Casa Familiar Civic and Recreation Center1
DAILY SIGN-IN SHEET


Activity: Zumba - Aerobics Date: Junio 04 2013 M ♥ W T F

Instructor: Manuela C. Time: 8:30 A 10:00 am

NAME	Age	Sex	Ethnicity	New	Continued
1 Patricia Banderas		F		No	
2 Maria Guadalupe Pinob		F		No	
3 Maria E. Villegas		F		No	
4 Maria Cuevas		f		no	
5 Alicia Barajas		F			
6 Lydia Regalado				No	
7 Luz Maria Coronado		F		no	
8 Rosa Elena Medina		f			
9 Rocío Tejeda		F		No	
10 Benita Alvarado		F		no	
11 Sylvia Alvarado		F		no	
12 Patricia Rivas		F		No	
13 Juan Carrillo	41	F		No	yes
14 Ma. Escalante		F		No	yes
15 Mantha Delmonte		F		No	
16 Trinidad Herrera		F		No	
17 Alma Rodriguez		F		NO	
18 Lidia Dominguez		F		no	
19 Ada Lopez		F		No	
20 Maria Carr		F		No	

50 personas

COMMENTS/NOTES

♥♥♥ Nota: Se revisaron, Baños, lavabos, espejos, puertas, cerradas, pisos limpios, candado Cerrado, luces apagadas, Gracias  67804-2013-Martes.



Casa Familiar Civic and Recreation Center1
DAILY SIGN-IN SHEET

Activity: Zumba-Aerobics Date: Junio 04 2013 M ♥ W T F

Instructor: Manuela C. Time: 8:30 A 10:00 am.

NAME	Age	Sex	Ethnicity	New	Continued
1 Dolores Amador Bustos				NO	
2 Esther Garcia		F		NO	
3 Juan Banuelos				NO	
4 Maria E Corona				NO	
5 Doña		F		NO	
6 Elizabeth Castro		F		NO	
7 Rosalie Cruz				NO	
8 Amelia Z-Huarez		F		NO	
9 Evelia Morán				NO	
10 Yolanda Ledesma		F		NO	
11 ROSALVA DIAZ		F		NO	
12 Angelico Moreno				NO	
13 Emilia Amador F		F		NO	
14 Mireya Rivera				NO	
15 PATTY Vallejo				NO	
16 Elia Martinez				NO	
17 Irene Carrotero M		F		NO	
18 Made Jesus Quintanilla		F		NO	
19 Arcelia Romero		F		NO	
20 Fei Debrun		F		NO	

COMMENTS/NOTES



Casa Familiar Civic and Recreation Center1
DAILY SIGN-IN SHEET

Activity Zumba - Aerobics Date Sept 04 2013 M W T F

Instructor Manuela C. Time 8:30 A 10:00 am

NAME	Age	Sex	Ethnicity	New	Continued
1 CARO (CAROL)		F		NO	
2 Anna Castro		F		NO	
3 Leticia Montano		F		NO	
4 Elbia Pineda					
5 Ceylina Castaneda					
6 Violeta Mendizabal					
7 Vindiana Madrid		F	EA	SI	
8 Yadira Luna		F		SI	
9 Diana Hernandez		F		SI	
10 Ada Lopez		F			
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COMMENTS/NOTES

City Heights CDC and Mid-City CAN

Community-based Outreach Services

Task 7: Final Report – 7/30/13

1. Explain your organization's accomplishments in terms of Community-based Outreach Services for the Regional Plan. Summarize the findings, thus far, from your communities, articulating both current and future concerns and desirable outcomes.

The City Heights Community Development Corporation (CHCDC) and Mid-City Community Advocacy Network (MCC) have been engaged in outreach in the City Heights neighborhood of San Diego to educate and engage residents on the issues and process surrounding San Diego Forward: The Regional Plan (RP). This outreach has engaged dozens of residents, speaking several different languages (Somali and Spanish the largest among them). There has been both substantive information sharing through data and explanations of roles and process, as well as qualitative information gathering about community priorities and expectations of the process. Outreach has been conducted through a workshop on June 18th, 2013 attended by 20 people and numerous small group and one-on-one meetings conducted by Randy VanVleck and Emily Serafy Cox.

The findings thus far can be summed up as a sentiment of needing additional investment in the City Heights community. There have been many challenges facing City Heights identified in the workshop, small group, and one-on-one meetings: lack of affordable transportation options or access to important destinations, poor housing quality and unaffordable housing overall, sluggish economic development and a lack of local jobs, lack of park and open space, and the negative health effects to which all of these conditions contribute. Here are a few quotes from residents:

What should be in the regional plan: "Centerline", "local bicycle routes", "walking", "network building and neighborhood connectivity", "free youth bus pass", "more pocket parks"

"Points for communities of concern need to be combined to give City Heights more, we are all 4 categories"

"We need to see how equitable the distribution of transportation funds has been"

"SR-94 expressway should not be in the regional plan"

"Connectivity for seniors and population with mobility challenges"

"Offer opportunities to small businesses to grow"

"There are too many liquor/smoke stores"

"Do government entities hire City Heights residents?"

"Stop investing on making it easier for people to drive in and out"

"We shouldn't have to leave our community to get better jobs and education"

"Senior building was built but no supportive services and infrastructure to support it"

"Play catch up in City Heights to accelerate progress"

"Freeway is developed but walking infrastructure is not"

"Enrichment classes not available, we have to leave community, need community college that offers that"

As you can see above, the current concerns of the community are tied to a history of lacking investment and complex community needs. Many of the concerns are not new, they are long-standing community challenges that have never been addressed. A concern that is picking-up steam in the community is related to the State Route 94 Expressway project. The concerns have risen to the level of asking that the project be removed from the plan all together. These concerns came out during our workshop as well as in one-on-one conversations with community leaders.

From the dialogue that we have facilitated, it seems clear that in the eyes of City Heights residents the most desirable outcome of the RP process and finalized plan will be: 1. a process that genuinely involves the community and incorporates their priorities into the final plan; 2. a transportation plan that shifts investment from roads and freeways towards active transportation and transit; and 3. a plan that lays the groundwork for jobs close to where people live, namely close to City Heights.

2. What groups and/or communities did your organization reach out to? What was the level of engagement? How did you solicit input?

Though we reached out to residents and organizations in the greater Mid-City and Southeast area, we concentrated our efforts on individual leaders and groups in City Heights. We worked with and involved the following groups:

- City Heights Town Council
- City Heights Area Planning Committee
- Improving Transportation in City Heights Momentum Team-Food Justice Momentum Team
- Built Environment Team
- City Heights Business Association
- Employee Rights Center
- Environmental Health Coalition
- International Rescue Committee
- City Heights Seniors
- City Heights on Patrol
- Bikes Del Pueblo
- Crawford High School Students
- Mid City Bike Corridor Community Advisory Group Members
- City Heights Urban Greening Community Working Group Members
- Cherokee Point Elementary School Parents group
- Asociacion de Liderazgo Comunitario (formerly Proyecto De Casas Saludables)
- SR-15 CenterLine BRT Working Group Members
- El Cajon Boulevard Business Improvement Association

The level of engagement of a some of the groups above has been simply through informal conversation on the issue. The rest of the groups above had a presentation on the regional plan at one of their meetings and/or had a representative attend the workshop on June 18th, 2013.

Formal input has thus far been solicited in the setting of the workshop through small group discussions on the major issues at hand in the RP. These small groups were facilitated by Emily Serafy Cox and Randy VanVleck, with both informational and probing questions. Responses were documented by note-takers and the final notes are attached to this document.

Informal input has been solicited through small group and one-on-one meetings with individual leaders and residents in the community. These meetings are tracked by the project staff in order to assess emerging areas of community concern and level of interest in the RP. It is our experience that often information can be gathered through these small group and one-on-one meetings that can never come out in a large group meetings. In these smaller, more informal meetings people are able to feel more comfortable and have better communication with the project staff, especially if a translator is involved. These meetings are also an opportunity for people to ask questions about the process that they may be reluctant to ask in a large group session.

3. Do you feel that your Public Involvement/Outreach Plan appropriately engaged your community? Were the materials, methods, and mechanisms used successful? Were some more effective than others?

Our Public Involvement/Outreach Plan engaged our community as well as it could, considering the constraints on time and resources. The methods we used were very successful in engaging people from a range of perspectives and levels of knowledge about the RP.

We designed our workshop questions to gather useful information and input from people who knew very little about the planning process or scope of the RP. We used simple, yet engaging graphics to highlight the challenges faced by our region in the next 40 years (see attached materials from workshop). We allowed people to give input in the setting that best suited their comfort level and interest. We built off existing relationships to reach diverse perspectives. We used trained facilitators to lead small group discussion so that everyone could be heard.

The most successful method is the one-on-one meeting with a leader or resident. These meetings give a deeper understanding of the person's perspective and improves trust in the process. These meetings also build to the public workshops because they serve as a recruitment tool and a chance for individuals to enter the workshop better prepared to offer formal input.


4. Other reflections on the process that you would like to share with SANDAG and the CBO network that we can learn from and incorporate into the next phase?

The Regional Plan process and associated processes regarding the development of components within the plan are extremely confusing to the general public. CBO partners also seemed confused,. It has been a challenge to explain, to the general public, the timeline and significance of a plan with such complexity and scale. Much of the materials for public consumption that have been produced by SANDAG are wordy or unclear and do not serve as a useful starting point for discussion. Additionally, community engagement would likely improve if the names of different SANDAG plans – such as “Coordinated Plan,” “Comprehensive Plan,” “Regional Transportation Improvement Plan” -- were less vague and abstract and instead spoke directly to the subject matter of the plan as “Regional Bicycle Plan” and “Regional Transportation Plan” do.

That being said, much of the graphical data available from SANDAG is incredibly useful. Graphical information is extremely useful for engaging residents in this dialogue who have little technical expertise in the traditional sense. This is especially true for residents with low English proficiency and/or low literacy. The contract would leave more time for fulfilling the deliverables if

the reporting process was simplified. Consider simplifying the descriptions of the Tasks in the contract documents. The Task descriptions in the Scope of Work, Required Deliverables, and the Task Titles in the invoice template document vary slightly from document to document.

Documentation of CBO-related work in the community (more documents included in CD delivered to Jane Clough):






What should San Diego look like in 40 years?

You should decide!

Tuesday, June 18th, 2013
6-8pm
City Heights Wellness Center
4440 Wightman St. Suite 200
(around the corner from Albertson's)

The San Diego Association of Governments (SANDAG) is making a new plan — called “San Diego Forward: The Regional Plan” — for what the San Diego region’s transportation and land use should look like over the next 40 years. Come learn about how you can have an effect on this process!

For more info contact:
Emily Serafy Cox, eserafycox@midcitycan.org, (619) 283-9624 x 203
Randy Van Vleck, rvanvleck@cityheightscdc.org, (619) 584-1535



(Above: Flier for City Heights-specific Regional Plan workshop).



(Above: ITCH meeting)



(Above: BET members give their Mid City Bike Corridor public input directly to SANDAG PM Bridget Enderle)

CenterLine BRT Full Funding Celebration!



Join us in celebrating the allocation of \$45 million for the long-awaited State Route 15 CenterLine Bus Rapid Transit stations and service!

Attendees include:

- Mayor Bob Filner
- Council President Todd Gloria
- Councilmember Marti Emerald
- County Supervisor Ron Roberts

Wednesday, June 5, 12:30pm—1pm

**City Heights Transit Plaza on University Ave on top of the SR-15 freeway
4021 University Ave, SD, 92105**



For more info contact City Heights CDC Active Transportation Mgr Randy Van Vleck
(619) 584-1535, rvanvleck@cityheightscdc.org

(Above: Residents and community leaders celebrated full funding dedication of the SR-15 CenterLine BRT – A 20 year advocacy battle).



(Above: Image of long-time City Heights transit advocate Maria Cortez speaking at CenterLine Full Funding Celebration).



(Above: As a result of advocacy by the BET and CHCDC, the City responded by painting the second Green Bike Lane ever installed in the City of SD)

Speak City Heights, a KPBS affiliate, covered our Bike To Work Day Pit Stop and the Green Bike Lane in an article titled "Bike To Work Day Highlights San Diego's Infrastructure Needs:

<http://www.kpbs.org/news/2013/may/17/bike-work-day-highlights-san-diegos-infrastructure/>

Mid-City Bike Corridor Meeting



Join residents of City Heights to determine what streets *you* want to make safer for biking and walking!



The San Diego Association of Governments (SANDAG) has money to build three west/east bike-friendly streets in Mid City. Tell them which streets you want!

When: Tuesday, June 25th

Time: 6:00-8:30pm

Where: Teen Challenge Center (near 54th and University)
5450 Lea Street, San Diego, CA 92105

For more information contact Randy Van Vleck
619-961-1066, rvanvleck@cityheightscdc.org

(Above: CHCDC helped community members take advantage of an all-ready on-going project that will improve bicycling and walking in City Heights; a top community priority realized through previous community planning efforts).



Chula Vista Community Collaborative

Community-based Outreach Services

Task 7: Final Report June 30, 2013

Final report should be approximately 3-5 pages, not including attachments (high resolution photos, sign-in sheets, samples of materials used)

1. Explain your organization's accomplishments in terms of Community-based Outreach Services for the Regional Plan. Summarize the findings, thus far, from your communities, articulating both current and future concerns and desirable outcomes.

CVCC participated and attended all required meeting with SANDAG. CVCC has been engaged with SANDAG and continues to work to ensure residents of Chula Vista have a voice. In accordance with the contract, CVCC Developed a draft Involvement/Outreach Plan to best meet the needs of the Chula Vista Community.

CVCC has met all deliverables, including the submission of a Status report through 4-30-13. CVCC actively participated in meetings and discussion and provided feedback and contributed to the definition of communities of concern discussion/definition.

CVCC presented SANDAG information and message at various community events/meetings, including:

- CVCC Partners Meeting on April 9, 2013
- Promotoras Active for Community Meeting on May 3, 2013
- Teen Promotores Active for Community Meeting on May 9, 2013
- Community meeting on May 9, 2013
- Promised Neighborhood Promotoras (Academy) on June 4, 2013

In addition, CVCC actively recruited participants and conducted outreach for the Regional Meeting at Casa Familiar in San Ysidro on June 6, 2013

CVCC also utilized its extensive network of community partners and residents and sent out meeting and message announcements through these networks. CVCC also posted information on the CVCC website and provided the SANDAG flyers in English and Spanish (Regional meeting in San Ysidro)

Feedback gathered from Chula Vista residents/Meeting participants includes:

- Most people use their own car as their primary transportation method
- Few people use the Trolley or bus system
- Cost of transportation for people using their own vehicle ranges between \$300-\$400 per month
- Bus users noted that they pay \$2.25 - \$2.85 per day

Item #1 Continues

- Participants identified their primary concern with transportation as:
 - o Cost of gasoline
 - o Cost of transportation overall
 - o Traffic
 - o Being late to work/destination due to transportation issues
- Specific to public transportation comments included:
 - o Not sufficient routes
 - o Takes too long to get to destination
 - o Its time consuming

Overall comments included:

- There are insufficient bus routes
- Need more flexible schedules/buses to run more often
- Need more public transportation options
- Bus stops need shade as buses take too long and people have to wait
- Would use public transportation if it was not so expensive

The resounding comment from participants was that public transportation is too expensive and not accessible to them due to the cost. Participants feel that public transportation should be more financially accessible (cost) and more effective (more routes/more often).

2. What groups and/or communities did your organization reach out to? What was the level of engagement? How did you solicit input?

CVCC conducted outreach in Chula Vista, targeting Chula Vista residents and families who are low income and Spanish speaking. Outreach was done through our network of Family Resource Centers and through our Promotoras at local events. In addition we used our list serve and partners network to get the word out about these efforts.

Participants seems to be well engaged with the presentations and the information. The SANDAG 101 presentation was well received and provided a good introduction to regional efforts. More handouts would have been helpful.

Participants were asked questions during the presentation and this made for a more interactive presentation and increased the engagement level. Participants were also asked to fill out a simple one-page questionnaire to note their transportation model and note their concerns.

3. Do you feel that your Public Involvement/Outreach Plan appropriately engaged your community? Were the materials, methods, and mechanisms used successful? Were some more effective than others?

The PowerPoint on SANDAG 101 was useful; however it should be simplified to best fit the community. Some of the slides were difficult to explain and some of the technology does not work for those of us who do not have high tech equipment.

The handouts are useful but were received late into the contract; they will be very useful during the next cycle.

A PowerPoint is the correct tool to use for our community and simple handouts are a great way to support the presentation and make the objective clear.

4. Other reflections on the process that you would like to share with SANDAG and the CBO network that we can learn from and incorporate into the next phase?

Need more clarity on the objective of the project and handouts that are simpler to use, at the beginning of the project. It is already becoming clearer and the second cycle will be more effective.

El Cajon Collaborative Status Report/ June 2013

Community-Based Outreach Services for 2050 Regional Plan

1. Explain your organization's progress with relevant tasks in the contract. Narrative can be in the form of bullet points. Describe progress made on each task that is in process. Level of effort described should coincide with invoicing.

Task 1: CBO Meetings

- Prepared for and participated in Network meetings with other Community-based Partners on the following dates:
 - June 6, 2013

Task 2: Develop Community Public Involvement Strategy: COMPLETED in May 2013

Task 3: Monthly Status/ Progress Reports

- Gathered communications, logs and documents needed for report
- Drafted report for June 2013
- Formatted, finalized and submitted report

Task 4: Contribute to Key Elements in Social Equity Analysis: COMPLETED in April 2013

Task 5: Initial Public Outreach (workshops/regular meetings)

MARKETING/PROMOTION

- Promoted the SANDAG Regional Workshops through flyer distribution at meetings, announcements at meetings, posting of flyer on community bulletin boards, and by sending promotional materials through email blasts to ECC stakeholders
- Made announcements about ECC's proposed outreach activities and the importance of collecting community input to inform SANDAG regional planning processes

PREPARATION FOR COMMUNITY OUTREACH

- Prepared for ECC's upcoming workshops through participation in SANDAG's Regional Workshop on June 27th at the La Mesa Community Center on Memorial Drive in La Mesa.
- Convened with outreach Partners to form working relationships and customize plans for outreach to the project's target demographics
- Prepared for outreach through study of the Regional Transportation Plan

INITIAL OUTREACH

- "What is SANDAG? Why Does it Matter?" presentation to El Cajon Collaborative Council, June 4th
TARGET DEMOGRAPHIC: Low-income, older adults, refugees/immigrants
- "What is SANDAG? Why Does it Matter?" presentation to Silvercrest Senior Living, June 21st
TARGET DEMOGRAPHIC: Older adults, low-income, low-mobility
- "What is SANDAG? Why Does it Matter?" presentation to St Madeleine Sophie's, June 26th
TARGET DEMOGRAPHIC: Disabled, low-income
- Recruited (17) El Cajon residents to attend the Regional Plan Workshop in La Mesa, June 27th

Task 6: Documentation of work efforts (photos/sign in sheets)

- Prepared a sign-in sheet templates for ECC's outreach
- Scanned and saved sign-sheets for use in reporting
- Took photos of outreach activities
- Uploaded photos and saved them for reporting

Task 7: Final Report for Feb-June, 2013

- Compiled information needed to complete report
- Wrote, edited, formatted and finalized report

2. Address any issues or problems that have come up during your meetings, workshops, canvassing efforts, surveys, and other methods of participation.

- Outreach activities have gone smoothly with few issues or problems arising.
- First use of translator felt awkward. Lesson learned was that the message needed to be framed in one sentence chunks. Two at the most.
- Using a translator caused each language group to have to wait every other sentence. It took a lot of patience for both groups (English speakers and Arabic speakers).
- At June 27th Regional Plan Workshop, a refugee from El Cajon with limited English had difficulty expressing his complex ideas. We plan to collect input from his group this year.
- One of the presentations to refugees was cancelled last minute. That caused challenges in properly spending down the remaining funding for June's outreach activities.
- After the initial outreach activities we concluded that the sign-in sheet needed to be modified. Residents were confused by the questions and some were uncomfortable giving contact info.

3. Discuss your organization's upcoming plans for next month.

- Outreach activities were in full swing, with (3) presentations given
- Level of engagement has been good overall
- Incentives (gift cards) are greatly appreciated by persons with low-incomes and are an effective engagement tool.
- People from the Middle-East are attentive to any mention of how SANDAG treats Native American Tribes. Some come from Tribal systems and this is a topic of interest to them.
- Overall, the majority of our audience members had never heard of SANDAG before.
- Any promise that we would come back again to talk only about "transportation" as a policy area in an upcoming meeting made audience members very happy.

4. Other reflections on the process (i.e., have your outreach efforts been successful? What is the level of engagement?)?

The El Cajon Collaborative's plans for the Community-based Partners grant in the next month are:

- Continue working with community Partners to determine customized approaches for outreaching to their stakeholder groups (communities of concern)
- Continue working with community Partners on any necessary outreach material preparation that is needed, including translation
- Purchase incentives needed for outreach
- Continue planning for support staff needed for material translation, facilitation, interpretation and meeting support
- Prepare presentations for community as needed
- Request speakers from SANDAG as needed
- Gather all documentation and information needed for the monthly Status Report
- Maintain communication with SANDAG staff and other community Partners as needed
- Get the word out about available presentations through conversations, announcements, and emails
- Schedule outreach presentations over the next year
- Conduct outreach utilizing community Partners as cultural brokers
- Compile input from outreach
- Compile documentation (including sign-ins and photos) from outreach

El Cajon Collaborative
Community-based Outreach Services

Task 7: Final Report
January-June 2013

1. Explain your organization's **accomplishments in terms of Community-based Outreach Services** for the Regional Plan. **Summarize the findings**, thus far, from your communities, articulating both **current and future concerns and desirable outcomes**.

Accomplishments

The first phase of this Community-based Partners project was scheduled for January through June 2013. Our initial months (January through May) were mostly spent establishing relationships with SANDAG staff (and other key stakeholders) and orienting to the project. Other accomplishments were related to planning and preparing for upcoming community outreach activities. Community outreach activities began in June 2013.

The El Cajon Collaborative's accomplishments for the Community-based Outreach Services for the Regional Plan for January-June 2013 included:

1. Establishing working relationships with SANDAG staff and the other Community-based organizations through monthly SANDAG Community-based Partner Network meetings
2. Establishing an understanding of the project's Goals, Objectives and expected Activities
3. Establishing working relationships with El Cajon Collaborative Partners for planning customized outreach strategies to target communities of concern
4. Raised awareness among El Cajon residents and stakeholders of upcoming SANDAG Regional Plan outreach activities planned for FY2014
5. Recruited (14) El Cajon residents to attend the SANDAG San Diego Forward Regional Plan Workshop at the La Mesa Community Center on June 27th
6. Gave (3) community presentations on the topic of "What is SANDAG and Why Does it Matter?" to El Cajon residents (see demographic breakdown in Item 2 below)
7. Secured follow-up presentation opportunities from all three community groups presented to in June (for focused presentations on policy areas of interest to each group)

Summary of Findings

Current and Future Concerns

Presentations given in June were an overview of SANDAG and an introduction to the proposed policy areas for San Diego Forward Regional Plan. Although there were opportunities at each presentation for community members to give input, specific input about policy areas was not solicited. Therefore, community input in this first month of outreach was quite general:

- The majority of the input offered by residents was related to transportation and/or transit. The main theme of the transportation/transit-related input was:
 1. Many El Cajon residents cannot afford their own car
 2. Public Transit is expensive and time-consuming
 3. Bus benches are unbearably hot in the summer due to lack of shelters and trees
 4. Buses are too far apart and a 45 minute wait between buses was reported
 5. The trolley is so far away from the center of town that it is practically useless to El Cajon residents for employment, shopping and medically-related trips.
- The second theme that emerged from resident input was related to housing:
 1. Housing is expensive
 2. Affordable housing is often infested with insects/rodents or is otherwise sub-standard
- General themes were a lack of awareness about SANDAG and a struggle for communities of concern to see the relevance of regional planning in their daily lives (which focus on survival).

Desirable Outcomes

The lack of understanding by residents of what SANDAG is and does make it hard to get a true read on what El Cajon residents think would be desirable outcomes from the SD Forward Regional Plan. Our goal is to help residents determine this over time as we educate them about specific policy areas.

2. What **groups and/or communities did your organization reach out to**? What was the **level of engagement**? How did you **solicit input**?

Groups/Organizations Outreached to

Presentations regarding the SANDAG SD Forward Regional Plan that were given in the initial phase of this Contract (January through June 2013) were:

1. El Cajon Collaborative Community Council
2. Silvercrest Senior Living
3. Saint Madeleine Sophie's Center

We educated and collected input from a total of (54) El Cajon residents who were members of SANDAG's identified communities of concern. Fifteen persons with disabilities, 15 older adults and 24 persons of limited means were included in these groups.

Level of Engagement

As noted in the narrative of item #1 above, it was obvious to us that El Cajon residents who struggled to cover basic needs such as food, shelter and clothing found it challenging to find the relevance of regional planning in their lives. Incentives were key to gaining entry to these groups.

All three presentations followed the same pattern; an initial low level of engagement evidenced by people looking bored and sleepy, followed by an increased interest as relevant topics were presented evidenced by more alert audience members, making comments and asking questions. By the end of each presentation residents were excited about having another SANDAG presentation to further discuss the policy areas they were interested in.

Ways of Soliciting Input

Initially, these residents were interested in the gift cards more than the presentations. However, we did our best in each presentation to mention the policy areas we felt that the residents would be most interested in, encouraging them not to wait until all of the decisions were impacting them, but to stand up and give input while the policies were being formed. Here is a summary of our most effective ways of soliciting input from residents in our first round of outreach activities in El Cajon:

PERSONS OF LIMITED MEANS

- Incentives to attract residents who are focused on daily survival. Believe it or not, a gift card makes a big difference in some of these residents' lives. They were SO GRATEFUL.

REFUGEES/IMMIGRANTS

- Mentioning that San Diego has a high number of Native American Tribes and they have representation on the SANDAG Board made a big difference to Middle-Eastern refugees and immigrants. They respect SANDAG for including Tribal perspectives. It means a lot to them.
- Talking about democracy in America, the fact that everyone has a voice. Explaining that SANDAG leaders are NOT a diverse group that demographically mirror the communities they serve and therefore SANDAG has made extra efforts to collect input from members of diverse communities to inform policy making. Making sure they understand their opinions matter and will be reflected in a report to SANDAG. Acknowledgement that they may sometimes feel like they have no voice, but this is a special opportunity to magnify their voices.
- Explaining that the only way to truly have a voice in America is to first study the way government works, what is in the government's purview, and what is important to the government systems being engaged, and by being smart, strategic and cool-headed, THAT is how Americans have a voice. Acknowledging that they may FEEL angry about transportation and housing but being smart, strategic and calm is the only way to be heard.
- Promising to come back to talk in detail about SANDAG policy areas of interest so they could give input was key. The first presentation about "What is SANDAG and Why Does it Matter?" stirred them to want to give more input. The first meeting helped peak their interest.

PERSONS WITH DISABILITIES

- Keeping concepts in their most basic form possible helped this group to engage
- Using concrete examples about transportation and housing issues common to their demographic helped to further peak their interest. General concepts were hard to grasp but more specific examples of those concepts furthered their understanding.
- This group was highly motivated by Subway gift cards

3. Do you feel that your Public Involvement/Outreach Plan appropriately engaged your community? Were the materials, methods, and mechanisms used successful? Were some more effective than others?

Success of Public Involvement/Outreach Plan

The strategies outlined in our Public Involvement/ Outreach Plan have been successful in outreaching to the community. Particular strategies that have worked well in El Cajon have been:

- Using the existing relationships we have with community organizations to gain access to/ establish trust with communities of concern.
- Working with key community contacts to develop a custom strategy to outreach to each community of concern
- Offering incentives to residents that participate in outreach activities
- Offering community organizations that broker outreach opportunities a stipend to offset their investment of time and resources
- Outreaching to groups that already meet, rather than scheduling a new meeting

Success of Materials, Methods, and Mechanisms

So far, the customized outreach activities have been simplified and low-tech. Advice from community Partners in outreaching to communities of concern have been to keep it simple, with as few written words as possible. Successful materials, methods and mechanisms in the initial round of outreach have included:

MATERIALS

- Not using written materials for initial "What is SANDAG and Why Does it Matter?" presentation due to the abstract nature of some of the concepts
- Using gift cards as incentives (ranged from \$10-\$20 each from WalMart and Subway)

METHODS

- Giving the presentation verbally without use of Power Point
- Creating presentations in a format that can be easily "chunked off" into 1-2 sentence pieces for interpretation into foreign languages
- Using an interpreter

MECHANISMS

- Using community Partners as "cultural brokers" to gain access to residents and create appropriate and relevant outreach strategies for effectively reaching them

4. Other reflections on the process that you would like to share with SANDAG and the CBO network that we can learn from and incorporate into the next phase?

Reflections on the Process

All in all the process has been good. Here is a summary of the reflections we have had on the process thus far:

1. The Community-based Partners' efforts were slow to launch, taking several meetings to orient the group to the project and several more to assist us in understanding the concepts involved.
2. The more often the Community-based Partners met, the more comfortable we felt with the project. The support from the "Network" meetings has been invaluable.
3. Although we had the idea of creating materials before we started the outreach, it has become clear to us that we needed to **experience** the outreach in order to gain understanding about the materials that would be most useful.

Lessons to Incorporate in to Next Phrase

1. The size and type of incentive will vary depending on the group.
2. Presentations must be written in 1-2 sentence chunks in order to effectively use an interpreter
3. Middle-Eastern refugees/immigrants are sensitive to the concept of inclusion of Tribes in planning
4. Regional planning seems irrelevant to communities of concern. Focusing on policy areas they care about helps connect them to planning. Relevant examples are also a good tool.

International Rescue Committee

Community-based Outreach Services

Task 7: Final Report June 30, 2013

Final report should be approximately 3-5 pages, not including attachments (high resolution photos, sign-in sheets, samples of materials used)

1. Explain your organization's accomplishments in terms of Community-based Outreach Services for the Regional Plan. Summarize the findings, thus far, from your communities, articulating both current and future concerns and desirable outcomes.

The International Rescue Committee (IRC) completed the major tasks as anticipated during this period and began the process of outreaching to and collecting community input for the Regional Plan.

IRC developed all of the marketing materials needed to conduct outreach including developing a Coordinated Plan Questionnaire in multiple languages and translating SANDAG materials and workshop announcements into Arabic and Somali. On May 14th and May 25th, the IRC held group Workshops with refugee clients to introduce the Regional Plan and discuss the public transit system and its infrastructure in San Diego County. The Workshop was held in English and Arabic and included a Q & A session. The Coordinated Plan Questionnaire was also distributed to clients to complete. Attached to this Final Report is data from the questionnaire, which were completed by 44 refugees living in El Cajon. Clients were encouraged to write commentaries in their own language. The commentaries have been translated into English for SANDAG and also attached with the Final Report. Through the discussion groups and questionnaires, IRC staff has gained a better understanding of how to properly phrase the questions to receive the most meaningful answers from clients. As a result, the questionnaire has been revised to draw suggestions and ideas from community members on policies and infrastructure within the Regional Plan.

Some initial findings showed clients felt generally favorable toward transportation in San Diego. Approximately half of respondents felt public transportation is accessible for their travel needs and 70% of respondents stated that they are able to carry out their daily activities given their current mode of transportation. The main concern that has been brought up is the cost of travel and the inability for many low income individuals to afford transportation. Safety was also brought up as a concern. IRC will look into these initial comments further through the next several months to analyze the trends and get more specific feedback. As mentioned in section 4 IRC will begin to solicit feedback on the other policy areas as well as transportation starting with the next workshop on July 25th.

2. What groups and/or communities did your organization reach out to? What was the level of engagement? How did you solicit input?

The IRC outreached to low-income, minority (LIM) and limited English proficiency community members in City Heights and El Cajon. Initially, the IRC attempted to engage a wide range of refugees, from recently arrived (4-6 months) to those who have been in San Diego for more than a year. The IRC found that while newly arrived refugees utilize public transportation more and are aware of current challenges related to the transit system, their level of engagement was not as high as the IRC anticipated. This is largely due to the fact that many were still in the process of rebuilding their lives in San Diego. Refugees who have been in San Diego for more than a year, on the other hand, were much more engaged and provided better feedback on the Regional Plan, adding commentaries to the questionnaire and verbalizing their challenges.

To solicit input, the IRC distributed the translated Coordinated Plan questionnaires, held two workshops onsite on topics related to transportation in the Regional Plan and also encouraged community attendance at the SANDAG hosted workshops.

Along with outreaching to LIM community members directly, the IRC engaged other local community based organizations (CBOs) with access to similar clientele to engage in the Regional Plan process. IRC recognizes that many LIM individuals interact with other CBOs and IRC felt that it was important to collaborate with these organizations too. IRC hopes that the CBOs will act as advocates for their clients by attending the Regional Plan information session and by participating in the Regional Policy workshops. To increase engagement from other CBOs, the IRC held a Regional Plan information session during the San Diego Refugee Forum monthly meeting. Phil Trom of SANDAG spoke about the purpose of the Regional Plan and the importance of engagement, 54 individuals from various community based organizations all over San Diego were in attendance. IRC also advertised the SANDAG policy workshops to multiple listserv, including San Diego Immigrant Rights' Consortium, San Diego Naturalization Collaborative and Friends of City Heights. On May 25th, the IRC hosted a Regional Plan workshop at the San Diego Refugee Forum monthly meeting in City Heights.

3. Do you feel that your Public Involvement/Outreach Plan appropriately engaged your community? Were the materials, methods, and mechanisms used successful? Were some more effective than others?

The Public Involvement/Outreach Plan that was developed has been an excellent tool to appropriately engage targeted communities in City Heights and El Cajon. The IRC utilized the existing network of over 7000 existing clients (all of whom fall under the LIM and/ or LEP community category).

Methods of engagement include holding workshops in existing classes and trainings to facilitate discussion about the Regional Plan. The Coordinated Plan Questionnaire is distributed prior to the discussion to allow clients to voice concerns that were not adequately collected in the questionnaire. The survey has been translated into Arabic and Somali and interpretation is provided at all workshops. Interpretation is done by an IRC staff that is also part of the clients' ethnic community, which ensures that the interpretation is culturally appropriate. The IRC noticed that in collecting input, the surveys were a bit more challenging than face-to-face workshops. This may be a result of cultural differences since answering survey questions is not a common method of gathering information in many of IRC's clients' home countries. However, the surveys solicit quantitative data that IRC and SANDAG can use to analyze travel patterns, transit utilization and basic transportation concerns from a specific population of the LIM community. IRC will continue to distribute the surveys and encourage clients to elaborate on the answers they selected.

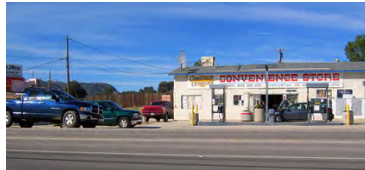
The group discussions are naturally more interactive and by providing an interpreter it significantly improves the client's participation in the conversation. Clients are more comfortable expressing their concerns and providing anecdotes about their own experience in their native language.

4. Other reflections on the process that you would like to share with SANDAG and the CBO network that we can learn from and incorporate into the next phase?

As a new contactor for SANDAG's Regional Plan outreach efforts, the IRC staff spent time understanding the Regional Plan and SANDAG's expectations for executing the contract. With multiple tasks involved in the contract, expectations for them were not always clear and deadlines kept shifting. A concise outline of requirements during each period will help significantly to ensure each CBO is on task with their outreach efforts.

During this contract period, IRC focused largely on transportation challenges for the targeted communities however after participating in multiple Regional Policy workshops, the IRC has gained a better understanding of the other policy areas in the Regional Plan. IRC has found that community members are also interested in land use and public health topics and for the next agreement term IRC anticipates engaging community members on these policy areas too.

IRC appreciates the opportunity to be involved in this process and is fully committed to soliciting compelling feedback from the community and strengthening the partnership with SANDAG.



FINDINGS: June 2013 SANDAG Regional Plan 2050

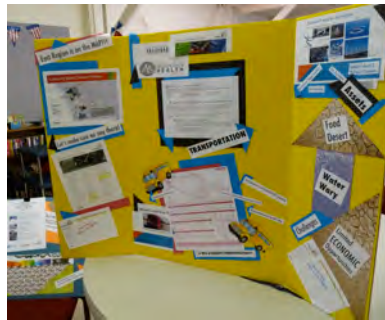
The MOUNTAIN EMPIRE REGION Mountain Health & Community Services



SANDAG TRANSPORTATION Findings: PROCESS

Our initial outreach efforts covered community-wide introductions to the concept of Regional Planning. We had booths at two, highly attended, community events that drew people from multiple of our Mountain Empire Region communities. They were the *Round Up* on May 18, and the *Wellness Fair* on June 1. Individuals shared their opinions on the comment cards that were used during the regional May 17 workshop. These comments have been transcribed into our findings.

These activities were followed by outreach to seniors in the individual communities via the senior lunch program; and an all-age, community-wide event held at the Campo Community Center. Attendees viewed a PowerPoint on Regional Planning and were then asked three questions related to transportation: *How does transportation impact your daily life? What do you feel are the biggest challenges in traveling around the community/San Diego region? What types of transportation improvements would you like to see in your community/the region/San Diego?* Followed by an open-ended question: *How do you envision our region in the year 2050?* All comments were transcribed and appear in the findings that follow.



FINDINGS: *How does transportation impact your daily life?*

- Limited income/limited access to vehicle means I often go without services for longer periods of time than I would like
- 80-mile trip to the Veterans Hospital is daunting even with a gas reimbursement
- No local dental providers/clinics are limited on hours doctors are available, hours do not coincide with bus times
- Cost of gas is very impactful
- Limited transportation options coupled with limited access to food is a challenge
- I am disabled and still am able to drive a small amount, I have no certainty in being able to get to doctors, food, friends
- Stress of losing one's license and having to rely on limited routes/access is very *real* to rural seniors

- Fortunately, friends and neighbors step up to provide transportation support
- Closet pharmacy for prescriptions is in Alpine 45+ miles away
- 90-year-old senior had concerns regarding ability to get to doctor appointments and the cost of a pass; we live in isolated, rural communities and depend largely on friends and neighbors. How do I use the mini, access bus?
- Reliance on public transportation impacts work attendance
- High cost of gas
- High cost of public transportation is a burden- its basically the same cost as gas would be- yet takes all day with too short a time in town
- Mobility/transportation provides access to stores & healthcare; allows us to socialize with family & friends and provides opportunities to participate in education/trade skills. It is a key attribute of “quality of life”- our ‘zero-car’ households are restricted in all these areas
- The cost is affecting my ability as a senior to utilize transportation; the same for our youth, high school and post-secondary aged cannot get to jobs or school
- Communities need education and transportation options
- We may gain options with the re-opening of rail in the region
- The high cost of gasoline makes managing/prioritizing trips a concern
- Trips for health needs are a concern- one woman stated: “I had to rely on friends and neighbors to get follow-up treatment after an eye surgery made it impossible for me to drive”
- Consensus was easily reached that the cost of gasoline has a limiting impact on their car-trips. Also that while cars may be in good enough shape for local trips, trips on the freeway and into town are limited due to age/condition of cars, as well as traffic conditions

FINDINGS: *What do you feel are the biggest challenges in traveling around the community/San Diego region?*

- High rates of diabetes affect many, getting to dialysis is very problematic, access to healthy foods is limited
- In the winter, El Centro/Tecate are better options than San Diego for goods/services; in summer its too hot
- High cost of gasoline, we barely have vehicles let alone hybrid vehicles
- Limited route access/reasonable timeframes
- Yes, yes, yes, re-open the *volunteer driver* reimbursement program!
- Many of us drive locally, but we do not drive freeways
- Many of us use Tecate for goods and services rather than going to San Diego
- Improve infrastructure/economies around the Tecate border region
- Local, back country community trips would be an asset- to get to Jacumba, or Campo. Have bus take loops on roads other than Highway 94
- Access to affordable food is limited- Alpine, being closer but still expensive, El Cajon is often the only realistic, affordable option
- These individuals indicated they have used the tribal buses (Viejas) as a transportation extender, but timeframes around trips are “unreliable”
- To attend cultural/recreational events in urban San Diego they drive to the nearest trolley hub (El Cajon) then use the trolley, but it is time consuming; need more express routes/links to city hubs and scenic attractions

- Unanimously, the cost of gas was a major concern; followed by the cost and lack of accessibility of bus options in this region.
- Followed by the need to address: Limited local route options, pricing, connectivity
- Few buses/ bus routes/review and refine scheduling
- Bus passes for seniors low-income, students- how do we get these
- Inadequate time in town to do errands, have to be back on the bus
- Not only gas, but vehicle maintenance and insurance are hardships
- More outreach/communication to allow understanding of services may be beneficial-remembering, however, that most do not have access to technology

FINDINGS: *What types of transportation improvements would you like to see in your community/the region/San Diego?*

- Need more local route options/use mini-buses is more effective in rural areas than full-size buses
- More buses and more bus routes-loop rather than staying solely on Hwy 94
- Bus passes for seniors, low-income, disabled, students
- We need to get to hubs in the city- and be able to have adequate time in town to do errands- two consecutive rural route days would allow people to stay in town with friends/family, and even enjoy an evening event in the San Diego region
- Express loop, with trolley and bus coordination in Santee- Santee Town Center has many shopping alternatives in a close range
- More bike racks and merchandise space on buses
- Encourage ride sharing programs
- Utilize bus stops at community focal points- libraries, cafes, markets, provide shade!
- More time in town (only a little over an hour and one needs to be back on the bus)
- More outreach/communication to allow understanding of services would be beneficial
- Local loops and border loops
- More linkages/express routes from the El Cajon trolley station/Santee Town Center
- Express lines to Los Coches, (Walmart), El Cajon transit station- along the I8 corridor
- Create a Mobility Newsletter so people know how to access transportation options
- The development of localized transportation options is highly encouraged
- More fuel efficient, non-polluting buses/auto options
- Review routes and connectivity, more trolley options in El Cajon- loop routes on major connector streets
- More information on para-transit programs, how do we know about routes/options when we have no access to internet
- Local mini-shuttles
- We are a “food desert” in the rural backcountry, the closest supermarket is in Alpine and the closet affordable markets are in El Cajon, Santee, (Food for Less, Smart & Final) or La Mesa/Santee (Costco)—we need local access to fresh fruits and vegetables, and affordable options. It is very difficult, costly and time extensive to get to shopping options

How do you envision our region in the year 2050?

Jacumba: We would like to be seen as the “Gate way to San Diego” not the “Backdoor”. It would be extremely beneficial for SANDAG or its partnering agencies/governments to assist in some **research and development** in the creation of a self-contained rural area with expanded economic/transportation/education opportunities. Our seniors and young adults (focal points of consensus) face severe challenges in terms of local employment and educational opportunities. How will the re-vitalization of rail impact our area? Will there be passenger rail? Bring a “99 cent” store to the region that has affordable groceries! Link us with express routes to Santee Town Center.

Campo: What are the opportunities presented by the re-opening of rail lines? What options do we have for clean, low-water impact, industry? Expand eco-tourism outreach. Utilize our unique vistas and dark night skies. Hiking, biking, horse activities. Glider airport, hot springs, cultural amenities, music festivals. Utilize the bi-national border aspect- create a mini-rural-hub? Jacumba-Hot Springs has a vision for a unique ‘Tourism-centric’ community. Access the regions Planning & Sponsor Group Plans to see goals and outcomes. Remember- we want to stay rural, avoid sprawl; many people only wish to see minimal change- but we need jobs!

Descanso: Gas pricing is their number one challenge. Create an Interstate Corridor-18 express bus from the park and ride to El Cajon or Santee. Reinstate the local bus, one day a week, at Perkins store; it is currently an appointment only option. How do seniors get passes?

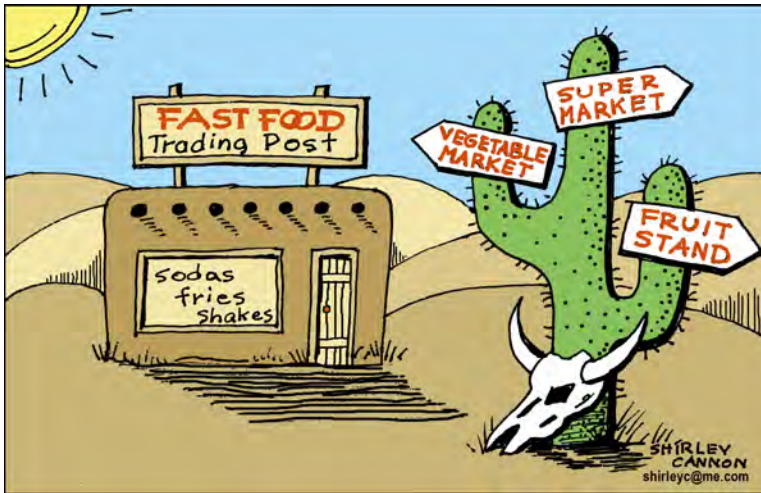
Potrero: Many of us moved here for the solitude, the scenic beauty- we wish to avoid growth (sprawl)- see our Planning Group’s community plan for more priorities/goals for Potrero. Include the Tecate/Potrero/Campo region in SANDAG’s Border Planning Activities. As far as need, we have a huge need in terms of education and employment opportunities; and many residents are on fixed incomes and receive food support from the San Diego Food Bank, we are a “food desert”- what can we do to create greater access to grocery stores?

NOTE: It became apparent that access to food was an issue, as such we are adding these comments on food access in the Mountain Empire Region for consideration in further outreach efforts.

Emerging Issues: Access to Food

According to the FDA, nearly 1 million Californians live in “food deserts” where there is no nearby supermarket or large grocery store. Food Deserts are defined as “low-income communities whose closest grocery store or market is at least 1-5 miles from that community”. In general, census tracts were identified as low-income if they had a poverty rate of at least 20 percent. People in those areas were considered low-income if their annual household income was 200 percent or less of the federal poverty level – \$34,100 for a family of four in 2000. They had low access to a supermarket or large grocery store if they lived more than one mile away in an urban area or more than 10 miles away in a rural area. Yet in 70 census tracts in our state, the entire population – more than 300,000 people all together – do not live near a supermarket or large grocery store. Imagine the impact to rural communities, right here in San Diego county,

where households are impacted by 'zero-car' issues, high rates of poverty, and who must travel greater than 55 miles to reach affordable groceries.



Food choices influence the health and well-being of individuals and families. Current dietary concerns in our region include the over-consumption of calories, added sugars, and saturated fats; paired with the under-consumption of whole grains, fruits, and vegetables. These factors contribute to high levels of diabetes, coronary disease, and obesity; and most importantly do not provide nourishment developing youth need. Furthermore, California is ranked 13th, among the nations states with food access needs- 26.8% of our youth experience child hunger issues. Access to food has arisen as a serious issue in all of our community outreach workshops. Just as transportation and mobility affect all facets of life- education, economic, health, so does access to healthy and affordable food. Residents of the region highly urge our attention to this issue, including assisting in awareness and implementation efforts, investing in research and development, and partnering on:

- Grants and loan financing to help fresh food retailers overcome the higher initial barriers to entry into underserved, low-income communities.
- Support the renovation and expansion of existing stores so they can provide the healthy foods that communities want and need.



Food for Thought: A sample solution for a Columbus, Ohio neighborhood-

<http://www.theatlanticcities.com/commute/2013/04/one-small-solution-food-deserts-bus-mounted-grocery-bin/5338/>

Resources: We will be looking at remedies to this challenge, and exploring NMTC (New Market Tax Credit), California Freshworks Fund, and USDA resources that are available to support rural grocery stores. We have sufficient empty retail and the cost of site development is less than urban; we need start up capital options.

Healthy Food Access Updates www.healthyfoodaccess.org

<http://www.policylink.org/KeepMeInformed/HealthyFoodAccess>

http://www.policylink.org/Health_and_Place_Tool_Group

Subregional Plan Input

The Boulevard Planning Group statement on transportation, from the county's Subregional Plan states:

2.4 Local Transit

The lack of reliable and affordable public transportation is a reality that impacts Boulevard and all backcountry communities, especially for those who do not possess a driver's license and those who do not have access to a vehicle. Opportunities for increased efficiencies, grant monies to supplement transit operations, and construction of park and ride facilities should be explored through coordination, including working with the County, Metropolitan Transit System (MTS) and Tribal Governments.

(Refer to the Public Transit section of the Mobility Element for goals and policies)

The Potrero Planning Group statement on transportation, from the county's Subregional Plan states:

2.3 Local Transit

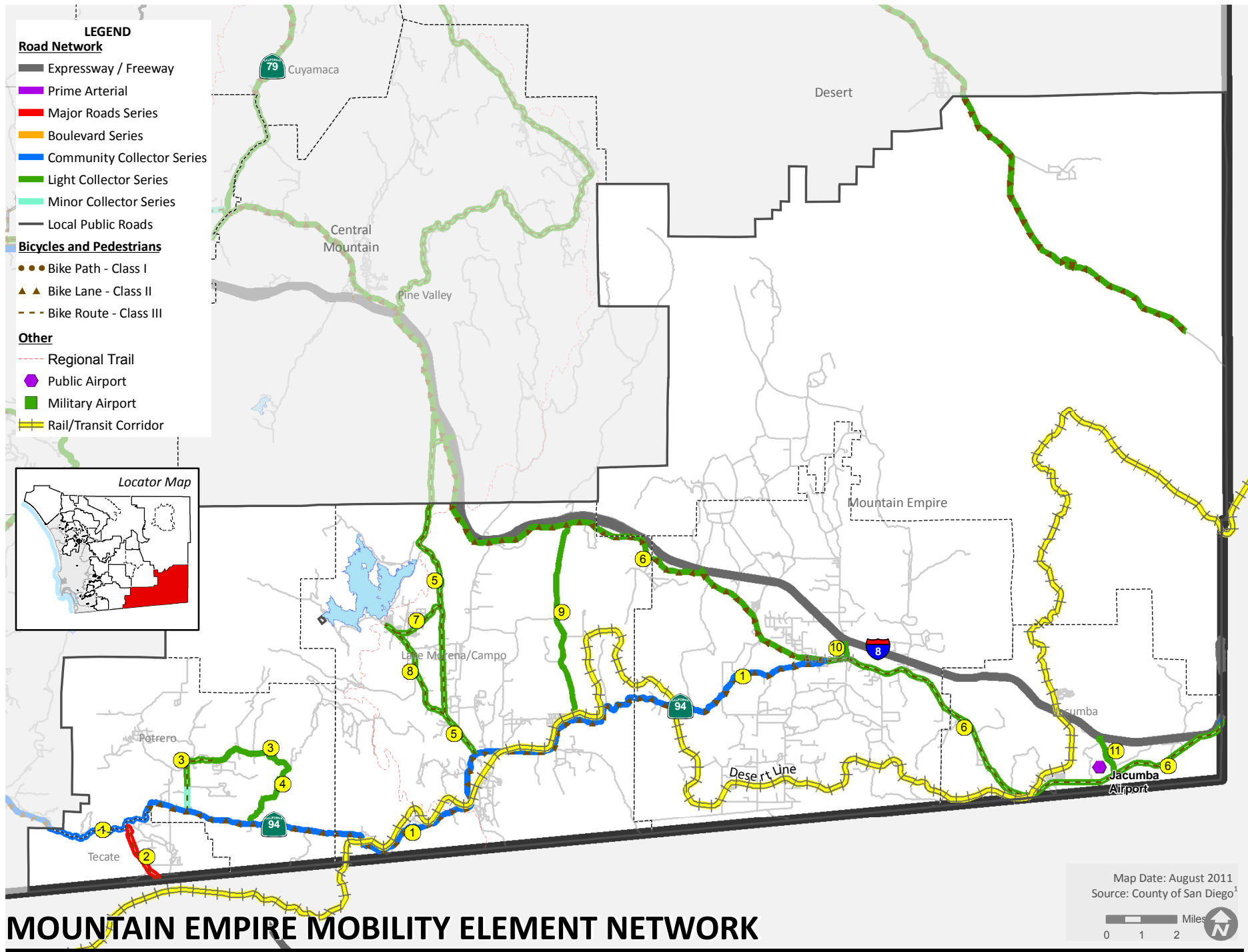
Issue CM-3.1 — The San Diego Metropolitan Transit system (MTS) provides a limited number of trips to Potrero. There are currently three scheduled trips Monday to Friday not conducive to work commuting. There are no scheduled trips on weekends or holidays.

Goal CM-3.1: Provide transportation options aimed at addressing congestion, safety, and accessibility, emphasizing alternatives to the private automobile and limited road improvements.

Policy CM-3.1.1- Identify opportunities for improved MTS service to and from Potrero including, but not limited to, increased trip frequency and weekend service.

Policy CM-3.1.2- Coordinate new and existing trip schedules to allow greater compatibility with commuter work schedules.

Policy CM-3.1.3- Work with MTS to create a monthly, rural transit pass with a further reduced fare or other incentive as a method to increase ridership, make fares more affordable, and decrease automobile dependence.



MOUNTAIN EMPIRE MOBILITY ELEMENT NETWORK



Mobility Element Network—Mountain Empire Subregion Matrix			
ID ^a	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
1	State Route 94 <u>Segment:</u> Jamul/Dulzura Subregion boundary to Old Highway 80	2.1D Community Collector Improvement Options [Passing Lanes]	None
2	State Route 188 <u>Segment:</u> SR-94 to U.S. / Mexico International border	4.1A Major Road Raised Median	Level of Service Traffic forecasts indicate that construction of a more comprehensive road network will be necessary to maintain a LOS D or better. Caltrans Facilities Programming The 2030 SANDAG RTP (Unconstrained Revenue scenario) programs only as a two-lane conventional highway
3	Potrero Valley Road (SC 680) <u>Segment:</u> SR-94 to Harris Ranch Road	2.3C Minor Collector SR-94 to Potrero Park Drive 2.2E Light Collector Potrero Park Drive to Harris Ranch Road	None
4	Harris Ranch Road (SC 680) <u>Segment:</u> Potrero Valley Road to SR-94	2.2E Light Collector	None
5	Buckman Springs Road (SF 1403) <u>Segment:</u> SR-94 to Central Mountain Subregion boundary	2.2C Light Collector Intermittent Turn Lanes—SR-94 to southern boundary with Campo Reservation (within Rural Village) 2.2D Light Collector Improvement Options [Unspecified]—Southern boundary with Campo Reservation to Central Mountain Subregion boundary	None

Mobility Element Network—Mountain Empire Subregion Matrix			
ID ^a	Road Segment	Designation/Improvement #.X = [# of lanes].[roadway classification][improvement]	Special Circumstances
6	<p>Old Highway 80 (SC 1883) <u>Segment:</u> Central Mountain Subregion boundary to Interstate 8 (at Imperial County line)</p>	<p>2.2E Light Collector Intermittent Turn Lanes at Campo casino entrances only—Southern boundary Central Mountain Subregion boundary to SR-94</p> <p>2.2D Light Collector Improvement Options [Unspecified]—SR-94 to Jacumba Street</p> <p>2.2A Light Collector Raised Median—Jacumba Street to Laguna Street</p> <p>2.2D Light Collector Improvement Options [Unspecified]—Laguna Street to Interstate 8 (at Imperial County line)</p>	None
7	<p>Oak Drive <u>Segment:</u> Lake Morena Drive to Buckman Springs Road</p>	2.2E Light Collector	None
8	<p>Lake Morena Drive (SC 660) <u>Segment:</u> Oak Drive to Buckman Springs Road</p>	2.2E Light Collector	None
9	<p>La Posta Road (SC 620) <u>Segment:</u> Old Highway 80 to SR-94</p>	<p>2.2F Light Collector Reduced Shoulder</p>	None
10	<p>Ribbonwood Road (SC 600) <u>Segment:</u> Old Highway 80 to Interstate 8 interchange</p>	<p>2.2C Light Collector Intermittent Turn Lanes</p>	None
11	<p>Carrizo Gorge Road <u>Segment:</u> Interstate-8 to Old Highway 80</p>	<p>2.2D Light Collector Improvement Options [Unspecified]</p>	None

a. ID = Roadway segment on Figure M-A-11



Senior Community Centers Community-based Outreach Services Task 7 Final Report



June 30, 2013

Senior Community Centers
525 14th Street, suite 200
San Diego, CA 92101

1. Explain your organization’s accomplishments in terms of Community-based Outreach Services for the Regional Plan. Summarize the findings, thus far, from your communities, articulating both current and future concerns and desirable outcomes.

Our initial concern was a lack of materials and ramp-up time required to gain a better understanding of SANDAG, and the possible topics to cover. As a new CBO, the ramp up time was significant. We needed to educate ourselves and develop outreach materials, documentation and time-tracking procedures.

Our findings illustrate the differences between older adults in our communities. Those residing in downtown San Diego heavily rely upon alternative modes of transportation, either through private/non-profit transportation services, caregiver (family or non-family) or public modes of transportation (buses, trolley); whereas older adults in other parts of the county typically have access to a vehicle (or caregiver).

Our desired outcome is to engage older adults to participate in the regional planning process. The levels of participation have steadily increased and we will continue to outreach to new communities and return to others to maintain engagement as we roll out our outreach plan.



2. What groups and/or communities did your organization reach out to? What was the level of engagement?

Senior Community Centers initial outreach focused on introducing SANDAG, the Coordinated Plan and the concept of the Regional Plan to older adults and stakeholders. We had many conversations internally and

externally on priorities contained in the Coordinated Plan. See Appendix 1. We began outreach efforts to smaller groups and individual conversations at senior nutrition lunch programs. We met with seniors at congregate nutrition sites in San Diego, Lemon Grove, La Mesa, San Marcos and Escondido. We directed outreach of the Regional Policy Workshops to stakeholders at the regional County Action Networks (Sandi-CAN and ECAN), as well as to partners at the Hunger Advocacy Network. We actively promoted our advocacy workshops and Regional Policy Workshops at two large events hosted at the Wellness Center, Senior Scam Stopper Seminar and the Senior Resource Fair. For the East regional workshop, we targeted public libraries, The Springs residential building and the La Mesa Older Adult Enrichment Center providing fliers we created specifically for the event.

Soliciting Input and Methods

We utilized a survey to introduce our senior clients to the work of SANDAG. We created a Transportation assessment questionnaire asking their transportation priorities, needs and demographic information. In addition to the survey, we used the questions to initiate conversations during workshops at Senior Centers in Mira Mesa, Carlsbad, and La Mesa we spoke to several groups of older adults. We have included our findings below.

Community Findings

We surveyed 219 older adults 60+ during meal service at the Gary and Mary West Senior Wellness Center located in downtown San Diego. We asked questions pertaining to their primary mode of transportation, reasons for travel and use of public transportation. Ten percent utilized the survey in

Spanish, while 26 percent utilized a Mandarin-translated survey. Nearly 60 percent of the participants live in the downtown area surrounding the senior wellness center.

Coordinated Survey Summary of Findings

1. 66 percent utilize public transportation as their primary mode of transportation.
2. 86 percent travel independently from an animal, device or attendant.
3. (Figure 1) As suspected, Safety and Security followed by Affordability/Cost topped the list of the most important characteristics related to transportation. The ranking didn't appear to shift among the different ethnicities among seniors.
4. 94 percent consider public transportation costs to be reasonable.
5. Medical and Groceries/Food ranked one and two for the reasons for travel.
6. Most seniors are under 85 years of age and more than 58 percent consider themselves low-income. See demographic information below.

Figure 1 - Safety and Security ranked highest of importance

1. Safety/Security
2. Affordable/Cost
3. Availability of seating
4. Frequency of Service
5. Destination length
6. Understand announcements
7. Accessibility
8. Reliability
9. Clarity of route info

Demographic information (*may have selected multiple identifiers)	
60+ years	201
85+ years	18
Disabled	43
Low-income	129
Veteran	27

Workshop Findings

Some of their concerns reflect those indicated through the surveys. However, most of these seniors primary mode of transportation is their car.

- Mira Mesa:
 - Little or no public transportation in Rancho Penasquitos or Scripps Ranch.
 - No Sunday Service.
 - Serious safety concerns for pedestrian traffic on Black Mountain Road and Mira



Mesa Blvd.

- Balboa Park Sunday public transportation impacted.
- No parking access in Balboa Park (for seniors).
- No seats or shades at bus stops.
- No trash receptacles at bus stops.
- High parking rates to access locales and destinations (Sea Port).
- Infrequency of stops along certain roads, like Black Mountain is burdensome for older adults.
- Not enough handicap parking access.
- Little or no public transit serving neighborhoods on streets off Black Mountain or Mira Mesa.
- The infrequency of bus trips prevents seniors from using.
- Buses don't run late enough.
- La Mesa:
 - Cuts to Sunday services impact those most needy.
 - Ability to go to church impacted by no Sunday service in some areas (Lemon Grove)
 - Trolley cost, access and parking are negatives to using it (La Mesa).
 - Sunday service to participate in Balboa Park concerts.
 - Increase senior and disabled seating on public transit.
 - On bus safety concerns – driver not waiting for seniors to sit before continuing on route.
- Carlsbad: During the workshop we discussed the regional plan and policy areas to be addressed during the North County Policy Workshop.
 - No parking access in Balboa Park (for seniors).
 - There is a lack of quality alternative pathways in Carlsbad i.e. Sidewalks (many are comprised on gravel or dirt paths).
 - Many of the residential developments, housing empty-nesters are not within walking distance to a grocery store that contains “household items”.
 - Closest grocery store is several miles away.
 - Aging in place issues if seniors are lower income and unable to drive (North Coastal County Oceanside, Encinitas, Oceanside).
 - Lack of smart growth developments in Carlsbad. Not enough senior housing and high-rises or smaller homes.

3. Do you feel that your Public Involvement/Outreach Plan appropriately engaged your community? Were the materials, methods, and mechanisms used successful? Were some more effective than others?

The content is challenging to cover. The key is to break it down as much as possible as regional planning is not an easily digestible topic. Our outreach plan incorporates this strategy, whereby we divide the topics into components that suit our population. As other targeted demographics, the needs widely vary between seniors based on socio-economic levels and the needs associated with different parts of the county. It would be great to have had opportunity to discuss with other CBO's the methods and materials employed – as well as to do a lessons learned. The regional policy workshops compacted many topics into a small timeframe. Additionally, the regional policy workshops were not inclusive to older adults living outside San Diego, as they occurred in the evening hours. The SANDAG 101 PowerPoint is a very good tool, and we've borrowed several slides for discussions and presentations. The notes and policy workshop summaries posted on the website are another good tool that we're using to give updates and encourage for conversation. We've found a conversational workshop, focusing on two or three prompting questions to be the most effective to fully engage older adults.

Appendices



- I. Service Providers
Coordinate Plan Feed



- II. SANDAG East
County Community W



- III. SANDAG CE Summer
Series.docx



- IV. Sandag Survey
results.xlsx

1. What are specific needs that seniors have in regards to transportation and why? (What impact would having those needs met vs. not have?) Ex. medical-related trips important for preventing complications, grocery shopping, visits to the center for food/socialization, attendance to religious events fulfills spiritual need etc

- Doctor's appointments, access to resources (ex. congregate nutrition sites for meals), job applications, visits to family (important for socialization).
- seeing their attorney, going to visit girlfriend/loved ones,
- Seasonal holiday shopping, weddings and funerals, social reasons, volunteering to get to their destinations or volunteering to visit others,
- Transportation to job during odd hours or long commutes
- Seniors who want to work are hindered by the lack of available commuting options ex. North County to South county ex. One senior couldn't get a job in north county because he'd have to stand all day on the coaster and wouldn't be able to get up to north county in time for work
- grocery shopping and they need affordable food because income restricted and men to healthy seniors or frail can't carry all the bags, canes/walkers-
- dental and vision appointments, transportation to congregate nutrition site so they can eat and socialize
- discounted services (many are on a fixed income)
- assistance riding a bus or learning how because they are afraid to go alone at first
- Seniors need improved access to busses (physical impairments which make it difficult to get on the bus in first place), loud PA announcements, longer times to get on/off buss
- Homeless seniors trying to find a place to live often have to travel down to the SRO on a moment's notice which can be hard if they are on a fixed income and can't find a ride

Impact of having those needs met: Increased quality of life, seniors would live longer and healthier because they are attending doctor's appointments and staying active, they would be able to maintain their social networks

Impact of not having those needs met: isolation which can lead to depression, not being able to grocery shop or go to a congregate nutrition site can cause hunger & malnutrition, not being able to go to pharmacy for medication could further complicate health issues, missing medical/dental/vision appointments can cause negative health outcomes, not hearing or understanding the bus schedule could result in a lot of wasted time because the senior failed to get off at the right stop or took the wrong bus etc

2. Identify any gaps (geographic or service type-related) in transportation (ex. areas not covered, are the hours limited? does the trolley/bus/etc. stop for long enough to allow those with physical disabilities to get on safely etc)

- **Geographic gaps in transportation:** east of El Cajon and Alpine (rural bus stops come out less), Claremont, North county has limited transportation in their rural areas & going from N to S county is difficult.
- **Service Related:**
 - Overcrowded stops and not enough busses during peak hours or sports games at Petco Park; seniors often have to wait for multiple busses to pass by before they can get on one

that has room. EX. the downtown 5th ave stop of trolley, H street trolley station and Iris set before Chula Vista)

- Busses are often late which impacts older adults because they miss appointments that are important or are hard to reschedule.
- PA system is not loud enough, and if there isn't one then drivers don't always remember to announce stops. (Difficult for seniors hard of hearing or blind to know when to get off)
- Announcements are often only in English/Spanish which leaves out Chinese seniors
- Hours need to be extended; ex. Trying to go between north and south county is difficult; ex. some seniors would have to get up so early to catch a ride in order to make their appointments on time that they often miss it, or if they are working they can't afford to waste a whole day because of an infrequent bus schedule.
- there needs to be better protection from weather/environment- ex.diabetes patients have swollen legs and they are in pain and it's really hot in summer so they don't want to go or cold weather
- Seniors fall on bus stop stairs, they get squished by the doors that are quickly closed, the streets by the pavement are uneven so walkers catch and they fall, urgency to catch bus causes fall hazards, drivers have little patience because they are pressured to make all the stops on time,
- Limited hours and limited busses – during rush hours and working hours the seniors won't ride the bus because it's too crowded. public transportation might not coincide with their volunteer hours,
- Senior disabled section is not large enough and everyone sits in it and they don't get up for older adults. **balance issues, the bus moved before they sat down so they fell, chaotic environment
- announcements only made Spanish and English, Chinese seniors left out

3. Are there risk factors that put seniors at a transportation-disadvantage? (reframed the "Help in identifying transportation disadvantaged populations" question) Ex. low income, disabled, living in a rural area, language barrier, homeless, mental health/cognitive/physical impairments, lack of awareness that transportation opportunities exist?

In addition to the examples listed responses included:

- Low education level (can't read schedules), lack of telephone for scheduling door to door services, those that use assistive devices, proximity to bus stops – 1 mile is a long time for someone with a walker, environment: uneven ground at the stops can pose a hazard
- Seniors who don't have telephones will not be able to "call in" a request for transportation, and if they have to call in a few days ahead of time and an appointment time gets changed at the last second they are out of luck.
- Older adults who need to see out of town specialists (cancer, therapy, etc) may have to take multiple types of transportation to get there, which can be expensive for those on a fixed income
- wheelchairs, walkers, canes, intolerant drivers on a schedule don't wait which can be dangerous for seniors who try to hurry, they need medications from pharmacy before it closes (antibiotics)
- Education level (can't read, uncomfortable trying to ride), low income and physical limitations, mental illnesses and cognitive disabilities, ex. There's a senior over at Potiker who won't ride the busses because they can't read (lack of education)
- Physical/cognitive impairments, financial (low income seniors can't always afford a monthly bus pass),

- Bus drivers are pressured to hurry up on their routes and rush through it and so it becomes a safety issue for seniors that have to move slowly to get off the bus and some have been squished by the doors, or fallen trying to get off at their stop in time
- Lack of awareness-People do not usually know about Senior Ride or any options besides public transportation

6. Identify constraints and opportunities within your community relating to specialized transit/transportation

Barriers:

- Requests for a day pass or door to door service can take 2-3 days, so seniors who call the day before needing a ride are out of luck.
- Tedious paperwork makes requesting transportation services difficult for seniors, who don't always come to the center with all the information they'd need to fill it out.
- Not enough low income transportation resources, or awareness of them
- Proximity; north county, east of El Cajon, Alpine, Chula Vista could use more coverage
- Level of education, language barriers, cognitive impairments/mental health issues, or visual impairments can make it difficult for some seniors to get around because they are unable to read the bus schedule and stops. This is especially hard when the bus stops are not announced out loud ex. Chula vista or coastal the drivers just make the announcements and sometimes they forget or if the bus is crowded it's too loud to hear the driver from the back
- Overcrowded stops; Bus drivers are pressured to hurry up on their routes and rush through it and so many people are on it that you can't even always make the stop... for example the downtown 5th Avenue stop of trolley) , H street trolley station and Iris street before Chula Vista)
- Medical appointments (need to update master resource list to include transportation resources for medical appointments specifically), physical impairments

Opportunities:

Travelers Aid has been trying to get transportation for seniors and doing needs assessments/meeting needs to address specific issue. They use a form that a caseworker can fill out easily however are very limited. **Jewish Family Services** has “senior on the go” but their forms are difficult to fill out which causes usage to be lower

4. Do you have any ideas on developing types of coordination that can occur between different agencies? Ex. non-profit to non-profit; public-private; etc. Types of Coordination may include an exchange of services (grant writing, providing trips), resources (personnel, radios, trip scheduling software, etc), and vehicle maintenance and storage.

- Good transportation set up with insurance companies so medical appointments are covered (CareFirst), door to door service Tim; government involved with volunteers by paying for their car and gas of drivers; donors have money that would donate a car or van depending on agency as a side volunteer program but gas and maintenance still need to be covered
- Seniors only bus
- Transit store phone menu to be recorded speaking slower, or providing RFP's that require collaborations between agencies that have a bus and those that don't but serve the same target population in order to secure funding (For ex. a mutually beneficial IG mentorship afterschool

program that uses a school bus to take HS seniors over to the senior center where they are mentored & teach the older adults computer skills)

- Or requiring two orgs that serve the same population and don't have any source of transportation to work together and create a shared resources transportation plan (ex.2 nearby HUD buildings share a bus that goes between both buildings and different drop-off locations throughout the week. M/W are hospital/pharmacy days, T/TH grocery days etc)
- Ride with a buddy program that teaches seniors how to ride (North county has one)

5. Which transportation strategies best assist your communities? Which strategies should we consider adding (Keep in mind, for our grant programs (MAP-21 aside), projects must be identified under the “Very High” or “High” priority list in order to be deemed “eligible”. Strategies are addressed in Chapter 7 of the Coordinated Plan.

Add this: Consider lowering the age for identifying communities of need to 60 (when they become eligible for OAA programs... ex. seniors that live in HUD would benefit from being able to get to a congregate nutrition site)

Strategies that would assist seniors but already ranked very high/high & eligible for grant programs:

Very High

- Develop or expand transit and non-agency client transportation services in areas with little or no other transportation options (or replace services that have been cut in those areas, such as transit or school bus transportation) based on identified gaps in transportation services included in the Coordinated Plan.
- Develop or expand transportation solutions in areas with sufficient densities to support transit (regional, inter-jurisdictional, and intra-jurisdictional transportation solutions) or coordinated services based on identified gaps in transportation services included in the Coordinated Plan.

High

- Provide door-to-door service (and door-through-door when necessary) for trips such as nonemergency medical transportation and grocery shopping in circumstances where Para transit is insufficient, inappropriate, or unavailable **HUD housing, this would meet many seniors needs
- Develop centralized ride scheduling, voucher programs, dispatching, and mobility management/brokerage.
- Increase coordination efforts by combining resources such as vehicles, riders, funds for rides, vehicle maintenance, drivers, driver training, insurance coverage, general ride subsidies, dispatching equipment, software, and gas cards for volunteers.
- **Increase work-based weekday and weekend service/extend hours of operation** based on identified gaps in service included in the Coordinated Plan. **Linda/Laura; seniors need to be able to look for jobs, going from north to south county they have to turn down jobs,*
- **Increase work-based weeknight service** based on identified gaps in service included in the Coordinated Plan.
- **Provide travel training to encourage more individuals to ride regular transit.** *many seniors are afraid or uneasy riding the bus, this would give them confidence to ride it alone
- **Support collaborations between non-profit and private organizations to assist with transit pass subsidies.**

- **Develop or expand transportation solutions for developmentally disabled individuals and veterans with service-related disabilities** based on identified gaps in service included in the Coordinated Plan
- Para transit users to encourage more individuals to ride regular fixed-route transit; **improved accessible travel paths to transit stops and stations**; and retrofitting of existing bus stops to ensure accessibility and Americans with Disabilities (ADA) compliance. ***Linda pointed out that for seniors with walkers having uneven pavement at the bus stop is a fall hazard, etc**
- Expand Para transit eligibility beyond the ¾-mile boundary.
- Develop or enhance volunteer driver programs, including the support of volunteer driver coalitions.
- Develop centralized ride scheduling, voucher programs, dispatching, and mobility management/brokerage to maximize service coverage areas.

Strategies that need to be upgraded in priority b/c they are currently ranked too low for grant programs (currently mid/low):

Mid

- **Reduce transit travel time and transfers for low-income communities.**
- **Develop transportation travel training services for non-English speaking populations.**
*Steve; # of Chinese seniors rapidly increasing; Carlos/Linda; Spanish speaking seniors who can't read English rely on people at the bus stop to help them who might not always know how to read the schedule themselves
- *** Expand public information regarding alternative transportation programs.** **important for low income seniors seeking employment, rides to medical appointments, or who want to go grocery shopping but are unable to carry all the bags on a bus*
- **Provide door-to-door service for trips** such as nonemergency medical transportation in circumstances where transit is insufficient, inappropriate, or unavailable.
- **Provide demand responsive transportation for areas not served by fixed-route transit.**
Alpine, north county, San Ysidro, Chula Vista – HUD housing
- **Shorten ADA trip request windows for pickup times.** *many miss out because they do not call far enough ahead of time – especially impacts seniors using assistive devices that need to make it to their rehab appointments
- **Develop or improve veteran medical and non-medical transportation.** * What good is free health care if you can't access it as a retired veteran?
- **Upgrade bus stops to include weather protection, shelters, benches, and lighting where appropriate.** *Safety & fall hazards;
- **Improve accessible travel information** and services for visitors and residents, including increased language requirements and automated auditory destination cues at transit stops.
- **Enhance sensitivity training for drivers particularly for those assisting passengers with developmental disabilities.** *Tim pointed out that many drivers are in a hurry and not sensitive to the fact that seniors with assistive devices take longer to get on the bus which poses a safety issue for seniors who try to rush. *Linda gave examples: seniors who move slowly have been squished by bus doors; if their wheelchair isn't strapped in properly the older adult could fall out or roll over and hurt someone else

LOW

- **Increase transportation service frequency.** *stops are overcrowded & so busy during certain times (rush hour/after a Petco park game etc.) that passengers have to wait for more than one

bus/trolley to pass by before it's possible to get on. Ex. the downtown 5th ave stop of trolley, H street trolley station and Iris st before Chula Vista. Rush hour, or after a Petco park game

- **Increase operating hours of accessible health and human service transportation vehicles.**
- **Provide transportation system guides.**
- **Create additional bus stop locations.**
- **Provide trips during off-peak hours and ensure midday coverage.**
- **Increase COASTER service, including regular weekend service.** **Some seniors would choose to work on the weekends yet can't because there isn't transit available, visit family, or go to religious events which is important for improving their quality of life
- **Improve bus public address systems.** **needs to be louder so that seniors with visual or hearing impairments don't miss stop; only in English/Spanish leaves out Chinese speaking population
- **Community outreach and marketing of services.** *Seniors need to know they are eligible for a discounted rate; raising awareness of available transportation options is important*

Vista Community Clinic

Community-based Outreach Services

Task 7: Final Report July 15, 2013

Final report should be approximately 3-5 pages, not including attachments (high resolution photos, sign-in sheets, samples of materials used)

1. Explain your organization's accomplishments in terms of Community-based Outreach Services for the Regional Plan. Summarize the findings, thus far, from your communities, articulating both current and future concerns and desirable outcomes.

With only four months in this initial contract term, our organization's primary accomplishment is becoming knowledgeable about regional planning and San Diego Forward 2050. After attending many meetings and workshops at SANDAG, and reading numerous reports, we are at the point where we feel confident to present the information in our community, encourage involvement, and facilitate presentations and workshops to various sectors. We attended several community events to promote the SANDAG workshop held in Oceanside on June 20, and conducted presentations to a variety of community groups. A brief description of those efforts is below:

- Began attending monthly Intergenerational Community Council meetings held in San Marcos, presented an overview of San Diego Forward: 2050 Regional Plan on June 12, encouraged attendance at SANDAG workshop on June 20, and plan to coordinate workshop at Senior Center in the near future.
- Conducted a presentation of the San Diego Forward: 2050 Regional Plan during the North Coastal Prevention Coalition monthly meeting on May 9 and will provide regular updates to the group.
- Attended community events and posted flyers to promote SANDAG workshop on June 20, including Libby Lake community resource fair in Oceanside on May 11, Crown Heights Community Resource Fair on June 1, Boomers in Vista, and Oceanside Library.
- Reached out to several local churches in Vista and Oceanside and will be scheduling workshops with their congregations in the near future.
- Conducted a presentation in Spanish at Vista Unified School District Learning Center in Vista on June 4, distributed SANDAG workshop fliers, and collected 44 surveys.
- Conducted a presentation in English at Vista Community Clinic's Health Promotion Center All-Staff meeting, distributed SANDAG workshop fliers, and collected 44 surveys.
- Conducted a presentation in Spanish at Poder Popular meeting on June 18, distributed SANDAG workshop fliers and collected 10 surveys.

Improving the local economy was identified most often as the primary issue of concern across groups. We did not have the survey available for the NCPC meeting on 5/9/13 and had limited feedback. Some recommendations included offering a free daily pass for public transportation to encourage people to give it a try, and to increase bike paths that are not on busy streets.

2. What groups and/or communities did your organization reach out to? What was the level of engagement? How did you solicit input?

Through contacts and presentations we have reached out to local churches, North Coastal Prevention Youth Coalition members, the Intergenerational Community Council, other Vista Community Clinic Health Promotion Center programs, and the Vista Unified Adult Learning Center. During three presentations we solicited input utilizing the True North survey and collected a total of 110 (summaries included in appendices). We will be following up with all of these groups to schedule workshops in the near future to solicit input in a more interactive way using a format similar to SANDAG workshops. Several of these will be conducted in Spanish.

3. Do you feel that your Public Involvement/Outreach Plan appropriately engaged your community? Were the materials, methods, and mechanisms used successful? Were some more effective than others?

We spent time this initial contract period conducting general presentations on San Diego Forward and encouraging groups to participate in the SANDAG Oceanside workshop on June 20. Despite distributing hundreds of flyers, we estimate approximately 20 of the attendees came from our outreach efforts. Attendance was much more likely from group leaders and people we had a relationship with in the community, rather than people who just got a flyer. Revising the True North telephone survey to use during presentations was an effective and efficient way to obtain input and feedback in a short time-period. (A copy of the survey and summary of results are included in the appendices.)

We attended three SANDAG workshops (CalTrans on May 17, Escondido on June 13, and Oceanside on June 20) to both participate and learn the process for conducting community workshops. We believe we now have the information and tools to conduct similar workshops with various sectors in our region. We feel that going to defined groups, such as churches, senior centers, youth groups, and neighborhood associations, will be an effective way to engage the community.

4. Other reflections on the process that you would like to share with SANDAG and the CBO network that we can learn from and incorporate into the next phase?

We experienced a rather steep learning curve, being new to SANDAG and the regional planning process. We anticipated having a 'menu' of SANDAG outreach strategies (surveys, door-knocking, promotional items, presentations, etc.) to select from and use in various settings. With only four months in this initial contract term, we were halfway through before we understood that we were to work more with defined groups within our target region and not necessarily do general outreach and solicit input from the general public.

We attended the Summit on Transportation Equity at CSUSM and got the sense we may be competing with other groups trying to get the public engaged in these issues. We attended a follow-up meeting with Justice Overcoming Boundaries and learned of their efforts with local churches throughout the North County region. It remains somewhat unclear if we can collaborate with these efforts or if we are in competition of sorts.



Alliance for Regional Solution
Community Based Outreach Services
Final Report
June 30, 2014

Alliance for Regional Solutions

Community-based Outreach Services

Task 7: Final Report June 30, 2014

Final report should be approximately 3-5 pages, not including attachments (high resolution photos, sign-in sheets, samples of materials used)

1. Explain your organization's accomplishments in terms of Community-based Outreach Services for the Regional Plan. Summarize the findings, thus far, from your communities, articulating both current and future concerns and desirable outcomes.

We have given SANDAG updates at our quarterly general meetings to our membership. These were held in August 2013, November 2013, February 2014 and May 2014. Our alliance consists of 40+ member organizations as well as city representatives. Most of these organizations are located in North County or serve the community of North County. We gave short reports of what San Diego Forward is accomplishing and what the needs are for the future.

We were able to distribute questionnaires during the summer of 2013 to three of our member organizations. We collected over 100 surveys filled out by clients of North County Community Services, The Fellowship Center, Community Resource Center and North County Lifeline. We used a version of the phone interview survey that SANDAG conducted by True North Research. The surveys and the results are attached. The biggest obstacle with the surveys was trying to get the clients to pinpoint what their priorities were. They marked most things as very important so it was hard to get a clear picture of what our sample group felt strongest about.

We conducted three workshops in February and March of 2014. The groups were:

The first was with a parent group at one of the North County Community Services preschools. We had 10 parents attend. The presentation was done in English and there was a Spanish translator. There were over 5 parents that did not speak English. We went over what SANDAG and San Diego Forward are. We discussed transportation options in North County and had a discussion on this. I passed out questionnaires that are in English and Spanish. We had 5 of the parents complete.

The second was with a group of case managers, therapists, supervisors from North County Lifeline that work with the Youth Development Programs. Many from this group work with SANDAG on different projects and have an understanding of what SANDAG does. The San Diego Forward plan was new to them. After a short presentation, we had an open discussion about what some of the obstacles their clients had with the transportation in North County. They are going to have their youth groups fill out our questionnaires.

The third workshop was with another Lifeline group- Bridges to Employment. These Lifeline clients were attending a one week workshop to build skills to help them find employment. There were about 9 people in the class. One of the obstacles these people have with finding and keeping a job is transportation. They had strong opinions on public transportation in North County.

The main finding we came away with is that the majority of North County communities of concern do not feel good about the public transportation system that is offered in North County. It is not convenient, affordable, or attainable for going long distances in a reasonable amount of time. They would very much like be able to rely on public transportation but most feel like an automobile is the most sensible way to travel.

2. What groups and/or communities did your organization reach out to? What was the level of engagement? How did you solicit input?

We made presentations to groups from the following organizations and collected information through surveys.

Fellowship Center

The Fellowship Center is a private, not-for-profit 501(c) 3 corporation occupying several homes and buildings on one city block in North San Diego County governed by a voluntary board of directors. It is licensed and certified by the California State Department of Alcohol and Drug Programs and employs a team of state credentialed addiction professionals along with a seasoned food services staff and experienced administrative leadership. Its beginnings grew from the desire of one alcoholic helping another.

Community Resource Center

Community Resource Center's Social Service Department provides homeless and at-risk homeless households with the tools and resources necessary to avoid and escape homelessness and hunger.

North County Community Services

North County Community Services (NCCS) is a nonprofit organization in Northern San Diego County. NCCS is passionately committed to improving our neighbors health and well being by providing programs that educate young children, support working families, provide food for those feeding the hungry and ultimately create opportunities to improve the quality of life for residents of North County.

North County Lifeline

North County Lifeline's mission is to build self-reliance among youth, individuals and families through problem solving, skill building and accessible community based services.

3. Do you feel that your Public Involvement/Outreach Plan appropriately engaged your community? Were the materials, methods, and mechanisms used successful? Were some more effective than others?

We found that the surveys were a good way to get information and also get open ended responses from people.

We think that having forums and open discussions followed up with surveys is the best way to reach people. This will inform people about the San Diego Forward Regional Plan and what the goals are. The discussions will be good for people to see all sides of an issue and then be able to decide for themselves what they think would be the best option for what the needs of the community are. The survey will then be a great way for participants to be able to freely express what they feel about each topic

4. Other reflections on the process that you would like to share with SANDAG and the CBO network that we can learn from and incorporate into the next phase?

I think we have built a good base of knowledge about the San Diego Forward plan with our member organizations and also with a group of communities of concern who will be an asset to us as we continue to need information and we will be able to go to these groups for input. We think the most important step going forward is to make all of the people reaching out understand why their participation is so important. Some of the participants in the past workshops stated the information wasn't relevant to them. Going forward we need to include the impact they will be making on the future of San Diego. We also need to make sure the materials are understandable for the group we will be talking too. Each group is unique and our materials and presentation need to be tailored to each group.

BAME CDC

Community-Based Outreach Services for 2050 Regional Plan

Status Report

June 1-30, 2014

In addition to the status reports, high-resolution photos, sign-in sheets, samples of materials should be submitted to SANDAG staff immediately after each activity or meeting.

1. Explain your organization's progress with relevant tasks in the contract. Narrative can be in the form of bullet points. Describe progress made on each task that is in process. Level of effort described should coincide with invoicing.

TASK 1 -COORDINATE WITH SANDAG: _____

Coordinate with SANDAG on public outreach efforts to ensure timely and meaningful input into the development of San Diego Forward: The Regional Plan (Regional Plan) and related agency-wide work efforts.

Monthly Progress:

- 06/05 Staff attended CBO Network Project Meeting
- 06/18 Staff participated in Webinar: Calming Arterial Streets for Safer Walking/Cycling
- 06/19 Staff attended CBO Outreach Training- Alternative Network Scenarios

TASK 2 - CONTRIBUTE TO SOCIAL EQUITY ANALYSIS:

Serve as members of a Peer Group on issues of Social Equity related to the development of the Regional Plan. This could be the Project Manager, as well as other interested stakeholders from the CBO's staff or constituents who will participate in an ongoing discussion related to the analytical aspects of the Regional Plan development.

Monthly Progress: Nothing to report in FY14.

TASK 3: CONDUCT COMMUNITY-BASED OUTREACH –

Coordinate with SANDAG on public outreach activities for the Regional Plan and related work efforts throughout the process of developing the Regional Plan. This may involve outreach activities such as surveys, canvassing, and other methods of participation. CBOs will have flexibility on selecting which outreach methods to use in order to best reach their constituents.

Monthly Progress:

- 06/12 Staff met with Monique Lopez from Environmental Health Coalition to work collaboratively on community outreach in Greater Logan Heights/Barrio Logan
- 06/21 Staff conducted community outreach at Juneteenth and Sherman Heights Music Festival. An estimated 150 people participated in an interactive game to spark conversation about priorities for transportation funding.
- Booked venue and did outreach for a July public workshop on regional transportation planning- sent invites via BAME list serve and distributed flyers at several other public events in the neighborhood

TASK 4 (For Future Use, FY15): COORDINATE PUBLIC INPUT ON DRAFT PLAN

While the public input process is ongoing, federal regulations require a formal public comment period during the Regional Plan development. CBO partners will be expected to leverage their resources to facilitate the submission of community members' comments to SANDAG within the public comment period for the draft Regional Plan in Spring 2015.

Monthly Progress: Nothing to report in FY14.

TASK 5 – FINAL REPORT:

For each contract period, CBOs will provide a report for use in the Regional Plan and related work efforts based on collected public comments. The report must show public comments in a summary form that is consistent with the public comment format that will be used in the Regional Plan.

Monthly Progress: Nothing to report until June 2014.

2. Address any issues or problems that have come up during your meetings, workshops, canvassing efforts, surveys, and other methods of participation.

The date for the workshop on the Alternative Network Scenarios has now changed three times so we keep booking a venue and inviting people to attend and then end up having to push the date out further. This has made our planning and outreach efforts more challenging.

3. Discuss your organization's upcoming plans for next month.

- Staff will continue to reach out to community groups throughout the month of July
- Staff has an educational/outreach workshop planned for July 23, 2014 at the Logan Heights Library
- Staff will schedule and prepare for another workshop in for the Alternative Network Scenarios (for August)

4. Other reflections on the process (i.e., Have your outreach efforts been successful? What is the level of engagement?)?

- The outreach at the community festivals was extremely successful because we engaged people (of all ages and backgrounds) with a simple game. We showed people pictures of different types of transportation projects (freeway expansion, better public transit, and bike/ped improvements) and put jars in front of each picture. We then asked them to put beans in the jar that corresponded with their priorities for where funding should go in the next 10 years. This sparked great conversations and helped us understand community needs. It was also an opportunity to answer people's questions about planned transportation projects that affect their neighborhood and region at large.

Linda Vista Collaborative

Community-based Outreach Services

Task 7: Final Report 7/1/2014

Final report should be approximately 3-5 pages, not including attachments (high resolution photos, sign-in sheets, samples of materials used)

1. Explain your organization's accomplishments in terms of Community-based Outreach Services for the Regional Plan. Summarize the findings, thus far, from your communities, articulating both current and future concerns and desirable outcomes.

Outreach/Workshops:

- Boys and Girls Club teenagers:
 - o 11 teens at the Linda Vista Boys and Girls club participated in a focus group workshop at the Boys and Girls club. The focus group was about the importance of getting involved in long-term transportation planning. Students were asked open-ended questions; they answered the questions, and came to their own conclusions. Support staff facilitated this process and gave additional information about past transportation planning in San Diego, San Diego's growth forecast and "green" transportation planning.
- Linda Vista Collaborative
 - o Members from the Linda Vista Collaborative participated in an interactive presentation made by support staff about our role in pursuing physical activity in Linda Vista and advocating for a walkable community. Pictures of Linda Vista and neighboring communities in San Diego were examined in order to identify the positive aspects of our community and the aspects that could be used to improve walkability. Collaborative members shared their experiences and difficulties with walkability in the community and there was collective Collaborative support to continue advocating for these changes.
- Linda Vista Spanish-speaking resident leaders
 - o Linda Vista resident leaders participated in a 2 hour interactive presentation on long-term transportation planning and the regional plan conducted by Support staff and SANDAG. The resident leaders engaged in a brainstorming exercise in which they built their own small city, just as planners do. Resident leaders also got the opportunity to ask questions about the importance of long-term transportation planning. The presentation also included examples of past transportation planning as well as what is in the plan for the future and what is included in the 2050 RTP.
 - o Outreach with the resident leaders was very successful that they also started engaging in public workshops held by SANDAG. Two of the resident leaders represented the transportation concerns of the Linda Vista community during the SANDAG Coordinated Workshop, where both residents contributed and gave their input during the workshop.
 - o A Letter of Support was written, signed and submitted on behalf of the Resident Leadership Academy to the Morena Boulevard Planning Engineers. The letter served to show community support for specific planning projects being proposed to the community during the Public Trolley Forum. Their suggestions included safe bike lanes and safer pedestrian crossings.

- Vietnamese
 - o 11 Vietnamese senior residents attended and participated in a workshop in order to be educated about Long-term transportation planning in San Diego.
 - o 31 Vietnamese residents (in general)attended and participated in the workshop on June 30/2014 in order to be educated about the Regional Work including the population grow, the transportation, transit construction, habitat planning, energy, public safety and economic prosperity. Informed residents about the developing program for the projects included in the Regional Bicycle Plan, public transportation and clean environment. Implementing an action to develop a regional transit-oriented development policy in the 2050 Sustainable Communities Strategy to promote and incentivize sustainable development. Contiuing to make enhancements to the travel demand models.

Summary of findings for focus groups:

Mobility:

- Would like to see more and safe bike routes connecting Linda Vista to other communities and San Diego amenities. More frequent and reliable transit routes to recreational places (beaches, Balboa Park), hospitals, health care and job centers.
- Information in transit centers and buses in languages other than Spanish and English, and more and frequent stops in Linda Vista.
- Sidewalks are unsafe and unusable for all ages.
- Infrastructure improvements

Healthy Communities:

- Access to high performing schools
- Safer schools and community in general
- Safer, cleaner and well-lit parks.
- Offer services to help the homeless population in Linda Vista
- Offering discounted rates for students, elderly and pregnant women
- Organizing to have a neighborhood watch in Linda Vista
- Ensure safe and clean bus/trolley and stops.

Economic Prosperity:

- A region which gives its residents access to jobs with good wages
- More opportunities and options for green technology (electric cars, solar energy)
- More opportunities for youth to attend and exceed in college
- More affordable housing
- More greenery or positive points for San Diegans to enjoy

Linda Vista Walkability and Access to Goods and Services Survey

- 99 Linda Vista residents participated in a walkability and access to goods and services survey of Linda Vista and surrounding areas. The surveys were administered at the Linda Vista Multi-cultural Fair. A very high percentage of Linda Vista residents travel primarily by foot and public transit on a daily basis. The survey was administered in English, Spanish and Vietnamese. 85% of survveys were filled out in a lanuaage other than English. with an

Summary of survey results:

- 52% of respondents walked more than 10 times per week around the Linda Vista community
- Majority of issues raised in relation to walkability were focused on crime and infrastructural problems such as lighting and sidewalks.
- Top 4 streets that improvements should be made on are: Ulric St., Kelly St., Fulton St. and Comstock Street.
- In neighboring parks, the restroom and near canyon areas are the areas where lighting is needed.
- Although 70% of respondents believed they had good access to fresh fruits and vegetables in Linda Vista, the #2 place where Linda Vista residents shop for their fruits and vegetables were markets outside of Linda Vista.

2. What groups and/or communities did your organization reach out to? What was the level of engagement? How did you solicit input?

We reached out to multiple communities within Linda Vista. The first was the Boys and Girls Club teenagers ages 14-18 years old. These students have been recruited through a partnership with the Boys and Girls Club. The second was the Linda Vista Collaborative (community members and people who work in Linda Vista). The third group was the Spanish speaking resident leaders. This group in particular has been a very successful and committed group of resident leaders, as they truly represent the Spanish speaking community in Linda Vista. This group has also been actively involved in helping reach out to the rest of the community as well as participating in workshops and trainings provided by SANDAG. The fourth group is Vietnamese-speaking residents. Among these most were recruited from Bayside's Senior Steps program and were enthusiastic about participating in this program.

3. Do you feel that your Public Involvement/Outreach Plan appropriately engaged your community? Were the materials, methods, and mechanisms used successful? Were some more effective than others?

The Public Involvement Plan and Outreach Plan appropriately reached out to the various groups in the Linda Vista community in order for their input to be relevant and useful. The focus group protocol that was provided was easy to understand and navigate through. The questions were relevant and straight to the point, which also allowed for a comfortable environment to form for participants to understand and give valuable feedback based on their experience.

Regarding outreach, for the Linda Vista Collaborative, the most successful method was to utilize regular meeting times and events that were already put in place. Examples of this were using the monthly Linda Vista Collaborative meeting, resident leaders and the yearly Linda Vista Multi-Cultural Fair as venues for receiving input. Also, expanding on connections that had already been made through the Boys and Girls Club, Linda Vista Resident Leadership Academy, Bayside Volunteers and the Senior Steps program eased the recruitment process.

It is important to note that outreach with the Spanish speaking resident leaders has been very successful upon the completion of the Linda Vista Resident Leadership Academy and our involvement and outreach with them will continue to be as effective as it is now, or better. There is a second cohort that has graduated and continued outreach will take place with them as well.

4. Other reflections on the process that you would like to share with SANDAG and the CBO network that we can learn from and incorporate into the next phase?

There was not a need for flyers or other outreach materials to be used, as our outreach was done with existing groups in Linda Vista. We want to emphasize how crucial it is to keep and continue to establish great connections and partnerships with other relevant organizations so that we can successfully continue to provide the input of true caring community members.

Casa Familiar, Inc.
Community-Based Outreach Services for 2050 Regional Plan

Status Report
April 01, 2014 to June 30, 2013

In addition to the status reports, high-resolution photos, sign-in sheets, samples of materials should be submitted to SANDAG staff immediately after each activity or meeting.

1. Explain your organization's progress with relevant tasks in the contract. Narrative can be in the form of bullet points. Describe progress made on each task that is in process. Level of effort described should coincide with invoicing.

- Casa Familiar began the year with a week long retreat from January 6th to the 10th where we presented the SD Forward work to staff and touched on the need to continue to do outreach for hosting Sin Limites workshops.
- Casa Familiar presented a San Ysidro Sin Limites community workshop on SD Forward with the year in review 2013 and other videos from the SD Forward website to the community on February 27, 2013. Casa Staff assisted to provide child care, preparation of the space prior to the meeting including setup of tables, chairs, sound system, refreshments and signage/easels, and assistance during the meeting and clean up after the event. We also provided translation. The workshop had a total of 34 community members, representing 110 residents in the community as well as 25 Casa Familiar staff that participated. Total workshop participation was 59. The workshop was used as an educational event to raise awareness of the work that SD Forward is trying to do with the next regional plan. The presentation included 1) Updates of the GSA – SY POE Reconstruction Project, including the Virginia Avenue Concept for the development of a transit center; 2) Update of the completion of the last parcel as Outlet shops adjacent to the Las Americas Premium Outlets and the new access for pedestrians; 3) Status Update of the San Ysidro Community Park Tot Lot Project; 4) SD Forward and a review of the Regional Growth Forecast and the shift towards transit support in urbanized centers 5) Visual examples of smart growth through the use of the videos such as:
 - HOW WE WILL GROW –
 - SD FORWARD – Welcome Video
 - SAN YSIDRO WORKSHOP
 - E STREET SMART GROWTH SIMULATION
 - 2013 Year in Review
 - 0:00 to 0:60 – Transnet
 - 1:34 to 4:35 – So Bay BRT – I-805
 - 11:49 to 15:15 – Blue Line Trolley Renewal
 - 20:39 to 23:00 – Bike Early Action Plan (EAP)
 - 23:01 to 25:28 – Coastal Rail Trail – example for SY
- This was very useful in showing how projects in different areas could be imagined in SY and to get an update of what work will actually affect San Ysidro. (see attached power point presentation)
- We also used our copy machine to provide 2,100 copies of various SANDAG efforts in both our outreach as well as had them present during the workshop. Materials copied were: The SD Trolley Renewal Project, SD Forward June 6, 2013 SY Workshop Summary, and the SD Forward Regional Plan handouts in English and Spanish.
- Flyers were distributed at our 5 community centers, all our programs, as well as distributed online through our email lists and social media access.
- May was a big month as Casa Familiar organized the Dia de San Ysidro Community Fair at the SY Community Park. We reserved a booth and shared information on the SD Forward Regional Plan there also.

Address any issues or problems that have come up during your meetings, workshops, canvassing efforts, surveys, and other methods of participation.

Both workshops on February 27th – SD Forward and the March 27th – Border Health Equity Transportation Study had issues with attendance as they were both rain days. We are ready to share the network scenarios of SD Forward Regional Plan but the continued delay has pushed the community workshop & presentation from June to August.

2. Discuss your organization's upcoming plans for next QUARTER.

August is not a good month for Casa Familiar as it always focuses on its annual gala dinner/fundraiser. We look forward to executing a new agreement for FY 15.

3. Other reflections on the process (i.e., Have your outreach efforts been successful? What is the level of engagement?)?

Of concern is the weight or value that the SANDAG Board will give to the communities of concern and social justice integration into the Regional Plan. Besides the plan being a difficult and complicated document for non profits to explain to their respective communities, a dis-interest by the Board can result in a negative participation at the conclusion of the project when projects are selected to be included in the network scenario that is selected and can backfire by resulting in both the non-profit and community not wanting to continue engagement. June had us sharing a great deal through the SANDAG Transportation Committee, the SANDAG Binational Seminar, San Ysidro Intermodal Transportation Center, and the tangent Border Health Equity Transportation Study.

2012 RTP (RTP 50 Years)

- Operating Next 5 Years
- 1st 2 YRS & coming in 3 YRS Projection.

FSTIP - Prepared by CalTrans
Federal Statewide Transit Improvement Plan.

- 2013 - 2017 - Current
- 2015 - 2019 - Next RTP

*TRACK PROJ. W/IN 5 YEARS - SEPARATE BY COUNCIL DIST.
 MPO ID: NCO1 ADOPTION: 12:00

- TransNet - can be used in conjunction w/ afford. housing to improve traffic congestion

- Smart Growth Incentive Program - Grants

- City would apply if it's on the map
 - Look UP - Apply for (Planning/Brian Schweitzer)
 - Map is universe for funding.
 - Mayor -> Planning Groups + Council Offices
- BUDGET ->

- Contact M on assistance to tap

(City)

AGENCIES - Submit Res. by June
 SGLP - 1) CASA Home Proj
 2) SY Comm. Park

* In July come back to



Día de San Ysidro y Feria de Recursos Comunitarios San Ysidro Day and Community Resource Fair

**CELEBRATE / CELEBRE
SAN YSIDRO**

SATURDAY/SABADO

May 17, 2014 • 10:00 am - 4:00 pm

San Ysidro Park

212 W. Park, San Ysidro, CA



Music/Musica • Prizes/Premios • Food/Comida

Bring your children and friends!!! Traiga a sus hijos y amistades!!

Invited Guest/Invitado Especial: Mayor Kevin Faulconer

Dia de San Ysidro 2014

Name/Nombre: _____ **School:** _____

Address/Direccion: _____

Phone/Telefono: _____

Coupon Friend-Neighbor-Client **Cupón**
Receive FREE Jumper Ride 6-11 only (15 min. ONLY)
Un turno en el brincolín GRATIS (6-11) (15 min solamente)

Name/Nombre: _____

Coupon Friend-Neighbor-Client **Cupón**
Bring this coupon and receive 2 raffle tickets
Traiga este cupón y reciba 2 boletos para la rifa

Name/Nombre: _____





6/5/2014

July 9th - SANDAG Workshop @ CalTRANS
11:1 - 6:30

Nancy Graham
MJE Consultant

- Can divide 4 stations. if larger turnout.
- Should be used to get people warmed up / engaged / interaction.

ASK about TransNet Smart Growth Funding.

* USGS PROGRAMS

- A lot of what is in the plan is pretty much set.

TABLETOP PROJECT:

- ① - Q's:
 - What you like about one network
 - What you don't like about the same network
 - ② - Performance Measures - which measures need to
Moving Small Infrastructures be addressed
-

June 28 - July 18th



CASA FAMILIAR
A COMMUNITY DEVELOPMENT AGENCY

June 6, 2014

Todd Gloria, Chair
SANDAG Transportation Committee
Council President
City of San Diego
401 B Street, Suite 800
San Diego, CA 92101

Delivered via: e-mail

Re: San Diego Forward: The Regional Plan, Draft Grade Separation Project Rankings.

Honorable Chair Gloria,

As part of our community development work for the San Diego South Bay and specifically for San Ysidro, Casa Familiar is one of the organizations assisting to reach Communities of Concern for San Diego Forward. As part of this work, we have been learning like all of the other Community Based Organizations, how this huge process for future planning works and how we can engage our communities – a very difficult task with communities that represent different communities with varied languages, disabilities, and low-income levels. As such, I was listening to the online feed of the discussion regarding San Diego Forward, last month on Friday, May 16, 2014 and am writing with concerns regarding the Draft Rail Grade Separations Project Rankings.

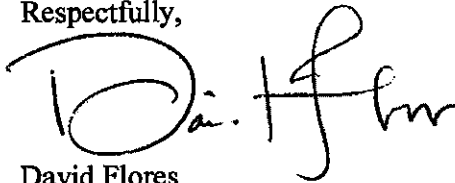
I believe that all of our region, through SANDAG, and with the Board of Directors and its committees is learning what it means to integrate input, recommendations and prioritizations from Communities of Concern. I am providing the following communication as we take issue with the exclusion of Grade Rail Separation at the San Ysidro Intermodal Transportation Center. The questioning of the rankings brought up by Supervisor Roberts and requesting that it be re-analyzed has brought up this huge exclusion in the project rankings. To use Supervisor Robert's own words: "Something is really wrong." When the rail grade separation list includes no San Ysidro projects. Mr. Roberts states that "Any of us that have to live with this daily have to suffer this" and to "Show me another intersection worse than Ash." We would opine that the trolley at the *San Ysidro Intermodal Station* is easily more conflicted with higher impacts. The *San Ysidro Intermodal Center Station* (and future SY ITC) and huge conflicts with every mode of transportation, public and private, passenger pick up and drop off, and the huge pedestrian conflict the Trolley and rail creates is like placing LAX on the San Ysidro border with the San Ysidro Land Port of Entry are places we invite all of the committee members to visit personally.

Casa Familiar, would request that if Ash Rail Grade Separation will be re-analyzed and ranked higher, that the grade rail separation project at the San Ysidro ITC also be included for analysis of impact and that the rail separation for the San Ysidro ITC be the preferred option in moving that project forward.

The second point, also brought up by Supervisor Roberts, which is funding considerations and areas that would provide funding to receive higher points; we would like to remind all of the committee that San Ysidro and the San Ysidro Station generates a significant part funding for the ENTIRE trolley system. We would request that usage be considered if this category will also be adjusted for Social Equity.

We would also like to recommend that SANDAG consider a Node-to-Node project where both the San Ysidro Intermodal Transportation Center and Chula Vista Bayfront be developed as Smart Mobility Hubs connecting as many transportation options as possible, including public, private service providers and active transportation alternatives.

Respectfully,

A handwritten signature in black ink, appearing to read "D. Flores". The signature is fluid and cursive, with a large initial "D" and a long, sweeping tail.

David Flores
Community Development Officer
Casa Familiar, Inc.

Cc: Hon. Cheryl Cox, Mayor, City of Chula Vista
Hon. Kevin Faulconer, Mayor, City of San Diego
Hon. David Alvarez, Council Member District 8, City of San Diego
Gary Gallegos, Executive Director, SANDAG
Jane Clough, Senior Regional Planner, SANDAG
Andrea Skorepa, President & CEO, Casa Familiar

San Ysidro Intermodal Transportation Center Study – Casa Familiar Comments
06/09/2014

Comments for SY SBC – Presentation to the SY Smart Border Coalition

- The community of San Ysidro, Casa Familiar and attendees to the San Ysidro Sin Limites Community Workshops appreciate the opportunities for input and the outreach done for developing the SY ITC Study.
- The study presents a preliminary roadmap for the concept of the development of a multi-level ITC that is supported by the community, issues and concerns still remain however as to the design and how it facilitates and integrates commercial and pedestrian access & activities around the site.
- The Study should state in the project introduction that this project would also achieve a community goal of developing it as it has been identified as a necessary project in the 1990 San Ysidro Community Plan.
- The document clearly identifies construction costs and details it in Phasing, however no income generation is shared or documented. The community of San Ysidro deserves to see this information in the document so it can understand fees generated and make a case for social equity and transportation investment in the community of San Ysidro. Social equity and environmental justice are now being mandated by the State for regional plans. Information on income generation and an analysis through Social Equity investments will identify that this area has not received fair funding treatment.

Casa Familiar comments on the need to clearly identify social equity issues and where we find that a value is not being placed in San Ysidro and ITC investment.

Research conducted by an investigative reporter and Casa Familiar indicates that San Ysidro might actually be generating massive revenue, which is then being distributed unequitably to North County. (Referenced newspaper articles & research.)

Findings:

1) MTS annually collects 54 percent of its operating costs through fares, more than double the nationwide average of 24 percent. MTS officials credit the San Ysidro Trolley Station for the bulk of that revenue.

An average (CONSERVATIVELY) of 11,461 trolley riders board at the San Ysidro Station every weekday, or one out of every ten boarding's for the entire system. (Michael Freedman and Miguel Aguirre actually think it's more like 20,000-30,000 riders per day.)

When the trolley first opened in the early 1980s, it ran from the border to downtown and fares covered *all* the trolley's costs. Once the system expanded into three different lines going as far north as Santee, taxpayers had to start subsidizing the operating expenses.

(Matt Clark, "Trolley is tops in U.S. at recouping costs" *San Diego Union-Tribune* 15 June 2012.)

We are concerned that many politicians, do NOT want a world class ITC and from committee meeting recordings, it seems to be because they have poured money into the MidCoast Trolley line as well as into the UTC Mall. Supervisor Ron Roberts has essentially said at the Transportation Committee meetings that he doesn't believe that retail stores at ITC will generate any revenue. He has essentially said that it's not a tourist destination, but only a transportation hub where people come and go only. He has stated that people will have a single seat ride going up to the employment centers of UCSD and to a huge shopping mall at UTC. (This is direct from the Transportation Committee tapes on SANDAG's webpage audio links.)

There is an unfair push and initiative that is of concern: SANDAG secured the funding for the MidCoast Trolley from the TransNet half cent sales tax as well as from the Federal Transportation Commission. The total cost, at first, reached \$1.2 billion, but then an extra \$500 million was deemed necessary, pushing the cost to **\$1.7 billion**. The project received little to no opposition. (Robert J Hawkins, "Mid-Coast Trolley gets key federal approval," *San Diego Union-Tribune* 16 September 2011.)

The five trolley lines total are projected to have a ridership of only 20,000 *for all stops*. (Meaning, over time, taxpayers will probably have to subsidize these stops.) Meanwhile, putting the tracks above grade at the San Ysidro trolley station would be a mere \$75 million, and yet there has been LARGE opposition to paying that amount. Also at the Transportation Committee meetings, people seem to think that \$200 million for the ITC is ***too much money***.

2) According to a South County Economic Development Council study of pedestrian crossings, 31 percent of people who cross the border want to shop. (Lana Graves and Cindy Gompper-Graves, San Ysidro Pedestrian Crossing Report (August 25, 2011) South County Economic Development Council <http://southcountyedc.com/images/SYPOE.SurveyReportFinal.pdf>)

Market research done by the Simon Property Group, owner of the Las Americas Outlet, confirms that 21 million shoppers enter the U.S. each year through San Ysidro. *They* put sales tax dollars into San Diego County. (<http://www.utsandiego.com/news/2012/Mar/19/why-san-ysidro-such-shopping-mecca/>)

Meanwhile, in 2012 the Westfield UTC Mall kicked off a **\$1 billion renovation** project that eventually intends to include high rise buildings, 150 shops, 5,000 square feet of office space and 3,000 new parking spaces. That mall attracts *only* 8 million shoppers per year. (Tanya Mannes, "Westfield UTC kicks off \$1b renovation project" *San Diego Union-Tribune* 7 September 2011.)



City Heights Community Development Corp. (Lead) &
Mid City CAN (Sub)
SANDAG Community-based Outreach Services
Task 7: Final Report
July 29, 2014

Final report should be approximately 3-5 pages, not including attachments (high resolution photos, sign-in sheets, samples of materials used)

1. *Explain your organization's accomplishments in terms of Community-based Outreach Services for the Regional Plan. Summarize the findings, thus far, from your communities, articulating both current and future concerns and desirable outcomes.*

The City Heights Community Development Corporation (CHCDC) and Mid-City Community Advocacy Network (MCC) have been engaged in outreach in the City Heights neighborhood of San Diego to educate and engage residents on the issues and process surrounding San Diego Forward: The Regional Plan (RP). This outreach has engaged dozens of residents, speaking several different languages (Somali and Spanish the largest among them). There has been both substantive information sharing through data and explanations of roles and process, as well as qualitative information gathering about community priorities and expectations of the process. Outreach has been conducted through fun community events that engage residents in unique ways and in numerous small group and one-on-one meetings conducted by Randy Van Vleck and Emily Serafy Cox.

The findings thus far continues to be a sentiment of needing additional investment in the City Heights community.

There have been many challenges facing City Heights which have been identified in our engagement. Common themes include lack of affordable transportation options or access to important destinations; poor housing quality and unaffordable housing overall, sluggish economic development and a lack of local jobs; lack of safe streets including safe routes to transit, schools, job centers, and commercial centers; lack of park and open space, and the negative health effects to which all of these conditions contribute.

One of the major accomplishments of our work is that our resident teams have had an increased understanding of the importance and role of SANDAG, who the SANDAG Board and staff are, and what the Regional Plan and related plans are.

The greatest accomplishment of the past year has been the community wins that residents have championed and achieved which relate to SANDAG and local infrastructure and transportation decision making processes. These include \$34 million approved for Complete Streets in Mid City, the remaining \$23 million for the CenterLine BRT (aka Rapid Route 235), nearly \$2 million for skate parks, funding for the Youth Opportunity Bus Pass Pilot, and other high visible wins such as the implementation of crosswalks and buffered and green bike lanes on University Ave. These aren't just advocacy wins, these are engagement wins too. These wins help residents understand the importance of public involvement and they show that resident involvement and input combined with organizing and advocacy can result in transformative projects.

In Decemeber of 2013, CHCDC and MCC organized a Community Celebration for transportation wins. The event was well attended. The momentum has carried over into 2014 and will likely continue and magnify.

2. *What groups and/or communities did your organization reach out to? What was the level of engagement? How did you solicit input?*

Though we reached out to residents and organizations in the greater Mid-City and Southeast area, we concentrated our efforts on individual leaders and groups in City Heights. We worked with and involved the following groups:

- City Heights Town Council
- City Heights Area Planning Committee
- Improving Transportation in City Heights Momentum Team
- Built Environment Team
- City Heights Business Association
- Employee Rights Center
- Environmental Health Coalition
- International Rescue Committee
- City Heights Seniors
- Bikes Del Pueblo
- Crawford High School Students
- Hoover High School Students
- Mid City Bike Corridor Community Advisory Group Members
- City Heights Urban Greening Community Working Group Members
- Lincoln Cluster
- Hoover Parent Meetings
- Urban Collaborative
- United Taxi Workers
- Justice Overcoming Boundaries
- Center for Social Advocacy
- Cherokee Point Elementary School Parents group
- Asociación de Liderazgo Comunitario
- Safe Passage

- SD Bike Train
- SR-15 CenterLine BRT Working Group Members
- El Cajon Boulevard Business Improvement Association

The level of engagement of the groups above has ranged from informal conversation on the issue, one on one conversations with leadership to presentations on the regional plan at one of their meetings. Outreach about SANDAG-hosted workshops was also done with these groups.

The main resident groups we work with on regional transportation issues include the Built Environment Team and the Improving Transportation in City Heights groups. These groups meet monthly in CH. RVV and ESC staff the meetings and help facilitate meetings and work with the residents to chart next steps, actions, and advocacy strategy.

3. Do you feel that your Public Involvement/Outreach Plan appropriately engaged your community? Were the materials, methods, and mechanisms used successful? Were some more effective than others?

Our Public Involvement/Outreach Plan engaged our community as well as it could, considering the constraints on time and resources. The methods we used were very successful in engaging people from a range of perspectives and levels of knowledge about the RP.

The most successful method is the one-on-one meeting with a leader or resident. These meetings give a deeper understanding of the person's perspective and improves trust in the process. These meetings also build to the public workshops because they serve as a recruitment tool and a chance for individuals to enter the workshop better prepared to offer formal input.

We also engaged new residents through fun, unique, active transportation-promoting demonstrations such as CicloSDias, Bike To Work Day, PARK(ing) Day, etc.

4. Other reflections on the process that you would like to share with SANDAG and the CBO network that we can learn from and incorporate into the next phase?

The Regional Plan process and associated processes regarding the development of components within the plan remain extremely confusing to the general public. CBO partners also seemed confused. It has been a challenge to explain, to the general public, the timeline and significance of a plan with such complexity and scale. Much of the materials for public consumption that have been produced by SANDAG are wordy or unclear and do not serve as a useful starting point for discussion. Additionally, community engagement would likely improve if the names of different SANDAG plans – such as “Coordinated Plan,” “Comprehensive Plan,” “Regional Transportation Improvement Plan” -- were less vague and abstract and instead spoke directly to the subject matter of the plan as “Regional Bicycle Plan” and “Regional Transportation Plan” do.

That being said, much of the graphical data available from SANDAG, such as graphics in the State of the Commute report, remain incredibly useful. Graphical information is extremely useful for engaging residents in this dialogue who have little technical expertise in the traditional sense. This is especially true for residents with low English proficiency and/or low literacy.

We look forward to further methods of streamlining the reporting process.

Chula Vista Community Collaborative
Community-based Outreach Services



Task 7: Final Report
July 2, 2014

Final report should be approximately 3-5 pages, not including attachments (high resolution photos, sign-in sheets, samples of materials used)

1. Explain your organization's accomplishments in terms of Community-based Outreach Services for the Regional Plan. Summarize the findings, thus far, from your communities, articulating both current and future concerns and desirable outcomes.

CVCC conducted outreach through various venues. We utilized existing groups where we have established relationships and also reached out to new groups. We ceased opportunities to share about the work of SANDAG and how it impacts community and therefore the importance of community input and involvement.

CVCC hosted booth with SANDAG information at local events, fairs, health events. CVCC also hosted events specific to SANDAG and to provide information to the community about SANDAG.

In the initial outreach efforts, the audience seemed disengaged and disinterested. In response to the need to better engage the residents, CVCC developed a "loteria" game (bingo) game. This game reflects a game that is very common and typical of the Hispanic community. Participants seemed to be entertained and engaged at a much better level. The fact that they would be playing a game that they enjoyed and get prizes was a great incentive to participate in the presentation and ask questions. The gift cards where a great incentive for participation.

CVCC continues to elevate the fact that our community needs outreach that is simple and engaging. Material that summarizes in easy to understand terms and provides an actual action item for residents.

2. What groups and/or communities did your organization reach out to? What was the level of engagement? How did you solicit input?

CVCC presented to:

Area Health Education Center Committee

San Diego Prevention Center – Community Engagement Committee

National City Collaborative

Teen Promotores

Promotores

CVCC Partners Meeting

CVCC Staff

Southwest Civic Association

South Bay Homeless Coalition

ESL Classes

Familias Sanas & Activas Program Promotoras

Sunrise Rotary

We shared information about San Diego Forward and the importance of community involvement and sharing the true community prospective in future efforts.

3. Do you feel that your Public Involvement/Outreach Plan appropriately engaged your community? Were the materials, methods, and mechanisms used successful? Were some more effective than others?

We conducted outreach in our community and did as much as we could. However, the project did not have a clear description of what we were to accomplish for several months into the contract. Therefore, outreach was mostly about informing people about SANDAG, its role, San Diego Forward, and the plans. This seemed abstract to the community and to the CBOs. There was a level of frustration with the lack of material and clear action items as to what we were expected to accomplish.

Once we developed our game, it was easier to engage the community. The latest presentation video seems much more brief, simple, and easy to follow.

4. Other reflections on the process that you would like to share with SANDAG and the CBO network that we can learn from and incorporate into the next phase?

We need to have more clarity on the action items and outcomes. CBOs need more clear direction and material to use in reaching out to our community.



April - June 2014



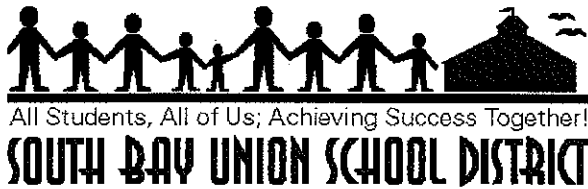
Organization: Chula Vista Community Collaborative

Project Manager: Margarita Holguin

**Community-Based Outreach Partners Network
Presentation Tracker (Documenting Outreach)**

Please submit this form along with the invoice if there were meetings held prior to submittal.

Date	Time	Location	Location Address	Presentation Topic	# Attendees	Alternative Languages Available	Meeting Style	Were there any meeting incentives? Y/N
4/17/2014	10:00 AM	Reach out to Families	601 Elm Ave Imperial Beach	San Diego Forward		Spanish/English	Presentation	y - gift cards raffle
4/19/2014	11:00 AM	Day of the Child Comm Fair	3rd Ave and Park Way Chula Vista	San Diego Forward		Spanish/English	Outreach and games	Y - gift cards raffle
4/22/2014	1:30 AM	Community Presentation	915 4th Ave Chula Vista	San Diego Forward & Loteria/Bingo		Spanish/English	Presentation and game	Y - gift cards raffle



**Reachout to Families
Coordinating Council**
South Bay Union School District
601 Elm Avenue
Imperial Beach, CA 91932
(619) 628-1660 FAX (619) 628-1669

Julie Crespo
Community Activities Coordinator
jcrespo@sbusd.org

**REACHOUT TO FAMILIES
COORDINATING COUNCIL
MEETING SCHEDULE
2013-2014**

**Meetings are located at
1237 Elder Avenue
Imperial Beach, CA
10:00 am -11:30 am
3rd Thursday of the month**

September 19, 2013
November 21, 2013
December 19, 2013
January 16, 2014
February 27, 2014
March 20, 2014
April 17, 2014
May 15, 2014
June No meeting

REACHOUT TO FAMILIES COLLABORATIVE VALUES

We Believe In:

EMPOWERMENT

We believe that services provided through collaboration and networking will improve the quality of life for children and families in our community by building their capacity to be self-reliant.

HONESTY

Only through honesty in both words and actions will we continue to build the mutual trust that is the foundation of our relationships with ourselves, our clients, and our Collaborative partners.

RESPECT

We seek, encourage, and respect each individual's contribution to this collaborative and value the services provided by each individual, and each partner agency.

DIVERSITY

The beauty of our Collaborative is in the diversity of its members.

I. Opening /Introductions

II. Guest Speakers:

June Engel
june.engel@sdcounty.ca.gov
(619) 424-6628
Branch Manager
San Diego County Library, Imperial Beach Branch

Marvin Roxas
marvin.rodriguezroxas@cvesd.org
(619) 420-0468
FRC Coordinator
Chula Vista Community Collaborative and San Diego Forward

III. Questions - Comments

For request for future presentations please contact Julie Crespo at (619) 628-5087 or jcrespo@sbusd.org
* Agencies are encouraged to bring handouts, brochures, or other materials to the meeting.

Exhibitors/Expositores

Stage

- 1 SBCS Food for Clients
- 2 Volunteer Food Booth
- 3 Volunteer Sign In
- 4 Wal-Mart (619) 591-4910
- 5 Raffle Prize Booth
- 6-7 South Bay YMCA (619) 421-8805

Family Support

- 8 Chula Vista Police Department
- 9-10 Family Resource Centers - CVCC (619) 498-8044
- 11-13 South Bay Community Services (619) 420-3620
- 14 San Diego Regional Center (858) 576-2996
- 15-16 ABA Immigration Justice Project (619) 699-2933
- 17 Always Caring Association (619) 207-9051
- 18 IMPACT South Bay (619) 424-7229
- 19 Por la Vida (858) 534-8946
- 20 Chula Vista Church of Christ (619) 422-7747
- 21 ChAAMP
- 22 Fred Finch Youth Center
- 23-24 Gracia y Paz Covenant
- 25 YMCA Youth & Family Services Kinship Program
- 26 Southern Caregiver Resource Center
- 27 Foster & Adoptive Resource Family Services
- 28 American Legion
- 29 McAlister Institute
- 30 First Unitarian Universalist Church
- 31 Walden Family Services
- 32 Courage to Call
- 33 Kit for New Parents
- 34 Life Acts Outreach
- 35 MAAC Project
- 36 Silent Voices

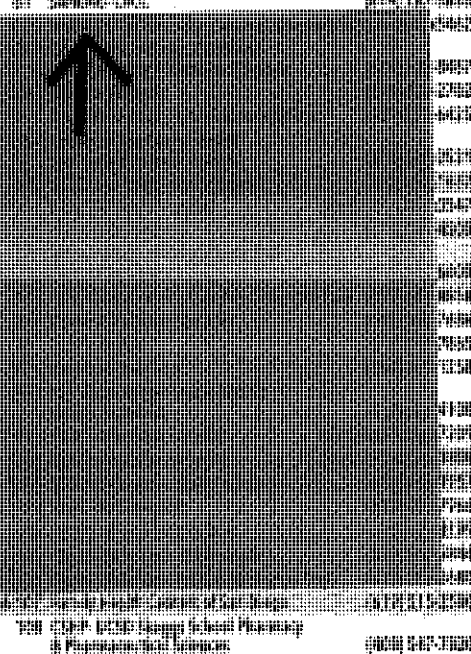
Child & Youth Development

- 37-40 Chula Vista Elementary School District
- 41 Girl Scouts Chula Vista Service Unit
- 42-44 Big Animals 4 Little Kids
- 45 Boys & Girls Club of South County
- 46 First 5 San Diego
- 47 Chula Vista Public Library
- 48 Leonardo da Vinci Health Sciences Charter (619) 422-1642
- 49 ECS Head Start (619) 422-1642
- 50 Feaster Charter School (619) 422-8397x2999
- 51 Child Development Associates, Inc. (888) 755-2445
- 52 Koinonia Family Services (619) 326-4222
- 53 Olivewood Gardens and Learning Center (619) 434-4281
- 54-55 San Diego Youth Symphony & Conservatory (619) 233-3232
- 56 Bayfront Charter High School (619) 422-6192
- 57 Kids Korps USA (858) 500-8136
- 58 Park Village Children's Center (619) 422-4642
- 59 Living Coast Discovery Center (619) 409-5905
- 60 YMCA Childcare Resource Service 1-800-481-2151
- 61 Tang Soo Do Karate (619) 429-9122

- 62 Howard Gardner Community School (619) 934-0300
- 63 Historic Barrio District CDC (619) 232-5181
- 64 Miss South Bay CYE (619) 772-2054

Health & Safety

- 65-66 Sharp Healthcare (858) 499-4051
- 67 American Lung Association in CA (619) 683-7520
- 68 Burn Institute (858) 541-2277
- 69 Western & Southern Life Insurance (619) 684-6638
- 70 American Diabetes Association (619) 234-9897x7513
- 71 Operation Samahan, Inc. (619) 477-4451x1017
- 72 Southwestern College (619) 216-6750x443
- 73 Home Start, Inc. (619) 422-9208x5461
- 74 UCSD Radiation Oncology South Bay (619) 502-7730
- 75 Braille Institute, San Diego (858) 404-5027
- 76-77 San Diego Prevention Research Center (619) 594-5768
- 78 Promotores Active For Community - CVCC (619) 425-9600x5462
- 79 Teen Promotores Active For Community - CVCC (619) 787-5655
- 80 Office of Councilwoman Pamela Bensoussan (619) 585-5614



Food & Fun

- 109-113 GOYA Foods www.goya.com
- 114 El Pollo Loco (619) 476-9325
- 115 Panda Express (619) 409-9617
- 116 Northgate Markets #27 (619) 425-5700
- 117-118 B 'N' B Kettle Corn (619) 261-8692
- 119 Easter Egg Hunt Registration
- 120-121 El Latino Newspaper (619) 426-1491
- 122 San Diego Gas & Electric 1-800-411-7343
- 123 Pacific Western Bank (619) 498-8280
- 124 Bird Man San Diego (619) 735-2288

Program/Programa



Performance Stage 1

- 11:00 Welcome/Opening Radio Latina 104.5
- 11:05 San Diego Youth Symphony & Conservatory's Community Opus Project
- 11:30 Casillas Comets Dance Crew
- 11:40 Feaster Charter School Hip Hop Troop
- 11:50 Familias Sanas y Activas
- 12:10 Montevalle and Veterans Parks and Rec
- 12:30 Egg Hunt in Food & Fun Area!
- 12:30 DRAWING - GREEN TICKET RAFFLE
- 12:30 DRAWING - GREEN TICKET RAFFLE
- 12:45 Opening Remarks - Welcome Elected Officials and Sponsor Recognition
- 1:00 Academia De Danza y Arte
- 1:15 Radio Latina 104.5 Fun and Games
- 1:30 DRAWING - YELLOW TICKET RAFFLE Sponsor Recognition
- 1:45 Montgomery High School Aztec Jazz Experience
- 2:00 Egg Hunt in Food & Fun Area!
- 2:15 Children's Cultural Center Ballet Xochitl
- 2:35 United Martial Arts Family Center
- 2:55 Closing Remarks and Sponsor Recognition



Interactive Stage 2

- 11:00 Welcome/Opening DIEGO 99.3
- 11:15 Big Circle of Friends Chula Vista Elementary School District
- 11:35 Bird Man San Diego
- 11:55 DIEGO 99.3 - Fun and Games
- 12:00 Feaster Charter School - Ballet Folklorico Dancers (3rd Ave. Parking Lot Entrance)
- 12:05 Community Disaster Education Puppet Show
- 12:25 Sponsor Recognition
- 12:30 Egg Hunt in Food & Fun Area!
- 12:30 DRAWING - GREEN TICKET RAFFLE Bowl Performance Stage 1
- 12:30 DIEGO 99.3 Games and Entertainment
- 12:45 Opening Remarks at Bowl Stage I (music down time)
- 1:00 San Diego Youth Symphony & Conservatory's Community Opus Project
- 1:15 CYT's Little Mermaid
- 1:30 DRAWING - YELLOW TICKET RAFFLE Bowl Performance Stage I
- 1:30 Sponsor Recognition
- 1:35 Feaster Charter School Choir
- 1:45 DIEGO 99.3 - Dance Contest
- 2:00 Egg Hunt in Food & Fun Area!
- 2:05 DIEGO 99.3 - Fun and Games
- 2:30 Gaston's Puppet Show!
- 2:50 Closing Remarks & Sponsor Recognition

Register for Egg Hunt at Egg Hunt Booth #119 in Food and Fun Area



2:00 SP.



SANDAG
Day of the Child Fair
4/19/14



	Name	Le interesa mas informacion en el futuro?	PHONE	EMAIL
1	Angelica Me	✓	619-476-1703	Dominikas2@hotmail.com
2	Christian Juarez	✓	(619) 422-0981	OK
3	Arix	✓	619 624 0947	OK SP.
4	April	lpm/eng	619 271 9875	aprilknoer36@yahoo.com
5	Rebeca	✓	619-476-9051	LM
6	Justin	✓	619 799 7088	120 W/er CV.
7	Cristina Villaseñol		(619) 591-9466	LM
8	Geni Williamson			
9	Kriselle V			VALDIVIA-X3@XAFHCO
10	Elizabeth Flores		323) 981-5517	LM
11	MARDALENA G.	✓	(619) 422.60.10	unable to leave message
12	Lulissa K	✓	(619) 476-7859	LM
13	Jose Garcia	✓	(619) 581-9357	LM
14	Rosa Chavez	✓	(619) 761-0779	OK
15	Ana Contreras	✓	619 258-8651	not working #

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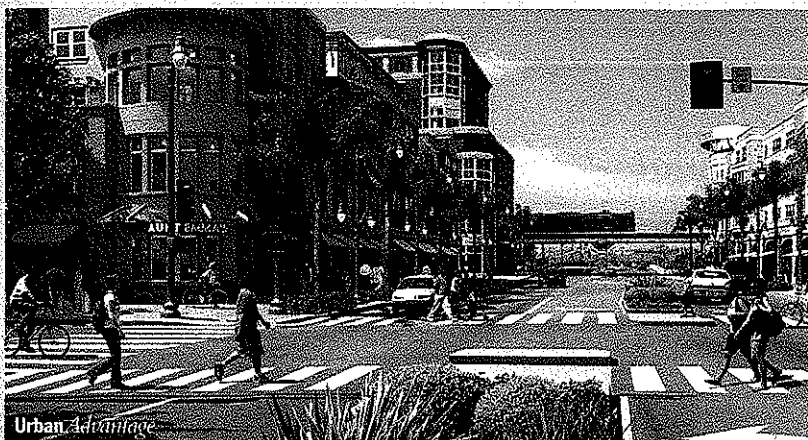


SANDAG
Day of the Child Fair
4/19/14



	Name	Le interesa mas informacion en el futuro?	PHONE	EMAIL
16	Gabriela Gray	LM	(619) 850-8578	solleggyr19@comcast.net
17	Jael As		BSL 8694412	wrong #
18	Catalina Blanco			
19	Troy Vierra	(NO)	619-739-2672	troyvierra@cox.net
20	Alma Calle	SI	619.	
21	Maria Cruz		(619) 855-4462	LM
22	Amada Moreira	SI for future pres	619 995 9400	moreira-amade@yahoo.com
23	Shelley Bowden		send email	SKPer1019@aol.com
24	CARMEN COBIAN	SI	(619) 585-0593	LM
25	Lupe Galindo	SI	619 3070791	Blanca Lunas
26	LILIA CARDOZO	SI	OK (619) 779 2837	Lilia A Cardozo
27	NADIA MENDEL	SI		send email
28	Denisse Tejashun	SI	(626) 782-2521	Ab84bedolla@yahoo.com
29	Josie Orte	SI?	(619) 571-0636	LM
30	Kathy Pennington	LM	407 579 0133	Real kat & Assoc. com - Eng

Join Us! - Acompáñenos
Learn and Play! - Aprenda y Juegue!



**Come and learn about “San Diego Forward”
and the Regional Plan for San Diego County**

Tuesday—April 22, 2014 (English) 1:00 pm

We’ll play SANDAG BINGO!

.....

**Venga y aprenda sobre “San Diego
Adelante” y el Plan Regional para el
Condado de San Diego**

Martes, Abril 22, 2014 (Español) 2:00 pm

Jugaremos Lotería de SANDAG!

**New Directions Family Resource Center
915 4th Ave, Chula Vista, CA (Entrance on L St)**

Questions/Preguntas (619) 409-9412





SANDAG PRESENTATION - April 22, 2014 1pm

Community Presentation/New Directions FRC 915 4th Ave, Chula Vista, CA

Name	Zip Code	IF you would like to be invited to other meetings, please add you email.
Liliana Salgado	91911	liliana_lopez@cuesd.org
Carole Doherty	91911	CDohertyCCSBCS.org
Karla Rivera	92102	RiveraKarla_317@yahoo.com
ELSA SERUMI	91911	rosa.serum@cuesd.org



SANDAG PRESENTATION - Abril 22, 2014 2 pm

Presentación Comunitaria/ New Directions FRC 915 4th Ave, Chula Vista, CA

Nombre	Zip Code	Si le gustaría que se le invitara a otros eventos similares, por favor escriba su correo electrónico o teléfono
Socorro Lopez	91911	619)302-6014
Yesenia Ramirez	92154	(619) 734-5141
Maribel U Ramirez	91910	619) 420-5291
Clariza Girard	91911	(619) 271-5370 clarizamy@hotmail.com



El Cajon Collaborative Community-based Outreach Services

Task 7: Final Report
October 23, 2014

Final report should be approximately 3-5 pages, not including attachments (high resolution photos, sign-in sheets, samples of materials used)

1. Explain your organization's accomplishments in terms of Community-based Outreach Services for the Regional Plan. Summarize the findings, thus far, from your communities, articulating both current and future concerns and desirable outcomes.

The El Cajon Collaborative conducted a total of 10 community educational presentations on SD Forward, the regional comprehensive plan, to a variety of community groups throughout the cities of El Cajon, Santee and unincorporated Spring Valley. Staff also contributed to the social equity analysis of the following topics at the regular CBO Partners meetings, including: evaluation criteria; the public health framework and indicators; the unconstrained network; proposed policy areas; project evaluation criteria; performance measures; the gaps and condition analysis; and the health indicators. We also distributed and reviewed the Climate Change, Economic Prosperity and the Emerging Technologies White Paper, both internally and externally.

Our low income, limited English – speaking, minority, and limited mobility communities of concern identified concerns about the following topics:
the affordability of transportation alternatives, both transit and automobile travel, given their limited resources; access to transit service resulting from reductions in the frequency of bus service and elimination of routes during the great recession; and challenges associated with the " last mile" from their residence to public transportation. In East County, " the last mile" is often 1-3 miles or more, dramatically reducing access to the Transit Center in both Santee and El Cajon.

Our new immigrant populations are surprised by the lack of vanpools or jitney service that allow those without their own automobile to move freely about urban areas, seen in the communities from which they have come in "less developed" nations. This limited English speaking population's access to transit is also limited by trolley signage in English only.

Affordability is an issue across all communities of concern who identify fares as "too expensive" and transit as "too slow", even if available for their destination. In Santee, we heard many complaints about the elimination of both routes and "transfers" on the bus system. Additional concerns expressed about transit services include lack of shelters in some locations, service frequency and concerns about safety resulting from the homeless population's use of these same facilities.

Many of those with whom we spoke were initially dismissive, saying that their input. "Would have no impact so, why bother?" Concerns about the relative lack of access to transit resources, i.e. the "last 1-3 miles", in Santee and the unincorporated communities of Spring Valley and Lakeside, were brought forward by those who live or have family there.

2. What groups and/or communities did your organization reach out to? What was the level of engagement? How did you solicit input?

Community groups representing limited English-speaking, low income and minority communities of concern included new immigrant communities from the Middle East (a sizable population in El Cajon) residents of a large affordable housing project in the city of Santee, members of the El Cajon Resident Leaders in Action (graduates of the County's Resident Leadership Academy in El Cajon), and El Cajon Collaborative Council members and leadership groups. Some members of these groups provide health and human services far beyond the city limits of the city of El Cajon, with many serving the larger East County communities of concern as clients.

Community educational presentations and regular updates were provided to the 50+ El Cajon Collaborative Council attendees composed of health and human service agency staff, providing services to residents of the city of El Cajon. Many of these same individuals also serve surrounding communities. The Live Well San Diego's East Region Leadership Team, composed of health and human service agency leaders who serve the four incorporated cities and the unincorporated communities in the East HHS region, have also been briefed and contributed to the Public Health White paper.

Community leadership groups received regular updates from staff on the development of San Diego Forward throughout the year, including the El Cajon Collaborative Executive Committee and the El Cajon Collaborative Core Committee, both of which contributed support to the outreach effort.

3. Do you feel that your Public Involvement/Outreach Plan appropriately engaged your community? Were the materials, methods, and mechanisms used successful? Were some more effective than others?

Our public involvement/outreach plan appropriately engaged many of the most at-risk communities of concern in the city of El Cajon. Perhaps surprisingly, our outreach efforts were most successful in reaching members of the Middle Eastern new immigrant community that are limited English speaking, low income, and low mobility communities of concern. This may be due to the concentration of both this population and health and human service providers working with this population in the city of El Cajon.

Community members are willing to engage on these issues if given an educational process that includes a series of workshops about both the decision-making process and content – specific topics. However, one – shot presentations cannot produce the type of community engagement or quality of participation required to adequately represent them.

The availability of incentives as meeting supplies including food, translation services, and cultural brokers were essential to the inclusion of both existing residents and the rapidly growing new immigrant population in these efforts. Incentives are particularly important to support participation by members of the low income communities of concern.

The SANDAG-produced video and printed materials, providing an overview of the process and products generated, were very helpful in orienting participants. The project lists were not a useful resource for all but the most committed of residents. Large-format maps by mode helped familiarize residents with the plan.

4. Other reflections on the process that you would like to share with SANDAG and the CBO network that we can learn from and incorporate into the next phase?

Concerned that our input was the only voice from East County participating in this effort, we successfully included participants from the city of Santee and the unincorporated community of Spring Valley. Affordable housing communities are one source of participants that we were able to tap in the city of Santee and we view them as a potential resource in other communities as well.

Spring Valley and Lakeside are some of the largest unincorporated communities in the County of San Diego, yet neither was formally included in this effort. Future efforts ensure representation from those unincorporated communities as their sales tax dollars support these efforts as well

On review, Spanish-speaking translation services were not required during the year reflecting very limited participation. Neither the Cajon Valley Union, Lakeside Union, La Mesa – Spring Valley, nor the Grossmont Union High School District’s English or District – language Advisory Committees were included in our outreach plan. This may reflect a gap in our efforts that should be addressed in the future.

Outreach efforts are most successful as part of an ongoing relationship and conversation with members of a particular community group that meets on a regular basis. Members of groups who meet regularly (at least monthly) were able to engage and contribute better informed input as they learned more about the project over time.

El Cajon has been described as the "poorest city in San Diego County" and as one of the most diverse as a result of immigration. On reflection, it appears that non-immigrant communities of concern in the city of El Cajon were not as well represented in our outreach efforts. These include both our black and brown communities of color, many of whom are low income and whose access to transportation resources is limited. As noted above, strategies to reach these communities will be reviewed in the next phase of the project’s community outreach efforts.

Changes in project timelines were often in conflict with the monthly meeting cycles of our participating community groups. This reduced the effectiveness and success of our outreach efforts by not allowing time for group participation at their monthly meeting. Future efforts will be more effective when a minimum of one month is allowed to support community input.

In past years, maps reportedly failed to extend beyond SR 15. This iteration of SD Forward maps extend East and include the western edge of the unincorporated community of Alpine.

We commend this much more comprehensive and inclusive nature of the CBO Partners outreach effort of which we've been a part. On behalf of the El Cajon Collaborative’s leadership teams and the larger community of East Region, we very much appreciate the opportunity to participate as one of the CBO Partners in this project and look forward to the next phase of this work.

International Rescue Committee

Community-based Outreach Services

Task 5: Final Report June 30, 2014

Final report should be approximately 3-5 pages, not including attachments (high resolution photos, sign-in sheets, samples of materials used)

1. Explain your organization's accomplishments in terms of Community-based Outreach Services for the Regional Plan. Summarize the findings, thus far, from your communities, articulating both current and future concerns and desirable outcomes.

The International Rescue Committee (IRC) has made tremendous efforts in outreaching to LIM communities about the San Diego Forward 2050 Regional Transportation Plan. The IRC incorporated the Food Security and Community Health department to expand the existing outreach network for increased engagement from community members. During the first six months, IRC staff was active in connecting clients to various workshops, led both by the IRC and SANDAG to collect input. A summary of some of the major workshops is outlined below:

- July 19th: IRC staff worked closely with SANDAG staff to organize an Arabic language table at Regional Policy workshop. IRC also provided interpretation for workshop participants.
- July 25th: IRC facilitated a workshop on civic engagement and the regional policies for the IRC's Citizenship class.
- July 30th: IRC led a workshop on advocacy and civic engagement with a discussion on San Diego Forward Regional Transportation Plan for members of the City Heights Resident Leadership Academy and the El Cajon Community Garden.
- August 5th: IRC brought clients to Transportation Project Criteria Evaluation Workshop and provided Arabic interpretation for those in attendance.
- August 22nd: IRC staff hosted a workshop about the Regional Plan and its policies for all El Cajon community gardeners. Arabic interpretation was available for Arabic-speaking clients.
- August 23rd: IRC staff hosted a workshop for the Burmese refugees, in collaboration with the Karen Organization of San Diego. Participants at the workshop reside in both City Heights and El Cajon. Discussion topics included the Regional Plan and the Mid-City bicycle corridor project.
- September 21st: IRC staff hosted a workshop for Somali refugees in City Heights regarding the Regional Plan and Mid-City bicycle corridor project. This workshop raised questions about responsibilities that were within SANDAG jurisdiction and how to engage LIM communities in the effort to address concerns that were outside of SANDAG's authority.
- October 23rd: IRC collaborated with the El Cajon Collaborative, San Diego Hunger Coalition and Leah's Pantry to screen "A Place at the Table" and present information about SANDAG's work on the public health. Interpretation and translated handouts were provided for attendees.
- November 15th: IRC staff hosted a workshop in El Cajon as a follow up discussion to SANDAG's public health efforts. Library patrons and participants were asked about their concerns and suggestions for improving public health in East County.

During the second half of the contract period, IRC staff provided input on multiple RTP-related efforts, such as the performance measures, the San Diego Forward website and the draft White Papers for three SANDAG policies, Emerging Technology, Climate Change Mitigation and Adaptation, and Economic Prosperity. Due to the technical depth of some of the topics, the IRC had difficulty outreaching to the community; however, IRC staff was able to provide input representative of the anecdotes and concerns raised by LIM community members from previous interactions and outreach meetings. All input provided by IRC were from a social equity perspective and how it could improve access and option for LIM communities.

In all, during the past 12 months (from July 2013-June 2014):

- 161 participants attended an IRC and/or SANDAG led workshop
- IRC led 8 workshops for LIM community members
- IRC connected and help facilitated transportation for community members to 6 SANDAG-led workshops
- LIM community members attended a total of 14 different workshops

Based on the outcomes shown, the IRC is proud of the contributions we have made in outreaching to the community about the Regional Plan and engaging them in planning process. With staff changes, the IRC is looking at other avenues to engage clients as we move forward with the continued efforts to solicit client comments. The IRC will begin incorporating outreach efforts into the IRC's Citizenship class, as part of the Rights and Responsibility portion of the curriculum as well as the El Cajon Resident Leadership Academy.

2. What groups and/or communities did your organization reach out to? What was the level of engagement? How did you solicit input?

During this contract year, the IRC has outreached to low-income, minority (LIM) and limited English proficiency community members in City Heights and El Cajon. Additionally, IRC collaborated with other community base organizations, who also work with LIM individuals, about the Regional Plan process.

Learning from our efforts during the previous contract period, the IRC connected with refugees who have been in San Diego for more than a year. We found that the level of engagement was high and clients provided better feedback and comments. Clients who have been here for more than a year offered insightful solutions to addressing some of the transportation challenges, specifically related to public transit. Clients' perceptive commentaries may be a combined result of bringing a relatively fresh perspective to San Diego, but having enough familiarity with the region to provide meaningful input.

To solicit input, the IRC hosted multiple workshops throughout the contract year and with various LIM communities. Interpretation was provided for each workshop as IRC staff led discussion on topics related to the 2050 Regional Transportation Plan. To increase engagement, the IRC provided participants the opportunity to complete a comment card during individual workshop. The cards were then translated by an IRC staff and submitted to SANDAG for review. The IRC solicited comments from Iraqi, Somali and Burmese refugees.

Along with outreaching to LIM communities, the IRC engaged community based organizations in the Regional Plan process. IRC is aware that many LIM individuals are shy about voicing their concerns, for various reasons. As a result, IRC felt that it was important to connect with other community based organizations that work closely with LIM communities and are cognizant of their clients' challenges. The IRC worked with the Karen Organization of San Diego and the local mosque in City Heights to facilitate a workshop for their members.

Examples of translated handouts are attached to this report and they include:

- One pagers translated into Arabic for the July 19th Regional Policy workshop
 - Public Facilities
 - Economic Prosperity
 - Borders
- Client comment for Coordinated Plan on 10/17/2013 by El Cajon community gardener Nazar, in both Arabic and English
- Focal Points Handout- Regional Planning & Public Health both Arabic and English

3. Do you feel that your Public Involvement/Outreach Plan appropriately engaged your community? Were the materials, methods, and mechanisms used successful? Were some more effective than others?

The IRC feels that our Public Involvement/Outreach Plan does appropriately engage LIM communities in City Heights and El Cajon.

The IRC utilized our network of clients (all of whom fall under the LIM and vulnerable community category) in existing classes and trainings to facilitate discussion about the Regional Plan. Methods of engagement included holding an informational workshop, facilitating group discussions and utilized SANDAG outreach kit. The IRC no longer use surveys or questionnaires to solicit input as they were more challenging. As mentioned in previous reports, this may be a result of cultural differences since answering survey questions is not a common method of gathering information in many of IRC's clients' home countries.

The group discussions are naturally more interactive and providing an interpreter significantly improves the client's participation in the conversation. Clients are more comfortable expressing their concerns and providing anecdotes about their own experiences in their native languages. As new residents in San Diego, the clients are able to provide feedback about their quality of life in San Diego. IRC always encourage clients to voice their concerns, needs or suggestion in the comment card. .

4. Other reflections on the process that you would like to share with SANDAG and the CBO network that we can learn from and incorporate into the next phase?

This is still a learning process for the IRC, especially as staff continues to determine the best method with collecting input from vulnerable LIM community members, including continually revising materials and identify better methods and mechanisms to increase and encourage engagement from the LIM communities the IRC works with.

The most challenging during this contract period was identifying opportunities to engage clients in the conversations around the policies White Papers. Past attempt to introduce high level policy documents, specifically the Public Health White Paper, to clients was not successful. If SANDAG can provide explicit expectations and directions with how to present the material, it would significantly help with gathering client input. The presentation template for the network scenario workshops prepared by SANDAG has been extremely helpful in introducing clients to the topic and with understanding the specific feedback SANDAG is interested in.

Jacobs Center for Neighborhood Innovation

Community-based Outreach Services

Task 7: Final Report

8/11/12

Final report should be approximately 3-5 pages, not including attachments (high resolution photos, sign-in sheets, samples of materials used)

1. Explain your organization's accomplishments in terms of Community-based Outreach Services for the Regional Plan. Summarize the findings, thus far, from your communities, articulating both current and future concerns and desirable outcomes.

Our biggest finding during the process of implementing this grant is that staff continuity matters! Transportation planning is difficult and it is especially difficult to understand for someone who has no experience or understanding about how transportation works on a larger system basis. We found that having staff comes in and out of the process really made it difficult to explain concepts clearly to community about this SD Forward Regional plan. It was process of learning & relearning the SD Forward vision and plan and then having to take the information to the community. Staff needs to be up to speed on the SD Forward plan if they are to share the right information with the constituents we want to participate.

Our strategy of engaging already existing groups in the planning process proved successful. We took the information to them and had them engage in the process in a way they were already used to participating. We incorporated the SD Forward plan presentations into their already occurring organizational/group meetings.

We have to make special efforts to engage all the diverse portions of our community in this process. I believe we must expand out engagement work to include as many representatives of the diversity of our community's population.

2. What groups and/or communities did your organization reach out to? What was the level of engagement? How did you solicit input?

Our outreach strategy focused mainly on engaging already established groups into the SD Forward discussion. We outreached to groups we already had relationships with and invited them to participate in the activities we had scheduled. We also brought the information to them to facilitate their participation.

People were genuinely interested in the information but had a difficult time grasping the "planning" concept. They wanted immediate changes and are not accustomed to thinking about transportation so in the future.

We collected input orally and if necessary we asked people to write comments on comment cards or on paper so we could then codify them and turn in when necessary. We also took down notes and questions from participants to make sure and get them the information they requested.

3. Do you feel that your Public Involvement/Outreach Plan appropriately engaged your community? Were the materials, methods, and mechanisms used successful? Were some more effective than others?

Our outreach went well this year. We got already organized groups to connect to new information and have a voice in the larger discussion about transportation.

The materials, although very nice, did not give a clear picture or understanding to people who have never been a part of conversations at such a high level. The materials work fine for most people but when working with groups of people with low-levels of literacy or with little experience in the public policy/transportation world grasping such huge concepts can be difficult. We often had to "translate" larger concepts into more understandable/accessible tidbits of information for the community to understand and digest.

4. Other reflections on the process that you would like to share with SANDAG and the CBO network that we can learn from and incorporate into the next phase?

Transportation planning is such a huge concept and bringing this important information to a level where everyday people understand can be difficult. Having people understand the speed at which implementation happens would be a great way for them to understand the process of how changes are made to the system.



**SAN DIEGO FORWARD: A Regional Plan
Community-Based Outreach Services**

FINAL REPORT

July 17, 2014

Jennifer Inman, Project Manager

Mountain Health & Community Services, Inc.

Community-based Outreach Services

Task 7: Final Report

Date: July 11, 2014

Final report should be approximately 3-5 pages, not including attachments (high resolution photos, sign-in sheets, samples of materials used)

1. Explain your organization's accomplishments in terms of Community-based Outreach Services for the Regional Plan. Summarize the findings, thus far, from your communities, articulating both current and future concerns and desirable outcomes

- Beginning in January, 2014, we outreached to students and teachers at Mountain Empire alternative education school in Campo. We discussed the importance of built environment and community planning. We engaged in the "Cities at Play" community planning activity. Students broke off into groups and created their own model healthy communities out of various items from a box. This activity supplemented the Smart Growth discussions we had. **(SEE PHOTOS)** Jennifer attended the school once a week for a month. At the conclusion of our meetings, the students (and teachers) had an understanding of what built environment was, how it affects individual and community health and what role SANDAG plays in built environment planning. They also had an understanding of the reasons for the 2050 RTP, such as dedicating more land to open space and pedestrian and bike friendly communities. The students all agreed that their neighborhoods were not pedestrian and bike friendly, not walkable nor health promoting. Several of the students were interested in participating in Mountain Empire's Resident Leadership Academy (RLA), but transportation after school hours was an issue.
- Mountain Empire Collaborative was established as the regular working group in which we outreached to and educated on SANDAG and the 2050 RTP. As a result of our relationships with collaborative partners, we were able to organize a Resident Leadership Academy (RLA). With participation from members of Jacumba, Boulevard, Campo and Lake Morena, we were able to educate them on the importance of built environment planning on individual and community health. The group completed neighborhood assessments, evaluating their efficiency, safety, walkability and overall health of their neighborhoods. The group also surveyed other residents in their communities on their neighborhood/built environment concerns.

Outreaching SANDAG plans to Mountain Empire was difficult because the plans did not include any future growth in Mountain Empire over the next 37 years. Delivering this news was discouraging to the residents and made them question the reason for informing them on projects that will virtually have no effect on their everyday lives. The formation of the RLA was an outlet to not only conduct SANDAG outreach education, but

to provide residents of Mountain Empire with the tools necessary to initiate healthy changes in their neighborhoods. The group graduated in May 2014 and continues to meet. They've created a name for their group, Taking Essential Action for Mountain Empire (TEAME). The groups' goals are aligned with those of LIVE WELL SAN DIEGO, which are to create and support healthy, safe and thriving communities in Mountain Empire. Their priority Community Improvement Project includes creating a joint use agreement with the Mtn. Empire school district for use of their facilities to provide community programs during summer months and after school hours. They are currently working toward starting a foundation in order to write and receive grants for the community as well as the school district.

2. What groups and/or communities did your organization reach out to? What was the level of engagement? How did you solicit input?

- We reached out to the Mountain Empire Unified School District, working with alternative education school students weekly for a month. We also continue to work with the Superintendent of the district to create a joint use agreement for use of school facilities, as well as planning a school foundation to receive funds for capital improvements as well as programs.
- We worked with the Mountain Empire Collaborative from the beginning of the grant period. The Mtn. Empire Collaborative were our regular working group meetings we attended monthly to relay recent SANDAG news and have them disseminate across their organizations and communities as well as gather input.
- I attended the Campo/Lake Morena planning group meeting to update them on SANDAG plans as well as inform them on Smart Growth incentive mini grant opportunities.
- We attended two community health fairs in Mountain Empire, one in Jacumba and one in Campo. We organized a resource board for iCommute programs that could possibly be of benefit if implemented by Mtn. Empire residents. We encouraged locals to list their top concerns related to their built environment, safety, etc.

3. Do you feel that your Public Involvement/Outreach Plan appropriately engaged your community? Were the materials, methods, and mechanisms used successful? Were some more effective than others?

The outreach methods we employed were appropriate for the groups we reached. In all settings with the exception of health fairs, community members were fully engaged and offered helpful insight.

The outreach to the alternative education school students was extremely successful. The students were engaged and understood the concepts being taught. They showed concern for the environment as well as their future in regard to smart growth.

The outreach to the Mountain Empire Collaborative was successful in that we were able to convey SANDAG messages and have them disseminated across a broad range of organizations and communities. Because some of the members of the Collaborative aren't consistent in their monthly attendance, there was difficulty getting everyone on the same page in regard to SANDAG updates. SANDAG language, being difficult for the average person to understand, was a challenge in educating the group.

The formation of the Mountain Empire Resident Leadership Academy (RLA) was successful in outreaching SANDAG as a player in community planning. The group was focused on topics related to SANDAG planning, which made the information easy to understand.

4. Other reflections on the process that you would like to share with SANDAG and the CBO network that we can learn from and incorporate into the next phase?

Outreaching to residents of the rural, unincorporated area of San Diego was challenging because residents did not see the point of informing them on programs or plans that had no effect on their area. I would suggest, when organizing outreach for areas similar to Mountain Empire, preparing alternatives to the plans that don't include them such as iCommute or Smart Growth incentive opportunities, to keep their attention and give them hope that their neighborhoods can still see improvements in transit, transportation and built environment. Also, emphasizing the environmental benefits of densifying growth to areas with existing infrastructure is a point that everyone responds positively to.

Operation Samahan

Community-based Outreach Services

Task 7: Final Report

July 2, 2014

Final report should be approximately 3-5 pages, not including attachments (high resolution photos, sign-in sheets, samples of materials used)

1. Explain your organization's accomplishments in terms of Community-based Outreach Services for the Regional Plan. Summarize the findings, thus far, from your communities, articulating both current and future concerns and desirable outcomes.

Operation Samahan gave a presentation on May 22 on SANDAG and the Regional Plan, in addition to the Emerging Technologies, Climate Change, and Economic Prosperity White Papers. A set of questions were prepared by staff beforehand to guide the discussion after each presentation. Below lists the input that was gathered.

SANDAG & Regional Plan Presentation

What kind of transportation issues do you see in National City or the community you reside in?

- Buses do not pass by H Street
- A lot of congestion where schools are
- Difficult to see the flashing lights on the street during the day time that indicates when pedestrians should cross. A good example of this is the cross walk that links Sweetwater High School to the adjacent street.
- The bus is not efficient in Navy housing areas; getting to Plaza Blvd. takes an hour.
- The bus stop is right in front of an attendee's house (on Ava Street) and as a result, trash accumulates there and sometimes she cleans it up even though she knows that it is not her responsibility to do so. In addition, a lot of homeless people are there. Inquired if there is a way to have the bus stop somewhere else.
- Needs to be an inland train system.
- Biking in National City is unsafe.
- Don't ride bikes or walk at night in National City because there are very limited lights; becomes a safety issue (especially on Euclid and Sweetwater).
- Many low income residents do not have cars and bus passes are around \$5 and aren't affordable.
- Another issue in National City is hit and runs. Many cases of this in this area.
- The crosswalks are too far apart and therefore, jay walking is prominent.
- Attendee mentioned that San Diego is ranked #29 in the deadliest cities for pedestrians.
- There are many islands around the area and there is an issue when it comes to emergency vehicles who can't get through because the streets are too congested.
- Sorrento Valley is congested all the time.

What suggestions can you give so that our community is not left behind in SANDAG's planning efforts?

- Attend board meetings and tell them our problems.
- Look into SANDAG's resources

Emerging Technologies White Paper

- Driverless cars are helpful for people with disabilities but not a good idea for the general public.
- What happens if the car malfunctions?
- Some people enjoy driving.

- This will show that we are so dependent on machines (example is the movie, Wall-E).
- A lot of institutions will lose jobs like the DMV or the police force because they do not have to administer a driving test for anyone and police won't have to issue tickets.
- Jobs that have been around for a long time will not be around anymore like taxi and truck drivers.
- Cars as we know will not be in existence in the future.
- Since the population is growing, there has to be an efficient transportation system. Japan, Germany and London's transportation systems are good examples.
- Using the AMTRAK was stress free and an attendee expressed that she will always use the train when traveling to Los Angeles. Want to see the San Diego train system like AMTRAK.
- Technology causes stress for people who are not accustomed to it. Using a computer is already too much for some.
- Technology will make life much simpler but for now, it is too complicated.
- The US makes very large cars as opposed to other countries.
- Gas is very expensive overseas so this forces people to take public transportation.

Climate Change

- This is a global issue and it requires the effort of not only us, but pretty much the whole world.
- Difficult when countries such as China are not concerned about climate change as much as other countries are. When attendee went to China, by the end of the day, her white shirt was black from pollution. China is undergoing an industrial revolution right now, much like how the US went through it in the early 1900s.
- There are billboards that convert polluted air into clean air.
- Something that we can do is to use less cars to commute.
- Changing the air filters in your home is important.
- Communities need to be prepared in regards to disaster planning education.
- Many were impressed with the way the firemen handled the San Diego fires two weeks ago. SDG&E gave out automated messages letting the community know what to do.
- Other things that we can do is to use less electricity in the home by setting a timer on devices to a certain time so it can turn off automatically and unplugging electronics that are not being used. Although electronics are turned off, simply being plugged into outlet generates electricity.
- The community is so accustomed to how they are living now that even if we gave education, it is up to them to act.
- Difficult to get the community to care about climate change when there are much more pressing issues that are in the forefront. Best to see where climate change can be incorporated into various programs that are seen as more important.

Economic Prosperity

- Education is an important component in the topic of economic prosperity.
- It's about being able to manage your income in a fair share.
- Housing is very expensive in San Diego.
- 38-40% cannot meet basic needs of housing and food.
- Everything is so much more expensive now.
- Increasing minimum wage will hurt the population because the prices of everything will go up and companies will not hire a lot of workers as a result. Someone will have to pay for the increase.
- The middle class is the ones that are hurting the most because if you are low income, you receive assistance from the government.

- Solution is to have the opportunities available like internships and apprenticeships so people can learn the skills for higher paying jobs.
- Education needs to be accessible for all.
- Small business owners are considered well of when in reality, they are not. All the income that is made goes to everything for the business.

To serve as an introduction to the Alternative Scenarios Workshop that will be held in August, we presented the Alternative Scenarios Outreach Video to our partners and briefly discussed what to expect during the large workshop in August.

2. What groups and/or communities did your organization reach out to? What was the level of engagement? How did you solicit input?

Operation Samahan reached out to several community based organizations including the Lao American Coalition who represents the Lao community and Kalusugan Community Services who represents the Filipino community. In addition, we reached out to our contacts from the County of San Diego, National University, and San Diego State University. We also reached out to Operation Samahan employees since many of our employees are residents of National City and the surrounding areas.

Since Operation Samahan is still fairly new to the project, getting the word out and getting the community to attend our meetings has been a bit difficult, but for those who do attend the meetings, level of engagement is very high. We solicit input by preparing an agenda that not only outlines what will be discussed during the meeting, but also has a list of questions that we hope to gain answers to.

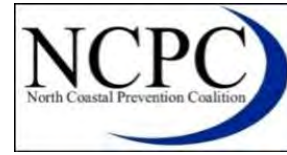
3. Do you feel that your Public Involvement/Outreach Plan appropriately engaged your community? Were the materials, methods, and mechanisms used successful? Were some more effective than others?

In order to increase attendance, a more effective marketing strategy must be implemented. For our presentations, we utilized PowerPoint slides to present the information. This method is successful solely because those we presented to those accustomed to PowerPoint presentations, but we are aware that when we present to community members, we will have to utilize a method that is more engaging and hands on. Examples include: (1) interactive games; (2) more illustrations; and (3) more videos.

4. Other reflections on the process that you would like to share with SANDAG and the CBO network that we can learn from and incorporate into the next phase?

Overall, the community expressed the following interests and concerns:

1. The community needs an efficient and effective mass transit that will enable them to move from home, work, and school at minimum time and costs.
2. Climate change and its impact in the overall community is not a priority among community members. To get their buy-in, we will need to incorporate this topic onto other programs that will make them (the community members) realize that such is a part of their personal lives.
3. On technology, many are still apprehensive about its impact (particularly on technology glitches/malfunctions). There's a lot of confusion on SANDAG's technology jargon (e.g. mobility hub, connected vs. automated, etc.). It will be probably be helpful to develop an illustrated glossary of terms to help them visualize how these concepts look like.
4. Community members are interested in programs that will expand job opportunities. They feel that job creation/placement is highly correlated with education. Innovative ways to approach education and training should be explored. An example would be an apprenticeship program that will enable those seeking employment learn or enhance their skills from hands-on training rather than through textbook or classroom setting.



Vista Community Clinic Community-based Outreach Services

Task 7: Final Report July 15, 2014

Title of Organization

Community-based Outreach Services

Task 7: Final Report

Date: July 1, 2013 to June 30, 2014

Final report should be approximately 3-5 pages, not including attachments (high resolution photos, sign-in sheets, samples of materials used)

1. Explain your organization's accomplishments in terms of Community-based Outreach Services for the Regional Plan. Summarize the findings, thus far, from your communities, articulating both current and future concerns and desirable outcomes.

Community outreach was conducted through schools, faith based organizations, community organizations, community groups, health fairs, community events and one-on-one conversations with stakeholders and representatives from various organizations. Hundreds of community members were reached through community presentations and workshops. Twelve presentations and two community input workshops were conducted during this fiscal year in the cities of Vista, Oceanside and Fallbrook. These were arranged through many one-on-one conversations with representatives from different organizations to engage them in the process.

Findings:

- Safety was identified as one of the biggest concerns for the community; deteriorated roads, poor lighting, narrow streets with no sidewalks, sidewalks in bad condition, and drug use in parks are some of the factors that refrain residents from doing physical activity in their neighborhoods. Although some residents live a couple blocks away from grocery stores, recreation facilities, and the Sprinter station, they prefer choose to drive instead of walk since street conditions are poor and unsafe.
- Another concern is social equity. Participants stated that funds are not distributed equally. Some neighborhoods have more than others. More open spaces are needed in the poorest neighborhoods; social equity should be promoted and funds should be distributed equally. In addition, affordable housing should be located in nicer neighborhoods. Usually, affordable housing is located in already deteriorated neighborhoods, so the environment hardly changes.
- Affordable and reliable transportation is another priority. Currently, transportation is unaffordable for many residents. Public transportation is not used due to high cost and low frequency. Some suggestions to increase the use of public transportation are to lower cost and implement programs that help single parents, low income families, seniors and students. In addition, improvements on the system such as bus speed and frequency; more space and services for disabled, and more space for strollers and bikes. Residents who use public transportation stated it takes them three hours to come to Vista from Escondido. The recommendation was to increase the frequency of buses to every 10 minutes during the peak hours, and every 20 minutes during normal hours. It was mentioned that the Sprinter is clean and fast; however, it is too crowded in the mornings during school hours. The Coaster is too expensive and hours are not convenient. Free fares on weekends will encourage the entire community to use public transportation and eventually will lead non-users to start using it. The usage might reduce the problems of private transportation; morning and afternoon traffic on the freeways and roads is a big problem.

- Better communication between transportation users and providers. The Sprinter and buses changed routes and that affected the community. Information on route changes should be disseminated through different media outlets including magazines and booklets. Information should be displayed in strategic places such as community clinics and bus stops.
- Lack of school busses is also a big concern; school busses are needed because it is unsafe for parents and children to walk to school due to the bad conditions of the roads. School buses or transportation services designated to transport children/students will replace hundreds of cars lining up every day at schools; therefore, gas emissions will decrease.
- A bus to transport people back and forth from the border would be ideal. This might reduce the long wait at the border; it takes two to three hours to cross. Opening up more fast service lanes will be also helpful.
- Economic prosperity: there is a need for policies that control rent fees. It seems that landlords increase the rent often and there are not regulations. There should be rent control in order to improve the economy. Job training is also a big need in the Hispanic community. The community agreed they want jobs close to housing so that there is no need to drive and spend money on gas. Some residents wanted to be trained on how to open a business and want to see more support for small businesses instead of being invaded by big chains such as Starbucks. Low interest business loans, raising the minimum wage, more jobs for migrant communities, improving working conditions for household workers and landscapers, and fair working information were additionally identified by the community as determinates to improve the economy.
- Community members showed support to the smart growth concept; when community residents were asked to build their dream communities as part of an interactive activity in one of the workshops, they built compact communities that included amenities within walking distance, such as parks for children and families, dog parks, walking and biking trails, business, access to healthy food, community centers, community clinics, post offices, coffee shops, schools, banks, churches, bus and train stations. Trees along sidewalks and public lighting stand in their dream communities.
- Water preservation, energy and recycling were mentioned as issues that need special attention. Communities need more information on how to save energy, but solar panels should start replacing electrical energy. Planting more trees to clean the air and attract more rain was suggested, as well as programs and education on recycling to reduce contamination.

2. What groups and/or communities did your organization reach out to? What was the level of engagement? How did you solicit input?

Staff approached various groups and organizations that focus their services on many sectors of what has been defined as communities of concern. Those organizations include the FarmWorker Care Coalition, Poder Popular, Universidad Popular, North Coastal Prevention Coalition, North Coastal Prevention Youth Coalition, Resident Leadership Academy groups, Vista Unified School District Learning Center, North County Life Line, San Francis of Assisi Catholic Church and Iglesia Cristiana Discípulos de Cristo (Disciples of Christ Church).

Staff met several times with community leaders and organizations' representatives to engage them in the process. Organizations that had worked with us in the past were more likely to collaborate. The ongoing conversations in person, through emails, and telephone, helped to keep key leaders involved during the outreach process. Vista Unified School District Learning Center, North County Life Line, and Iglesia Cristiana Discípulos the Cristo were very instrumental in the planning of two workshops. Staff of these organizations volunteered to be trained to assist with note taking and workshop facilitation; in addition, they provided personnel to assist with child care for the workshop. Furthermore, the Learning Center used its robocall system to invite Vista Unified School District Spanish Speaking parents to participate in the workshop. We were successful on outreaching and engaging community leaders and organizations and community residents.

3. Do you feel that your Public Involvement/Outreach Plan appropriately engaged your community? Were the materials, methods, and mechanisms used successful? Were some more effective than others?

Going to the organizations that we already had relationships with was the best strategy to outreach to the community. The level of trust between those organization and us facilitated the outreach process. Through community presentations and workshops, we reached hundreds of people. Powerpoint presentations, maps, and interactive activities helped the community get more familiar with community planning. These presentations empowered and motivated people; some participants stated they were going to go to City Council and advocate for their streets to be fixed. Some residents attended the presentations and workshops more than once.

4. Other reflections on the process that you would like to share with SANDAG and the CBO network that we can learn from and incorporate into the next phase?

Attending workshops facilitated by SANDAG, and using their assistance in facilitating our first workshop, strengthened our knowledge and confidence. This led to us successfully facilitating our second workshop which was attended by over fifty people. We invited Vista City Planning Department staff to attend this workshop and conduct a presentation on their Bicycle Master Plan/Inland Trail and Paseo Pointe project (mixed-use, affordable housing project on South Santa Fe). It was very helpful to have someone from the city to come and talk about local projects. We learned while conducting presentations that the community is eager to learn what is happening in their own communities. It is easy to engage the community in regional planning when they also learned about current projects planned in their own communities.

In our second workshop we asked the residents to build their dream communities using a variety of items including legos and blocks, and we found that interactive activities during the workshop helped the residents better understand regional planning (for more details please see our workshop report from January 20, 2014).



Combined Input Worksheet

General Information

CBO: Able-Disabled Advocacy

Workshop Date: 8/13/14

Workshop Location: South County Career Center

Number of Participants: 20

Number of limited English proficiency participants: 0

PART 1: Network Scenarios

Please review your flip chart notes from each discussion group.

Notes Taken From Discussions

Develop up to 10 bullet points that encapsulate the discussion of all groups on the benefits of Scenario 1:

1. Transit if travel times were shorter (Express Trolley)
2. Trolley Express is more for commuters as opposed to tourists on the other lines
3. Mira Mesa Trolley Line serves Jobs Centers
4. SR 78 Completed Sooner
5. New Technology
6. Bike Corridors

Develop up to 10 bullet points that encapsulate the discussion of all groups on the benefits of Scenario 2:

1. Transit goes to more places in North County with Jobs (Rapid Bus)
2. Bus Rapid Transit El Cajon to Downtown will serve a lot of people
3. Managed Lanes Included
4. Trolley Connection to Coaster
5. New Technology
6. Bike Corridors



PART 2:

After looking at the Performance Measures Scorecard, did the feelings of your participants change about either scenario? No, the participants had appreciated the score card addressed issues but expressed what their own priorities were.

Identify your top 10 projects identified as priorities by your participants

1. SR54 Managed Lanes (69 & 70)
2. SR78 Managed Lanes (59)
3. Bus Rapid Transit Downtown to El Cajon Corridor (13)
4. 805 to Kearney Mesa Corridor Transit (562)
5. Bus Rapid Transit serving Otay Ranch (638)
6. Mira Mesa Trolley (10)
7. Airport Access (49)
8. Mobility Hubs , Including (49 & 50)
9. Bike Network
10. Overall Rapid Bus & Bus Rapid Transit Network

Is there anything else we should know that came up during your discussions?

Most of the participants liked many of the projects concerning transit but were concerned that many of them were so far in the future and didn't believe a lot of the transit projects like the Trolley Lines would be built. This is a big overall scenario and most of the participants were there for information. The participants were interested in the expanded Rapid Bus/Bus Rapid Transit system being introduced. Also it was brought up that Managed Lanes should have more photo enforcement. Many talked about the quality of service of the existing network (travel times, costs, etc.)

Please remember to turn in:

- Sign-in sheets (originals or scans)
- Comment cards (originals or scans) and Excel table
 - Please transfer all comment card contents into the Excel table in [English](#)
- Workshop photos
- Photos of all flip chart notes and activity boards



Combined Input Worksheet

General Information

CBO: Alliance for Regional Solutions

Workshop Date: August 14, 2014

Workshop Location: North County Lifeline, Vista CA

Number of Participants: 28

Number of limited English proficiency participants: 0

PART 1: Network Scenarios

Please review your flip chart notes from each discussion group.

Develop up to 10 bullet points that encapsulate the discussion of all groups on the benefits of Scenario 1:

1. Addition of managed lanes is a good thing.
2. Managed lanes will happen faster in this scenario.
3. Some of the Rapid bus additions proposed in North County not part of this scenario.
4. The public transportation side of this plan happens too late- we need these changes now.
5. This scenario still mostly helping people with cars.
6. Sprinter improvements sooner are a good thing about this scenario.
7. Rapid lines missing in this scenario a problem.
8. Traffic on the 78 will be horrible during all this construction. Will cause more problems.
- 9.
- 10.
- 11.



Develop up to 10 bullet points that encapsulate the discussion of all groups on the benefits of Scenario 2:

1. Rapid lines throughout North County great.
2. Most of the rapid lines won't happen till 2050- we need sooner.
3. This scenario seems to focus more on public transportation options- a good thing.
4. There is concern over fees for Rapid-will our clients be able to afford?
5. Construction will make traffic worse before it gets better.
6. Times and frequency of bus lines. Will it expand and help our clients?
7. Too much emphasis on Rapid- we need more comprehensive expansion.
8. The break in the managed lanes on the 78- could be a big problem.
- 9.
- 10.

PART 2:

After looking at the Performance Measures Scorecard, did the feelings of your participants change about either scenario?

Because there wasn't a difference in the outcomes between the scenarios- it didn't make a big difference but there were definitely certain performance measures that were important to everyone- cost to user and travel times were discussed at length. This will affect their clients the most.



Identify your top 10 projects identified as priorities by your participants

1. 59
2. 2
3. 3
4. 35A
5. 36
6. 37
7. 17
8. 66
9. 33
10. 70

Is there anything else we should know that came up during your discussions?

There was a lot of concern over traffic during construction causing more problems during the first phases.

Lots of concern over cost of transportation. New routes and transportation options are great but if clients can't afford to use them then it isn't a help at all.

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Combined Input Worksheet

General Information

CBO: BAME CDC

Workshop Date: 8/20/2014

Workshop Location: The Logan Heights Library. 567 S. 28th Street

Number of Participants: 17

Number of limited English proficiency participants: 5

PART 1: Network Scenarios

Please review your flip chart notes from each discussion group.

Develop up to 10 bullet points that encapsulate the discussion of all groups on the benefits of Scenario 1:

1. Express trolley saves time
2. More frequent trolleys
3. More accessible
4. Project #7- Trolley 552 Orange Line Express- El Cajon to San Diego Airport ITC (but needs to be phased sooner)
- 5.
- 6.
- 7.
- 8.
- 9.
- 10.
- 11.

Develop up to 10 bullet points that encapsulate the discussion of all groups on the benefits of Scenario 2:

1. More connections
2. More options



3. Project #17- BRT 650 Chula Vista to Palomar Airport Rd via 805/1-5 (but needs to be phased sooner)
4. Good for North County
5. Seems to connect neighborhoods better
6. Less congestion in urban core
- 7.
- 8.
- 9.
- 10.

PART 2:

After looking at the Performance Measures Scorecard, did the feelings of your participants change about either scenario?

No, but they did emphasize the importance of reduction in travel time, reduction in GHG, and safety in the form of cameras and lighting (both on transit itself and on the way to transit). There were questions about whether or not BRT will contribute to GHG emissions. Participants also said it's important to consider the impact that big construction/developments have on dense neighborhoods. They also talked about the importance of ensuring safety measures in the building process, and ensuring that the construction provides more jobs.

Identify your top 10 projects identified as priorities by your participants

1. Project #40 Rapid 637 North Park to 32nd Street Trolley via Golden Hill (what exactly is the route) and needs to be phased WAY sooner
2. Project #7 Orange Line Express- El Cajon to San Diego International Airport ITC (needs to be phased sooner and is currently only in scenario 1)
3. Safe Routes to transit and/or mobility hubs- better lighting, sidewalks, security cameras, crosswalks, signals, etc.)
4. Project #6 Orange Line Frequency Enhancements and rail grade separations
5. All transit projects in 2020 phase!
6. Mobility hubs on Market and Imperial
7. More funding allocated to bike and pedestrian infrastructure projects- to support people getting to transit more safely, and make transit riding more attractive (also more bike racks on transit)



8. Project #17 BRT 650 Chula Vista to Palomar Airport Road
9. Project #9 Trolley SDSU to Downtown via El Cajon Blvd.
10. Project # 11a- Trolley San Ysidro to Kearney Mesa
11. Project #5a- Blue Line Frequency Enhancements, Blue/Orange Track Connection 12th & Imperial

Is there anything else we should know that came up during your discussions?

Participants expressed strong interest in a third network scenario that phases all transit, bike/ped projects FIRST before any highway projects.
Greater transit service along the 805

Please remember to turn in:

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- Photos of all flip chart notes and activity boards

COMBINED INPUT WORKSHEET

General information

CBO: BAYSIDE COMMUNITY CENTER

Workshop Date: August 12, 2014

Workshop Location: Bayside Community Center, Room 3 & 4

Number of Participants: 43

Number of limited English proficiency participants: 38 (Vietnamese)

PART 1: Network Scenarios:

The benefits of Scenario 1:

1. Significant travel time savings from San Diego to the other regions.
2. The neighborhoods are connected.
3. It creates more jobs for San Diego residents.
4. The economy will grow – economic prosperity
5. The completing of transit systems and the managed lanes reduce congestion along the region's major traffic arteries.
6. More carpool, cyclists will take down the greenhouse gas emission which protects our environment.
7. It cuts down expenses.
8. The transit system is secure by employing the technologies in transportation.
9. It can improve people's general health.
10. The environment is improved (more open spaces).

The benefits of Scenario 2:

1. Significant travel time savings from around the local communities and around San Diego vicinity.
2. The local social services and the businesses are linked.
3. It's more focused community centers.
4. It's giving the residents more choices in how to get around.
5. The education will grow.
6. More jobs will be created.
7. San Diego economy is prosperity.
8. It's more enjoyable life for residents.
9. The transportation system is secure by applying the technologies in transportation.
10. More biking and walking which improves people's health.

PART 2:

After looking at the Performance Measures Scorecard, the feelings of our participants had changed about the scenarios:

1. They confused about the scorecard predicting that “N/A” on the transportation investments help to improve the regional economy in the 2035.
2. They thought that the travel times, reduce should be 100% positively, however, the scorecard predicting was not as they thought.

The top 10 projects identified as priorities:

1. 11A: Trolley, Route 562
2. 11B: Trolley, Route 562
3. 12A: Trolley, Route 563
4. 12B: Trolley, Route 563
5. 18 : BRT, Route 653
6. 28 : Rapid Route 28
7. 30 : Rapid Route 41
8. 32 : Rapid Route 120
9. 4 : Trolley Route 510
10. 6 : Trolley Route 520



Combined Input Worksheet

General Information

CBO: BAYSIDE COMMUNITY CENTER

Workshop Date: August 19, 2014

Workshop Location: Bayside Community Center

Number of Participants: 29

Number of limited English proficiency participants: 19 Spanish preferred, 1 English preferred, 3 Spanish and English, and 6 no answers

PART 1: Network Scenarios

Please review your flip chart notes from each discussion group.

Develop up to 10 bullet points that encapsulate the discussion of all groups on the benefits of Scenario 1:

1. Faster transit and travel time
2. Better for the environment
3. Time efficient
4. Energy efficient
- 5.
- 6.
- 7.
- 8.
- 9.
- 10.

Develop up to 10 bullet points that encapsulate the discussion of all groups on the benefits of Scenario 2:

1. More space available to create the public transit lines
2. More room for growth for system to expand
- 3.
- 4.



- 5.
- 6.
- 7.
- 8.
- 9.
- 10.

PART 2:

After looking at the Performance Measures Scorecard, did the feelings of your participants change about either scenario?

** No noted change of expressions.

Identify your top 10 projects identified as priorities by your participants

1. They suggested strengthening *both* the trolley and bus systems, not just one
2. The trolley route from San Ysidro to Mission Valley is of great importance
3. Increase trolley lines to Linda Vista community
4. Work with the drivers of public transit systems to better respect bicyclists
5. Increase education (inteligente) on scenarios
6. Increase number of public transit services to the more rural communities (edges of the communities)
7. Busses are needed from Tierra Santa on the weekends
- 8.
- 9.
- 10.

Is there anything else we should know that came up during your discussions?

** Many participants expressed their gratitude for inviting them to the workshop, as they knew very little on the topic before and felt they learned a lot. They were excited to be a part of the planning and public opinion phase of the project's development.

Please remember to turn in:

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- Comment cards (originals or scans) and Excel table
 - Please transfer all comment card contents into the Excel table in English



- Workshop photos
- Photos of all flip chart notes and activity boards

August 27, 2014

SD Forward - Casa Familiar

Community Outreach Workshop

Combined Input Worksheet

General Information

CBO: Casa Familiar

Workshop date: August 27, 2014

Workshop location: San Ysidro Recreation and Civic Center (212 West Park Ave., San Diego, CA 92173)

Number of participants: 16

Number of limited English proficiency participants: 16

Part 1

Benefits of scenario #1

- Ease the current overcrowding on trolleys through the addition of the express trolley line
- Quicker commuting times to/from San Ysidro with the express trolley
- Increased public transportation that reaches San Ysidro

Benefits of scenario #2

- Increased public transportation that reaches San Ysidro
- Faster commuting times with the Bus Rapid Transit coming to San Ysidro

Part 2

Projects identified as priorities by participants:

- **8** Trolley 540, Blue Line Express- Santa Fe Depot to San Ysidro
- **11A** Trolley 562, Phase 1- San Ysidro to Kearny Mesa
- **21** *TransNet* BRT 680 and 688/689, Otay Mesa/San Ysidro to Sorrento Mesa
- **38** Rapid 635, Eastlake/EUC to Palomar Trolley
- **51A** Intermodal, Phase 1- San Ysidro ITC

Other concerns brought up during discussion:

- **Price:** Community members are worried that ticket prices are going to increase with the transit renovations. They voice that the trolleys are already too expensive for the people in this community. They wonder why free bus transportation to Coronado is offered in the summer months for tourists, while prices remain the same for people living in lower socioeconomic areas of the city.
- **Service hours:** Community members express the need for increased service hours on the weekends. They would like services to run later into the night, especially on Sundays.

- **Service routes:** Community members express concern that bus service to Sharp hospital was cut. They are worried about how they would get to the hospital in an emergency situation. They would also like increased services from San Ysidro to Eastlake during the weekends.
- **Inequality of service:** Community members identify that there are few public transportation options that reach all the way down to San Ysidro. They are also unhappy over the discrepancy between the city offering free public transportation in a more prosperous areas, while the rest of the city continues to pay at the regular price.

PHOTOS:





Casa Familiar - SD Forward Community Workshop on Scenarios



4 | Casa Familiar - SD Forward Community Workshop on Scenarios



Combined Input Worksheet

General Information

CBO: City Heights CDC & Mid-City CAN

Workshop Date: August 12, 2014

Workshop Location: City Heights Wellness Center

[Other Workshop: At the Improving Transportation in City Heights monthly meeting Saturday, August 9 - we presented a few Icebreaker Interactive Posters to get residents thinking about transportation issues, planting the seed for future engagement.]

Number of Participants: 23

Number of limited English proficiency participants: 0

PART 1: Network Scenarios

Please review your flip chart notes from each discussion group.

Develop up to 10 bullet points that encapsulate the discussion of all groups on the benefits of Scenario 1:

1. Not soon enough.
2. Too much freeway expansion.
- 3.
- 4.
- 5.

Develop up to 10 bullet points that encapsulate the discussion of all groups on the benefits of Scenario 2:

1. Not soon enough.
2. Liked the added route options (widespread network).
3. Too much freeway expansion.
- 4.
- 5.



PART 2:

After looking at the Performance Measures Scorecard, did the feelings of your participants change about either scenario?

Respondents expressed unanimous agreement that the Scorecard, demonstrating equivalent scores, provided no useful insight into distinguishing between the two Scenarios.

Identify your top 10 projects identified as priorities by your participants

- 1. 54th Street BRT**
- 2. Rapid #10**
- 3. CenterLine BRT and subsequent LRT conversion (verbally mentioned)**
- 4.**
- 5.**

Is there anything else we should know that came up during your discussions?

The participants asked for a Transit First Scenario.

They want to know how their input is being used to influence the Final Scenario.

Participants believe their input has not influenced the Scenarios' development, as they and others have asked for Transit First at previous SANDAG workshops earlier in the planning phase. As a result, many chose not to submit comment cards.

Some participants, more familiar with planning, felt that the current scenarios have not changed significantly from the RTP 2050.

Many who have been involved in RTP public workshops are becoming jaded about whether their input matters.

Please remember to turn in:

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- Photos of all flip chart notes and activity boards



Combined Input Worksheet

General Information

CBO: Chula Vista Community Collaborative

Workshop Date: August 12, 2014

Workshop Location: Turning the Hearts Center 345 5th Ave, Chula Vista

Number of Participants: 18

Number of limited English proficiency participants: 0

PART 1: Network Scenarios

Please review your flip chart notes from each discussion group.

Develop up to 10 bullet points that encapsulate the discussion of all groups on the benefits of Scenario 1:

1. Travel times will be faster
2. Services seem more direct
3. More express services
4. Commuting longer distances will be faster
5. Less stops will increase efficiency
- 6.
- 7.
- 8.
- 9.
- 10.

Develop up to 10 bullet points that encapsulate the discussion of all groups on the benefits of Scenario 2:

1. More options
2. More linkage to North County
3. Ore widespread services
4. More transportation options



5. Easier access to more places
- 6.
- 7.
- 8.
- 9.
- 10.

PART 2:

After looking at the Performance Measures Scorecard, did the feelings of your participants change about either scenario? No

Identify your top 10 projects identified as priorities by your participants

1. More options for San Ysidro to San Diego travel
2. Transportation to airport
3. More bus service
- 4.
- 5.
- 6.
- 7.
- 8.
- 9.
- 10.

Is there anything else we should know that came up during your discussions?

Affordability and accessibility continue to be a concern

Please remember to turn in:

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 - Please transfer all comment card contents into the Excel table in English
- Workshop photos
- Photos of all flip chart notes and activity boards



Combined Input Worksheet

General Information

CBO: Chula Vista Community Collaborative

Workshop Date: August 14, 2014

Workshop Location: Rayo de Esperanza Family Resource Center 1671 Albany, Chula Vista

Number of Participants: 20

Number of limited English proficiency participants: 18 - workshop in Spanish

PART 1: Network Scenarios

Please review your flip chart notes from each discussion group.

Develop up to 10 bullet points that encapsulate the discussion of all groups on the benefits of Scenario 1:

1. Improves travel times
2. Faster service to long distances
3. Gives more access with less stops
- 4.
- 5.
- 6.
- 7.
- 8.
- 9.
- 10.

Develop up to 10 bullet points that encapsulate the discussion of all groups on the benefits of Scenario 2:

1. Benefits more communities
2. Easier and faster access to North County
3. More widespread benefit
4. More options to get to more places



5. Easier access to more places
6. Gives more access to people to get to more places
- 7.
- 8.
- 9.
- 10.

PART 2:

After looking at the Performance Measures Scorecard, did the feelings of your participants change about either scenario? No

Identify your top 10 projects identified as priorities by your participants

1. Provides more bicycle options
2. Decrease travel times
3. Increase transportation lines to more places
4. Options that improve the environment
- 5.
- 6.
- 7.
- 8.
- 9.
- 10.

Is there anything else we should know that came up during your discussions?

Affordability and accessibility in a main concern for the participants

Please remember to turn in:

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- Workshop photos
- Photos of all flip chart notes and activity boards



Combined Input Worksheet

General Information

CBO: El Cajon Collaborative

Workshop Date: 08/11/14

Workshop Location: Mountain Empire Unified School District Board Room

Number of Participants: 4

Number of limited English proficiency participants: 0

PART 1: Network Scenarios

Please review your flip chart notes from each discussion group. None

Develop up to 10 bullet points that encapsulate the discussion of all groups on the benefits of Scenario 1:

1. Improved commute times
2. Reduced congestion
3. Additional carpooling to use HOV lanes

Develop up to 10 bullet points that encapsulate the discussion of all groups on the benefits of Scenario 2:

1. Reduced GHG by getting cars off the road, reduced solo drivers
2. Increased usage of transit / ridership

PART 2:

After looking at the Performance Measures Scorecard, did the feelings of your participants change about either scenario?

Yes

Identify your top 10 projects identified as priorities by your participants

1. BRT El Cajon to downtown San Diego
2. Increased managed lanes



Is there anything else we should know that came up during your discussions?

Reductions in bus service in the Mountain Empire leave residents with only one round-trip bus per week for residents access to healthcare, education, and employment resources for low income, low mobility, and minority residents. None of the proposed projects will address this lack of access to these resources for residents.

People living East of Alpine have no way to connect to existing transportation network on a daily basis.

Please remember to turn in:

- Done -Sign-in sheets (originals or scans)
- Done -Comment cards (originals or scans) and Excel table
 - Please transfer all comment card contents into the Excel table in English
- None -Workshop photos
- None -Photos of all flip chart notes and activity boards



Combined Input Worksheet

General Information

CBO: El Cajon Collaborative

Workshop Date: 08-13-14

Workshop Location: Woodglen Vista Apartments, 10450 Magnolia Ave, Santee, CA 92071

Number of Participants: 6 low-income, low mobility Seniors

Number of limited English proficiency participants: 0

PART 1: Network Scenarios

Please review your flip chart notes from each discussion group.

Develop up to 10 bullet points that encapsulate the discussion of all groups on the benefits of Scenario 1:

1. Offers more mobility on existing infrastructure.
- 2.
- 3.
- 4.
- 5.
- 6.
- 7.
- 8.
- 9.
- 10.

Develop up to 10 bullet points that encapsulate the discussion of all groups on the benefits of Scenario 2:

1. Offers more bus route support
- 2.
- 3.
- 4.



PART 2:

After looking at the Performance Measures Scorecard, did the feelings of your participants change about either scenario?

No

Identify your top 10 projects identified as priorities by your participants

1. BRT to downtown San Diego
2. BRT to La Jolla, North City
- 3.
- 4.
- 5.

Is there anything else we should know that came up during your discussions?

This 100+ unit affordable housing apartment complex is 2 miles North of Mission Gorge in Santee, approximately 3 miles from the trolley station, with no bus service after 4 pm on weekdays. All residents are low income with many low mobility seniors, locate 1 mile away from the nearest grocery store. The Great Recession resulted in a significant reduction in bus service, leaving residents even more isolated than before as these service reductions have not been restored.

Access to employment opportunities, shopping, and educational resources are all constrained by the current level of bus service. Youth seeking to attend Grossmont College reportedly require two hours to make the trip, only 15 minutes by car on the hills overlooking Santee.

Many residents have no automobile and are dependent upon family or friends for transportation.

Please remember to turn in:

- Done- Sign-in sheets (originals or scans)
- Done- Comment cards (originals or scans) and Excel table
 - Please transfer all comment card contents into the Excel table in English
- None - Workshop photos
- None- Time limitations on the availability of the community room did not allow us to use the activity boards. Photos of all flip chart notes and activity boards are not available from this group.



Combined Input Worksheet

General Information

CBO: El Cajon Resident Leaders in Action (RLA)

Workshop Date: Thursday, 8/14/14

Workshop Location: Little House, 131 Avocado Ave., El Cajon, Ca 92020

Number of Participants: 6

Number of limited English proficiency participants:

PART 1: Network Scenarios

Please review your flip chart notes from each discussion group.

Small group discussions devolved to discussions with individual about differences between the scenarios and time spent responding individually to the community input worksheet questions in writing.

Develop up to 10 bullet points that encapsulate the discussion of all groups on the benefits of Scenario 1:

1. BRT to downtown from El Cajon transit center
2. increase speed on existing infrastructure

Develop up to 10 bullet points that encapsulate the discussion of all groups on the benefits of Scenario 2:

1. Increased neighborhood access to transportation network, via mobility hub
- 2.

PART 2:

After looking at the Performance Measures Scorecard, did the feelings of your participants change about either scenario?

No, little attention was paid to these issues.



Identify your top 10 projects identified as priorities by your participants

1. Mobility hub location suggestions include:
 - a. Fletcher and Johnson in El Cajon, close to the mall
 - b. Broadway and Fletcher Parkway in El Cajon
 - c. Pkwy., Plaza in El Cajon
 - d.
2. Express trolley
3. AirPort Express
- 4.

Is there anything else we should know that came up during your discussions?

Inadequate transportation network in East County and RCP fails to address existing lack of access to resources for residents and communities of concern.

The list of projects was not a useful resource during the time allowed for the workshop due to the time limitations. Even engaged residents have limited knowledge of the decision-makers representing them on both the MTS and SANDAG Boards of Directors.

Please remember to turn in:

- Done- Sign-in sheets (originals or scans)
- Done Comment cards (originals or scans) and Excel table
 - Please transfer all comment card contents into the Excel table in English
- None -Workshop photos
- Done Photos of all flip chart notes and activity boards



Combined Input Worksheet

General Information

CBO: El Cajon Collaborative

Workshop Date: 8/17/14

Workshop Location: 3845 Spring Drive, Spring Valley, CA 91977

Number of Participants: 16

Number of limited English proficiency participants: 0

PART 1: Network Scenarios

Please review your flip chart notes from each discussion group.

Single group discussion, no flip chart used.

Develop up to 10 bullet points that encapsulate the discussion of all groups on the benefits of Scenario 1:

1. Speeds up traffic.
2. Transit to airport
- 3.

Develop up to 10 bullet points that encapsulate the discussion of all groups on the benefits of Scenario 2:

1. Serving more people that need to use the transit system.
2. May reduce some traffic.
3. Expands bus routes and convenience
4. More destinations accessible faster.
- 5.

PART 2:

After looking at the Performance Measures Scorecard, did the feelings of your participants change about either scenario?

No. Grasping the performance measure concepts and system changes too much of a leap for participants new to the RCP.



Identify your top 10 projects identified as priorities by your participants

1. BRT from El Cajon to downtown San Diego.
2. BRT from El Cajon to North city.
3. Increase bus routes in Spring Valley linkage to Spring St. trolley station
- 4.

Is there anything else we should know that came up during your discussions?

Consistent concern about lack of access to public transit, primarily bus routes, serving the Spring Valley community that links to the larger system in a timely manner. Travel times limit access to healthcare and employment opportunities for low mobility and minority communities. Operational hours for local MTS services constrain access to jobs for those whose working hours are not 9 to 5 limiting access to employment.

In Spring Valley, **suggested mobility hub locations** include:

Jamacha Boulevard and State Route 125

Parkway Plaza in El Cajon

El Cajon, the mall

state route 125 and Jamacha

Spring Street Trolley stop

Spring Street hub

Please remember to turn in:

- Done - Sign-in sheets (originals or scans)
- Done - Comment cards (originals or scans) and Excel table
 - Please transfer all comment card contents into the Excel table in English
- Done - Workshop photos
- Done - Photos of all flip chart notes and activity boards



Combined Input Worksheet

General Information

CBO: International Rescue Committee

Workshop Date: August 12th and August 13th

Workshop Location: 131 E. Main Street, El Cajon CA 92109

Number of Participants: 73

Number of limited English proficiency participants: 61

PART 1: Network Scenarios

Please review your flip chart notes from each discussion group.

Develop up to 10 bullet points that encapsulate the discussion of all groups on the benefits of Scenario 1:

1. Everyone liked the Orange Line Express from El Cajon to San Diego International Airport because many frequently travel in and out of the country to connect with families still in the Middle East
2. Most parents like the idea of the Express bus from El Cajon to UCSD via Santee, SR 52 freeway, and I-805 freeway
3. The express bus project from SDSU to Spring Valley via East San Diego, Lemon Grove and Skyline was not a big priority for many of the clients as there is an existing trolley line from El Cajon to SDSU.
4. In general, many clients really like the idea of express trolley lines but would still like more connectivity within the region, which many complained was lacking.
5. Concern raises regarding projects around expressed trolley was that it was plan for 2050 and many would prefer an earlier construction date.
6. Since projects related to the El Cajon community are in both Scenario 1 and Scenario 2, the strongest distinct is once again, the pushed for expressed trolley.



Develop up to 10 bullet points that encapsulate the discussion of all groups on the benefits of Scenario 2:

1. Scenario 1 was definitely more popular than Scenario 2, but many clients liked how regionally focus Scenario 2 is.
2. The El Cajon Transit Center to Downtown via SR-94 freeway is a popular project within Scenarios 2 but concerns were raised regarding the redundancy of the project since the Orange Line easily connects to the Downtown from El Cajon
3. Since projects related to the El Cajon community are in both Scenario 1 and Scenario 2, the strongest distinct is once again, the pushed for expressed trolley.

PART 2:

After looking at the Performance Measures Scorecard, did the feelings of your participants change about either scenario?

Originally, the IRC intended to use the scorecard in our workshop but unfortunately, due to time limitation, the IRC was not able to present the scorecard to workshop participants. IRC staff determined that it was much more pertinent to get the input on the projects within the scenarios.

Identify your top 10 projects identified as priorities by your participants

1. Orange Line Express from El Cajon to San Diego International Airport
2. El Cajon Transit Center to Downtown via SR-94 freeway
3. Express bus from El Cajon to UCSD via Santee, SR 52 freeway, and I-805 freeway

Is there anything else we should know that came up during your discussions?

Other concerns raised were the potential to increase fare prices, since many clients already feels that the cost of using public transit is currently too expensive. Furthermore, many still prefer to drive, rather than use the bus/trolley because they feel that they have to plan their days around public transit, which can be stressful. If buses/trolleys were always on time, if there were not long wait times and better frequencies, many would utilize the transit system since this is how they travel around their



Combined Input Worksheet

General Information

CBO: Jacobs Center for Neighborhood Innovation

Workshop Date: 8/12/14

Workshop Location: JCNI, Chollas View Room, 404 Euclid Ave., San Diego, CA 92114

Number of Participants: 18

Number of limited English proficiency participants: 0

PART 1: Network Scenarios

Please review your flip chart notes from each discussion group.

Develop up to 10 bullet points that encapsulate the discussion of all groups on the benefits of Scenario 1:

1. The Express Trolley from El Cajon to Airport would be great for Southeast SD especially since one of the stops can be in this neighborhood - possibly Market St. This will bring more people to the neighborhood and we can get to downtown SD faster.
2. Expands Mass Transit by 2050.
3. It includes a variety of transportation options by 2050.
4. Expands Managed Lanes on 94.
5. The idea that more accessible transportation will create a culture of awareness on where we can go on public transit.

Develop up to 10 bullet points that encapsulate the discussion of all groups on the benefits of Scenario 2:

1. Cost savings, fewer people driving, smog decreases.
2. Expands transit services in the area - diverse options for travels including rapid bus.
- 3.
- 4.
- 5.
- 6.



- 7.
- 8.
- 9.
- 10.

PART 2:

After looking at the Performance Measures Scorecard, did the feelings of your participants change about either scenario?

Yes - areas of focus:

- Economic prosperity
- Travel times
- Cost to user
- Destination access
- System safety
- Environment

Identify your top 10 projects identified as priorities by your participants

1. Express trolley from El Cajon to airport - should include a stop in southeast San Diego to create money, business and jobs.
2. Express buses to connect to SDSU, downtown SD
3. 2 ML on 95 fwy
4. Transportation hub in S.E. San Diego
5. Bike station/bikes share
6. Improved connections and strengthening current routes we will cut travel times

Is there anything else we should know that came up during your discussions?

- “These decisions are already made! SANDAG is just collecting this information for them to meet their requirements by law.”
- “This plan is designed for middle-class and wealthy people. People with good jobs like the ones in Sorrento Valley and La Jolla. We do not have those jobs!”
- “All of these projects do not affect us directly. It is for other people to get to where they are going not for me.”
- Develop bike sharing program in Southeast San Diego.
- We need incentives to want to use the public transportation system especially for those who already have a car to move around in.



- We need to accelerate these plans...2050 is too long to implement some of the solutions to the traffic problems we have now.
- The changes to the transportation system have to benefit Southeast San Diego somehow.

Please remember to turn in:

- Sign-in sheets (originals or scans)
- Comment cards (originals or scans) and Excel table
 - Please transfer all comment card contents into the Excel table in English
- Workshop photos
- Photos of all flip chart notes and activity boards



Combined Input Worksheet

General Information

CBO: Jacobs Center for Neighborhood Innovation

Workshop Date: 8/13/14

Workshop Location: Jacobs Center for Neighborhood Innovation

Number of Participants: 10

Number of limited English proficiency participants: 8

PART 1: Network Scenarios

Please review your flip chart notes from each discussion group.

Develop up to 10 bullet points that encapsulate the discussion of all groups on the benefits of Scenario 1:

1. Relieves traffic congestion on the freeways
2. The Express trolley will pass through our neighborhood and can make it faster for us to get to downtown SD
3. More people would be interested in using the trolley in this scenario because it would be much faster
4. People traveling from El Cajon to the Airport could choose to stop here to buy food or snacks especially if there is a transportation hub on the express trolley line here.
5. Express trolleys will take more people off of the freeways and get them to take public transit.
- 6.
- 7.
- 8.
- 9.
- 10.

Develop up to 10 bullet points that encapsulate the discussion of all groups on the benefits of Scenario 2:



1. This scenario will extend services much further. It creates more connections that can help us go different places faster.
2. There will be more options for transportation - I can use the trolley and the buses in combination especially if they are times right so I do not have to wait so long for either.
3. This scenario is more helpful to those of us who do not have cars.
4. This scenario will help get people out of their cars and using the trolley and buses especially if it is less time or easier to use it.
5. This scenario will bring more tourism and make it easy for the tourists to travel around the entire city. Maybe they can even come to Southeast San Diego.
6. More buses that connect me to the places that I need to go. I can get to the doctor faster, the mall, the schools, and offices to do business. Maybe now I can get a better job that I can get to faster.
7. Buses get you to more places than the trolleys.
8. The scenario makes it easier to get around so future generations will not need to buy cars only to get around.
- 9.
- 10.

PART 2:

After looking at the Performance Measures Scorecard, did the feelings of your participants change about either scenario?

The most important areas of focus were:

Travel times and easier connections to a variety of locations throughout the county.

Identify your top 10 projects identified as priorities by your participants

1. More rapid and express buses
2. Express trolley from El Cajon to Downtown and from San Ysidro to Downtown.
3. Express bus to Kearney Mesa
- 4.
- 5.



- 6.
- 7.
- 8.
- 9.
- 10.

Is there anything else we should know that came up during your discussions?

- Will a plan like this make travelling on public transit more accessible?
- People are disillusioned with the plan because it brings very few new things to Southeastern San Diego - most of the impact (benefit) will be to suburban communities and communities with higher income jobs. Quote: "This plan is for the wealthy people not for us. This plan build roads for people to get to the job centers where you need higher education. So many of our people do not have jobs there so what is the point of having transportation there."
- Lots of concern about short-distance travel from southeast to downtown because that is where local people work. The current routes take too long and trolley is expensive.
- People felt that there is no point to this discussion because SANDAG has already decided what it is going to build and it is not for the people in this community.
- Job growth will focus along the 15fwy but little is being done to accommodate that job growth.
- Market trolley can be a transit hub since there is so many things already there - library, stores, park, etc.
- Roads need to be more bike accessible and be safer to walk.

Please remember to turn in:

- Sign-in sheets (originals or scans)
- Comment cards (originals or scans) and Excel table
 - Please transfer all comment card contents into the Excel table in English
- Workshop photos
- Photos of all flip chart notes and activity boards



Combined Input Worksheet

General Information

CBO: OPERATION SAMAHAN, INC.

Workshop Date: AUGUST 13, 2014

Workshop Location: 1428 HIGHLAND AVENUE, NATIONAL CITY, CA 91950

Number of Participants: 16

Number of limited English proficiency participants:

PART 1: Network Scenarios

Please review your flip chart notes from each discussion group.

Develop up to 10 bullet points that encapsulate the discussion of all groups on the benefits of Scenario 1:

1. A stronger trolley system will benefit many of the residents who use the trolley to commute to work particularly in the Northern region.
2. Less traffic.
3. Less accidents.
4. A cleaner system. Easier to do.
5. Less dependence on freeway improvements.
6. Less stops and less transfer.
7. Regional connectivity in less time: particularly, South to North regions.
- 8.
- 9.
- 10.

Develop up to 10 bullet points that encapsulate the discussion of all groups on the benefits of Scenario 2:

1. More coverage in terms of geographic reach.



2. More accessible especially for those who do not have cars. With a trolley system, one needs a car to get to the trolley system unless there is a bus depot nearby that connects with the trolley.
3. Will have less stops.
4. Will have better schedules and options.
5. The BUS RAPD TRANSIT (BRT) will allow us to travel and reach our destination in less time.
- 6.
- 7.
- 8.
- 9.
- 10.

PART 2:

After looking at the Performance Measures Scorecard, did the feelings of your participants change about either scenario? NO

Identify your top 10 projects identified as priorities by your participants

1. Trolley system by Highland Avenue
2. Safer and more bike lanes in National City
3. UCSD trolley project
4. Mobility hub in National City
5. Improve existing bus system in National City especially, resuming Sunday bus schedule to enable the seniors to go to church.
6. Need sheds in several bus stops for safety during rain.
7. Need cleaner buses.
- 8.
- 9.

Is there anything else we should know that came up during your discussions?



1. The group would like to have a scenario that's community-focused. National City and the South Bay are often overlooked in planning. They would like an efficient local bus system in National City which would enable them to go places at minimum cost and time.
2. The community wants to re-direct funds away from freeway improvements and expansions. Instead, focus on the community particularly low-income communities who are heavily impacted by transportation and the lack of.
3. Improve the current bus system which includes providing sheds on all bus stops, dependable schedule, more bus routes, reinstate buses on Sundays, cleaner buses, providing drinking fountain at bus stops, bathrooms at trolley stations, more connectivity between trolleys and buses.
4. They also want a better way to present the scenarios. Use videos rather than power-point.

Please remember to turn in:

- Sign-in sheets (originals or scans)
- Comment cards (originals or scans) and Excel table
 - Please transfer all comment card contents into the Excel table in English
- Workshop photos
- Photos of all flip chart notes and activity boards

Combined Input Worksheet

General Information

CBO: Vista Community Clinic

Workshop Date: August 8, 2014

Workshop Location: 1000 Vale Terrace, Vista CA 92084

Number of Participants: 32

Number of limited English proficiency participants: 0

Demographics:

- Thirty-two people participated, but only twenty-four signed on the sign in sheet.
- Thirty-two Community Input Worksheets and thirty-two surveys were collected
- Demographic Survey Summary:
 - 25 female; 6 male; 1 no answer
 - 22 Hispanic; 5 White; 2 Asian/Pacific Islander; 1 African American; 2 no answer
 - 0 with disabilities
 - 23 under 40; 9 over 40
 - 4 income under \$22,050; 27 income over \$22,050; 1 no answer
 - 27 primary language at home English; 8 Spanish; 3 English/Spanish; 1 Tagalog

Inter-Active Board Activities:

How Do I commute?

- It was identified that all participants are single drivers except one who carools

How far is my work from home?

- It was identified that most participants live between a zero to 15 mile ratio; a few live between 16 to 35 and only two participants live between 46 and 60.

How long is my commute?

- It was identified that commute for most participants is between five to 15 minutes; for a few is 20 to 30 and for four participants is between 40 to 60 minutes.

What's my walk score?

- Scores range from 1 to 88

Where is a good place for mobility hub?

- Oceanside Transit Center
- Escondido near Dixon Lake
- Escondido Transit Center



- Near universities or large colleges
- Palomar Airport and Melrose Dr.
- Encinitas Coaster Station
- Near Tri-City Medical Center
- Near to Mira Costa College and other large hospitals
- Close to Vista Community Clinic

PART 1: Network Scenarios

Please review your flip chart notes from each discussion group.

Staff did not facilitate group discussions.

- Please note that this workshop followed the format of SANDAG's workshop hosted at CALTRANS on August 4, 2014.

Develop up to 10 bullet points that encapsulate the discussion of all groups on the benefits of Scenario 1:

Please note that the following information is based on the Community Input Worksheets' information.

1. The idea of reducing traffic at the border and crossing time by enhancing and expanding the rail system; although participants stated they do not live near the border, they stated it will be beneficial for people who live close to the border.
2. Managed lanes on 78; however, they showed concerns. They stated they do not want the single rider lanes to be taken away to insert managed lanes.
3. Participants stated Scenario 1 do not address entire County.
4. Downtown San Diego has many public transportation options already.
5. It does not impact North County.

Develop up to 10 bullet points that encapsulate the discussion of all groups on the benefits of Scenario 2:

1. Scenario addresses county as a whole
2. Rapid buses and frequency in addition to adding a route from Chula Vista to Carlsbad
3. Managed lanes on I-5 and 78
4. It focuses more on North County
5. Cost of bus passes: it should be affordable



PART 2:

After looking at the Performance Measures Scorecard, did the feelings of your participants change about either scenario? No, there are no differences on the performance measures.

Identify your top 10 projects identified as priorities by your participants

1. Rail system enhancements
2. Rapid bus and bus rapid system
3. Enhancements on the hwy 78, I-5, 805

Is there anything else we should know that came up during your discussions?

N/A

Please remember to turn in:

- Sign-in sheets (originals or scans)
- Comment cards (originals or scans) and Excel table
 - Please transfer all comment card contents into the Excel table in English
- Workshop photos
- Photos of all flip chart notes and activity boards



Combined Input Worksheet

General Information

CBO: Vista Community Clinic

Workshop Date: August 14, 2014

Workshop Location*: Carlsbad Safety Center, 2560 Orion Way, Carlsbad, CA 92010

*this was a presentation at the monthly meeting of the North Coastal Prevention Coalition. We did not have time for the full workshop process, but we shared the voiceover presentation on the San Diego Forward website and had a discussion about implications of proposed scenarios. Members were encouraged to follow up independently and provide input on the San Diego Forward website and/or to attend the workshop sponsored by ARS later that morning.

Number of Participants: 23

Number of limited English proficiency participants: 0

Demographics:

- **Twenty-three people participated**
- **Demographic Survey Summary:**
 - 16 female; 7 male
 - 19 White; 1 African American; 3 Hispanic
 - 0 with disabilities
 - 6 under 40; 17 over 40
 - 20 primary language at home English; 3 English/Spanish

Inter-Active Board Activities:

Interactive activities were not conducted due to time constraints.

Network Scenarios:

The mission of the North Coastal Prevention Coalition is to reduce the harm of alcohol, tobacco, marijuana and other drugs in the cities of Carlsbad, Oceanside and Vista through community action, education, support and collaboration.

Because of this, members did not discuss the network scenarios specifically, but ended up discussing how the proposed plans would impact NCPC's mission in the future.



Is there anything else we should know that came up during your discussions?

- Will there be any specific requirements/discussion to address billboard/signage, advertising, alcohol marketing, drinking and driving.
- Improved public transportation will enable more people without cars to get to treatment centers. Also students to get to continuation schools.
- Increased public transportation might reduce drinking and driving problems because there will be other public transportation options than driving a car.
- Big issue for the county's transportation system is smart growth. With increased and improved public transportation, there will be more people where we already have development along with new and expanding development. What about responsible alcohol consumption? With expanded development and more people, there will be more demand for services (i.e. bars, restaurants, breweries). We need to be sure that land use, policy, and zoning rules for these types of use are enforced. Some of these issues (residents complaining about customers getting out of the bars and causing problems), may need to be addressed at a local level, collaboration with local leaders.
- Need to work on public policies, i.e. reducing underage drinking on the Coaster. It was reported that there have been incidences of minors drinking on the Coaster; they are using the Coaster to attend College Nights at Padres games (some of these youth are siblings of college students and are meeting their siblings at the games). Fighting has also been witnessed on the train as these youth return from the games. There needs to be strong policies in place to prevent this from happening.

Please remember to turn in:

- Sign-in sheets (originals or scans) - we did not collect a separate SANDAG sign-in sheet at this meeting. NCPC sign-in sheet will be scanned fyi.
- Comment cards (originals or scans) and Excel table
 - We did not have time for comment cards. Encouraged members to complete input online or at ARS workshop.
- Workshop photos - we did not take photos since this was a presentation and not a full workshop.
- Photos of all flip chart notes and activity boards - we did not have time for interactive activities or small group discussion.

Combined Input Worksheet

General Information

CBO: Vista Community Clinic

Workshop Date: August 18, 2014 from 6:00 to 8:00 PM

Workshop Location: Iglesia Discipulos de Cristo, 305 W California St., Vista CA

Number of Participants: 19

Number of limited English proficiency participants: 19 - Workshop was conducted in Spanish

Demographics:

- Nineteen people participated,
- Fourteen Community Input Worksheets and seventeen surveys were collected
- Demographic Survey Summary:
 - 11 female; 5 male; 1 no answer
 - 16 Hispanic; 1 Oaxaqueño
 - 14 with no disabilities; 2 with disabilities; 1 no answer
 - 9 under 40; 8 over 40
 - 12 income under \$22,050; 3 income over \$22,050; 2 no answer
 - 14 primary language at home Spanish; 1 English; 2 English/Spanish

Inter-Active Board Activities:

How Do I commute?

- It was identified that participants use different modes to commute: they walk, carpool, drive, use the bus and Sprinter

How far is my work from home?

- It was identified that about half of the participants live between a zero to 5 miles; another half live between 6 to 35 miles.

How long is my commute?

- It was identified that commute time for half of the participants is between 10 to 30 minutes; and between 45 to 60 minutes for the other half.

What's my walk score?

- Scores ranged from 43 to 56

Where is a good place for mobility hub?

- Melrose in Vista
- Vista Transit Center
- Oceanside Transit Center/Close to the beach
- At Courthouse in Vista



- Vista Civic Center
- Palomar College in San Marcos
- Aldama Park in Carlsbad (*note: written by participant but unsure of existence*)

PART 1: Network Scenarios

Please review your flip chart notes from each discussion group.

Develop up to 10 bullet points that encapsulate the discussion of all groups on the benefits of Scenario 1:

1. Rail system will reduce road, freeway congestion, and air pollution, but projects should be implemented sooner. Thirty-five years is too long. Projects should be reviewed and updated. These projects will benefit people without cars, so should be built sooner. Expansion of Sprinter from Escondido to North County Fair should be a priority.
2. Coaster and Sprinter double tracking might reduce congestion on the freeway. There might not be a need to expand the freeways in the future. There might be some savings.
3. Rail system will attract tourists. They won't have to worry about renting a car when they visit San Diego.
4. 2 managed lanes on SR 78 by 2035

Develop up to 10 bullet points that encapsulate the discussion of all groups on the benefits of Scenario 2:

1. Rapid bus is efficient. "I use the rapid bus from Escondido to San Diego and I like it, it is fast."
2. Bus will reach more people since it will go to more neighborhoods
3. Bus form Chula Vista to Carlsbad
4. Rapid bus from Escondido to Riverside



PART 2:

After looking at the Performance Measures Scorecard, did the feelings of your participants change about either scenario? NO

Identify your top 10 projects identified as priorities by your participants

1. Double tracking of Sprinter and Coaster and expansion of the Sprinter. These projects should be a priority
2. Frequency and affordability.
3. Managed lanes on the 78 to be accomplished by 2020

Is there anything else we should know that came up during your discussions?

Yes

- There is no balance on the Scenarios. Most projects are concentrated in the South. There is a need for a better transportation system in North County. Projects like double tracking of Sprinter and Coaster should be a priority and accomplished sooner; “for people like us who depend of public transportation thirty-five years is too long.”
- Four managed lanes should be part of Scenario 1 and accomplished by 2020 or sooner.
- There should be an implementation of an underground system. San Diego is a prosperous city, but maybe unable to be compared with other cities because of its insufficient public transportation system.
- The system should be efficient and affordable to encourage everyone to use it. “The Coaster is very expensive and not convenient on these days.” Future public transportation system should prove that it is better than driving, so that drivers may switch from driving to using public transportation
- The rail transportation System should be efficient. Frequency and affordability should be a priority.
- There should be special programs for students, seniors and low-income families

Please remember to turn in:

- Sign-in sheets (originals or scans)
- Comment cards (originals or scans) and Excel table
 - Please transfer all comment card contents into the Excel table in English
- Workshop photos
- Photos of all flip chart notes and activity boards

Able-Disabled Advocacy



Fiscal Year 2015

Community-Based Outreach Services

Final Report

1. Explain your organization's accomplishments in terms of Community-based Outreach Services for the Regional Plan. Summarize the findings from your communities, articulating both current and future concerns and desirable outcomes.

Able-Disabled Advocacy's (A-DA) Community-Based Outreach services for the Regional Plan reached a diverse section of people who are challenged by all types of disabilities. During this process, we continued to review SANDAG's "SDForward, The Regional Plan" and improve upon our outreach strategies and distribution materials. We promoted the outreach program as a unique opportunity for participants to personally contribute input into our region's planning process. Furthermore, their participation served to educate them on how the Regional Plan was developed. We realized from our previous experiences in conducting outreach activities for SANDAG that many of the issues that affect low-income individuals, seniors and minority populations are similar to the challenges faced by people with disabilities. They often rely on a variety of transportation modes i.e., private transportation services, a family member and/or caregiver and public transit. However, under the current system, people with disabilities still face many obstacles to travel including the high cost of private transportation services, which are more frequently used by them because they feel that there are not enough public transit options, due mostly to accessibility issues.

In general, the Regional Plan addressed many of our participants' concerns and most were supportive of the Final Scenario presented. However, they did suggest that further investments be made in improving transit along current corridors with high use, including the Rapid system and Trolley lines.

A major issue of concern expressed by participants was improving public restroom facilities at new and existing transit stations. There are people with disabilities, as well as seniors, who need to use restroom facilities more frequently than other individuals, often due to medical reasons. Currently, there is a lack of accessible restroom facilities at transit stops, which

prevents many from being able to use the public transit system for daily living purposes, education and employment. Providing more public restroom facilities near or at transit stations would allow many more people with a disability healthy access to transit system services.

Our workshop participants expressed that safety was another significant issue. Currently, those who use the Blue Line and adjacent bus services commented on what they perceived to be unsafe overcrowding conditions on board, which often deterred people with disabilities from using public transit. Also, many adult and youth participants stated that they had not recently travelled by bus because of the unsafe environment at stations and the potential for violence on board. Though law enforcement is not a part of the scope of the Regional Plan, SANDAG should be strongly encouraged to seek out technologies that can be incorporated into the system to better monitor for public safety disturbances by incorporating features that would create a safer environment and by designing new transit facilities with public safety in mind.

There was a mixed response to the plans for expanding the bicycle network. Though many supported its early implementation, there was concern as to the design specifics of these new trails related to safety issues. Though cycling is often not an option for those with mobility impairments, it is often an option for others i.e. youth with learning disabilities and those with non-mobility challenges as it is the least expensive mode of transportation. Ensuring safe routes that are appropriately separated from automobile traffic and providing more secured docking stations for bicycles will encourage more widespread use.

Over the course of this project, many of the initial issues that were brought forth by people with disabilities concerned negative personal interactions with transit staff and the lack of physical accommodations on the buses themselves. Some felt that there is a general lack of sensitivity to disability issues on the part of the drivers; and the buses are unable to accommodate more than a few people with mobility challenges who may need wheelchair access. Those who have a hearing or vision disability also struggle in navigating the current

system. While SANDAG and The Regional Plan may not deal with personnel issues nor disability sensitivity training specifically, other investments into the system can be made to minimize these problems. In the Regional Plan appendixes, technological improvements to the system are further detailed and may provide remedies. Participants would like to see a Regional Plan that incorporates technology that will provide the user with as much information as possible without them having to directly interact with bus drivers or other transit workers. In addition, with the wide-spread use of mobile devices, which can potentially encourage the use of public transit, participants felt that users should have the same access to amenities that are available to those who use cars, such as charging outlets for technology devices. Something as simple as including charging outlets for phones and other devices would greatly improve the user experience and allow travelers to take advantage of mobile technology offered within the system.

Overall, A-DA was encouraged by our participant's level of interest in how our region will grow in the future and by the work that is being done by SANDAG to ensure that all geographic areas of San Diego will benefit from our growth. However, there is a general feeling that more needs to be done to ensure equal access for individuals with disabilities during future planning activities.

2. What groups and/or communities did your organization reach out to? What was the level of engagement? How did you solicit input?

A-DA's outreach focused on introducing SANDAG, the Coordinated Plan and the concept of the Regional Plan to youth, adults and Veterans with disabilities, along with conducting outreach to the organizations who work with them. Our efforts solicited input from various low-income demographic groups that included all ages, ethnicities, genders, geographic residences and disability groups, i.e. the Blind, hearing impaired and those with mobility, mental health, PTSD, developmental, learning and other challenges. Workshop presentations included the following

venues: Able-Disabled Advocacy’s adult program participants, YouthBuild students and homeless and recently seperated Veterans participating in A-DA’s VetWORKS program; the National Federation of the Blind; ARC of San Diego; Xcite Steps; the Blind Community Center; and the San Diego Brain Injury Foundation. Between 10 to 30 individuals attended each of the eight (8) workshops. Using information from meetings conducted, we collected a wide range of comments, opinions and notes from each venue to present to SANDAG for consideration. A-DA also offered e-mail updates and notices for A-DA clients and other associated organizations on the ongoing process for public input. We developed and maintained an e-mail list of over 200 A-DA clients and associated organizations for regular updates and notices on the ongoing process for public input for SANDAG. With the e-mails, we tracked responses through the “Mail Chimp” program, with a 15% – 30% open rate for each message. As a follow up, we asked the organizations to include information on the Regional Plan in updates and/or newsletters to their clients as new phases of the process were implemented. Based on previous experiences, we found that some individuals had difficulty attending workshops or other presentations so we provided them with easy to navigate links that enabled them to give on-line input. SANDAG also created a much more user friendly interface on the www.sdforward.com website. This allowed us to reach an audience that may have had barriers to transportation to attend one of our presentations or workshops.

3. Do you feel that your Public Involvement/Outreach Plan appropriately engaged your community? Were the materials, methods, and mechanisms used successful? Were some more effective than others?

A-DA was able to engage a large section of the San Diego disability community in our outreach efforts for SANDAG. With support and materials provided by SANDAG, we were able to provide extensive project information to participants on the Final Scenario of the Regional Plan. The PowerPoint presentations, videos, website and supporting materials provided by SANDAG were thorough in content and representative of the large geographic area that we covered. During the workshops, A-DA presented a regional overview of the planning process including information on the Final Scenario of the Regional Plan. For the Final Scenario of the Regional

Plan, we conducted two workshops with a total of 49 participants in attendance and 22 comment cards collected. SANDAG provided a great number of resources from which we could choose to engage participants. The “Map Puzzles” were especially helpful in encouraging our participants to engage in discussion during the workshops. We used the Regional Plan’s poster map of the transportation network to effectively give a visual overview of the network. We also used the “Hub” diagram poster from the last round of workshops to help give a visual overview of the new facilities being planned. We felt that we were successful in communicating information from SANDAG and in providing further on-line resources for participants to gain additional information. We increased the number and frequency of on-line updates regarding the process and utilized the on-line comment forms to collect data for the final report. A-DA’s use of an expanded e-mail database further enabled us to outreach to those with accessibility limitations and allowed for the inclusion of our materials in the newsletters and various communications of other organizations.

4. Other reflections on the process that you would like to share with SANDAG and the CBO network that we can learn from and incorporate into the next phase?

In reflection, the follow-up CBO meetings served as sounding boards to identify “Best Practices” and “Lessons Learned” for the inclusion of the disabled community in planning efforts. While the Regional Plan does contain extensive detail on the transportation network’s geographic improvements, along with materials geared towards the interests of minority groups, there was limited information for those with disabilities. It would be helpful if future information developed contain more extensive information on disability improvements to the system. During the next regional planning process, SANDAG should specifically address disability issues and create relevant support materials that better identify how the Plan will affect individuals with various types of disabilities. A-DA would welcome the opportunity to work in concert with SANDAG to develop these materials.

According to the U.S. Census Bureau, roughly 17% of San Diegans have a disability; and the U.S. Department of Veterans Affairs reports that San Diego ranks first in the nation in the number of disabled Veterans, along with the highest count of returning Veterans – many of whom will exit military service in San Diego with service-connected disabilities. Disability covers a wide range of categories and may well include a much larger percentage of the population than is documented. Many more people will experience disability at some point in their lives.

The California Workforce Investment Board recently reported that only 18% of Californians with disabilities are employed, which translates into an 82% unemployment rate – the highest of any demographic group! From four decades of providing workforce development services for youth and adults with disabilities, A-DA has found that the lack of adequate transportation is often the greatest barrier to their employment. It is imperative that there is equal access to the transit system for all San Diego residents.

A-DA thanks SANDAG for affording us the opportunity to provide input on the Regional Plan on behalf of San Diego's citizens with disabilities.

Alliance for Regional Solutions



Fiscal Year 2015

Community-based Outreach Services

Task 5: Final Report

Final report should be approximately 3-5 pages, not including attachments (high resolution photos, sign-in sheets, samples of materials used)

1. Explain your organization's accomplishments in terms of Community-based Outreach Services for the Regional Plan. Summarize the findings from your communities, articulating both current and future concerns and desirable outcomes.

Alternative Transportation Scenarios

We had a workshop for our Alliance membership on August 14, 2014. Our members work with many of the Communities of Concern in North County San Diego. It was right after our General Meeting so we were able to get most of our members to stay for the Alternative Transportation Scenario workshop. We had 25-30 members attend as well as a local reporter who wrote an article on the workshop. We were able to explain the differences between the two scenarios and most of the attendees agreed that the best scenario would be a cross between both. Most of the attendees were concerned about the lack of public transportation in North County and that a more widespread network was needed as in Scenario 2. Scenario 1 offered managed lanes being implemented along the 78 sooner and this is a very big concern for North County. The congestion and traffic along the 78 is a huge problem for those commuting along this freeway. The biggest frustration was that the majority of money and implementation will come between 2036-2050 which means many of these changes aren't coming for another 20+ years. One of the biggest barriers for the workshop attendees' clients are ways to get to work. This definitely limits their ability to get jobs.

Preferred Transportation Network

We met with two different groups to share the preferred transportation network in January 2015. The first group was our leadership board for the Alliance and the second was our North County Works committee. *(The purpose of North County Works is to identify and reduce barriers faced by the underemployed and unemployed living in North San Diego County by improving the connections between employment opportunities, job referral organizations and those seeking work.)*

Both groups liked that the plan had managed lanes for the SR 78 coming towards the beginning of the plan rather than the end. They also liked more peak service and rapid routes at some of the most used parts of North County.

Both groups still have concerns about accessibility to public transportation for North County residents and particularly the communities of concern. While the improvements are good, North County needs more routes, etc. to give this community the ability to move around San Diego County as needed.

Draft Plan for San Diego Forward

We held three workshops to present the Draft Plan. The first group consisted of Alliance members and the last two workshops were clients at Interfaith Community Services.

The group's top positive feedback about the plan:

- The regional bike plan
- The high speed rail will give San Diego residents more access to affordable housing without leaving their jobs.
- Improvements to the 78 (managed lanes)
- Better access to the airport
- The Mobility Hubs
- Increased jobs in the region

The group's top concerns were:

- The rural areas like Ramona and Valley Center are still lacking good public transportation.
- The pricing of transportation was not mentioned. This is a huge concern for the communities of concern.
- More bus lines/rapid transit are needed in North County.
- Better understanding of the environmental impact on the County.

2. What groups and/or communities did your organization reach out to? What was the level of engagement? How did you solicit input?

We reached out to our Alliance for Regional Solutions membership for much of our outreach. The members that came to the workshops were people that had concerns about the future of transportation and how it would impact North County and the populations that they serve. The level of engagement was good with this group. Most had concerns specifically about public transportation in North County because it is not as easily accessible as other parts of the County. They were hopeful that the plan would be heavy on public transportation improvements and less on highway improvements.

Most of the input that we received came from comment cards and open discussions.

We also reached out to clients of Interfaith Community Services. The level of engagement was more difficult because we weren't meeting with them regularly. Most groups I met with was a one-time meeting and San Diego Forward was a new concept for them. They were able to give input on the experiences that they have had with public transportation/highway in the past and they were able to tell us what they would like improved. Most of the comments were from comment cards and open discussion.

3. Do you feel that your Public Involvement/Outreach Plan appropriately engaged your community? Were the materials, methods, and mechanisms used successful? Were some more effective than others?

I think that the Alliance for Regional Solutions were able to reach a good mix of people through our outreach plans. One disadvantage was that we didn't have a specific group that we were able to meet with over the course of the project. We met frequently with our Alliance membership but the participants were not always the same so we lost the consistency of a regular group.

For the most part, I think the materials were good. For groups that didn't have a concept of what the plan was all about, they got a little lost with the information and details. The videos and power point slides were the easiest and best ways to get the information out to the whole group. The interactive activities were really helpful getting people to engage with each other and to start conversations about transportation.





1. Other reflections on the process that you would like to share with SANDAG and the CBO network that we can learn from and incorporate into the next phase?

I think the toughest part of the project was the timelines we (CBOs) were given. Some of the biggest workshops we were assigned to give were in the summertime when our member meeting attendance is very low.

We were also not always given a lot of lead time for workshops so marketing was tough and attendance was not as large as we would have liked.

I think working with CBOs that have particular groups that meet on a regular basis is the best way to get input. The participants will be knowledgeable about the plan and then the workshops won't be spent explaining what SANDAG is and what they do.

BAME Community Development Corporation



**Fiscal Year 2015
Task 5: Final Report**

Community-based Outreach Services

Task5: Final Report- BAME Community Development Corporation

1. Explain your organization's accomplishments in terms of Community-based Outreach Services for the Regional Plan. Summarize the findings from your communities, articulating both current and future concerns and desirable outcomes.

BAME CDC staff has been involved in many community outreach discussions with residents of Greater Logan Heights regarding all phases of the Regional Plan, from the Alternative Transportation Scenario to SD Forward. BAME CDC staff talked to the Logan Heights Library Teen Council, residents of Mercado Apartments, Logan Heights Branch Library participants, community members who attended workshops, and the many community members who attended Juneteenth and the Sherman Heights Music Festival. The level of community engagement was also reached through phone calls, text messages and flier distribution in the community.



Alternative Transportation Scenarios

In April (2014) we began doing outreach for the Alternative Transportation scenarios. On May 7th, 2014 we met with the Logan Heights Library Teen Council and we had a total of 14 participants. The teen council touched on their methods of transportation, predominantly public transit, and expressed the waiting time to get from one place to the next is long. On May 21st, 2014 we reached out to residents of Mercado Apartments and parents from Barrio Logan Heights College Institute (BLCI). We had a small turnout but great feedback from community members that reside there. The participants were concerned that senior citizens' mobility is not taken into consideration in

transportation planning. Like the Teen Council, the participants believe that there should be shorter weekend wait times for trolleys and better all-around public transportation. BLCI parents focused on better transportation to North County as well as more frequent buses and trolleys.

On June 21, 2014, BAME CDC conducted community outreach to attendees of both the Juneteenth Celebration on Imperial Avenue and the Sherman Heights Music Festival. This was a great opportunity for outreach because these celebrations catered primarily to the African-American and Latino population, respectively, which are the primary populations in Greater Logan Heights. With the help of Monique Lopez of the Environmental Health Coalition (EHC), BAME CDC asked residents to express their priorities regarding future transportation projects that should receive funding within the next 10 years. We created a display board that showed pictures of three types of transportation investments: Highway Expansion, Improved Public Transit Network, & Pedestrian and Bicyclist Improvements. In front of each of these pictures, we placed glass jars. We gave participants 10 beans each and asked them to deposit their beans in the jars according to their preference for where funding should be allocated (in the near future). We estimate that 150 people participated in this activity throughout the course of the day (at both events). These are the approximate results:



- Highway Expansion: 100 beans
- Improved Public Transit Network: 500 beans
- Pedestrian and Bicyclist Improvement: 700 beans

On July 23, 2014 approximately 30 residents and stakeholders of the Greater Logan Heights neighborhoods participated in the community forum on transportation organized by BAME CDC and EHC. As people entered they were instructed to participate in an interactive mapping activity which plotted people's modes of transportation and commute times for a variety of different destinations, including work, school, errands, church, leisure activities, and visiting family/friends.

We also conducted an introduction regarding SANDAG and regional transportation planning, including explanations of the San Diego Forward plan, TransNet, and smart growth. We then divided the participants into three groups for a facilitated small group discussion in which they were asked to talk about their current experiences with transportation and ways they believe it could be improved. We made audio recordings of these conversations as well as took written notes. Each group chose a representative to present concerns and recommendations to the larger group (notes below). We then defined transportation equity and gave a brief overview of some of the freeway, transit, and bike infrastructure projects that are being proposed by SANDAG and the Community Planning Group which will impact the Greater Logan Heights neighborhoods. We explained what freeway expansion could look like, distinctions between rapid buses and light rails, and the difference between Class 1, 2, 3 and bike lanes.

We then revealed results of our community outreach using the beans activity to determine community priorities. We polled the room and saw that their priorities matched our findings: more interest in money going toward better transit and bike and pedestrian infrastructure (before freeway expansion). Here we summarize the similar finding the three different groups found:

- Need a bus route from Golden Hill to Barrio Logan
- Better lighting/ cleanliness on pedestrian bridges over/under freeways
- More efficient/faster transit → create apps to help navigate the system (technology)
- Market street (and neighboring streets) need to be CLEAN to make walking more enjoyable/safe
- Better bike lanes (safer routes)
- Bridging neighborhoods (north/south along 30th)
- Improvements on roads, streets, sidewalks
- Stray dogs problem → animal control
- Crosswalks on major streets
- Bus/trolley schedule extended (weekends)
- Bus doesn't run often at night
- Bus/trolley connection
- Trolley/buses transportation costs are too high

Preferred Transportation Network

BAME CDC staff met with community members on August 20th, 2014 at Logan Heights Branch Library to discuss the preferred transportation scenarios. We discussed each scenario and looked at both the positives and the negatives of each scenario. Participants emphasized the importance of reduction in travel time, reduction in greenhouse gas emissions (GHG) and safety in the form of cameras and lighting (both on transit itself and on the way to transit). There were questions about whether or not Bus Rapid Transit (BRT) will contribute to GHG emissions. Participants also said it's important to consider the impact that big



construction/developments have on dense neighborhoods. They also talked about the importance of ensuring safety measures in the building process, and ensuring that the construction provides more jobs to the local residents. Participants did not feel that either scenarios were representative of their needs in order to commute to and from places. They expressed strong interest in a third network scenario that phases all transit, bike/pedestrian projects FIRST before any highway projects. They called this Plan C.

Draft Plan for San Diego Forward

In Spring 2015 we met with parents at several Parent-Teacher Organizations (PTO). BAME CDC staff did presentations about the Regional Transportation Plan (RTP) and Safe Routes to School at **three local schools**: Logan Elementary, King Chavez Primary, and King Chavez Prep.

On April 16th, 2015 we conducted the Language Assistant Plan (LAP) Focus Group. We had a total of 6 participants from the community, all Spanish speakers except for one. In this focus group we discussed issues/problems and concerns that they had due to language barriers they face and their modes of transportation. The LAP Focus group would like to see one comprehensive booklet with most bus and trolley stops and frequencies available to them in various languages. They have been concerned that in buses they frequent there is not as much information as there is at trolleys stops. The group focused on having a better/faster trolley and bus lines. They mentioned there is no or very little information about routes and stops. They would like to see some sort of map available at bus stops, similar to those found at the trolleys. They mentioned this would be helpful because when they ask bus drivers about what other bus routes they should take the bus drivers do not know and have not been helpful to them. Participants noticed that the text messaging system for bus schedules is not reliable. It was hard to keep them focused on language assistance because they also wanted to focus on the discrimination they have received over the years from bus drivers and trolley officers. Cultural competency was a big concern for this focus group.

On May 21st, 2015 BAME CDC staff had a presentation on SD Forward with community members at the San Diego Police Department. Participants were happy to participate and learn about the new transportation plan. They like that the ecosystem is being well protected in the plan and they believe that once the whole plan is implemented transportation will be better. We heard similar comments to the ones we had previously heard about the discrimination they have faced with bus drivers, trolley police, and MTS staff overall.



Overall community residents also expressed feeling discouraged to participate in the process because some of the project requests, specifically those related to better and faster development of transit and bike/walk infrastructure are not being advanced in the network scenarios. Further concerns and outcomes voiced by the community were expressed throughout the development of the existing plan. More often than not participants were unhappy with bus drivers and MTS staff in general. For example, in our (LAP) Focus group it was shared with great concern that they had experienced racism and general disrespect at the hands of bus drivers and other MTS staff. These similar comments and concerns were found in a later SD Forward Plan update done by BAME CDC staff. One specific concern shared is the aggressive restraint and enforcement by Transit Enforcement Officers at trolley stops. Many community members agreed that overall staff in any public transportation should be retrained to be more culturally competent. Community members expressed interest in having increased bus and trolley stops on weekends as well as earlier pickups and later drop-offs during the week. Lastly, throughout BAME CDC interactions with community members we learned that the elderly feel

underrepresented in the implementation of SD Forward plans and discriminated against while boarding public transportation.

2. What groups and/or communities did your organization reach out to? What was the level of engagement? How did you solicit input?

BAME CDC staff initially reached out to the Logan Heights Library Teen Council, residents of Mercado Apartments, and Barrio Logan College Institute parents. The level of participation from these groups was instrumental. From these initial conversations with residents we had numerous stories detailing 2-hour bus commutes to Clairemont Mesa, frequent pedestrian and bicyclist collisions on Market Street, and fear of walking to the bus and trolley stops due to insufficient lighting and uneven pavement.

Our outreach showed us that community members who gave their input are most interested in seeing transportation funding go toward improved public transit network & pedestrian and bicyclist improvements. We attended the Mid-City CAN Regional Transportation Equity Summit to discuss better ways to conceptualize and advocate for equitable regional transportation planning. BAME CDC staff participated at SANDAG Transportation Committee Meeting (along with other organizations) to provide input on the proposed Alternative Network Scenarios. We also participated in a collaborative meeting with transportation justice advocates to develop a set of policy recommendations for SANDAG to incorporate into the RTP. In early October BAME CDC staff met with council member David Alvarez and Circulate San Diego to discuss Vision Zero Campaign. BAME CDC staff participated in a workshop/walk audit with Mark Fenton, an expert in working with community members to promote more safe and walkable neighborhoods and to effectively mobilize our community, city, and regional government to prioritize and promote walkability. We also attended a Vision Zero meeting with community partners to strategize ways to eliminate pedestrian and cyclist traffic fatalities and casualties. We will work with partners to identify dangerous corridors and advocate for City support on the Vision Zero campaign. This partnership expanded with Technical Assistance on a Safe Routes to School initiative. In order to expand on Safe Routes to School, BAME CDC staff did presentations on the RTP and Safe Routes to School at Parent Teacher Organization (PTO) Meetings at three local schools: Logan Elementary, King Chavez Primary, and King Chavez Preparatory. Parents were very interested in doing these walk audits and often expressed they wanted to see quick results in their neighborhoods. They had a hard time conceptualizing a long term regional plan.

3. Do you feel that your Public Involvement/Outreach Plan appropriately engaged your community? Were the materials, methods, and mechanisms used successful? Were some more effective than others?

All forums and outreach events facilitated by BAME CDC staff were very successful in presenting the information provided by SANDAG on the development of the transportation plan. Community members' input has offered real helpful insight to what our community needs in regards to equitable transportation. All of the community members that have participated in our various community forums emphasized the need for better public transportation as a whole. They graciously gave us their time and commitment and valued commentary because they truly understand the need for regional transportation plan that connects their homes to their jobs and elsewhere. The frustration still felt today is that the plan SANDAG has selected does not reflect the values and needs of the residents of Logan Heights. As a very small organization we ran into some minor challenges in the beginning of transportation planning. In order to not overwhelm our residents with the information, one of the difficulties BAME CDC staff faced was explaining the nuances and details regarding each phase in a 10 minute pop-up conversation when it is usually 2 hour workshop. The fact sheets have been pretty helpful as well as other materials and ideas from other organizations in engaging community members.

4. Other reflections on the process that you would like to share with SANDAG and the CBO network that we can learn from and incorporate into the next phase?

It would be beneficial to break down into simpler language for people not in environmental and transportation fields to make it easier to comprehend.

Linda Vista Collaborative



Fiscal Year 2014-15

Community-based Outreach Services

Task 5: Final Report

Final report should be approximately 3-5 pages, not including attachments (high resolution photos, sign-in sheets, samples of materials used)

1. Explain your organization's accomplishments in terms of Community-based Outreach Services for the Regional Plan. Summarize the findings from your communities, articulating both current and future concerns and desirable outcomes.

The Linda Vista Collaborative (LVC), a forum for public deliberation among the stakeholders of Linda Vista, is a community-based organization (CBO) that proudly serves as the liaison between the Linda Vista community and SANDAG, specifically vis-à-vis the latter's San Diego Region Plan. The Collaborative promotes collaboration among its members with the goal of improving the quality of life of all its leaders, which is directly in line with SANDAG's efforts to improve transportation and mobility throughout the region, as well as the mission of the Collaborative's lead agency, Bayside Community Center, which empowers its diverse community through service, education, and advocacy. Below are the accomplishments and summaries of each phase: Alternative Transportation Scenarios, Preferred Transportation Network, and Draft Plan for San Diego Forward.

Alternative Transportation Scenarios

The following are Bayside's accomplishments in terms of Community-Based Outreach services for the Regional Plan's Alternative Transportation Scenarios:

- Linda Vista Collaborative support staff hosted Alternative Scenario Workshops on July 7 (Spanish), August 12 (Vietnamese), and August 19 (Spanish) at Bayside Community Center, reaching over 75 community members and gathering over 60 public comments on the scenarios.
- The main feedback gathered from the Vietnamese community included (1) that *all* travel times should be significantly reduced, (2) that both Scenarios 1 & 2 demonstrated significant travel time savings from the City of San Diego to other areas within San Diego County, created more jobs, and utilized technology to improve transportation, (3) that Scenario 1 connects neighborhoods more efficiently and better preserves the environment, and (4) that Scenario 2 gives residents more choices in transportation and provides more biking and walking alternatives.
- The main feedback gathered from the Spanish-speaking community included that (1) Scenario 1 offered faster transit and travel time, was more time and energy efficient, and was better for the environment, and (2) Scenario 2 allowed for more space availability for public transit lines to be created and for the transportation system to expand.

Preferred Transportation Network

The following are Bayside's accomplishments in terms of Community-Based Outreach services for the Regional Plan's Preferred Transportation Network:

- Linda Vista Collaborative support staff hosted or supported a number of events in March and April 2015 in preparation for the SD Forward Region Plan public comment period:
 - In March and April, 6 information sessions on the Plan were hosted to educate the public on the proposed changes laid out in the Draft. 3 sessions were hosted on March 31 and 3 more on April 24, each day with a 1-hour session in English, 1-hour in Spanish, and 1-hour in Vietnamese. 25 community members attended.
 - From April 6-April 23, 4 San Diego Forward: Regional Plan display boards made by LVC support staff were on display at the Linda Vista Public Library educating the public on changes under the Regional Plan, and how it'll affect housing, employment, the local economy, and beyond.

Draft Plan for San Diego Forward

The following are Bayside's accomplishments in terms of Community-Based Outreach services for the Regional Plan's Draft for San Diego Forward:

- Linda Vista Collaborative support staff hosted or supported a number of events in April, May, and June 2015 to gather public comment for the SD Forward Region Plan:
 - On April 25, Support Staff tabled information and did outreach at the Linda Vista Multicultural Fair re: information on the Regional Plan and Public Comment period. In addition to conversations with a number of Fair-goers on the Regional Plan, 87 surveys were collected asking, "What do you think about access to public transportation in Linda Vista?" 49% of respondents answered 'good;' 22% 'wonderful, excellent, great, awesome, or very good;' 7% 'okay;' 6% 'don't use or think about;' 3% 'more bus lines needed;' 3% 'more frequency needed;' 3% 'convenient or useful;' 2% 'fine;' 1% 'slow;' 1% 'not very good;' 1% 'dangerous;' and 1% 'Sunday service ends too early.' No other public comment collected.
 - On May 2, Support Staff hosted a Tecolote Canyon Clean Up Day at Bayside Community Center in conjunction with the University of San Diego's Alumni Association and Tecolote Canyon Nature Center. Event attendees totaled more than 30 participants, who engaged in discussion with Support Staff and Canyon Rangers about the importance of alternative uses of transportation (e.g. canyon biking, hiking, walking), preservation of green space (e.g. canyon, parks), and reductions in GHG emissions, all in line with SB 375 and the work the San Diego Forward: Regional Plan seeks to accomplish. No public comment collected.
 - On May 14, Support Staff recruited 4 Vietnamese community members to attend the Caltrans workshop at Caltrans District 11 building in Old Town, CA. Public comment focused on need to connect Point Loma and Kearny Mesa with Rapid Bus Route to expedite travel time for residents to get to and from doctors' appointments.

- On May 19, Linda Vista Collaborative supported the New Urban Film Festival hosted at the Linda Vista Public Library. Support Staff tabled information on Regional Plan and gathered public comment. More than 7 community members attended and 4 public comments gathered, all related to Chapter 2: A Strategy for Sustainability. Support for the Plan emerged around the use of interconnected hubs via Smart Growth, while cons of the Plan were suggestions that more bus routes and faster bus routes are needed, such as Rapid Bus Transit lines. Questions also emerged around sustainability of Plan and specifically the use of water to make Plan happen.
- On June 4 and June 11, Support Staff tabled at the Linda Vista Farmer’s Market, engaging with community members through use of the SANDAG-printed materials, display boards (both SANDAG and Support Staff-created boards), SANDAG puzzle, survey, and more. 23 public comments were collected, covering topics from Chapters 1-4 and General Comment. Just over half of all comments regarded Chapter 2: A Strategy for Sustainability (12 out of 23), just over one quarter regarded General Comment (6 of 23), a couple for Chapters 3 and 4 (2 of 23 each), and one comment for Chapter 1 (1 of 23). Many expressed their satisfaction with the Plan and the need for change, while others highlighted the need for even more buses and connections to all parts of San Diego County.
- On June 16 and June 23, Support Staff hosted their last Regional Plan events, with Game Night (Trivia and Bingo) on June 16 in Spanish/English, and on June 23 in Vietnamese. 25 community members attended in total, and 9 public comments were collected, although 4 of which (all from the Vietnamese event) were comments specific to the constituents’ satisfaction with the Game Night itself and the need for more fun events. The 5 comments from the Spanish/English event, however, all were General Comments expressing the need for more bike lanes, more buses, cheaper fares, and more responsible bus drivers, as well as general satisfaction with Regional Plan.
- From March to June, Support Staff presented updates on Preferred Transportation and San Diego Forward: Regional Plan to community on a regular basis at the following monthly meetings, by informing meeting attendees about Support Staff next steps with Plan Outreach, upcoming events, and timeline for SANDAG Board Draft approval and Public Comment: Linda Vista Resident Leaders in Action, Linda Vista Planning Group, Linda Vista Town Council, Linda Vista Collaborative, Linda Vista Rec. Council, and Live Well San Diego. Linda Vista Collaborative members, in particular, expressed their interest in learning more about Smart Growth and the potential to have a mobility hub and Smart Growth concept outside of the Linda Vista Public Library where Ulric St. and Coolidge St. intersect.

Linda Vista Collaborative support staff was able to take away a number of current and future concerns and desirable outcomes of the San Diego Forward: Regional Plan. Current concerns include lack of major projects coming to Linda Vista, and the need for more bus routes and bus frequency, among others. Future concerns include the lack of change in either of these current concerns, the potential rise in public transit fare to accommodate transit system growth, and ...

... the draining of water resources to build and maintain the Regional Plan. However, desirable outcomes were plenty, with many community members very pleased to hear of upgrade and improvements to current transportation in San Diego. Community members were largely pleased with the connections the Blue Line Trolley extension from Old Town to UTC/UCSD will provide Linda Vista residents following construction beginning in 2016, as well as the Purple Line Trolley extension from San Ysidro through Kearny Mesa, although not tentatively scheduled for construction for quite some time. Community members were also pleased to hear of the plan to *not* add more freeways to the already freeway heavy system.

2. What groups and/or communities did your organization reach out to? What was the level of engagement? How did you solicit input?

Through Bayside Community Center staff, the Linda Vista Collaborative reached out to and engaged with a multitude of organizations, communities, and entities in Linda Vista and beyond. The Collaborative itself is a network of stakeholders in Linda Vista with broad reach to a cross-sector of services, including health, government agencies, elected officials, education, social services, business, and more. Support staff reached out specifically to the English, Spanish, and Vietnamese communities in Linda Vista, often hosting Alternative Transportation Scenario-, Preferred Transportation Network-, and San Diego Forward-workshops and distributing informative publications in all three languages. Community members largely came from already-established groups, specifically the Resident Leaders in Action, Resident Leadership Academy, Academic Club parents, University of San Diego (general), and University of San Diego Alumni Association. Support staff also worked directly with Linda Vista-based community planning groups to do outreach and education, specifically presenting at the Linda Vista Town Council, Linda Vista Planning Group, Live Well San Diego, and Linda Vista Rec. Council.

Community engagement was successful, particularly with the Spanish and Vietnamese communities. Almost every SANDAG-related event planned by support staff in FY14-15 had great turnout, ranging from 2 to 60 community members, and an unquantified amount at the Linda Vista Multicultural Fair in April 2015. Community input on Alternative Scenarios and the San Diego Forward: The Regional Plan Draft was solicited through surveys, workshops, information sessions, attendance by community members at Caltrans event, and face-to-face interactions.

There were some identified challenges Support Staff experienced, however. For one, turnover in support staff from FY13-14 to FY14-15 meant dealing with challenges that come naturally when transitions happen, like a learning curve for new staff at SANDAG meetings and events, loss of institutional transfer, etc. This can be addressed moving forward by having more permanent, stable positions on the Linda Vista Collaborative/Bayside Community Center's end. Another challenge was the language barrier present during SANDAG-related outreach and events by support staff. With over 35 dialects spoken in Linda Vista, reaching the population that are not English-, Spanish-, or Vietnamese-speaking community members proved difficult. Even reaching the English population re: transportation issues, SD Forward, etc. was difficult at times given the nuanced and technical language included in such conversations.

3. Do you feel that your Public Involvement/Outreach Plan appropriately engaged your community? Were the materials, methods, and mechanisms used successful? Were some more effective than others?

The Public Involvement/Outreach Plan appropriately engaged the Linda Vista community, particularly exemplified through the turnout and continued involvement from the Spanish- and Vietnamese-speaking communities throughout FY14-15. Hosting Alternative Scenario workshops and events in July and August, updates and outreach on the Preferred Transportation Network through Fall 2014 and Spring 2015, San Diego Forward: Regional Plan Draft educational sessions in March and April in preparation for the Public Comment Period beginning April 24 through July 15, and a host of engaging, interactive, educational, and fun events related to San Diego Forward in April, May, and June kept the community engaged throughout the entire fiscal year. Events also ranged in scope (e.g. tabling and outreach at New Urban Film Festival, Linda Vista Farmers Market, and Linda Vista Multicultural Fair, as well as SD Forward Game Nights and informational sessions) in an effort to reach the community through a variety of mediums to engage all interests and preferences. The most successful methods used to engage with community and solicit Public Comment were through face-to-face interactions at events (e.g. LVMC Fair, LV Collaborative meetings, Game Nights), and to do outreach for such events through word-of-mouth (e.g. Bayside to clientele promotion, handing out fliers *in person*, and public announcements at community group meetings).

4. Other reflections on the process that you would like to share with SANDAG and the CBO network that we can learn from and incorporate into the next phase?

Support staff recognized the value and importance of having SANDAG-prepared materials for use for public outreach during all phases of the fiscal year (Alternative Scenarios, Preferred Transportation Network, and San Diego Forward). Such materials appealed to the public, enticed individuals to interact with the information on display, and most importantly motivated them to engage in conversation with Support Staff and ultimately leave Public Comment on the Plan.

Support staff also noted a sense of SANDAG-burnout near the end of the fiscal year. Although Staff was able to continue engaging with the public and soliciting Public Comment, at times there seemed to be a bit of a pushback on continuing the conversation. That is why having a variety of outreach materials (PowerPoints, surveys, Game Nights, educational sessions, etc.) is crucial to maintaining public engagement to keep the information fresh and interesting for community members.

Casa Familiar, Inc.



FINAL REPORT

SANDAG SAN DIEGO FORWARD



Community-based Outreach Services

Task 5: Final Report

Final report should be approximately 3-5 pages, not including attachments (high resolution photos, sign-in sheets, samples of materials used)

1. Explain your organization's accomplishments in terms of Community-based Outreach Services for the Regional Plan. Summarize the findings from your communities, articulating both current and future concerns and desirable outcomes.

Through the CBO Network, Casa Familiar and the other agencies involved in the group feels it provided necessary input through the development of San Diego Forward's: Alternative Transportation Scenarios, Preferred Transportation Network, and the Draft Plan for San Diego Forward. Casa also participated in the "Economic Competitiveness" meetings with AECOM and in the TOD discussion from a social equity perspective.

The inclusion and consideration in the Social Equity Appendix continues to provide a valuable opportunity to include the different community concerns around the County. Casa Familiar also became a member of the SANDAG Public Health Stakeholders Group 01/15/15 and through a subcontract was a consultant in the Border Health Equity Transportation Study. This was perhaps the most valuable outreach and input into why the community should become engaged and involved in long term planning. The BHETS made a direct connection to long term investments and needs for transportation infrastructure in the community of San Ysidro and the feedback from the community was very positive as far as understanding project priorities and outlining how investments improve their quality of life.

Casa Familiar participation in Bike to Work day for the first time included a great event hosting several pit stops in the border area with a discussion that concluded at Casa Familiar's The FRONT Art and Culture Gallery.

The Casa Familiar Language Assistance Plan Focus Group (all in Spanish) was held at Casa Familiar's The FRONT Art & Culture Gallery. Respondents seemed to be very aware of public transportation operations and use of both website and phone (511) service. They had very limited to no knowledge of highway/freeway services. Respondents seemed to be able to communicate issues, when they could find an MTS employee or even the security guards provided at trolley stops. They were aware of additional signage at buses/trolleys through poster announcements or with signage that was in Spanish. They biggest need that would have them using more public transportation is that they need more frequent service in order to take care of more of their errands. Respondents did not have additional suggestions for providing other language services but did comment that the best way to get information out about SANDAG services is by the Spanish/Mexico media and Television stations.

Casa Familiar was also proud to have hosted and participated in the first completely Spanish SANDAG Workshop on May 21st for the release of the Draft Regional Plan and Sustainable Communities Strategy.

2. What groups and/or communities did your organization reach out to? What was the level of engagement? How did you solicit input?

We outreached to the following organizations:

The San Ysidro Chamber of Commerce, The San Ysidro Business Association, The San Ysidro Smart Border Coalition, and The San Ysidro Community Planning group; which is very engaged and has some of the most involved and committed volunteers that understand more details of urban planning. The subcommittee reviewing the Mobility Element for the San Ysidro Community Plan Update was very interested in how to include and integrate local community projects into San Diego Forward.

We also outreached to residents and clients of Casa Familiar services and programs. Engaged residents of Casa programs offered some direct perspective at the workshops, of particular note were how engaged and interested residents were with the Border Health Equity Transportation Study. Attendees were interested in learning how investment in public transportation affects community health. For the Language Assistance Plan we had to outreach outside of the Casa Familiar client base.



3. Do you feel that your Public Involvement/Outreach Plan appropriately engaged your community? Were the materials, methods, and mechanisms used successful? Were some more effective than others?

The two weeks given CBO's to reach out to our communities of concern was inadequate. We need at least 4 weeks notice so we may activate our outreach methodology. We also need material generated with enough lead-time to review and familiarize ourselves with the information. The whole purpose for generating this partnership with community organizations was to integrate processes for reaching out to the community and this was completely underutilized for input on the 2 draft scenarios. We were not given the time to reach our full level of engagement or fully activate our outreach efforts.

The short videos were useful and the engagement exercises were also helpful to present to the community. Getting the presentation material for the SDF Draft Plan in Spanish took some time. We were able to use the draft English presentation though.

4. Other reflections on the process that you would like to share with SANDAG and the CBO network that we can learn from and incorporate into the next phase?

Casa Familiar would suggest that a beneficial process to share with the community would be how a project gets included into the Regional Plan. The answer given to the CBO's was that it depends on where the project is located if it is City or County responsibility, however, it is still unclear how to activate the community to introduce projects.

Conoce los proyectos a la agencia SANDAG?

Buscamos a 50 participantes....Participe en un grupo de enfoque. Se proveera lonche.



Cuando: Martes, Junio 23, 2015, 10 am a la 12 pm

Lugar: Centro Civico de Casa Familiar, 212 W. Park Ave. en San Ysidro

Aprenda cuales son las inversiones para el Sur de San Diego y San Ysidro. Queremos saber su opinion sobre estas inversiones y cuales le gustaria agregar o dar prioridad.

Registrese llamando al:
(619) 428-1115

SANDAG – David Flores
428-1115 X 205

SANDAG – David Flores
428-1115 X 205

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428-1115 X 205

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SANDAG – David Flores
428-1115 X 205



Draft San Diego Forward Workshop
 JUNE 23, 2015
 10:00 a.m.
 The FRONT
 147 W. San Ysidro Blvd., San Ysidro, CA

NAME/NOMBRE	Email/ DIRECCIÓN DE CORREO ELECTRÓNICO	PHONE/NÚMERO DE TELÉFONO	MEMBER OF ORGANIZATION? ¿MIEMBRO DEL ORGANIZACIÓN? Y/N SI/NO	GENERAL PUBLIC? ¿PÚBLICO GENERAL? Y/N SI/NO
1. MARIA R. SWANER	COCASWADEXEE@ADL.COV	611-677-7341		
2. Margarita Valajuroz	Margarita.valajuroz@peba.com	619-421-6221	NO	SI
3. STEVE OTTO	SOTTO5@CSX.NET	428-7779	SYCPG	
4. Pochita Salas		619-690-9955	NO	SI
5. GUADALUPE BEJARANO		682-1907	NO	SI
6. Luz Camacho	luzc@cesfamilar.org	619-428-1151	SI	
7. Alicia Bejarano	a.bejarano@cesfamilar.org	619-488-6738	SI	SI
8. Maria E Gomez	Maria E Gomez			
9.				
10.				

[June 23, 2015] 1



HISTORICAL LANDMARK PLAQUE DEDICATION



San Ysidro Branch Library
90th Anniversary Ceremony
Saturday, October 18, 2014 - 10:30 am
Mariachi, refreshments, y mucho mas

San Ysidro Historic Photos at the FRONT



Book Signing and Stories by
Author, Barbara Zaragoza
Saturday, October 18, 2014 - 12 noon -4 pm
147 W. San Ysidro Blvd., San Ysidro

Bring your photos and we will scan for the archives!

Sin Limites

Thursday/Jueves - October 23, 2014

6:00pm - San Ysidro Civic Center

212 W. Park, San Ysidro

Topics/Temas: Border Health • Transportation

Raffle • Refreshments



PRESENTED BY CASA FAMILIAR



119 W. Hall Avenue
San Ysidro, CA 92173-2514
(619) 428-1115 (Voice)
(619) 428-2802 (Fax)

San Ysidro NPP... Neighborhood Partnership Program

147 W. San Ysidro Boulevard
San Diego, CA 92173
Phone: 619-428-1115 ext. 205
Fax: 619-428-2802
E-Mail: davidf@casafamiliar.org

Agenda

(Apr.9) Re-scheduled April 15, 2015

- Welcome, & Introductions – 8:30 am
- Agency Roundtable – 8:35 am– Please share with us what your agency is working on...SHORT announcements please!!

Upcoming Events:

APRIL

1. *San Ysidro Community Plan Update Meeting* – April 8, (Wed.) 6:00 pm @ Willow Elementary School multi-purpose room, 226 Willow Rd. Presentation of Draft plan release and open public review process
2. *GSA Virginia Avenue Workshop* – April 23, (Thursday) 4:00 pm @ The FRONT, 147 W. San Ysidro Blvd. Presentation by GSA on Virginia Avenue improvements.
3. *San Ysidro Safety WALK#14* – April 24, (Fri.) 9:00 a.m @ the Corner of Beyer Blvd. and Otay Mesa Rd. Walk to raise awareness of the need for the Sidewalk to SY High.

MAY

4. *FRONTERAS FESTIVAL – Raramuri Exhibition Opening* – MAY 7, (Thursday) 5:00 pm to 8:00 pm. @ The FRONT, 147 W. San Ysidro Blvd. Art exhibition opening, of artist/photographer, Arturo Rodrigues Torija and his work with the Tarahumara of Chihuahua, Mexico. Contact: Luz Camacho.
5. *Dia de San Ysidro* – MAY 16, (Saturday) 9:00am to 4:00 pm. @ The San Ysidro Community Park & Civic Center- 212 W. Park Ave. Community building project and resource fair. Co-sponsored by The Children's Museum. Artist Wes Bruce with a hands on art making workshop. Concert by: Mariachi Familiar and Vintage Mist. Contact Irma Castro for booth information.
6. *Bike to Work Day* – MAY 15, (Friday) 6 to 9:00am. Pit Stop @ The SY Chamber Office 663 E. San Ysidro Blvd. Support Riding a bike all month or on Bike to work day.
7. *San Ysidro Sin Limites* – MAY 21, (Thursday) 6:00 pm. @ The San Ysidro Community Park & Civic Center- 212 W. Park Ave. Presentation by SANDAG on San Diego Forward, The Regional Plan open for public review process. Contact: David Flores.
8. *FRONTERAS FESTIVAL – "Agua Caliente" Book Reading* – MAY 28, (Thursday) 6:00 pm. @ The FRONT, 147 W. San Ysidro Blvd. Book reading with author, Marcos Aurelio Ochoa Barba from his book "Agua Caliente" with historical accounts from Tijuana. Contact: Luz Camacho.

Regular Occuring Events:

2nd Tuesday of the Month – Hearts & Hands Food Distribution

3rd Monday of the Month – San Ysidro Community Planning Group meets @ SYSD Ed. Ctr. Board Room, 4350 Otay Mesa Rd.



**CITY HEIGHTS
COMMUNITY
DEVELOPMENT CORPORATION**



City Heights CDC (Lead)

&

Mid City CAN (Sub)

SANDAG Community-based Outreach Services

Task 5: Final Report

Fiscal Year 2015

August 28, 2015

City Heights CDC & Mid City CAN SANDAG Community-based Outreach Services

Task 5: Final Report

Fiscal Year 2015

1. *Explain your organization's accomplishments in terms of Community-based Outreach Services for the Regional Plan. Summarize the findings, thus far, from your communities, articulating both current and future concerns and desirable outcomes.*

The City Heights Community Development Corporation (CHCDC) and Mid-City Community Advocacy Network (MCC) have been engaged in outreach in the City Heights neighborhood of San Diego to educate and engage residents on the issues and process surrounding San Diego Forward: The Regional Plan (RP). This outreach has engaged dozens of residents, speaking several different languages (English, Spanish and Vietnamese the largest among them). There has been both substantive information sharing and explanations of roles and processes, as well as qualitative information gathering about community priorities and expectations of the process. Outreach has been conducted through fun community events that engage residents in unique ways and in numerous small group and one-on-one meetings.

In **August 2014**, CHCDC and MCC partnered to facilitate two **Public Workshops on the Network Scenarios**, both hosted in City Heights. At the MCCAN Networking Meeting on August 12, using the outreach materials and powerpoint slides provided by SANDAG, two dozen City Heights residents were educated on the regional plan process, the two proposed network scenarios, and the importance of providing input. Participants liked being able to look at the poster-sized Network Scenario maps, while discussing their travel modes and routes. Residents and agency leaders agreed that neither scenario was satisfactory due to the continued plans for freeway expansions, though they preferred the more widespread network of Scenario 2. As a community with many transit riders, the resounding request was to include analysis of a scenario that prioritized building out the transit network before freeway expansion—this third scenario came to be known among regional advocacy groups as the Transit First scenario. At the Improving Transportation in City Heights meeting, attended by many walkers and transit riders, many with limited exposure to regional planning, CHCDC and MCCAN opted to simply facilitate the Icebreaker Posters to get residents thinking about transportation issues, priming them for future engagement.

In **October 2014**, CHCDC promoted the **Rapid 215 Celebration** and participated in the event as an outreach opportunity, highlighting the importance of public input in order to bring desired transportation investments to the neighborhood. These kinds of celebrations are a crucial component of engagement among low-income communities because they are a visible demonstration of successful long-term engagement and hopefully inspire new and deeper levels of engagement among concerned residents.

During 2014 and 2015, through update presentations on the regional plan at the monthly Built Environment Team (BET) and Improving Transportation in City Heights (ITCH) resident group meetings, resident leaders were informed on regional planning progress, and several BET members chose to get further engaged on the regional plan by making public comment at Transportation Committee and

SANDAG Board meetings. The BET is a long-standing resident group committed to advocating for a safe and healthy built environment in City Heights – typically attended by 15-25 residents who primarily speak English or Spanish, though we have growing participation from the Vietnamese and Karen communities.

In **April 2015**, on behalf of the BET, CHCDC invited SANDAG's Active Transportation team to send a team member to present their progress on the design of the **North Park - Mid City Bikeways project**. A SANDAG consultant joined BET for the evening where he both educated residents and received feedback. In addition, CHCDC staff urged BET members to come out to the next City Heights Area Planning Committee (CHAPC) meeting to show their support of the NPMC Bikeways project. In response, BET members and neighbors came out to support the SANDAG Bikeways project at the **May CHAPC meeting**.

In **May 2015**, CHCDC encouraged BET members to attend the **San Diego Forward DRAFT Public Workshop hosted at the Jacobs Center**, and brought out a handful of people to attend the panel presentation. In addition, we used email and social media to promote the workshop.

In **June 2015**, CHCDC and MCCAN partnered to host a **San Diego Forward Draft Workshop** on June 11 at the Price Charities Building in City Heights, attended by nearly 40 residents and agency leaders, speaking English, Spanish and Somali. Participants turned in 31 comment cards at the workshop, and many more were directed to the San Diego Forward public input web form via our invitation emails that went out to over 500 people.

When asked which Mid City transportation projects were highest priority, residents chose the Purple Line (Route 562), 54th Street Rapid (Route 550), and North Park – Mid City Bikeways as their top projects. Residents urge SANDAG to accelerate these transit projects and implement the NP-MC Bikeways project.

In **July 2015**, CHCDC announced at the CHAPC meeting that the Draft plan comment period was coming to an end, but that there was a couple weeks left to do so on-line.

Throughout our San Diego Forward community-based outreach, community residents shared their desire for near-term infrastructural improvements to improve the quality of their daily active transportation trips. City Heights is plagued by poorly maintained sidewalks, inadequate lighting, insufficient bikeways, and unsafe pedestrian crossings. Residents hope that Early Action Plan investments, such as the North Park- Mid City Bikeways projects, will address some of these deficiencies.

Based on our community outreach there is strong community support in City Heights for the transit and active transportation projects that SANDAG is proposing in San Diego Forward. However, there are community concerns with freeway expansion in City Heights. Residents are concerned about more vehicle trips through the heart of their already impacted community.

2. *What groups and/or communities did your organization reach out to? What was the level of engagement? How did you solicit input?*

Though we reached out to residents and organizations in the greater Mid-City and Southeast area, we concentrated our efforts on individual leaders and groups in City Heights. We worked with and involved the following groups:

- City Heights Town Council
- City Heights Area Planning Committee
- Eastern Area Planning Committee
- San Diego Canyonlands
- Improving Transportation in City Heights (ITCH) Momentum Team
- Built Environment Team (BET)
- City Heights Business Association
- Building Healthy Communities initiative grantees
- El Cajon Boulevard Business Improvement Association
- Environmental Health Coalition
- City Heights Seniors – Colina Park
- Bikes Del Pueblo
- Hoover High School Students
- Hoover Parent Club
- Copley-Price YMCA
- Somali Bantu Association
- Partnership for the Advancement of New Americans
- Mid City Bike Corridor Community Advisory Group Members
- Urban Collaborative
- United Taxi Workers
- Cherokee Point Elementary School Parents group
- Asociación de Liderazgo Comunitario
- Safe Passage
- SD Bike Train
- Little Saigon Foundation
- Corridor and Teralta Neighborhood Alliance
- Mid City Parking District
- Teralta Park Action Team
- SR15 CenterLine BRT Working Group Members

The level of engagement of the groups above has ranged from informal conversation on the issue, one-on-one conversations with leadership to presentations on the regional plan at one of their meetings.

The main resident groups we work with on regional transportation issues include the City Heights Built Environment Team (BET) and the Improving Transportation in City Heights (ITCH) groups; both meet monthly in City Heights. CHCDC and MCCAN staff help facilitate meetings, working with the residents to chart next steps, actions, and advocacy strategy.

3. Do you feel that your Public Involvement/Outreach Plan appropriately engaged your community? Were the materials, methods, and mechanisms used successful? Were some more effective than others?

As one of the few partner community- based organizations, with a dedicated transportation program, CHCDC is uniquely positioned to conduct successful outreach, as our regional plan outreach dovetails with our on-going outreach efforts. For instance, we engaged new residents through fun, unique, active transportation-promoting demonstrations such as ACT: The Blvd (Art + Community + Transit) placemaking demonstration event for the Rapid 215, Bike To Work Day, PARK(ing) Day, and Project

Based Learning curriculum at our local high school. These kinds of events and efforts bring new voices to the input process rather than relying on the easier-to-engage older white homeowner. In low-income communities of color, any outreach has to take into the needs of multi-lingual families, therefore, food, childcare, and translations must be provided.

The most successful method for deeper engagement is the one-on-one meeting with a leader or resident. These meetings allow for a fuller understanding of the person's perspective and improve trust in the process. These meetings also build to the public workshops because they serve as a recruitment tool and a chance for individuals to enter the workshop better prepared to offer formal input.

It was helpful to have a suite of materials provided by SANDAG to use in our outreach from which to choose. The most helpful, in our experience, are the deck of powerpoint slides from which to build and contextualize our outreach presentations and the map boards of the Networks. The trick in outreach is how to present meaningful information in digestible bites—graphical information is extremely useful to this end, especially for residents with low English proficiency and/or low literacy.

Our outreach was very successful in large part because we have a base of engaged residents who participate in the BET and ITCH on a monthly basis; therefore, we didn't have to 're-educate' our audience on the regional planning process at every meeting. In addition, we have staff longevity that aids in our accumulation of knowledge and insight into the regional planning process. These long-term commitments on the part of residents and staff produce meaningful and insightful input into the regional plan.

4. Other reflections on the process that you would like to share with SANDAG and the CBO network that we can learn from and incorporate into the next phase?

While we recognize the timeline to conduct a new Regional Plan every 4 years can be tight, we found that the Unconstrained Plan was an important step for the plan's overall development. We recommend that SANDAG explore ways to create a more robust public engagement process for the Unconstrained Plan. The Unconstrained Plan is an important step for input on new project ideas and to have those projects modeled.

Consider ways to demonstrate how the Network Scenarios may score differently on social equity metrics.

Consider extending the public comment period for the Alternative Scenarios process.

Continue to use the trusted CBOs to contextualize and reach their communities to gain meaningful and diverse input.

Consider utilizing CBOs and the CBO model to conduct public engagement and outreach for specific projects.



Draft San Diego Forward Workshop
 June 11, 2015 5:00pm
 Price Charities, Room 640
 4035 University Ave, San Diego, CA 92105

NAME/NOMBRE	Email/ DIRECCIÓN DE CORREO ELECTRÓNICO	PHONE/NÚMERO DE TELÉFONO	MEMBER OF ORGANIZATION? ¿MIEMBRO DEL ORGANIZACION? Y/N Si/NO	GENERAL PUBLIC? ¿PÚBLICO GENERAL? Y/N SI/NO
1. Jennifer Santis	jsantis@mhsinc.org (858)		Courage To Call	
2. Sarah Weller	swillw@midcitycan.com		Mid city CAN	No
3. Team Stanley	stanley@midcitycan.org		Mid City CAN	No
4. Barbara Yeyavez			mid city can	
5. Leticia Medina	leticia.molina.200@gmail.com	(619) 255-4125	Yes	NO
6. BRIBET LAWBERT	blambert@combinet.com		NCCC	no
7. Maria Carter	mcarter2@cityheights.org	283-7815	CHDC	yes
8. EVA LUNA	eva.luna.12@yahoo.com			
9. Amanda Buzzell	amanda@trabts.org	(619) 255-3812	transcendence	No
10. Andrew Aguero	aguero@operations.sandag.com	(619) 919-4401	operation ~ Sandag	no
11. Will Rivers	willrivers@smail.com			yes
12. Blume Camillo	jrc1802@gmail.com	619-549-4992	CPC	yes
13. Sinfarosa Colon		619/4157908		
14. Mayke Benitez	mbenitez@transcendence.com	619-288-0773	NCCC	No

NAME/NOMBRE	Email/ DIRECCIÓN DE CORREO ELECTRÓNICO	PHONE/NÚMERO DE TELÉFONO	MEMBER OF ORGANIZATION? ¿MIEMBRO DEL ORGANIZACION? Y/N SI/NO	GENERAL PUBLIC? ¿PÚBLICO GENERAL? Y/N SI/NO
15. BRIAN WIDLIFF	BWIDLIFF@MEMS-01-WILFAS.ORG (09) 278-4011	(619) 779-2082	YES	NO
16. Victoria Aguirre			NO	YES
17. Edwin Lopez	elohr@northparksdo.org	619 987 5354	no	yes
18. David Mota		619 255 2882	KTRG	
19. Hannah Brewer	hannabrewer@gmail.com	603 767 6176	NO	YES
20. Patricia R. McInerney	patrickm@northparksdo.org	619 729 2325	NO	No
21. Daniel Vidin	vidinden@oceandf.org	619-786-0785	Y	Y/yes
22. ANTONIO CUARTAS		619-214-7948	yes	yes
23. JUAN ABBEU		" " - 7853	yes	yes
24. Alejandra Sobrano	alejandra@saltwater.org	(619) 609-1684 ext. 211	yes	NO
25. M. Osipov			no	yes
26. Joseph D. Kurek	joyfullife@cox.net	" 583-5791	yes	yes
27. John Stumpf	jstump@cox.net	281-4663	yes	yes
28. Egoranov	miran@sp@jhu.edu	(619) 829-9006		
29. Alma Poble-Duran	arobles-clavin@lamar.edu	(619) 972-0431	Yes	
30. Elizabeth Loy	elou@wilesstays.org	619 265 2959	Yes	
31. Oscar Hernandez	PCHERRAL@gmail.com	619 546-8716	Yes	
32. Delfina Guzman	delfina@commkyle.org	280 243 11	'	
33. MICHAEL ORTIZ	michael@sdbig.org	858 587 469 118		
34. Sam Mandler	Samuelm@sdbig.org	360-790-6605		
35. Sarah Suarez	Sarah@utmsd.org	774-392-0370	YES	YES
36. Adam Moxley	adam.moxley@rawna.com			
37. Jack Shea	8040 Moxley St, Lakewood	jk Shea cox.net		
38.				

NAME/NOMBRE	Email/ DIRECCIÓN DE CORREO ELECTRÓNICO	PHONE/NÚMERO DE TELÉFONO	MEMBER OF ORGANIZATION? ¿MIEMBRO DEL ORGANIZACION? Y/N Si/NO	GENERAL PUBLIC? ¿PUBLICO GENERAL? Y/N SI/NO
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City Heights CDC
&
Mid City CAN



Sign In Sheet/Hoja de Registro
 Alternative Scenarios Workshop/Escenarios de Alternativo
 8/12/14
 8am
 City Heights Wellness Center

NOMBRE/NAME	Email/ DIRECCIÓN DE CORREO ELECTRÓNICO	NÚMERO DE TELÉFONO/PHONE	MEMBER OF AN ORGANIZATION? ¿MIEMBRO DEL ORGANIZACION? Y/N SI/NO	Member of the PUBLIC? ¿PUBLICO GENERAL? Y/N SI/NO
1. Clara A. Montiel	mmontiel@guaril.com	619 518-3454	No	Yes
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3. Dianné Bourque	diannebourque@sdcounty.ca.gov	619-229-3424	No	No
4. Anastasia Brewster	anastasia.brewster@gmail.com	619-495-8393	yes	yes
5. Stephanie A. Tesch	stesch@neighborhoodhouse.org	715-2642-0888	yes	No
6. Paula Buckley	frag-33749@earthlink.net	619-525-3488	No	YES
7. Lam Thot Muang	plthot@yahoo.com	(619)744-4109	YES	No
8. Delfina Guzman	delfina@communityleader.org	619 280 4311	yes	yes
9. Josefina Garcia	josefina@communityleader.org	609 701 2111	YES	yes
10. Monique G. Lopez	MoniqueL@environmentalhealth.org	619 602-3903	YES	YES
11. Yohany Corona	ycorona@saysandiego.org	619-362-3752	Yes	Yes
12. SIDNEY MICHAEL	SMICHAEL@cityheightsdc.org	619 961-1055	YES	YES

[Title of meeting] [Date] 1

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13.	Name	Email	Phone	Member of an organization? Y/N	Member of the Public? Y/N
14.	Diana Ross	Dross@midcitycan.org	619-272-7582 x101	Y	Y
15.	Trinh Le	tle@onlinepi.org	888-945-3724	Y	Y
16.	Maria Carter	m.carter@cityrights.org	619-282-7815	Y	Y
17.	Emily Serafy Cox	eserafycox@midcitycan.org	619-752-0576	Y	Y
18.	Becky Modesto	beckymodesto@gmail.com	619-795-2026	Y	Y
19.	Kevin Modesto	kmodesto@gmail.com	619-282-8660	Y	Y
20.	Deyanira Garcia	deyanager@live.com	619-623-0072	N	Y
21.	Ayari Mohamed	amohamed@facsil.com	619-282-6454	Y	Y
22.	Eric Kaewet	ekosover@cox.net	619-584-4933	Y	Y
23.	Yasmin boza Member	yaminboza@member@gmail.com	(619) 865 0310	Y	Y
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Chula Vista Community Collaborative



Fiscal Year 2015

Task 5: Final Report

Community Based Outreach Services

www.chulavistacc.org

511 G Street, Chula Vista CA 91910

Community-based Outreach Services - CVCC

Task 5: Final Report

Final report should be approximately 3-5 pages, not including attachments (high resolution photos, sign-in sheets, samples of materials used)

1. Explain your organization's accomplishments in terms of Community-based Outreach Services for the Regional Plan. Summarize the findings from your communities, articulating both current and future concerns and desirable outcomes.

The CVCC has partnered with SANDAG since 2009. We have conducted extensive outreach in the South Bay community of San Diego County. Our Director, Margarita Holguin, has taken the lead as the project manager for this work.

In our work conducting community based outreach, we were able to strengthen partnership and extend our reach within our community. We had the opportunity to reach out and present to various groups and became even more known in South Bay.

Our outreach efforts concentrated in reaching the Latino community, mostly monolingual Spanish speaking community residents. We found that residents felt empowered at being given the opportunity to share their thoughts and needs; and readily shared their concerns.

During July 2014- June 2015, CVCC conducted the following outreach:

<u>Date</u>	<u>Audience</u>
8/12/14	Community members English
8/14/14	Community members Spanish
2/6/15	Promotores
5/12/15	CVCC Partners
5/14/15	CVCC Partners
5/15/15	Community members and Promotores
5/19/15	Community members and Promotores
5/21/15	CVCC Partners

In addition, CVCC hosted two community workshops:

6/5/15	Community members – English
6/11/15	Community members – Spanish

Part 1 Continues

Findings:

In listening to our community members, we learned that many of them utilize public transportation, however, they find that the current system is not meeting their needs. Current concerns include the frequency of transportation, as they report that bus schedules are limiting and spread out and not as often as needed. Furthermore, residents feel that they must take multiple buses/other to get to locations outside of South Bay. They report that it can take hours to get to some places.

In addition, residents in South Bay are extremely concerned about the cost of public transportation. Public transportation is not an option to many due to the cost. Bus fares are expensive and many cannot afford to get on a bus and definitely cannot purchase a monthly pass.

This is an important social justice issue, as these residents are stuck at home without employment or entertainment options outside of their immediate neighborhoods. The community of west Chula Vista is an older community and does not have the amenities of smart growth, and therefore its residents are disconnected and many times socially isolated.

Future concerns for South Bay residents are the needs for more connections between eastern and western Chula Vista. Specifically to and from the Otay Border. Residents report the need to have transportation options to get to and from the Border, specifically the Otay Border. Many also noted the need to have more transportation options to get to the beaches and other entertainment venues. They feel isolated and unable to reach venues outside of South Bay.

2. What groups and/or communities did your organization reach out to? What was the level of engagement? How did you solicit input?

CVCC reached out to residents and stakeholders in the South Bay. We specifically targeted Spanish speaking residents, and those that are disconnected and vulnerable. CVCC reached out to the most difficult populations to engage in the South Bay. Western Chula Vista was our primary target outreach community. This community is disproportionately disadvantaged and the health and social inequities are evident.

Outreach was conducted through our network of five Family Resource Centers located in western Chula Vista. In addition our Promotoras (Community Health Workers) invited residents as they (the Promotoras) conducted outreach for various programs out in the community.

As an example, for the August 2014 workshops, CVCC conducted outreach and invited residents through outreach events at local schools at their back to school, open house, or other events. This gave us the opportunity to reach hundreds of residents and share about SANDAG and the RTP.

In addition, CVCC conducted outreach through community events, health fairs, Day of the Child community fair, and other venues and events in South Bay.

CVCC leveraged opportunities and exposure to residents in South Bay.

Q2 - Continues

We found that residents easily engaged in conversation and seemed genuinely interested. They felt empowered by being provided the information and having the opportunity to provide feedback. Many reported that they felt comfortable with the information because it came from a trusted source (CVCC). As an example, during a Language Assistance program workshop, residents reported that although they see the sign (freeway signs) they do not understand a lot of the information. They noted that they need more discussion and hear it from a trusted source, otherwise they feel the information is not applicable to them.

We solicited input through conversation and true engagement. We presented information in terms that were understood by our community. We explained terms and used culturally appropriate methods. At one time, we developed a "loteria" game (bingo game) to play with residents and reinforce the learning from the presentation. Community members were asked their opinion and given the opportunity to ask questions and clarify concerns. The fact that CVCC is a trusted organization in South Bay opened doors for community dialogue.

3. Do you feel that your Public Involvement/Outreach Plan appropriately engaged your community? Were the materials, methods, and mechanisms used successful? Were some more effective than others?

Due to the complex nature of the work of SANDAG and transportation plans, the information had to be translated beyond the language. Many of the materials presented by SANDAG are complicated and overwhelming. Terms are technical and require a more in-depth study. We could not just give residents the materials or surveys, they needed a more culturally appropriate presentation of the information.

The PowerPoint presentations had to be explained in terms that residents could relate to. The fact that a lot of the information is relevant to 2050 is already a challenge in engaging residents, this was many times multiplied for people who could not speak English and who even in their language have a low education level.

The handouts provided were also complicated and had too much technical information. We (CVCC) had to be very selective of the material distributed as to not overwhelm people.

Furthermore, many of our community members are more concerned with their day to day needs and challenges and are not able to fit in or prioritize 2050.

CVCC's personal approach to outreach is appropriate for the target population. During our presentation, community members were engaged and interested. They asked a lot of questions and eagerly shared their personal situations and concerns. Most of our participants were low income and low education level. They wanted a more personal approach and more of a one-on-one conversation and education.

Due to CVCC already having Family Resource Centers and an established community presence, we were able to engage residents in a meaningful discussion.

4. Other reflections on the process that you would like to share with SANDAG and the CBO network that we can learn from and incorporate into the next phase?

The beginning of this contract year, July 2014, was challenging. The expectations were not clear and the materials needed to outreach were not ready. This created delays in startup of outreach activities. Furthermore, the objective of outreach was not clearly defined.

The population CVCC reached is a challenging population. They are more concerned with meeting day-to-day needs than looking at 2050. Therefore, we had to find a way to connect 2050 to today and demonstrated how “we” have to set up the future. This was difficult to do with technical and difficult to understand material.

A more concrete purpose of why we are conducting outreach – for example, answer to specific questions is a more concrete activity.

The use of CBOs who are established and trusted in their community is the best option to reach difficult populations. The fact that we already have a community presence opens the doors for true engagement of the target community.



El Cajon Collaborative

July 7, 2015

El Cajon Collaborative

Community-based Outreach Services

Task 7: Final Report

Date

Final report should be approximately 3-5 pages, not including attachments (high resolution photos, sign-in sheets, samples of materials used)

1. Explain your organization's accomplishments in terms of Community-based Outreach Services for the Regional Plan. Summarize the findings, thus far, from your communities, articulating both current and future concerns and desirable outcomes.
 - Last year our CBO Workgroup established populations of concern throughout San Diego County. This year, the group focused on reviewing these populations and how the new SD Forward Regional Plan would impact these groups. The El Cajon Collaborative acted as a working group to update the communities that we serve in East Region about the Regional Plan. Updates and feedback was collected at various partner and community meetings each month and reported back to SANDAG. Some of the meetings that we participated in were: El Cajon Collaborative (60 social service agencies), East Region Collaborative Network (6 East County Collaboratives and several partner agencies), El Cajon Collaborative CORE Team (15 social service executives and city leaders), Live Well East Region Leadership Team (30 social service leaders, Supervisor Dianne Jacob and HHS staff), and local service club meetings.
 - El Cajon Collaborative organized a Resident Leadership Academy (RLA) in September, 2014. With participation from twenty-two members of the community of El Cajon, the residents gained knowledge and tools to make positive change within their community. Many of the residents that participated were from our Iraqi and Chaldean refugee populations. RLA is a program of HHS and teaches four key strategies including: Building a better delivery system, supporting positive changes, pursuing policy and environmental changes, and improving the culture within. The residents participated in many activities including walking assessments of parks, retail grocery stores, schools and public services. They evaluated the efficiency, safety, "walkability" and overall health of their neighborhoods. They also conducted surveys at local businesses, events and apartment complexes. They focused on low-income, limited English-speaking, minority, and limited mobility communities of concern identified through the SANDAG CBO process. The program lasted ten weeks and the group identified challenges facing these groups with public transportation. They were given regular updates of the Social Equity piece of the Regional Plan and were happy to learn that these issues would be addressed in the new Plan. They wanted to be sure that public transportation remained affordable, increased services in frequency and additional bus routes, education on how to use the transportation services, and increased translation signage and services were available.
 - In August, 2014, six outreach workshops were conducted in the unincorporated communities of Spring Valley and Mountain Empire, and the cities of Santee and El Cajon. The presentations were on SANDAG's Alternative Scenarios for the Regional Plan. The Alternative Scenario, involving an earlier investment in "rapid" transit services in dense urban areas, appeared to be the scenario of preference for our communities of concern in East County. A concern about the "last mile" and access to transit services is ongoing among East County residents. Many feel that East County's access to transportation resources is inadequate. After identifying their preferred scenario, they were afraid that people would not use the "rapid" services given our automobile focused California culture. An additional consistent theme is the lack of affordability of transit services and cutbacks in bus routes. They understand the need for system-wide investment in maintenance and development of existing infrastructure, including managed lanes. The data

collected from these six workshops and documentation were added to SANDAG's We Transfer account to be used in a final report to the Board of Directors.

- At our September, 2014, CBO meeting, the group was debriefed on the results of the twenty workshops that were conducted around the region and the 1,600 individual comments regarding the Alternative Transportation Scenarios. The new Blended Scenario contained the Social Equity Appendix that we were working to create. After reviewing the communities of concern that we had established; minorities, low income families that are at 200% federal poverty level and seniors age 75 and over, we agreed that there weren't any significant disparate impacts for any of the populations of concern. This information was taken back to all of the meetings that the El Cajon Collaborative was participating in. The comments that we received were that increased access to key amenities such as job/higher education, healthcare and parks/beaches for minorities is critical. There was still concern that rural populations of San Diego County are not reflected on the maps for the Regional Plan.
- With a project for the county with the El Cajon Collaborative, our Resident Leaders conducted a survey with one hundred participants throughout Spring Valley, Santee, El Cajon and La Mesa in September and October. The surveys focused on access to food, transportation and healthcare. They were given to residents at a low-income apartment complex with a high population of refugee families, as well as at community events including two Fire Station Open Houses and a health fair. The results of the surveys showed that the transportation concerns of the community members were:
 1. More bike lanes
 2. More pedestrian friendly sidewalks
 3. Alternate fuels and more charging stations
 4. Buses need to run regular schedules including weekends (every half hour or more)
 5. Buses need to go between the two community college campuses in East County.
 6. More lighting at bus/trolley locations
 7. More covered bus shelters
 8. Better security at trolley stops
 9. More routes for trolleys and buses.
 10. Increase loyalty with consistent drivers
 11. Personal safety on buses
 12. Personal comfort-clean buses, trolleys and stations
 13. Easier access to bus schedules for seniors
 14. More rural routes-Access for rural residents is almost non-existent
 15. Reduce stigma through marketing and education
 16. Reduced rates or free for seniors, students and persons with disabilities
 17. Clean restroom access at bus/trolley stations
 18. Economic incentives for using public transportation
 19. Rate increases continue to burden the rider
 20. Multilingual bus schedules and information readily accessible and posted at stops
 21. Culturally sensitive bus drivers and riders

This information was used to develop a two year plan for the Community Action Partnership of San Diego. It was also shared with the agencies and residents that helped participate in the assessment as well as the groups that were working with the El Cajon Collaborative on the Regional Plan Social Equity Appendix.

- On November 20th, El Cajon Collaborative held a Community Needs Assessment Forum with 34 attendees. The Regional Plan and the Social Equity Appendix were discussed with the group. One of the workshops for the attendees was transportation needs for our disparate populations. The most common response that we found was that transportation continues to be a challenge for our seniors and persons with disabilities. Many of the bus routes were reduced a few years ago and more frequent stops along with extended schedules (earlier in the morning and later in the evening) need to be added. It is difficult for seniors to access their health care visits because the bus stops were still several blocks from their physician. Many just don't have the stamina it requires to wait for transportation and then travel up to one hour each way for their visits. If they need to have assistance or an escort, it is expensive to pay for the additional rider and often not an option for a disabled or senior client.
- In April, 2015, the El Cajon Collaborative held a language-focus transportation focus group with our Middle Eastern, Arabic refugee residents. The purpose of the focus group was to educate them on the services offered by SANDAG, but also to learn how SANDAG should outreach to this difficult to reach population. The focus group was conducted in Arabic. A recurring point was that many of them feel afraid of strangers on the bus or trolley. It is a new country and the transit system is very new to them. They also agreed that the best way to educate the refugees and new immigrants is through their acculturation classes and flyers distributed through churches and social gathering events. We had eight participants at this event.
- El Cajon Collaborative conducted seven workshops and presentations throughout East County for the San Diego Forward Draft Regional Plan in May, June and July. We assembled all of the information that we received into summaries for each event and entered the Public Comments into the SANDAG data base.

2. What groups and/or communities did your organization reach out to? What was the level of engagement? How did you solicit input?

Our outreach efforts concentrated on getting the information out to as many communities in East County as we could to ensure that we were reaching our most at-risk communities of concern. By reaching out to our social service agencies, we were able to assess the needs of these populations. We also concentrated our efforts in reaching members of the Middle Eastern refugee population that are limited English speaking, low-income and low mobility communities of concern. This was due to the concentration of this population, and health and social service providers working with our refugees in the city of El Cajon and neighboring communities.

With help from our Resident Leadership Academy participants we were able to reach out to a large population of residents to assess their needs, especially regarding transportation. They were able to cover a large area with their surveys, walking assessments and special event participation. We tried to have SANDAG information at every health fair in East County and resource tables at events and meetings.

The monthly meetings that we attended helped disseminate news and updates across all of the social service organizations, school district and county & city offices to their communities to help gather input. It helped broaden our scope of information gathering and a way to quickly get information out there as needed.

3. Do you feel that your Public Involvement/Outreach Plan appropriately engaged your community? Were the materials, methods, and mechanisms used successful? Were some more effective than others?

Our outreach plan made the most of the resources that were available to us. The outreach to the community through our Resident Leaders made the information less intimidating and the residents were more willing to share with fellow community members. The outreach methods we employed were appropriate for the groups that we reached. In all settings community members were fully engaged and offered helpful insight.

By engaging our social service agencies, we reached our most in-need populations and our limited English speaking refugees. It also created a consistent message by giving them updates each month that they could share with their staff and clients. One-shot presentations cannot produce the type of community engagement or quality of participation required to adequately represent them.

SANDAG produced printed materials and videos helped provide an overview of the process and helped educate our participants in a more efficient way. It would have been wonderful to have the materials translated into more languages before each workshop or event. The large format maps were useful in our cities, but didn't show much of the rural areas so they weren't used for those presentations.

4. Other reflections on the process that you would like to share with SANDAG and the CBO network that we can learn from and incorporate into the next phase?

I was happy that we were able to extend our outreach into Mountain Empire when they dropped out of the network. It is so important that we continue to outreach to our rural communities even if they aren't represented much in the new San Diego Forward Regional Plan. They continue to be a large population of concern that continue to pay taxes to our county. Transportation services are scarce and resources are few. We continued to bring updates to this group of residents throughout the year, and made sure to bring a presentation of the Regional Plan Draft to them for Public Comment.

It will be helpful to establish best practices for future projects that SANDAG will need to bring to the public. By engaging the community-based organizations, outreach was extended to large groups that may not have received information in the past. Because we were able to extend the outreach to our refugees and immigrants, it is important to bring them information in their native language. It will also be helpful to more efficiently schedule workshops and forums so that SANDAG will have the information readily available.

It was a wonderful experience and a great way for me to learn more about my community. I was able to connect with groups of individuals that I hadn't met before and to educate myself about their culture. It was also great to work with other community-based organizations in this capacity and learn from their strengths. Jane Clough was a strong leader who helped direct this whole process and make it easier for us to understand the information before sharing it out in the community. I appreciated her expertise and guidance.



International Rescue Committee

July 10, 2015

International Rescue Committee

Community-based Outreach Services

Task 7: Final Report

Date

Final report should be approximately 3-5 pages, not including attachments (high resolution photos, sign-in sheets, samples of materials used)

1. Explain your organization's accomplishments in terms of Community-based Outreach Services for the Regional Plan. Summarize the findings, thus far, from your communities, articulating both current and future concerns and desirable outcomes.

IRC worked diligently throughout the year to outreach to groups that traditionally and historically have not had a voice in transportation planning throughout the county. With two offices located in the City Heights neighborhood of San Diego and the City of El Cajon, IRC brought together not only those individuals that were already receiving services through internal programs but also the greater community at large. By distributing flyers throughout the community IRC not only reached the Iraqi, Burmese and Somali communities but also long term residents in both neighborhoods.

IRC specifically focused on students attending citizenship classes in El Cajon. Students attending citizenship class have been living in the United States for approximately 5 years or more on average but are unfortunately frequently unaware of the intricacies of local and county governments as well as how their voices can influence future planning. Particularly in East County they are an important group to engage with and IRC was eager to introduce the community to SANDAG and SDForward.

In addition to several workshops in IRC's citizenship classes, IRC hosted a viewing of the SANDAG public workshop held at the Jacob's Center. Although due to technical difficulties we were unable to view that live version we did show the archived CalTRANS public workshop. This viewing was attended by El Cajon community residents that IRC typically does not serve. As demonstrated in the comments submitted on behalf of these residents they have not often had the opportunity to share their opinions on the public transportation that is an essential part of their day.

Throughout the outreach workshops IRC heard similar comments repeatedly. Buses need to run later and more frequently, language access (especially for the Arabic, Somali and Burmese communities) was a huge barrier to accessing public transit, lack of lighting at certain trolley stations raised security concerns and there aren't enough bus routes to make taking public transportation a viable option. The cost of the bus and trolley were also strong barriers to access. El Cajon residents also remarked that driving was much faster and more practical as it took too long to take public transportation and wasn't convenient.

Although not unexpected, very few residents that attended workshops knew what SANDAG was or understood how transportation planning is implemented and can be influenced by residents. This is perhaps the most important finding that IRC made in that more long term and regular education is needed on topics such as local and regional governments and transportation planning to continue and further engage these communities.

As a result of this outreach IRC and the residents of City Heights and El Cajon would like to see easier access to digestible information regarding transportation planning. Many of the residents IRC

2. What groups and/or communities did your organization reach out to? What was the level of engagement? How did you solicit input?

IRC was able to successfully reach out to partner organizations in addition to reaching inward to the over 8,000 clients IRC serves yearly. Reaching out to the Refugee and Asylee communities in both the San Diego neighborhood of City Heights and the city of El Cajon, IRC was able to get the feedback of a communities that are not only LEP but historically isolated. These are also the communities that most likely rely on public transportation on a daily basis.

IRC approached organizations like the Union of Pan Asian Communities (UPAC) and the Karen Organization of San Diego (KOSD). These organizations serve not only the refugee but the general immigrant communities Vietnam, Cambodia, Laos, and Burma. IRC Staff reached out to colleagues in these organization for their staff to directly solicit their clients for feedback or attendance at an IRC hosted SANDAG event.

Reaching inward IRC staff made announcements at staff meetings of SANDAG events and conducted follow up with varies Program Managers of different departments. IRC staff invited SANDAG events into their Citizenship Classes and Vocational ESL classes in both City Heights and El Cajon. Participants ranged in country of origin, age, education level, length of time in the U.S. and English level. IRC often found those who had been in the U.S. the shortest times with the lowest English level that most regularly used or solely relied upon public transportation. Information was gathered by having initiating basic conversations with participants, often the use of an interpreter was required. Most feedback was given verbally, as not all were literate in English nor their native language.

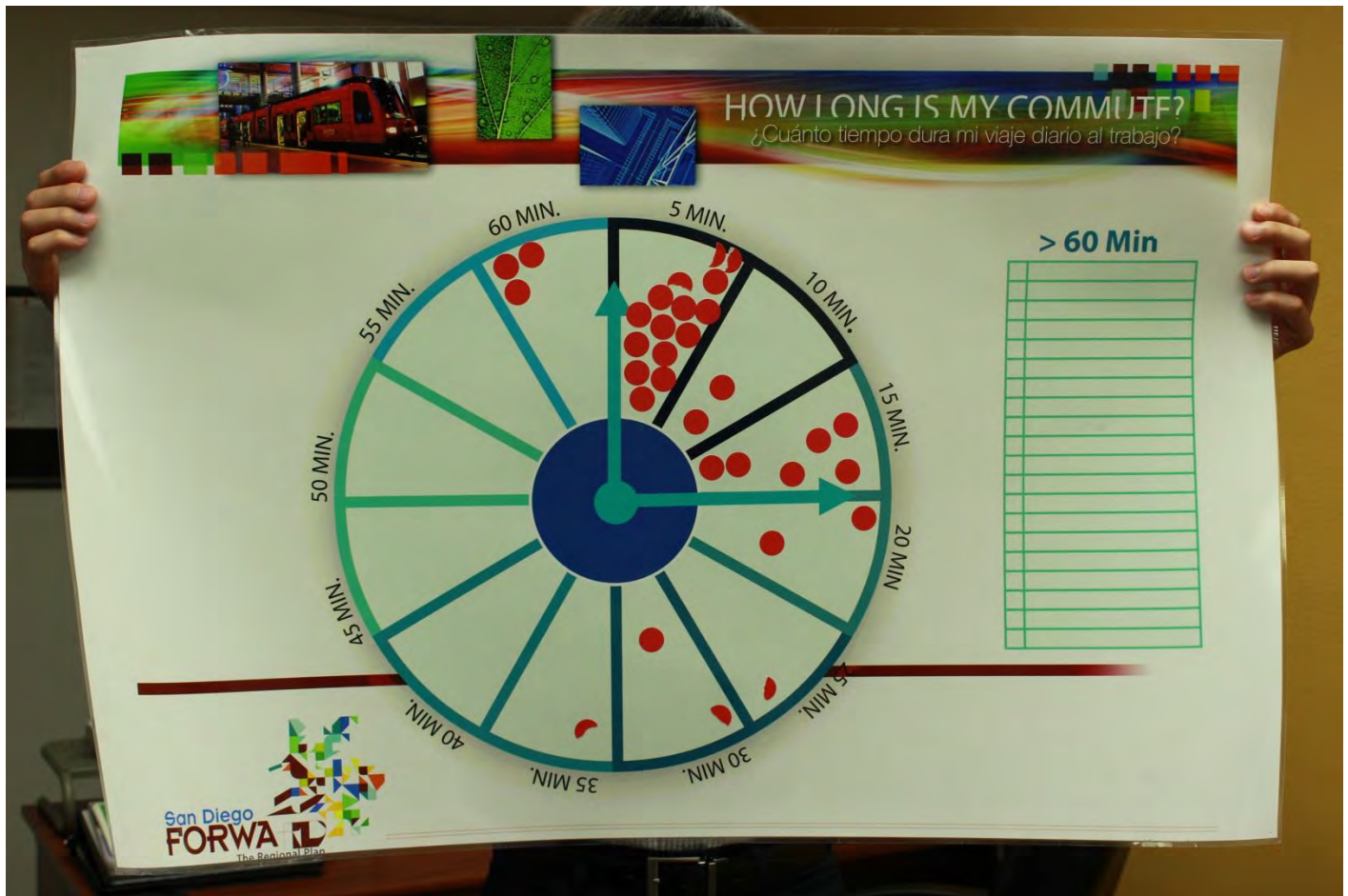
IRC also reached out to the general public of City Heights and El Cajon. Distributing flyers in areas around the El Cajon Marshall transportation center in addition to public access points around City Heights (public libraries, supermarket parking lots, SDSU transit center and bus shelters along University Ave.) Powerpoint presentations were created using SANDAG materials but were often modified for a lower level English learners. Presentations were used to guide the conversation and



3. Do you feel that your Public Involvement/Outreach Plan appropriately engaged your community? Were the materials, methods, and mechanisms used successful? Were some more effective than others?

IRC faced a few challenges in engaging the refugee and immigrant communities served by both offices. While SANDAG proved many great outreach materials they were typically created in English and Spanish only. The communities IRC outreached to in this project were Arabic, Somali, Vietnamese and Burmese speakers with an often low English literacy and speaking levels. In addition to language barriers many of the residents were relatively new arrivals to the United States having typically arrive in the last 5 years. Not only did IRC work to educate these residents regarding SDForward but also about the local and government players in transportation planning, why it should matter to them and how it affects their daily lives. Having come from very different countries and cultures, often areas in which actively voicing your opinion regarding the government would likely result in severe punishment it is no easy task.

In order to appropriately engage the refugee and immigrant communities it will be important to establish regular outreach workshops and opportunities for residents to share their opinions as well as to build a foundation of trust between staff, residents, and local government agencies.



- Other reflections on the process that you would like to share with SANDAG and the CBO network that we can learn from and incorporate into the next phase?

IRC would like to make a few minor suggestions regarding procedure, such as scheduling events, document availability and reporting. Although able to attend all scheduled SANDAG CBO meetings, many were scheduled with little advanced warning or were rescheduled multiple times. It would be helpful to IRC in future participation of SANDAG events to schedule meetings well in advance. Likewise, if documents could be available as early as possible to CBOs. Often documents were only available in English and Spanish with little time given for translation. IRC in an effort to fully prepare and present information effectively would need to translate documents into other languages, such as Arabic. At times in the past documents have been given to CBOs within the week that presentations, outreach or workshops were to be completed.

IRC would also encourage SANDAG to have a stronger focus on lower literate communities both in their outreach and solicitation of feedback approach but also when marketing phone applications or internet access sites.



Jacobs Center for Neighborhood Innovation

Community-Based Outreach Services

Fiscal Year 2015

Community-based Outreach Services

Task 5: Final Report

Final report should be approximately 3-5 pages, not including attachments (high resolution photos, sign-in sheets, samples of materials used)

1. Explain your organization's accomplishments in terms of Community-based Outreach Services for the Regional Plan. Summarize the findings from your communities, articulating both current and future concerns and desirable outcomes.

Over the course of FY15, we engaged a diverse set of community residents to participate in the SD Forward Regional Plan process. The participants represented different sectors of the local population who brought different experiences and insights into the transportation system they want to see in the region. Of particular note is that we were able to engage the oft silent Latino community in the process and provide them with the opportunity to get to know and understand the plan as well as engage in their own language.

Of main concern to all participants were the following items:

- Routes that connect people to jobs – people want the ability to access transportation options that can get them to work easier and faster. Public transit users want to see shorter wait times on both bus and trolley lines, more bus rapid transit options that get them to job centers (particularly downtown, Old Town, UTC/University areas, north county & the I-15 corridor). People using vehicles like the option of having HOV lanes that help curb traffic and get them to their destination faster.
- Cost of fares – frequent users, particularly seniors and larger families, shared that the cost of riding public transportation is one of the main deterrents to their use of the system. For seniors on a limited income the cost is prohibitive They would like to see the time of the transfer be extended because due to the short turnaround time many have had to buy a whole day pass or have found themselves walking far distances. For large families, travelling as a unit is incredibly expensive especially if they end up missing out on the transfer time to switch modes of transportation.
- Safety in accessing the trolley – the three trolley stations in Southeastern San Diego pose unique safety issues for transit users.
 - 47th Street trolley is unsafe due to darkness in the station parking lot and underneath the Trolley bridge. There is also unsafe street crossing due to the location of the trolley located at a significant distance from designated crosswalks.
 - Euclid Avenue is a crime hot-spot as people loiter and make the station undesirable and unsafe. Several people have been assaulted or pick-pocketed. Several have witnessed fights break out at the station or in the parking lot. Lighting and overall upkeep of the Euclid Trolley Station is lacking and add to the feeling of fear in using the station.
- Trolley congestion caused by the trolley: Ease traffic congestion on Euclid Avenue caused by the trolley travelling through Southeastern San Diego.
- Add bike lockers at the Euclid Trolley station.

People selected the transportation scenario that prioritized Bus Rapid Transit through the neighborhood. Of special interest was also the addition of the new trolley line that would travel along the 805 & 15 corridor. This idea met some of the concerns the community expressed about getting to job centers that have higher paying job options. Participants also really like the idea of making the Euclid Trolley Station an intermodal transportation center. Thought he Intermodal Center is not included in the final draft of the plan the idea was highly applauded.

2. What groups and/or communities did your organization reach out to? What was the level of engagement? How did you solicit input?

The main groups that we outreached to and engaged in the planning process were:

Paticando con mi Gente – a Spanish speaking leadership group

Urban Collaborative

We held educational workshops at the Jacob Center and invited residents and organizational partners to participate. At each of these workshops we collected comments in the SD Forward comment cards provided by SANDAG and also had people turn in comment via the online portal.

We also attended regular meetings of local organizations and presented to their membership. The groups we outreached to were: BAPAC, NAACP, Southeast Collaborative, United African American Ministerial Action Council, Urban League, Pillars of the Community and several of the local neighborhood councils.

We did turnout to the larger SANDAG led workshops so people could ask the traffic engineers and planners their questions.

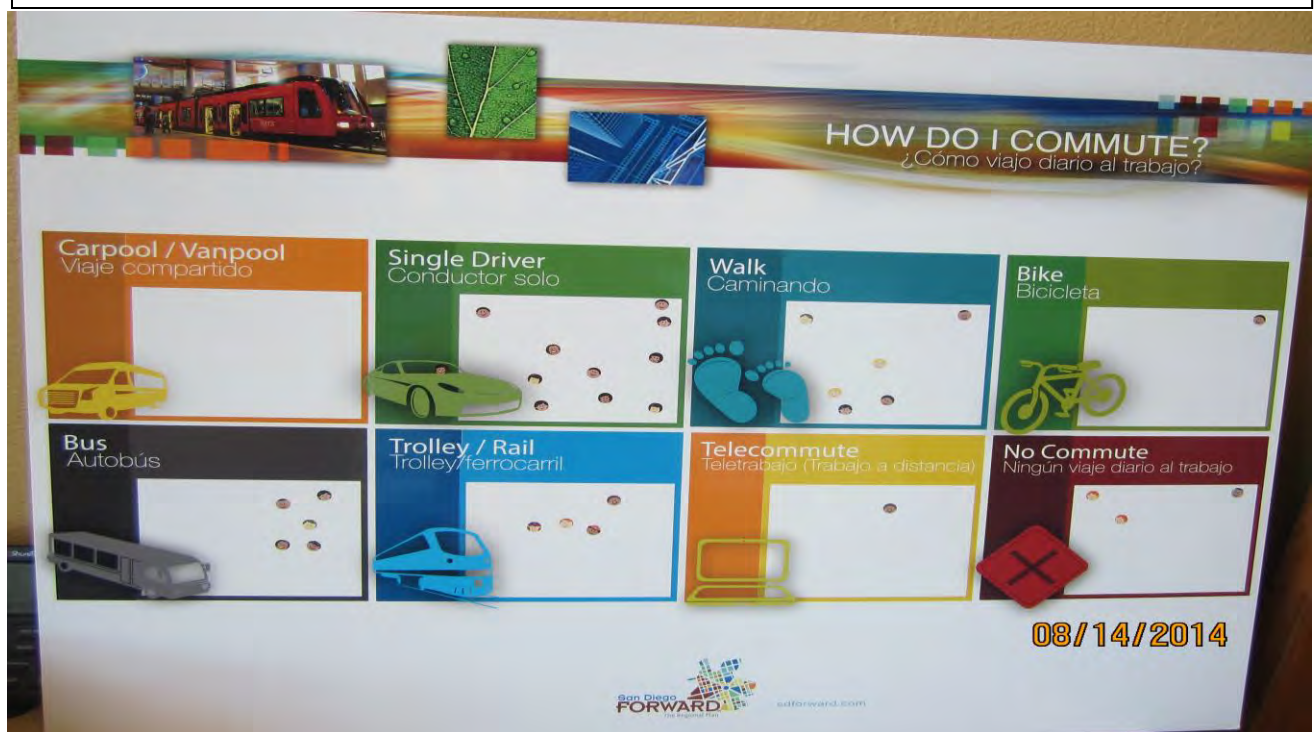


3. Do you feel that your Public Involvement/Outreach Plan appropriately engaged your community? Were the materials, methods, and mechanisms used successful? Were some more effective than others?

I think all the information, flyers, and PowerPoints were great. They were clear, concise and easy to understand. People enjoyed the videos and actually learning about the vision, the process for the plan and the opportunities to engage at different levels. The different scenario maps and network graphics that depicted the vision for the plan were really helpful in having people understand the progression of the plan and how it will look in the future. Having the information in Spanish was also a great help and made Spanish speakers feel that their participation was welcome.

I think the most difficult part of the process was the Project Manager's learning and understanding of the plan. The project manager for this grant came on board in the last year of the planning process and had to learn the plan and engage people at the same time. It was at time frustrating to not fully understand the logic behind the plan or be able to answer questions about funding the implementation for the plan – especially when the question was incredibly specific.

In the future I think a combination of community-based outreach and a deeper online engagement effort can be helpful in engaging even more San Diegans in the process, especially in engaging younger generations.



4. Other reflections on the process that you would like to share with SANDAG and the CBO network that we can learn from and incorporate into the next phase?

There is a steep learning curve when it comes to understanding the plan, terms, concepts, etc. Also translating those concepts to regular people can be difficult. As someone who came in at the latter end of the process some more basic 101 training on transportation planning and/or specifics on the plan would have been helpful. I can see how someone who went through the whole planning process can be able to answer some of the deeper, more complex questions that people had when it came to the plan.



"Building healthier and happier communities together."

Operation Samahan, Inc.
Community-based Outreach Services

Task 7: Final Report
Date: 7/14/2015

1428 Highland Ave, National City, CA 91950 • Phone (619) 477-4451 • Fax (619) 474-4008
www.operationsamahan.org

1. Explain your organization's accomplishments in terms of Community-based Outreach Services for the Regional Plan. Summarize the findings, thus far, from your communities, articulating both current and future concerns and desirable outcomes.

During the SANDAG Scenario Analysis workshop in August 2014, we were able to bring together a community of generations that expressed deep interest in the transit system in San Diego. Many of the attendees that came to this event equally represented both populations that used both private and public transportation as means of traveling on a daily basis and have learned that many seniors utilize public transportation as part of their regular routine.

Based on the activities that were conducted during the workshop, many attendees have mentioned that

After looking at both scenarios that focused on the expansion of public transportation versus freeway expansion, both parties expressed high concern for each scenario. For seniors, the issue is that wait time for public transportation is already long, causing them to be late for their activities. They also complain that certain routes are not as frequent on Sunday, which is their time to go to church and participate in other similar activities. For those that own vehicles, their concern is street congestion with more public transportation. Another issue that was brought up primarily with the younger adults is the environmental damage that lane expansion would cause, especially to residents that live along the freeways. The younger adults (ages between 18-39) that normally bike as transportation also state that it is unsafe for them in many areas due to a lack of bike lanes, which poses them at higher risk for accidental deaths. For all those in attendance, cost proved to be the major issue and where the funding will come from, should one of the scenarios happen in full effect.

The public's overall suggestion is to find a way to merge both scenarios into one that can work to diminish the majority of their concerns. While the seniors (65+) state that this will not be too much of their concern, they're concern is for their children and grandchildren when 2050 comes around and how it will affect their lifestyle.

In regards to our Language Assistance Plan Focus Group that was held in April 2015, the attendees for this focus group were 8 males and females that identified as either Asian or Pacific Islander descent, with an income bracket of less than \$22,051.00 with no disabilities. All were above the age of 40 with the exception of 3 attendees. While many of them drove, they expressed that the trolley would be a preferred means of transportation since it was faster. Their main reasoning for not using public transportation is their fear of getting lost. The signs for public transportation are not clear for many, although one participant mentioned that there is a mobile APP that allows you to know the various bus stops. Another issue is the accessibility of public transportation. Participants state that they do not live close to any bus stop which makes it difficult for them to access it.

Their overall suggestion is to have information regarding public transportation shown on various forms of ethnic media in order to reach the population that they would like to reach. Suggestions include putting information on the Filipino Channel (TFC), any ethnic media newspaper or social media in their respective languages.

In May 2015, attendees participated at the Regional Plan Public Comment Community Workshop that was also held at Operation Samahan. Attendees included Asian and Pacific Islander Young Adults between the ages of 20-39. All attendees but 1 utilize vehicle transportation, while one attendee utilizes public transit. After showing the PowerPoint, many attendees were interested in learning more about the regional plan but voiced concerns about those that commute and where the money will come from to build such an expansion. While looking at the map, many attendees stated that the design looked extremely intricate like "colored spaghetti" and felt it was just too busy. The suggestion was to ensure that SANDAG continues to work with community partners to understand the needs of those that commute using public transportation and those that commute by car and create a clearer understanding of their plan.

2. What groups and/or communities did your organization reach out to? What was the level of engagement? How did you solicit input?

The groups and or communities we reached out to throughout the year include:

1. **The Y2Y Center** – Youths between 13-17 years old that attend local San Diego high schools
2. **The United Filipino American Senior Citizens Organization of San Diego (UFASCO SD)** – seniors 65+ that meet regularly at Operation Samahan.
3. Young adults from various advocacy organizations that range from 18-39.
4. Community members between 18-65+ with English as their second language.

The level of engagement varied between the various attendees. For the youth and community members with English as their second language, it was more informative with minimal to moderate participation in the conversation. For the young adults and Filipino seniors, the level of engagement was much more involved as both parties provided input, potential solutions and raised key concerns they felt SANDAG needed to understand.

To solicit input, various activities provided by SANDAG were used to engage the attendees. Activities which included visuals, interactive posters and discussions gave allowed for us to solicit input in different levels which worked well for those who were more vocal and those who preferred not to speak as often as others. Surveys and questionnaires soliciting for feedback about the workshops and focus groups were given to attendees as well to help better serve their needs.

A group we'd really like to focus on in the upcoming months are our health center patients. As our patient population includes, immigrants, low-income, and uninsured families and individuals. These groups can benefit from the programs SANDAG offers. Moving forward we'd like to create a stronger connection between our health center patients and SANDAG.

3. Do you feel that your Public Involvement/Outreach Plan appropriately engaged your community? Were the materials, methods, and mechanisms used successful? Were some more effective than others?

Overall, the public involvement/outreach plan did in fact engage the community and allowed them to speak on transportation issues. What helped most were the interactive activities that allowed attendees to see the trends in transportation that was shared across the board with other attendees that may or may not share their same situations. Unfortunately, the PowerPoints were not as engaging as the other activities do to the length of explanation that was required for certain slides. The videos are a bit more helpful showing how housing and transportation has evolved throughout the years and what SANDAG plans to do to meet these changes. It proved to be a stunning revelation for those viewing the video of how much San Diego has changed in the last decade.

It was a huge benefit to receive materials from SANDAG to utilize in our outreach in the community. This creates a unified message when various organizations are conducting outreach in diverse communities. However, moving forward, culturally appropriate materials should be considered in order to engage the community to its fullest potential.

4. Other reflections on the process that you would like to share with SANDAG and the CBO network that we can learn from and incorporate into the next phase?

In regards to the next phase of this project and considering the feedback from the community attendees, it would be helpful to provide a much more clearer and understanding map of the various scenarios SANDAG wishes to pursue for the regional plan. The interactive activities were a huge part to the success of these workshops, so it is recommended that such activities should be continued for future events in order to keep participants engaged. In addition, collaboration among the different CBOs in the network should be emphasized as well. This can be done through group workshops, brainstorm sessions, and combined presentations or appearances in the community.



Vista Community Clinic Community-Based Outreach Services



Fiscal Year 2015
Task 5: Final Report

Community-Based Outreach Services

Task 5: Final Report – Vista Community Clinic

1. Explain your organization’s accomplishments in terms of Community-based Outreach Services for the Regional Plan. Summarize the findings from your communities, articulating both current and future concerns and desirable outcomes.

We continued many of the same outreach strategies that started in FY 13/14 to reach the Spanish speaking population and key stakeholders serving those communities in Vista, Oceanside and surrounding North County. Outreach included going regularly to a Vista food distribution site, conducting presentations in schools and community groups, distributing flyers, and having one-on-one conversations with partnering organizations such as Poder Popular and Iglesia Discípulos de Cristo in Vista. In summary for FY 2015 we conducted:

- Three workshops and presentations on the draft scenarios in August 2014 involving 73 participants;
- Five presentations on the preferred scenarios between February and April 2015 involving 60 participants; and
- Two workshops on the draft San Diego Forward: the Regional Plan in June 2015 involving 58 participants.

Although we disseminated thousands of flyers at the food distribution, and through various organizations including the Migrant Education Services and North County Lifeline, workshop attendance was lower this fiscal year. Nevertheless, residents who attended the workshops and presentations provided valuable information on many aspects of San Diego Forward. Many of the participants have been community leaders for years and spoke on behalf of the residents that they work with. Staff spent hours at monthly food distributions educating residents in their native language (Spanish) about what San Diego Forward is and how it affects them. In addition, staff scheduled several presentations through the Vista Unified School District Learning Center, neighborhood associations, faith-based organizations, and community groups. Through the schools, we were able to reach out to youth, ELAC and DELAC parents; and through the church we were able to reach out to entire families and members of all age groups and backgrounds.



By approaching the community through various venues, we were able to reach hundreds of people.

Alternative Transportation Scenarios: We partnered with Iglesia Discípulos de Cristo in Vista to host the Alternative transportation Scenarios workshop in Spanish on August 18, 2014 and 18 people participated. There are many benefits to this partnership. First of all, the church hosts a food distribution twice a month and CBO staff talks to participants on a regular basis. The church is located in Vista's Townsite neighborhood, one of the poorest neighborhoods in the City. In addition, it is within walking distance for many residents. Over 300 people participate in the food distribution, and most of them walk to get around. In addition to the Spanish workshop, an English workshop was conducted with 32 Vista Community Clinic Health Promotion Center (HPC) staff on August 8, 2014. Most of the HPC programs focus their efforts on underserved communities. They offer various resources to clients such as providing transportation to those who have difficulty getting to and from the clinic, providing individual case management, and linking clients to extensive health education and referrals if needed. HPC Staff have been long-time advocates for clients and have provided feedback on behalf of their clients. For this reason, we believed HPC staff would have valuable insight regarding the needs of low-income minority populations in North County. Finally, a Scenarios presentation was given at the monthly North Coastal Prevention Coalition meeting in August with 23 attendees to encourage their interest and involvement in regional planning.

Although participants from both groups were excited about all the improvements that have been made in San Diego, they felt that there was not a good balance between the scenarios. The biggest concern was that most projects in the two scenarios were concentrated in the south part of the County. Consequently, they urged SANDAG to do the following:



- Review the budget and allocate or find funds to use on the rail system project and make those projects a priority for the next four years. Double tracking and expansion of the Sprinter will benefit many college students who are currently attending Palomar College and California State University San Marcos, as well as many seniors who use the Sprinter on a regular basis to get to places.
- Affordability: most people who use the Sprinter are students, seniors, and people who do not own a car. Fare should be affordable for students, seniors and low income families.
- Frequency: Improve frequency of the buses, Sprinter, and Coaster.
- Cultural Competency: Train staff to provide services linguistically and culturally appropriate.

- Managed lanes are needed on the 78. These may reduce accidents in the area and alleviate traffic. People are spending hours on this freeway.
- Rapid bus services should be expanded to other areas in North County, including Oceanside, Vista, San Marcos and Escondido.

Preferred Transportation Network: Five presentations were conducted on the Preferred Scenarios from February to April 2015. It was challenging in all of the presentations to keep the residents focused on the regional plan. The residents were concerned about sidewalks in their neighborhoods. This is due to the fact that residents have been requesting sidewalk improvements for as long as they can remember; sidewalks are often in poor condition, or don't even exist where needed. Many of the residents walk to get places since the bus does not meet their needs, and they do not have access to other modes of transportation. Priorities expressed during these presentations include:

- For many residents who do not own a car, the double tracking and expansion of the Sprinter is something to look forward to. However, 35 years is a long period of time. Many seniors, college students, and families ride the Sprinter on a regular basis to get to school, doctor appointments, and work. Projects like these should be accelerated.
- Many residents agree that improvements along the border will alleviate the long crossing lines. Many people from Tijuana bring business to San Diego. Every day hundreds of people come to shop and enjoy entertainment. In addition, many people from San Diego travel to Mexico to visit the tourist places such as Ensenada and Rosarito.
- Many residents use the rapid bus and shared that they have had very good experiences. It is clean, fast, and affordable so they want SANDAG to consider its expansion in other areas of North County.
- Multimodal projects will help everyone save time and money since they will provide not only multiple means of transportation, but also many goods in the same area.

Draft plan for San Diego Forward: Since we wanted to educate most of the sectors of the community, we joined efforts with Poder Popular leaders to host our workshop at one of Vista Community Clinic's branches so that people who live on the Eastside of the City of Vista would have an opportunity to participate. Poder Popular lideres have been very active in the community: some of them are part of the English Learner Advisory Committee (ELAC) and District English Learner Advisory Committee (DLAC) boards at their respective schools and districts;



some are members of the Safe Routes to School programs, and others were affiliated with the CX3 program. Poder Popular has been working in the communities of Oceanside, Vista, Pala and Fallbrook. The purpose of the group is to improve health, living, and working conditions of agricultural workers by strengthening and engaging them in grassroots leadership. The goal is to increase local health, develop individual and organizational leadership, and increase advocacy capacity to improve long-term health conditions of farm-workers through systems change. The English workshop was prepared to receive feedback from HPC staff that often serves as the eyes and ears of many members of the community. They are very knowledgeable of the needs of their clients. Many of VCC's programs are designed to provide home visits to clients since transportation has been a barrier for many of them. The following bullets reflect findings and concerns of the community.

- Participants urge SANDAG to pay special attention to housing costs. Many residents do not own a house because they cannot afford one. Policies are needed to keep landlords from increasing rent. Although participants support Smart Growth principals, they feel that they will eventually be displaced since these new communities will be unaffordable to them. More low-income and affordable housing programs on the project are needed. There is a long waiting list for low income housing and requirements are out of reach. Some programs require applicants to make "less than minimum wage" and some require too high of an income. SANDAG may want to review those policies to make housing more affordable to low income families.
- Rural areas are left out of the project. With all the improvements concentrated in the urban areas, life will be unaffordable. People with minimum wage jobs will have no other option in the future than to move out of the cities and move into more rural areas in order to be able to afford living in San Diego. Low income residents will be driving from rural areas to the cities to work and go to school; they will not get the chance to enjoy the San Diego Forward. They will spend hours on the road instead of enjoying their time with their families.
- The expansion of the Sprinter and improvements of the schedule of both Sprinter and Coaster are priorities for residents in North County. If one of the goals for SANDAG is to reduce GHG emissions, rail systems should be prioritized. Efficient transportation systems will take many cars off the roads, especially off the freeways. Freeways are crowded all the time because most people commute by car.
- Managed lanes on the 78 should be a priority for the next two years. This freeway is one of the connections to the I-15 and I-5, so managed lanes are needed.

2. **What groups and/or communities did your organization reach out to? What was the level of engagement? How did you solicit input?**

We were very successful in reaching out to the community through the Vista Unified School District Learning center, North County Lifeline, Iglesia Discípulos de Cristo, and Poder Popular. We partnered with these organizations on different levels. At the beginning of the project, we hosted one of our first workshops in January 2014 in collaboration with North County Lifeline and the Learning Center, in one of North County Lifeline facilities. Over 80 participants attended this workshop and were all highly engaged in the discussion. Eight members of North County Lifeline volunteered to assist us with ice breakers and group facilitation. The Learning Center contacted all the Spanish speaking parents through the district phone system and invited them to participate in the workshop. Also, they provided childcare during the workshop. Unfortunately, the Learning Center closed many of its services due to budget cuts this past year and was not able to collaborate to the same degree. North County Lifeline also changed priorities to focus their efforts more on gang prevention, so they could no longer participate with us in planning workshops; however, they were very helpful in promoting our workshop by handing out flyers to their clients. Our collaboration with Iglesia Discípulos de Cristo and Poder Popular remained strong this year. We hosted the Alternative Scenarios Workshop at the church. The pastor allowed us to promote our workshops during his services and even helped us recruit volunteers to assist us with child care during the workshop. Poder Popular offered one of its meetings for us to host the Draft of the San Diego Forward workshop. They assisted us in disseminating flyers during food distributions as well as in their neighborhoods. Furthermore, they provided us with food during our workshops with them. Because of our long history of collaboration with these groups and organizations, we received ongoing support.

3. **Do you feel that your Public Involvement/Outreach Plan appropriately engaged your community? Were the materials, methods, and mechanisms used successful? Were some more effective than others?**

The methods we used to involve the community were successful. Collaborating with our community partners such as the Learning Center, North County Lifeline, Iglesia Discípulos de Cristo, Poder Popular, ELAC and DELAC programs in Oceanside and Vista opened the doors for us to reach out to a broad audience in North County. This allowed more residents to be able to participate and provide their feedback on the San Diego Forward. We were meeting with these groups on a regular basis so we could keep them engaged in the conversation. People seemed more open to talk during one-on-one conversations and in small groups as opposed to large groups.

The strategies that worked best for us in recruiting people to assist with presentations and workshops were phone calls and one-on-one conversations. Flyers did not give us a good outcome; we handed out thousands of flyers to promote our workshops, but we found not a single individual that received a flyer attended any of our workshops or presentations.

4. Other reflections on the process that you would like to share with SANDAG and the CBO network that we can learn from and incorporate into the next phase?

It was a challenge to engage the community in the process. There is a lack of understanding among the community about the importance of being involved in the decision making process. Because of the demographics in North County, our target population was the Latino Community. Many in this community come from an oppressed system, making it difficult for them to talk about and share their opinions since they are rarely given the opportunity in their native countries. In addition, many of these residents live in communities that have been neglected for so long that they believe their past petitions have not been heard. Residents were often more concerned about sidewalks, poor lighting, safety, and high rent cost than in long-range regional planning. We believe the dialogue, input and feedback we received was valuable, and should be incorporated as an ongoing process in SANDAG's planning efforts. On several occasions, participating CBO's have requested 'case study' examples of how input from low-income, minority populations has been incorporated and influenced project planning. While various examples have been discussed in meetings, we have not received anything concrete (write-ups, powerpoints, news stories, etc.) that we can use in our communities to help convince them that their input matters. Such examples would be very beneficial for CBO staff and the communities they serve to inspire ongoing participation in this complicated process.

Attachment 6 - San Diego Forward: The Regional Plan Public Involvement Efforts regarding SB 375 Requirements

Senate Bill 375 (Steinberg, 2008) contains a number of references to guide public participation efforts in developing San Diego Forward: The Regional Plan and its Sustainable Communities Strategy (SCS). This table outlines references in the legislation and how SANDAG is meeting or will meet the requirements. All public outreach and involvement efforts, meetings, and activities are detailed in Appendix F Public Involvement Program.

Government Code Section 65080 (a) provides: Each transportation planning agency designated under Section 29532 or 29532.1 shall prepare and adopt a regional transportation plan directed at achieving a coordinated and balanced regional transportation system, including, but not limited to, mass transportation, highway, railroad, maritime, bicycle, pedestrian, goods movement, and aviation facilities and services. The plan shall be action-oriented and pragmatic, considering both the short-term and long-term future, and shall present clear, concise policy guidance to local and state officials. The regional transportation plan shall consider factors specified in Section 134 of Title 23 of the United States Code. Each transportation planning agency shall consider and incorporate, as appropriate, the transportation plans of cities, counties, districts, private organizations, and state and federal agencies.

SB 375 Requirement	Date Requirement Met	Outreach Activity/Event
Section 65080(b)(2) A sustainable communities strategy prepared by each metropolitan planning organization as follows:		
Section 65080(b)(2)(A)(ii) The metropolitan planning organization shall hold at least one public workshop within the region after receipt of the report from the Regional Targets Advisory Committee.	May 2010	This requirement fulfilled in the 2050 Regional Transportation Plan/Sustainable Communities Strategy (2050 RTP/SCS). Public Workshop providing overview and target setting information. SANDAG Board Policy Meeting, May 14, 2010. Regional Planning Stakeholders Working Group, June 15, 2010.

SB 375 Requirement	Date Requirement Met	Outreach Activity/Event
<p>Section 65080(b)(2)(E) The metropolitan planning organization shall conduct one informational meeting on the sustainable communities strategy and alternative planning strategy, if any. The metropolitan planning organization may conduct only one informational meeting if it is attended by representatives of the county board of supervisors and city council members representing a majority of the cities representing a majority of the population in the incorporated areas of that county.</p>	<p>March 27, 2015</p>	<p>SCS information discussed at the March 27, 2015 meeting of the Board of Directors. Minutes and Board attendance of the March 27, 2015, meeting are located at: http://www.sandag.org/uploads/meetingid/meetingid_4078_19048.pdf</p>

SB 375 Requirement	Date Requirement Met	Outreach Activity/Event
Section 65080(b)(2)(F) Each metropolitan planning organization shall adopt a public participation plan, for development of the sustainable communities strategy and an alternative planning strategy	December 21, 2012	SANDAG Board of Directors updated and adopted the agencywide Public Participation Plan (PPP). The Public Participation Plan guides public outreach and involvement for all agency programs, plans, projects.

SB 375 Requirement	Date Requirement Met	Outreach Activity/Event
<p>Section 65080(b)(2)(F)(i) Outreach efforts to encourage the active participation of a broad range of stakeholder groups in the planning process, consistent with the agency's adopted Federal Public Participation Plan, including, but not limited to, affordable housing advocates, transportation advocates, neighborhood and community groups, environmental advocates, home builder representatives, broad-based business organizations, landowners, commercial property interests, and homeowner associations.</p>	<p>Ongoing – PPP updated and adopted December 21, 2012; PIP presented to Board of Directors on February 22, 2013</p>	<p>The Regional Plan and SCS Public Involvement Plan (PIP) is an element of Federal Public Participation Plan required under 23 CFR part 450.316(a). The Regional Plan and SCS PIP describe specific activities, audiences, etc., to secure input on Regional Plan and SCS. Appendix B of the PIP includes the Regional Plan Stakeholders List, a broad range of stakeholder groups that were invited to participate in the planning process. The 14 community based organizations (CBOs), representing disadvantaged communities in the region that served as partners in developing the Regional Plan, are listed under the Community Based Outreach section of Appendix F. Appendix F, Attachments 4A and 4B provide comprehensive listings of presentations, public meetings, and workshops by SANDAG and by SANDAG's CBO network, and Attachments 5A and 5B provide the SANDAG and CBO workshop summaries from all of the Regional Plan workshops. . Public outreach and involvement efforts include public meetings, workshops, email updates and newsletters, media outreach, website updates, speakers' bureau, and other activities.</p>

SB 375 Requirement	Date Requirement Met	Outreach Activity/Event
Section 65080(b)(2)(F)(ii) Consultation with congestion management agencies, transportation agencies, and transportation commissions.	Ongoing	SANDAG Board of Directors is forum for these agencies. SANDAG is the Congestion Management Agency for the San Diego region as well as the San Diego County Regional Transportation Commission. Caltrans and both transit operators – San Diego Metropolitan Transit System and North County Transit District – are among the advisory members of the SANDAG Board.
Section 65080(b)(2)(F)(iii) Three workshops throughout the region to provide the public with the information and tools necessary to provide a clear understanding of the issues and policy choices. Each workshop, to the extent practicable, shall include urban simulation computer modeling to create visual representations of the SCS and the alternative planning strategy.	Spring 2015	SANDAG held seven Public Workshops and two Public Hearings on the Draft Regional Plan and SCS in May and June of 2015.

SB 375 Requirement	Date Requirement Met	Outreach Activity/Event
<p>Section 65080(b)(2)(F)(iv) Preparation and circulation of a draft SCS and an alternative planning strategy, if one is prepared, not less than 55 days before adoption of a final regional transportation plan.</p>	<p>55 days before adoption of final Regional Plan</p>	<p>The draft Sustainable Communities Strategy was released on April 24, 2015, which is more than 55 days before adoption of the Regional Plan anticipated in October 2015</p>
<p>Section 65080(b)(2)(F)(v) Two public hearings shall be held. To the maximum extent feasible, the hearings shall be in different parts of the region to maximize the opportunity for participation by members of the public throughout the region.</p>	<p>Spring 2015</p>	<p>SANDAG held two Public Hearings on the Draft Regional Plan and SCS. One of the public hearings was held as part of a regularly scheduled SANDAG meeting on June 12, 2015. The other hearing was held in North County at the offices of the North County Transit District on June 18, 2015.</p>
<p>Section 65080(2)(F)(vi) A process for enabling members of the public to provide a single request to receive notices, information, and updates.</p>	<p>Ongoing - Launched 2013</p>	<p>Dedicated website, email, and phone number established for inquiries and information requests. Process promoted on fact sheets, meeting notices, reports, newsletters, email newsletters, and other materials.</p>

SB 375 Requirement	Date Requirement Met	Outreach Activity/Event
<p>Section 65080(b)(2)(J)(i) Prior to starting the public participation process adopted pursuant to subparagraph (F), the metropolitan planning organization shall submit a description to the state board of the technical methodology it intends to use to estimate the greenhouse gas emissions from its sustainable communities strategy and, if appropriate, its alternative planning strategy.</p>	<p>June 7, 2013</p>	<p>Technical methodology submitted to state board.</p>
<p>Government Code Section 65584.04</p>		

SB 375 Requirement	Date Requirement Met	Outreach Activity/Event
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<p>Developing Regional Housing Needs Methodology Section 65584.04(c) Public participation and access shall be required in the development of the methodology and in the process of drafting and adoption of the allocation of the regional housing needs. Participation by organizations other than local jurisdictions and councils of governments shall be solicited in a diligent effort to achieve public participation of all economic segments of the community. The proposed methodology, along with any relevant underlying data and assumptions, and an explanation of how information about local government conditions gathered pursuant to subdivision (b) has been used to develop the proposed methodology, and how each of the</p>		<p>Not required in this Regional Plan cycle since housing element updates are now to be adopted every eight years and the last update was performed in 2011 and included in the 2050 RTP/SCS.</p>
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BOARD OF DIRECTORS AGENDA

Friday, March 27, 2015

9 a.m. to 12 noon

**SANDAG Board Room
401 B Street, 7th Floor
San Diego**

Beginning in February, the parking garage elevators at Wells Fargo Plaza will undergo a six-month mechanical modernization. During this period, only one garage elevator will be in service. Please allow yourself extra time to make your way up from the garage to the SANDAG offices and Board Room. For those requiring special assistance, please call the SANDAG front desk in advance of any meetings at (619) 699-1900.

AGENDA HIGHLIGHTS

- **DRAFT FY 2016 PROGRAM BUDGET**
- **PROPOSED SANDAG EVALUATION CRITERIA FOR THE FY 2014-2015 CAP-AND-TRADE PROGRAM: AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES PROGRAM**
- **SAN DIEGO FORWARD: THE REGIONAL PLAN: PLAN COMPONENTS AND PUBLIC OUTREACH EFFORTS IN SUPPORT OF THE RELEASE OF THE DRAFT REGIONAL PLAN, ITS SUSTAINABLE COMMUNITIES STRATEGY, AND THE ASSOCIATED ENVIRONMENTAL IMPACT REPORT**

PLEASE SILENCE ALL ELECTRONIC DEVICES DURING THE MEETING

**YOU CAN LISTEN TO THE BOARD OF DIRECTORS
MEETING BY VISITING OUR WEBSITE AT SANDAG.ORG**

MESSAGE FROM THE CLERK

In compliance with Government Code §54952.3, the Clerk hereby announces that the compensation for legislative body members attending the following simultaneous or serial meetings is: Executive Committee (EC) \$100, Board of Directors (BOD) \$150, and Regional Transportation Commission (RTC) \$100. Compensation rates for the EC and BOD are set pursuant to the SANDAG Bylaws and the compensation rate for the RTC is set pursuant to state law.

MISSION STATEMENT

The 18 cities and county government are SANDAG serving as the forum for regional decision-making. SANDAG builds consensus, makes strategic plans, obtains and allocates resources, plans, engineers, and builds public transit, and provides information on a broad range of topics pertinent to the region's quality of life.



Welcome to SANDAG. Members of the public may speak to the Board of Directors on any item at the time the Board is considering the item. Please complete a Speaker's Slip, which is located in the rear of the room, and then present the slip to the Clerk of the Board seated at the front table. Members of the public may address the Board on any issue under the agenda item entitled Public Comments/Communications/Member Comments. Public speakers are limited to three minutes or less per person. The Board of Directors may take action on any item appearing on the agenda.

Public comments regarding the agenda can be sent to SANDAG via comment@sandag.org. Please include the agenda item, your name, and your organization. Email comments should be received no later than 12 noon, two working days prior to the Board of Directors meeting. **Any handouts, presentations, or other materials from the public intended for distribution at the Board of Directors meeting should be received by the Clerk of the Board no later than 12 noon, two working days prior to the meeting.**

In order to keep the public informed in an efficient manner and facilitate public participation, SANDAG also provides access to all agenda and meeting materials online at www.sandag.org/meetings. Additionally, interested persons can sign up for e-notifications via our e-distribution list at either the SANDAG website or by sending an email request to webmaster@sandag.org.

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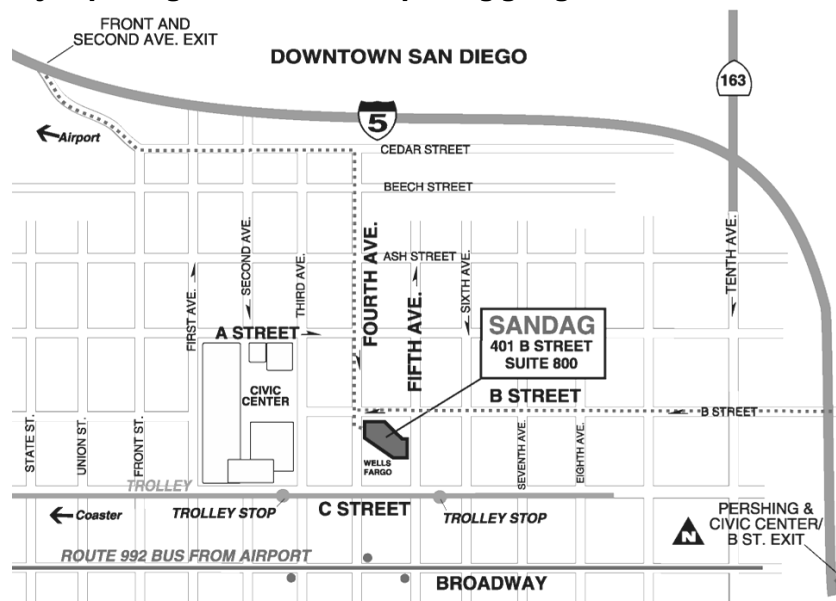
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如有需要, 我们可以把SANDAG议程材料翻译成其他语言.

请在会议前至少 72 小时打电话 (619) 699-1900 提出请求.

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BOARD OF DIRECTORS COMMITTEE

Friday, March 27, 2015

ITEM NO.		RECOMMENDATION
+1.	APPROVAL OF MEETING MINUTES +1A. February 13, 2015, Board Policy Meeting Minutes +1B. February 27, 2015, Board Business Meeting Minutes	APPROVE
2.	PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS Public comments under this agenda item will be limited to five public speakers. Members of the public shall have the opportunity to address the Board on any issue within the jurisdiction of SANDAG that is not on this agenda. Other public comments will be heard during the items under the heading "Reports." Anyone desiring to speak shall reserve time by completing a "Request to Speak" form and giving it to the Clerk of the Board prior to speaking. Public speakers should notify the Clerk of the Board if they have a handout for distribution to Board members. Public speakers are limited to three minutes or less per person. Board members also may provide information and announcements under this agenda item.	
+3.	ACTIONS FROM POLICY ADVISORY COMMITTEES (Robyn Wapner) This item summarizes the actions taken by the Policy Advisory Committees since the last Board Business Meeting. The Board of Directors is asked to ratify these actions.	APPROVE
CONSENT		
+4.	APPROVAL OF REVISED SOLICITATION VALUE (Laura Coté)* The Board of Directors is asked to authorize the Executive Director to increase capacity of the on-call construction management services contracts.	APPROVE
+5.	BIKE MONTH 2015 (Antoinette Meier) The Board of Directors is asked to adopt Resolution No. 2015-19 in support of May as Bike Month 2015, and to encourage member agencies to approve similar proclamations and promote Bike Month activities, encouraging individuals and organizations to GO by BIKE.	ADOPT
+6.	FY 2014 REQUESTS FOR EXCEPTION TO <i>TransNet</i> EXTENSION ORDINANCE REQUIREMENTS (Lisa Kondrat-Dauphin)* The North County Transit District (NCTD) and the City of National City did not meet certain eligibility requirements as noted in their draft FY 2014 <i>TransNet</i> annual compliance audits. The Transportation Committee recommends that the Board of Directors, acting as the San Diego County Regional Transportation Commission, approve the requests of the NCTD and the City of National City to grant those exceptions to the <i>TransNet</i> Extension Ordinance as permitted under the Extension Ordinance.	APPROVE

- | | | |
|-----|--|-------------|
| +7. | <p>PROPOSED AMENDMENTS TO CONFLICT OF INTEREST CODE (John Kirk)</p> <p>Staff has reviewed the SANDAG Conflict of Interest Code (Code) and determined that updates are needed. The Board of Directors is asked to approve the proposed amendments to the Code.</p> | APPROVE |
| +8. | <p>FY 2016 REGIONAL TRANSIT CAPITAL IMPROVEMENT PROGRAM (Kimberly Monasi)*</p> <p>The Transportation Committee recommends that the Board of Directors: (1) approve the FY 2016 transit Capital Improvement Programs for the San Diego region; (2) approve the submittal of Federal Transit Administration grant applications for the San Diego region; and (3) adopt Resolution No. 2015-22, approving Amendment No. 2 to the 2014 Regional Transportation Improvement Program.</p> | APPROVE |
| +9. | <p>REPORT SUMMARIZING DELEGATED ACTIONS TAKEN BY THE EXECUTIVE DIRECTOR (André Douzjian)*</p> <p>In accordance with various SANDAG Board Policies, this report summarizes certain delegated actions taken by the Executive Director since the last Board of Directors meeting.</p> | INFORMATION |

REPORTS

- | | | |
|------|--|---------|
| +10. | <p>DRAFT FY 2016 PROGRAM BUDGET (Vice Chair Ron Roberts; André Douzjian, Tim Watson)*</p> <p>SANDAG Bylaws require the Board of Directors to approve a preliminary budget by April 1 of each year. The Executive Committee recommends that the Board of Directors approve the Draft FY 2016 Program Budget and authorize distribution of the document to member agencies and other interested parties for review.</p> | APPROVE |
| +11. | <p>PROPOSED FY 2015 PROGRAM BUDGET AMENDMENT: INTERSTATE 5/GILMAN DRIVE BRIDGE PROJECT (San Diego Councilmember Todd Gloria, Transportation Committee Chair; Allan Kosup, Caltrans)*</p> <p>The Transportation Committee recommends that the Board of Directors approve an amendment to the FY 2015 Program Budget to fund the Interstate 5/Gilman Drive Bridge Project.</p> | APPROVE |
| +12. | <p>CALIFORNIA ENERGY COMMISSION GRANT FUNDS: IMPLEMENTATION OF THE PLUG-IN ELECTRIC VEHICLE READINESS PLAN (Solana Beach Mayor Lesa Heebner, Regional Planning Committee Chair; Allison Wood)</p> <p>SANDAG received a notice of proposed award from the California Energy Commission (CEC) to implement recommendations from the San Diego Regional Plug-in Electric Vehicle Readiness Plan. The Regional Planning Committee recommends that the Board of Directors: (1) adopt Resolution No. 2015-18, approving the acceptance of Grant Award ARV-14-036 for \$300,000 from the CEC; and (2) authorize the Executive Director, on behalf of SANDAG, to enter into an Agreement with the CEC to implement recommendations from the San Diego Regional Plug-in Electric Vehicle Readiness Plan.</p> | ADOPT |

+13. **PROPOSED SANDAG EVALUATION CRITERIA FOR THE FY 2014-2015 CAP-AND-TRADE PROGRAM: AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES PROGRAM (San Diego Councilmember Todd Gloria, Transportation Committee Chair; Coleen Clementson)** **APPROVE**

The Transportation and Regional Planning Committees recommend that the Board of Directors approve the quantitative criteria used in the *TransNet* Smart Growth Incentive Program capital grants for the evaluation of the full applications invited to apply for the FY 2014-2015 Cap-and-Trade Program: Affordable Housing and Sustainable Communities Program in the San Diego region.

+14A. **FY 2014-2015 CAP-AND-TRADE: PROPOSED TARGETED CAR SHARING AND MOBILITY OPTIONS IN DISADVANTAGED COMMUNITIES PILOT PROJECT (Councilmember Todd Gloria, Transportation Committee Chair; Robyn Wapner)** **APPROVE**

The Board of Directors is asked to approve the submittal of the proposed Car Sharing Pilot Project for the FY 2014-2015 Cap-and-Trade: Targeted Car Sharing and Mobility Options in Disadvantaged Communities Pilot Project Program.

+14B. **FY 2014-2015 CAP-AND-TRADE: AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES PROGRAM RESOLUTION (Robyn Wapner)** **ADOPT**

At its February 27, 2015, meeting, the Board of Directors approved the submission of full applications for the South Bay Bus Rapid Transit and Inland Rail Trail projects to the state's cap-and-trade FY 2014-2015 Affordable Housing and Sustainable Communities Program. The full application requires a resolution by the Board of Directors that authorizes and directs the submission of these applications and the execution of an agreement with the state to receive any awarded funds. In accordance with this requirement, the Board of Directors is asked to adopt Resolution No. 2015-23.

+15. **SAN DIEGO FORWARD: THE REGIONAL PLAN: PLAN COMPONENTS AND PUBLIC OUTREACH EFFORTS IN SUPPORT OF THE RELEASE OF THE DRAFT REGIONAL PLAN, ITS SUSTAINABLE COMMUNITIES STRATEGY, AND THE ASSOCIATED ENVIRONMENTAL IMPACT REPORT (San Diego Councilmember Todd Gloria, Transportation Committee Chair; Philip Trom)*** **INFORMATION**

In April 2015, the Board of Directors will be asked to release a draft of San Diego Forward: The Regional Plan, its Sustainable Communities Strategy (SCS), and its Draft Air Quality Conformity Analysis, as well as the accompanying Draft Environmental Impact Report – all for public review and comment. The SCS will be an integral part of the Regional Plan, demonstrating how the regional development pattern, transportation network, policies, and programs can work together to achieve greenhouse gas emission targets for cars and light trucks. Staff will provide an overview of the SCS along with other components of the Regional Plan and the proposed approach for public outreach.

+16. **CLOSED SESSION: CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION - PURSUANT TO GOVERNMENT CODE SECTION 54956.9(a) – CLEVELAND NATIONAL FOREST FOUNDATION ET AL. V. SANDAG (CASE NO. 37-2011-00101593-CU-TT-CTL), AND CREED-21 ET AL. V. SANDAG (CASE NO. 37-2011-00101660-CU-TT-CTL)**

17. CONTINUED PUBLIC COMMENTS

If the five speaker limit for public comments was exceeded at the beginning of this agenda, other public comments will be taken at this time. Subjects of previous agenda items may not again be addressed under public comment.

18. UPCOMING MEETINGS

INFORMATION

The next Board Policy meeting is scheduled for Friday, April 10, 2015, at 10 a.m. The next Board Business meeting is scheduled for Friday, April 24, 2015, at 9 a.m.

19. ADJOURNMENT

+ next to an agenda item indicates an attachment

* next to an agenda item indicates that the Board of Directors also is acting as the San Diego Regional Transportation Commission for that item



BOARD OF DIRECTORS
APRIL 24, 2015

AGENDA ITEM NO. 15-04-1B
ACTION REQUESTED - APPROVE

BOARD OF DIRECTORS DISCUSSION AND ACTIONS
MARCH 27, 2015

Chair Jack Dale (Santee) called the meeting of the SANDAG Board of Directors to order at 9:04 a.m. The attendance sheet for the meeting is attached.

1. APPROVAL OF MEETING MINUTES

Action: Upon a motion by Mayor Sam Abed (Escondido) and a second by Councilmember Lisa Shaffer (Encinitas), the Board of Directors approved the minutes from the February 13, 2015, Board Policy meeting and the February 27, 2015, Board Business meeting. Yes – Chair Dale, Vice Chair Ron Roberts (County of San Diego), Councilmember Lorraine Wood (Carlsbad), Mayor Mary Salas (Chula Vista), Councilmember Mike Woiwode (Coronado), Councilmember Terry Sinnott (Del Mar), Mayor Bill Wells (El Cajon), Councilmember Shaffer, Mayor Abed, Councilmember Jerry Jones (Lemon Grove), Deputy Mayor Chuck Lowery (Oceanside), Mayor Steve Vaus (Poway), Councilmember Lorie Zapf (City of San Diego), Councilmember Chris Orlando (San Marcos), Mayor Lesa Heebner (Solana Beach), Mayor Judy Ritter (Vista), and Supervisor Bill Horn (Chair, County of San Diego) (weighted vote, 100%). No – None (weighted vote, 0%). Abstain – None (weighted vote, 0%). Absent – Imperial Beach, La Mesa, National City, and San Diego B.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Chair Dale introduced Mayor Silvano Abarca, City of Playas de Rosarito.

Mayor Abarca shared information about Playas de Rosarito, including tourist attractions and new projects happening within the municipality.

Chair Dale presented Mayor Abarca and Juan Tintos, Advisor for International Relations of Mayor Abarca, with small gifts of appreciation.

Chair Dale presented Councilmember Mona Rios, Metropolitan Transit System (MTS), a proclamation for Stand Up for Transportation Day.

Kimberly Edwards, member of the public, spoke in opposition of the proposed Uptown Regional Bike Project Corridor and asked the Board of Directors to consider recommendations heard at last week's Uptown Planners Meeting.

Carol Wilson, member of the public, spoke in opposition of the proposed Uptown Regional Bike Project Corridor.

Warren Lambert, member of the public, spoke about concerns related to Americans with Disabilities Act compliance on certain transit services.

3. ACTIONS FROM POLICY ADVISORY COMMITTEES (APPROVE)

This item summarized the actions taken by the Policy Advisory Committees since the last Board Business Meeting. The Board of Directors was asked to ratify these actions.

Action: Upon a motion by Mayor Heebner and a second by Mayor Morrison, the Board of Directors approved Item No. 3. Yes – Chair Dale, Vice Chair Roberts, Councilmember Wood, Mayor Salas, Councilmember Woiwode, Councilmember Sinnott, Mayor Wells, Councilmember Shaffer, Mayor Abed, Councilmember Brian Bilbray (Imperial Beach), Councilmember Kristine Alessio (La Mesa), Councilmember Jones, Mayor Ron Morrison (National City), Deputy Mayor Lowery, Mayor Vaus, Councilmember Zapf, Councilmember Orlando, Mayor Heebner, Mayor Ritter, and Supervisor Horn (weighted vote, 100%). No – None (weighted vote, 0%). Abstain – 0 (weighted vote, 0%). Absent – San Diego B.

CONSENT

4. APPROVAL OF REVISED SOLICITATION VALUE (APPROVE)

The Board of Directors was asked to authorize the Executive Director to increase capacity of the on-call construction management services contracts.

5. BIKE MONTH 2015 (ADOPT)

The Board of Directors was asked to adopt Resolution No. 2015-19 in support of May as Bike Month 2015, and to encourage member agencies to approve similar proclamations and promote Bike Month activities, encouraging individuals and organizations to GO by BIKE.

Andy Kopp, Bike San Diego, spoke in favor of the Uptown Regional Bike Project Corridor.

6. FY 2014 REQUESTS FOR EXCEPTION TO *TransNet* EXTENSION ORDINANCE REQUIREMENTS (APPROVE)

The North County Transit District (NCTD) and the City of National City did not meet certain eligibility requirements as noted in their draft FY 2014 *TransNet* annual compliance audits. The Transportation Committee recommended that the Board of Directors, acting as the San Diego County Regional Transportation Commission, approve the requests of the NCTD and the City of National City to grant those exceptions to the *TransNet* Extension Ordinance as permitted under the Extension Ordinance.

7. PROPOSED AMENDMENTS TO CONFLICT OF INTEREST CODE (APPROVE)

Staff has reviewed the SANDAG Conflict of Interest Code (Code) and determined that updates are needed. The Board of Directors was asked to approve the proposed amendments to the Code.

8. FY 2016 REGIONAL TRANSIT CAPITAL IMPROVEMENT PROGRAM (APPROVE)

The Transportation Committee recommended that the Board of Directors: (1) approve the FY 2016 Transit Capital Improvement Programs for the San Diego region; (2) approve the submittal of Federal Transit Administration grant applications for the San Diego region; and (3) adopt Resolution No. 2015-22, approving Amendment No. 2 to the 2014 Regional Transportation Improvement Program.

9. REPORT SUMMARIZING DELEGATED ACTIONS TAKEN BY THE EXECUTIVE DIRECTOR (INFORMATION)

In accordance with various SANDAG Board Policies, this report summarized certain delegated actions taken by the Executive Director since the last Board of Directors meeting.

Action: Upon a motion by Councilmember Woiwode and a second by Councilmember Orlando, the Board of Directors approved Consent Items 4 through 9. Yes – Chair Dale, Vice Chair Roberts, Councilmember Wood, Mayor Salas, Councilmember Woiwode, Councilmember Sinnott, Mayor Wells, Councilmember Shaffer, Mayor Abed, Councilmember Bilbray, Councilmember Alessio, Councilmember Jones, Mayor Morrison, Deputy Mayor Lowery, Mayor Vaus, Councilmember Zapf, Councilmember Orlando, Mayor Heebner, Mayor Ritter, and Supervisor Horn (weighted vote, 100%). No – None (weighted vote, 0%). Abstain – 0 (weighted vote, 0%). Absent – San Diego B.

REPORTS

10. DRAFT FY 2016 PROGRAM BUDGET (APPROVE)

SANDAG Bylaws require the Board of Directors to approve a preliminary budget by April 1 of each year. The Executive Committee recommended that the Board of Directors approve the Draft FY 2016 Program Budget and authorize distribution of the document to member agencies and other interested parties for review.

Vice Chair Roberts introduced the item.

André Douzdjian, Finance Director, presented the item.

Action: Upon a motion by Mayor Abed and a second by Mayor Wells, the Board of Directors approved the Draft FY 2016 Program Budget and authorized distribution of the document to member agencies and other interested parties for review. Yes – Chair Dale, Vice Chair Roberts, Councilmember Wood, Mayor Salas, Councilmember Woiwode, Councilmember Sinnott, Mayor Wells, Councilmember Shaffer, Mayor Abed, Councilmember Bilbray, Councilmember Alessio, Councilmember Jones, Mayor Morrison, Deputy Mayor Lowery, Mayor Vaus, Councilmember Zapf, Councilmember Orlando, Mayor Heebner, Mayor Ritter, and Supervisor Horn (weighted vote, 100%). No – None (weighted vote, 0%). Abstain – 0 (weighted vote, 0%). Absent – San Diego B.

11. PROPOSED FY 2015 PROGRAM BUDGET AMENDMENT: INTERSTATE 5/GILMAN DRIVE BRIDGE PROJECT (APPROVE)

The Transportation Committee recommended that the Board of Directors approve an amendment to the FY 2015 Program Budget to fund the Interstate 5/Gilman Drive Bridge Project.

Mayor Salas, Transportation Committee Vice Chair, introduced the item.

Gary Matthews, UC San Diego Vice Chancellor, spoke in support of the item.

Allan Kosup, Caltrans Corridor Director, presented the item.

Action: Upon a motion by Councilmember Zapf and a second by Mayor Salas, the Board of Directors approved an amendment to the FY 2015 Program Budget to fund the Interstate 5/Gilman Drive Bridge Project. Yes – Chair Dale, Vice Chair Roberts, Councilmember Wood, Mayor Salas, Councilmember Woiwode, Councilmember Sinnott, Mayor Wells, Councilmember Shaffer, Mayor Abed, Councilmember Bilbray, Councilmember Alessio, Councilmember Jones, Mayor Morrison, Deputy Mayor Lowery, Mayor Vaus, Councilmember Zapf, Councilmember Orlando, Mayor Heebner, Mayor Ritter, and Supervisor Horn (weighted vote, 100%). No – None (weighted vote, 0%). Abstain – 0 (weighted vote, 0%). Absent – San Diego B.

12. CALIFORNIA ENERGY COMMISSION GRANT FUNDS: IMPLEMENTATION OF THE PLUG-IN ELECTRIC VEHICLE READINESS PLAN (ADOPT)

SANDAG received a notice of proposed award from the California Energy Commission (CEC) to implement recommendations from the San Diego Regional Plug-in Electric Vehicle Readiness Plan. The Regional Planning Committee recommended that the Board of Directors: (1) adopt Resolution No. 2015-18, approving the acceptance of Grant Award ARV-14-036 for \$300,000 from the CEC; and (2) authorize the Executive Director, on behalf of SANDAG, to enter into an Agreement with the CEC to implement recommendations from the San Diego Regional Plug-in Electric Vehicle Readiness Plan.

Mayor Heebner, Regional Planning Committee Chair, introduced the item.

Allison Wood, Associate Regional Planner, presented the item.

Action: Upon a motion by Mayor Heebner and a second by Councilmember Shaffer, the Board of Directors: (1) adopted Resolution No. 2015-18, approving the acceptance of Grant Award ARV-14-036 for \$300,000 from the CEC; and (2) authorized the Executive Director, on behalf of SANDAG, to enter into an Agreement with the CEC to implement recommendations from the San Diego Regional Plug-in Electric Vehicle Readiness Plan. Yes – Chair Dale, Vice Chair Roberts, Councilmember Wood, Mayor Salas, Councilmember Woiwode, Councilmember Sinnott, Mayor Wells, Councilmember Shaffer, Mayor Abed, Councilmember Bilbray, Councilmember Alessio, Councilmember Jones, Mayor Morrison, Deputy Mayor Lowery, Mayor Vaus, Councilmember Zapf, Councilmember Todd Gloria (City of San Diego), Councilmember Orlando, Mayor Heebner, Mayor Ritter, and Supervisor Horn (weighted vote, 100%). No – None (weighted vote, 0%). Abstain – 0 (weighted vote, 0%). Absent – None.

13. PROPOSED SANDAG EVALUATION CRITERIA FOR THE FY 2014-2015 CAP-AND-TRADE PROGRAM: AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES PROGRAM (APPROVE)

The Transportation and Regional Planning Committees recommended that the Board of Directors approve the quantitative criteria used in the *TransNet* Smart Growth Incentive Program capital grants for the evaluation of the full applications invited to apply for the FY 2014-2015 Cap-and-Trade Program: Affordable Housing and Sustainable Communities Program in the San Diego region.

Councilmember Gloria, Transportation Committee Chair, introduced the item.

Coleen Clementson, Principal Regional Planner, presented the item.

Action: Upon a motion by Mayor Heebner and a second by Mayor Abed, the Board of Directors approved the quantitative criteria used in the *TransNet* Smart Growth Incentive Program capital grants for the evaluation of the full applications invited to apply for the FY 2014-2015 Cap-and-Trade Program: Affordable Housing and Sustainable Communities Program in the San Diego region. Yes – Chair Dale, Vice Chair Roberts, Councilmember Wood, Mayor Salas, Councilmember Woiwode, Councilmember Sinnott, Mayor Wells, Councilmember Shaffer, Mayor Abed, Councilmember Bilbray, Councilmember Alessio, Mayor Morrison, Deputy Mayor Lowery, Mayor Vaus, Councilmember Zapf, Councilmember Gloria, Councilmember Orlando, Mayor Heebner, Mayor Ritter, and Supervisor Horn (weighted vote, 100%). No – None (weighted vote, 0%). Abstain – 0 (weighted vote, 0%). Absent – Lemon Grove.

14A. FY 2014-2015 CAP-AND-TRADE: PROPOSED TARGETED CAR SHARING AND MOBILITY OPTIONS IN DISADVANTAGED COMMUNITIES PILOT PROJECT (APPROVE)

The Board of Directors was asked to approve the submittal of the proposed Car Sharing Pilot Project for the FY 2014-2015 Cap-and-Trade: Targeted Car Sharing and Mobility Options in Disadvantaged Communities Pilot Project Program.

Councilmember Gloria introduced the item.

Robyn Wapner, Senior Legislative Analyst, presented the item.

Action: Upon a motion by Councilmember Gloria and a second by Mayor Salas, the Board of Directors approved the submittal of the proposed Car Sharing Pilot Project for the FY 2014-2015 Cap-and-Trade: Targeted Car Sharing and Mobility Options in Disadvantaged Communities Pilot Project Program. Yes – Chair Dale, Vice Chair Roberts, Councilmember Wood, Mayor Salas, Councilmember Woiwode, Councilmember Sinnott, Councilmember Shaffer, Mayor Abed, Councilmember Bilbray, Councilmember Alessio, Councilmember Jones, Mayor Morrison, Deputy Mayor Lowery, Mayor Vaus, Councilmember Zapf, Councilmember Gloria, Councilmember Orlando, Mayor Heebner, Mayor Ritter, and Supervisor Horn (weighted vote, 100%). No – None (weighted vote, 0%). Abstain – 0 (weighted vote, 0%). Absent – El Cajon.

14B. FY 2014-2015 CAP-AND-TRADE: AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES PROGRAM RESOLUTION (ADOPT)

Ms. Wapner presented the item.

Action: Upon a motion by Councilmember Orlando and a second by Councilmember Bilbray, the Board of Directors: (1) adopted Resolution No. 2015-23, authorizing and directing the submission of the South Bay *Rapid* Transit and Inland Rail Trail projects to the state's cap-and-trade FY 2014-2015 Affordable Housing and Sustainable Communities Program; and (2) approved the execution of an agreement with the state to receive any awarded funds. Yes – Chair Dale, Vice Chair Roberts, Councilmember Wood, Mayor Salas, Councilmember Woiwode, Councilmember Sinnott, Mayor Wells, Councilmember Shaffer, Mayor Abed, Councilmember Bilbray, Councilmember Alessio, Councilmember Jones, Mayor Morrison, Deputy Mayor Lowery, Mayor Vaus, Councilmember Zapf,

Councilmember Gloria, Councilmember Orlando, Mayor Heebner, Mayor Ritter, and Supervisor Horn (weighted vote, 100%). No – None (weighted vote, 0%). Abstain – 0 (weighted vote, 0%). Absent – None.

15. SAN DIEGO FORWARD: THE REGIONAL PLAN: PLAN COMPONENTS AND PUBLIC OUTREACH EFFORTS IN SUPPORT OF THE RELEASE OF THE DRAFT REGIONAL PLAN, ITS SUSTAINABLE COMMUNITIES STRATEGY, AND THE ASSOCIATED ENVIRONMENTAL IMPACT REPORT (INFORMATION)

In April 2015, the Board of Directors will be asked to release a draft of San Diego Forward: The Regional Plan, its Sustainable Communities Strategy (SCS), and its Draft Air Quality Conformity Analysis, as well as the accompanying Draft Environmental Impact Report – all for public review and comment. The SCS will be an integral part of the Regional Plan, demonstrating how the regional development pattern, transportation network, policies, and programs can work together to achieve greenhouse gas emission targets for cars and light trucks.

Councilmember Gloria introduced the item.

Phil Trom, Senior Regional Planner, provided an overview of the SCS along with other components of the Regional Plan and the proposed approach for public outreach.

Action: This item was presented for information.

Chair Dale adjourned the meeting to closed session at 10:29 a.m.

16. CLOSED SESSION: CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION - PURSUANT TO GOVERNMENT CODE SECTION 54956.9(a) – CLEVELAND NATIONAL FOREST FOUNDATION ET AL. V. SANDAG (CASE NO. 37-2011-00101593-CU-TT-CTL), AND CREED-21 ET AL. V. SANDAG (CASE NO. 37-2011-00101660-CU-TT-CTL)

Chair Dale reconvened the meeting to open session at 11:03 a.m.

John Kirk, General Counsel, reported the following out of closed session: On Item No. 16, the SANDAG Board of Directors was briefed and no reportable action was taken.

17. CONTINUED PUBLIC COMMENTS

There were no continued public comments.

18. UPCOMING MEETINGS

The next Board Policy meeting is scheduled for Friday, April 10, 2015, at 10 a.m. The next Board Business meeting is scheduled for Friday, April 24, 2015, at 9 a.m.

19. ADJOURNMENT

Chair Dale adjourned the meeting at 11:03 a.m.

**ATTENDANCE
 SANDAG BOARD OF DIRECTORS MEETING
 MARCH 27, 2015**

JURISDICTION	NAME	ATTEND OPEN SESSION	ATTEND CLOSED SESSION
City of Carlsbad	Lorraine Wood (1st Alt.)	Yes	Yes
City of Chula Vista	Mary Salas (Primary)	Yes	Yes
City of Coronado	Michael Woiwode (1st Alt.)	Yes	Yes
City of Del Mar	Terry Sinnott (Primary)	Yes	Yes
City of El Cajon	Bill Wells (Primary)	Yes	Yes
City of Encinitas	Lisa Shaffer (Primary)	Yes	Yes
City of Escondido	Sam Abed (Primary)	Yes	Yes
City of Imperial Beach	Brian Bilbray (1st Alt.)	Yes	Yes
City of La Mesa	Kristine Alessio (Primary)	Yes	Yes
City of Lemon Grove	Jerry Jones (1st Alt.)	Yes	Yes
City of National City	Ron Morrison (Primary)	Yes	Yes
City of Oceanside	Chuck Lowery (2nd. Alt.)	Yes	Yes
City of Poway	Steve Vaus (Primary)	Yes	Yes
City of San Diego - A	Lorie Zapf (1st Alt.)	Yes	Yes
City of San Diego - B	Todd Gloria (Primary, Seat B)	Yes	Yes
City of San Marcos	Chris Orlando (Primary)	Yes	Yes
City of Santee	Jack Dale, Chair (Primary)	Yes	Yes
City of Solana Beach	Lesia Heebner (Primary)	Yes	Yes
City of Vista	Judy Ritter (Primary)	Yes	Yes
County of San Diego - A	Bill Horn (Primary, Seat A)	Yes	Yes
County of San Diego - B	Ron Roberts, Vice Chair (Primary, Seat B)	Yes	Yes
ADVISORY MEMBERS			
Caltrans	Laurie Berman (1st. Alt.)	Yes	
MTS	Mona Rios (Alternate)	Yes	
NCTD	Mark Packard (Primary)	Yes	
Imperial County	Sup. John Renison (Primary)	No	
US Dept. of Defense	CAPT Darius Banaji (Primary)	Yes	
SD Unified Port District	Garry Bonelli (1st Alt)	Yes	
SD County Water Authority	Mark Muir (Primary)	Yes	
Mexico	Remedios Gómez-Arnau (Primary)	Yes	
Southern California Tribal Chairmen's Association	Allen Lawson (Primary)	Yes	

Board Members

Jack Dale, Chair
Councilmember, **Santee**

Ron Roberts, Vice Chair
Supervisor, **County of San Diego**

Matt Hall
Mayor, **Carlsbad**

Mary Salas
Mayor, **Chula Vista**

Carrie Downey
Councilmember, **Coronado**

Terry Sinnott
Councilmember, **Del Mar**

Bill Wells
Mayor, **El Cajon**

Lisa Shaffer
Councilmember, **Encinitas**

Sam Abed
Mayor, **Escondido**

Robert Patton
Councilmember, **Imperial Beach**

Kristine Alessio
Councilmember, **La Mesa**

Mary Teresa Sessom
Mayor, **Lemon Grove**

Ron Morrison
Mayor, **National City**

Jim Wood
Mayor, **Oceanside**

Steve Vaus
Mayor, **Poway**

Kevin Faulconer
Mayor, **City of San Diego**

Todd Gloria
Councilmember, **City of San Diego**

Chris Orlando
Councilmember, **San Marcos**

Lesia Heebner
Mayor, **Solana Beach**

Judy Ritter
Mayor, **Vista**

Bill Horn
Chair, **County of San Diego**

Advisory Members

Hon. John Renison
Supervisor, District 1
Imperial County

Malcolm Dougherty, Director
**California Department
of Transportation**

Harry Mathis, Chair
Metropolitan Transit System

Mark Packard, Chair
North County Transit District

CAPT Darius Banaji, CEC, USN, CO,
Naval Facilities Engineering Command
Southwest
U.S. Department of Defense

Dan Malcolm, Chair
San Diego Unified Port District

Mark Muir, Vice Chair
San Diego County Water Authority

Allen Lawson, Chairman
**Southern California Tribal
Chairmen's Association**

Remedios Gómez-Arnau
Consul General of **Mexico**

Gary L. Gallegos
Executive Director, **SANDAG**



BOARD OF DIRECTORS AGENDA

**Friday, June 12, 2015
10 a.m. to 12 noon
SANDAG Board Room
401 B Street, 7th Floor
San Diego**

Beginning in February, the parking garage elevators at Wells Fargo Plaza will undergo a six-month mechanical modernization. During this period, only one garage elevator will be in service. Please allow yourself extra time to make your way up from the garage to the SANDAG offices and Board Room. For those requiring special assistance, please call the SANDAG front desk in advance of any meetings at (619) 699-1900.

AGENDA HIGHLIGHTS

- **OVERVIEW OF THE DRAFT ENVIRONMENTAL IMPACT REPORT FOR SAN DIEGO FORWARD: THE REGIONAL PLAN AND ITS SUSTAINABLE COMMUNITIES STRATEGY**
- **PUBLIC HEARING: DRAFT SAN DIEGO FORWARD: THE REGIONAL PLAN AND ITS SUSTAINABLE COMMUNITIES STRATEGY**

A court reporter will be available at the public hearing to record the public testimony: Mazon and Associates, 2631 Imperial Avenue, San Diego, CA 92102, (619) 884-6828

PLEASE SILENCE ALL ELECTRONIC DEVICES DURING THE MEETING

YOU CAN LISTEN TO THE BOARD OF DIRECTORS MEETING BY VISITING OUR WEBSITE AT SANDAG.ORG

MESSAGE FROM THE CLERK

In compliance with Government Code §54952.3, the Clerk hereby announces that the compensation for legislative body members attending the following simultaneous or serial meetings is: Executive Committee (EC) \$100, Board of Directors (BOD) \$150, and Regional Transportation Commission (RTC) \$100. Compensation rates for the EC and BOD are set pursuant to the SANDAG Bylaws and the compensation rate for the RTC is set pursuant to state law.

MISSION STATEMENT

The 18 cities and county government are SANDAG serving as the forum for regional decision-making. SANDAG builds consensus, makes strategic plans, obtains and allocates resources, plans, engineers, and builds public transit, and provides information on a broad range of topics pertinent to the region's quality of life.



Welcome to SANDAG. Members of the public may speak to the Board of Directors on any item at the time the Board is considering the item. Please complete a Speaker's Slip, which is located in the rear of the room, and then present the slip to the Clerk of the Board seated at the front table. Members of the public may address the Board on any issue under the agenda item entitled Public Comments/Communications/Member Comments. Public speakers are limited to three minutes or less per person. The Board of Directors may take action on any item appearing on the agenda.

Public comments regarding the agenda can be sent to SANDAG via comment@sandag.org. Please include the agenda item, your name, and your organization. Email comments should be received no later than 12 noon, two working days prior to the Board of Directors meeting. **Any handouts, presentations, or other materials from the public intended for distribution at the Board of Directors meeting should be received by the Clerk of the Board no later than 12 noon, two working days prior to the meeting.**

In order to keep the public informed in an efficient manner and facilitate public participation, SANDAG also provides access to all agenda and meeting materials online at www.sandag.org/meetings. Additionally, interested persons can sign up for e-notifications via our e-distribution list at either the SANDAG website or by sending an email request to webmaster@sandag.org.

SANDAG operates its programs without regard to race, color, and national origin in compliance with Title VI of the Civil Rights Act. SANDAG has developed procedures for investigating and tracking Title VI complaints and the procedures for filing a complaint are available to the public upon request. Questions concerning SANDAG nondiscrimination obligations or complaint procedures should be directed to SANDAG General Counsel, John Kirk, at (619) 699-1997 or john.kirk@sandag.org. Any person who believes himself or herself or any specific class of persons to be subjected to discrimination prohibited by Title VI also may file a written complaint with the Federal Transit Administration.

In compliance with the Americans with Disabilities Act (ADA), SANDAG will accommodate persons who require assistance in order to participate in SANDAG meetings. If such assistance is required, please contact SANDAG at (619) 699-1900 at least 72 hours in advance of the meeting. To request this document or related reports in an alternative format, please call (619) 699-1900, (619) 699-1904 (TTY), or fax (619) 699-1905.

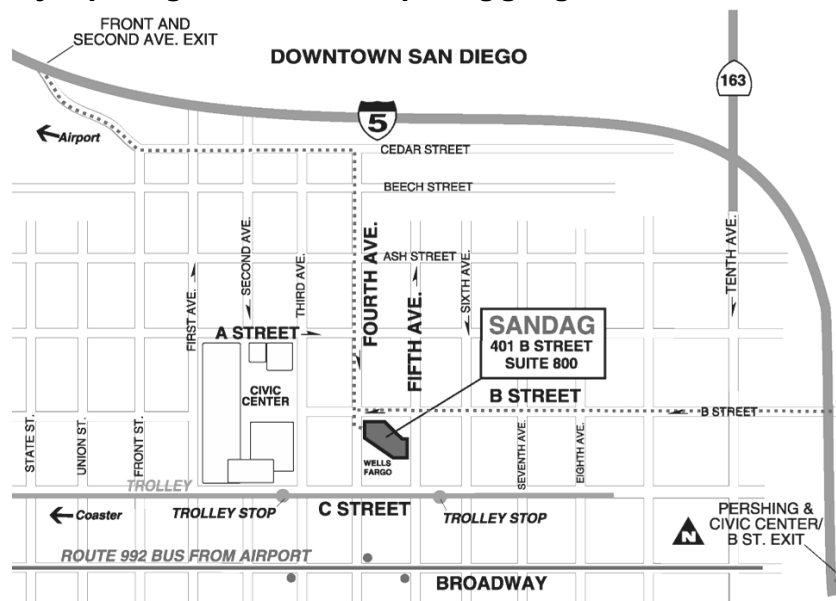
SANDAG agenda materials can be made available in alternative languages. To make a request call (619) 699-1900 at least 72 hours in advance of the meeting.

Los materiales de la agenda de SANDAG están disponibles en otros idiomas. Para hacer una solicitud, llame al (619) 699-1900 al menos 72 horas antes de la reunión.

如有需要, 我们可以把SANDAG议程材料翻译成其他语言.

请在会议前至少 72 小时打电话 (619) 699-1900 提出请求.

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BOARD OF DIRECTORS

Friday, June 12, 2015

ITEM NO.

RECOMMENDATION

1. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Public comments under this agenda item will be limited to five public speakers. Members of the public shall have the opportunity to address the Board on any issue within the jurisdiction of SANDAG that is not on this agenda. Other public comments will be heard during the items under the heading "Reports." Anyone desiring to speak shall reserve time by completing a "Request to Speak" form and giving it to the Clerk of the Board prior to speaking. Public speakers should notify the Clerk of the Board if they have a handout for distribution to Board members. Public speakers are limited to three minutes or less per person. Board members also may provide information and announcements under this agenda item.

REPORTS

+2. OVERVIEW OF THE DRAFT ENVIRONMENTAL IMPACT REPORT FOR SAN DIEGO FORWARD: THE REGIONAL PLAN AND ITS SUSTAINABLE COMMUNITIES STRATEGY (San Diego Councilmember Todd Gloria, Transportation Committee Chair; Rob Rundle, Andrew Martin)

INFORMATION

On May 21, 2015, SANDAG released the Draft Environmental Impact Report (EIR) for San Diego Forward: The Regional Plan and its Sustainable Communities Strategy for a 55-day public review and comment period. Staff will provide the Board of Directors with an overview of the Draft EIR.

+3. PUBLIC HEARING: DRAFT SAN DIEGO FORWARD: THE REGIONAL PLAN AND ITS SUSTAINABLE COMMUNITIES STRATEGY (San Diego Councilmember Todd Gloria, Transportation Committee Chair; Philip Trom)

DISCUSSION

The Board of Directors is asked to accept public testimony on the Draft San Diego Forward: The Regional Plan (Draft Regional Plan) and its Sustainable Communities Strategy (SCS). The public comment period for the Draft Regional Plan, its SCS, and the Draft Environmental Impact Report will close on July 15, 2015.

4. CONTINUED PUBLIC COMMENTS

If the five speaker limit for public comments was exceeded at the beginning of this agenda, other public comments will be taken at this time. Subjects of previous agenda items may not again be addressed under public comment.

5. UPCOMING MEETINGS

INFORMATION

The next Board Business meeting is scheduled for Friday, June 26, 2015, at 9 a.m.

6. ADJOURNMENT

+ next to an agenda item indicates an attachment



**BOARD OF DIRECTORS
JUNE 12, 2015**

ACTION REQUESTED – INFORMATION

**OVERVIEW OF THE
DRAFT ENVIRONMENTAL IMPACT REPORT FOR
SAN DIEGO FORWARD: THE REGIONAL PLAN AND ITS
SUSTAINABLE COMMUNITIES STRATEGY**

File Number 3102000

Introduction

On May 21, 2015, SANDAG released the Draft Environmental Impact Report (EIR) for the Draft San Diego Forward: The Regional Plan (Regional Plan) (and its Sustainable Communities Strategy [SCS]) for a 55-day public review and comment period. Prepared in accordance with the California Environmental Quality Act (CEQA), the Draft EIR is designed to inform the Board of Directors and the public about the significant environmental impacts of the Regional Plan and its SCS, and to identify mitigation measures and alternatives to avoid or reduce those significant impacts. This report provides an overview of the Draft EIR and its contents, with emphasis on the analysis of certain environmental issues: air quality, greenhouse gas (GHG) emissions, transportation, mitigation, and alternatives. It also summarizes the process that will be used to present the Final EIR to the Board of Directors for its consideration prior to making a decision on the adoption of the Regional Plan in fall 2015.

Discussion

Contents of the Draft EIR

The Draft EIR is a program-level document that analyzes the impacts of the entire Regional Plan – both its planned investments in transportation network improvements and programs, as well as the San Diego region’s forecasted growth and land use pattern. These characteristics of the Regional Plan are described in the Project Description chapter of the Draft EIR. The impact analysis uses the best available information to project future environmental conditions under Regional Plan implementation out to the year 2050, and then compares them to existing environmental conditions in the year 2012, the starting point for preparation of the Regional Plan and this EIR.

In addition to the year 2050, the impact analysis looks at the years 2020 and 2035 in order to identify the incremental impacts to the environment that would occur as the Regional Plan is implemented over the next 35 years. Given the uncertainty and limitations inherent in predicting the environmental impacts of varied transportation capital projects, operational improvements, and programs, as well as land use changes resulting from the region’s forecasted growth across a long-term period for the entire region, the projections of future environmental conditions are

indications of relative changes that would be caused by the Regional Plan, based on the best information and tools that are available today; they are not precise predictions.

The impact analysis identifies significance criteria used to determine when the future change in the environment caused by the Regional Plan constitutes a “significant” impact. Where the analysis shows that the Regional Plan would cause significant impacts, the Draft EIR identifies mitigation measures that, if adopted, would avoid or substantially lessen the significant impact. In addition, a separate Draft EIR chapter identifies and evaluates alternative transportation and land use assumptions that would avoid or substantially lessen the significant impacts of implementing the Regional Plan, while still meeting the Regional Plan’s basic objectives.

The Draft EIR impact analysis addresses the impacts of the Regional Plan’s regional growth and land use change, and transportation network improvements and programs for 2020, 2035, and 2050 for the following 16 distinct resource areas:

- Aesthetics and Visual Resources
- Agricultural and Forestry Resources
- Air Quality
- Biological Resources
- Cultural and Paleontological Resources
- Energy
- Geology, Soils, and Mineral Resources
- GHG Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use
- Noise and Vibration
- Population and Housing
- Public Services and Utilities
- Transportation
- Water Supply

In addition to the impact analysis and alternatives analysis, the Draft EIR also addresses other topics required by CEQA, including cumulative impacts, growth inducement, and significant irreversible impacts.

While all aspects of the Draft EIR are important to understand the environmental impacts of implementing the Regional Plan, the following topics have been the subject of the majority of the discussion by the public: air quality, GHG emissions, transportation, mitigation, and alternatives.

Air Quality

The Draft EIR identifies five significance criteria to cover various issues related to air quality. Of particular note are significance criteria AQ-2 and AQ-4, which address the health impacts of exposure to particulate emissions and toxic air contaminant emissions, respectively. Both AQ-2 and AQ-4 account for emissions generated by the Regional Plan’s transportation network improvements and programs, and also where people within the land use patterns in the Regional Plan would be exposed to substantial pollutant concentrations. As described previously, both analyses use the best available tools and information, but given modeling limitations and the uncertainty of estimates, the results show relative exposure to pollution rather than precise predictions.

Health Impacts from Exposure to Particulate Emissions

In AQ-2, the Draft EIR identifies the areas along the San Diego region's freeways and highways where, under Regional Plan implementation, localized concentrations of particulate matter (called PM₁₀ and PM_{2.5}) would exceed air quality standards. The Draft EIR estimates the number of residents, housing units, and schools in these areas, and describes the health impacts associated with short-term and long-term exposure to PM₁₀ and PM_{2.5}, including aggravated asthma, chronic bronchitis, and decreased lung function. By 2050, the Draft EIR estimates that approximately 8,000 people, 2,500 housing units, and 5 schools would be located in areas in which PM₁₀ concentrations exceed the 24-hour California standard. These areas are located throughout the region, including along Interstate 15 in Fallbrook, State Route 125 in Otay Mesa, Interstate 805 in southeastern San Diego, Interstate 5 (I-5) near State Route 56, and State Route 78 near I-5.

Cancer Risk and Noncancer Health Impacts from Exposure to Toxic Air Contaminants

In AQ-4, the Draft EIR identifies locations where the Regional Plan is expected to expose people to substantial concentrations of toxic air contaminants (TACs), the resulting cancer risks, and noncancer health impacts. To conduct this analysis, SANDAG asked the following three questions, which are used in EIRs prepared by agencies throughout California:

1. Does the Regional Plan increase cancer risk by more than 10 chances in 1 million compared to the total risk in 2012?
2. Does the Regional Plan expose sensitive receptors¹ to total cancer risks above 100 in 1 million?
3. Does the Regional Plan increase noncancer health impacts as measured by a total hazard index above 1.0?

The cancer risk of a given area is a measure of any one person's likelihood of contracting cancer; it is not a measure of how many people will contract cancer. For example, for an area with an increase in cancer risk of 10 in 1 million, any one person's likelihood of contracting cancer would increase by 10 chances in 1 million (i.e., increased likelihood of contracting cancer would increase by 0.001 percent); for an area with a total cancer risk of 100 in 1 million, any one person's likelihood of contracting cancer is 100 in 1 million, or 0.01 percent. In estimating any one person's cancer risk, the analysis assumes, in accordance with State of California guidelines, that person would stay in the same place for 30 years, 7 days a week, 24 hours a day, 350 days a year. The analysis follows the most recent state guidance and utilizes conservative assumptions to calculate exposure to TACs. Accordingly, it is designed to provide a conservative estimate of cancer risk and likely overestimates actual impacts that would occur.

Similar to AQ-2, the Draft EIR estimates the number of residents, housing units, and schools in these areas. By 2050, the Draft EIR estimates that approximately 220,000 people, more than 74,000 housing units, and 93 schools would be exposed to increases in cancer risk that exceed 10 chances in 1 million; about 164,000 people, more than 58,000 housing units, and 86 schools are expected to be exposed to total cancer risks that exceed 100 chances in 1 million. By 2050, these

¹ Sensitive receptors include but are not limited to hospitals, schools, daycare facilities, elderly housing, and convalescent facilities. These are areas where the occupants are thought to be more susceptible to the adverse effects of exposure to toxic chemicals, pesticides, and other pollutants.

areas would be located throughout the region along significant portions of most major freeways and highways.

Greenhouse Gas Emissions

The Draft EIR identifies four significance criteria to address GHG emissions impacts, including GHG-2 and GHG-3, in which the analysis concludes the Regional Plan would not conflict with Assembly Bill 32 (Pavley, 2002) or Senate Bill 375 (Steinberg, 2008). Of particular note is significance criterion GHG-4, which examines whether the Regional Plan is inconsistent with the goals of two Executive Orders: one which calls for reduction of California's GHG emissions to 40 percent below 1990 levels by 2030, and the other for 80 percent reduction below 1990 levels by 2050 (EO-B-30-15 and EO S-3-05). While noting that there is no requirement that the San Diego region's emissions be reduced by the same percentages ("equal share") called for in the Executive Orders' statewide goals for all emission sectors, the analysis identifies 2035 and 2050 emissions reduction reference points for the region using the Executive Orders' statewide reduction goals. It concludes that while total regional emissions in 2035 and 2050 would be about 28 percent and 27 percent lower, respectively, than the 2012 emissions level, total GHG emissions would be higher than the region's "equal share" of statewide emissions reduction goals expressed in the Executive Orders. Therefore, the region's total GHG emissions levels are considered significant impacts in 2035 and 2050 under GHG-4.

Transportation

The Draft EIR identifies four significance criteria to address transportation issues. Of particular note is significance criterion T-1, which addresses changes in per capita and total Vehicle Miles Traveled (VMT). While noting that average daily VMT per capita decreases under the Regional Plan, from about 25.2 miles per day in 2012 to 23.4 miles per day in 2050, the analysis reports that total VMT would increase under the Regional Plan from about 79 million miles per year in 2012 to just over 95 million miles per year in 2050, an increase of about 20 percent, which is lower than the forecasted population increase of 29 percent by 2050. While population growth is the main cause of the total VMT increase and the amount of driving per person would decrease under the Plan, the analysis nevertheless concludes that the total VMT increases are considered a significant impact.

Mitigation Measures to Reduce Significant Impacts

For each issue area analyzed in the Draft EIR, a conclusion is made to indicate if the Regional Plan would have a significant impact on the environment. For those issue areas where a significant impact has been identified, mitigation measures or project alternatives are identified to reduce the significant impact. For the issue areas described above (Air Quality, GHG Emissions, and Transportation), many of the mitigation measures outlined in the Draft EIR would relate to all three impact areas due to their interconnected nature. Described in detail in the Draft EIR, some of the mitigation measures include:

- Modify grant criteria to award projects that reduce GHG emissions
- Adopt a Mobility Hub Strategy to reduce GHG emissions
- Fund electric vehicle charging infrastructure
- Adopt Plan for Alternative Transportation Fuels

- Assist local agencies with the preparation of climate action plans

In addition to the measures outlined above, the Draft EIR identifies measures that SANDAG will implement to reduce impacts associated with construction projects. Further, the Draft EIR identifies mitigation measures that local agencies can and should adopt during planning, design, and implementation of the projects they approve. SANDAG has identified these measures, because the Regional Plan addresses impacts of regional growth and transportation, which includes implementation of projects over which SANDAG will not have authority.

Alternatives

In Chapter 6.0, the Draft EIR examines alternative transportation and land use assumptions that would avoid or substantially lessen the significant impacts of implementing the Regional Plan, while still meeting the Regional Plan's basic objectives. In addition to the CEQA-required 'No Project' Alternative, the Draft EIR considers seven alternatives in detail (Attachment 1). The characteristics of the alternatives are in large part based on major transportation investments and policy options that members of the public and stakeholders suggested would lead to major reductions in VMT and related reductions in GHG emissions and air quality impacts, including but not limited to:

- Advancing public transit (capital and operations) and active transportation investments to 2025 (the first 10 years of the Regional Plan)
- Including investments from the unconstrained transit network (e.g., investments for which available funding was not identified in the Regional Plan)
- Delaying and eliminating general purpose highway and Managed Lane investments
- Converting existing general purpose lanes to Managed Lanes
- Providing more compact land use patterns
- Substantially lowering transit fares
- Substantially increasing the price of parking
- Substantially increasing the cost of driving

Alternative 5D is considered the environmentally superior alternative, and would achieve the greatest reductions in total VMT, GHG emissions, and air pollutant emissions, although total VMT would still increase by about 7.2 million miles per year, or 9 percent, by 2050, compared to an increase of about 15.7 million miles per year, or 20 percent, under the Regional Plan. To be implemented, however, Alternative 5D would require a major state road pricing policy change, and major changes in land use policies, parking policies, and transit funding. The results indicate that total reductions in VMT below the 2012 level are not feasible in light of the forecasted increase of nearly one million more people in the region by 2050.

Process to Complete the Final EIR

The public review period for the Draft EIR ends on July 15, 2015. At that time, SANDAG will prepare written responses to all comments received regarding the adequacy of the Draft EIR. SANDAG will make any appropriate modifications to the Draft EIR, and along with the public comments and responses, will present the information to the Board of Directors for its consideration prior to making a decision on the adoption of The Regional Plan.

GARY L. GALLEGOS
Executive Director

Attachment: 1. Summary of Action Alternatives Considered in the EIR

Key Staff Contacts: Rob Rundle, (619) 699-6949, rob.rundle@sandag.org
Andrew Martin, (619) 595-5375, andrew.martin@sandag.org

**Summary of Action Alternatives Considered in the Draft EIR for the
Regional Plan and Sustainable Communities Strategy (SCS)**

Alternative	Assumptions ¹				
	A. Transit ²	B. Active ³	C. Managed Lanes ⁴	D. Highway ⁵	E. Land Use
2	All revenue constrained by 2025	All projects by 2025	If support <i>Rapid</i> , same as column A. If not, same as column D.	No change	SCS Land Use
3	All revenue constrained by 2025	All projects by 2025	If support <i>Rapid</i> , same as column A. If not, same as column D.	Delay all to 2050	SCS Land Use
4	All revenue constrained and unconstrained by 2025	All projects by 2025	If support <i>Rapid</i> , same as column A. If not, same as column D. Reduce scope of MLs: Eliminate proposed increases to 4ML where 2ML already exist, reduce proposed increases to 4ML to 2ML	Eliminate	Smart Growth Area Intensification
5A	All revenue constrained and unconstrained by 2025	All projects by 2025	Eliminate. Convert existing general purpose lanes to MLs to operate proposed <i>Rapid</i> routes.	Eliminate	SCS Land Use
5B	Same as Alternative 5A				Dense Cores
5C	Same as Alternative 5A + New Transit and Parking Policies				Dense Cores
5D	Same as Alternative 5A + New Transit and Parking Policies + Increased Auto Operating Cost				Dense Cores

¹ Each action alternative makes the following assumptions: Advance Urban Core bus route 10-minute all-day frequency improvements to 2025 (2035 under proposed Regional Plan). New toll lanes remain the same as the proposed Regional Plan. Removal of tolls on State Route 125 remains the same as the proposed Regional Plan.

² Transit = COASTER, SPRINTER, Trolley, *Rapid*, Streetcar, San Marcos Shuttle, Airport Express, Intermodal, and Other (vehicles, system rehabilitation, regulatory compliance, park-and-ride).

³ Active = Regional Bike Network Project List.

⁴ Managed Lanes (ML) = managed lanes and managed lane connectors.

⁵ Highway = general purpose lanes, operational improvements, freeway connectors.



**BOARD OF DIRECTORS
JUNE 12, 2015**

ACTION REQUESTED - DISCUSSION

**PUBLIC HEARING: DRAFT SAN DIEGO FORWARD:
THE REGIONAL PLAN AND ITS
SUSTAINABLE COMMUNITIES STRATEGY**

File Number 3102000

Introduction

The Draft San Diego Forward: The Regional Plan (Regional Plan) combines the big-picture vision for how our region will grow over the next 35 years, with an implementation program to help make that vision a reality. On April 24, 2015, the Board of Directors accepted the Draft Regional Plan, including its Sustainable Communities Strategy (SCS), and Draft Air Quality Conformity Determination (AQCD) for distribution for public review and comment. The Draft Environmental Impact Report (EIR) was released for public review and comment on May 21, 2015. The close of the public comment period for the Draft Regional Plan and Draft EIR is July 15, 2015.

Two public hearings in June will provide additional opportunity for public comment on the Draft Regional Plan, its SCS, and Draft AQCD. They include today's public hearing at SANDAG and one on June 18, 2015, at 11:30 a.m. in the North County Transit District (NCTD) Board Room. Attachment 1 provides the dates, times, and locations of the public hearings.

Discussion

Draft San Diego Forward: The Regional Plan

The Draft Regional Plan and its SCS outline nearly \$204 billion in transportation investments, paid for by local, state, and federal tax dollars. The investment strategy focuses heavily on expanding public transit and active transportation (biking and walking), while also reconfiguring existing highways to promote carpooling, public transit, and other alternatives to driving alone.

All transportation improvements outlined in the Draft Regional Plan are designed to serve new patterns of land use – a future with increasingly compact communities that demand a mix of easy-to-use and efficient public transit, more opportunities to walk and bike, and more efficient roadways.

Meeting these demands will support healthier communities, while protecting the environment and preserving more open space. Air quality has improved significantly over the past four decades, and the transportation investments detailed in the Regional Plan, coupled with improvements in fuel and vehicle technologies, will continue to help improve air quality throughout the San Diego region while lowering greenhouse gas emissions.

Public Outreach and Involvement

To obtain public input on the development of the Draft Regional Plan and its SCS, a broad range of media and communication avenues are being utilized to provide information, solicit participation and input, and allow for ongoing feedback and updates. In May, SANDAG hosted a series of seven public meetings throughout the San Diego region to obtain public input. Spanish translation was available at all of the workshops, and one workshop was conducted entirely in Spanish. Three workshops also were streamed live over the internet, allowing for remote access. The workshops schedule was as follows:

May 2015 Public Meetings on the Draft Regional Plan and its SCS

Date	Location	Venue	Time
Tuesday, May 12th	North County Inland	Escondido City Hall	6 to 8:30 p.m.
Wednesday, May 13th	East County	La Mesa Community Center	6 to 8:30 p.m.
Thursday, May 14th	Central	Caltrans District 11 Headquarters	1 to 3:30 p.m.
Wednesday, May 20th	North County Coastal	Oceanside City Hall	6 to 8:30 p.m.
Thursday, May 21st	South County	Casa Familiar	6 to 8:30 p.m.
Wednesday, May 27th	Mid-City/Southeast	Jacobs Center	6 to 8:30 p.m.
Thursday, May 28th	Central	University Town Center Forum Hall	6 to 8:30 p.m.

Simultaneous to SANDAG staff efforts, Community Based Organizations working with SANDAG to engage disadvantaged populations (lower-income, senior, and minority communities) are conducting outreach throughout the region.

Next Steps

At the June public hearings, comments may be provided in person and directly to the Board of Directors or its public meeting officer. Until July 15, 2015, the public also can make comments using the following methods:

- Online at SDForward.com
- Telephone at (619) 699-1934, toll free (877) 277-5736, and TTY (619) 699-1904
- Fax to (619) 699-1905
- Mail to:

Attn: Regional Plan
401 B Street, Suite 800
San Diego, CA 92101

- In person at the SANDAG offices at the address above
- Email to sdforward@sandag.org

The anticipated major milestones for the Draft Regional Plan, its SCS, and Draft EIR include the following:

- June 18, 2015, 11:30 a.m.: Public hearing overseen by a SANDAG public hearing officer at the NCTD, Board Room, 810 Mission Avenue, Oceanside, CA 92054
- July 15, 2015: Close of public comment period for the Draft Regional Plan and its SCS
- Fall 2015: Board of Directors certifies Final EIR, approves air quality conformity finding, and adopts Final Regional Plan and its SCS

Note: The Draft Regional Plan, SCS, and Appendices may be obtained from the SANDAG website at www.sandag.org or from the San Diego Forward: The Regional Plan website at www.sdfoward.com. CDs of the entire document are available free of charge by contacting the SANDAG Public Information Office at (619) 699-1950. Copies of the Draft Regional Plan and Appendices A through C in printed format may be purchased for the cost of reproduction.

GARY L. GALLEGOS
Executive Director

Attachment 1: San Diego Forward: The Regional Plan Public Hearings Flyer

Key Staff Contact: Phil Trom, (619) 699-7330, phil.trom@sandag.org

Provide Your Opinion on the Plan for our Region's Future



San Diego Forward: The Regional Plan – Public Hearings

For almost three years now, you — community members, stakeholders, and local agencies — have helped the San Diego Association of Governments (SANDAG) develop San Diego Forward: The Regional Plan.

Your input helped shape the Draft Regional Plan's vision, goals, and policy objectives as well as the transportation investments that will serve the region for many years to come.

The Draft Regional Plan proposes a strategy for a more sustainable future which includes investing in transportation projects that will provide people more travel choices, protecting the environment, creating healthy communities, and stimulating the economy.

The SANDAG Board released the Draft Regional Plan on April 24, 2015. A series of workshops were held in May that provided the public a chance to learn about the Draft Regional Plan and provide comments on the record. Additionally, SANDAG has scheduled two public hearings in June to give everyone a chance to make comments directly to the Board and SANDAG staff. The first hearing will occur during a SANDAG Board meeting and the second hearing will occur in front of a SANDAG hearing officer in the North County Transit District board room.



SANDAG is offering two additional chances for the public to provide oral and written comment on the Draft Regional Plan, in addition to its Sustainable Communities Strategy, the Draft Environmental Impact Report, and the Draft Air Quality Conformity Analysis.

Public Hearing Dates

Central

June 12, 10 a.m.

SANDAG Board meeting
401 B Street, Suite 800
San Diego, CA 92101
Hearing conducted by SANDAG Board

North County

June 18, 11:30 a.m.

North County Transit District Board Room
810 Mission Avenue
Oceanside, CA 92054
Hearing conducted by SANDAG public meeting officer

If you require translation assistance or a disability accommodation assistance in order to participate, please contact SANDAG at (619) 699-1900 at least 72 hours in advance of the meeting. TTY: (619) 699-1904

All locations are transit accessible. Call 511 or visit 511sd.com/transit for route information.

Submit Your Comments

Comments on the Draft Regional Plan also may be submitted through the following outlets:

- Via SDForward.com
- Directly through email at SDForward@sandag.org
- Via telephone at (619) 699-1934, toll free (877) 277-5736, and TTY (619) 699-1904
- Via fax at (619) 699-1905
- Through the mail to Attention: Regional Plan. SANDAG offices at 401 B Street, Suite 800, San Diego, CA 92101
- In person by dropping off written comments to SANDAG offices at 401 B Street, Suite 800, San Diego, CA 92101

View and comment on the Draft Regional Plan at SDForward.com

Brinde su opinión sobre el plan para el futuro de nuestra región



San Diego Forward: El Plan Regional – Audiencia Pública

Durante casi tres años, usted — miembros de la comunidad, partes interesadas y agencias locales — ayudó a la Asociación de Gobiernos de San Diego (SANDAG) a desarrollar San Diego Forward: El Plan Regional

Sus comentarios ayudaron a darle forma a la visión, las metas y los objetivos de las políticas del Borrador del Plan Regional, así como a las inversiones en transporte que ayudarán a la región por muchos años venideros.

El Borrador del Plan Regional propone una estrategia para un futuro más sustentable, que incluye inversiones en proyectos de transporte que le brindarán a la gente más opciones de viaje y, al mismo tiempo, protegerán el medio ambiente, crearán comunidades saludables y estimularán la economía.

La Mesa Directiva de SANDAG publicó el Borrador del Plan Regional el 24 de abril de 2015. Una serie de talleres se llevaron a cabo en mayo que dieron al público la oportunidad de saber más sobre el Borrador del Plan Regional y brindar comentarios.

Adicionalmente, SANDAG ha programado dos audiencias públicas en junio para dar a todos la oportunidad de brindar opiniones directamente a la Mesa Directiva y al personal de SANDAG. La primera audiencia se llevará a cabo durante una junta de la Mesa Directiva de SANDAG y la segunda audiencia se llevará a cabo frente a un oficial de audiencia de SANDAG en la sala de juntas en North County Transit District.



SANDAG está ofreciendo dos oportunidades adicionales al público para que brinde comentarios orales y escritos sobre el Borrador del Plan Regional, aunado a su Estrategia de Comunidades Sustentables, el Borrador del Reporte de Impacto Ambiental, y el Análisis de Conformidad de Calidad del Aire.

Fechas de Audiencias Públicas

Central

12 de junio, 10 a.m.

SANDAG Board meeting
401 B Street, Suite 800
San Diego, CA 92101
Audiencia dirigida por la Mesa Directiva de SANDAG

North County

18 de junio, 11:30 a.m.

North County Transit District Board Room
810 Mission Avenue
Oceanside, CA 92054
Audiencia dirigida por oficial de audiencia pública de SANDAG

Si usted necesita servicios de traducción o servicios especiales para discapacitados con el fin de participar, por favor contacte a SANDAG al (619) 699-1900 con al menos 72 horas de anticipación. TTY: (619) 699-1904

Todas las ubicaciones son accesibles vía transporte público. Llame al 511 o visite 511sd.com/transit para información de rutas.

Envíe Sus Comentarios

Comentarios sobre el Borrador del Plan Regional también pueden ser enviados a través de los siguientes medios:

- A través de SDForward.com
- Directamente a través del correo electrónico a SDForward@sandag.org
- Llamada telefónica al (619) 699-1934, gratis al (877) 277-5736, y TTY (619) 699-1904
- Vía fax al (619) 699-1905
- A través de correo dirigido a Attention: Regional Plan. Oficinas de SANDAG al 401 B Street, Suite 800, San Diego, CA 92101
- En persona al dejar comentarios escritos en las oficinas de SANDAG en 401 B Street, Suite 800, San Diego, CA 92101

Vea y comente sobre el Borrador del Plan Regional en SDForward.com




SANDAG

San Diego
FORWARD
The Regional Plan

Draft Environmental Impact Report
June 12, 2015

Scope and Content of Draft EIR

- Forecasted growth and land use pattern
- Transportation network improvements and programs
- Three horizon years (2020, 2035, 2050)
- Significance Thresholds
- Mitigation Measures
- Plan Alternatives

SANDAG 2 

Resource Areas Analyzed

- Aesthetics and Visual Resources
- Agricultural and Forestry Resources
- Air Quality
- Biological Resources
- Cultural and Paleontological Resources
- Energy
- Geology, Soils, and Mineral Resources
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use
- Noise and Vibration
- Population and Housing
- Public Services and Utilities
- Transportation
- Water Supply

Air Quality

- Five significance criteria, including:
 - AQ-2: health impacts from exposure to particulate matter emissions (PM_{10} and $PM_{2.5}$)
 - AQ-4: cancer risk from exposure to toxic air contaminants (TACs)
- Based on best available information and modeling tools
- Results are indications of relative changes; they are not precise predictions

Air Quality (AQ-2)

AQ-2: Would the Plan violate any air quality standard or contribute to an existing or projected air quality violation?

- Where would standards for particulates be exceeded?
- How many people would be exposed?
- What health impacts would result?

Air Quality (AQ-2)

Maximum 24-hour PM₁₀ violations in 2050



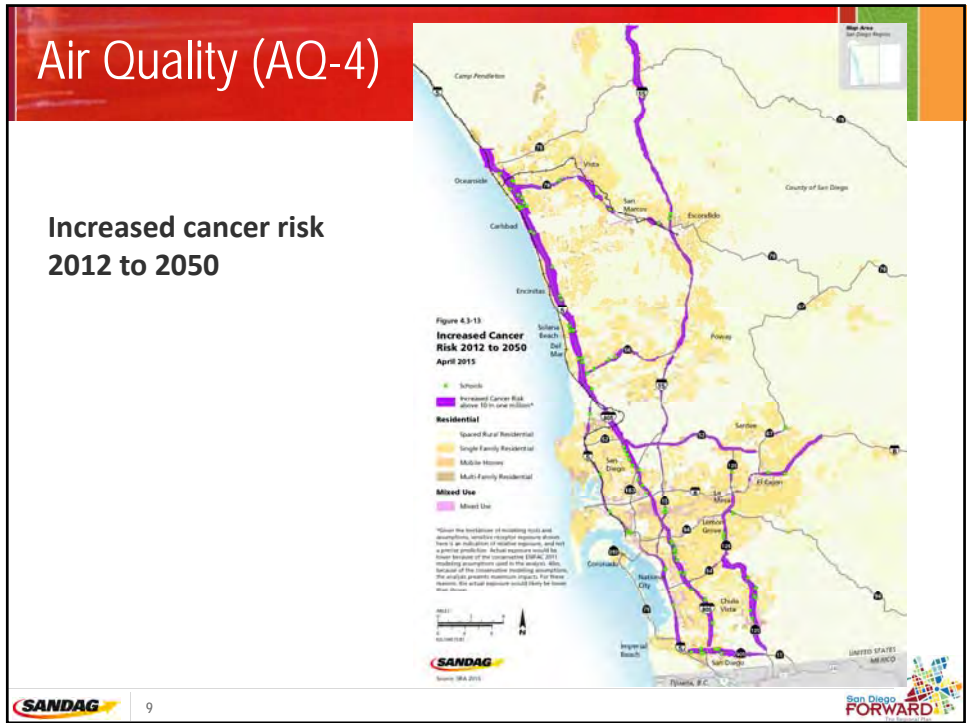
Air Quality (AQ-4)

AQ-4: Would the Plan expose sensitive receptors to substantial pollutant concentrations?

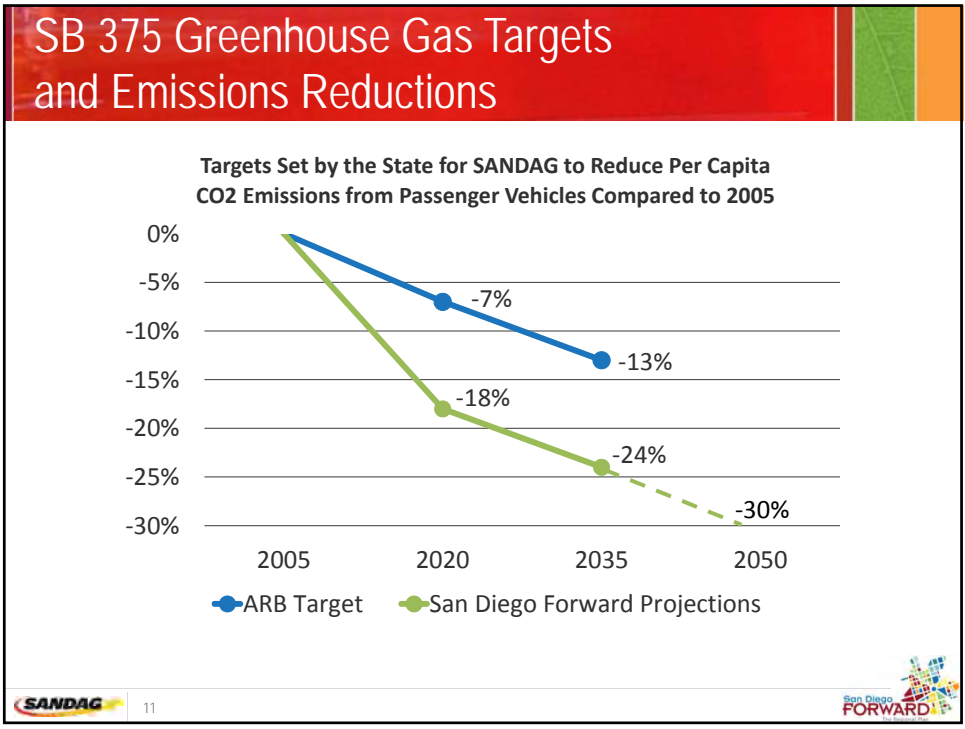
- Expose people to **increased** cancer risk greater than 10 chances in 1 million?
- Expose people to **total** cancer risk greater than 100 chances in 1 million?
- Increase non-cancer health impacts?

Air Quality (AQ-4)

- What cancer risk means:
 - Any one person's likelihood of contracting cancer
 - It is not a measure of how many people will contract cancer
- For example:
 - Increased cancer risk of 10 in 1 million means any one person's likelihood of contracting cancer increases by 10 chances in 1 million, or 0.001%
 - It does not mean 10 people will get cancer



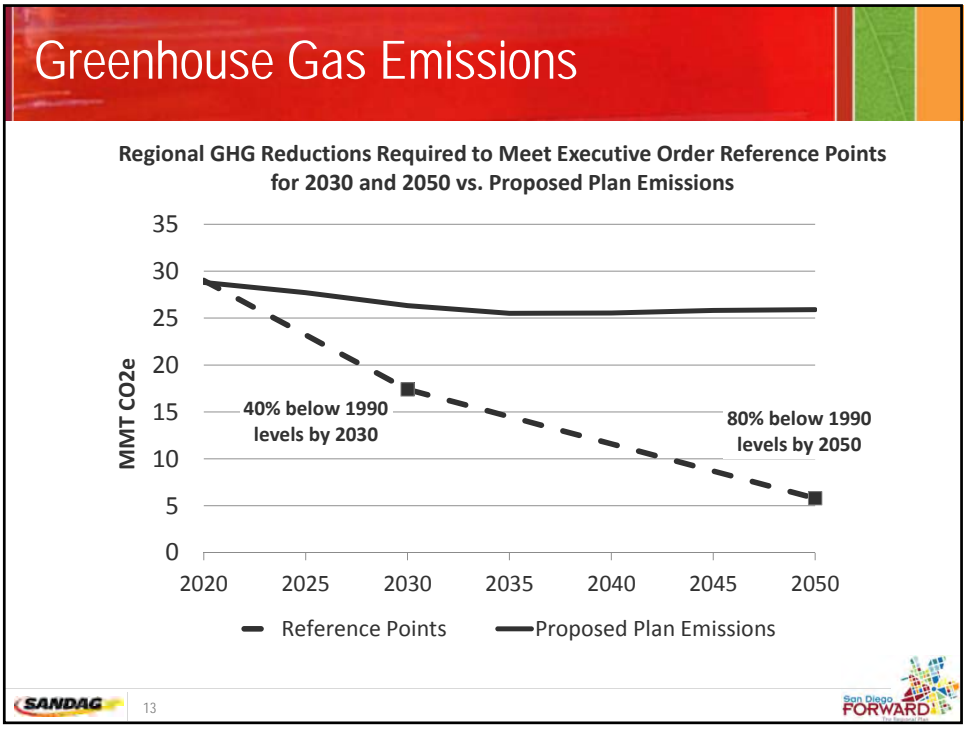
- ## GHG Emissions
- Four significance criteria, including:
- GHG-1: Increase emissions over 2012 levels
 - GHG-2: Conflict with AB 32, SANDAG Climate Action Strategy, or local climate plans
 - Reduce California emissions to 1990 levels by 2020
 - GHG-3: Conflict with SB 375 GHG targets
 - GHG-4: Be inconsistent with governor’s executive order goals
 - Order S-3-05: Reduce California’s emissions to 80 percent below the 1990 level by 2050
 - Order B-30-15: Reduce California’s emissions to 40 percent below 1990 level by 2030
- SANDAG 10 San Diego FORWARD



GHG Emissions (GHG-4)

- *GHG-4: Would the Plan be inconsistent with the state’s ability to achieve the Executive Order B-30-15 and S-3-05 goals of reducing California’s GHG emissions to **40 percent below 1990 levels by 2030** and **80 percent 1990 levels by 2050**?*
- Identify regional “reference points” for 2035 and 2050 based on “equal share” of statewide goals
- No requirement for regions’ to achieve “equal share” of statewide goals

SANDAG 12 San Diego FORWARD



Transportation (T-1)

T-1: Would the Plan increase average vehicle miles traveled per capita or total vehicle miles traveled?

- Amount of driving per person would decrease under the Plan
- Total VMT would increase, mainly because of population growth

SANDAG 14
San Diego FORWARD

Mitigation Measures

- Modify grant criteria to award projects that reduce GHG emissions
- Adopt a mobility hub strategy to reduce GHG emissions
- Assist local agencies with the preparation of climate action plans
- Fund electric vehicle charging infrastructure
- Adopt a plan for alternative transportation fuels

Alternatives Considered in Detail

- Complete all public transit and active transportation projects by 2025
- Include “unconstrained” transit projects in transit network
- Delay or eliminate general purpose highway lanes and new Managed Lanes
- Convert general purpose lanes to Managed Lanes
- Plan for more compact land use pattern
- Lower transit fares
- Increase cost of parking
- Increase cost of driving

"Environmentally Superior" Alternative 5D

- More concentrated land use
- All revenue constrained/unconstrained transit by 2025
- All active transportation projects by 2025
- No new Managed Lane investments
- No new highway investments
- Convert general purpose lanes to Managed Lanes where Rapid bus will operate
- Cut transit fares in half
- Increase auto operating costs by 50 percent
- Increase transit frequencies
- Double cost of parking

Process to Complete Final EIR

- 55 day review period ends July 15
- Written responses to all comments
- Final EIR for Board consideration in fall 2015



sandag.org/SanDiegoForward

19

**Southeastern San Diego Intermodal Transit Station
SANDAG, June 12, 2015**

Robert C. Leif, Ph.D.

rleif@rleif.com, 3345 Hopi Place, San Diego, CA 92117

In a large, continuing study of upward mobility based at Harvard, commuting time has emerged as the single strongest factor in the odds of escaping poverty. The longer an average commute in a given county, the worse the chances of low-income families there moving up the ladder.

The relationship between transportation and social mobility is stronger than that between mobility and several other factors, like crime, elementary-school test scores or the percentage of two-parent families in a community, said Nathaniel Hendren, a Harvard economist and one of the researchers on the study

**Affordable Housing and Sustainable Communities
Program Guidelines Article I. General
(FUNDED BY GREENHOUSE GAS REDUCTION FUND)**

Section 100. Purpose and Scope

- (4) improving connectivity and accessibility to jobs, housing, and services;
- (6) increasing transit ridership;

Solution

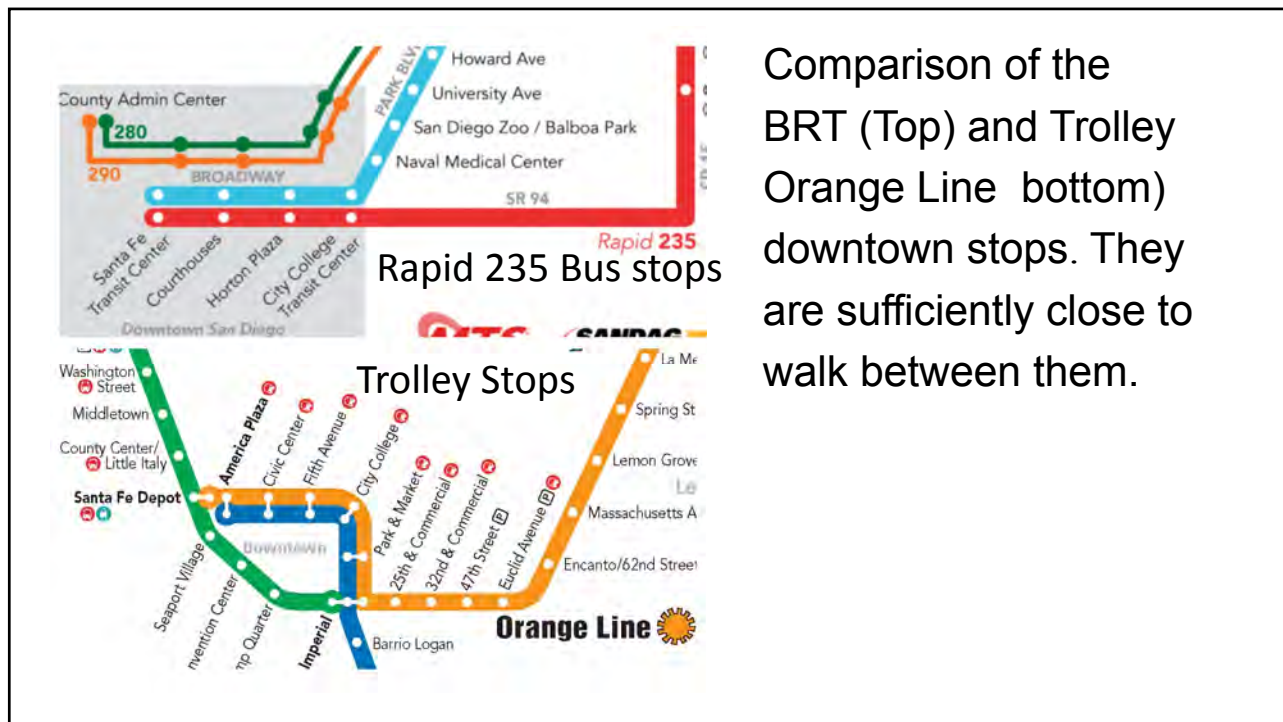
Connect the Trolley Orange Line with the I-15 Bus Rapid Transit at the crossing of I-15 and Imperial Ave. by constructing an intermodal trolley station.



Location of the present trolley station and proposed new location for the future intermodal trolley station that connects with the I-15 BRT, the Imperial Ave and the rapid bus on 32nd St. The land just north of the proposed station might be developed or used to park cars.



Top view of the proposed intermodal station showing its I-15 level. The station, includes an elevator and staircase to the trolley station below. Since I-15 BRT buses will be stopped and were travelling near the center of the image, the auto lanes have been placed on the outside.



Comparison of the BRT (Top) and Trolley Orange Line (bottom) downtown stops. They are sufficiently close to walk between them.

Observations

- The proposed Intermodal Trolley Station will connect the Orange Line, the I-15 BRT, the Imperial Ave. Bus, and the proposed 32nd St. Rapid Bus.
- Since the downtown trolley stations and the proposed BRT stations are close to each other, the extension of the BRT is not absolutely required.
- Even if the BRT is, required, the intermodal transit station should be faster to construct than SR-94 improvements.
- Construction of the Trolley I-15 connection will require only a small part of the funds for SR-94.

Observations Cont.

- Orange Line passengers including those that transferred from the I-15 BRT could transfer between the 3 trolley lines at either the America Plaza or the 12th and Imperial Ave. The I-15 BRT riders could then go South as far as San Ysidro and Northeast as far as Santee.
- The southern extension of the BRT and the creation of a new Trolley station on Commercial St. in the vicinity of 28th St. would also help the community.
- The rest of the money can be spent on the uses specified by the local planning groups when they voted against the extension of the BRT on to SR-94.

Trolley Stop, Bus and I-15 Rapid Transit Bus Intermodal Transfer Point

(May 12, 2015)

Robert C. Leif, Ph.D.
3345 Hopi Place,
San Diego, CA 92117-3516
Tel. (619)582-0437
Email rleif@rleif.com

Southeastern San Diego Planning Group Goals:

- 1). Initiate a study for a Intermodal trolley station that connects the Orange Line with the I-15 Bus Rapid Transit at the crossing of I-15 and the Orange Line Trolley.
- 2) Construct the Intermodal trolley station that connects the Orange Line with the I-15 Bus Rapid Transit.
- 3) Construct the planned rapid bus route that connects North Park and the 32nd Street Intermodal trolley Station.
- 4) Move and reuse the present 32nd St. and Commercial trolley stop to 28th St. and Commercial St.
- 5) Install amenities including benches, streetscapes, renovation of existing bench areas to include roofed shelters and arrival time information devices, etc.
- 6) Save the money to pay for the above by not constructing a Bus Rapid Transit that duplicates access to stops that are already served by the Orange line.
- 7) Replace the left-hand exit lanes on ST-94 with standard right-hand exit lanes.

History

This is an upgrade to the material that was presented to the San Diego Planning Department in 2013. The Southeastern San Diego Planning Group, SSDPG, passed a Resolution of General Interest:

Presently, the I-5 BRT does not connect with the Trolley and the I-15 BRT, which results in the I-5 BRT neither having or even having planned stops in Southeastern San Diego. The I-15 BRT provides 2 stops for City Heights (El Cajon and University Ave, which are the only ones in low income areas. There are 8 stops in middle and high income areas.

The Southeastern San Diego Planning Group passed a resolution which states:

“Replace the bus on SR-94 with a connection between SR-15 and the trolley, with the saving being used on the left-hand lanes and putting in amenities such as benches and streetscapes. Passed October 14, 2013”

Comments

Maps

An intelligent, complete discussion of the establishment of intermodal transfers of any of these rapid transit entities required the map below, which shows the three rapid transport modalities together (I-15 BRT, I-805 BRT and the Orange Trolley line as well as the Imperial Ave. Bus and the Planned Rapid Bus on SR 637. There is one connection of the Trolley Orange Line to the I-805 BRT, which is located at 47th St. to I-805, which will be described below and is endorsed by the San Diego Community Plan June 2014 Draft Mobility Element. Presentations on transportation should include maps which show the major transit modes including: automobiles, railroads, trollies, buses, bicycling and walking. Each of these modes should be on its own layer, which will permit simplifying the image, as necessary.

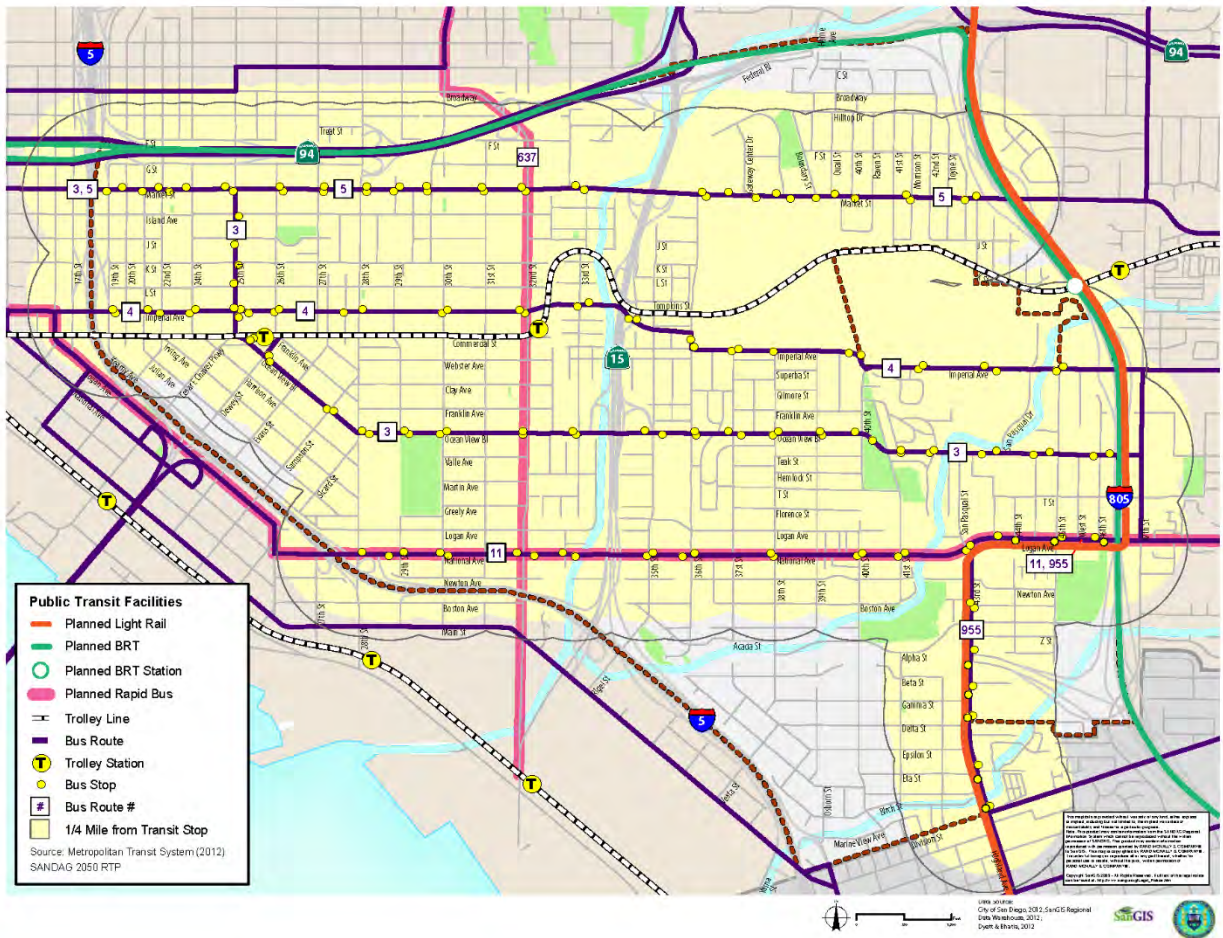
Economics

A recent Article, “Transportation Emerges as Crucial to Escaping Poverty”, by Mikayla Bouchard in the N.Y. Times MAY 7, 2015, (http://www.nytimes.com/2015/05/07/upshot/transportation-emerges-as-crucial-to-escaping-poverty.html?_r=0&abt=0002&abg=1) stated,

“In a large, continuing [study](#) of upward mobility based at Harvard, commuting time has emerged as the single strongest factor in the odds of escaping poverty. The longer an average commute in a given county, the worse the chances of low-income families there moving up the ladder.”

“The relationship between transportation and social mobility is stronger than that between mobility and several other factors, like crime, elementary-school test scores or the percentage of two-parent families in a community, said Nathaniel Hendren, a Harvard economist and one of the researchers on the study.”

FIGURE 3-3: Public Transit Facilities



3-8

Figure 1, Figure 3-3 from the San Diego Community Plan June 2014 Draft Mobility Element



Figure 1.1 blow-up of Loop area of Orange Trolley Line, showing the planned rapid bus on the left and the proposed connecting trolley station on the right which is adjacent to I-15 and on Imperial Ave. The Imperial Ave bus stations are represented by yellow filled circles. The distance on Imperial Ave. between both the present bus and the Proposed Rapid Bus to the Proposed Multimodal Transit Station is approximately 0.28 miles, which is walkable.

As is shown in Figure 1, the Orange Trolley Line provides good East-West public transportation for many of the residents of Southeastern San Diego. Unfortunately the lack of similar North-South transportation restricts opportunities for employment and education, as well as access to medical care facilities particularly those North of I-8 and those adjacent to I-8 including San Diego State University. The ability to use the I-15 Bus Rapid Transit (BRT) would increase these opportunities because it includes the following transit station locations (Figure 2): Mid- City (University Avenue and El Cajon Blvd.), Mission Valley, Kearney Mesa, Mira Mesa/Scripps Ranch, Sabre Springs/Penasquitos, Rancho Bernardo, Del Lago, and Escondido. The creation of a trolley station that would permit reciprocal access between the: Orange Line Trolley, I-15 BRT, I-805 BRT, Imperial Ave Bus, and Proposed Rapid Bus would improve and unify the San Diego Rapid Transfer. It would also provide the BRT riders with access to those trolley that connect with the Orange Line.

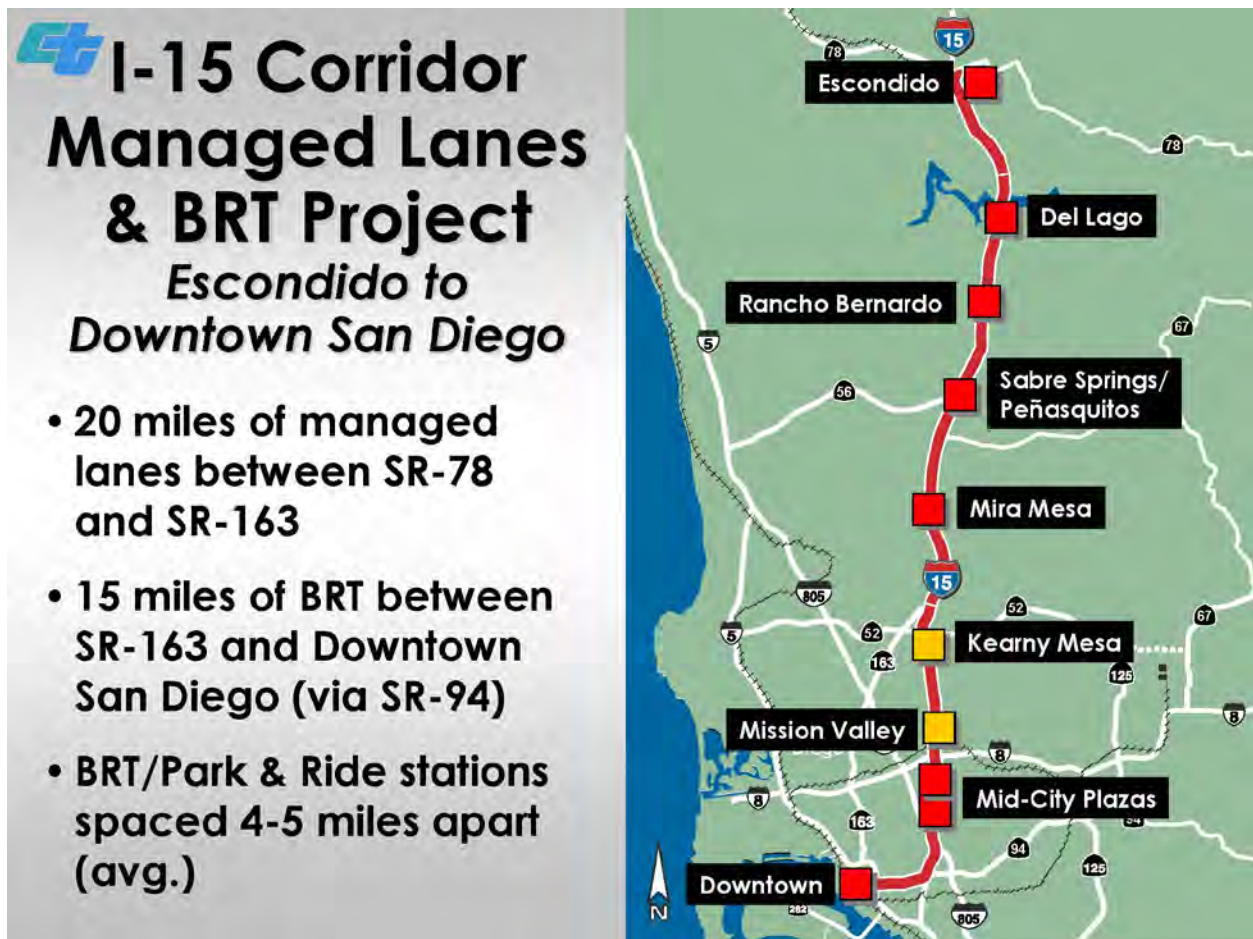


Figure 2, I-15 BRT Project

http://www.dot.ca.gov/dist11/departments/planning/pdfs/CEAL_BRT_CT_Role.pdf

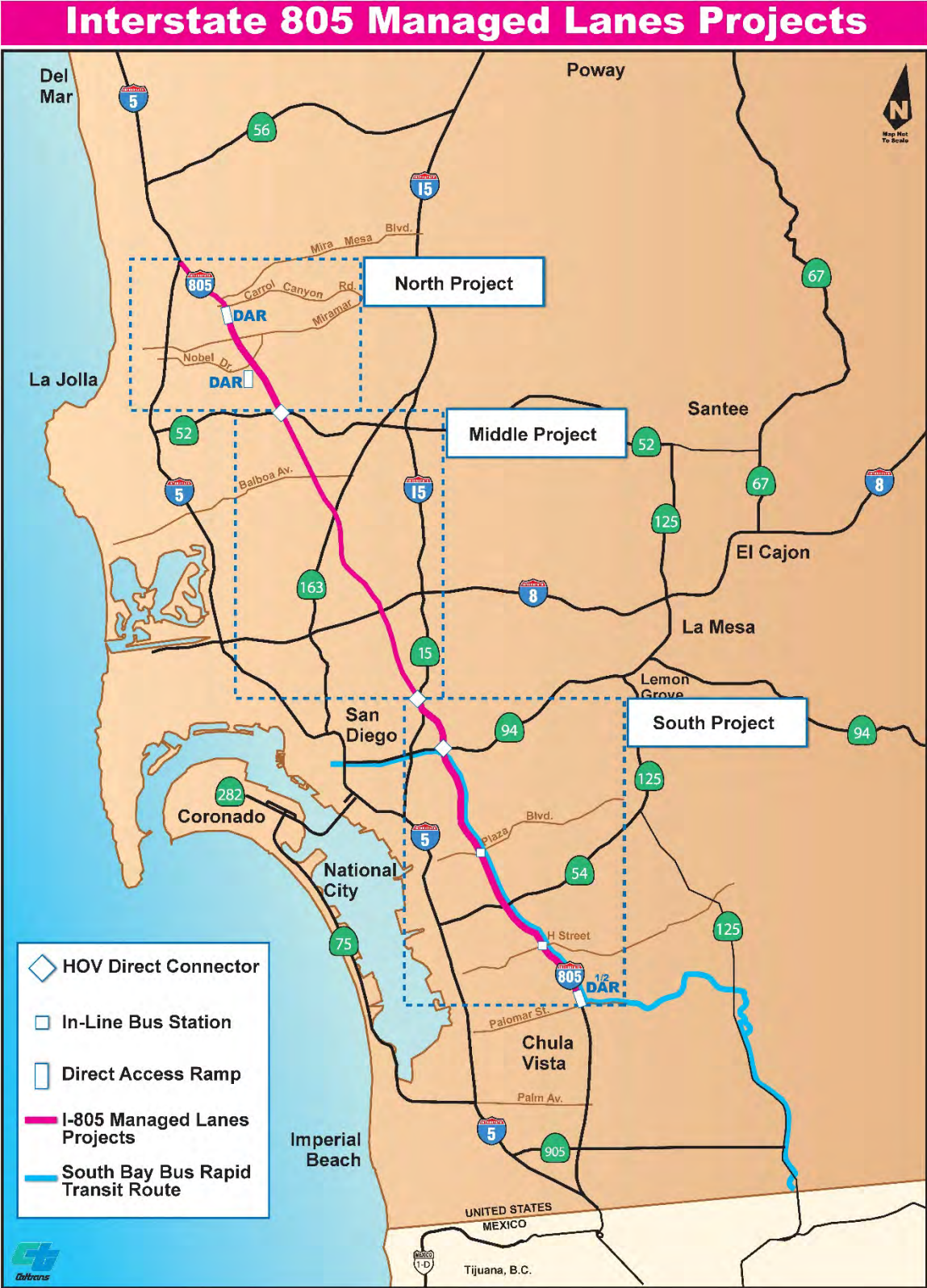


Figure 3 I-805 Managed Lanes Projects

CT I-805 Corridor / South Bay BRT 22
Otay Mesa to Downtown San Diego



Figure 3.2 I-805 BRT showing 47th St. Station, which will connect to the Trolley. The other Future station, Top left, was not shown in the Caltrans presentation before the Southeastern San Diego Planning Group.

The I-805 BRT extends into the 94 Freeway. It presently does not go into the Northern part of San Diego.

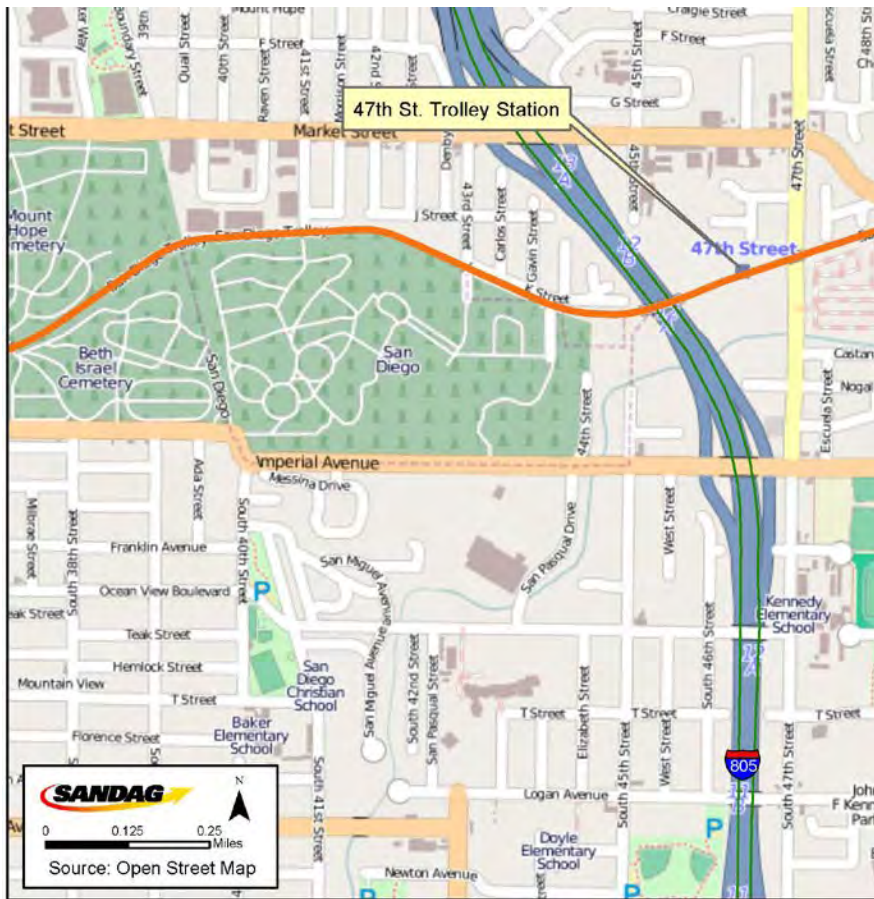


Figure 3.3 shows the location of the 47th St. trolley station

The location of the 47th St station relative to I-805 is sufficiently similar to that of the proposed trolley station at Imperial Ave and I-15 that a good part of the design of the 47th St. station could be reused.

The present 32nd St Orange Line Station is located at 3220 Commercial St (Figure 4). At the place of the proposed junction, the trolley is at ground level and the I-15 freeway is elevated. In order to permit passengers to transfer from the Bus Rapid Transit on the I-15 freeway to the trolley and the converse, the only required vertical motion is for people. As opposed to the present design of the new freeway Direct Access Ramps (DARs) for rapid bus transit stations on freeways, complete on and off ramps are not required. Elevators and/or staircases are sufficient for the vertical movement of people. However, the dual use of the HOV lanes for buses and automobiles requires that the rapid transit buses exit the HOV lane prior to entering the Bus station and after picking up and discharging the passengers reenter the freeway. The location of the HOV lanes are on the left side adjacent to the median, which strongly suggests that the bus station be located in the center and that the regular automobile lanes be shifted to the right (See Figure 4 below). Similar designs are envisaged in Bus Rapid Transit, The Caltrans

Role

http://www.dot.ca.gov/dist11/departments/planning/pdfs/CEAL_BRT_CT_Role.pdf



Figure 4 medium resolution image showing the location of the present trolley station and the location to which it should be relocated.

Note: Because of global warming, all new construction should be high enough to withstand floods that are above the 100 year and 500 year flood plains.



Figure 5 high resolution image showing the proposed moved auto – BRT lanes and station.

The new trolley stop is located underneath the freeway bridge that crosses Imperial Ave. Access to the trolley stop(s) would be via Imperial Ave. or Francis St. Besides intersecting with the BRT, this new trolley stop would permit transfers from the buses that run on Imperial Ave east and west of I-15 to the Orange Line Trolley.

As shown in Figure 1.1, the pink lines on the left are the Planned Rapid Bus, which would connect with a short walk to the 32nd St. Station and runs between North Park and Barrio Logan. If the connection between the Trolley, the I-15 Bus Rapid Transit (BRT) and the Imperial Avenue Bus were made, the passengers on the Trolley and the I-15 Bus Rapid Transit (BRT) can take the Imperial Bus and shop on a revitalized Imperial Ave or the passengers on the BRT or the Imperial Ave. Bus can take the Trolley to Downtown or transfer to another trolley line and go South as far as San Ysidro and North and East as far as Santee.

This juncture together with the proposed I-805 junction with the Orange Line eliminates the need and problems associated with the I-805 BRT running on SR-94. The increase in the ridership of the Orange Line resulting from the juncture described above make it economically feasible to reduce the times between trolley arrivals.

It looks from the image below that land just north of the proposed junction could be used to park cars.

Since the downtown trolley stations and the proposed BRT stations are close to each other, the extension of the BRT is redundant; however, it may be beyond reversing. Construction of the new stations will require only part of the funds for that BRT project to be used and the connection of the Trolley, BRT and the Imperial Ave. Bus, as well as accelerate the southern extension of the BRT. If there is any money left-over, it can be spent on the uses specified by the local planning groups when they voted against the extension of the BRT on to SR-94.

Conclusions

Initially, only the 32nd St. Trolley stop needs to be moved. It is understood that projects that involve significant alterations to a freeway require significant amounts of time and effort just to be approved, and subsequently to be engineered, and completed. However, the lifetime of this plan will be longer than twenty years. Another advantage of moving the trolley station is that it will provide easier access in the area East of I-15 and be sufficiently separated from the 25th St. station that the present objections to an intermediate station will be overcome and a new station created in the vicinity of 28 or 29 St. and the new station for the I-805 BRT shown in Figure 3.3 should also be constructed. This connection of the Trolley to the I-15 together with the addition of 2 trolley stops would provide Southeastern San Diego with valuable rapid transit linkages to the rest of the City.

Since the Orange Line Trolley downtown stations are each near one of the proposed Bus Rapid Transit stops, many of the modifications to California State Route 94 (SR 94) will not be needed, the extension of the BRT is redundant. This redundancy of the proposed I-805 BRT section that runs on SR-94 and the Orange Line is sufficient as to split the riders between them. A single modality that carried all of the riders would permit an increase in frequency of the Trolley, which would also generate more riders. This elimination of redundancy would increase the cost-effectiveness of San Diego's transit system. The construction of the new Intermodal stations will require only part of the funds for that project to be used and the connection of the Trolley. The saved money can be used to accelerate the southern extension of I-BRT to the South. The rest of the money can be spent on the uses specified by the local planning groups when they voted against the extension of the BRT on to SR-94, namely "putting in amenities such as benches and streetscapes".

The passengers on both the I-15 BRT and the I-805 will have access to all of the Orange Lines stops including its downtown stops, as well as after transfer to those of the Blue and Green lines, as shown in Figure 6, the BRT passengers will be able to go from San Ysidro to Gillespie Field.

New Trolley Network Map



Figure 6 new Trolley Network Map, which includes transfers to between the 3 trolley lines at America Plaza as well as 12th and Imperial

1) The Commercial/Imperial Master Plan can be downloaded from http://www.sandiego.gov/planning/community/profiles/southeasternsd/cicmp/pdf/commercial_imp_corr_masterplan.pdf.



**BOARD OF DIRECTORS
JULY 24, 2015**

**AGENDA ITEM NO. 15-07-1A
ACTION REQUESTED - APPROVE**

**BOARD OF DIRECTORS DISCUSSION AND ACTIONS
JUNE 12, 2015**

Chair Jack Dale (Santee) called the meeting of the SANDAG Board of Directors to order at 10:04 a.m. The attendance sheet for the meeting is attached.

1. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

There were no public or member comments.

REPORTS

2. OVERVIEW OF THE DRAFT ENVIRONMENTAL IMPACT REPORT FOR SAN DIEGO FORWARD: THE REGIONAL PLAN AND ITS SUSTAINABLE COMMUNITIES STRATEGY (INFORMATION)

On May 21, 2015, SANDAG released the Draft Environmental Impact Report (EIR) for San Diego Forward: The Regional Plan and its Sustainable Communities Strategy for a 55-day public review and comment period. Staff provided the Board of Directors with an overview of the Draft EIR.

Councilmember Todd Gloria (City of San Diego), Transportation Committee Chair, introduced the item.

Rob Rundle, Principal Regional Planner, and Andrew Martin, Associate Regional Planner, presented the item.

Action: This item was presented for information.

3. PUBLIC HEARING: DRAFT SAN DIEGO FORWARD: THE REGIONAL PLAN AND ITS SUSTAINABLE COMMUNITIES STRATEGY (DISCUSSION)

The Board of Directors was asked to accept public testimony on the Draft San Diego Forward: The Regional Plan (Draft Regional Plan) and its Sustainable Communities Strategy (SCS). The public comment period for the Draft Regional Plan, its SCS, and the Draft Environmental Impact Report will close on July 15, 2015.

Councilmember Gloria introduced the item.

Philip Trom, Senior Regional Planner, presented the item.

Chair Dale opened the public hearing at 11:12 a.m.

Roya Golchoobian, American Public Works Association, spoke in support of this item.

Theresa Andrews, San Diego County Taxpayers Association, spoke in support of this item.

Melanie Nally, BIOCUM, spoke in support of this item.

Clive Richards, a member of the public, spoke in opposition to this item.

Harry Jensen, a member of the public, spoke in opposition to this item.

Rob Hixson, Otay Mesa Planning Group, spoke in support of this item.

Brad Barnum, Associated General Contractors, spoke in support of this item.

Sean Karafin, San Diego Regional Chamber of Commerce, spoke in support of this item.

Ted Shaw, NAICP, spoke in support of this item.

Jo Marie Diamond, East County Economic Development Council, spoke in support of this item.

Alejandra Mier y Teran, Otay Mesa Chamber of Commerce, spoke in support of this item.

Robert C. Leif, a member of the public, gave a brief presentation and spoke in opposition to this item.

Chair Dale closed the public hearing at 11:30 a.m.

Action: This item was presented for discussion.

4. CONTINUED PUBLIC COMMENTS

There were no continued public comments.

5. UPCOMING MEETINGS

The next Board Business meeting is scheduled for Friday, June 26, 2015, at 9 a.m.

6. ADJOURNMENT

Chair Dale adjourned the meeting at 11:31 a.m.

**ATTENDANCE
SANDAG BOARD OF DIRECTORS MEETING
JUNE 12, 2015**

JURISDICTION	NAME	ATTEND OPEN SESSION
City of Carlsbad	Matt Hall (Primary)	Yes
City of Chula Vista	Mary Salas (Primary)	Yes
City of Coronado	Bill Sandke (2nd Alt.)	Yes
City of Del Mar	Terry Sinnott (Primary)	Yes
City of El Cajon	Bill Wells (Primary)	Yes
City of Encinitas	Lisa Shaffer (Primary)	Yes
City of Escondido	Sam Abed (Primary)	Yes
City of Imperial Beach	Brian Bilbray (1st Alt.)	Yes
City of La Mesa	Kristine Alessio (Primary)	Yes
City of Lemon Grove	Jerry Jones (1st Alt.)	Yes
City of National City	Ron Morrison (Primary)	Yes
City of Oceanside	Jim Wood (Primary)	Yes
City of Poway	Steve Vaus (Primary)	Yes
City of San Diego - A	Lorie Zapf (1st Alt.)	Yes
City of San Diego - B	Todd Gloria (Primary, Seat B)	Yes
City of San Marcos	Chris Orlando (Primary)	Yes
City of Santee	Jack Dale, Chair (Primary)	Yes
City of Solana Beach	Lesia Heebner (Primary)	Yes
City of Vista	Amanda Rigby (2nd Alt.)	Yes
County of San Diego - A	Bill Horn (Primary, Seat A)	Yes
County of San Diego - B	Ron Roberts, Vice Chair (Primary, Seat B)	Yes
ADVISORY MEMBERS		
Caltrans	Laurie Berman (1st. Alt.)	Yes
MTS	Harry Mathis (Primary)	Yes
NCTD	Mark Packard (Primary)	Yes
Imperial County	Sup. John Renison (Primary)	No
US Dept. of Defense	CAPT Darius Banaji (Primary)	No
SD Unified Port District	Dan Malcolm (Primary)	Yes
SD County Water Authority	Christy Guerin (2nd Alt.)	Yes
Mexico	Remedios Gómez-Arnau (Primary)	No
Southern California Tribal Chairmen's Association	Allen Lawson (Primary)	Yes

6-12 Public Hearing Court Reporter Transcript

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SAN DIEGO, CALIFORNIA, STATE OF CALIFORNIA
FOR THE COUNTY OF SAN DIEGO

TAKEN ON: FRIDAY, JUNE 12, 2015

TAKEN AT: 401 B STREET, 7TH FLOOR
SAN DIEGO, CALIFORNIA

REPORTED BY: ERIN HEALY

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A-P-P-E-A-R-A-N-C-E-S

6-12 Public Hearing Court Reporter Transcript

- 2
- 3 Jack Dale - SANDAG Chair
- 4 Roya Golchoobian - American Public Works Association
- 5 Theresa Andrew - San Diego County Taxpayers Association
- 6 Melanie Nally - BLOCOM
- 7 Clive Richards - A member of the public
- 8 Harry Jensen - A member of the public
- 9 Rob Hixson - Otay Mesa Planning Group
- 10 Brad Barnum - Associated General Contractors
- 11 Sean Karafin - San Diego Regional Chamber of Commerce
- 12 Ted Shaw - NAICP
- 13 JoMarie Diamond - East County Economic Development Council
- 14 Alejandra Mier y Teran - Otay Mesa Chamber of Commerce
- 15 Robert C. Leif - A member of the public
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1 SANDAG BOARD OF DIRECTORS PUBLIC HEARING
2 FRIDAY, JUNE 12, 2015
3 SANDAG BOARD ROOM
4 401 B STREET, SAN DIEGO, CALIFORNIA, 92101
Page 2

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10:00 a.m. - 12:00 p.m.

MR. DALE: For the record, this the time and place for the public hearing concerning the draft San Diego Forward, the Regional Plan, its Sustainable Communities Strategy, the draft air quality conformity determination, the draft Environmental Impact Report. If you wish to speak, as you know, put in a speaker slip. We invite you to tell us your name and address. A court reporter Erin, to my right here, is with us tonight -- or today.

Ladies and gentlemen, I'm sorry. I know you've been waiting a long time. I've got close to 20 speakers. I need to hold you to two minutes, I beg your pardon. And I will call two or three names in a row so we can keep as much time as listening to you, so not waiting for people to come to the podium. Our first speaker is Roya Golchoobian to be followed by Theresa Andrews.

MS. GOLCHOOBIAN: Good morning. My name is Roya Golchoobian. I am the president and life of the San Diego chapter of the American Public Works Association. I'm

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1 here today to express American Public Works support for
2 the San Diego Forward Regional Plan. We find the main
3 objectives of your plan in line with our organizations
4 mission and philosophy in such areas as identifying short-
5 and long-term transportation alternatives that cover all
6 options, including highway, transit, and pedestrian
7 facilities, identifying the strategies for sustainability

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8 of growth without jeopardizing future plans, and for
9 keeping our eye on the big picture, while accommodating
10 growth in ways that protect our quality of life. We are
11 very encouraged by your plans for creating mobility
12 choices that protect the environment while stimulating
13 economic growth for protecting -- for projection of an
14 annual increase of 53,000 new jobs in the region, for 14.4
15 billion dollars increasing our GDP, and 5.9 billion
16 dollars increase in local income, and for accommodating
17 population in housing growth while presenting 55 percent
18 of the region's open space. Thank you.

19 MR. DALE: Thank you. Theresa Andrews to be followed
20 by Melanie Nally.

21 MS. ANDREWS: Good morning. My name is Theresa
22 Andrews, and I'm the interim president and CEO of the
23 San Diego County Tax Payers Association. Few issues are
24 as inherently relevant to taxpayers as transportation and
25 infrastructure. Our board has not yet taken formal

4

1 position on the San Diego Forward Plan, but we have a long
2 history of support for SANDAG transportation investment.
3 We supported the TransNet half-cent sales tax because we
4 recognize the need for investment in San Diego's
5 transportation infrastructure. The benefits of that
6 investment are now becoming evident, as we see the
7 expansion of trolley, light rail, and freeways from those
8 dollars. With our population continuing to -- continuing
9 to grow and the expected addition of about one million new
10 San Diegans over the next 35 years, it is wise to plan

11 now, to accommodate the new jobs, homes, commutes, and
12 movement -- and movement of goods and services. SANDAG
13 has put together a balanced plan of transit, road, and
14 freeway improvements, and upgrades for active
15 transportation that addresses the GHD -- GHG reduction
16 goals realistically and honestly. We will continue our
17 analysis of the plan as it moves forward in the process.
18 But at this stage, we believe it shows great promise for
19 handling San Diego's population and economic growth over
20 the next several decades. Thank you.

21 MR. DALE: Thank you. Melanie Nally to be followed by
22 Clive Richards.

23 MS. GOLCHOOBIAN: Good morning. I'm Melanie Nally
24 with BLOCOM, and we're here in support of the plan as
25 well. BLOCOM leads the advocacy efforts for the Southern

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1 California life science community with more than 650
2 members, including biotechnology and medical device
3 companies, universities, basic research institutions, and
4 support service firms. San Diego's life science cluster
5 employs 60,000 people, and supports another 158,000 jobs,
6 for a total county-wide impact of over 218,000 jobs. This
7 represents 37 -- 37 billion dollars in economic activity.
8 As an advocacy organization, we are engaged in ensuring
9 that the life science industry has every tool for success,
10 including the necessary infrastructure for the
11 transportation of employees and products. SANDAG has
12 worked closely with the public, including BLOCOM, to

6-12 Public Hearing Court Reporter Transcript
13 create a balanced plan that includes both public transit
14 and highway improvements. This balance is a necessary and
15 realistic approach to transportation in our region.
16 Effective, efficient transportation systems are vital to
17 our companies, both as employers and manufacturers, and
18 will be critical to San Diego's economic future. Thank
19 you.

20 MR. DALE: Thank you. Clive to be followed by Harry
21 Jensen.

22 MR. RICHARDS: Thank you. Mr. Chairman and members of
23 the Board of Directors, my name is Clive Richards, and I'm
24 on the 79th Counsel District of the City of San Diego and
25 the 2nd supervisory district of the County of San Diego.

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1 I'm not going to take very much time on this. I'm going
2 to let you hear other people I'm sure you haven't heard
3 before, and, I'll be interested in hearing how they
4 approach this. Thank you.

5 MR. DALE: Thank you. Harry Jensen followed by Rob
6 Hixson.

7 MR. JENSEN: Hi, I'm Harry Jensen. I have a business
8 down on Morena Boulevard, native San Diegan. First 18
9 years of my life, I grew up in Linda Vista, graduated
10 Kearny, graduated San Diego State. All of that being
11 said, I'm here to ask for the cessation of all northern
12 trolley extension plans. In other words, don't build a
13 northern trolley center from Old Town to USD -- or UCSD.
14 We recommend -- the people that support me recommend that
15 you reallocate your resources to a trolley from Santa Fe

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16 Station out to the airport via Harbor -- via Broadway to
17 Harbor. And I've been told that this is impossible, but
18 it's just an engineering problem. You've got elevated
19 tracks all over San Diego County. You have three rail
20 systems right now -- that between Santee, line two, and
21 South Bay, one; and you're losing -- that -- the
22 June 30th, 2014, 10-day San Diego Metropolitan Transit
23 System states that you lost -- that trolley system lost 27
24 million dollars. If you build a northern trolley
25 extension, that's probably going to add another 8 million

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1 dollars to that deficit. So -- so you're asking, okay,
2 subsidized ridership. You can build the trolley rails out
3 to the airport, and you probably -- the cost could be
4 about \$12.50. \$6.00 would be operational costs, 6 and a
5 half dollars would be to repay the bonds necessary to
6 build that. You are facing right now legal problems from
7 the Cleveland National Foundation, friends of Rosecrans,
8 Sierra, and people of the sort -- me. You also have a
9 financial problem in building, so don't build the northern
10 trolley extension.

11 MR. DALE: Thank you. Rob Hixson to be followed by
12 Brad Barnum.

13 MR. HIXSON: Good morning. My name's Rob Hixson. I'm
14 the chairperson of the Otay Mesa Planning Group and also a
15 commercial real estate broker for the last 28 years, chair
16 of the planning group for the last eight years. Nobody
17 else wants the job. We are grateful for SANDAG and the
18 Caltrans for giving us our great freeways that we now have

Page 7

19 down in Otay Mesa. We are looking for future
20 transportation to -- and as you can see on page 18,
21 there's a highlight there that the future jobs will all be
22 down in Otay Mesa, and I want to bring that to your
23 attention from my commercial real estate background.
24 Right now, there is no more industrial land in the central
25 part of the city of San Diego or all city -- central part

8

1 of San Diego. The remaining land is up in North County
2 and also down at the border and also some at Chula Vista.
3 So I'm very concerned about that and also the amount of
4 cost it is to improve these properties. Now, with all the
5 mitigation for this Burrowing Owl that we still think is a
6 species of interest, it's not endangered. And also this
7 new stormwater regulations that we have is quite
8 extensive. So I'm very concerned about it. Right now,
9 the commercial crossing in Otay Mesa is served by a city
10 street, so we've got trucks from all over the United
11 States and California using the city street to access the
12 border crossing. We're hopeful in the future that we're
13 going to get Otay too and have a new crossing that'll make
14 it so that these streets are easier to drive on and
15 access. We're grateful for all the stuff we've got, all
16 the transportation we got so far, and we'd like additional
17 transportation for those trucks. Thank you.

18 MR. DALE: Thank you. Brad Barnum to be followed by
19 Sean Karafin.

20 MR. BARNUM: Thank you, Mr. Board member. Brad

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21 Barnum -- Brad Barnum, board member of the Associated
22 General Contractors, that are building your
23 infrastructure. We support the Regional Plan, and we ask
24 you to stay the course. I'm not sure how many of you know
25 of a Grateful Dead song called, "Truckin," and the quote

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1 is, "What a long strange trip it's been." And I'll tell
2 you, if you were all there in 2004 when, two or three
3 weeks after the November election, Transnet won. The
4 coalition that surrounded that was incredible. And thank
5 you for helping that make that happen. Since that time,
6 you've had SD's 468, the keyhole bill. Agency attended
7 the hearing in Solana Beach in 2011 in January and
8 February. I can tell you the opposition from that bill
9 and the opponents of that up the 5 corridor was
10 incredible. You never thought that would come around, and
11 that passed. And that was a big coalition, and that was
12 needed to get you where you are at now. The culture
13 commission approval of The North Coast Corridor Project --
14 can you believe you got that through? That's a great
15 success story for everybody that was involved. Labor was
16 behind you, the business community, and the transportation
17 construction community was behind you. Now you have the
18 EIR. It sounds like you're going to be there in a few
19 weeks, and we wish you the best on that. We will be
20 behind you as you go forward. In 2004 voters wanted you
21 to have a balanced approach, and you're doing that, so we
22 ask you to continue to stay the course. Thank you.

23 MR. DALE: Thanks Brad. Sean Karafin to be followed
Page 9

24 by Ted Shaw.

25 MR. KARAFIN: Thanks so much. Sean Karafin, the

10

1 Executive Director of Public Policy and Economic Research
2 at the Regional Chamber of Commerce. Thanks so much.
3 It's so important that we approach this growth that we've
4 been talking about in a thoughtful way. We need to
5 protect our environment. We obviously need to protect our
6 quality of life, and we also need to protect and allow for
7 our economy to grow with the population. The concepts
8 included in this plan, looking at accommodating more
9 compact development, multi-mobile transportation system
10 connecting housing to job centers -- these are all very
11 important things. And I don't have to tell people in this
12 room how diverse our region is and how each of our
13 communities have such unique needs. We need more fast and
14 reliable transit. We do need a broad and safe active
15 transportation network. And we need to target our
16 investments and our roads and our highways so that those
17 investments support transit service, carpools, and the
18 efficient movement of goods. And the people in this room,
19 again, know that that's code for jobs. That's how we
20 create jobs in this region. This plan directs investments
21 to keep our economy moving, creating jobs, and helping us
22 meet those greenhouse gas reduction targets that we're
23 trying so hard to do. Thank you.

24 MR. DALE: Thank you. Ted Shaw to be followed by Dana
25 Qui ttner.

1 MR. SHAW: Good morning everyone. Thank you for
2 having us. Ted Shaw with the Atlantis Group. I'm here
3 today on behalf of NAIOP San Diego. We are a commercial,
4 industrial, and office trade association. We have over
5 500 members representing tens of thousands of individual
6 employees. We support the balanced approach in the
7 San Diego Forward Plan. We believe that we need to
8 address both the current and future needs, excluding one
9 or the other is not the appropriate response. The
10 movement of goods, services, employees across this county
11 is critical to our economic health. We urge you to move
12 forward with the plan.

13 MR. DALE: Thank you. Dana to be followed by JoMarie.

14 MS. DIAMOND: Well, Dana is on a conference call, so
15 he doesn't know you were going to be so fast, sir. So --

16 MR. DALE: Jomarie, join us.

17 MS. DIAMOND: -- I'll do it then. Hello, my name is
18 Joemarie Diamond. I'm CEO of the East County Economic
19 Development Council. I've participated in the development
20 of the San Diego Forward in many ways, specifically in
21 technical working groups, public focus groups, and
22 recently was on the panel at the May 13 East County
23 meeting. In my review of the plan and also at my comments
24 on the panel, I wanted to underscore here again today how
25 critical it is to create jobs where people already live

1 and to develop the integrated transportation
2 infrastructure underneath it that allows those jobs to be
3 created. That's what we're doing in East County. We've
4 recently -- the cities of Santee and El Cajon and the
5 county of San Diego -- joined together to put the
6 first-ever-tried jurisdiction, special youth center on the
7 smart growth concept map. The intent of that center is to
8 ensure that the integrated multi-mobile transportation
9 will be what's required to produce the really good jobs
10 where people already live. That includes transit, which
11 is balanced within the plan, but it also includes the
12 ability to move goods and services. You're not going to
13 move goods produced, like Taylor Guitars on transit
14 systems. So we applaud you for having a balanced
15 approach, and thank you very much.

16 MR. DALE: Thank you. Alejandra.

17 MS. TERAN: Good morning. My name is Alejandra Mier y
18 Teran, and I'm the executive director of the Otay Mesa
19 Chamber of Commerce, and I appreciate the opportunity to
20 be here. I would like to express the chamber's full
21 support of, basically, highways, reconfiguring highways,
22 and potentially expanding them to support freight
23 management. We have a very important cross-border
24 manufacturing community in San Diego County from DJO
25 Orthopedics in Vista to Scanti Bodies in Santee, to Hunter

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1 in San Marcos, as well as the many cross-border

2 6-12 Public Hearing Court Reporter Transcript
manufacturers in the city of San Diego, including
3 Honeywell, Kyocera. We need to support these companies
4 that are fueling our economy. We need to support highways
5 that are so important to truck, traffic, and our freight
6 management system. Thank you.

7 MR. DALE: Thank you. Our final speaker is Robert
8 Leif. Board members, Robert got a lot of time from some
9 other people, and we negotiated down to four minutes.
10 Robert?

11 MR. LEIF: I'm Robert Leif. I'm speaking about
12 southeast of San Diego needing an intermodal transit stop.
13 Because with all of these wonderful things, we got
14 nothing. We don't have any access going north. And we
15 have poor people who need jobs north -- you can see all
16 about jobs. Please read the full document I gave you
17 because I'm going to go fast. Next slide, please.

18 This will improve connectivity and access to jobs,
19 housing and services, and increased ridership. And what
20 we want to do is take the Orange Line Trolley and connect
21 it with the I-15 Bus Rapid Transit at the crossing of I-15
22 and Imperial Avenue by constructing an intermodal trolley
23 station. Next slide, please.

24 If you look on the left of the loop, right down at
25 the bottom, there's a little white arrow that you will see

14

1 is where the present station is. If you go around onto
2 Imperial, right underneath I-15, which is where it should
3 have been, if you put it together with the Bus Rapid
4 Transit, you have an intermodal connection. Next slide.

6-12 Public Hearing Court Reporter Transcript

5 In order to build this, you're going to have to
6 widen the freeway because of the fact is the -- the buses
7 are in on the left-hand side, which means they're in the
8 center. You have to put a station in there, but you have
9 to be able to take the cars around so they don't hit the
10 buses. And you then put an elevator, which is the cheapest
11 form of Rapid Transit I know -- now going up and down --
12 and you -- of course, you have the stairs. Now you have
13 them connected, and the connections are phenomenal because
14 you also hit the Imperial Avenue bus, the newly planned
15 bus on 32nd Street, and you can get your passengers on the
16 Bus Rapid Transit down to downtown without even touching
17 State Road 84. Now, it doesn't say you shouldn't do it in
18 the long run, but this would get it done fast because it's
19 a one-shot, very small addition to your plan. And that
20 would allow them to get there as quickly as possible, so
21 you would maintain the ridership because they want to go
22 downtown. So they have to take an elevator. That's not
23 too much. So in other words, we're going to connect the
24 Orange Trolley Line with the I-15 BRT Imperial Bus and
25 propose the 32nd Street Rapid Bus. That is intermodal.

15

1 And you can use it at least for the time being as a
2 connection to get your people downtown who want to come
3 down from north. So we have three trolley lines that the
4 bus route and transit can connect to at America's Plaza on
5 12th and Imperial, a ride -- BRT riders can then go south
6 as far as San Ysidro, and the trolley riders to the

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7 northern part of the area, such as Escondido, Rancho
8 Bernardo, Sabre Springs, UTC, and UCSD. There are many
9 well-paying jobs. We have people with lousy jobs. They
10 can also go to school at UCSD and get into the middle
11 class and break out of poverty. So I think this will help
12 our community and everyone else. I am on the planning
13 group for Southeastern. I'm also on for City Heights and
14 a member of the CPC, but I'm speaking for myself. And
15 lastly, keep the northern trolley. I want to use it.

16 MR. DALE: Okay. Thank you very much. Members that
17 brings the end of all of our public speakers. We will now
18 declare the public hearing closed.

19

20 (Whereupon at 11:30 a.m. the hearing was concluded.)

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1 STATE OF CALIFORNIA)
2 COUNTY OF SAN DIEGO)

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8 I, Erin Healy, hereby certify, that the foregoing
9 statements from this public hearing were recorded true to

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6-12 Public Hearing Court Reporter Transcript

10 the best of my ability by electronic transcription, and
11 supervised under my supervision.

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14 Dated in San Diego, California, this 12th day of June,
15 2015.

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OCEANSIDE, CALIFORNIA, STATE OF CALIFORNIA
FOR THE COUNTY OF SAN DIEGO

TAKEN ON: THURSDAY, JUNE 18, 2015

TAKEN AT: 810 MISSION AVENUE
OCEANSIDE, CALIFORNIA

REPORTER: GLORIA D. MAZON
CSR NO. 9356

6-18 Public Hearing Court Reporter Transcript

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A-P-P-E-A-R-A-N-C-E-S

Charles Muggs Stoll - Director of Land Use & Transportation Planning

Phil Trom - Senior Regional Planner

6-18 Public Hearing Court Reporter Transcript

1 SANDAG PUBLIC HEARING, THURSDAY, JUNE 18, 2015
2 NORTH COUNTY TRANSIT DISTRICT BOARD ROOM
3 810 MISSION AVENUE, OCEANSIDE, CALIFORNIA 92054
4 11:30 p.m. - 12:01 p.m.

5 * * *

6
7 MR. STOLL: It's 11:32, so I am going to go
8 ahead and call the meeting to order, if that's okay.

9 And so, we're here for a public hearing on the
10 "San Diego Forward and Regional Plans." I'm Charles
11 Muggs Stoll. I'm the Planning Director at SANDAG and
12 I'll probably be the Hearing Officer today.

13 And so, if we start with our agenda, Item No. 1
14 on the agenda is any public comments that are not on the
15 agenda and I have one speaker for that and that's Michael
16 Bullock; you have three minutes up there.

17 Come forward.

18 (Mr. Bullock complies.)

19 MR. BULLOCK: Yes; thank you very much.

20 Good morning. My name is Mike Bullock. I live
21 here in Oceanside, just by way of identification, I am a
22 member of the, elected member of the "California
23 Democratic Party Central Committee," and also I have
24 submitted four papers that have been accepted for
25 presentation by the "Air and Waste Management

SANDAG PUBLIC HEARING - DRAFT SAN DIEGO FORWARD 3

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1 Association. "

2 But what I want to talk about today, is
3 something that I just recently learned about and I think
4 it is important to SANDAG, and this is a resolution that
5 was adopted by the "California PTA." I didn't know the
6 PTA was organized as a statewide organization, but it is
7 and this was adopted by convention delegates on -- in May
8 15. In May of 2015, so this is very recent.

9 And the resolution says: "Climate change is a
10 children's issue ..."

11 So I think it's important that SANDAG
12 understand that this is becoming an issue in all walks of
13 life and so, the PTA -- and it was very interesting to
14 hear how this came about. It actually took two years
15 when they brought this resolution. The first year it was
16 not successful and had to go back and get more local
17 support.

18 However, when they finally got it on the floor
19 of the convention it was nearly unanimous. There were a
20 few no votes in Orange County, so they didn't think that
21 climate change is a children's issue.

22 There's four whereas's, and I just want to
23 state the fourth one, which I think is the most
24 important. It says, "The Greenhouse Gases emitted into
25 the atmosphere will accumulate over the coming decades

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1 and will profoundly impact today's children as adults and
Page 4

2 future generations . . ."

3 And then, they resolve and what I really like
4 about this is there's one, two, three, four, five, six
5 resolves and they're all very good and they start with
6 the education and the education even needs to be of
7 parents and I think that's important.

8 But I'll just end with the fourth one down,
9 which I like and this first phrase is used over and over
10 again.

11 It is that, "The California state PTA, it's
12 unit councils and District; districts urge school
13 districts to serve as role models for practices that
14 promote energy conservation, alternative energy
15 sources --" this is what I like -- "reducing dependency
16 on automobile travel and encouraging sustainable
17 practices.

18 So I just thought you might be interested in
19 that. I think it does impact on SANDAG's work; thank you
20 very much.

21 MR. STOLL: Thank you.

22 I have another request to speak under public
23 nonagenda comment.

24 Joseph Nevins; is that correct?

25 MR. NEVINS: Correct.

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1 MR. STOLL: Thank you.

2 MR. NEVINS: Okay; good morning.
Page 5

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3 MR. STOLL: Good morning.
4 MR. NEVINS: I'm assuming this is about the I-5
5 and 78 expansion?
6 MR. STOLL: Well I'll tell you what, that is
7 part of our, this is a public hearing on our overall
8 Regional Plan of which I-5 is part of --
9 MR. NEVINS: Okay.
10 So I'm going to address that now more
11 specifically, then the rest of the regional plan right
12 now.
13 MR. STOLL: Okay.
14 MR. NEVINS: But anyway, my concerns are, the
15 Regional Plan incorporates --
16 MR. STOLL: Okay; hold on one second.
17 If you want to talk about the Regional Plan and
18 I-5, what I would suggest is that you put that under
19 "Item 2," which is the actual public hearing where we
20 take the comments and put it on the record --
21 MR. NEVINS: Okay.
22 MR. STOLL: -- so, just I understand --
23 MR. NEVINS: Okay; no problem.
24 MR. STOLL: -- the confusion, so we'll do that.
25 I'll call you up first on that.

SANDAG PUBLIC HEARING - DRAFT SAN DIEGO FORWARD 6

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1 Those were all the nonagenda comments that we
2 received for the meeting, so we'll move on to Item No. 2.
3 This is the time and place set for a public
Page 6

6-18 Public Hearing Court Reporter Transcript

4 hearing concerning the Draft San Diego Forward, the
5 Regional Plan. It's Sustainable Community Strategy. The
6 Draft Air Quality Conformity Determination and the Draft
7 Environmental Impact Report.

8 Just a reminder, if you wish to speak, please
9 complete a speaker slip and place it, or you can bring it
10 right up to our Clerk, Tessa here and then as we go
11 through, I'll call your name.

12 And when called, we appreciate if you state
13 your name and address for the record and limit your
14 comment to three minutes; court reporter is here and will
15 be recording all of your comments today with Gloria.

16 The Staff will compile and respond to your
17 comments and the comments and responses will be provided
18 to the Board of Directors before the Regional Plan, NCIR
19 are finalized.

20 So before we start calling the speakers, Phil
21 Trom, our Project Manager is going to give just a brief
22 overview before we get things started and then we'll
23 start calling folks up; okay.

24 (Brief pause for presentation.)

25 (Off the record.)

SANDAG PUBLIC HEARING - DRAFT SAN DIEGO FORWARD 7

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1 (Back on the record.)

2 I will now start the public hearing.

3 And the first speaker I have is Joseph Nevins.

4 This way it'll get on the record and have it all taken
Page 7

5 care of.

6 MR. NEVINS: Okay; thank you.

7 Josph Nevins 1724 Broadway, Oceanside,
8 California; all right.

9 Now, basically I'm going to address primarily
10 the 78 flyover issue and the I-5 expansion, you know, I'm
11 well aware of the stated goals that Caltrans is
12 undertaken to achieve concerning vehicle miles reduction,
13 air quality, et cetera, et cetera and also that SANDAG is
14 undertaken similar goals and yet, we see this project is
15 in direct conflict and contradictory goals.

16 Now, not only is the project contradictory to
17 the stated goals and objectives of both SANDAG and
18 Caltrans, but having lost in court twice, the agencies
19 are continuing to press on and continue in a manner where
20 they assume the public is going to finally accept it,
21 where they assume, it seems by their presentations that
22 they've already committed to this project, even though
23 they've lost twice in court and it's contrary and in
24 direct conflict of the stated goals in both department
25 and organization.

♀

1 So what I'd like SANDAG and the member cities
2 to do, is request from Attorney General Harris, an
3 investigation into whether or not there may be some
4 conflict of interest among staff and potential
5 contractors or Members of the Board or Directors and in
Page 8

6 particular, District 11, seems to be an outlier and not
7 in compliance with Caltrans's overall goals and the other
8 projects that are going out throughout the State.

9 And so, I urge the Members of SANDAG to request
10 an investigation by the State Attorney General into
11 whether or not there may be corruption; corrupt practices
12 or illegal conflicts of interest.

13 MR. STOLL: Thank you.

14 So the next speaker is Bob Spencer.

15 MR. SPENCER: Hi, Bob Spencer, 1202 North
16 Pacific Street, Oceanside, California. Thank you very
17 much for hosting the comments.

18 I'm a little chagrin. I don't think you did
19 quite the job in publicizing the meeting. I got it last
20 minute from a City Council Member in Oceanside and it
21 just zipped over, so anyway in any event, I appreciate
22 the meeting. I don't know that the general public heard
23 about it in quite the manner that I thought it might be,
24 just that aside. I want to talk a little less about
25 specifics and more about globaling the project.

1 I understand the -- I'm going to do a
2 rudimentary cost benefit analysis of it -- I understand
3 the major benefit is to alleviate traffic down the I-5
4 corridor, make things a little faster. I don't know if
5 all of the cost have been calculated in this global, you
6 know, laudable goal.

7 All of the data that I've seen, it's going to
8 take a long time for this project to be completed. It's
9 a major project; you're going to be doing it in small
10 segments.

11 So the data -- I might be misinformed, but I
12 think it was like, 25 or 30 years it was going to take to
13 accomplish this. During those 25 or 30 years, you're
14 actually going to slow up traffic when you build
15 traffic -- I mean, anybody can see when they did I-15,
16 when they did the 210, when they built freeways, you have
17 to work on it; when you work on it, you have to lessen
18 the traffic, so that has to be into the cost benefit
19 equation.

20 All of the traffic delays for the next 30
21 years, if you make them through the court system and
22 break ground and start, then once you get this project
23 made, assuming it does, I don't think it's going to
24 happen but it may, I will agree it's -- there's a good
25 chance that you could alleviate traffic for maybe a

♀

1 long-term, for sure a short-term.

2 However, if -- we just need to look at history.
3 If you look at our neighbors to the north, Los Angeles
4 has tried to build their way out of freeway problems.
5 They haven't added lanes. They've added all freeway
6 systems and it's made the congestion worse. People that
7 were, that were sharing rides, finding other ways to

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8 travel have gotten back on the freeways. I think that
9 it's very shortsighted and if we take into the account --
10 I know I'm just slightly over time -- I'll sum up.

11 If we take into account, that the new drivers
12 coming on and also, in 30 years who's to say what
13 transportation is going to be jetpacks, more busing, more
14 things.

15 Do we even know the internal combustion engine
16 is going to be moving people at that rate?

17 I appreciate the little extra time I got and I
18 appreciate the hearing.

19 MR. STOLL: Okay; thank you.

20 Okay. Our next speaker is Jack Shu.

21 Good morning, Jack.

22 MR. SHU: Good morning.

23 Thank you, Muggs, and SANDAG Staff for coming
24 up here. I guess I have up here as well.

25 I have a few points to make. One is kind of

SANDAG PUBLIC HEARING - DRAFT SAN DIEGO FORWARD 11

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1 curious how these two hearings, both last Friday and
2 today came about. It'd be interesting to know, perhaps
3 there's some other information you can give me later as
4 what brought about these two hearings, because they seem
5 like it was their last minute item.

6 But I wanted to comment, the bid on the
7 general -- the Regional Transportation Plan -- it is very
8 interesting that when one looks at the actual projects

9 laid out in the plan, that we have actually the same
10 number of road and highway projects as in the previous
11 RTP.

12 In fact, the total cost of them presumed due to
13 inflation or other reasons, we're going to be spending
14 more money on freeways and roads than the last Regional
15 Transportation Plan had called for, even though the
16 public meetings I've attended for the past three years
17 all call for additional Transit development, rather than
18 road development.

19 The other point that is very curious and I hope
20 SANDAG Staff can clarify, is how it's going to achieve
21 it's Greenhouse Gas Emission goals to meet the, I guess,
22 voters that have been put out as well as legislation.

23 So I was curious how those can be achieved when
24 the previous one three years ago was not achieving those
25 goals into 2050 and all of a sudden, there's a thought

SANDAG PUBLIC HEARING - DRAFT SAN DIEGO FORWARD 12

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1 that they can.

2 And if it is through lower emission vehicles
3 and nonemission vehicles, how they model that. How did
4 you come about this idea that 75 percent of our vehicles
5 by 2050 would be not emitting any clues at all?

6 So that to me is kind of a curious calculation.
7 If I can get some clarification or information on how
8 SANDAG modeled that, that would be very good.

9 I think it's something that is necessary in a

10 EIR; thank you.
11 MR. STOLL: Thank you.
12 Our next speaker is Cindy Rocco.
13 MS. ROCCO: Yeah; one second.
14 This is all last minute, so I didn't even get
15 to prepare, but hang on a second.
16 (Brief pause.)
17 MR. STOLL: Would you prefer if we ask the next
18 person and then you can --
19 MS. ROCCO: Yeah, you know what --
20 MR. STOLL: Okay.
21 That's fine. We just want to make sure we hear
22 from you. So ...
23 MS. ROCCO: Thank you.
24 MR. STOLL: So the next speaker I have is Mike
25 Bullock.

♀

1 Mike looks prepared.
2 MR. BULLOCK: Not really.
3 MR. STOLL: Okay.
4 MR. BULLOCK: Thank you very much, Director
5 Stoll, and I appreciate the way you're running this
6 meeting up here and thank you for having the meeting up
7 here.
8 As I said earlier, I am a citizen of Oceanside
9 and I live at 1800 Mayberry Drive here in Oceanside and
10 as I said, I am an elected member of the "California

11 Democratic Party Central Committee."

12 And I have written four papers that were
13 accepted for presentation by the "Air and Waste
14 Management Association," so that's a lot of what I've
15 been doing since I retired.

16 Regarding your Regional Transportation Plan, I
17 believe that under CEQA, you need to consider negative
18 impacts, and one very important negative impact, of
19 course, is climate destabilization and what that would
20 mean and how that would come about and how that can get
21 avoided and so forth and so forth, and that's what you
22 have to do to consider it under CEQA.

23 Therefore, your Regional Transportation Plan
24 should have a clearly stated science-based climate
25 stabilizing target, and how you would achieve that

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1 target.

2 The Regional Transportation Plan should achieve
3 that target, or at least show how that target could be
4 achieved. Now by latest, Air and Waste Management
5 Association paper has both. It has a clearly stated
6 climate stabilizing target and it has a plan for cars and
7 light duty trucks to achieve that target. Its title is
8 "The Development of California Light Duty Vehicle
9 Requirements to Support Climate Stabilization," and
10 there's a colon because there's two categories of these
11 requirements.

12 The first is "fleet emissions rate." We really
13 need to adopt a lot of zero emission vehicles and so, in
14 the paper it shows exactly the rate at which we'll do
15 that, the percentage of new car sales that will need to
16 meet these steps and per capita driving, that's the other
17 category, and it's just one single number and it happens
18 to be 32 percent reduction in per capita driving with
19 respect to year 2005.

20 And my target is 2030, that's the target share
21 and it is 80 percent below 1990 levels; certainly that
22 should ring a bell if anyone is at all interested in
23 climate, because that is the point if the worlds vision
24 average that, that we will cap the atmospheric CO2, so
25 that's the first step.

SANDAG PUBLIC HEARING - DRAFT SAN DIEGO FORWARD 15

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1 And many riders have been talking about the
2 decarbonization by 2030. It will have to do and minus
3 more lenient than that, it still allows 20 percent, but
4 the paper also shows clearly how you would achieve this.

5 And, first of all, you stop expanding
6 roads and you reallocate Transnet money that's been
7 allocated to highways to Transit why we would so call,
8 break a promise to the voters because we have a crises.
9 A life and death situation.

10 And that's why we should certainly have a super
11 majority to do that and stop expanding highways and spend
12 all of that money on Transit, mainly because we need to

13 reduce driving so much, we don't need the additional
14 capacity.

15 The other thing we need to do, is we need to
16 improve the way we pay for car parking and roads.

17 And I'll submit detail on that and you've seen
18 details on that over the years.

19 So thank you very much.

20 MR. STOLL: Thank you. Okay.

21 Cindy, you're the last speaker slip I have
22 left.

23 MS. ROCCO: Okay.

24 MR. STOLL: Okay.

25 MS. ROCCO: Sorry about that. It was actually

SANDAG PUBLIC HEARING - DRAFT SAN DIEGO FORWARD 16

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1 in there.

2 I'm Cindy Rocco. I live on Alvarado Street in
3 South Cal and I did present this to City Council, but
4 this primarily has to do with the interchange and the
5 widening, and I think my main concern is the environment.

6 One of the things is with the lagoons. I have
7 several documents. I'm not sure where the reference
8 point is, but the other lagoons along six or five others,
9 they are actually getting a lot of mitigation from bike
10 paths, pedestrians. They're getting restoration efforts.
11 They're getting a lot of wetland for the production, et
12 cetera.

13 But from what I saw for our point of vista
Page 16

14 alone, was I think it was kind of handed off to -- I'm
15 not sure if it's somebody took over and it's a
16 restoration and they're trying to decide fresh water or
17 whatever, but there's no -- it doesn't seem to be any
18 other accountability or umbrella there.

19 And then, I also read -- oh, by the way,
20 Caltrans said that they didn't have any plans for
21 mitigations or anything, as if they didn't know what I
22 was talking about two weeks ago.

23 And then, for us the money funds go to the
24 other lagoons, so we don't get the money towards
25 allocation towards ours. I'm not sure whose budget that

SANDAG PUBLIC HEARING - DRAFT SAN DIEGO FORWARD 17

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1 is and, you know, we already -- it's going to be a wet --
2 filled up or wetland in 50 years; okay. We already gave
3 half away from the mall. I think it has more diversity
4 in birds and animals, et cetera, et cetera, and tying in
5 to -- so I would want to have more consideration for our
6 water bodies because even Loma Alta Creek got
7 contaminated or whatever with the railroad, et cetera.

8 The other thing is, when they build now -- a
9 fellow said, "You can't look at 100 years," but we can
10 project things how things are going, and when they build
11 now, they should build the bridges for the train three-
12 wide.

13 In anticipation he said, "Well --" the Mayor
14 said, "Well we're having enough trouble getting two, but

15 anticipate."

16 And then also with the 5, no matter how wide
17 you make it, make it higher because the sea level
18 projections, I think with floodplains, et cetera, wave
19 height, it's going to come up five feet.

20 And I was reading where they said, "Oh, Well,
21 we'll do jacks. It can be remedied through jacks and
22 shins," but why would we do that if we know now what's
23 going to happen?

24 And -- what was I going say? Hang on. Oh,
25 wait. I have to sum up; okay.

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1 Oh, so what you ended up doing is, disturbing
2 the lagoon again and again and again and it was like the
3 first ecological reserve. It was supposed to be a State
4 Park, but there's a lot of history to that lagoon.

5 And my thought was, because of financial issues like
6 the corridor up in Orange County ended up like, doubling
7 their budget once they started getting -- started -- so
8 if you look at present dollars, future value of the
9 present dollars, it's going to actually be a better
10 return in payoff in the long run if you prepare now.

11 And, um -- okay, you know, just based on bonds
12 and et cetera. I mean, you're going to end up paying a
13 lot more now and we're going to take on and it's sort of
14 like being the stewards for the future.

15 I have a lot more stuff, but that was just my

16 basic feedback.

17 MR. STOLL: Okay; thank you.

18 MS. ROCCO: Oh, and maybe a diamond --

19 divergent diamond; just the other idea.

20 MR. STOLL: Okay. All right.

21 Well thank you for the comments, the public
22 hearing. I don't have any other speaker slips.

23 If anybody else wants to fill one out, if not,
24 I'm going to go ahead and close the public hearing.

25 I just remind all of you and Cindy in

SANDAG PUBLIC HEARING - DRAFT SAN DIEGO FORWARD 19

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1 particular at the end, you know, we're taking written
2 comments through July 15, so there's still plenty of
3 opportunity for you to get any other comments that you
4 have on the record for that.

5 (Whereupon the Public Hearing concluded at
6 12:01 p.m.)

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SANDAG PUBLIC HEARING - DRAFT SAN DIEGO FORWARD 20

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1 STATE OF CALIFORNIA)
2 COUNTY OF SAN DIEGO)

3
4
5

6 I, Gloria D. Mazon, C.S.R. No. 9356, hereby
7 certify, that the foregoing statements from this public
8 hearing were recorded true to the best of my ability by
9 electronic transcription, and supervised under my
10 supervision.

11

12 Dated in San Diego, California, this _____ day,
13 of _____, 2015.

14
15
16
17

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Gloria D. Mazon CSR No. 9356

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SANDAG PUBLIC HEARING - DRAFT SAN DIEGO FORWARD 21

Attachment 7 - Press Coverage for San Diego Forward: The Regional Plan

October 2012

“Join SANDAG in Creating an Ambitious Regional Plan”

WTS, 10/12/2012

<https://www.wtsinternational.org/events/sandag-public-workshop/>

Calendar listing for October 12 public workshop.

January 2013

“SANDAG Invites Comments on Regional Planning Input”

San Diego Business Journal, 01/16/13

<http://www.sdbj.com/news/2013/jan/16/sandag-invites-comments-regional-planning-input/>

This article talks about SANDAG’s series of workshops for the regional plan.

May 2013

“SANDAG Workshops”

Coronado Community Association of Neighbors, 05/06/13

<http://www.coronadocan.org/articles/sandag-workshops>

This article talks about SANDAG’s series of workshops for the regional plan.

“San Diego Forward – The Regional Plan”

AIA Palomar, 05/09/13

Link expired.

This article talks about SANDAG’s series of workshops for the regional plan.

“SANDAG Workshops Invitation”

City of Imperial Beach, 05/10/13

http://www.imperialbeachca.gov/index.asp?Type=B_PR&SEC={70AE3D7F-AE06-4F3C-B3E3-0A0362B126DE}&DE={A89090B5-094B-4A51-A146-71153F3225D8}

This article talks about SANDAG’s series of workshops for the regional plan.

“SANDAG To Host Public Workshops On Major Regional Topics”

San Diego County News, 05/13/13

<http://www.sandiegocountynews.com/2013/05/13/sandag-to-host-public-workshops-on-major-regional-topics%e2%80%8f/>

This article talks about SANDAG’s series of workshops for the regional plan.

“Seven Community Workshops to Tackle Important Regional Issues”

Greater Golden Hill Community Development Corporation, 05/13/13

Link expired.

This article talks about SANDAG’s series of workshops for the regional plan.

“Seven Community Workshops To Tackle Important Regional Issues”

Scoop San Diego, 05/14/13

Link expired.

This article talks about SANDAG’s series of workshops for the regional plan.

June 2013

“Amid legal test, SANDAG starts massive new plan”

U-T San Diego, 06/04/13

<http://www.utsandiego.com/news/2013/jun/04/sandag-san-diego-forward-regional-plan/>

This article discusses the basics of San Diego Forward: The Regional Plan and lists workshop dates in June and July.

“Community News for Sunday, June 9, 2013”

U-T San Diego, 06/09/13

<http://www.utsandiego.com/news/2013/jun/09/tp-community-news-for-sunday-june-9-2013/>

Calendar listing for June 13 public workshop in Escondido.

“SANDAG wants your opinion”

The Coast News, 06/12/13

Link expired.

This article talks about SANDAG’s series of workshops for the regional plan.

“Competing voices weigh in on SANDAG plan”

U-T San Diego, 06/14/13

<http://www.utsandiego.com/news/2013/jun/14/sandag-san-diego-forward-regional-plan/>

Those who have attended public have competing opinions about San Diego’s future and the regional plan.

“SANDAG Holds Community Workshops Tackling Important Regional Issues”

East County Magazine, 06/14/13

<http://eastcountymagazine.org/sandag-holds-community-workshops-tackling-important-regional-issues>

This article lists workshop dates in June and July and discusses how input from the workshops will be used to develop San Diego Forward: The Regional Plan.

“Community News for Sunday, June 17, 2013”

U-T San Diego, 06/17/13

<http://www.utsandiego.com/news/2013/Jun/17/tp-community-news-for-monday-june-17-2013/?#article-copy>

Calendar listing for June 20 public workshop in Oceanside.

“SANDAG Transportation Planning Workshop: Fri, Jun 21”

Ocean Beach Planning Board, 06/19/13

<http://oceanbeachplanning.org/archives/710>

This article talks about SANDAG’s series of workshops for the regional plan.

“SANDAG Evening Community Workshops, Thursdays in June”

Bike SD, 06/27/13

Link expired.

This article talks about SANDAG’s series of workshops for the regional plan.

July 2013

“La Mesa SANDAG meeting considers the future”

San Diego Reader, 07/01/13

<http://www.sandiegoreader.com/news/2013/jul/01/stringers-la-mesa-sandag-meeting-considers-/>

This article is about the June 27 workshop in La Mesa.

“National City seeks representation in SANDAG 2050 plan”

U-T San Diego, 07/08/13

<http://www.utsandiego.com/news/2013/jul/08/national-city-sandag-2050-plan/>

This article explains that the National City council members would like more of a say in the planning process for San Diego Forward.

August 2013

“New SANDAG System Aims to Reprioritize Highway, Transit Projects”

Voice of San Diego, 08/07/13

<http://voiceofsandiego.org/2013/08/07/new-sandag-system-aims-to-reprioritize-highway-transit-projects/>

This article discusses how the new Regional Plan would take into account public health, social equity, and other factors in ranking projects.

“Weekly Update from the Office of Councilmember Myrtle Cole”

San Diego City Council, District 4 Newsletters, 08/30/13

<http://www.sandiego.gov/citycouncil/cd4/pdf/2013/newsletter130830.pdf>

This Newsletter mentions that District Four constituents were invited to share ideas and make recommendations at the SANDAG Regional Plan Workshop.

January 2014

“San Diego Forward: The Regional Plan”

Greater Golden Hill Community Development Corporation, 01/29/14

<http://goldenhillcdc.org/san-diego-forward-the-regional-plan/>

Blurb about regional plan and SANDAG’s San Diego Forward YouTube video

August 2014

"Transportation Scenarios" San Diego Forward - The Regional Plan
Lakeside Chamber of Commerce, 08/04/14

<http://lakesidechamber.org/m/events/view/-Transportation-Scenarios-San-Diego-Forward-The-Regional-Plan>

Calendar listing for August 4 workshop (includes SANDAG flier).

"City Heights Grinds on Community Health in Urban Planning"

Voice of San Diego, 08/25/14

<http://voiceofsandiego.org/2014/08/25/city-heights-grinds-on-community-health-in-urban-planning/>

This article, about a health impact assessment of a skate park in City Heights, mentions that SANDAG will include a health impact assessment in San Diego Forward: The Regional Plan.

"City Heights Skaters Look At Environmental — And Health — Impacts Of Building A Skate Park"

KPBS, 08/25/14

<http://www.kpbs.org/news/2014/aug/25/city-heights-skaters-look-environmental-and-health/>

This article, about a health impact assessment of a skate park in City Heights, mentions that SANDAG will include a health impact assessment in San Diego Forward: The Regional Plan.

"Transportation plan discussed by SANDAG"

The Village News, 08/28/14

<http://www.thevillagenews.com/story/80303/>

This article is about the first SANDAG board discussion of the draft revenue-constrained Regional Transportation Plan, which took place Aug. 15, 2014.

September 2014

"Citizens pitch alternative transit plan"

U-T San Diego, 09/04/14

<http://www.utsandiego.com/news/2014/sep/04/sandag-transit-third-scenarios/>

This article explains how community organizations, such as Circulate San Diego, are pitching ideas for SANDAG's third regional plan.

December 2014

"Just won: The chance to move San Diego forward"

ClimatePlan.org, 12/03/14

<http://www.climateplan.org/just-won-chance-move-san-diego-forward/>

This article suggests ways for SANDAG to improve the regional plan.

“The Chart That Toppled San Diego's Long-Term Transportation Plan”

CityLab, 12/08/14

<http://www.citylab.com/commute/2014/12/san-diegos-flawed-long-term-transportation-plan-gets-toppled/383850/>

January 2015

“What San Diego’s Young Adults Want (and What They Don’t)”

Voice of San Diego, 01/30/15

<http://www.voiceofsandiego.org/all-narratives/community-plans/what-san-diegos-young-adults-want-and-what-they-dont/>

April 2015

“Regional Plan Prepares for 1 Million More People by 2050”

Times of San Diego, 04/24/15

<http://timesofsandiego.com/politics/2015/04/24/regional-plan-prepares-for-1-million-more-people-by-2050/>

“SANDAG Opens Public Comments on New Regional Plan, Announces Hearings: Seeks Locations in East County”

East County Magazine, 04/25/15

<http://www.eastcountymagazine.org/sandag-opens-public-comments-new-regional-plan-announces-hearings-seeks-locations-east-county>

“San Diego reveals long-term rail vision”

International Railway Journal, 04/27/15

<http://www.railjournal.com/index.php/north-america/san-diego-reveals-long-term-rail-vision.html>

“SANDAG releases 35-year regional plan”

RailwayAge, 04/27/15

<http://www.railwayage.com/index.php/news/sandag-releases-35-year-regional-plan.html>

“SANDAG offer transportation draft plan”

The Coast News Group, 04/29/15

<http://www.thecoastnews.com/2015/04/29/sandag-offer-transportation-draft-plan/>

May 2015

“Draft San Diego Forward: The Regional Plan Upcoming Workshops”

Otay Mesa Chamber of Commerce Newsletter, 05/06/15

<http://www.otaymesa.org/our-latest-newsletters/newsletter-wednesday-may-6-2015>

“What’s Happening in San Diego”

San Diego North Economic Development Council – Pulse of North County, 05/06/15

http://myemail.constantcontact.com/Pulse-of-North-County-May-6----Hackers--What-Security-Means-to-North-County-Businesses.html?soid=1103211071111&aid=gFJQap1ff_0

“SANDAG’s 35-year plan anticipates density, population growth and transit needs in San Diego”
San Diego Gay & Lesbian News, 05/08/15

<http://sdgln.com/news/2015/05/08/sandag-s-35-year-plan-anticipates-density-population-growth-and-transit-needs-san-di#sthash.NA7MbPvA.dpbs>

“SANDAG Regional Transportation Plan”
Circulator Newsletter, 05/08/15
Link expired.

“San Diego Forward Workshops”
Manpower San Diego – Good News of the Week, 05/08/15
Link expired.

“SANDAG San Diego Forward Plan Released; Comments Sought”
San Diego Housing Federation – Weekly Brief, 05/11/15
<http://housingsandiego.org/weekly-brief-may-11/#advocacy>

“Provide Your Opinion on the Plan for the Region's Transportation Future”
Monday Morning Quarterback, 05/11/15
<http://www.agcsd.org/MondayMorningQuarterback/pdf/2015/05-11-2015.pdf>

“Help Move San Diego Forward – Now is Your Chance to Weigh in on SANDAG’s Regional Plan”
Stay Cool 4 Grandkids, 05/13/15
<http://www.staycool4grandkids.org/blog/timely-and-educational/help-move-san-diego-forward-now-is-your-chance-to-weigh-in-on-sandags-regional-plan>

“Oceanside gets preview of SANDAG transportation plan”
The Coast News, 05/14/15
<https://thecoastnews.com/blog/2015/05/oceanside-gets-preview-of-sandag-transportation-plan>

“SANDAG’s Transportation Plan Could Hinder San Diego’s Climate Goals”
KPBS, 05/14/15
<http://www.kpbs.org/news/2015/may/14/sandags-transportation-plan-could-hinder-san-diego/>

“Presentation On San Diego Forward, Board Of Appeal Discussed At City Council Meeting”
Eagle & Times, 05/14/15
http://www.imperialbeachnewsca.com/news/article_e6d2e4aa-fa99-11e4-a714-ebde13c14ed6.html

“More bikeways or more highways?”
San Diego Reader, 05/16/15

<http://www.sandiegoreader.com/news/2015/may/16/ticker-more-bikeways-naw-more-highways/>

“Comments are Welcomes on SANDAG’s San Diego Forward Plan”

San Diego Housing Federation – Weekly Brief, 05/18/15

<http://housingsandiego.org/weekly-brief-may-18/#advocacy>

“Brinde su opinión sobre el plan para el futuro de nuestra region”

La Prensa San Diego, 05/18/15

<http://laprensa-sandiego.org/breaking-news/brinde-su-opinion-sobre-el-plan-para-el-futuro-de-nuestra-region>

“RTP Workshops”

Institute of Transportation Engineers, 05/20/15

<http://www.sandiegoite.org/news>

July 2015

“SANDAG’s Role In Cutting Greenhouse Gas Emissions Disputed”

KPBS, 07/13/15

<http://www.kpbs.org/news/2015/jul/13/sandags-role-cutting-greenhouse-gas-emissions-disp/>

“Policy Letter: Comments on Draft Environmental Impact Report for SANDAG's 2015 Draft Regional Plan”

Circulator, 07/14/15

http://circulatesd.nationbuilder.com/tags/regional_transportation_plan

“Facing community pressure, officials to study alternatives to state Route 94 expansion”

San Diego CityBeat, 07/22/15

<http://sdcitybeat.com/article-14412-facing-community-pressure-officials-to-study-alternatives-to-state-route-94-expansion.html>

“SANDAG approves 'bus-on-shoulder' pilot project”

San Diego Source, 07/24/15

http://www.sddt.com/news/article.cfm?SourceCode=20150724czh&_t=SANDAG+approves+busonshou+der+pilot+project&485#.VfCf5RFVhBc

Briefly mentions the regional plan at the end.

August 2015

“SANDAG’s Transportation Plan is Stuck in Reverse”

San Diego Free Press, 08/27/15

<http://sandiegofreepress.org/2015/08/sandags-transportation-plan-is-stuck-in-reverse/#comment-2435300>

September 2015

“New SANDAG Policy Leaves Transit Advocates Wanting More”

Voice of San Diego, 09/03/15

<http://www.voiceofsandiego.org/topics/land-use/new-sandag-policy-leaves-transit-advocates-wanting-more/>

“Construction starts on Los Peñasquitos Lagoon bridges”

San Diego Source, 09/08/15

http://www.sddt.com/news/article.cfm?SourceCode=20150908czh&_t=Construction+starts+on+Los+Peasquitos+Lagoon+bridges#.VfCnzhFVhBc

Briefly mentions the regional plan.

“Podcast: Scott Lewis, Voice of San Diego Editor discusses SANDAG transit plan”

The News, 09/08/15

http://ec.libsyn.com/p/d/8/0/d80069e44cfe18af/voice_of_san_diego_09-06-15.mp3?d13a76d516d9dec20c3d276ce028ed5089ab1ce3dae902ea1d06cc8630d2cf5fcd63&c_id=9755025

SANDAG Discussion with Andrew Keatts begins at 41:12 mark in podcast.

“Connecting communities with better transportation choices”

San Diego Union Tribune, 09/09/15

<http://www.sandiegouniontribune.com/news/2015/sep/09/connecting-communities-with-better-transportation>

YOU'RE INVITED!



JOIN SANDAG IN CREATING AN AMBITIOUS REGIONAL PLAN

Get involved in shaping our future.

The San Diego Association of Governments (SANDAG) wants to hear your voice on how best to engage the community and all stakeholders in creating the region's first-ever combined regional plan. Participate in this journey to address the community's most critical issues, including transportation, land use, economic prosperity, affordable housing, social equity, public health, and the environment.

Share your voice with SANDAG on October 19th:

- » Learn about the integration of the 2050 Regional Transportation Plan and Sustainable Communities Strategy with the Regional Comprehensive Plan — the region's two primary long-term planning documents.
- » Dig into the proposed content of the new plan and voice your priorities.
- » Try out web-based public participation tools.
- » And, most importantly...tell us how YOU see yourself, your organization, and your community being involved in this process!

JOIN US FOR THIS PUBLIC WORKSHOP

(Free Event with Complimentary Lunch)

Friday, October 19, 2012

11:30 a.m. to 2 p.m.

Caltrans District 11 Headquarters

**4050 Taylor Street
Garcia Room
San Diego, CA 92110**

Take COASTER, Trolley, or bus to Old Town Transit Center and cross Taylor Street to Caltrans' offices. Phone 511 or visit 511sd.com/transit for route information. Limited parking also available.

RSVP Paula Zamudio, SANDAG community outreach coordinator, at paula.zamudio@sandag.org, (619) 595-5610, or via the SANDAGRegion Facebook page by attending the "Regional Plan Workshop" event.



¡ESTÁ INVITADO!



ÚNASE A SANDAG PARA CREAR UN AMBICIOSO PLAN REGIONAL

Participe en dar forma a nuestro futuro.

La Asociación de Gobiernos de San Diego (SANDAG, por sus siglas en inglés) desea escuchar su opinión sobre la mejor forma de involucrar a la comunidad y a todas las partes interesadas en crear el primer plan regional combinado de la región. Participe en este trayecto para atender los asuntos más críticos de la comunidad, incluyendo el transporte, el uso de suelos, la prosperidad económica, las viviendas accesibles, la equidad social, la salud pública y el medio ambiente.

Comparta su opinión con SANDAG el 19 de octubre:

- » Obtenga más información sobre la integración del Plan Regional de Transporte y la Estrategia de Comunidades Sustentable 2050 con el Plan Regional Integral: los dos principales documentos de planificación a largo plazo de la región.
- » Analice detalladamente el contenido propuesto del nuevo plan y exprese sus prioridades.
- » Pruebe las herramientas de participación pública basadas en internet.
- » Y, lo más importante de todo...cuéntenos cómo se ve a USTED mismo, a su organización y a su comunidad participando en este proceso.

ÚNASE A NOSOTROS EN ESTE IMPORTANTE TALLER PÚBLICO

(Evento gratuito con almuerzo de cortesía)

Viernes, 19 de octubre de 2012

De 11:30 a.m. a 2 p.m.

**Oficinas centrales de Caltrans
Distrito 11**

**4050 Taylor Street
Garcia Room
San Diego, CA 92110**

Tome el COASTER, Trolley o autobús hasta el Centro de Transporte Público Old Town y cruce la Calle Taylor hasta llegar a las oficinas de Caltrans. Llame al 511 o visite 511sd.com/transit para obtener información sobre las rutas. También hay espacio limitado de estacionamiento.

Confirmar asistencia con Paula Zamudio, coordinadora de enlace con la comunidad de SANDAG, en paula.zamudio@sandag.org, (619) 595-5610, o a través de la página de Facebook SANDAGRegion señalando que asistirá al evento "Taller del plan regional."





Dr. Jennifer Dill

Professor, Nohad A. Toulan School of Urban Studies & Planning, Portland State University

Dr. Jennifer Dill is a professor in the Nohad A. Toulan School of Urban Studies and Planning at Portland State University and Director of the Oregon Transportation Research and Education Consortium (OTREC). Dr. Dill's research interests include the relationship between transportation policy and planning and land use, health, and the environment, with a focus on non-motorized travel behavior. Prior to entering academia, Dr. Dill worked as an environmental and transportation planner for the Bay Area Air Quality Management District and US Environmental Protection Agency. She was also research director at the Local Government Commission, where she worked on energy, land use, and transportation issues. Dr. Dill has a Ph.D. in City and Regional Planning from UC Berkeley, an MA in Urban Planning from UCLA, and a BS in Environmental Policy Analysis and Planning from UC Davis.



Joel Freedman

Manager, Systems Analysis Technical Resource Center, Parsons Brinckerhoff

Joel Freedman is a manager in the Systems Analysis Technical Resource Center at Parsons Brinckerhoff. He specializes in the development of travel demand forecasting models, software applications, and the analysis of travel demand modeling results. He is also an expert in developing integrated land-use/transport models. He has successfully applied models for transportation planning, toll and revenue studies, as well as major Federal Transit Administration New Starts projects. His experience estimating and/or applying travel demand models spans metropolitan areas throughout the United States, including San Diego, Atlanta, Honolulu, Houston, Las Vegas, Phoenix, Portland, San Francisco, and Tucson. Joel has served as adjunct faculty to the School of Urban Planning at Portland State University, and is the lead instructor for the National Highway Institute course on travel demand forecasting.



Charlie Howard

Transportation Planning Director, Puget Sound Regional Council

Charlie Howard is the Transportation Planning Director for the Puget Sound Regional Council, a position that he has held since February 2005. Prior to joining PSRC, Charlie worked with the Washington State Department of Transportation for 18 years, most recently as the Director of Strategic Planning and Programming. Charlie has been involved in state and regional transportation issues for the past 30 years, including an active role in developing and implementing the state's growth management act.



David Vautin

Associate Transportation Planner, Metropolitan Transportation Commission

David Vautin is a Transportation Planner at the Metropolitan Transportation Commission (MTC) in Oakland, California, specializing in transportation performance assessment. His analytical work informs regional policy decisions by monitoring adherence to adopted goals and targets and by identifying high-performing transportation investments that support the region's sustainability objectives. As part of Plan Bay Area, the region's first Sustainable Communities Strategy, David's work on project-level performance assessment helped policymakers to prioritize the region's top transit expansion priorities for future New Starts and Small Starts funding opportunities, in addition to highlighting cost-ineffective and sprawl-inducing projects as low performers.



Martin Wachs

Senior Principal Researcher at RAND,

Distinguished Professor Emeritus in Urban Planning, UCLA Luskin School of Public Affairs

Martin Wachs is a senior principal researcher at RAND. He formerly served as director of the RAND Transportation, Space, and Technology Program. Prior to joining RAND, he was professor of civil and environmental engineering and professor of city and regional planning at the University of California, Berkeley, where he was also director of the Institute of Transportation Studies. Prior to this, he spent 25 years at UCLA. Wachs is the author of 160 articles and four books on subjects related to relationships between transportation, land use, and air quality; transportation finance and policy; transportation needs of the elderly; techniques for the evaluation of transportation systems and performance measurement in transportation planning. His research also addresses issues of equity in transportation policy.

Help Shape Our Region's Future



Workshops Tackle Important Issues Facing the Region

Bring your ideas to the table on the biggest issues facing the San Diego region between now and 2050 — issues like the economy, the environment, transportation, public health, and social equity.

Get involved in the on-going conversation about how best to tackle our challenges today, and preserve our quality of life for the future.

The San Diego Association of Governments (SANDAG) and its partners have embarked on creating San Diego Forward: The Regional Plan. It will build upon local planning efforts, and incorporate emerging issues and innovative concepts, to form an overall vision for the region's future, including specific actions aimed at turning that vision into reality.

Now is the time to make your voice heard! Take part in a series of workshops that will be held throughout the region in May, June, and July 2013 — in the daytime and in the evening.

Evening Community Workshops

Every Thursday in June — all include complimentary sandwiches, cookies, and beverages

All four community workshops will seek input on the same topics — land use, transportation, housing, healthy environment, public health, economic prosperity, public facilities, energy, climate change, and borders.

South County

June 6, 6 to 8 p.m.

*Casa Familiar Civic Center
212 W. Park Avenue, San Ysidro*

North County Inland

June 13, 6 to 8 p.m.

*Escondido City Hall, Mitchell Room
201 North Broadway, Escondido*

North County Coastal

June 20, 6 to 8 p.m.

*Oceanside City Hall Community Rooms
300 North Coast Highway, Oceanside*

East County

June 27, 6 to 8 p.m.

*La Mesa Community Center,
Arbor View Room
4975 Memorial Drive, La Mesa*

Weekday Central Workshops

The third Fridays in May, June, and July — all include complimentary sandwiches, cookies, and beverages

May 17 – Focused discussions on healthy environment, energy, climate change, and public health

June 21 – Focused discussions on land use and transportation

July 19 – Focused discussions on economic prosperity, public facilities, and borders

Caltrans District 11

**All weekday workshops from
11:30 a.m. to 1:30 p.m.**

*Garcia Room & Gallegos Room
4050 Taylor Street, San Diego*

Spanish-speaking staff members will be available at all seven workshops and Spanish translators will be available at the four evening workshops. All locations are transit accessible. Call 511 or visit 511sd.com/transit for route information. Limited parking also available.

RSVP to Sarah Strand at sarah.strand@sandag.org, (619) 595-5609, or via the SANDAGRegion Facebook page by attending “Regional Plan Workshop” events.

For more information, visit sandag.org/sandiegoforward



Ayude a determinar el futuro de nuestra región



Los talleres abordarán cuestiones importantes que enfrenta la región

Aporte sus ideas sobre los asuntos más importantes que la región de San Diego enfrentará de ahora al año 2050; cuestiones como la economía, el medio ambiente, el transporte, la salud pública y la justicia social.

Participe en un diálogo abierto sobre cómo abordar, de la mejor manera, nuestros retos actuales y preservar nuestra calidad de vida para el futuro.

La Asociación de Gobiernos de San Diego (SANDAG, por sus siglas en inglés) y sus socios han iniciado el desarrollo de San Diego Forward: The Regional Plan (San Diego Adelante: El Plan Regional). Se basará en los esfuerzos de planificación local e incorporará cuestiones emergentes y conceptos innovadores para formar una visión general del futuro de la región, incluyendo acciones específicas para convertir esa visión en una realidad.

¡Ahora es el momento de hacer que su voz se escuche! Participe en una serie de talleres que se llevarán a cabo por toda la región en mayo, junio y julio de 2013, durante el día y por la noche.

Talleres comunitarios por la noche

Cada jueves del mes de junio. En todos los talleres se ofrecerán sándwiches, galletas y bebidas de cortesía

En los cuatro talleres comunitarios se solicitará retroalimentación sobre los mismos temas: usos de suelo, transporte, vivienda, medio ambiente saludable, salud pública, prosperidad económica, instalaciones públicas, energía, cambio climático y fronteras.

Sur del Condado de San Diego
6 de junio, de las 6 a las 8 p.m.
Centro Cívico Casa Familiar
212 W. Park Avenue, San Ysidro

Norte del Condado de San Diego - Interior
13 de junio, de las 6 a las 8 p.m.
Salón Mitchell del Ayuntamiento de Escondido
201 North Broadway, Escondido

Norte del Condado de San Diego - Costa
20 de junio, de las 6 a las 8 p.m.
Salones comunitarios del Ayuntamiento de Oceanside
300 North Coast Highway, Oceanside

Este del Condado de San Diego
27 de junio, de las 6 a las 8 p.m.
Salón Arbor View del Centro Comunitario de La Mesa
4975 Memorial Drive, La Mesa

Talleres en el centro de San Diego en días de entre semana

El tercer viernes de mayo, junio y julio. En todos los talleres se ofrecerán sándwiches, galletas y bebidas de cortesía

17 de mayo – Diálogos enfocados en el medio ambiente saludable, energía, cambio climático y salud pública

21 de junio – Diálogos enfocados en el uso de suelo y el transporte

19 de julio – Diálogos enfocados en la prosperidad económica, instalaciones públicas y fronteras

Caltrans Distrito 11

Todos los talleres de entre semana se llevarán a cabo de las 11:30 a.m. a la 1:30 p.m. en:

Salón García y Salón Gallegos
4050 Taylor Street, San Diego

Personal que habla español estará disponible en los siete talleres y traductores al español estarán disponible en los cuatro talleres nocturnos. El transporte público es accesible en todas las localidades. También se cuenta con estacionamiento limitado. Llame al 511 o visite 511sd.com/transit para información sobre las rutas.

Favor de confirmar asistencia

con Sarah Strand en sarah.strand@sandag.org, o al (619) 595-5609, o a través de la página de Facebook, SANDAGRegion, al participar en uno de los eventos "Talleres del Plan Regional".

Para mayor información, visite sandag.org/sandiegoforward



Help Shape Our Region's Future



Join Us! Workshop Tackling Important Issues Facing the Region

Bring your ideas to the table on the biggest issues facing our community and the San Diego region between now and 2050 – issues like the economy, the environment, transportation, public health, and social equity. Get involved in the on-going conversation about how best to tackle our challenges today, and preserve our quality of life for the future.

Now is the time to make your voice heard!

RSVP *Marcus Bush at marcus.bush@sandag.org or (619) 595-5383, or via the SANDAGRegion Facebook page by attending the "Regional Plan Workshops" event.*

About San Diego Forward: The Regional Plan

The San Diego Association of Governments (SANDAG) and its partners have embarked on creating San Diego Forward: The Regional Plan. It will build upon local planning efforts and incorporate emerging issues and innovative concepts, to form an overall vision for the region's future, including specific actions aimed at turning that vision into reality.

Wednesday August 21 ~ 6 - 8pm

Joe & Vi Jacobs Center
404 Euclid Ave., San Diego, CA 92114

For more information, visit www.sandag.org/sandiegoforward.



Ayude a determinar el futuro de nuestra región



¡Únase a Nosotros!

Los talleres abordarán cuestiones importantes que enfrenta la región

Aporte sus ideas sobre los asuntos más importantes que la región de San Diego enfrentará de ahora al año 2050; cuestiones como la economía, el medio ambiente, el transporte, la salud pública y la justicia social. Participe en un diálogo abierto sobre cómo abordar, de la mejor manera, nuestros retos actuales y preservar nuestra calidad de vida para el futuro.

¡Ahora es el momento de hacer que su voz se escuche!

RSVP *Marcus Bush at marcus.bush@sandag.org or (619) 595-5383, or via the SANDAGRegion Facebook page by attending the "Regional Plan Workshops" event.*

Miercoles Agosto 21 ~ 6 - 8pm

Joe & Vi Jacobs Center
404 Euclid Ave., San Diego, CA 92114

Hablando Sobre San Diego Forward: The Regional Plan

La Asociación de Gobiernos de San Diego (SANDAG, por sus siglas en inglés) y sus socios han iniciado el desarrollo de San Diego Forward: The Regional Plan (San Diego Adelante: El Plan Regional). Se basará en los esfuerzos de planificación local e incorporará cuestiones emergentes y conceptos innovadores para formar una visión general del futuro de la región, incluyendo acciones específicas para convertir esa visión en una realidad.

Para más información, visite www.sandag.org/sandiegoforward.



SANDAGRegion



@SANDAG



SANDAGRegion

Ayude a determinar el futuro de nuestra región



Aporte sus ideas sobre los asuntos más importantes que la región de San Diego enfrentará de ahora al año 2050; cuestiones como la economía, el medio ambiente, el transporte, la salud pública y la justicia social. Participe en un diálogo abierto sobre cómo abordar, de la mejor manera, nuestros retos actuales y preservar nuestra calidad de vida para el futuro.

La Asociación de Gobiernos de San Diego (SANDAG, por sus siglas en inglés) y sus socios han iniciado el desarrollo de San Diego Forward: The Regional Plan (San Diego Adelante: El Plan Regional). Se basará en los esfuerzos de planificación local e incorporará cuestiones emergentes y conceptos innovadores para formar una visión general del futuro de la región, incluyendo acciones específicas para convertir esa visión en una realidad.

¡Ahora es el momento de hacer que su voz se escuche! Participe en el Desayuno de National City el sábado 29 de junio a 10:00am para escuchar sobre lo que está pasando en nuestra comunidad. Después del desayuno, se iniciará el taller y los residentes tendrán la oportunidad de compartir sus opiniones personales, experiencias e ideas sobre el estado del presente/futuro de National City y la región de San Diego.

Sábado 29 de junio, 11:30am-1:00pm

(Inmediatamente después del desayuno)

Martin Luther King Jr. Community Center

140 East 12th St

National City, CA 91950

Para más información, visite www.sandag.org/sandiegoforward.

RSVP to Marcus Bush at marcus.bush@sandag.org or (619) 595-5383, or via the SANDAGRegion Facebook page by attending the “Regional Plan Workshops” event.

Help Shape Our Region's Future



Bring your ideas to the table on the biggest issues facing National City and the San Diego region between now and 2050 – issues like the economy, the environment, transportation, public health, and social equity. Get involved in the on-going conversation about how best to tackle our challenges today, and preserve our quality of life for the future.

The San Diego Association of Governments (SANDAG) and its partners have embarked on creating San Diego Forward: The Regional Plan. It will build upon local planning efforts, and incorporate emerging issues and innovative concepts, to form an overall vision for the region's future, including specific actions aimed at turning that vision into reality.

Now is the time to make your voice heard! Take part in the National City Neighborhood Council Breakfast on Saturday June 29 at 10:00am to hear the latest on what's going on in our community. Immediately after the updates, the workshop will begin and the residents will get the chance to share their personal opinions, experiences, and ideas about the present/future state of National City and the San Diego region.

Saturday June 29, 11:30am-1:00pm

(Immediately following the Neighborhood Council Breakfast)

**Martin Luther King Jr. Community Center
140 East 12th St
National City, CA 91950**

For more information, visit www.sandag.org/sandiegoforward.

RSVP to Marcus Bush at marcus.bush@sandag.org or (619) 595-5383, or via the SANDAGRegion Facebook page by attending the "Regional Plan Workshops" event.



San Diego
FORWARD
The Regional Plan

Help Shape Our Region's Future



Transportation Network Performance Measures Workshop

Join Us!

for the Transportation Network Performance Measures Workshop

(Free Event with Complimentary Lunch)

What measurements are most important to take into account as we evaluate the possible transportation networks of the future? As we look at what infrastructure we will build in the coming decades, should we put emphasis on the economy? The environment? Public health? Social equity? The San Diego Association of Governments (SANDAG) wants your input on the relative importance of those factors and others in evaluating the performance of transportation networks in San Diego Forward: The Regional Plan.

Monday, November 4, 2013

11:30 a.m. to 1:00 p.m.

*Balboa Park Club, Santa Fe Room
2144 Pan American Road West
San Diego, CA 92101*

Spanish-speaking staff members will be available at the workshop. Take the Route 7 bus with connection to the Trolley to Balboa Park and follow Presidents Way to Pan American Road West. Phone 511 or visit 511sd.com/transit for route information.

Limited parking also available.

RSVP Nikolas Kennedy, SANDAG Regional Planning, at nikolas.kennedy@sandag.org, (619) 699-1954, or via the SANDAGRegion Facebook page by attending the "Performance Measures Workshop."

About San Diego Forward: The Regional Plan

San Diego Forward: The Regional Plan will build upon local planning efforts, and incorporate emerging issues and innovative concepts, to form an overall vision for the region's future, including specific actions aimed at turning that vision into reality.

SANDAG kicked off the new regional plan effort in October 2012. Since then, we have been working together in partnership with a wide range of stakeholders to complete the regional plan in 2015. For more information, visit sandag.org/sandiegoforward.

For more information, visit sandag.org/sandiegoforward



Ayude a determinar el futuro de nuestra región



Taller sobre Medidas de Rendimiento de la Red de Transporte

Acompáñenos en el taller de Medidas de Rendimiento

(Entrada libre e incluye almuerzo gratuito)

¿Cuáles son las medidas más importantes que debemos considerar al evaluar las posibles redes de transporte en el futuro? Si nos fijamos en la infraestructura que se construirá en las próximas décadas, ¿deberíamos poner énfasis en la economía? ¿El medio ambiente? ¿La salud pública? ¿Equidad social? La Asociación de Gobiernos de San Diego (SANDAG, por sus siglas en inglés) quiere sus opiniones sobre la importancia de esos y otros factores en la evaluación de rendimiento de redes de transporte en Adelante San Diego: El Plan Regional.

Lunes, 4 de noviembre de 2013
11:30 a.m. a 1:00 p.m.

Balboa Park Club, Cuarto Santa Fé
2144 Pan American Road West
San Diego, CA 92101

Personal de habla hispana estará disponible durante el taller. Tome la Ruta de autobuses con conexión al Trolley a Balboa Park y siga Presidents Way hacia Pan American Road West. Llame al 511 o visite 511sd.com/transit para obtener información de rutas.

Estacionamiento limitado disponible.

Confirme su asistencia con Nikolas Kennedy, Planificación Regional de SANDAG, en nikolas.kennedy@sandag.org, o (619) 699-1954 o a través de la página de Facebook SANDAGRegion al participar en el evento "Taller de Medidas de Rendimiento" (Performance Measures Workshop) bajo eventos.

Acerca de San Diego Forward: The Regional Plan (Adelante San Diego: El Plan Regional)

Adelante San Diego: El Plan Regional se desarrollará basado en los esfuerzos locales de planificación, e incorporará nuevos temas y conceptos innovadores para formar una visión de conjunto para el futuro de la región, incluyendo acciones específicas con el propósito de convertir esa visión en realidad.

SANDAG comenzó el nuevo esfuerzo del plan regional en octubre de 2012. Desde entonces, hemos estado trabajando juntos en alianza con una amplia gama de partes interesadas para completar el plan regional en 2015. Para más información, visite sandag.org/sandiegoforward.

Para mayor información, visite sandag.org/sandiegoforward



Help Shape Our Region's Future



Transportation Project Evaluation Criteria Workshop

Join Us!

for the Transportation Project Evaluation Criteria Workshop
(Free Event with Complimentary Lunch)

The San Diego Association of Governments (SANDAG) invites you to share your ideas on how to prioritize transportation projects in the region. We are seeking public input on how different factors, such as the economy, the environment, public health, and social equity, should be taken into consideration when ranking transportation projects in San Diego Forward: The Regional Plan.

Monday, August 5, 2013

11:30 a.m. to 1:30 p.m.

Caltrans District 11
Garcia Room

4050 Taylor Street
San Diego

Spanish-speaking staff members will be available at the workshop. Take COASTER, Trolley, or bus to Old Town Transit Center and cross Taylor Street to Caltrans' offices. Phone 511 or visit 511sd.com/transit for route information. Limited parking also available.

RSVP Scott Strelecki, SANDAG Regional Planning, at scott.strelecki@sandag.org, or (619) 699-6954 or via the SANDAGRegion Facebook page by attending the "Transportation Project Evaluation Criteria Workshop" under events.

About San Diego Forward: The Regional Plan

San Diego Forward: The Regional Plan will build upon local planning efforts, and incorporate emerging issues and innovative concepts, to form an overall vision for the region's future, including specific actions aimed at turning that vision into reality.

SANDAG kicked off the new regional plan effort in October 2012. Over the next two years, we will work together in partnership with a wide range of stakeholders to complete the regional plan in 2015. For more information, visit sandag.org/sandiegoforward.

For more information, visit sandag.org/sandiegoforward

Ayude a determinar el futuro de nuestra región



Taller de criterios de evaluación para proyectos de transporte

Acompáñenos en el taller de criterios de evaluación para proyectos de transporte

(Evento gratuito con almuerzo gratuito)

La Asociación de Gobiernos de San Diego (SANDAG, por sus siglas en inglés) le invita a compartir sus ideas sobre cómo priorizar los proyectos de transporte en la región. Estamos solicitando la opinión pública sobre cómo diversos factores, como la economía, el medio ambiente, la salud pública y la equidad social deben tenerse en cuenta cuando se clasifique proyectos de transporte en San Diego Forward: The Regional Plan (San Diego Adelante: El Plan Regional).

5 de agosto, 2013
11:30 a.m. a 1:30 p.m.
Caltrans District 11
Salón Garcia
4050 Taylor Street
San Diego

Miembros del personal quienes hablan español estarán presentes en el taller. Tome el COASTER, Trolley, o el autobús al Centro de Tránsito de Old Town y cruce Taylor Street a las oficinas de Caltrans. Llame al 511 o visita 511sd.com/transit para obtener información de ruta. Estacionamiento limitado está disponible.

Confirme su asistencia con Scott Strolecki, Planificación Regional de SANDAG, en scott.strolecki@sandag.org, o (619) 699-6954 o a través de la página de Facebook SANDAGRegion al participar en el evento "Taller de Criterios de Evaluación para Proyectos de Transporte" bajo eventos.

Acerca de San Diego Forward: The Regional Plan (San Diego Adelante: El Plan Regional)

El Plan Regional se basará en esfuerzos locales de planificación, e incorporará nuevos temas y conceptos innovadores para formar una visión de conjunto para el futuro de la región, incluyendo acciones específicas con el propósito de convertir esa visión en realidad.

SANDAG empezó el nuevo esfuerzo del plan regional en octubre de 2012. En los próximos dos años, trabajaremos juntos en asociación con una amplia variedad de partes interesadas para completar el plan regional en el año 2015. Para más información, visite sandag.org/sandiegoforward.

Para mayor información, visite sandag.org/sandiegoforward





San Diego
FORWARD
The Regional Plan

Help Shape Our Region's Future



Workshops Tackle Important Issues Facing the Region

Bring your ideas to the table on the biggest issues facing the San Diego region between now and 2050 — issues like the economy, the environment, transportation, public health, and social equity.

Get involved in the on-going conversation about how best to tackle our challenges today, and preserve our quality of life for the future.

The San Diego Association of Governments (SANDAG) and its partners have embarked on creating San Diego Forward: The Regional Plan. It will build upon local planning efforts, and incorporate emerging issues and innovative concepts, to form an overall vision for the region's future, including specific actions aimed at turning that vision into reality.

East county Regional Workshop is Thursday - includes complimentary sandwiches, cookies, and beverages

Community workshops will seek input on the topics — land use, transportation, housing, healthy environment, public health, economic prosperity, public facilities, energy, climate change, and borders.

June 27, 6 to 8 p.m.

La Mesa Community Center, Arbor View Room

4975 Memorial Drive, La Mesa

RSVP to Sarah Strand at sarah.strand@sandag.org , or (619) 595-5609

For more information, visit sandag.org/sandiegoforward





Kick off Workshop with Tribal Nations

Hosted by the San Pasqual Band of Diegueño Indians

San Diego Forward: The Regional Plan. The branding of this plan was the result of a culmination of events that began last year when the SANDAG Board of Directors approved merging the Regional Comprehensive Plan (RCP) update with the next Regional Transportation Plan/Sustainable Communities Strategy (2050 RTP/SCS). Combining these two major planning efforts will give citizens a single, easily accessible document that includes an overall vision for the San Diego region, as well as a concrete implementation program for a large portion of that vision.

As sovereign nations within the boundaries of the San Diego region it is critical that tribes be engaged in the shaping of this plan. The SCTCA Board approved a Tribal Consultation Plan for *San Diego Forward: The Regional Plan* at its November 20, 2012 meeting. This workshop is the first in a series of activities to create a dialogue with tribal nations on policy issues at a regional level that impact tribes or that tribes can impact. The purpose of this first workshop is to provide an overview of regional planning and the approach for developing *San Diego Forward: The Regional Plan*. Participants also will brainstorm tribal policy issues related to regional planning that should be addressed in depth through this process, laying the groundwork for future focused workshops through December 2013. The outcomes and strategies of these workshops will form the basis for the tribal perspective in *San Diego Forward: The Regional Plan* and be the subject of the 2014 San Diego Regional Tribal Summit.

EVENT DETAILS:

**Thursday,
March 21, 2013**

9 a.m. to Noon

Luncheon to follow,
hosted by the San
Pasqual Tribal Council

**San Pasqual
Tribal Hall**

16150 Kumeyaay Way
Valley Center, CA 92028



RSVP BY FRIDAY, MARCH 8 TO:

**Claudine Montes, SCTCA | CMontes@sctca.net | (760) 560-8594 or
Jane Clough, SANDAG | jane.clough@sandag.org | (619) 699-1909**



JOINT WORKSHOP FOR SANDAG WORKING GROUPS

Weigh in on Transportation Network Scenarios

SANDAG Working Groups are invited to join us for an interactive workshop to discuss the two transportation scenarios under consideration for San Diego Forward: The Regional Plan. Come learn about the current regional transportation system, the investment choices in two possible scenarios, and the performance of each scenario. Interactive exercises are planned. Your feedback is needed on the scenarios – we encourage you to attend!

About San Diego Forward

Over the past two years, the SANDAG and its partners have been working with communities and stakeholders from throughout the region to develop a vision that works for the economy, the environment, and our daily lives. The SANDAG Board will be asked to adopt San Diego Forward: The Regional Plan next summer. Previous workshops have focused on a wide range of topics to help provide the foundation for the plan. This workshop is focused specifically on mobility... Come provide your input on the transportation network scenarios. Your contributions are valuable!



Wednesday, August 6, 2014,
11:30 a.m. – 2:00 p.m.
Lunch is 11:30 a.m. to noon
Workshop begins promptly at noon

SANDAG Board Room
401 B Street
7th Floor
San Diego, 92101

To ensure an adequate food order, RSVP to:
Nikolas Kennedy
Email: nikolas.kennedy@sandag.org
Phone: (619) 699-1954

For more information on San Diego Forward, visit: www.sdfoward.com
[Facebook: SANDAGregion](#)
[Twitter: SANDAG](#)
[YouTube: SANDAGregion](#)





JOIN THE CONVERSATION ON OUR REGION'S FUTURE

Weigh in on Transportation Network Scenarios

Join us for an interactive workshop to discuss the two transportation scenarios under consideration for San Diego Forward: The Regional Plan. Come learn about the current regional transportation system, the investment choices in two possible scenarios, and the performance of each scenario. Interactive exercises are planned. Your feedback is needed on the scenarios – we encourage you to attend!

About San Diego Forward

Over the past two years, the San Diego Association of Governments (SANDAG) and its partners have been working with communities and stakeholders from throughout the region to develop a vision that works for the economy, the environment, and our daily lives. The SANDAG Board will be asked to adopt San Diego Forward: The Regional Plan next summer. Previous workshops have focused on a wide range of topics to help provide the foundation for the plan. This workshop is focused specifically on mobility... Come provide your input on the transportation network scenarios. Your contributions are valuable!



**Monday, August 4, 2014,
11:30 a.m. – 2 p.m. or
5:30 p.m. – 8 p.m.
Lunch/refreshments provided**

**Caltrans Garcia Room
4050 Taylor St.
San Diego, 92110**

To ensure an adequate food order, RSVP to:
Dan Gallagher
Email: dan.gallagher@sandag.org
Phone: (619) 595-5354

For more information on San Diego Forward, visit: sdforward.com



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Spanish translation will be available at the workshops.





PARTICIPE EN LA CONVERSACIÓN ACERCA DEL FUTURO DE NUESTRA REGIÓN

Opine acerca de los escenarios de la red de transporte

Acompáñenos durante un taller interactivo para discutir los dos escenarios de transporte que están siendo considerados para San Diego Avanza: El Plan Regional. Conozca más acerca del sistema regional de transporte actual, las opciones de inversión en dos posibles escenarios y cómo funciona cada escenario. Se han planificado ejercicios interactivos. Su opinión acerca de los escenarios es necesaria— ¡lo invitamos a asistir!

Acerca de San Diego Avanza

Durante los dos últimos años, la Asociación de Gobiernos de San Diego (SANDAG, por sus siglas en inglés) y sus socios, han estado trabajando con las comunidades y partes interesadas de la región para desarrollar una visión compatible con la economía, el medio ambiente y nuestras vidas cotidianas. Se solicitará a la Junta Directiva de SANDAG que adopte San Diego Avanza: El Plan Regional el próximo verano. Talleres previos se han enfocado en una amplia gama de temas para ayudar a proporcionar las base del plan. Este taller se concentrará específicamente en la movilidad... Asista para expresar su opinión acerca de los escenarios de la red de transporte. ¡Su contribución es muy importante!



**Lunes, 4 de agosto de 2014,
11:30 a.m. – 2 p.m. o
5:30 p.m. – 8 p.m.
Almuerzo/refrigerios disponibles
Salón Garcia de Caltrans
4050 Taylor St.
San Diego, 92110**

Para poder ordenar la cantidad de comida necesaria, por favor confirme su asistencia a:
Dan Gallagher
Correo electrónico:
dan.gallagher@sandag.org
Teléfono: (619) 595-5354

Para más información de San Diego Avanza, visite: sdforward.com



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Interpretación al español disponible durante los talleres.



JOIN THE CONVERSATION ON OUR REGION'S FUTURE

Únase a la conversación sobre el futuro de nuestra región

Weigh in on Transportation Network Options

Opina sobre las Opciones para la Red de Transporte

Please join us for a fun interactive workshop to discuss opportunities to improve our regional transportation system. Various approaches to improving our transportation system in the coming years have been developed and SANDAG is seeking your feedback.

Por favor acompáñenos para un taller divertido e interactivo para discutir oportunidades para mejorar nuestro sistema de transporte regional. Se han desarrollado varios enfoques para mejorar nuestro sistema de transporte en los próximos años y SANDAG está buscando su retroalimentación.

About San Diego Forward

Acerca de San Diego Forward

Over the past year, the San Diego Association of Governments (SANDAG) and its partners have been working with the community to develop a blueprint to help make the most of our transportation infrastructure investments, while preserving our natural resources and quality of life. San Diego Forward: The Regional Plan will build upon local planning efforts, and incorporate emerging issues and innovative concepts, to form an overall vision for the region's future, including specific actions aimed at turning that vision into reality.

Durante el año pasado, la Asociación de Gobiernos de San Diego (SANDAG, por las siglas en inglés) y sus socios han estado trabajando con la comunidad para desarrollar un plan para ayudar a sacar el máximo provecho de nuestras inversiones en infraestructura de transporte, mientras conservemos nuestros recursos naturales y calidad de vida. San Diego Forward: The Regional Plan se basará en los esfuerzos de planificación locales, e incorporará cuestiones emergentes y conceptos innovadores, para formar una visión global para el futuro de la región, incluyendo acciones específicas encaminadas a convertir esa visión en realidad.

Day, Date, time

Location

Address

For more information on the workshop please contact:

Para obtener más información sobre el taller, por favor póngase en contacto con:
INSERT CBO Project Manager name and contact information.



401 B Street, Suite 800
 San Diego, CA 92101-4231
 (619) 699-1900
 Fax (619) 699-1905
 www.sandag.org

MEDIA ADVISORY

Date: October 17, 2012

For Release: IMMEDIATELY

Contact: David Hicks, (619) 699-6939,
david.hicks@sandag.org

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SANDAG INVITES THE PUBLIC TO GET INVOLVED IN CREATING AN AMBITIOUS REGIONAL PLAN

WHEN: Friday, October 19, 2012
 11:30 a.m. to 2 p.m.

WHERE: Caltrans District 11 Headquarters
 Garcia Room
 4050 Taylor Street
 Old Town (San Diego)

WHAT: The public is invited to think big about the region's future at a workshop this Friday. SANDAG is holding the event to seek ideas on how best to engage the community in creating the region's first-ever combined regional plan to guide the future direction of the county. Workshop participants will get to dig into the proposed content of the new plan and voice their priorities on transportation, economic development, and a host of quality of life issues. In addition, participants will be invited to try out web-based public participation tools.

VISUAL: Break-out sessions and web-based public participation tools.

About SANDAG

The [San Diego Association of Governments](#) (SANDAG) is the San Diego region's primary public planning, transportation, and research agency, providing the public forum for regional policy decisions about growth, transportation planning and construction, environmental management, housing, open space, energy, public safety, and binational topics. SANDAG is governed by a Board of Directors composed of mayors, council members, and supervisors from each of the region's 18 cities and the county government.

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 San Diego, CA 92101-4231
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 Fax (619) 699-1905
www.sandag.org

NEWS

Date: January 14, 2013

For Release: Immediately
Contact: David Hicks, (619) 699-1960,
david.hicks@sandag.org

DRAFT PUBLIC INVOLVEMENT PLAN FOR REGIONAL PLAN RELEASED FOR PUBLIC REVIEW

SANDAG invites the public to review and comment on the [draft Public Involvement Plan](#) (PIP) that will be used to support the development of a consolidated regional plan. The review period ends February 7, 2013. Comments should be directed to David Hicks at david.hicks@sandag.org.

The Public Involvement Plan outlines a variety of opportunities for individuals, organizations, agencies, and other stakeholders to provide meaningful input into the regional plan development process. Outreach efforts will include consultation with Native American tribes and partnerships with community-based organizations to engage low-income and minority populations. Furthermore, the plan includes a series of public workshops, use of social media, visualizations, and other best practices for involving the public and receiving input.

The future of the San Diego region is currently guided by two primary long-range planning documents: the [Regional Comprehensive Plan](#) and the [2050 Regional Transportation Plan/Sustainable Communities Strategy](#). In May 2012, the SANDAG Board of Directors approved merging the updates for these plans to give citizens a single, easily accessible document. The new regional plan is scheduled to be adopted in 2015. More information is available at www.sandag.org/regionalplan.

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- County of San Diego

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- Mexico

members, and supervisors from each of the region's 18 cities and the county government.

Find SANDAG on Facebook at [facebook.com/SANDAGregion](https://www.facebook.com/SANDAGregion) or on Twitter at twitter.com/SANDAG.

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401 B Street, Suite 800
 San Diego, CA 92101-4231
 (619) 699-1900
 Fax (619) 699-1905
 www.sandag.org

NEWS

Date: May 13, 2013
For Release: Immediately
Contact: David Hicks, (619) 699-6939, or
david.hicks@sandag.org

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Seven Community Workshops to Tackle Important Regional Issues

Public invited to attend workshops in May, June, and July

Starting Friday, May 17, SANDAG will hold a series of daytime and evening community workshops throughout San Diego County to solicit public input on the biggest issues facing the region between now and 2050 - issues like the economy, environment, transportation, public health, and social equity.

The input gathered at these workshops will be used to develop [San Diego Forward: The Regional Plan](#). This new regional plan will build upon local planning efforts, and incorporate emerging issues and innovative concepts, to form an overall vision for the region's future, including specific actions to turn that vision into reality. The SANDAG Board is expected to adopt the plan in 2015.

Evening workshops will be held every Thursday in June from 6-8 p.m. at different locations countywide. These workshops will seek input on the same topics - land use, transportation, housing, healthy environment, public health, economic prosperity, public facilities, energy, climate change, and borders.

Daytime workshops will be held on the third Fridays in May, June, and July from 11:30 a.m. to 1:30 p.m. at Caltrans District 11, Garcia Room & Gallegos Room, 4050 Taylor Street, San Diego. Each workshop will focus on specific topics.

Complimentary meals will be served at all the workshops. A printable version of the workshop flyer in English and Spanish is available at: http://www.sandag.org/uploads/projectid/projectid_428_15908.pdf.

Evening Workshops:

South County

June 6, 6-8 p.m.
Casa Familiar Civic Center
212 W. Park Avenue, San Ysidro

North County Inland

June 13, 6-8 p.m.
Escondido City Hall, Mitchell Room
201 North Broadway, Escondido

North County Coastal

June 20, 6 to 8 p.m.
Oceanside City Hall Community Rooms
300 North Coast Highway, Oceanside

East County

June 27, 6-8 p.m.
La Mesa Community Center, Arbor View Room
4975 Memorial Drive, La Mesa

Daytime Workshops:

May 17 - Healthy environment, energy, climate change, and public health

June 21 - Land use and transportation

July 19 - Economic prosperity, public facilities, and borders

Attendees should RVSP to sarah.strand@sandag.org, (619) 595-5609, or via the SANDAGRegion Facebook page by attending "Regional Plan Workshop" events.

About SANDAG

The [San Diego Association of Governments](#) (SANDAG) is the San Diego region's primary public planning, transportation, and research agency, providing the public forum for regional policy decisions about growth, transportation planning and construction, environmental management, housing, open space, energy, public safety, and binational topics. SANDAG is governed by a Board of Directors composed of mayors, council members, and supervisors from each of the region's 18 cities and the county government.

FACEBOOK: *SANDAGregion*

TWITTER: *@SANDAG*

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 San Diego, CA 92101-4231
 (619) 699-1900
 Fax (619) 699-1905
 www.sandag.org

MEDIA ADVISORY

Date: July 31, 2014
For Release: IMMEDIATELY
Contact: David Hicks, (619) 699-1969, or
david.hicks@sandag.org

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- Mexico

SANDAG HOLDS PUBLIC WORKSHOPS TO GET INPUT ON THE REGION'S FUTURE TRANSPORTATION SYSTEMS

WHEN: Monday, August 4, 2014
 Afternoon workshop - 11:30 a.m. to 2 p.m.
 Evening workshop - 5:30 to 8 p.m.

WHERE: Caltrans District 11 Headquarters
 Garcia Room
 4050 Taylor St.
 San Diego

WHAT: SANDAG will hold two identical workshops on Monday to solicit public input on transportation scenarios under consideration for [San Diego Forward: The Regional Plan](#). This long-term blueprint for the region's future, which is scheduled for adoption in summer 2015, governs the investment choices the region will make on transportation infrastructure through 2050. At the workshop, attendees will learn about the performance of two scenarios in terms of mobility, air quality, and other factors. They also will learn about potential transit, highway, and pedestrian/bicycle projects that would be built over the next few decades. Everyone is invited to participate in the free workshops (which include light refreshments). For more information and to RSVP, view the workshop flier at sdforward.com.

About SANDAG

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###

PROOF OF PUBLICATION (2010 & 2011 C.C.P.)

STATE OF CALIFORNIA County of San Diego

I am a citizen of the United States and a resident of the County aforesaid: I am over the age of eighteen years and not a party to or interested in the above-entitled matter. I am the principal clerk of the printer of

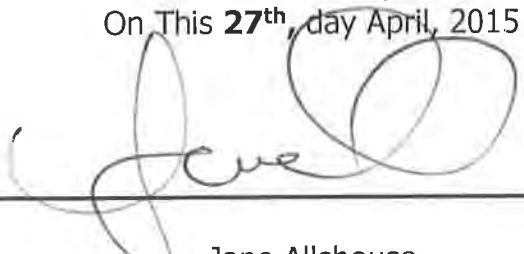
UT - North County

Formerly known as the North County Times and which newspaper has been adjudicated as a newspaper of general circulation by the Superior Court of the County of San Diego, State of California, for the City of Oceanside and the City of Escondido, Court Decree numbers 171349 & 172171, for the County of San Diego, that the notice of which the annexed is a printed copy (set in type not smaller than nonpariel), has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit:

April 27th, 2015

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated at **Oceanside**, California
On This **27th**, day April, 2015



Jane Allshouse
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PUBLIC NOTICE OF AVAILABILITY OF THE DRAFT SAN DIEGO FORWARD: THE REGIONAL PLAN, AND ITS SUSTAINABLE COMMUNITIES STRATEGY, THE DRAFT AIR QUALITY CONFORMITY ANALYSIS AND NOTICE OF PUBLIC WORKSHOPS

Notice is hereby given that the San Diego Association of Governments (SANDAG) Board of Directors accepted the draft San Diego Forward: The Regional Plan (Regional Plan) and its Sustainable Communities Strategy (SCS) for public distribution and set the closing date for public comments on the draft Regional Plan/SCS to 55 days after distribution of the draft Environmental Impact Report (EIR) that relates to the Regional Plan. Distribution of the draft EIR is planned for May with a comment deadline 55 days after its release.

The draft Regional Plan combines the big-picture vision for how our region will grow over the next 35 years with an implementation program to help make that vision a reality. The Regional Plan/SCS is built on an integrated set of public policies, strategies, and investments to maintain, manage, and improve the transportation system so that it meets the diverse needs of our region through 2050. The Regional Plan also includes the draft Air Quality Conformity Determination demonstrating the Regional Plan's conformity with the State Implementation Plans for air quality, in accordance with the Transportation Conformity Requirements in 40 C.F.R. 51 and 93, as required by the 1990 Clean Air Act Amendments.

The SANDAG Board of Directors has scheduled a series of workshops on the draft Regional Plan to accept additional public comment. The workshops are scheduled as follows:

- May 12, 6 to 8:30 pm – Escondido City Hall, Mitchell Room, 201 North Broadway, Escondido, 92025
- May 13, 6 to 8:30 pm – La Mesa Community Center, Arbor View Room, 4975 Memorial Drive, La Mesa, 91942
- May 14, 1 to 3:30 pm – Caltrans, District 11, Garcia Room, 4050 Taylor Street, San Diego, 92110
- May 20, 6 to 8:30 pm – Oceanside City Hall Community Rooms, 300 N. Coast Highway, Oceanside, 92054
- May 21, 6 to 8:30 pm – Casa Familiar Civic Center, 212 W. Park Avenue, San Ysidro, 92173
- May 27, 6 to 8:30 pm – Jacobs Center Community Room, 404 Euclid Avenue, San Diego, 92114
- May 28, 6 to 8:30 pm – UTC Forum Hall Community Room, 4545 La Jolla Village Drive, Suite E-25, San Diego, 92122

Spanish-speaking staff members and translators will be available at all seven workshops. The workshop at Casa Familiar will be conducted in Spanish with English translation available. All locations are transit accessible and family members of all ages are welcome. Call 511 or visit 511sd.com/transit for route information. If you require assistance in a language other than Spanish or special equipment to accommodate a disability in order to participate, please contact SANDAG at (619) 699-1900 at least 72 hours in advance of the meeting. TTY: (619) 699-1904.

During the workshops, participants will be afforded a variety of means to submit comments on the draft Regional Plan, including filling out comment cards and speaking to a court reporter. Comments also may be submitted via sdforward.com, directly through email at sdforward@sandag.org; via telephone at (619) 699-1934, toll free (877) 277-5736 and TTY (619) 699-1904, via fax at (619) 699-1905; through the mail to Attention: Regional Plan, 401 B Street, Suite 800, San Diego CA, 92101; and in person by dropping off written comments at SANDAG offices at the last written address. pub: 4/27/15

Classified Ads

Nike

(Continued from page 9)
 shirt simultaneously in Las Vegas and Manila," he said. "The slogan is about Manny defying fate to do the impossible things. At Nike, we set defying expectations is Manny's strength. They said he couldn't make something out of his life after dropping out of elementary school, he couldn't win eight world titles in different divisions. But Manny did all of that. Now, he's not to do what 47 others failed to do before, to become the first man to beat Manny weather."



Pacquiao has been a Nike athlete since 2006. Through the years, Nike has produced several models of Pacquiao training shoes and various designs of apparel, including T-shirts, hoodies and shorts. For the Mannyweather fight, Nike has provided Pacquiao with a wide range of training gear and filmed a three-minute, black-and-white documentary to showcase his "inner strength."

Reyes said the documentary mimics Pacquiao in the gym, on the track and working out to get ready for the biggest fight of his life. Pacquiao himself narrates the documentary in English with Filipino subtitles. "Manny's a elite athlete and we thought of going behind the scenes of his training to reveal his inner strength, his mental toughness and focus, the things that make him a champion," said Reyes. "It's remarkable to listen to Manny talk about what's on his mind while training. It gives you an idea of why Manny is such a global figure and a popular champion."

Reyes said Nike will supply Pacquiao's fighting shorts and gear for the Mannyweather fight. "We're giving Manny two options for his fighting shorts and he'll choose which colors he wants to wear," said Reyes. "The shorts and shoes were to be delivered yesterday. We've got our marketing guys Jino Ferrer and Jappy Parolan in Las Vegas to make sure Manny and his team are provided their gear."

The documentary on Pacquiao is the third in a series featuring Nike athletes in training. The others are American Irish professional golfer Rory McIlroy and Hawaii-born football quarterback and Heisman Trophy winner Marcus Mariota.

Nike also recently unveiled a Pacquiao line of training gear available in line. The apparel consists of a Team Pacquiao dri-fit T-shirt in dark grey with the NIKE logo in gold for \$30, a dri-fit tank featuring a short-sleeve T-shirt in seven colors for \$35, hypoxycord knit shorts in seven colors for \$40, two hypoxycord compression tights in five designs for \$55, a five 5.0 V6 training shoe with hexagonal flex grooves and rubber pods in four colorways for \$100 and a half-ankle, no-show sock in three pairs for \$18. Nike's new line also includes soft, cooling, moisture-wicking, short-sleeve T-shirts in three colors for \$29.97 and the hypoxycord knit shorts in three colors for \$29.97.

Pacquiao's inner strength is defined by his focus and mental toughness. "When you add up the amount of potential distractions he faces on any given day, focus becomes the most important element of Pacquiao's training and preparation," said Reyes. "In the area around the gym where he trains in Los Angeles, Pacquiao has become a special spectacle sport. Pacquiao's relentless training regimen may not be solitary but he has trained his mind to shut out the distractions surrounding him while training, side-stepping stadium steps, doing core workouts and heavy ball throws."

The Nike documentary captures Pacquiao going through the rigorous regimen. "I love to have people around me while I'm training," said Pacquiao. "When you focus, you don't have to worry about 'Oh, what am I gonna do? Maybe I'm not ready' or anything like that. But you have peace of mind and you're ready to fight. You have to prepare your mind, train your mind, how you're gonna do every day, how you're gonna be training, training in the gym. You have to focus on that particular training. Preparing physically, spiritually and mentally - it will ensure victory. If you're not physically prepared for the fight, only your mind can think about it but your body cannot respond to you. You're not in shape or you're tired. When you put in the hard work in training before the fight, you set up being able to do whatever you want in the ring. Whatever reason, if you want to move, you can move. All because you've done the hard work in the gym."

PUBLIC NOTICE OF AVAILABILITY OF THE DRAFT SAN DIEGO FORWARD: THE REGIONAL PLAN, AND ITS SUSTAINABLE COMMUNITIES STRATEGY, THE DRAFT AIR QUALITY CONFORMITY ANALYSIS AND NOTICE OF PUBLIC WORKSHOPS

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- May 14, 1 to 3:30 pm - Culvers, District 11, Garcia Room, 4050 Taylor Street, San Diego, 92110
- May 20, 6 to 8:30 pm - Oceanside City Hall Community Rooms, 300 N. Coast Highway, Oceanside, 92054
- May 21, 6 to 8:30 pm - Casa Familiar Civic Center, 212 W. Park Avenue, San Ysidro, 92173
- May 27, 6 to 8:30 pm - Jacobs Center Community Room, 404 Euclid Avenue, San Diego, 92114
- May 28, 6 to 8:30 pm - UTC Forum Hall Community Room, 4545 La Jolla Village Drive, Suite 11-23, San Diego, 92122

Spanish-speaking staff members and translators will be available at all seven workshops. The workshop at Casa Familiar will be conducted in Spanish with English translation available. All locations are transit accessible and family members of all ages are welcome. Call 511 or visit HYPERLINK "http://www.511sd.com/traid/511sd.com/traid" for more information. If you require assistance in a language other than Spanish or special equipment to accommodate a disability in order to participate, please contact SANDAG at (619) 699-1900 at least 72 hours in advance of the meeting. TTY: (619) 699-1904.

During the workshops, participants will be afforded a variety of means to submit comments on the draft Regional Plan, including filling out comment cards and speaking to a court reporter. Comments also may be submitted via HYPERLINK "http://www.sfdforward.com" or "sfdforward.com", directly through email at sfdforward@sandag.org via telephone at (619) 699-1934, toll free (877) 277-5736 and TTY (619) 699-1904, via fax at (619) 699-1905, through the mail to Attention: Regional Plan, 401 B Street, Suite 900, San Diego, CA, 92101; and in person by dropping off written comments at SANDAG offices at the last written address.

Obama

(Continued from page 1)
 sibility for its own security as well as regional defense.

Japan's military is considering joining the US in maritime air patrols in the South China Sea in response to China's increasingly assertive pursuit of territorial claims. Japanese and US sources familiar with the discussions said.

While no concrete plans had yet been finalized, Japan could join US patrols in the South China Sea, or operate patrols in relation from the Japanese island of Okinawa on the edge of the East China Sea, the Japanese source said, speaking on condition of anonymity. Headlines (Article MTRC), page-mach1, section-mach1

His for the discussion is within the Japanese military, but my move to begin patrols would need civilian approval. Japanese air patrols in an area where China is pushing disputed territorial claims, including through a missile program of land reclamation, would risk antagonizing Beijing.

But defense officials in Tokyo worry that doing nothing would allow China to eventually impose its authority over a region through its \$5 trillion of sea-borne trade passes every year - much of it heading to and from Japan. "We have to show China that it doesn't own the sea," said the Japanese source.

A US military source said a decision to begin flights in the South China Sea could prompt Tokyo to ask the Philippines for access to air bases under disaster relief training and other joint training exercises. This would give Japanese aircraft added range to stay on patrol longer, he said, also speaking on condition of anonymity.

A senior Philippine military source said such access would not currently be possible, because Manila does not have any military co-operation agreement with Tokyo similar to the pact it has with Washington, which allows US ships to use its bases to refuel, resupply and make emergency repairs. But President Aquino, one of the most vocal regional critics of China's reclamation program, is due to meet Abe in Tokyo in June, when the South China Sea issue is certain to be discussed.

Obama told reporters after talks with Abe on Tuesday that the two countries shared concerns about China's reclamation and construction activities in the South China Sea and were "united in our commitment to freedom of navigation and respect for international law."

He said the new defense guidelines meant US and Japanese forces would be more flexible, and that Japan would "take on greater roles and responsibilities in the Asia-Pacific."

Neither he nor Abe detailed what those roles might be.

Japanese Defense Minister Gen Nakatani and Foreign Minister Fumio Kishida designed questions about the possibility of joint patrolling of a claim sea lanes when met at a news conference with US counterparts on Monday, saying legislation in Japan had still to be worked out and regional countries consulted.

The United States has a squadron of at least four P-3 Orion patrol planes and a squadron of new Boeing P-8 Poseidon sub-hunting aircraft in the region, six of which are stationed in Okinawa.

Japan operates a fleet of 70 P-3s in the second Japan and is due to deploy about 20 new Kawasaki Heavy P-1 patrol aircraft with twice the range of the older Orions over the next five years.

Regional tensions
 Japan is in direct dispute with Beijing over Japanese-administered East China Sea islands known as the Senkaku Islands and the Diaoyu Islands in China.

But an even greater source of regional tension has been China's rapid reclamation effort around seven reefs in the Spratly sub-plateau of the South China Sea, which has alarmed claimants such as the Philippines and Vietnam.

While inviting the United States to welcome China's "peaceful rise," Obama said "I don't want to minimize that there are some real tensions that have arisen with China around its approach to maritime issues and its claims."

Obama said the Chinese "feel that rather than resolve these issues through normal international dispute settlements, they are flexing their muscles. That's the wrong way to go about it."

Worries have persisted in Tokyo that Washington may not come to Japan's defense if needed one day in a maritime clash with China.

Obama sought to reassure the Japanese when he revealed a certain hint, made during his visit to Tokyo last April. To defend Japan against any threat to its territory, but US officials have made clear they want to avoid any such military engagement.

Abe's speech to Congress was clearly criticized for what he says about Japan's wartime past, still a sensitive issue for Asian neighbors, including China and US ally South Korea, nearly 70 years after the end of World War Two.

He is under pressure from critics to ease concerns that he wants to whitewash Japan's role of wartime aggression. His conservative domestic allies feel fresh apologies are needed.

"Extremely concerned"

Chinese Foreign Ministry spokesman Hong Lei said that China was "extremely concerned" that the closing statement of the leaders' summit of the Association of Southeast Asian Nations in Kuala Lumpur earlier this week addressed the South China Sea issue, which he said was not a problem between China and ASEAN.

"On this issue China has exercised extreme restraint," Hong said, repeating that China believed the dispute should be resolved via direct talks between the claimants.

There were no problems with freedom of navigation in the waters, he told a daily news briefing.

In a speech to ASEAN levels of state on Monday, President Aquino said the "unwise reclamation" by China posed a threat to the security and stability of the region.

Hong said that China had a right to build on islands in the South China Sea. "China resolutely opposes individual countries making unilateral claims to China for their own selfish interests and taking hostage the China-ASEAN relationship," he added. - Paolo Romero, Jimmie Lamale

Malacanang

(Continued from page 1)
 open, explaining that it will provide more room for the Philippine government.

He said that until midnight of Tuesday, Foreign Affairs Secretary Albert Del Rosario and Justice Secretary Leila de Lima were unable to contact Indonesian Attorney-General to inquire if the latest communication sent for the case of Veloso was received and acknowledge by the Indonesian government.

It was only Wednesday early morning when he got the good news.

"Got my message from Secretary Del Rosario, who was still awake at that time as late as 11 o'clock and was still trying to push for that conversation with the Attorney-General. I got this text from him from SPA at 2:20 am. Cabos, we did it. Albert, period," said Almendras.

While the Philippine government is thankful, Almendras clarified that there is no reason to celebrate.

He noted that Indonesia still pushed through with the executions of other foreigners with drug-related offenses Wednesday.

Malacanang said it is not important who gets the credit for the stay of execution. What is important, according to Almendras, is everyone is in a position to help.

Palawan

(Continued from page 1)
 Rade Ramos, in a post on Facebook, said the electric coop would need around 15,000 consumers to turn off most of their appliances to cover the shortfall.

"Only 15,000 households would switch off their refrigerators, then the 2-MW power deficit is gone. Everybody will have a chance in watch live the fight of the century," he said.

Ramos also urged consumers to refrain from using power-guzzling appliances like electric irons, washing machines and air-conditioning units to enable the electric grid to have enough power for everyone.

Paleo's campaign was met with varied reactions from consumers.

Mary Rose Meacast, in a post on Facebook, urged other consumers to cooperate with Paleo's measure as it would mean "savings" for them.

"Be wise and be vigilant" in the use of unnecessary electricity in households," she said.

But Michael Exibia, in another post, said in jest, "Nood no lang kami ng (We will just watch the) Pacquiao-Mannyweather through the power of the mind."

The service area of Paleo is Puerto Princesa City and the towns of Aborlan, Narra, Rizal, Quezon, Brooke's Point and Roxas.

undergoing His holiness or of standing when He shall appear.

What, then, is to be our stance in light of the many things too great for us to know and which God mercifully conceals from us? We should have the humility of a child, who knows what he does not know and is content that his father knows. One of the psalms says, *O Lord, my heart is not proud; my humility my eyes.*

How many things I do not know; how many things I do not understand; how many things I do not know beyond me.

Truly I have not my mind in silence and peace.

Like a weaned child on its mother's lap, even so is my mind.

O Lord, hope in the Lord both now and forever.

A Meditation

(Continued from page 10)
 "seven thunders" indicates that these hidden utterances are of fearful weightiness. Seven is a number that refers to the fullness of something, so these are loud and devastating thunders, God, in His mercy to us, does not reveal all the fearful words that will come on this awful world, which cannot endure the glorious and fiery presence of His glory. So much for this world and the arrows of His quiver, which are not exhausted. Besides the seven already foretold in Scripture, the seven thunders may well conceal others that are unnumberable and too horrifying for the world to endure, a world that is incapable of

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(Psalms 131 in toto)
 Scripture says, Beyond these created wonders many things lie hid. Only a few of God's works have we seen (Sirach 43:34).
 "Thank you, Lord, for what you have taught us and revealed to us. Thank you, too, for what you have mercifully kept hidden and which is too much for us to know. Thank you, Lord! Help us learn and keep us humble, like little children

AVISO PÚBLICO DE DISPONIBILIDAD DEL BORRADOR DE SAN DIEGO FORWARD:THE REGIONAL PLAN (BORRADOR DEL PLAN REGIONAL), Y SU ESTRATEGIA DE COMUNIDADES SUSTENTABLES, BORRADOR DE ANÁLISIS DE CONFORMIDAD DE LA CALIDAD DEL AIRE Y AVISO DE TALLERES PÚBLICOS

Se informa por el presente aviso que la Junta Directiva de la Asociación de Gobiernos de San Diego aceptó el Borrador de San Diego Forward: The Regional Plan (Borrador del Plan Regional) y su Estrategia de Comunidades Sustentables (Sustainable Communities Strategy, SCS) para su distribución pública y estableció la fecha límite para recibir comentarios públicos sobre The Regional Plan (Borrador del Plan Regional) y su SCS hasta 55 días después de la distribución del Borrador del Informe del Impacto Ambiental (Borrador EIR) que se relaciona con el Plan Regional. La distribución del Borrador EIR está prevista para mayo con una fecha límite para comentarios de 55 días después de su publicación.

The Regional Plan (Borrador del Plan Regional) combina la visión general de cómo nuestra región crecerá en los próximos 35 años con un programa de implementación para ayudar a hacer realidad esa visión. El Plan Regional y su SCS están elaborados en función de un conjunto integrado de políticas públicas, estrategias e inversiones para mantener, administrar y mejorar el sistema de transporte de modo que satisfaga las diversas necesidades de nuestra región hasta 2050. El Plan también incluye el Borrador de la Determinación de Conformidad de la Calidad de Aire que demuestra la conformidad del plan con los Planes Estatales de Implementación para la calidad del aire, de acuerdo con los Requisitos de Conformidad del Transporte en el Título 40 del CFR (Código de Regulaciones Federales), Parte 51 y Parte 93, según lo requieran las Enmiendas de la Ley de Aire Limpio de 1990.

La Junta Directiva de la Asociación de Gobiernos de San Diego (San Diego Association of Governments, SANDAG) ha programado una serie de talleres sobre The Regional Plan (Borrador del Plan Regional) para aceptar comentarios públicos adicionales. Los talleres están programados de la siguiente manera:

- 12 de mayo de 6:00 a 8:30 p. m.: Escondido City Hall, Mitchell Room, 201 North Broadway, Escondido, 92025
- 13 de mayo de 6:00 a 8:30 p. m.: La Mesa Community Center, Arbor View Room, 4975 Memorial Drive, La Mesa, 91942
- 14 de mayo de 1:00 a 3:30 p. m.: Caltrans, District 11, García Room, 4050 Taylor Street, San Diego, 92110
- 20 de mayo de 6:00 a 8:30 p. m.: Oceanside City Hall Community Rooms, 300 N. Coast Highway, Oceanside, 92054
- 21 de mayo de 6:00 a 8:30 p. m.: Casa Familiar Civic Center, 212 W. Park Avenue, San Ysidro, 92173
- 27 de mayo de 6:00 a 8:30 p. m.: Jacobs Center Community Room, 404 Euclid Avenue, San Diego, 92114
- 28 de mayo de 6:00 a 8:30 p. m.: UTC Forum Hall Community Room, 4545 La Jolla Village Drive, Suite E-25, San Diego, 92122

Miembros hispanohablantes del personal y traductores estarán disponibles en todos los talleres. El taller en Casa Familiar se llevará a cabo en español con traducción en inglés disponible. Todos los lugares son accesibles al tránsito, y son bienvenidos los familiares de todas las edades. Llame al 511 o visite 511sd.com/transit para obtener información sobre las rutas. Si necesita ayuda en cualquier otro idioma que no sea español o algún equipo especial por motivos de discapacidad para poder participar, comuníquese con SANDAG al (619) 699-1900 por lo menos 72 horas antes de la reunión. Teletipo: (619) 699-1904.

Durante los talleres, a los participantes se les brindará una variedad de medios para presentar sus comentarios sobre el borrador del plan, como completar tarjetas de comentarios y hablar con un periodista del tribunal. Además, los comentarios se pueden enviar a través de sdfoward.com, directamente a través de correo electrónico a sdfoward@sandag.org; por teléfono al (619) 699-1934, al número gratuito (877) 277-5736 y al teletipo (619) 699-1904, por fax al (619) 699-1905; y a través del correo a ATTN: Plan Regional, 401 B Street, Suite 800, San Diego CA, 92101. Además, puede dejar en persona sus comentarios por escrito en las oficinas de SANDAG en la última dirección escrita.



LA VIDA EN EL TRABAJO

Sara Gurling
Para El Latino

¿Que le hace si no voto en el 2016?

Hay un refrán que creo tiene mucho sentido. Con certeza de sabio escuché a un señor decir "hay veces que nada el pato y hay veces que ni agua bebe".

En aquel entonces, yo no tenía ni la menor idea a que se refería. Pensaba yo- ¿cual pato?

Hoy que la vida me ha costado sacrificios y trabajo duro, puedo ver con claridad que en realidad la vida nos trae olas de bien y olas de barreras que a veces vemos como insuperables. Cuando uno es persona muy trabajadora y dedicada a su oficio, los años pasan a veces sin mayores interrupciones. Pero cuando menos lo espera uno, algo puede pasar y ese algo nos hace sufrir o temer por nuestro futuro.

En mi carrera como representante de trabajadores, he visto como el despido de un trabajador puede ser devastador para toda su familia. Pero hay veces que la falta de empleo no viene por un despido si no por algún accidente o enfermedad que aflija al trabajador.

La carrera del trabajador depende de muchas cosas. Típicamente se supone que estaremos trabajando la mayoría de nuestros años como adultos. Pero hay veces que no se puede. Por eso en este y muchos otros países existen programas de seguro para los discapacitados, los desempleados y los jubilados a temprana edad.

Muchos de estos programas han estado al alcance de quienes califican para ellos siempre y cuando hallan trabajado cierta cantidad de años para acumular créditos. O, en el caso del seguro social al discapacitado, el derecho se otorga por el hecho de certificación de un médico que lo designa como discapacitado.

Pero año tras año estos programas tan claves para mantener a las personas mas vulnerables a flote, son atacados en las legislaturas. Los recortes y amenazas por parte de muchos legisladores ponen a muchas personas nerviosas. Si estos programas sufren recortes o eliminación, dejaríamos desamparados a los ex-trabajadores y personas ancianas y discapacitadas que no pueden valerse por si mismos.

La forma de salvar estos programas de seguro para las personas mas vulnerables, como algún día lo seremos todos, es apoyando a sus defensores. Es nuestra responsabilidad elegir a candidatos que apoyan estos programas.

Los candidatos en el senado y el congreso estadounidense son quienes aportan fondos para estos programas. Los votantes deben ser cuidadosos con sus votos en las elecciones para elegir a candidatos que apoyan a los trabajadores y a los programas que benefician a los trabajadores así como a las personas que ya no pueden trabajar.

Ya vienen las elecciones para un nuevo presidente y muchos candidatos para congresista y senador se van a decidir en las aulas en el 2016.

Es de suma importancia que los Latinos que son elegibles, estén registrados para votar y que los que todavía no son ciudadanos empiecen a procesar sus papeles para hacerse ciudadanos lo antes posible.

Hay mucho que decidir en las elecciones del 2016. La elección de representantes defensores de los beneficios de seguro social, beneficios del desempleo y para discapacitados es muy importante.

La falta de acción por nuestra parte nos puede dejar en la situación del pato que no tiene ni que beber.

El seguro social y los demás beneficios que existen no van a dar abasto para la manutención de los trabajadores por completo- pero en el charco de la vida estar a flote y poder aunque sea nadar es mejor que estar estancado y sin agua de beber.

****Sara Gurling fue la directora de organización comunitaria de la Unión Americana de Libertades Civiles (ACLU) de San Diego y Condado de Imperial. Es conocida como activista humanitaria laboral pro-justicia. Es presidenta de la organización humanitaria Ángeles de La Frontera. Ha laborado como representante de trabajadores por diecisiete años. Fue vicepresidente del Concilio Laboral del Condado de Orange y es maestra de estudios laborales en San Diego City College*



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Public Notice

San Diego Forward:
The Regional Plan, its Environmental Impact Report, the 2014 Regional Transportation Improvement Program Amendment No. 7, Air Quality Conformity Analysis, and Other Related Actions

The San Diego Association of Governments (SANDAG) Board of Directors will consider the following actions at its regularly scheduled meeting on October 9, 2015: certification of the Final Environmental Impact Report for San Diego Forward: The Regional Plan, approval of the Regional Plan and adoption of the Findings, Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Program for the Regional Plan; finding the Regional Plan Revenue Constrained Plan in conformance with the State Implementation Plans for air quality; adoption of the Air Quality Conformity determination; finding that the Regional Plan and its Sustainable Communities Strategy (SCS) meet the greenhouse gas reduction targets established by the California Air Resources Board and other requirements in Government Code §65080(b) et seq.; and approval of Amendment No. 7 to the Regional Transportation Improvement Program (RTIP).

The meeting will take place starting at 10 a.m. at 401 B Street, San Di-

ego, California, in the 7th floor Boardroom. The Regional Plan serves as a blueprint for how the San Diego region will grow, and how SANDAG and other agencies in the region will invest in transportation infrastructure that will provide more choices, strengthen the economy, promote a healthy environment, and support thriving communities. The Regional Plan serves as the Regional Transportation Plan and it includes the mandatory policy, action, and financial elements as identified in the Code of Federal Regulations Title 23 Part 450 and Title 49, Part 613, in addition to the SCS as identified in California Government Code Section 65080.

The revised draft Air Quality Conformity Analysis prepared for the Regional Plan and 2014 RTIP Amendment No. 7 was released for public comment on August 19, 2015, and is available at the SANDAG offices at the above address, from the SANDAG website at sandag.org, or by calling (619) 699-1929. Written comments on the Air Quality Conformity Analysis will be accepted via letter, fax, or email and must be received no later than September 24, 2015. Comments should be addressed to SANDAG, Attention: Rachel Kennedy, Senior Regional Planner, 401 B Street, Suite 800, San Diego, CA 92101; fax (619) 699 1905; or email rachel.kennedy@sandag.org.

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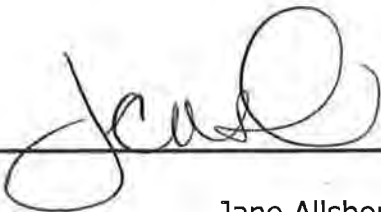
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September 17th, 2015

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On This **17th**, of **September 2015**



Jane Allshouse
The San Diego Union Tribune
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NOTICE OF SALE OF ABANDONED PROPERTY Notice is hereby given that under and pursuant to California Civil Code section 1998(a,b,c) and any other applicable CA Statutes, that the items of property listed below is believed to be abandoned by Donald Salaam, Carolina Turner and all other owners, occupants, partners, tenants and/or subtenants from addresses located at: 851 Regulo Place #922, Chula Vista, CA 91910. Items will be sold at a Public Auction by Toscano at Rancho Del Rey

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Fictitious Names

FICTITIOUS BUSINESS NAME STATEMENT FILE NO. 2015-022744
Filed With Ernest J. Dronenburg JR. Recorder/ County Clerk County of San Diego : AUGUST 31, 2015

FICTITIOUS BUSINESS NAME (S)
a. L&M Designer Cake Company
Located at: 14055 Via Corsini, San Diego, CA San Diego 92128
Mailing Address: 14055 Via Corsini San Diego, CA 92128
This Business is registered by the following:
#1. Lezlie C. Gomez, 14055 Via Corsini, San Diego, CA 92128
This Business Is Conducted By: An Individual
The First Day Of Business Was: N/A
I declare that all information in this statement is true and correct. (A registrant who declares as true any material matter pursuant to Section 17913 of the Business and Professions code that the registrant know to be false is guilty of a misdemeanor punishable by a fine not to exceed one thousand dollars (1,000.)
Registrant Name: /s/ Lezlie C. Gomez
9/3,9/10,9/17,9/24/15

Cast off your fishing gear
The San Diego Union-Tribune Classifieds
866-411-4140

15, 2015

The proposed Graduate and Professional Student Housing - East Campus project would include new construction of five apartment buildings, ranging in height from four to eight stories, and a new multi-story parking structure on a 17 acre site. The project would provide approximately 442,000 assignable square feet (ASF) of housing space, including community and support spaces distributed throughout the facilities. The buildings would include approximately 850 micro-apartments (similar to studios) and 250 one-, two- and three-bedroom traditional apartments, providing about

NOTICE

County Of San Diego
Spring Valley
Community
Planning Group
And Design
Review Board

Notice Of Meeting:
Tuesday
22 September 2015
7PM
San Miguel Consolidated
Fire District HQ
2850 Via Orange Way
Spring Valley Ca 91978

This ad is meeting notice only.
Agenda will be posted at meeting location at least 72 hours prior to meeting.

For more information:
www.SDCounty.CA.gov/PDS/CommunityGroups.html

1,355 beds for graduate and professional student and students with dependents. Approximately 900 parking spaces would be provided in a new structure with some surface parking located adjacent to key access points. Hensel Phelps is the Design/Build Contractor.

The selected firm will provide testing, inspection and observations of work installed by the University's contractor as required by applicable state building codes. Services will be required starting no later than November 2015 and will continue through December 2017.

The complete scope of work is delineated in the project plans and specifications. Respondents are to provide an estimate for material testing and inspection services based upon the schedule, plan and specifications referenced and current prevailing wage criteria. Due to the size of the files, the documents will be issued on a compact disc. The CDs are available for pickup at UC San Diego, Facilities Design & Construction, 10280 North Torrey Pines Road, Suite 465, La Jolla, CA 92037. Should you need a cd overnighted to you, at your cost please contact Jennifer Mora at 858.822.6401, jmora@ucsd.edu.

For the complete advertisement, please visit our website at www.fdc.ucsd.edu, select Contracting Opportunities and then Active RFQs.

Public Notice

San Diego Forward: The Regional Plan, its Environmental Impact Report, the 2014 Regional Transportation Improvement Program Amendment No. 7, Air Quality Conformity Analysis, and Other Related Actions

The San Diego Association of Governments (SANDAG) Board of Directors will consider the following actions at its regularly scheduled meeting on October 9, 2015: certification of the Final Environmental Impact Report for San Diego Forward: The Regional Plan, approval of the Regional Plan and adoption of the Findings, Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Program for the Regional Plan; finding the Regional Plan Revenue Constrained Plan in conformance with the State Implementation Plans for air quality; adoption of the Air Quality Conformity determination; finding that the Regional Plan and its Sustainable Communities Strategy (SCS) meet the greenhouse gas reduction targets established by the California Air Resources Board and other requirements in Government Code §65080(b) et seq.; and approval of Amendment No. 7 to the Regional Transportation Improvement Program (RTIP).

The meeting will take place starting at 10 a.m. at 401 B Street, San Diego, California, in the 11th floor Boardroom. The Regional Plan serves as the blueprint for how the San Diego region will grow, and how SANDAG and other agencies in the region will invest in transportation infrastructure that will provide more choices, strengthen the economy, promote a healthy environment, and support thriving communities. The Regional Plan serves as the Regional Transportation Plan and includes the mandatory policy, action, and financial elements as identified in the Code of Federal Regulations Title 23 Part 650 and Title 49, Part 613. In addition to the SCS as identified in California Government Code Section 65080.

The revised draft Air Quality Conformity Analysis prepared for the Regional Plan and 2014 RTIP Amendment No. 7 was released for public comment on August 19, 2015, and is available at the SANDAG offices at the above address, from the SANDAG website at sandag.org, or by calling (619) 699-1929. Written comments on the Air Quality Conformity Analysis will be accepted via letter, fax, or email and must be received no later than September 24, 2015. Comments should be addressed to SANDAG, Attention: Rachel Kennedy, Senior Regional Planner, 401 B Street, Suite 800, San Diego, CA 92101; fax (619) 699-1905; or email rachel.kennedy@sandag.org.

San Diego, California, in the 11th floor Boardroom. The Regional Plan serves as the blueprint for how the San Diego region will grow, and how SANDAG and other agencies in the region will invest in transportation infrastructure that will provide more choices, strengthen the economy, promote a healthy environment, and support thriving communities. The Regional Plan serves as the Regional Transportation Plan and includes the mandatory policy, action, and financial elements as identified in the Code of Federal Regulations Title 23 Part 650 and Title 49, Part 613. In addition to the SCS as identified in California Government Code Section 65080.

The revised draft Air Quality Conformity Analysis prepared for the Regional Plan and 2014 RTIP Amendment No. 7 was released for public comment on August 19, 2015, and is available at the SANDAG offices at the above address, from the SANDAG website at sandag.org, or by calling (619) 699-1929. Written comments on the Air Quality Conformity Analysis will be accepted via letter, fax, or email and must be received no later than September 24, 2015. Comments should be addressed to SANDAG, Attention: Rachel Kennedy, Senior Regional Planner, 401 B Street, Suite 800, San Diego, CA 92101; fax (619) 699-1905; or email rachel.kennedy@sandag.org.

REQUEST FOR QUALIFICATIONS GEOTECHNICAL TESTING AND OBSERVATIONS SERVICES

GRADUATE AND PROFESSIONAL STUDENT HOUSING - EAST CAMPUS UNIVERSITY OF CALIFORNIA SAN DIEGO FD&C PROJECT NO. 4864

PROPOSALS DUE WEDNESDAY, SEPTEMBER 30, 2015

ISSUE DATE - SEPTEMBER 15, 2015

The selected firm will provide geotechnical testing and observations services during earthwork, foundation, retaining wall, drywall installation, flatwork and parking lot construction for the planned Graduate and Professional Student Housing - East Campus project at the University of California, San Diego. Services will be required starting as early as October 2015 and will continue through February, 2017. The services provided will be sufficient to determine the geotechnical aspect of the earthwork and retaining wall construction are conducted in general accordance with the approved drawings, specifications and recommendations provided in our geotechnical report.

Legal Notices

To place your notice call North County (866) 411-4140 • (619) 293-2007 • Email legalsnorth@sandiegouniontribune.com

Trustee Sale No. 727817 Loan No. Title Order No. APN See Exhibit "A" TRA No. NOTICE OF TRUSTEE'S SALE YOU ARE IN DEFAULT UNDER A DEED OF TRUST DATED 06/07/2013. UNLESS YOU TAKE ACTION TO PROTECT YOUR PROPERTY, IT MAY BE SOLD AT A PUBLIC SALE. IF YOU NEED AN EXPLANATION OF THE NATURE OF THE PROCEEDINGS AGAINST YOU, YOU SHOULD CONTACT A LAWYER. On 09/24/2015 at 10:00AM, First American Title Company as the duly appointed Trustee under and pursuant to Deed of Trust recorded on June 7, 2013 as Document Number 2013-0359237 of official records in the Office of the Recorder of San Diego County, California, executed by: UDC HOMES LLC, a California limited liability company, as Trustor, CIELO 4, LLC, a California limited liability company, as Beneficiary, WILL SELL AT PUBLIC AUCTION TO THE HIGHEST BIDDER FOR CASH (payable at time of sale in lawful money of the United States, by cash, a cashier's check drawn by a state or national bank, a check drawn by a state or federal credit union, or a check drawn by a state or federal savings and loan association, savings association, or savings bank specified in section 5102 of the Financial Code and authorized to do business in this state). At: the entrance to the East County Regional Center by Statue, 250 E. Main Street, El Cajon, CA, all right, title and interest conveyed to and now held by it under said Deed of Trust in the property situated in said County, California describing the land therein: See Exhibit "A" attached hereto and incorporated by reference herein Exhibit "A" PARCEL 1: Lots 35 Through 37, Of County Of San Diego Tract No. 5093-1, In The County Of San Diego, State Of California, According To Map Thereof No. 14920, Filed In The Office Of The County Recorder Of San Diego County On December 4, 2004. Excepting Therefrom All Oil, Oil Rights, Mineral Rights, Natural Gas Rights And Other Hydrocarbons By Whatever Name Known, Geothermal Steam And All Products Derived From Any Of The Foregoing, That May Be Within Or Under The Parcel Of Property Hereinabove Described, Together With The Perpetual Right Of Drilling, Mining, Exploring And Operating Therefor And Storing In And Removing The Same From Said Property Or Any Other Property, Including The Right To Whiptstock Or Directionally Drift And Mine From Properties Other Than Those Hereinabove Described, Oil Or Gas Wells, Tunnels And Shafts Into, Through Or Across The Subsurface Of The Property Hereinabove Described, And To Bottom Such Whiptstocked Or Directionally Drilled Wells, Tunnels And Shafts Under And Beneath Or Beyond The Exterior Limits Thereof, And To Redrill, Retunnel, Equip, Maintain, Repair, Deepen And Operate Any Such Wells Or Mines Without, However, The Right To Drill, Mine, Store, Explore Or Operate Through The Surface Or The Upper Five Hundred Feet (500') OF THE SUBSURFACE OF THE PROPERTY HEREINabove Described. PARCEL 1A: An Easement And Right Of Way For Access, Ingress And Egress, Road And Utility Purposes, Including But Not Limited To Electric Power, Telephone, Gas, Water, Sewer And Cable Television Lines And Appurtenances Thereto, Over, Under, Along And Across Lot 76 (Via Ambiente) Of Amended San Diego Tract No. 4227-1 According To Map Thereof No. 14104, Filed In The Office Of The County Recorder Of San Diego County, And Over The Following Described Portion Of Lot 72 Of Said Map No. 14104, Being A 21.00 Foot Strip Of Land, Described As Follows: Beginning At The Most Southeasterly Corner Of Lot 76, Said Point Being The Intersection Of The North Line Of Lot 72 (Calle Ambiente), An 81.00 Foot Wide Private Road As Shown On Map No. 14104, And The Cusp Of A 22.00 Foot Radius Curve Concave Northeasterly, A Radial Line To Said Point Bears South 30° 50' 00" West; Thence Continuing Along The North Line Of Said Lot 72 (Calle Ambiente) North 59° 10' 00" West 105.58 Feet; Thence Leaving Said North Line South 30° 50' 00" West 21.00 Feet; Thence South 59° 10' 00" East 105.58 Feet; Thence North 30° 50' 00" East 21.00 Feet To The Point Of Beginning. PARCEL 1B: An Easement And Right Of Way For Access, Ingress And Egress, Road And Utility Purposes, Including But Not Limited To Electric Power, Telephone, Gas, Water, Sewer And Cable Television Lines And Appurtenances Thereto, Over, Under, Along And Across That Portion Of Calle Ambiente, As Dedicated And Shown On County Of San Diego Tract No. 4227-1, According To Map Thereof No. 11979, In The County Of San Diego, State Of California, Described As Follows: All That Portion Of Calle Ambiente As So Dedicated, Portions Of Which Were Subsequently Vacated By Resolution Of The Board Of Supervisors Of San Diego County, Recorded February 17, 1999 As Instrument No. 1999-0095131 Of Official Records, Lying Within The Area Described As Parcel 1 Of Access And Drainage Easement Document Recorded On February 1, 1998 As Instrument No. 1998-0056430 Of Official Records Of San Diego County, PARCEL 1C:

FICTITIOUS BUSINESS NAME STATEMENT
FILE NO. 2015-021155
Filed With Ernest J. Dronenburg JR. Recorder/ County Clerk County of San Diego : AUGUST 13, 2015

FICTITIOUS BUSINESS NAME (S)
a. Superior Machined Products, Inc. Located at: 2575 Jason Court, Oceanside, CA San Diego 92056
Mailing Address: Same as above.
This Business is registered by the following:
#1. Superior Machined Products, Inc. 2575 Jason Court, Oceanside, CA 92056.
This Business Is Conducted By:
A Corporation
The First Day Of Business Was: N/A
I declare that all information in this statement is true and correct. (A registrant who declares as true any material matter pursuant to Section 17913 of the Business and Professions code that the registrant know to be false is guilty of a misdemeanor punishable by a fine not to exceed one thousand dollars (1,000.)
Registrant Name: /s/ Peter Martins
08/27/15,9/03/15,9/10/15,9/17/15

NOTICE OF PETITION TO ADMINISTER ESTATE OF: (IMAGED FILE)
VICTORIA SUE HARDIGREE AKA VICTORIA S. HARDIGREE CASE NO. 37-2015-00030249-PR-LA-CTL ROA#1

To all heirs, beneficiaries, creditors, contingent creditors, and persons who may otherwise be interested in the WILL or estate, or both of VICTORIA SUE HARDIGREE AKA VICTORIA S. HARDIGREE. A PETITION FOR PROBATE has been filed by JENNIFER SMITH, WADE HUMPHREY in the Superior Court of California, County of San Diego. THE PETITION FOR PROBATE requests that JENNIFER SMITH, WADE HUMPHREY be appointed as personal representative to administer the estate of the decedent. A HEARING on the petition will be held in this court as follows: 10/22/15 at 1:30PM in Dept. PC-2 located at 1409 4TH AVENUE, SAN DIEGO, CA 92101

IF YOU OBJECT to the granting of the petition, you should appear at the hearing and state your objections or file written objections with the court before the hearing. Your appearance may be in person or by your attorney. IF YOU ARE A CREDITOR or a contingent creditor of the decedent, you must file your claim with the court and mail a copy to the personal representative appointed by the court within the later of either (1) four months from the date of first issuance of letters to a general personal representative, as defined in section 58(b) of the California Probate Code, or (2) 60 days from the date of mailing or personal delivery to you of a notice under section 9052 of the California Probate Code.

Your one-stop place to...

LEGAL NOTICES

The time for filing claims will not expire before four months from the hearing date noticed above. YOU MAY EXAMINE the file kept by the Court. If you are a person interested in the estate, you may file with the court a Request for Special Notice (form DE-154) of the filing of an inventory and appraisal of estate assets or of any petition or account as provided in Probate Code section 1250. A Request for Special Notice form is available from the court clerk. Jahna Taluban Lerner P.O. Box 1142 Poway, CA 92074 858-663-2424 JLerner99@gmail.com 9/17,9/24,10/1

SUMMONS

SUPERIOR COURT OF CALIFORNIA COUNTY OF SAN DIEGO 500 THIRD AVENUE CHULA VISTA, CA 91910 CASE NUMBER: DS49591

Attorney or Party without attorney Gabino Cervantes 255 Woodlawn Apt. #1 Chula Vista, CA 91910 619-862-4817. Superior Court of California, County of San Diego 500 Third Ave. Chula Vista, CA 91910. Petitioner: Gabino Cervantes Respondent: Silvia Rodriguez De Cervantes.

Order for Publication Granted: The court finds that the respondent cannot be served in any other manner specified in the California Code of Civil Procedure. The court orders that the documents listed in item 6 be served by publication at least once per week for four successive weeks in the following newspaper Voice & Viewpoint. Summons (Family Law) (form FL-110) You have 30 calendar days after this Summons and Petition are served on you to file a Response (form FL-120 or FL-123) at the court and have a copy served on the petitioner. A letter, phone call, or court appearance will not protect you. If you do not file your Response on time, the court may make orders affecting your marriage or

LEGAL NOTICES

site visit to the MTS trolley yard. Proposals will be due on **October 16, 2015 at 4:00 p.m.**, prevailing local time, unless otherwise amended, at MTS, 1255 Imperial Ave., Ste. 1000, San Diego, CA 92101. Proposals received after that time or at any other place other than the place stated herein will not be considered.

MTS hereby notifies all proposers that in regard to any contract entered into pursuant to this advertisement; Disadvantaged Business Enterprises (as defined in 49 C.F.R. Part 26) will not be subject to discrimination on the basis of race, color, sex or national origin in consideration for an award. MTS reserves the right to reject any and all proposals and to re-advertise for proposals.

9/17/15

CNS-2791665#

VOICE & VIEWPOINT NEWS

NOTICE TO PUBLIC

NOTICE OF PUBLIC HEARING & PUBLIC REVIEW

CITY OF SAN DIEGO DRAFT FISCAL YEAR 2015

Consolidated Annual Performance and Evaluation Report (CAPER)

NOTICE IS HEREBY GIVEN that the City of San Diego will hold a public hearing on September 22, 2015 at 2:00 p.m. or sometime thereafter to receive comments on the Consolidated Annual Performance and Evaluation Report (CAPER) for Fiscal Year (FY) 2015.

The CAPER is an annual report that assesses of the City's progress toward meeting its goals and high priority needs for the following federal programs: Community Development Block Grant (CDBG); HOME Investment

LEGAL NOTICES

Quality Conformity Analysis, and Other Related Actions

The San Diego Association of Governments (SANDAG) Board of Directors will consider the following actions at its regularly scheduled meeting on October 9, 2015: certification of the Final Environmental Impact Report for San Diego Forward: The Regional Plan, approval of the Regional Plan and adoption of the Findings, Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Program for the Regional Plan; finding the Regional Plan Revenue Constrained Plan in conformance with the State Implementation Plans for air quality; adoption of the Air Quality Conformity determination; finding that the Regional Plan and its Sustainable Communities Strategy (SCS) meet the greenhouse gas reduction targets established by the California Air Resources Board and other requirements in Government Code §65080(b) et seq.; and approval of Amendment No. 7 to the Regional Transportation Improvement Program (RTIP).

The meeting will take place starting at 10 a.m. at 401 B Street, San Diego, California, in the 7th floor Boardroom. The Regional Plan serves as a blueprint for how the San Diego region will grow, and how SANDAG and other agencies in the region will invest in transportation infrastructure that will provide more choices, strengthen the economy, promote a healthy environment, and support thriving communities. The Regional Plan serves as the Regional Transportation Plan and it includes the mandatory policy, action, and financial elements as identified in the Code of Federal Regulations Title 23 Part 450 and Title 49, Part 613, in addition to the SCS as identified in California Government Code Section 65080.

LEGAL NOTICES

of California Contractor's Licensing Board. Bidders must comply with all Buy America requirements. Projects may be funded in part with FTA and/or FHWA funding. The SANDAG DBE goal will be set at the Job Order level based on Scope of Work and funding source, and fall within an estimated range of 0-25%.

A non-mandatory prebid meeting will be held on Thursday September 24, 2015 at SANDAG, 401 B Street, 7th Floor, San Diego, in the Wells Fargo Building. Networking for subs and primes: 9:30-10:00 a.m. Pre-bid starts at 10:00 a.m. Contact Susana Tello at susana.tello@sandag.org with a copy to constructioncontracts@sandag.org for questions.

This IFB package can be downloaded at no charge from the SANDAG website at www.sandag.org/contracts. Register in SANDAG's online database and download the IFB and plans. SANDAG is the only source of accurate information about SANDAG projects. The IFB may be reviewed at SANDAG and/or the Contracting Opportunities Center located at 4007 Camino Del Rio South, Suite 210, San Diego, CA.

Bids must be received by 2:00 p.m., on Friday October 23, 2015 at SANDAG, on the 8th Floor, attention: Susana Tello. Bids arriving later than 2:00 p.m., or at a location other than 401 B Street, on the 8th Floor, will not be considered.

SANDAG is an equal opportunity employer and, as a matter of policy, encourages the participation of small businesses that are owned and controlled by minorities and women. Joint ventures are also encouraged where feasible.

INVITATION FOR BIDS JOB ORDER CONTRACT (JOC) RAILROAD GENERAL ELECTRICAL AND COMMUNICATION

...affecting your marriage or domestic partnership, your property, and custody of your children. You may be ordered to pay support and attorney fees and costs. For legal advice, contact a lawyer immediately. Get help finding a lawyer at the California Courts Online Self-Help Center (www.courts.ca.gov/selfhelp), at the California Legal Services website (www.lawhelpca.org), or by contacting your local county bar association. If you cannot pay the filing fee, ask the clerk for a fee waiver form. The court may order you to pay back all or part of the fees and costs that the court waived for you or the other party. The name and address of the court are SUPERIOR COURT OF CALIFORNIA COUNTY OF SAN DIEGO
CA 500 Third Avenue Chula Vista, CA 91910

Date: 11/4/2015 Time: 1:40 p.m. Dept. 4 The name, address, and telephone number of the petitioner's attorney, or the petitioner without an attorney are: Gabino Cervantes 255 Woodlawn Apt. #1 Chula Vista, CA 91910
619-862-481
8/27,9/3,9/10,9/17

REQUEST FOR PROPOSALS

REQUEST FOR PROPOSALS FOR

Trolley On-Board Video Surveillance System (OBVSS) On-Call Services

The San Diego Metropolitan Transit System (MTS) is accepting proposals under a negotiated procurement process for Trolley OBVSS On-Call Services for three years.

Proposal documents will be available on or about **September 4, 2015** by registering at

<http://www.sdmts.com/Business/Procurement.asp>

The Contract Officer's contact information is: Diana Singleton MTS Procurement Department 1255 Imperial Avenue, Suite 1000 San Diego, CA 92101

Telephone: (619) 557-4551

Facsimile: (619) 446-4272

Email: diana.singleton@sdmts.com

A Pre-Proposal Meeting will be held on September 18, 2015 at 10:00 a.m., prevailing local time at the above address. Following shortly thereafter will be a

...Development Block Grant (CDBG); HOME Investment Partnerships Program (HOME); Emergency Solutions Grants (ESG); and Housing Opportunities for Persons with AIDS (HOPWA). The CAPER details activities that received funding and accomplishments achieved in the reporting period starting July 1, 2014 to June 30, 2015 for community development, social services, and housing activities funded. A brief report on the CAPER will be presented to the San Diego City Council in the City Administration Building (202 C Street, San Diego, CA 92101-Council Chambers on the 12th floor). The agenda and time for this meeting will be posted on the CDBG website www.sandiego.gov/cdbg and on the City Clerk's Office website at www.sandiego.gov/city-clerk

The Draft FY 2015 CAPER is available for public review

at the CDBG Program office (1200 Third Avenue, Suite

1400, San Diego, CA 92101), the CDBG Program's website (<http://www.sandiego.gov/cdbg>), the San Diego Housing Commission's website (<http://www.sdhc.org>), at the following select

City libraries (Central, Malcolm X, San Ysidro, Logan Heights, and City Heights/Weingart), the Bayside Community Center, and the Jacobs Center for Neighborhood Innovation. The public comment period began on September 3 and ends September 17.

Written comments may be submitted during this period to the CDBG Program office by mail (1200 Third Avenue, Suite 1400, San Diego, CA 92101) or via e-mail (CDBG@sandiego.gov).

To request this information in an alternative format, or to arrange for a sign language or oral interpreter for the meeting, please call the City Clerk's office at least five (5) working days prior to the meetings at (619) 533-4000 (voice) or (619) 236-7012 (TDD/TTY).

9/17, 9/24/15

CNS-2794208#

VOICE & VIEWPOINT NEWS

Public Notice – San Diego Forward: The Regional Plan, its Environmental Impact Report, the 2014 Regional Transportation Improvement Program Amendment No. 7, Air

The revised draft Air Quality Conformity Analysis prepared for the Regional Plan and 2014 RTIP Amendment No. 7 was released for public comment on August 19, 2015, and is available at the SANDAG offices at the above address, from the SANDAG website at sandag.org, or by calling (619) 699-1929. Written comments on the Air Quality Conformity Analysis will be accepted via letter, fax, or email and must be received no later than September 24, 2015. Comments should be addressed to SANDAG, Attention: Rachel Kennedy, Senior Regional Planner, 401 B Street, Suite 800, San Diego, CA 92101; fax (619) 699-1905; or email rachel.kennedy@sandag.org.

INVITATION FOR BIDS

INVITATION FOR BIDS JOB ORDER CONTRACT (JOC) GENERAL CIVIL CONSTRUCTION SERVICES

IFB 5007504 CIP Various

The SAN DIEGO ASSOCIATION OF GOVERNMENTS (SANDAG), 401 B Street, Suite 800, San Diego, CA 92101-4231, and the Metropolitan Transit Systems (MTS) are requesting sealed bids to perform Job Order Contract (JOC) General Civil Construction Services work as follows:

The anticipated scope of work for this on-call JOC consists primarily of, but is not limited to, general civil and site improvements, earthwork, utilities, paving, concrete, drainage, building facilities, landscaping mitigation, site clearing and all required incidental professional and technical services for SANDAG and its member agencies, Caltrans, MTS, and NCTD on projects located in San Diego County.

SANDAG Minimum Contract Value (3 Years): \$40,000
Maximum Contract Value (3 Years): \$15,000,000

This joint procurement assigns each agency an allotment in the amounts of \$12,000,000 and \$3,000,000 for SANDAG and MTS respectively. Bidders must have a valid "A" Contractors License issued by the State

GENERAL ELECTRICAL AND COMMUNICATION SERVICES

IFB 5007500 CIP Various

The SAN DIEGO ASSOCIATION OF GOVERNMENTS (SANDAG), 401 B Street, Suite 800, San Diego, CA 92101-4231, and the Metropolitan Transit Systems (MTS) are requesting sealed bids to perform Job Order Contract (JOC) railroad general electrical and communications work as follows: The anticipated scope of work for this on-call JOC consists primarily of, but is not limited to, railroad electrical and communications work, including network communications, fiber optic network installations, Closed Circuit TV, Train to Wayside communications, general site work and improvements, and all required incidental professional and technical services for SANDAG and its member agencies, MTS and North County Transit District (NCTD) facilities located in San Diego County.

SANDAG Minimum Contract Value (3 Years): \$40,000

Overall Maximum Contract Value (3 Years): \$6,000,000

This joint procurement assigns each agency an allotment in the amounts of \$4,500,000 and \$1,500,000 for SANDAG and MTS respectively.

Bidders must have a valid "A" Contractors License issued by the State of California Contractor's Licensing Board. Bidders must comply with all Buy America requirements. Projects may be funded in part with FTA funding. The SANDAG DBE goal will be set at Job Order level based on Scope of Work and funding source, and fall within an estimated range of 0-25%.

A non-mandatory prebid meeting will be held on Thursday, September 24, 2015, at SANDAG, 401 B Street, 7th Floor, San Diego, in the Wells Fargo Building. Networking for subs and primes: 9:30-10:00 a.m. Pre-bid starts at 10:00 a.m. Contact kelly.mikhail@sandag.org and a copy to constructioncontracts@sandag.org with questions. This IFB package can be downloaded at no charge from the SANDAG website

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Teen Drivers ED

NOTARY & COM

Philippine Consulate Authentication
of Legal Documents
• General Power of Attorney
• Special Power of Attorney
• Certifications of Original Documents
(that the copy is the same as that of the origin)
(619) 962-5144
Email: Ljprinting@gmail.com
Santi Silverio, notary
accredited by the philippine consulate of los ange

President, we have a lot. We have chicharon bituka, chicharon bulaklak, kilawin, azusena, and others," thinking Bush was referring to "pulutan" dish eaten during a drinking spree. Rico said that when FPJ told detained ex-president Joseph Estrada, a movie actor and a drinker, about the incident, Erap replied, "Ganoon din ang isasagot ko (that will also be my answer)."

Rico said that when he visited Erap in his detention hospital, they talked about Erap's petition for a knee operation abroad. Noticing that the ex-president was walking bow-legged, he told him: "Mr. President, kung ganyan kasakit ang knee ninyo, dapat talagang payagan kayong magpaopera sa abroad (If your knee ailment is that serious, they should really allow you to have a knee operation abroad). Erap replied: "A hindi sa sakit sa knee ito. Mataas ang cholesterol ko, kaya iniwasan ko ang itlog (This is not due to my knee ailment. I have high cholesterol; that is why I am avoiding eggs [referring to his balls])."

When a cargo forwarding company was mentioned as one of the sponsors of the show, Rico narrated an incident that happened one time he arrived in the Philippines. He saw a girl at the airport crying upon opening the casket of her mother who was shipped from the United States. Her mom's faced was pressed against the glass cover of the casket.

"How could they do this to my mother?" she asked. But then they found a letter inside the casket: "Ate, pasensiya ka na at hindi ko naihatid ang bangkay ng nanay dahil magastos sa pamasaha. Naglagay ako ng dalawampung lata ng kame norte sa likod ng nanay, paghati-hatian ninyo na. Iyong Nike shoes na hinihingi ni Boy nakasuot sa paa ng nanay. Yong Victoria Secret na bilin mo, suot din ng nanay... (Dear Sister: Sorry I was not able to accompany the remains of our mother. I cannot afford the cost of airfare. I placed twenty cans of corned beef at the back of our mother. The Nike shoes that Boy was asking for are on her feet. The Victoria Secret underwear you wanted is also worn by mother...)"

As their aging fans are preoccupied with the serious task of securing the future of their families rather than idolizing pop stars, Rico J. Puno and Hajji Alejandro are digging deeper into their arsenal of talents like cracking jokes or performing funny antics. While they had a good and productive run, it is nice to know these singing legends can stretch their career through their versatile talents and the loyalty of their fans. - AJ

Pardee

(Continued from page 8)

approximately 3,636 to 4,351 square feet. Priced from \$1.2 million, these sophisticated, five bedroom floorplans blend traditional craftsmanship with contemporary flair.

A tale of love

(Continued from page 13)

wishes, he remained a loving and obedient child.

A passionate student and a loving son to his family, Joey will go through different setbacks in life but will continue to be patient and understanding.

All these positive qualities will outweigh life's challenges and Joey will become a stronger person in her new life as Destiny Rose.

As time passes, Joey faces more challenges in his journey towards becoming a renowned writer and a full-fledged woman. Joey is now known as Destiny Rose.

Now that Destiny Rose has fulfilled her dreams, all she wants is to be with the love of her life and for her family to be complete once again. But what if her family, especially her estranged father, refuses to accept her? And what if the love of her life finds out that she only had sex reassignment surgery to become a woman? Will Destiny Rose still find happiness?

Playing opposite Ken is Fabio Ide as Gabriele Antonioni, Joey's Fil-Italian penpal. He will make Joey/Destiny Rose's life more colourful as he becomes her one true love.

Completing the cast are esteemed TV and movie actors and actresses: Manilyn Reyes as Daisy Flores Vergara, Joey's loving mother; Michael de Mesa as Rosaura Armani Vitto, a rich philanthropist who will be

The study said 52% of teens said a phone number for calling is one of the first 3 things Internet. - Rappler.com

Public Notice – San Diego Forward: The Regional Plan, its Environmental Impact Report, the 2014 Regional Transportation Improvement Program Amendment No. 7, Air Quality Conformity Analysis, and Other Related Actions

The San Diego Association of Governments (SANDAG) Board of Directors will consider the following actions at its regularly scheduled meeting on October 9, 2015: certification of the Final Environmental Impact Report for San Diego Forward: The Regional Plan, approval of the Regional Plan and adoption of the Findings, Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Program for the Regional Plan; finding the Regional Plan Revenue Constrained Plan in conformance with the State Implementation Plans for air quality; adoption of the Air Quality Conformity determination; finding that the Regional Plan and its Sustainable Communities Strategy (SCS) meet the greenhouse gas reduction targets established by the California Air Resources Board and other requirements in Government Code §65080(b) et seq.; and approval of Amendment No. 7 to the Regional Transportation Improvement Program (RTIP).

The meeting will take place starting at 10 a.m. at 401 B Street, San Diego, California, in the 7th floor Boardroom. The Regional Plan serves as a blueprint for how the San Diego region will grow, and how SANDAG and other agencies in the region will invest in transportation infrastructure that will provide more choices, strengthen the economy, promote a healthy environment, and support thriving communities. The Regional Plan serves as the Regional Transportation Plan and it includes the mandatory policy, action, and financial elements as identified in the Code of Federal Regulations Title 23 Part 450 and Title 49, Part 613, in addition to the SCS as identified in California Government Code Section 65080.

The revised draft Air Quality Conformity Analysis prepared for the Regional Plan and 2014 RTIP Amendment No. 7 was released for public comment on August 19, 2015, and is available at the SANDAG offices at the above address, from the SANDAG website at sandag.org, or by calling (619) 699-1929. Written comments on the Air Quality Conformity Analysis will be accepted via letter, fax, or email and must be received no later than September 24, 2015. Comments should be addressed to SANDAG, Attention: Rachel Kennedy, Senior Regional Planner, 401 B Street, Suite 800, San Diego, CA 92101; fax (619) 699-1905; or email rachel.kennedy@sandag.org.

Advertisement for Bids

Notice is hereby given that the San Diego Unified School District, acting by and through its governing board, will receive sealed bids for the furnishing of all labor, materials, transportation, equipment, and services to:

MEDIUM VOLTAGE PREVENTATIVE MAINTENANCE AND EMERGENCY REPAIRS ON AN AS-NEEDED BASIS (IDIQ)

A mandatory pre-bid is scheduled for 9:00 a.m. on SEPTEMBER 25, 2015 at the Strategic Sourcing and Contracts Department, 2351 Cardinal Lane, Bldg. M (west door), San Diego, CA 92123. PLEASE SEE BID FOR DETAILS (No.CP-16-0351-08).

All bids must be received at or before 1:00 p.m. on OCTOBER 9, 2015, at the Strategic Sourcing and Contracts Department, 2351 Cardinal Lane, Bldg. M, San Diego, CA 92123, at which time bids will be publicly opened and read aloud.

The project estimate is not-to-exceed \$450,000.00. This is not a PSA project and does not require prequalification. The District requires that Bidders possess any of the following classification(s) of California State Contractors License(s), valid and in good standing, at the time of bid opening and contract award: C-10.

All late bids shall be deemed non-responsive and not opened. Each bid shall be in accordance with all terms, conditions, plans, specifications and any other documents that comprise the bid package. The Bid and Contract Documents are available in three formats, hard copy, CD, or online from Plan Well. Hard copy bid documents are available at ARC Document Solutions, LLC, 1200 4th Avenue (4th and B Street), San Diego, CA 92101, phone number 619-232-8440, for a refundable payment of Two Hundred Dollars (\$200) per set; CD's are available for a non-refundable charge of \$50. Payments shall be made by check payable to SAN DIEGO UNIFIED SCHOOL DISTRICT. If the payment for Bid and Contract Documents is refundable, refunds will be processed by the District only if the Bid and Contract Documents, including all addendums, are returned intact and in good order to ARC within ten (10) days of the issuance of the Final Bid Tabulation. Online documents are available for download free of charge on PlanWell through ARC. Go to www.crplanwell.com, click on Public Planroom, search SDUSD (Questions? 714-424-8525). All bids shall be submitted on bid forms furnished by the District in the bid package beginning September 15, 2015. Bid packages will not be faxed.

SENATE BILL (SB) 854 REQUIREMENTS: Effective July 1, 2014, no contractor or subcontractor may be listed on a bid proposal, or awarded a contract for a public works project (awarded on or after April 1, 2015) unless registered with the Department of Industrial Relations (DIR) pursuant to Labor Code §1725.5 [with limited exceptions from this requirement for bid purposes only under Labor Code §1771.1(a)]. This project is subject to compliance monitoring and enforcement by the DIR. Prime contractors must add the DIR Registration Number for each of their listed subcontractors to the Subcontractors List AND submit a certificate of registration for their own firm and those of their listed subcontractors upon request by the District. Failure of the bidding prime contractor to list their subcontractors DIR Registration Number on the Subcontractors List at time of bid will result in rejection of their bid as non-responsive. Refer to the following DIR Website for further information: www.dir.ca.gov/Public-Works/PublicWorks.html

PREVAILING WAGES: Prevailing wage requirements apply to all public works projects and must be followed per Article 17 of the General Conditions of this bid.

DISABLED VETERAN BUSINESS ENTERPRISE PARTICIPATION PROGRAM: Pursuant to Resolution In Support of Service Disabled Veterans Owned Businesses (SDVOB) and Disabled Veteran Business Enterprises (DVBE) approved on May 10, 2011 by the Board of Education, the Bidder is required to satisfy a minimum DVBE participation percentage of at least three percent (3%) for this project. In compliance with this Program, the Bidder shall satisfy all requirements enumerated in the bid package.

Each bid must be submitted on the Bid Form provided in the bid package and shall be accompanied by a satisfactory bid security in the form of either a bid bond executed by the bidder and Surety Company, or a certified or cashier's check in favor of the San Diego Unified School District, in an amount equal to ten percent (10%) of their bid value. Said bid security shall be given to guarantee that the Bidder will execute the contract as specified, within five (5) working days of notification by the District.

The District reserves the right to reject any and all bids and to waive any irregularities or informalities in any bids or in the bidding. No bidder may withdraw his bid for a period of 120 days after the date set for the opening of bids. For information regarding bidding, please call 858-522-5825.

PRE-QUALIFICATION OF BIDDERS: Pursuant to Public Contract Code (PCC) §20111.6, each contractor wishing to bid as a prime to the District for projects estimated at \$1,000,000 or over, or any subcontractor performing the license classifications of A, B [if performing the work of] C-4, C-7, C-10, C-16, C-20, C-34, C-36, C-38, C-42, C-43 and/or C-46 wishing to submit a bid to a bidding prime contractor must be prequalified in order to bid. You can apply online by going to <https://prequal.sandi.net> or contact Glenda Burberry at gburberry@sandi.net to request a pre-qualification questionnaire. Completed questionnaires must be submitted to the District no later than 10 business days before the bid opening due date. Any questionnaires submitted later than this deadline will not be processed for this Invitation for Bids. The District encourages all general contractors bidding as a prime contractor, and all MEP subcontractors to request a questionnaire, complete it and submit it as soon as possible.

SAN DIEGO UNIFIED SCHOOL DISTRICT
Arthur S. Hanby, Jr., CPPO, C.P.M., CPPB, A.P.P.
Strategic Sourcing and Contracts Officer
Strategic Sourcing and Contracts Dept.
NO. CP-16-0351-08

instrumental in Joey's transition to becoming a woman; JackieLou Blanco as Dahlia, Jasmine's mother who will make Joey and Daisy's life difficult; Katrina Halili as Jasmine Flores, Joey's ambitious cousin; Sheena Halili as April Rose Vergara, Joey's kind-hearted sister; Jeric Gonzales as Vince, Joey's first love; Joko Diaz as Joselito Vergara Sr., Joey's strict father; Irma Adlawan as Bethilda, Armani's sister who will make Joey's life

a living hell; JC Tiuseco as Lance, Jasmine's boyfriend and accomplice in deceiving Gabriele; Ken Alfonso as Aris, Bethilda's son who will eventually fall in love with Destiny Rose.

Directed by Don Michael Perez, Destiny Rose begins airing this September 15 on GMA Pinoy TV.

To see your favourite Kapuso shows on GMA Pinoy TV, GMA Life TV and GMA

News TV International, check the airing schedules in your territory through the website www.gmanetwork.com/international/programguide.

Download the Asian Journal digital edition at www.scribd.com/asianjournal

January 10, 2013 –

(Español abajo)

Notice of Public Review and Comment - Draft Public Involvement Plan for the San Diego Regional Plan

The future growth and development of the San Diego region is currently guided by two primary long-range planning documents: the [Regional Comprehensive Plan](#) (RCP) adopted in 2004 and the [2050 Regional Transportation Plan/Sustainable Communities Strategy](#) (RTP/SCS) adopted in 2011.

In May 2012, the SANDAG Board of Directors approved merging the RCP update with the next RTP/SCS. Combining these two major planning efforts will give citizens a single, easily accessible document that includes an overall vision for the San Diego region and an implementation program to make that vision a reality. In addition, the consolidation will enhance public participation opportunities, as well as save staff time and resources.

A comprehensive and innovative [draft public involvement plan](#) (PIP) to support the development of the regional plan has been released for a 30-day review and comment period through February 7, 2013. Among various public engagement techniques, the PIP includes a tribal consultation plan and a process to engage low-income and minority populations through a network of community-based organizations. Furthermore, the plan will include a series of public workshops, use of social media, visualizations, and other means for involving the public and receiving input. Please direct comments on the PIP to David Hicks at david.hicks@sandag.org.

More information, including the summary from the regional plan public workshop held on October 19, 2012, is available at www.sandag.org/regionalplan.

Please feel free to forward this information to others that might be interested.

Aviso de Revisión y Comentarios Públicos - Borrador del Plan de Participación Pública del Plan Regional de San Diego

El crecimiento futuro y el desarrollo de la región de San Diego es actualmente guiado principalmente por dos documentos de planeación a largo plazo: el [Plan Regional Integral](#) (RCP, por sus siglas en inglés) aprobado en 2004 y el [Plan Regional de Transporte 2050/Estrategia de Comunidades Sustentables](#) (RTP/SCS, por sus siglas en inglés) aprobados en 2011.

[En mayo de 2012, la Mesa Directiva de SANDAG aprobó combinar la actualización del RCP con el siguiente RTP/SCS. Combinando estos grandes esfuerzos dará a los ciudadanos fácil acceso a un sólo documento, que incluye una visión general para la región de San Diego y un programa de implementación que haga de esa visión una realidad. Adicionalmente, la consolidación ampliará las oportunidades de participación pública, al igual que ahorrará horas-hombre y recursos.](#)

-

[Para apoyar el desarrollo del plan regional se ha presentado para su revisión un borrador del plan de participación pública](#) (PIP, por sus siglas en inglés) integral e innovador, por un período de 30 días hasta el 7 de febrero de 2013. Entre las varias técnicas de acercamiento con la comunidad, el PIP incluye un plan de consulta con las tribus y un proceso para involucrar a la población de bajos recursos y minorías a través de una red de organizaciones comunitarias. Más allá, el plan incluirá una serie de talleres público, el uso de redes sociales, visualizaciones, y otras formas de participación pública y de retroalimentación. Por favor dirija sus comentarios sobre el PIP a David Hicks al correo electrónico david.hicks@sandag.org.

Más información, incluyendo el resumen del taller público del plan regional llevado a cabo el 19 de octubre de 2012, está disponible en www.sandag.org/regionalplan.

Por favor no dude en retransmitir esta información a otros que crea pudieran estar interesados.

This message was sent to dwa@sandag.org from:

San Diego Association of Governments | info@sandag.org | Paula Zamudio | 401 B Street,
Suite 800 | San Diego, CA 92101



May 6, 2013 –

Everyone is invited to a series of SANDAG workshops starting on May 17th to gather input for San Diego Forward: The Regional Plan. Workshops will be held all over the region on a wide variety of topics – during the day and in the evening.

Complimentary lunch/dinner will be served at all of the events. Check out the flyer below for the details. Come to a workshop and provide your thoughts on the biggest issues facing the region, and please forward this flyer to people or organizations you think might be interested in participating.

Help Shape Our Region's Future



Bring your ideas to the table on the biggest issues facing the San Diego region between now and 2050 — issues like the economy, the environment, transportation, public health, and social equity.

Get involved in the on-going conversation about how best to tackle our challenges today, and preserve our quality of life for the future.

The San Diego Association of Governments (SANDAG) and its partners have embarked on creating San Diego Forward: The Regional Plan. It will build upon local planning efforts, and incorporate emerging issues and innovative concepts, to form an overall vision for the region's future, including specific actions aimed at turning that vision into reality.

Now is the time to make your voice heard! Take part in a series of workshops that will be held throughout the region in May, June, and July 2013 — in the daytime and in the evening.

Evening Community Workshops

Every Thursday in June — all include complimentary sandwiches, cookies, and beverages

All four community workshops will seek input on the same topics — land use, transportation, housing, healthy environment, public health, economic prosperity, public facilities, energy, climate change, and borders.

South County

June 6, 6 to 8 p.m., Casa Familiar Civic Center, 212 W. Park Avenue, San Ysidro

North County Inland

June 13, 6 to 8 p.m., Escondido City Hall, Mitchell Room, 201 North Broadway, Escondido

North County Coastal

June 20, 6 to 8 p.m., Oceanside City Hall Community Rooms, 300 North Coast Highway, Oceanside

East County

June 27, 6 to 8 p.m., La Mesa Community Center, Arbor View Room, 4975 Memorial Drive, La Mesa

Weekday Central Workshops

The third Fridays in May, June, and July — all include complimentary sandwiches, cookies, and beverages

May 17 – Focused discussions on healthy environment, energy, climate change, and public health

June 21 – Focused discussions on land use and transportation

July 19 – Focused discussions on economic prosperity, public facilities, and borders Caltrans District 11

All weekday workshops from 11:30 a.m. to 1:30 p.m., Garcia Room & Gallegos Room, 4050 Taylor Street, San Diego

All locations are transit accessible. Call 511 or visit 511sd.com/transit for route information. Limited parking also available.

RSVP

to Sarah Strand at sarah.strand@sandag.org, (619) 595-5609, or via the SANDAGRegion Facebook page by attending “Regional Plan Workshop” events.

For more information, visit sandag.org/sandiegoforward

Para ver esta información en español, visite

http://www.sandag.org/uploads/projectid/projectid_428_15910.pdf

For a printable version of this flyer in English and Spanish visit

http://www.sandag.org/uploads/projectid/projectid_428_15908.pdf



This message was sent to dwa@sandag.org from:

San Diego Association of Governments | info@sandag.org | Paula Zamudio | 401 B Street,
Suite 800 | San Diego, CA 92101



May 10, 2013 –

Join SANDAG on May 17 for the first of seven public workshops to help inform the region's big-picture plan for the future.

This first workshop will focus on the environment, public health, climate change, and energy. Take part in the conversation – and enjoy a complimentary lunch while you help shape San Diego Forward: The Regional Plan.

By the way, May 17 is also Bike-to-Work Day, so feel free to ride your bicycle to this event, which will be at Caltrans District 11 headquarters across from the Old Town Transit Center. Check out the flyer below for more details – and please forward it to anyone who might be interested.

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All locations are transit accessible. Call 511 or visit 511sd.com/transit for route information. Limited parking also available. Spanish-speaking staff members will be available at all seven workshops and Spanish translators will be available at the four evening workshops.

RSVP

to Sarah Strand at sarah.strand@sandag.org, (619) 595-5609, or via the SANDAGRegion Facebook page by attending “Regional Plan Workshop” events.

For more information, visit sandag.org/sandiegoforward

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For a printable version of this flyer in English and Spanish visit http://www.sandag.org/uploads/projectid/projectid_428_15908.pdf



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San Diego Association of Governments | info@sandag.org | Paula Zamudio | 401 B Street, Suite 800 |
San Diego, CA 92101



May 22, 2013 –

WORKSHOP SUMMARY: FOCUS ON HEALTHY ENVIRONMENT, ENERGY, CLIMATE CHANGE AND PUBLIC HEALTH - MAY 17, 2013, AT CALTRANS

Thank you to the more than 150 participants who took part in last Friday's workshop on San Diego Forward: The Regional Plan on Regional Bike to Work Day!

Your input and feedback are keys to the process of creating a vision and plan that will keep the San Diego region a great place to live now and in the future. If you attended Friday - remember, there are more workshops coming up, so please stay involved. And if you couldn't make it, consider attending an upcoming event - the next one will be held in the evening of June 6, in English and Spanish, at Casa Familiar Civic Center in San Ysidro. For more information, visit www.sandag.org/sandiegoforward.

Below is a summary of the thoughtful and extensive input provided by stakeholders during 30 facilitated roundtable sessions held at the May 17 event. This input will be used to shape policy objectives related to healthy environment, energy, public health, and climate change in San Diego Forward: The Regional Plan.

Listed below are just some of the ideas and concerns expressed by participants at the workshop, and some pictures, too.





Thanks again - and we hope to see you at one of our upcoming workshops.

Climate Change

- Prepare for the impacts of climate change on both the natural and built environments. Key concerns include increases in wildfires and heat waves, sea-level rise, water supply and demand, public health impacts, agriculture and food-security, and disproportionate impacts on low-income, minority, and senior populations.
- Pursue regional coordination on climate change and adaptation efforts. We need scalable solutions - from the parcel to the regional to the state level.
- Promote best practices that provide co-benefits, such as xeriscaping, graywater re-use, tree planting, and other low-impact development solutions.
- Prioritize transportation investments based on their benefits to the environment.
- SANDAG should provide a forum for regional collaboration, incentives for adaptation and mitigation, guidance on design standards, and other resources to address climate change.
- Build transportation infrastructure that can withstand the adverse effects of climate change, like sea level rise.
- Incorporate greenhouse gas (GHG) reduction and climate change efforts into the regional plan (including goals, policy measures, and funding opportunities).
- Plant more vegetation/trees now as a low-cost mitigation measure that will ultimately absorb more GHGs in the future and enhance communities.
- Empower the community to address climate-related behaviors at an individual and neighborhood level. Start with educating the children.

Air & Water Quality

- Address respiratory problems with better public transportation, more carpooling and vanpooling, and communities where people can bike and walk more.
- Bring air quality issues down to the micro level, for example, by bringing small hand-held air quality monitoring devices to community members.
- More urban forestry/vegetation can help reduce air and water pollution, and improve economic conditions in local communities.
- Work within the environment: create more attractive spaces using native species - these don't require a lot of water and fertilizer.
- Create a regionally driven policy for reclaimed water.
- Look at all impacts related to water quality, not just the impacts related to new development projects.
- Address both health and social equity issues related to air and water quality - need to focus on impacted communities, those that suffer the most.

Habitat & Shoreline

- San Diego has been successful in preserving habitat. Focus on restoring and providing access to these areas.
- Incentivize higher density development around transit. That would allow people to get around easier and also preserve open space.
- Make access to open spaces more equitable.
- Wetlands protection needs to be done on a larger scale; wetlands protect shorelines and act as carbon sinks.
- Wetland rehabilitation efforts that remove concrete linings of channels and restore the riparian habitat are important, and we should also incorporate bike lanes so that people can enjoy it.
- Make policy changes that incorporate permeability and other green infrastructure codes that help mitigate urban run-off.
- Create open spaces and trails for residents in developed areas.
- Create policies that require upland development projects to include a sand mitigation component as this material can no longer flow naturally from inland to the coast.
- Balance preservation and recreation – providing access while protecting habitat.
- Develop bicycle trails along the San Diego River to mix the green corridor into open space – like the San Antonio River Walk.

Healthy Communities

- The ability to walk and bike within communities and to school is important.
- Consider rethinking the methodology of how trips are calculated within a complete streets framework, using something other than Level of Service (LOS) and moving toward a multi-modal analysis.
- Look at the inequities and health disparities between neighborhoods and focus the investments in areas of need.
- Look at areas with concentrations of obesity and diabetes and examine current transportation infrastructure to find the gaps. Shift transportation modes toward active transportation.
- Make public health a line item within the policy making process, and not an afterthought – focus on how to bridge disparities.
- Consider the needs of all populations including the aging population.
- Create bike facilities for commuting AND recreation.
- Marry functionality and safety in neighborhood design to encourage more walkable communities which can lead to greater social interaction.
- Need walkability connections to grocery stores, creating access to healthy foods.
- Leverage existing resources with the Human Health and Services Agency (HHS) and other organizations.
- Provide more diverse bike options. Class 1 lanes are not very common in California, but for women in particular, they could help lower stress levels for biking.
- Social equity is important to address with public health because many communities have suffered from years of disinvestments, and have higher rates of chronic diseases, including diabetes.
- Healthy communities and public facilities should address the needs of the homeless.
- Healthy communities should have a robust urban forestry program, and a lot of green space. This can impact food, safety, and health.
- Where one lives should not determine the quality and length of life.
- Promote policies that motivate healthier food options to move into low-income neighborhoods, and provide incentives to those companies which promote healthy eating.

Clean Energy, Clean Fuels & Innovation

- Place a high value on issues that will be important for the younger generations.
- Plan and build facilities for safely riding bikes to and from school.

- Alternative energy sources:
 - Energy efficiency and roof-top energy needs to be a priority in making communities more self-sufficient.
 - Need to fit the communities that we already have with photovoltaics, and deemphasize fitting the back country with large energy plants.
- Transit centers could have conference rooms attached so people can rent a room and hold meetings at a place that is accessible by transit.
- The net energy use by communities should be evaluated.
- Encourage roof-top photovoltaic: public buildings, industrial and residential.
- The only practical way to get people to use the good stuff is to highly tax the bad stuff. This is politically unpopular, but economically popular.
- Presentations to high school students nearing driving age should be made regarding affordable energy-efficient cars.
- Car2Go is good program because buying a zero-emission vehicle is out of reach to many families
- There are programs that help seniors with the bills and they talk to them about other ways to save money. Many seniors have inquired about ways they can be more environmentally friendly
- Border crossing wait-times should be improved to reduce emissions and health impacts.
- Provide opportunities for and promote mobility options that produce low emissions or no emissions at all (bicycling and walking).
- Create community garden opportunities to reduce emissions related to the transportation of fruits and vegetables.
- Focus on renewable energy (e.g. wind, solar, geothermal) and increasing low carbon fuel standards.
- Focus on distributed (on-site) generation of green energy. Solar, wind, biofuel require less infrastructure and protect open space/habitat areas; industrialized solar/wind energy is destructive and requires transmission lines.
- Build more infrastructure to support electric cars.
- Develop apps or ways people can determine how much water and energy they are consuming to help them conserve and use these resources more efficiently.
- Focus on green jobs related to transportation, buildings, etc.; support entrepreneurs.
- Reduce energy use by buying local food and creating food hubs.

This message was sent to dwa@sandag.org from:

San Diego Association of Governments | info@sandag.org | Paula Zamudio | 401 B Street,
Suite 800 | San Diego, CA 92101

[Unsubscribe](#)



June 4, 2013 –

Come to the next SANDAG workshop on the region's future this Thursday evening in San Ysidro. Everyone is invited to give their input into San Diego Forward: The Regional Plan. Workshops will be held all over the region on a wide variety of topics – during the day and in the evening. Check out the flyer below for more information.

Venga al próximo taller de SANDAG sobre el futuro de la región este jueves por la noche en San Ysidro. Todos están invitados a proveer retroalimentación a San Diego Forward: The Regional Plan (San Diego Adelante: El Plan Regional). Los talleres se llevarán a cabo en toda la región en una amplia variedad de temas - durante el día y por la noche. Vea el folleto a continuación para obtener más información.

Para ver esta información en español, visite http://www.sandag.org/uploads/projectid/projectid_428_15910.pdf



Bring your ideas to the table on the biggest issues facing the San Diego region between now and 2050 — issues like the economy, the environment, transportation, public health, and social equity.

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All locations are transit accessible. Call 511 or visit 511sd.com/transit for route information. Limited parking also available.

RSVP

to Sarah Strand at sarah.strand@sandag.org, (619) 595-5609, or via the SANDAGRegion Facebook page by attending “Regional Plan Workshop” events.

For more information, visit sandag.org/sandiegoforward

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San Diego Association of Governments | info@sandag.org | Paula Zamudio | 401 B Street, Suite 800 |
San Diego, CA 92101



**WORKSHOP SUMMARY / RESUMEN DEL TALLER:
JUNE 6, 2013 / 6 DE JUNIO DE 2013
CASA FAMILIAR, SAN YSIDRO**



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- Informar a la gente acerca de cómo reducir el cambio climático y la contaminación, usando impuestos de negocios contaminantes.
- Plantar más áreas verdes en San Ysidro y promover campañas de forestación.

Prosperidad Económica y Fronteras

- La frontera y la prosperidad económica están profundamente vinculadas porque hay mucho comercio entre las comunidades de San Diego y Tijuana.
- Por los altos costos de vida en San Diego, mucha gente se va a vivir a Tijuana. Rentar una casa puede costar \$300 dólares, lo que en San Diego no existe.
- No se puede cruzar la frontera para ir de visita o de compras debido a las demoras actuales, y eso está impactando de manera negativa la economía fronteriza; muchos negocios están cerrando porque no hay suficiente comercio.
- Hay que hacer la gestión de la frontera una prioridad.
- Los tiempos actuales de espera impactan de manera negativa la salud mental y física de las personas quienes tienen que cruzar.
- Hay que invitar a los agentes federales a eventos comunitarios para que participen en las discusiones sobre cómo mejorar el funcionamiento de la frontera y para que escuchen las preocupaciones de la comunidad, pues ellos viven aquí, van a nuestras escuelas, usan nuestras calles, etc.
- Se deberían enfocar más recursos en las instalaciones públicas para la comunidad en lugar de invertirlos en el turismo.
- Se debe generar más trabajos mejor remunerados para que la gente pueda salir adelante económicamente.
- Se deben aumentar las opciones o alternativas de transporte público en la frontera.
- Deben de haber más carriles para peatones que cruzan la frontera.
- Se tiene que desarrollar un centro de transporte y comercio en la frontera de San Ysidro que inspire orgullo y brinde a la gente los servicios que necesita.
- Para lograr la prosperidad económica hay que atender también la educación y la salud pública de las comunidades fronterizas.
- La ciudad de San Diego junto al sector privado debe de invertir fondos para construir un nuevo centro de transporte en San Ysidro
- Hay una gran oportunidad para prosperidad económica en la región fronteriza de Tijuana-San Diego, pero solamente se podría aprovechar de ella si se mejora la

organización del cruce fronterizo.

- Collaborate on transportation. Continue rail service south of the border. Integrate rapid transit from Baja to Alta California, with no need to transfer at the border.
- Acknowledge that trade at our border affects many states. For example, items manufactured in maquiladoras don't just stay in San Diego...what happens if they are delayed due to border crossing waits?
- Learn from each other regardless of language or cultural barriers.
- Consider smart parking; build up instead of across.
- Implement a marketing campaign with San Diego and Tijuana ambassadors, including tours on how Tijuana really is. Should be able to say "Let's go to Tijuana to grab dinner, see a show and come back." It's done in other borders throughout the world, why not this one?
- There is a need for more:
 - Understanding of diversity.
 - Community action to bridge the border.
 - Blur the separation, as we move forward... it seems like the division gets stronger and we need more collaboration.
 - Easier border crossing system - enhances the regional economy & better relations.
 - Concerted campaign to engage everyone.

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para reducir emisiones.

- Informar a la gente acerca de cómo reducir el cambio climático y la contaminación, usando impuestos de negocios contaminantes.
- Plantar más áreas verdes en San Ysidro y promover campañas de forestación.

Prosperidad Económica y Fronteras

- La frontera y la prosperidad económica están profundamente vinculadas porque hay mucho comercio entre las comunidades de San Diego y Tijuana.
- Por los altos costos de vida en San Diego, mucha gente se va a vivir a Tijuana. Rentar una casa puede costar \$300 dólares, lo que en San Diego no existe.
- No se puede cruzar la frontera para ir de visita o de compras debido a las demoras actuales, y eso está impactando de manera negativa la economía fronteriza; muchos negocios están cerrando porque no hay suficiente comercio.
- Hay que hacer la gestión de la frontera una prioridad.
- Los tiempos actuales de espera impactan de manera negativa la salud mental y física de las personas quienes tienen que cruzar.
- Hay que invitar a los agentes federales a eventos comunitarios para que participen en las discusiones sobre cómo mejorar el funcionamiento de la frontera y para que escuchen las preocupaciones de la comunidad, pues ellos viven aquí, van a nuestras escuelas, usan nuestras calles, etc.
- Se deberían enfocar más recursos en las instalaciones públicas para la comunidad en lugar de invertirlos en el turismo.
- Se debe generar más trabajos mejor remunerados para que la gente pueda salir adelante económicamente.
- Se deben aumentar las opciones o alternativas de transporte público en la frontera.
- Deben de haber más carriles para peatones que cruzan la frontera.
- Se tiene que desarrollar un centro de transporte y comercio en la frontera de San Ysidro que inspire orgullo y brinde a la gente los servicios que necesita.
- Para lograr la prosperidad económica hay que atender también la educación y la salud pública de las comunidades fronterizas.
- La ciudad de San Diego junto al sector privado debe de invertir fondos para construir un nuevo centro de transporte en San Ysidro
- Hay una gran oportunidad para prosperidad económica en la región fronteriza de Tijuana-San Diego, pero solamente se podría aprovechar de ella si se mejora la

organización del cruce fronterizo.

- Collaborate on transportation. Continue rail service south of the border. Integrate rapid transit from Baja to Alta California, with no need to transfer at the border.
- Acknowledge that trade at our border affects many states. For example, items manufactured in maquiladoras don't just stay in San Diego...what happens if they are delayed due to border crossing waits?
- Learn from each other regardless of language or cultural barriers.
- Consider smart parking; build up instead of across.
- Implement a marketing campaign with San Diego and Tijuana ambassadors, including tours on how Tijuana really is. Should be able to say "Let's go to Tijuana to grab dinner, see a show and come back." It's done in other borders throughout the world, why not this one?
- There is a need for more:
 - Understanding of diversity.
 - Community action to bridge the border.
 - Blur the separation, as we move forward... it seems like the division gets stronger and we need more collaboration.
 - Easier border crossing system - enhances the regional economy & better relations.
 - Concerted campaign to engage everyone.

This message was sent to dwa@sandag.org from:

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WORKSHOP SUMMARY JUNE 13, 2013 ESCONDIDO

Thank you to the 30 participants who took part in the June 13th workshop on San Diego Forward: The Regional Plan! Your input and feedback are keys to the process of creating a vision and plan that will keep the San Diego region a great place to live now and in the future. Below is a summary of the input provided by stakeholders during the facilitated roundtable sessions. This input will be used to shape policy objectives in San Diego Forward: The Regional Plan.

For more information and the detailed Note-takers Notes, visit www.sandag.org/sandiegoforward.



Mobility

- Provide more transportation options to people as they age.
- Address barriers to transit, including: infrequent transit service, transfers, the timing of connections, and the design of the pedestrian environment (small sidewalks, massive parking lots, auto-centric roadway design).
- Provide more flexible pricing for transit passes, such as options that allow for two days a month, one day a week, ten uses, etc.
- In Fallbrook, use a mini-bus rather than large buses during off-peak periods.
- Focus on family mobility concepts, such as riding bikes, skateboards, walking, safety, and sidewalks, particularly around schools.
- Decrease bus fares, provide shade at bus stops, and increase transit frequencies.
- Consider raising gas taxes to generate money for more transit options. Revenue from gas tax could be used for transit along the I-15 corridor that would provide equivalent transit travel times compared to a car.
- Front-load the construction of transit projects, and push back freeway projects.
- Recognize that our region is very car dependent.
- Invest in simple infrastructure improvements such as crosswalks and street lights to promote walkability and safety.
- Address traffic congestion during commute times, especially from Escondido to Oceanside.
- In North County, make improvements such as more bike lanes, creek flood mitigation,

and increased frequencies on the SPRINTER, COASTER, and buses.

- From the North County perspective, the region should balance transportation investments around the county, even if the majority live in San Diego.
- Explain how the plan will incorporate all of this feedback.

Healthy Communities

- Increase access to active recreation spaces to address childhood obesity.
- Include greater emphasis on “making connections” in grant criteria to improve connectivity from creek crossings or major arterials to schools and parks.
- Provide pedestrian access to destinations that provide social and family services.
- Include greater emphasis on walkability and multi-modal transportation as part of the transportation project evaluation criteria.
- Create clean and aesthetically pleasing streets to encourage walking and being on the street.
- Provide multiple options for accessing healthy foods.
- Concentrate services such as clinics, dentists, and grocery stores in central locations accessible by walking and transit.
- Increase the number of bikes that can fit on a bus rack to help support active lifestyles.
- Don’t invest in bike infrastructure for commuters. Commuting to work by bike is not convenient or efficient.
- Increase pedestrian safety by addressing dangerously wide boulevards.
- Focus bike and pedestrian infrastructure in areas where fewer people own cars, for example, in college communities.

Healthy Environment

- Include buffer zones/set-backs from freeways for new housing developments.
- Maintain existing agricultural lands and industrial zones for a diverse economy.
- Focus on indirect potable water reuse and conservation in addition to imported water.
- Decrease the amount of water used on landscaping in our arid region.
- Use grey water to water plants and yards.
- Focus on the resilience of our food supply as related to climate change.
- Work harder toward the goal of zero emissions at the ports and borders.
- Encourage more grey water use and rainwater harvesting for residents.
- Preserve open spaces to provide people with places to walk, hike, bike, etc.
- Plan neighborhoods in a way that draws people to walking, biking, and using transit to get to places. Make the walkable areas more inviting.
- Support beach sand nourishment along the shoreline.
- Distinguish between conservation and preservation. Some land should be off limits to the public and the public should be informed why.
- Encourage the construction of underground parking garages and underground parking lots.
- Provide continuity between open space trails. Pursue a complete Trail Master Plan to help connect the city trails with county, state, and federal trails.
- For water quality, tie in green infrastructure and permeability.
- Provide incentives for projects that go above and beyond Best Management Practices.
- Encourage water pricing to protect crop production.
- Address zoning issues related to community gardens and use empty lots for growing crops, like in Seattle.

Energy & Climate Change

- Expand installation of solar panels in urban areas.
- Incorporate solar panels into new developments, and use “wasted spaces,” i.e. rooftops, parking lots, etc. for solar.
- Increase use of solar energy in transportation - it has the portability/utility of gasoline and can work with our existing infrastructure.
- Reduce passenger trips and make vehicles more efficient.
- Increase alternative fuel vehicles.
- Encourage the development and use of virtual meetings.
- Promote electrified truck stops in Otay Mesa.
- Continue expanding port on-shore electricity connections for ships.
- Promote organic farming throughout the county’s farms.
- Increase community gardens in urban areas, especially as a teaching tool for children.
- Generate electricity from garbage incineration.
- Install more reservoirs that can capture rain water and install more rain water recovery systems.
- Expand grey water infrastructure and availability.
- Do not expect the business community or developers to finance everything.
- If the cost of doing business increases too drastically, then it becomes economically infeasible for companies to stay here.
- Support strong climate action plans at the city level.

Economic Prosperity & Borders

- Educational debt is a big issue. Reduce high student debt rates and increase job opportunities for graduating students.
- Provide transportation options, especially for college kids who can’t afford a car and gas.
- Explore how the increasing use of online education will affect travel patterns.
- Build more border crossing lanes to reduce border wait times.
- Ensure that there’s a level of prosperity for everyone, not just the top end of income groups.
- Promote jobs with livable wages.
- Coordinate more bike and pedestrian infrastructure in the county - many studies show that these types of investments have positive localized economic impacts.
- Need more job opportunities for people who don’t earn degrees; this has correlation with crime.
- Charge a “cover charge” for commuters coming down the I-15 from the Temecula area.
- Developments within tribal nations can have regional impacts on water quality. Coordinate discussions with tribal nations.
- Retrofit suburbia to draw people in; SANDAG can serve as a partner.
- Increase the reliability of our transportation system to take people to job interviews and work. People are shut out of jobs if the transportation system is not reliable.

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**WORKSHOP SUMMARY / RESUMEN DEL TALLER:
JUNE 20, 2013 / 20 DE JUNIO DE 2013
OCEANSIDE**



Thank you to the 75 participants who took part in the June 20th workshop on San Diego Forward: The Regional Plan! Your input and feedback are keys to the process of creating a vision and plan that will keep the San Diego region a great place to live now and in the future.

Below is a summary of the input provided by stakeholders during the facilitated roundtable sessions. This input will be used to shape policy objectives in San Diego Forward: The Regional Plan.

For more information and the detailed note-takers notes, visit sandag.org/sandiegoforward.

Mobility

- Place higher priority on transportation projects in North County, especially to alleviate congestion on the north end of I-5 near Camp Pendleton.
- Accommodate more travel alternatives to the freeway.
- Overcome the LOGUT (Let the other guy use transit) mentality.
- Explore the transportation needs of each unique community - Downtown/urban areas differ greatly from suburban neighborhoods.
- Increase transit frequency and operating hours, especially on Sundays and in the evenings.
- Make bike paths work. Learn from Frankfurt, Germany, where bike paths exist throughout the city on sidewalks rather than in the way

¡Gracias a los 75 participantes que tomaron parte en el taller del jueves 20 de junio en Adelante San Diego: El Plan Regional! Su aporte y retroalimentación son claves para el proceso de crear una visión y un plan que mantendrá la región de San Diego como un gran lugar para vivir ahora y en el futuro.

A continuación se encuentra un resumen de las ideas y reflexiones que los participantes expresaron. Esta retroalimentación será utilizada para dar forma a los objetivos de política en Adelante San Diego: El Plan Regional.

Para obtener más información y un resumen completo con las notas que se tomaron en el taller, visite sandag.org/sandiegoforward.

Comunidades Saludables

- Necesitamos acceso a comida saludable y económica, incluyendo verduras frescas.
- Queremos una ciudad limpia; que no tiren basura en la calle y que controlen los animales e insectos.
- Necesitamos calles bien pavimentadas sin baches y hoyos y con banquetas.
- Banquetas son importantes para la gente con discapacidad.
- Es un riesgo para los niños caminar a la orilla de la calle sin banquetas.
- Necesitamos centros comunitarios para que los jóvenes tengan acceso a actividades educativas.
- Es importante alocar los recursos de manera

of oncoming traffic.

- Promote and build bike corrals, like was done in City of Long Beach.
- Place greater focus on bike security at transit stations.
- Prioritize the double-tracking of the COASTER to make this project happen sooner.
- Move the COASTER station from Sorrento Valley to the University Town Center (UTC).
- Promote reciprocal fare arrangements between Amtrak and COASTER/SPRINTER.
- Improve connectivity across the COASTER rail tracks, particularly in Encinitas for individuals trying to get to school.
- Add transportation connections and safe places to park bicycles at SPRINTER stops.
- Apply I-15 principles (e.g. FasTrak, premium express buses, vanpools, etc.) to I-5.
- Extend car-sharing to North County.
- Support electric bicycles.
- Use technology to its full extent in terms of transportation planning.
- Unbundle parking.
- Consider physically impaired veterans who have special parking and transportation needs and the aging population since many Baby Boomers will be incapable of driving in the future.
- Put a price on carbon emissions to promote market incentives for sustainable travel behaviors.

Healthy Communities

- Offer active transportation options and convenient multi-modal travel choices for all age groups that reduce greenhouse gas emissions.
- Widen and improve sidewalks to promote walking, bicycling, wheel-chair access, and stroller accessibility, and to provide safety and connectivity within the community.
- Provide affordable access to basic necessities such as food, water, and housing.
- Employ local residents, regardless of age, income level, or ethnicity.
- Accommodate and prioritize the needs of the homeless, the aging population, and those with mental illnesses.
- Provide multi-modal and complete streets, increased access to transit for seniors, more senior-friendly buses, and safe housing options for the elderly.
- Promote farmers markets.
- Promote a Walk to Work Day.
- Do more to limit smoking in public areas.
- Encourage new sustainable farming concepts such as the “key-hole garden” - a drought tolerant circular raised bed with a compost pile in center which distributes nutrients to

equitativa.

- Deberían plantar árboles en las calles y en los parques.
- Necesitamos más alumbrado/iluminación.
- SANDAG debe de invitar a más jóvenes para escuchar sus puntos de vista también.

Energía y Cambio Climático

- Debemos disminuir el uso de la energía para frenar el cambio climático.
- Los calentadores solares son buenos para ahorrar energía al largo plazo.
- Los paneles solares son ahora más accesibles que antes, pero hay que educar a la gente sobre los beneficios de instalar los paneles solares.
- Hay una falta de infraestructura para cargar vehículos eléctricos.
- Si uno no gana suficiente dinero, no puede comprar una casa, y si uno renta su casa, no se puede instalar paneles solares, o hacer otras renovaciones que ayudan ahorrar energía.
- Deben de haber programas de asistencia que eduquen a la gente sobre cuales tecnologías alternativas se pueden implementar.
- Deben de haber programas de incentivar a la gente tomar medidas de disminuir el uso de la energía, y también utilizar tecnologías alternativas.
- Se necesita reforestar por el bien del medio ambiente y también para el beneficio de la gente y las comunidades.
- Se debe plantar árboles, y también mantenerlos.
- Tenemos que estar preparados para los efectos causados por el cambio climático.
- El cambio climático está conectado al transporte y la salud pública.
- Toma demasiado tiempo usar el transporte público, y el servicio debe ser más frecuente y deben de haber más rutas.
- Las paradas de autobús y del Trolley deben de contar con tejados ya que hay muchas que no los tienen.

Prosperidad Económica y Fronteras

- Queremos mejores sueldos, más trabajos, más oportunidades de educación, y también programas de entrenamiento.
- Empresas privadas deben de ofrecer programas de entrenamiento laboral.
- Necesitamos inversiones económicas en nuestras comunidades.
- La movilidad impacta a la economía; hay comunidades en que no es fácil trasladarse a ciertos destinos.
- Demora de 2 a 4 horas para cruzar la

surrounding areas.

- Develop and embody characteristics of resilient communities.

Healthy Environment

- Encourage replacing non-native plants that are used in landscaping by native plants to help conserve water.
- Provide more incentives, such as competitions, to encourage reductions of energy and water use.
- Build more community gardens in the North County Coastal area.
- Create better habitat protection links with watersheds.
- Improve water quality of oceans - can't swim in the water because of sewage system breakdowns in North County related to old water pipeline infrastructure. Modernize sewage infrastructure.
- Acknowledge that population growth will affect everything; think proactively about ecological and economic issues.
- Recognize and address the barriers to achieving our goals, which include: 1) public mind-set, 2) political mind-set and division of jurisdictional lines, and 3) honest assessment of costs.
- Ensure steady supply of water.
- Consider requiring each city to have a certain percentage of open space.
- Focus on climate stabilization; if we don't do that, we will lose everything, including habitat.
- Do more than the bare minimum with regard to climate change and environmental issues.
- Build better and more sustainably - everything should be sustainable.
- Understand the trade-offs between desalinization to increase water supply and impacts to the environment and marine life.
- Focus on the quality of drinking water as a #1 priority.

Energy & Climate Change

- Use existing and proven technologies, such as solar power.
- Expand installation of solar panels in urban areas.
- Shade parking lots with solar panels.
- Promote electric-powered vehicles.
- Implement a carbon fee to help solve the GHG emissions problem.
- Promote free markets to handle GHG reductions.
- Strengthen legislation for reducing GHG emissions and keep agencies accountable.
- Promote more public education in schools

frontera, tanto en coche como a pie.

- Mucha gente, especialmente los de la tercera edad, cruzan a Tijuana para obtener servicios y bienes más económicos, y debe de ser más fácil cruzar.
- Los carros que esperan en la línea fronteriza causan mucha contaminación del aire.
- El smog que está saliendo de los carros en la frontera causa un impacto negativo.
- Las largas esperas en la frontera impactan negativamente a la economía porque personas quiénes quisieran cruzar la frontera para fines comerciales o para hacer compras no lo hace por las demoras.
- Sería una buena idea tener un carril dedicado a las bicicletas, pero tendrían que controlar el tráfico para que la gente no lo abuse.
- Sería buena idea empezar un programa de compartir bicicletas en la frontera.

about climate change at all levels.

- Provide more options for public transportation.
- Create reliable technology for bus stop times on computers and cell phones.
- Work with employers to incentivize ride share and shuttle programs.
- Create tools for disaster planning.
- Create safer and complete streets (cars, biking, walking).
- Maximize “low technologies” such as active transportation (bikeways, walking).
- Support programs that allow individuals to produce biofuels.
- Include regional water issues in the new plan (desalination is very energy intensive).
- Raise personal awareness about energy and water footprint through visual tools.
- Make transportation maps and data more accessible.
- Look for strategies to reduce growth. Population growth is directly correlated with energy use. The easiest way to reduce our energy demand is to reduce growth.

Economic Prosperity & Borders

- Focus on the kinds of businesses you want to attract, such as business clusters with green tech.
- Reduce regulations. The free market will come up with ideas to protect the environment and deal with growth. Regulation is stifling businesses from creating innovative ideas and causing businesses to leave California.
- Encourage job creation closer to people living in Oceanside to improve commutes.
- Increase public transportation between Escondido and Temecula.
- Move people more efficiently across our international border crossings. It takes less time to travel on a plane from Mexico to the United States than to cross the border at San Ysidro.
- Encourage cooperation and cross-border economic development.
- Improve utilization of all border crossing lanes, including the SENTRI and Ready Lanes.
- Address the conflicts between security and ease of crossing at the international border.
- Protect our borders because there are many types of potential threats.
- Consider a train that travels across the U.S./Mexico border. This could help with the time it takes to process individuals through customs.
- Decrease water rates to promote and preserve agriculture in the region.
- Improve wages for lower paying jobs.

- Provide education as a means for acquiring higher paying jobs.
- Encourage apprentice programs and job training programs.

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July 3, 2013 –

WORKSHOP SUMMARY JUNE 21, 2013 Caltrans

Thank you to the more than 125 participants who took part in the June 21 workshop on San Diego Forward: The Regional Plan!

Your input and feedback are keys to the process of creating a plan that will keep the San Diego region a great place to live now and in the future. Below is a summary of the input provided by stakeholders during the facilitated roundtable sessions. This input will be used to shape policy objectives and other core components of San Diego Forward: The Regional Plan.

For more information and the detailed note-takers notes, visit www.sandag.org/sandiegoforward.



Mobility

- Focus on intra-regional mobility which can bring money to outlying areas which can foster regional economic vitality.
- Consider a child bike-share program with helmets as a part of a larger bike-share program.

- Create reliability for developers to invest around transit stations.
- Consider moving air freight travel out of Lindbergh, separating passenger from freight and moving freight to Carlsbad or Brown Field.
- Any type of bike-share program needs to include infrastructure to support safer routes to ride.
- Expand traveler information to ease of use of the systems (e.g., "Next Bus" signs)
- Develop a "transit ambassador" program for seniors.
- Make transit competitive with driving in terms of travel time.
- Apply a complete streets model for main boulevards accommodating multiple modes of travel.
- Provide transit service that reaches hard-to-access job centers (e.g. North County).
- Design transit so that it accounts for different areas (e.g. higher density areas merit light rail projects).
- Improve walk/bike/other connections between bus and rail and to/from destinations.
- Direct growth through transportation investments.
- Encourage growth along Smart Growth transportation corridors.
- Consider public health in decision-making.
- Consider including punitive measures to effect change, rather than just incentivizing change; the 18 cities and Port District should be required to follow the Regional Plan goals and principles.
- Include transportation options for all demographics (e.g. youth without licenses trying to get to beach as well as aging population of baby boomers).
- Promote telecommuting and encourage businesses to offer telecommuting to their employees 1-2 days per week.
- Consider sidewalk access and improvements.
- Look at impacts of freight movement versus other modes - do the needs of trucks conflict with the needs of bikes, for example.
- Make transit convenient, cost-effective, and reliable so that transit is competitive with driving.

Parking and Pricing

- Integrate parking with purposeful economic returns.
- Balance demand management strategies (congestion pricing) with alternative transportation modes (public transit, active transportation, etc.).
- Make car-sharing a more attractive option for transit users.
- Develop park-once strategies where people are encouraged to 'park once' during a day/trip.
- Use metered parking in a manner that creates turnover of spaces in high demand (for shopping or dining purposes, for example) and allows longer term metered parking (for work/employment) further away.
- Use emerging technologies to connect the public with available parking (available parking spots/vacant lots, variably priced metered parking, etc.).
- Survey communities to better understand their specific needs, in order to create more tailored solutions rather than a one-size-fits-all.
- Consider shared parking strategies that balance the peak AM/PM use and off-peak uses.
- Allocate the parking revenues to contribute to not only to the enhancement of the transit experience, but the walkability of the street.
- On the private side, we need to give carpools priority parking. Cities should require it.
- Companies should be incentivized to reduce employee parking and to subsidize transit passes.

Land Use Scenarios

- Give more priority to protecting our urban open space, recreation, and habitat areas.
- Expand the higher density core to include Chula Vista and the border area.
- Include the area south of the border for affordable housing opportunities.
- Explore the impacts of each scenario on the economy, health, environment, and quality of life.
- Explore smart growth scenarios that help with transportation choices, transportation costs, and health benefits.
- Consider second units close to the transit oriented development areas.
- Look at the redevelopment of the region's commercial areas and development of shopping malls near transit hubs.
- Address jobs/housing fit and try to do a better job of matching income levels with housing choices to address the range of types of income levels in a job place (i.e., high-paying jobs versus service workers working in high-tech buildings). SANDAG's modeling process should look at the implications of jobs/housing fit.
- Modify scenarios to acknowledge and better integrate the major employment clusters.
- Conduct a market feasibility analysis on all of the scenarios.
- Map topographic land constraints; many slopes are uninhabitable for human development. River valleys and steep slopes are not suitable for human development.
- Create a scenario with urban growth boundaries.
- Address sea level rise in the scenarios.
- Consider placing just as much emphasis on creating more walkable and bikeable communities than is placed on transit oriented (TOD) communities so we do not have to invest in so much public transit.
- The TOD scenario is more reflective of where job centers are throughout the region.
- Consider housing costs and affordability in scenarios.
- Consider quality of life issues and transit access to parks, healthcare, education, family resource centers, clinics, childcare, and other community resources/social service facilities.
- Adapt to current trends such as telecommuting, co-work spaces, etc. which are becoming more popular and more sustainable.

Active Transportation

- Focus on Safe Routes to Transit as a key goal.
- SANDAG is doing an admirable job at trying to connect with communities but needs to do a better job in reaching out.
- SANDAG's efforts to reach-out and invite participation from groups that traditionally are not engaged in the process are appreciated and beneficial.
- Broaden the active transportation goal to include skateboarding, scooters, etc.
- Implement separated bicycle infrastructure facilities on major corridors.
- Plan according to younger generations that want to live in communities where they can walk and bike.
- Improve systems for carrying bicycles on transit vehicles.
- Engage schools as a method of encouraging kids to walk and bike to school.
- Consider expanding wayfinding signage to direct users to transit stops which would encourage people to bike.
- Develop infrastructure like bike stations to encourage more people to bike to transit.
- Separation between bicyclists and vehicles is critical because safety concerns are a barrier to cycling.
- Incorporate the complete streets concept into SANDAG planning.
- Offer incentives to encourage more biking; encourage employers to provide more shower and locker room facilities to employees.
- Encourage bicycle education.

- Emphasize utilitarian trips and not just commuter trips.
- Having an Active Transportation discussion puts health first and foremost including individual and environmental health.

Emerging Technologies

- The ability to track the bus is important when people are going somewhere.
- Self-driving vehicles can help reduce accidents.
- The idea of crowd sourcing would be easy to focus on and easy to do. Provide the cloud to interested individuals and go beyond what is traditionally done.
- Expand Car2Go system geographically so that there is coverage across the whole county.
- Use technology for information such as real-time traffic information. This would help people decide what mode of transit to take and what route.
- Apply emerging technology to infrastructure improvements that reduce reliance on vehicles.
- Keep up with technology - signal detection, loops, etc.
- Autonomous vehicles are an easy solution to reckless drivers; they would allow more cars on the road without building more lanes, and the idea holds promise.
- Provide better traveler information.
- Consider equity as an issue since there are barriers to entry for technology, and not everyone can afford a smart phone, car, or Google glasses.
- When considering emerging technologies, include sustainability, mobility/accessibility, and safety.
- Expand the availability of plug-in charging.
- Provide a greenhouse gas calculator application to help change peoples' behavior
- Consider security and loss of privacy.
- Technology can help with lowering costs.
- The shared economy (Car2Go, etc.) is growing. Consider this in the planning process.

This message was sent to dwa@sandag.org from:

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**WORKSHOP SUMMARY / RESUMEN DEL TALLER:
JUNE 29, 2013 / 29 DE JUNIO DE 2013
NATIONAL CITY**



Thank you to the almost participants who took part in last Saturday's workshop on June 29th on San Diego Forward: The Regional Plan!

Your input and feedback are keys to the process of creating a vision and plan that will keep the San Diego region a great place to live now and in the future. If you attended last Saturday - remember, there are more workshops coming up, so please stay involved. And if you couldn't make it, consider attending an upcoming event. Visit www.sandag.org/sandiegoforward for more info.

Below is a summary of the thoughtful and extensive input provided by stakeholders during 4 facilitated roundtable sessions held at the June 29 event. This input will be used to shape policy objectives in San Diego Forward: The Regional Plan.

Listed below are just some of the ideas expressed by participants at the workshop, and some pictures, too.

Mobility

- The mind-set needs to change that accessibility for biking is just as important as cars.
- Ensure that sound barriers and walls are factored into the cost of expanding freeways.
- A bullet train will be necessary in future and should be built in center of the freeway with a station every 4-5 miles underneath.
- Create a stronger public transit network so

Gracias a los participantes que tomaron parte en el taller del sábado 29 de junio en Adelante San Diego: El Plan Regional!

Su aporte y retroalimentación son claves para el proceso de crear una visión y un plan que mantendrá la región de San Diego como un gran lugar para vivir ahora y en el futuro. Si usted asistió al taller del sábado 29 de junio, le recordamos que habrá más talleres para seguir involucrado. Y si no pudo participar, considere asistir a un próximo evento. Visite www.sandag.org/sandiegoforward para obtener más información.

A continuación se encuentra un resumen de las ideas y reflexiones que los participantes expresaron en las 4 mesas redondas facilitadas en el taller del 29 de junio. Esta retroalimentación será utilizada para dar forma a los objetivos de política en Adelante San Diego: El Plan Regional.

A continuación se enumeran algunas de las ideas expresadas por los participantes en el taller, y se incluyen algunas fotos, también.

Movilidad

- Información de mapas en español, folletos en español en trolley y camiones.
- Actualizar información ofrecida al público en transporte público.
- Fines de semanas no hay muchas rutas disponibles (Ruta 961).
- Parada de camión (18th y Highland) la

it's more connected, timely, and frequent.

- Expand bus service in South County.
- South County lacks access to healthy foods.
- Encourage Farmers Markets in National City.
- People will just take their car if they have to walk far to get to a bus.
- Improve transit to the Airport.
- We need better transportation to key destinations throughout the county.
- Transit networks need to be expanded in communities with higher dependency, such as low-income and senior residency areas.
- Operate transit into the evening so that people can attend night events.
- SANDAG needs to use demographic trends to increase bus routes and tailor increased service to communities that are most dependent on transit.
- Focus on transit projects rather than automobile infrastructure.

Healthy Communities

- All streets should have safe bike lanes and sidewalks, especially along routes to schools to promote walking and biking to schools.
- Implement more engaging and participatory outreach to promote Safe Route to schools - there is an opportunity for SANDAG to have a presence in schools and educate children.
- Improve water quality in schools- currently children are discouraged from drinking water, as it tastes like drinking from corroded pipelines.
- Convert all buses to run on compressed natural gas.
- Implement policies to invest in and install existing technology that helps reduce energy uses.
- A healthy community means friendly people and an inclusive community where people feel safe.
- Kids should be able to walk to school, but parents and kids are concerned with safety.
- Schools should design loading/unloading zones to support a safe environment for pedestrians.
- There should be more bike lanes and better signage for bikes and pedestrians.
- Wider sidewalks would help calm traffic and make streets safer.
- We need more housing in National City, the right kind where people can walk to their daily needs.
- It is important to focus on children and seniors who are more dependent and at risk.
- Our community suffers from high obesity and diabetes, and high asthma rates.
- SANDAG should focus their funding on infrastructure to mitigate air pollution,

parada de camión no tiene protección para el sol (techo).

- No hay conexiones de North Park a National City.
- Miércoles y jueves en el parque Kimball venir para hacer encuestas para preguntarle a la gente su opinión.
- National City esta desconectado de San Diego y sus comunidades alrededores.
- No hay rutas a la playa por transporte público.
- Necesitan acceso a lugares de interés regional como Balboa Park y sus museos. Un transporte especial los fines de semana, por ejemplo.

Comunidades Saludables

- Vivir en ambiente limpio, libre de toxinas, libre tránsito, áreas verdes.
- Áreas verdes para los niños (no existen parques).
- Enfrente Iglesia existe terreno que se pudiera acondicionar para área verde, atrás de la escuela en el centro comunitario existe solo un pequeño centro.
- Seguridad de tráfico para los niños (escuela en la calle 18 - intersección de Highland y 18th) semáforo atrás de la escuela. Los carros no se detienen, reforzar respeto al peatón además que el semáforo peatonal no dura mucho. La alcantarilla bloquea el cruce peatonal.
- Gas para mina está localizado a pie de calle en la gasolinera y es peligroso por accidentes de choque o conductores en estado de ebriedad.
- Iluminación en la misma zona. Así como falta de iluminación en Old-Town National City.
- Determinar límites de velocidad por la misma zona para la seguridad de los niños que van a la escuela.
- El programa 'Bus Caminante al Escuela' está empezando a ser impulsado por las escuelas.
- 16th y D St. Necesita arreglos incluyendo la banqueta para los peatones. Siempre hay accidentes en esta zona.
- Impulsar jardín comunitario, no existen tiendas cerca de la gente para conseguir comida sana como fruta y verduras.
- No es seguro usar bicicletas por las avenidas pero si por las calles vecinales.
- Los carriles de bicicletas no son respetados porque la gente estaciona sus carros en los carriles de bicicleta.
- Los talleres y fábricas contaminan todos los aspectos de la comunidad.

Prosperidad Económica y Fronteras

especially around freeways.

Economic Prosperity and Borders

- Create an border crossing efficient process for the people and goods that regularly move to and from our region.
 - Strengthen relationship with the military.
 - Improve public transit so that people can get to jobs.
 - Attracting more businesses, and not fast food or taco shops.
 - Encourage home-ownership and regulate the up-keep of rental properties.
 - Make it easier/faster to cross the border.
 - Provide more secure bike parking and storage to prevent bicycle theft.
 - National City has the highest taxes in the county, but is the most impoverished.
 - National City isn't seen as a business environment. It's somewhere you live, but you have to go other places to work.
 - There should be more educational opportunities in National City, such as trade Schools.
 - Improve the cleanliness and aesthetics of the city to attract more employers/businesses. The way things look can drive people away.
 - Increase street sweeping frequencies and remove dumped trash.
 - Improve the responsiveness and oversight of local and regional government.
 - South County is lacking tourism.
 - National City needs to be more welcoming and create destinations and events to attract business and activity. People don't want to visit a dirty city that makes them feel unsafe and uncomfortable.
- Más acceso a mercados, gimnasios, lugares comunes.
 - Civic Center y Wilson interseccion. No quieren un negocio más sino un negocio que ayude a la comunidad como un supermercado.
 - Fuentes de empleo cerca de la comunidad.
 - Área de bicicletas en el trolley. (seccion especial para gente con bicicletas).
 - Reducir costos de trolley (pase mensual).

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July 25, 2013 –

WORKSHOP SUMMARY JULY 19, 2013 Caltrans

Thank you to the more than 70 participants who took part in the July 19th workshop on San Diego Forward: The Regional Plan!

Your input and feedback are keys to the process of creating a plan that will keep the San Diego region a great place to live now and in the future. Below is a summary of the input provided by stakeholders during the facilitated roundtable sessions. This input will be used to shape policy objectives and other core components of San Diego Forward: The Regional Plan.

For more information and the detailed note-takers notes, visit www.sandag.org/sandiegoforward.



Borders

- Government entities should coordinate more and reduce paperwork and red tape.
- Include the Border Master Plan in the Regional Plan.
- Recognize that border issues such as air pollution aren't restricted to geographic borders; health issues and different diseases cross border-lines.
- Coordinate natural corridors and open spaces with fire and forest management.
- Expedite border crossings to capitalize on Tijuana's projected economic growth.
- Promote bike lanes at the border crossing to alleviate the pressure at the border and allow quicker crossings.
- Decentralize border-crossing ports-of-entries (POE).
- Promote better movement of goods across the border, not just passengers.
- Recognize that the tribes have more to offer than just casinos; tourism prospects are good for them and for the county. Tourists will go to the casinos, but most likely will use other facilities in the region as well.
- Acknowledge Temecula as an important economic partner for goods movement along I-15.
- Minimize travel time between San Diego and Imperial Valley so that San Diego can capitalize on the renewable energy effort that is occurring in Imperial County.

- Increase weekend service for public transportation, especially to and from Orange and Riverside Counties.
- Increase connections between employment locations and affordable housing.
- Increase the safety of public transit by encouraging more people to take transit; crime is a deterrent for many potential transit riders.

Public Facilities

- SANDAG should coordinate with other agencies and community based organizations to better provide and promote public facilities, serving as the “glue” that brings people, organizations, and cities together.
- Use SANDAG data and information as planning tools.
- Facilitate conversations about funding so cities don’t have to “re-create the wheel” and spend a lot of time searching for funding sources.
- Prioritize funding for maintaining public facilities first versus fixing broken infrastructure later.
- Take social equity into consideration when planning new facilities. Consider a holistic approach to planning that links public facilities to the needs of communities.
- Integrate parking with purposeful economic returns.
- Perform regular maintenance on roads and construct sidewalks to make communities more walkable.
- Provide planning at the “complete streets” level by constructing and regularly maintaining streets and pedestrian sidewalks, parks, public restrooms, trash cans, and community centers in urban areas.
- Provide safe routes to school.
- Collaborate with local agencies to promote green infrastructure that can improve air quality, water quality, and ultimately quality of life.
- Encourage the maintenance and delivery of water facilities.
- Promote collaboration on all levels to discuss water retention from storm water in an effort to reuse water.
- Consider the use of water desalination in the region.
- Fund maintenance improvements for the piping network in San Diego.
- Provide regional coordination to prohibit housing development in fire-prone areas.
- Make roads more truck accessible.

Economic Prosperity

- Provide education for a variety of skill sets in the region.
- Support and encourage “high tolerance communities”— diverse, college-bound communities with no ethnic barriers.
- Find ways to tap into the highly-educated immigrant and refugee population to support our economy.
- Subsidize bus passes for students to get between jobs, home, and school.
- Support local food and our local economy.
- Connect farmers and agriculture with the public through Farmers Markets. Encourage cities to support local farmers.
- Promote more collaboration with other organizations, such as non-profits in the county and the city; this collaboration should outweigh competition and personalities.
- Focus on a cost-effective, consistent water supply for the region in the future, especially for farmers and businesses.
- Promote the development of multiple economic hubs to allow people to live close to work.
- Support the development of job centers in South Bay to improve social equity. It will take people off the freeway by providing jobs close to where people live.

- Enhance opportunities for disadvantaged populations.
- Align the cost of housing with levels of income for more people to afford to live here.
- Support bike parking in the business districts. Include more urban furniture, forestry, traffic calming, etc. to bring people to these areas and increase economic prosperity.
- Provide safe routes to school for the local neighborhood communities to encourage economic prosperity.
- Facilitate small businesses by creating collaborative workspaces and facilities (e.g. business incubators).
- Support trucking and transportation needs in the region. If we can't get goods and people around, the economy won't be prosperous.
- Plan for moving goods in all contexts, including the border, the port, and by air.
- Transit oriented development should be paired with job development to help prepare for a growing population.
- Balance regional growth geographically.
- Consider moderate densities of 3-4 stories.
- Support infrastructure that improves connections for bicyclists and pedestrians to access transit services.
- Fill up empty storefronts to support economic development.

All Topics- Arabic Economic Prosperity

- Prosperity first starts within the family, then the community, each company, organization, and city.
- Recognize that small local economies drive larger economies.
- Provide more affordable housing for new family arrivals as the refugee and immigrant population continues to increase.
- Encourage more affordable housing throughout the San Diego region.
- Consider implementing rent control in the San Diego region.
- Use empty lots throughout San Diego for farming and agriculture.
- Address transportation barriers that keep immigrants away from workforce development programs. For example, provide more gas cards as incentives, and teach people how to use the transit system to get to these programs.

Public Facilities

- Better allocate the structure and planning for parks. For example, while dog parks and open space portions are large, the actual playground portions for children are small.
- Provide more benches and seating in public spaces and parks, and at beaches, for people to enjoy the public realm in El Cajon and downtown San Diego.
- Develop partnerships, such as those in New York City, where indoor and outdoor public spaces such as atriums are privately owned, but the public has free access to these areas.
- Support more de-centralized public composting for waste management.
- Provide more recycling bins in public spaces and along sidewalks.
- Develop improved signage to make it easy for people to place recyclables into appropriate bins.

Borders

- If there were more affordable medical and dental services in the San Diego region, then people wouldn't go across the border as frequently.
- Agriculture and industrial projects should be built along the border to provide jobs for both sides.

- Address traffic at the border.
- Improve border crossing times to improve the economies of both regions.
- Provide better coordination of schedules for people traveling to and from San Diego to Los Angeles on public transit.

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July 26, 2013 –

Help build on the momentum from San Diego Forward: The Regional Plan workshops held in May, June, and July. Join us Monday, August 5, from 11:30 a.m. to 1:30 p.m., at the Caltrans District 11 headquarters in Old Town for the Transportation Project Evaluation Criteria Workshop. Share your ideas on how to prioritize transportation projects in the region. Your feedback is important! See details below.

Información en español a continuación.

Help Shape Our Region's Future



Transportation Project Evaluation Criteria Workshop

Join Us!

for the Transportation Project Evaluation Criteria Workshop

(Free Event with Complimentary Lunch)

The San Diego Association of Governments (SANDAG) invites you to share your ideas on how to prioritize transportation projects in the region. We are seeking public input on how different factors, such as the economy, the environment, public health, and social equity, should be taken into consideration when ranking transportation projects in San Diego Forward: The Regional Plan.

Monday, August 5, 2013

11:30 a.m. to 1:30 p.m.

Caltrans District 11
Garcia Room

4050 Taylor Street
San Diego

Spanish-speaking staff members will be available at the workshop. Take COASTER, Trolley, or bus to Old Town Transit Center and cross Taylor Street to Caltrans' offices. Phone 511 or visit 511sd.com/transit for route information. Limited parking also available.

RSVP Scott Strelceki, SANDAG Regional Planning, at scott.strelceki@sandag.org, or (619) 699-6954 or via the SANDAGRegion Facebook page by attending the "Transportation Project Evaluation Criteria Workshop" under events.

About San Diego Forward: The Regional Plan

San Diego Forward: The Regional Plan will build upon local planning efforts, and incorporate emerging issues and innovative concepts, to form an overall vision for the region's future, including specific actions aimed at turning that vision into reality.

SANDAG kicked off the new regional plan effort in October 2012. Over the next two years, we will work together in partnership with a wide range of stakeholders to complete the regional plan in 2015. For more information, visit sandag.org/sandiegoforward.

For more information, visit sandag.org/sandiegoforward



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Ayude a determinar el futuro de nuestra región



Taller de criterios de evaluación para proyectos de transporte

Acompáñenos en el taller de criterios de evaluación para proyectos de transporte

(Evento gratuito con almuerzo gratuito)

La Asociación de Gobiernos de San Diego (SANDAG, por sus siglas en inglés) le invita a compartir sus ideas sobre cómo priorizar los proyectos de transporte en la región. Estamos solicitando la opinión pública sobre cómo diversos factores, como la economía, el medio ambiente, la salud pública y la equidad social deben tenerse en cuenta cuando se clasifique proyectos de transporte en San Diego Forward: The Regional Plan (San Diego Adelante: El Plan Regional).

5 de agosto, 2013
11:30 a.m. a 1:30 p.m.
Caltrans District 11
Salón Garcia
4050 Taylor Street
San Diego

Miembros del personal quienes hablan español estarán presentes en el taller. Tome el COASTER, Trolley o el autobús al Centro de Tránsito de Old Town y cruce Taylor Street a las oficinas de Caltrans. Llame al 511 o visita 511.sd.com/transit para obtener información de ruta. Estacionamiento limitado está disponible.

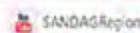
Confirme su asistencia con Scott Strelceki, Planificación Regional de SANDAG, en scott.strelceki@sandag.org o (619) 699-6954 o a través de la página de Facebook SANDAGRegion al participar en el evento "Taller de Criterios de Evaluación para Proyectos de Transporte" bajo eventos.

Acerca de San Diego Forward: The Regional Plan (San Diego Adelante: El Plan Regional)

El Plan Regional se basará en esfuerzos locales de planificación, e incorporará nuevos temas y conceptos innovadores para formar una visión de conjunto para el futuro de la región, incluyendo acciones específicas con el propósito de convertir esa visión en realidad.

SANDAG empezó el nuevo esfuerzo del plan regional en octubre de 2012. En los próximos dos años, trabajaremos juntos en asociación con una amplia variedad de partes interesadas para completar el plan regional en el año 2015. Para más información, visite sandag.org/sandiegoforward.

Para mayor información, visite sandag.org/sandiegoforward



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August 2, 2013 –

The Transportation Project Evaluation Criteria Workshop is Monday, August 5. Please join us for the workshop from 11:30 a.m. to 1:30 p.m. at the Caltrans District 11 headquarters in Old Town. Share your ideas on how to prioritize transportation projects in the region. Your feedback is important!

RSVP to Scott Strolecki, SANDAG Regional Planning, at scott.strolecki@sandag.org, (619) 699-6954, or via the SANDAGRegion [Facebook](#) page by attending the "Transportation Project Evaluation Criteria Workshop" under events.

See details below or visit sandag.org/sandiegoforward.

Información en español a continuación.

Help Shape Our Region's Future



Join Us!

for the Transportation Project Evaluation Criteria Workshop
(Free Event with Complimentary Lunch)

The San Diego Association of Governments (SANDAG) invites you to share your ideas on how to prioritize transportation projects in the region. We are seeking public input on how different factors, such as the economy, the environment, public health, and social equity, should be taken into consideration when ranking transportation projects in San Diego Forward: The Regional Plan.

Monday, August 5, 2013
11:30 a.m. to 1:30 p.m.

Caltrans District 11
Garcia Room
4050 Taylor Street
San Diego

Spanish-speaking staff members will be available at the workshop. Take COASTER, Trolley, or bus to Old Town Transit Center and cross Taylor Street to Caltrans' offices. Phone 511 or visit 511sd.com/transit for route information. Limited parking also available.

RSVP Scott Strolecki, SANDAG Regional Planning, at scott.strolecki@sandag.org, (619) 699-6954, or via the SANDAGRegion Facebook page by attending the "Transportation Project Evaluation Criteria Workshop" under events.

About San Diego Forward: The Regional Plan

San Diego Forward: The Regional Plan will build upon local planning efforts, and incorporate emerging issues and innovative concepts, to form an overall vision for the region's future, including specific actions aimed at turning that vision into reality.

SANDAG kicked off the new regional plan effort in October 2012. Over the next two years, we will work together in partnership with a wide range of stakeholders to complete the regional plan in 2015. For more information, visit sandag.org/sandiegoforward.

For more information, visit sandag.org/sandiegoforward



2012 7/13

Ayude a determinar el futuro de nuestra región



Taller de criterios de evaluación para proyectos de transporte

Acompáñenos

en el taller de criterios de evaluación para proyectos de transporte

(Evento gratuito con almuerzo gratuito)

La Asociación de Gobiernos de San Diego (SANDAG, por sus siglas en inglés) le invita a compartir sus ideas sobre cómo priorizar los proyectos de transporte en la región. Estamos solicitando la opinión pública sobre cómo diversos factores, como la economía, el medio ambiente, la salud pública y la equidad social deben tenerse en cuenta cuando se clasifique proyectos de transporte en San Diego Forward: The Regional Plan (San Diego Adelante: El Plan Regional).

5 de agosto, 2013

11:30 a.m. a 1:30 p.m.

Caltrans District 11

Salón García

4050 Taylor Street

San Diego

Miembros del personal quienes hablan español estarán presentes en el taller. Tome el COASTER, Trolley, o el autobús al Centro de Tránsito de Old Town y cruce Taylor Street a las oficinas de Caltrans. Llame al 511 o visita 511sd.com/transit para obtener información de ruta. Estacionamiento limitado está disponible.

Confirme su asistencia con Scott Strolecki, Planificación Regional de SANDAG, en scott.strolecki@sandag.org, (619) 699-6954, o a través de la página de Facebook SANDAGRegion al participar en el evento "Taller de Criterios de Evaluación para Proyectos de Transporte" bajo eventos.

Acerca de San Diego Forward: The Regional Plan (San Diego Adelante: El Plan Regional)

El Plan Regional se basará en esfuerzos locales de planificación, e incorporará nuevos temas y conceptos innovadores para formar una visión de conjunto para el futuro de la región, incluyendo acciones específicas con el propósito de convertir esa visión en realidad.

SANDAG empezó el nuevo esfuerzo del plan regional en octubre de 2012. En los próximos dos años, trabajaremos juntos en asociación con una amplia variedad de partes interesadas para completar el plan regional en el año 2015. Para más información, visite sandag.org/sandiegoforward.

Para mayor información, visite sandag.org/sandiegoforward



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August 16, 2013 –

Help Shape Our Region's Future



Thank you to the more than 75 participants who took part in the August 5th workshop on San Diego Forward: The Regional Plan Draft Transportation Project Evaluation Criteria! Your input and feedback are key to the process of creating a plan that will keep the San Diego region a great place to live now and in the future. All comments received are being compiled and will be featured on sandag.org/sandiegoforward.

An expert panel review of the draft transportation project evaluation criteria will take place on Thursday, August 22, 2013, from 3:30 - 5:00 in the SANDAG Board Room located at 401 B Street, Suite 800, San Diego. Members of the public are welcome to attend.

¡Gracias a los más de 75 participantes quienes tomaron parte en el taller del 5 de agosto acerca del borrador de los criterios de evaluación para proyectos de transporte de San Diego Adelante: El Plan Regional! Su aporte y retroalimentación son clave para el proceso de la creación de un plan que mantendrá a la región San Diego como un gran lugar donde vivir ahora y en el futuro. Todos los comentarios recibidos se compilan y se presentarán en sandag.org/sandiegoforward.

Una revisión del borrador de los criterios de evaluación para proyectos de transporte se llevará a cabo por parte de un panel de expertos el jueves, 22 de agosto, 2013 de 3:30 - 5:00 en la Sala de Juntas de SANDAG, ubicada en 401 B Street, Suite 800, San Diego. Los miembros del público están invitados a asistir.

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October 23, 2013 –

The Performance Measures Workshop is Monday, November 4th. Please join us for the workshop from 11:30 a.m. to 1:00 p.m. at the Balboa Park Club, Santa Fe Room in Downtown. Share your ideas on how to evaluate the possible transportation networks in the region. Your feedback is important!

RSVP to Nikolas Kennedy, SANDAG Regional Planning, at nikolas.kennedy@sandag.org, (619) 699-1954, or via the SANDAGRegion [Facebook](#) page by attending the "Performance Measures Workshop" under events.

See details below or visit sandag.org/SanDiegoForward

Información en español a continuación.

Help Shape Our Region's Future



Join Us!

for the Transportation Network Performance Measures Workshop

(Free Event with Complimentary Lunch)

What measurements are most important to take into account as we evaluate the possible transportation networks of the future? As we look at what infrastructure we will build in the coming decades, should we put emphasis on the economy? The environment? Public health? Social equity? The San Diego Association of Governments (SANDAG) wants your input on the relative importance of those factors and others in evaluating the performance of transportation networks in San Diego Forward: The Regional Plan.

Monday, November 4, 2013

11:30 a.m. to 1:00 p.m.

*Balboa Park Club, Santa Fe Room
2144 Pan American Road West
San Diego, CA 92101*

Spanish-speaking staff members will be available at the workshop. Take the Route 7 bus with connection to the Trolley to Balboa Park and follow Presidents Way to Pan American Road West. Phone 511 or visit 511sd.com/transit for route information.

Limited parking also available.

RSVP Nikolas Kennedy, SANDAG Regional Planning, at nikolas.kennedy@sandag.org, (619) 699-1954, or via the SANDAGRegion Facebook page by attending the "Performance Measures Workshop."

About San Diego Forward: The Regional Plan

San Diego Forward: The Regional Plan will build upon local planning efforts, and incorporate emerging issues and innovative concepts, to form an overall vision for the region's future, including specific actions aimed at turning that vision into reality.

SANDAG kicked off the new regional plan effort in October 2012. Since then, we have been working together in partnership with a wide range of stakeholders to complete the regional plan in 2015. For more information, visit sandag.org/sandiegoforward.

For more information, visit sandag.org/sandiegoforward



206 1013

Ayude a determinar el futuro de nuestra región



Taller sobre Medidas de Rendimiento de la Red de Transporte

Acompáñenos en el taller de Medidas de Rendimiento

(Entrada libre e incluye
almuerzo gratuito)

¿Cuáles son las medidas más importantes que debemos considerar al evaluar las posibles redes de transporte en el futuro? Si nos fijamos en la infraestructura que se construirá en las próximas décadas, ¿deberíamos poner énfasis en la economía? ¿El medio ambiente? ¿La salud pública? ¿Equidad social? La Asociación de Gobiernos de San Diego (SANDAG, por sus siglas en inglés) quiere sus opiniones sobre la importancia de esos y otros factores en la evaluación de rendimiento de redes de transporte en Adelante San Diego: El Plan Regional.

**Lunes, 4 de noviembre de 2013
11:30 a.m. a 1:00 p.m.**

Balboa Park Club, Cuarto Santa Fé
2144 Pan American Road West
San Diego, CA 92101

Personal de habla hispana estará disponible durante el taller. Tome la Ruta de autobuses con conexión al Trolley a Balboa Park y siga Presidents Way hacia Pan American Road West. Llame al 511 o visite 511sd.com/transit para obtener información de rutas.

Estacionamiento limitado disponible.

Confirme su asistencia con Nikolas Kennedy, Planificación Regional de SANDAG, en nikolas.kennedy@sandag.org, o (619) 699-1954 o a través de la página de Facebook SANDAGRegion al participar en el evento "Taller de Medidas de Rendimiento" (Performance Measures Workshop) bajo eventos.

Acerca de San Diego Forward: The Regional Plan (Adelante San Diego: El Plan Regional)

Adelante San Diego: El Plan Regional se desarrollará basado en los esfuerzos locales de planificación, e incorporará nuevos temas y conceptos innovadores para formar una visión de conjunto para el futuro de la región, incluyendo acciones específicas con el propósito de convertir esa visión en realidad.

SANDAG comenzó el nuevo esfuerzo del plan regional en octubre de 2012. Desde entonces, hemos estado trabajando juntos en alianza con una amplia gama de partes interesadas para completar el plan regional en 2015. Para más información, visite sandag.org/sandiegoforward.

Para mayor información, visite sandag.org/sandiegoforward



2013 0110

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October 31, 2013 –

Please join us next Monday, November 4th for the Performance Measures Workshop from 11:30 a.m. to 1:00 p.m. at the Balboa Park Club, Santa Fe Room in Downtown. Share your ideas on how to evaluate the possible transportation networks in the region. Your feedback is important!

RSVP to Nikolas Kennedy, SANDAG Regional Planning, at nikolas.kennedy@sandag.org, (619) 699-1954, or via the SANDAGRegion [Facebook](#) page by attending the "Performance Measures Workshop" under events.

See details below or visit sandag.org/SanDiegoForward
Información en español a continuación.

Help Shape Our Region's Future



Join Us! for the Transportation Network Performance Measures Workshop

(Free Event with Complimentary Lunch)

What measurements are most important to take into account as we evaluate the possible transportation networks of the future? As we look at what infrastructure we will build in the coming decades, should we put emphasis on the economy? The environment? Public health? Social equity? The San Diego Association of Governments (SANDAG) wants your input on the relative importance of those factors and others in evaluating the performance of transportation networks in San Diego Forward: The Regional Plan.

**Monday, November 4, 2013
11:30 a.m. to 1:00 p.m.**

*Balboa Park Club, Santa Fe Room
2144 Pan American Road West
San Diego, CA 92101*

Spanish-speaking staff members will be available at the workshop. Take the Route 7 bus with connection to the Trolley to Balboa Park and follow Presidents Way to Pan American Road West. Phone 511 or visit 511sd.com/transit for route information.

Limited parking also available.

RSVP Nikolas Kennedy, SANDAG Regional Planning, at nikolas.kennedy@sandag.org, (619) 699-1954, or via the SANDAGRegion Facebook page by attending the "Performance Measures Workshop."

About San Diego Forward: The Regional Plan

San Diego Forward: The Regional Plan will build upon local planning efforts, and incorporate emerging issues and innovative concepts, to form an overall vision for the region's future, including specific actions aimed at turning that vision into reality.

SANDAG kicked off the new regional plan effort in October 2012. Since then, we have been working together in partnership with a wide range of stakeholders to complete the regional plan in 2015. For more information, visit sandag.org/sandiegoforward.

For more information, visit sandag.org/sandiegoforward



2013 10/3

Ayude a determinar el futuro de nuestra región



Taller sobre Medidas de Rendimiento de la Red de Transporte

Acompáñenos en el taller de Medidas de Rendimiento

(Entrada libre e incluye
almuerzo gratuito)

¿Cuáles son las medidas más importantes que debemos considerar al evaluar las posibles redes de transporte en el futuro? Si nos fijamos en la infraestructura que se construirá en las próximas décadas, ¿deberíamos poner énfasis en la economía? ¿El medio ambiente? ¿La salud pública? ¿Equidad social? La Asociación de Gobiernos de San Diego (SANDAG, por sus siglas en inglés) quiere sus opiniones sobre la importancia de esos y otros factores en la evaluación de rendimiento de redes de transporte en Adelante San Diego: El Plan Regional.

**Lunes, 4 de noviembre de 2013
11:30 a.m. a 1:00 p.m.**

Balboa Park Club, Cuarto Santa Fé
2144 Pan American Road West
San Diego, CA 92101

Personal de habla hispana estará disponible durante el taller. Tome la Ruta de autobuses con conexión al Trolley a Balboa Park y siga Presidents Way hacia Pan American Road West. Llame al 511 o visite 511sd.com/transit para obtener información de rutas.

Estacionamiento limitado disponible.

Confirme su asistencia con Nikolas Kennedy, Planificación Regional de SANDAG, en nikolas.kennedy@sandag.org, o (619) 699-1954 o a través de la página de Facebook SANDAGRegion al participar en el evento "Taller de Medidas de Rendimiento" (Performance Measures Workshop) bajo eventos.

Acerca de San Diego Forward: The Regional Plan (Adelante San Diego: El Plan Regional)

Adelante San Diego: El Plan Regional se desarrollará basado en los esfuerzos locales de planificación, e incorporará nuevos temas y conceptos innovadores para formar una visión de conjunto para el futuro de la región, incluyendo acciones específicas con el propósito de convertir esa visión en realidad.

SANDAG comenzó el nuevo esfuerzo del plan regional en octubre de 2012. Desde entonces, hemos estado trabajando juntos en alianza con una amplia gama de partes interesadas para completar el plan regional en 2015. Para más información, visite sandag.org/sandiegoforward.

Para mayor información, visite sandag.org/sandiegoforward



2013 0110

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Suite 800 | San Diego, CA 92101

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November 6, 2013 –

A peer panel review of the draft Transportation Network Performance Measures will be held on Tuesday, November 12, 2013.

Members of the public are invited to a public session from 3:30-4:30 p.m. in the SANDAG Board Room located at 401 B Street, San Diego, CA 92101.

RSVP to Nikolas Kennedy at nikolas.kennedy@sandag.org, (619) 699-1954, or via the SANDAGRegion [Facebook](#) page by attending the '[Performance Measures Peer Panel](#).'

For more information visit sandag.org/SanDiegoForward.



Draft Performance Measures

PEER REVIEW PANEL BIOGRAPHIES

**Dr. Jennifer Dill****Professor, Nohad A. Toulon School of Urban Studies & Planning, Portland State University**

Dr. Jennifer Dill is a professor in the Nohad A. Toulon School of Urban Studies and Planning at Portland State University and Director of the Oregon Transportation Research and Education Consortium (OTREC). Dr. Dill's research interests include the relationship between transportation policy and planning and land use, health, and the environment, with a focus on non-motorized travel behavior. Prior to entering academia, Dr. Dill worked as an environmental and transportation planner for the Bay Area Air Quality Management District and US Environmental Protection Agency. She was also research director at the Local Government Commission, where she worked on energy, land use, and transportation issues. Dr. Dill has a Ph.D. in City and Regional Planning from UC Berkeley, an MA in Urban Planning from UCLA, and a BS in Environmental Policy Analysis and Planning from UC Davis.

**Charlie Howard****Transportation Planning Director, Puget Sound Regional Council**

Charlie Howard is the Transportation Planning Director for the Puget Sound Regional Council, a position that he has held since February 2005. Prior to joining PSRC, Charlie worked with the Washington State Department of Transportation for 18 years, most recently as the Director of Strategic Planning and Programming. Charlie has been involved in state and regional transportation issues for the past 30 years, including an active role in developing and implementing the state's growth management act.

**Ben Stabler****Senior Supervising Planner with Parsons Brinckerhoff's Systems Analysis Group**

Ben Stabler specializes in planning modeling systems development and application. He is an expert in travel demand model development, software development, and data analysis/visualization. Ben has worked internationally on numerous activity-based and four-step travel demand and land use modeling systems and has presented at numerous conferences. He is a certified Geographic Information System (GIS) Professional and has worked in both the public and private sectors. He is an experienced software developer, having previously worked for a private transportation software company. Ben has also been a member of the Transportation Research Board Urban Transportation Data and Information Systems Committee (ABJ30) since 2009 and is an instructor for the National Highway Institute course on travel demand forecasting.

**David Vautin****Associate Transportation Planner, Metropolitan Transportation Commission**

David Vautin is a Transportation Planner at the Metropolitan Transportation Commission (MTC) in Oakland, California, specializing in transportation performance assessment. His analytical work informs regional policy decisions by monitoring adherence to adopted goals and targets and by identifying high-performing transportation investments that support the region's sustainability objectives. As part of Plan Bay Area, the region's first Sustainable Communities Strategy, David's work on project-level performance assessment helped policymakers to prioritize the region's top transit expansion priorities for future New Starts and Small Starts funding opportunities, in addition to highlighting cost-ineffective and sprawl-inducing projects as low performers.

**Martin Wachs****Senior Principal Researcher at RAND,****Distinguished Professor Emeritus in Urban Planning, UCLA Luskin School of Public Affairs**

Martin Wachs is a senior principal researcher at RAND. He formerly served as director of the RAND Transportation, Space, and Technology Program. Prior to joining RAND, he was professor of civil and environmental engineering and professor of city and regional planning at the University of California, Berkeley, where he was also director of the Institute of Transportation Studies. Prior to this, he spent 25 years at UCLA. Wachs is the author of 160 articles and four books on subjects related to relationships between transportation, land use, and air quality; transportation finance and policy; transportation needs of the elderly; techniques for the evaluation of transportation systems and performance measurement in transportation planning. His research also addresses issues of equity in transportation policy.



(13 of 1)

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January 29, 2014 –



The Regional Plan eNewsletter

Be part of an important process to plan for San Diego's future



What is San Diego Forward?

What do we want our region to look like in 2050? Where will we live? How will we get around? How can we grow in a way that fuels our economy and preserves our environment, takes everyone's needs into account, and still maintains our quality of life? San Diego Forward: The Regional Plan will tackle these questions and provide a blueprint for a sustainable future for the San Diego region.

[Read more...](#)



San Diego Forward Video

SANDAG Launches New Webpage for San Diego Forward: The Regional Plan

The San Diego Association of Governments (SANDAG) has launched an interactive new webpage for San Diego Forward: The Regional Plan that provides a wealth of information about the planning process and policies that will make up the plan. We designed the site (practically speaking, it's a website within the larger SANDAG website) to make it easy for you to share your priorities for the Regional Plan, including hands-on activities and details on upcoming meetings and hearings where you can get involved. We will add more interactive tools and update the site regularly to provide the most current information about progress on the Regional Plan. Please visit the website at www.sdforward.com to learn about the plan and [tell us what you think!](#)

2050 Regional Growth Forecast Projects Growing Population, More Compact Growth Pattern

We can expect to add another million residents, 500,000 jobs, and 300,000 housing units to the San Diego region during the next 35 years, according to the most recent SANDAG growth forecast.

The forecast also shows that San Diego County's future has changed to one that will see more compact communities and more open space, as well as development patterns that will help encourage transit use and other alternative forms of getting around - changes that will help protect our environment.

Over the past year, SANDAG staff, elected officials, and stakeholders have been working to update the long-range growth forecast for the San Diego region. Known as the [2050 Regional Growth Forecast](#) (or the Series 13 Forecast - because it is one in a series, with a new forecast coming out every four years), this information serves as the foundation for San Diego Forward: The Regional Plan.

Using information from existing demographic and economic trends such as fertility rates, mortality rates, domestic migration, international migration, and economic prosperity, as well as existing land use plans of each of our region's 18 cities and the county, the Regional Growth Forecast provides information about population, demographics, housing, and jobs and how that growth will be accommodated through 2050.

For decades, our picture of the future had been one of growing suburban residential communities extending eastward, beyond the city center and toward the more rural areas. But since the turn of the century, that vision has changed - the County of San Diego and many of the region's 18 cities have rewritten their long-range plans to support more focused community centers where people will be able to live, work, and play. Rather than growing "out" as we have in the past, more



compact communities are envisioned, providing housing, jobs, and services closer to one another, and giving residents more choices in where to live and how to get around. At the same time, the forecast anticipates an increase in land preserved for agriculture and open space. These updated long-range plans, adopted over the past decade and a half, are reflected in the 2050 Regional Growth Forecast.



SANDAG Board Reviews Alternative Land Use Scenarios

A recent analysis showed that changes made since 1995 in the general plans of many of our region's 18 cities and the county government will result in 25 percent to 30 percent reductions in greenhouse gas emissions compared to previous plans for the future. Land use patterns that allow us to get around on transit, walking, and biking - and drive shorter distances when we do drive - will result in big benefits for the environment. (This is shown in the first two maps below.)

But we took our analysis a step further to see if more changes might result in even more benefits. At the direction of the SANDAG Board, staff analyzed [three theoretical land use scenarios](#), where all new growth would be focused into certain areas shown in the final three maps below:

- Scenario A: Second Units and Infill
- Scenario B: Transit Oriented Development
- Scenario C: Multiple Dense Cores



We examined each of these scenarios using a computer sketch model to determine if they would result in additional greenhouse gas

reductions. The analysis showed that these alternative land use scenarios could result in modest emissions reductions - ranging from zero to about 3 percent, with the greatest reductions in Scenarios B and C.

As San Diego Forward is developed, SANDAG will consider results like these, as well as many other ideas for reducing greenhouse gas emissions from cars and light trucks in the San Diego region. Results from this study and from other planning efforts will help us refine the direction of the plan.

Up Next

Check out where we've been and where we're going through our new [Regional Plan timeline](#). And stay tuned. Our next newsletter will focus on interesting issues, such as emerging technologies and our climate change efforts.

If you have any questions or comments, contact David Hicks at david.hicks@sandag.org or Phil Trom at philip.trom@sandag.org. We want your involvement!



April 9, 2014 –



The Regional Plan eNewsletter

Be part of an important process to plan for San Diego's future



What is San Diego Forward?

What do we want our region to look like in 2050? Where will we live? How will we get around? How can we grow in a way that fuels our economy and preserves our environment, takes everyone's needs into account, and still maintains our quality of life? San Diego Forward: The Regional Plan will tackle these questions and provide a blueprint for a sustainable future for the San Diego region.

[Read more...](#)



San Diego Forward Video

SANDAG Seeks Public Input on Draft White Papers for San Diego Forward

SANDAG has been working hard on the building blocks of San Diego Forward: The Regional Plan. This plan will provide strategies to prepare our region for a changing world, keep us on the forefront of innovation, and take advantage of opportunities for economic growth and prosperity. Draft policy papers (known as "white papers") on Economic Prosperity, Climate Change Mitigation and Adaptation, and Emerging Technologies are now available for a 45-day public review period, which extends from April 4 to May 19, 2014. The white papers will support and provide background information to the development of the Regional Plan, and will serve as technical resources following the plan's adoption. We invite you to take a look at the draft white papers and give us your feedback. [Read More...](#)

Building a Prosperous Tomorrow: Draft Economic Prosperity White Paper

The investments we make in our transportation system have great potential for fueling a prosperous local economy. The Draft Economic Prosperity White Paper examines the economic effects of regional policies and programs included in the Regional Plan that will guide transportation infrastructure investments over the next 35 years. This draft white paper includes a survey of the current economic conditions and economic plans in the region, as well as a look at some new ideas in economic development. It explores the interrelationship between the economy, transportation, and regional planning, with consideration given to communities of concern. The paper also explores the relationship between the economy and the natural environment, and ways in which San Diego Forward will benefit the regional economy. [Read More...](#)

Providing Resiliency to a Changing Climate: Draft Climate Change Mitigation and Adaptation White Paper

Reducing greenhouse gas emissions and ensuring our region is prepared for a changing climate are important elements of San Diego Forward: The Regional Plan. Policies included in the plan have the potential to reduce our greenhouse gas (GHG) emissions and better prepare us for the impacts of climate change through adaptation and resiliency. This can be accomplished while also supporting economic prosperity, improving public health and social equity, protecting infrastructure investments, and conserving natural habitat and open space. The Draft Climate Change Mitigation and Adaptation White Paper includes an inventory of regional GHG emissions, a summary of current GHG reduction efforts in the San Diego region, and recommendations for a regional approach to address climate change. [Read More...](#)



A Transportation System for the Future: Draft Emerging Technologies White Paper

Since the invention of the wheel and every mobility innovation thereafter, transportation choices have been greatly enhanced by advancements in technology. As San Diego Forward: The Regional Plan sets a foundation for policy choices over the next 35 years to establish a modern transportation system. Taking advantage of new technologies - from self-driving cars to more sophisticated ways of gathering and using information - will allow us to make informed choices that will shape how we grow and invest in our future. The Draft Emerging Technologies White Paper explores opportunities that could be implemented in our region to help us get the most out of our infrastructure investments, improve our quality of life, and reduce our impact on the environment. It examines the effects and influences of emerging technologies on transportation infrastructure, while also examining technology trends and their potential to influence where we work and live, how we communicate with each other, and the personal choices we make. [Read More...](#)



SANDAG | 401 B Street, Suite 800, San Diego, CA 92101
ph: (619) 699-1900, fax: (619) 699-1905 | webmaster@sandag.org



July 9, 2014 –

We are excited to announce two upcoming Regional Plan workshops being held in the afternoon and evening on August 4th at Caltrans. These workshops will focus on mobility and the transportation network scenarios that are currently under development. Please note that there will be bilingual staff members at both workshops.

Please see the flier below and forward to others that might be interested. If you can post this information on your website or include it in community newsletters or announcements, it would be greatly appreciated.

See details below or visit SDForward.com. RSVP to Dan Gallagher at dan.gallagher@sandag.org or (619) 595-5354.

Hope you can make it!



JOIN THE CONVERSATION ON OUR REGION'S FUTURE

Weigh in on Transportation Network Scenarios

Join us for an interactive workshop to discuss the two transportation scenarios under consideration for San Diego Forward: The Regional Plan. Come learn about the current regional transportation system, the investment choices in two possible scenarios, and the performance of each scenario. Interactive exercises are planned. Your feedback is needed on the scenarios – we encourage you to attend!

About San Diego Forward

Over the past two years, the San Diego Association of Governments (SANDAG) and its partners have been working with communities and stakeholders from throughout the region to develop a vision that works for the economy, the environment, and our daily lives. The SANDAG Board will be asked to adopt San Diego Forward: The Regional Plan next summer. Previous workshops have focused on a wide range of topics to help provide the foundation for the plan. This workshop is focused specifically on mobility... Come provide your input on the transportation network scenarios. Your contributions are valuable!



**Monday, August 4, 2014,
11:30 a.m. – 2 p.m. or
5:30 p.m. – 8 p.m.
Lunch/refreshments provided**

**Caltrans Garcia Room
4050 Taylor St.
San Diego, 92110**

To ensure an adequate food order, RSVP to:
Dan Gallagher
Email: dan.gallagher@sandag.org
Phone: (619) 595-5354

For more information on San Diego Forward, visit: www.sdforward.com

Facebook: [SANDAGregion](#)

Twitter: [SANDAG](#)

YouTube: [SANDAGregion](#)



Spanish translation will be available at the workshops.



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July 21, 2014 –



The Regional Plan eNewsletter

Be part of an important process to plan for San Diego's future



What is San Diego Forward?

What do we want our region to look like in 2050? Where will we live? How will we get around? How can we grow in a way that fuels our economy and preserves our environment, takes everyone's needs into account, and still maintains our quality of life? San Diego Forward: The Regional Plan will tackle these questions and provide a blueprint for a sustainable future for the San Diego region.

[Read more...](#)



San Diego Forward Video



Share Your Input on the Draft Transportation Scenarios

Over the past two years, SANDAG has been working with residents and stakeholders across the region to develop the building blocks of our future transportation system and help align our region's transportation needs with available resources. All this work has included developing revenue projections, identifying and ranking potential transportation projects, and integrating emerging technologies and innovative ideas for getting around into the development of a future transportation system for our region.

On August 1, SANDAG policy committees will discuss and distribute two draft transportation scenarios—groups of potential improvements to our transportation system -- for review and comment. The two scenarios include transit, highway, and pedestrian/bicycle projects, as well as the proposed timing for when these improvements would be implemented.

The public will have an opportunity to weigh in on these scenarios on August 4. SANDAG will host two interactive workshops on this date to discuss the current regional transportation system, the investment choices outlined in the two possible scenarios, and how well the different scenarios perform in certain areas—like improving mobility or air quality. The purpose of the workshops is to gain community feedback on the scenarios to help inform the development of San Diego Forward: The Regional Plan. We hope to see you there!

Please download our [workshop flyer](#) and forward to friends.

New Discussion Paper Hits the (Complete) Streets

As part of the 2050 Regional Transportation Plan and its Sustainable Communities Strategy, SANDAG committed to developing a "complete streets" policy with the goal of encouraging the development and reconfiguration of streets with designs that accommodate all modes of travel. This policy will make a significant contribution in ensuring that our transportation system is functional and attractive for all users regardless of how they get around—motorists, pedestrians, bicyclists, and transit users alike.

On June 13, the SANDAG Board of Directors reviewed a [Complete Streets Discussion Paper](#) that included best practices for complete streets, and various strategies that could be used to implement a policy on a regional scale. Over the next few months, SANDAG will draft a policy that will define an implementation plan for how to address complete streets through SANDAG's project development process, and how SANDAG can support Complete Streets at the local level.



Example "Complete Street"

Results Are In on the Draft White Papers

SANDAG held a 45-day public review period in April and May to collect input on three draft white papers that will inform the development of San Diego Forward: The Regional Plan. The three papers focused on economic prosperity, climate change mitigation and adaptation, and emerging technologies. The majority of comments focused on the Climate Change Mitigation and Adaptation white paper. Both organizations and individuals provided constructive feedback on the concepts in the papers. The white papers will be used to develop content and policies to be included in San Diego Forward, and will be included as appendices to the document. Thanks to everyone who took the time to give us feedback.

All the input received, as well as the updated white papers, are available for review on the San Diego Forward [website](#).



SANDAG | 401 B Street, Suite 800, San Diego, CA 92101
ph: (619) 699-1900, fax: (619) 699-1905 | webmaster@sandag.org



We are excited to announce two upcoming Regional Plan workshops being held in the afternoon and evening on August 4th at Caltrans. These workshops will focus on mobility and the transportation network scenarios that are currently under development. Please note that there will be bilingual staff members at both workshops.

Please see the flier below and forward to others that might be interested. If you can post this information on your website or include it in community newsletters or announcements, it would be greatly appreciated.

See details below or visit SDForward.com. RSVP to Dan Gallagher at dan.gallagher@sandag.org or (619) 595-5354.

Hope you can make it!



JOIN THE CONVERSATION ON OUR REGION'S FUTURE

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Twitter: [SANDAG](#)

YouTube: [SANDAGregion](#)



Spanish translation will be available at the workshops.



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August 12, 2014 –



Online Commenting Activity Open

Thanks to all of you who were able to make it to the August 4 and 6 workshops to discuss ways to improve our future transportation system. We received a lot of valuable community input that will be used to help refine San Diego Forward: The Regional Plan.

If you did not have a chance to make it to a workshop, we have an [online activity](#) you can use to share input. On the San Diego Forward website, you will find:

- A video of the PowerPoint presented at the workshop with narration
- Handouts distributed at the workshop
- An online comment form that mirrors the input form used in the workshop

SANDAG is reviewing all input as we develop the plan, so [submit your comments](#) soon.

About the Transportation Scenarios

Over the past two years, SANDAG has been working with residents and stakeholders across the region to develop the building blocks of our future transportation system and help align our region's transportation needs with available resources. All this work has included developing revenue projections, identifying and ranking potential transportation projects, and integrating emerging technologies and innovative ideas for getting around into the development of a future transportation system for our region.

SANDAG recently began distributing two draft transportation scenarios—groups of potential improvements to our transportation system—for review and comment. The two scenarios include transit, highway, and pedestrian/bicycle projects, as well as the proposed timing for when these improvements would be implemented. SANDAG is looking for the public to weigh in on these scenarios for incorporation into San Diego Forward: The Regional Plan.



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May 5, 2015 –



Provide Your Opinion

on the Plan for our Region's Future



For almost three years now, you — community members, stakeholders, and local agencies — have helped the San Diego Association of Governments (SANDAG) develop San Diego Forward: The Regional Plan.

Your input helped shape the Draft Plan's vision, goals, and policy objectives as well as the transportation investments that will serve the region for many years to come.

The Draft Plan proposes a strategy for

San Diego Forward: The Regional Plan - Draft Released

Seven Community Workshops

- Presentation followed by panel discussion
- Open house
- Interactive activities
- Offer your comments on the record
- Complimentary cookies and beverages
- Live-streaming of three workshops

Please RSVP to Rose Farris at rose.farris@sandag.org or

(619) 595-5337, or via the SANDAG Region Facebook page. Families welcome.

Workshops

North County Inland

May 12, 6 to 8:30 p.m.

Escondido City Hall, Mitchell Room

201 North Broadway, Escondido, 92025

East County

a more sustainable future which includes investing in transportation projects that will provide people more travel choices, protecting the environment, creating healthy communities, and stimulating the economy.

The SANDAG Board released the Draft Plan on April 24, 2015. Take part in a series of workshops that will be held throughout the region in May.

Come to a workshop or participate online. Learn about the Draft Plan and give us your feedback!

View and comment on the

Draft Plan at SDForward.com

May 13, 6 to 8:30 p.m.

La Mesa Community Center, Arbor View Room
4975 Memorial Drive, La Mesa, 91942

Central

May 14, 1 to 3:30 p.m.

Caltrans, District 11, Garcia Room
4050 Taylor Street, San Diego, 92110

Live-streaming on the Internet*

North County Coastal

May 20, 6 to 8:30 p.m.

Oceanside City Hall Community Rooms
300 N. Coast Highway, Oceanside, 92054

South County

May 21, 6 to 8:30 p.m.

Casa Familiar Civic Center
212 W. Park Avenue, San Ysidro, 92173

Live-streaming on the Internet*

Mid-City/Southeast San Diego

May 27, 6 to 8:30 p.m.

Jacobs Center Community Room
404 Euclid Avenue, San Diego, 92114

Live-streaming on the Internet*

North City

May 28, 6 to 8:30 p.m.

UTC Forum Hall Community Room

4545 La Jolla Village Drive, Suite E-25

San Diego, 92122

Spanish-speaking staff members and translators will be available at all seven workshops. The workshop at Casa Familiar will be conducted in Spanish with English translation available.

All locations are transit accessible. Call 511 or visit 511sd.com/transit for route information.

If you require assistance in order to participate, please contact SANDAG at (619) 699-1900 at least 72 hours in advance of the meeting. TTY: (619) 699-1904

** To participate in the live-streaming sessions, visit SDForward.com at the time of the event.*

[Vea este mensaje en español.](#)



SANDAG | 401 B Street, Suite 800, San Diego, CA 92101
ph: (619) 699-1900, fax: (619) 699-1905 | webmaster@sandag.org



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May 12, 2015 –



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San Diego Forward: The Regional Plan - Draft Released

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Please RSVP to Rose Farris at rose.farris@sandag.org or

(619) 595-5337, or via the SANDAG Region Facebook page. Families welcome.

Workshops This Week:

North County Inland

May 12, 6 to 8:30 p.m.

Escondido City Hall, Mitchell Room

201 North Broadway, Escondido, 92025

Panelists

- **Carl Morgan**, San Diego North Economic Development Council
- **Dahvia Lynch**, North County Transit District
- **Stan Miller**, San Diego County Childhood Obesity Initiative

a more sustainable future which includes investing in transportation projects that will provide people more travel choices, protecting the environment, creating healthy communities, and stimulating the economy.

The SANDAG Board released the Draft Plan on April 24, 2015. Take part in a series of workshops that will be held throughout the region in May.

Come to a workshop or participate online. Learn about the Draft Plan and give us your feedback!

View and comment on the

Draft Plan at SDForward.com

East County

May 13, 6 to 8:30 p.m.

La Mesa Community Center, Arbor View Room

4975 Memorial Drive, La Mesa, 91942

Panelists

- **Jo Marie Diamond**, *East County Economic Development Council*
- **Bill Chopyk**, *City of La Mesa*
- **Michael Beck**, *Endangered Habitats League*

Central

May 14, 1 to 3:30 p.m.

Caltrans, District 11, Garcia Room

4050 Taylor Street, San Diego, 92110

Live-streaming on the Internet*

Panelists

- **Melanie Nally**, *BIOCOM*
- **Linda Marabian**, *City of San Diego*
- **Michael Beck**, *Endangered Habitats League*

Other Upcoming Workshops Include:

North County Coastal

May 20, 6 to 8:30 p.m.

Oceanside City Hall Community Rooms

300 N. Coast Highway, Oceanside, 92054

South County

May 21, 6 to 8:30 p.m.

Casa Familiar Civic Center

212 W. Park Avenue, San Ysidro, 92173

Live-streaming on the Internet*

Mid-City/Southeast San Diego

May 27, 6 to 8:30 p.m.

Jacobs Center Community Room
404 Euclid Avenue, San Diego, 92114
Live-streaming on the Internet*

North City

May 28, 6 to 8:30 p.m.

UTC Forum Hall Community Room
4545 La Jolla Village Drive, Suite E-25
San Diego, 92122

Spanish-speaking staff members and translators will be available at all seven workshops. The workshop at Casa Familiar will be conducted in Spanish with English translation available.

All locations are transit accessible. Call 511 or visit 511sd.com/transit for route information.

If you require assistance in order to participate, please contact SANDAG at (619) 699-1900 at least 72 hours in advance of the meeting. TTY: (619) 699-1904

** To participate in the live-streaming sessions, visit SDForward.com at the time of the event.*

[Vea este mensaje en español.](#)



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May 21, 2015 –



The Regional Plan eNewsletter

Be part of an important process to plan for San Diego's future



What is San Diego Forward?

What do we want our region to look like in 2050? Where will we live? How will we get around? How can we grow in a way that fuels our economy and preserves our environment, takes everyone's needs into account, and still maintains our quality of life? San Diego Forward: The Regional Plan will tackle these questions and provide a blueprint for a sustainable future for the San Diego region.

[Read more...](#)



San Diego Forward Video

Draft EIR for San Diego Forward: The Regional Plan Released for Public Review and Comment

On May 21, 2015, SANDAG released the Draft Environmental Impact Report (EIR) for San Diego Forward: The Regional Plan for public review and comment. The release of this environmental document follows the release of the Draft Regional Plan on April 24. The public comment period for both the Draft EIR and the Draft Regional Plan will remain open through July 15, 2015.

San Diego Forward incorporates three major planning documents — the Regional Transportation Plan, Sustainable Communities Strategy, and Regional Comprehensive Plan — into one overarching blueprint for the region's future. It combines a big-picture vision for how our region will grow over the next 35 years with an implementation program to help make that vision a reality. The Plan will help our region grow in a more sustainable manner by investing in transportation projects that provide more travel choices, help protect the environment, create healthy communities, and stimulate the economy.

The Draft EIR for San Diego Forward (as well as the draft Regional Plan) can be viewed at sdforward.com. Written comments on the draft EIR can be submitted on the website; directly through email at sdforward@sandag.org; via telephone toll free at (877) 277-5736 and TTY (619) 699-1904; via fax at (619) 699-1905; through the mail to SANDAG, ATTN: Andrew Martin, Associate Regional Planner, 401 B Street, Suite 800, San Diego CA, 92101, (619) 595-5375, andrew.martin@sandag.org; and in person by dropping off written comments at SANDAG's offices at the address above.

San Diego Forward: The Regional Plan Public Workshops Continue

Public workshops focusing on San Diego Forward: The Regional Plan will continue with three workshops remaining. (Four workshops have already been conducted.) These workshops feature a presentation on the Regional Plan, a panel discussion focusing on Plan elements, and opportunities for members of the public to submit comments. Here is a list of upcoming workshops:

TONIGHT — May 21, 6 to 8:30 p.m. — Casa Familiar Civic Center, 212 W. Park Avenue, San Ysidro, 92173. The meeting will be conducted entirely in Spanish, with English translation available. *It also will be streamed live on the internet at sdforward.com*

Panelists will be:
Armando Freire, SONET



David Flores, Casa Familiar
Frank Rivera, City of Chula Vista

May 27, 6 to 8:30 p.m. — Jacobs Center Community Room, 404 Euclid Avenue, San Diego, 92114. *The meeting will be streamed live on the internet at sdforward.com.*

Panelists will be:

Tina Ngo, San Diego Workforce Partnership
Barry Pollard, The Urban Collaborative Project
Nancy Bragado, City of San Diego

May 28, 6 to 8:30 p.m. — UTC Forum Hall Community Room, 4545 La Jolla Village Drive, Suite E-25, San Diego, 92122

Panelists will be:

Joe Terzi, San Diego Tourism Authority
Nancy Bragado, City of San Diego
Kathleen Ferrier, Circulate San Diego

Spanish speaking staff will be available at all workshops.

In addition, SANDAG staff is available to make informational presentations on the draft Plan. To request a presentation, send an e-mail to sdforward@sandag.org.

What Projects are Planned for your Community? Visit sdforward.com to see!

Are you curious about transportation projects that are planned in your community? Visit sdforward.com to view regional maps showing planned transit, active transportation, Express Lane, and highway projects. Zoom in on the map to see what the future holds for your community!



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ph: (619) 699-1900, fax: (619) 699-1905 | webmaster@sandag.org



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May 26, 2015 –



Provide Your Opinion

on the Plan for our Region's Future



For almost three years now, you — community members, stakeholders, and local agencies — have helped the San Diego Association of Governments (SANDAG) develop San Diego Forward: The Regional Plan.

Your input helped shape the Draft Plan's vision, goals, and policy objectives as well as the transportation investments that will serve the region for many years to come.

The Draft Plan proposes a strategy for

San Diego Forward: The Regional Plan - Draft Released

Seven Community Workshops

- Presentation followed by panel discussion
- Open house
- Interactive activities
- Offer your comments on the record
- Complimentary cookies and beverages
- Live-streaming of three workshops

Please RSVP to Rose Farris at rose.farris@sandag.org or

(619) 595-5337, or via the SANDAG Region Facebook page. Families welcome.

Workshops This Week:

Mid-City/Southeast San Diego

May 27, 6 to 8:30 p.m.

Jacobs Center Community Room

404 Euclid Avenue, San Diego, 92114

*Live-streaming on the Internet**

a more sustainable future which includes investing in transportation projects that will provide people more travel choices, protecting the environment, creating healthy communities, and stimulating the economy.

The SANDAG Board released the Draft Plan on April 24, 2015. Take part in a series of workshops that will be held throughout the region in May.

Come to a workshop or participate online. Learn about the Draft Plan and give us your feedback!

View and comment on the

Draft Plan at SDForward.com

Panelists

- **Tina Ngo**, *San Diego Workforce Partnership*
- **Barry Pollard**, *The Urban Collaborative Project*
- **Nancy Bragado**, *City of San Diego*

North City

May 28, 6 to 8:30 p.m.

UTC Forum Hall Community Room

4545 La Jolla Village Drive, Suite E-25

San Diego, 92122

Panelists

- **Joe Terzi**, *San Diego Tourism Authority*
- **Nancy Bragado**, *City of San Diego*
- **Kathleen Ferrier**, *Circulate San Diego*

Past Workshops:

May 12, 6 to 8:30 p.m.

Escondido City Hall

May 13, 6 to 8:30 p.m.

La Mesa Community Center

May 14, 1 to 3:30 p.m.

Caltrans, District 11

May 20, 6 to 8:30 p.m.

Oceanside City Hall

May 21, 6 to 8:30 p.m.

Casa Familiar Civic Center

Spanish-speaking staff members and translators will be available at all seven workshops.

All locations are transit accessible. Call 511 or visit 511sd.com/transit for route information.

If you require assistance in order to participate, please contact SANDAG at (619) 699-1900 at least 72 hours in advance of the meeting. TTY: (619) 699-1904

** To participate in the live-streaming sessions, visit SDForward.com at the time of the event.*

[Vea este mensaje en español.](#)



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June 9, 2015 –



Provide Your Opinion

on the Plan for our Region's Future



For almost three years now, you — community members, stakeholders, and local agencies — have helped the San Diego Association of Governments (SANDAG) develop San Diego Forward: The Regional Plan.

Your input helped shape the Draft Plan's vision, goals, and policy objectives as well as the transportation investments that will serve the region for many years to come.

The Draft Plan proposes a strategy for a more sustainable future which includes investing in transportation projects that will provide people more travel choices, protecting the environment, creating healthy communities, and stimulating the economy.

The SANDAG Board released the Draft Regional Plan on April 24, 2015. A

San Diego Forward: The Regional Plan - Public Hearings

SANDAG is offering two additional chances for the public to provide oral and written comment on the Draft Regional Plan, in addition to its Sustainable Communities Strategy, the Draft Environmental Impact Report, and the Draft Air Quality Conformity Analysis.

Public Hearing Dates:

Central

June 12, 10 a.m.

SANDAG Board meeting

401 B Street, Suite 800

San Diego, CA 92101

Hearing conducted by SANDAG Board

North County

June 18, 11:30 a.m.

North County Transit District Board Room

810 Mission Avenue

Oceanside, CA 92054

Hearing conducted by SANDAG public meeting officer

If you require translation assistance or a disability accommodation assistance in order to participate, please contact SANDAG at (619) 699-1900 at least 72 hours in advance of the meeting.

TTY: (619) 699-1904

All locations are transit accessible. Call 511 or visit 511sd.com/transit for route information

series of workshops were held in May that provided the public a chance to learn about the Draft Regional Plan and provide comments on the record.

Additionally, SANDAG has scheduled two public hearings in June to give everyone a chance to make comments directly to the Board and SANDAG staff. The first hearing will occur during a SANDAG Board meeting and the second hearing will occur in front of a SANDAG hearing officer in the North County Transit District board room.

Submit Your Comments

Comments on the Draft Regional Plan also may be submitted through the following outlets:

- Via SDForward.com
- Directly through email at SDForward@sandag.org
- Via telephone at (619) 699-1934, toll free (877) 277-5736, and TTY (619) 699-1904
- Via fax at (619) 699-1905
- Through the mail to Attention: Regional Plan. SANDAG offices at 401 B Street, Suite 800, San Diego, CA 92101
- In person by dropping off written comments to SANDAG offices at 401 B Street, Suite 800, San Diego, CA 92101

View and comment on the Draft Plan at SDForward.com



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September 9, 2015 –



The Regional Plan eNews



For three years now,
you — community members,
stakeholders, and local
agencies — have helped
the San Diego Association
of Governments (SANDAG)
develop San Diego Forward:
The Regional Plan.

Your input helped shape the Draft Plan's
vision, goals, and policy objectives as
well as the transportation investments
that will serve the region for many years
to come.

The Draft Plan proposes a strategy for a

SANDAG Board of Directors to consider adoption of San Diego Forward: The Regional Plan

After three years working with stakeholders and the community on the draft of San Diego Forward: The Regional Plan, the SANDAG Board of Directors is scheduled to vote on the adoption of the final Plan in October.

Last April, the draft Plan was released for public review. Many of you participated in the public workshops that were held to seek input on the contents of the Plan. This Friday, September 4, 2015, the SANDAG [Transportation](#) and [Regional Planning](#) committees are scheduled to receive a summary of comments received on the Plan and the agency's draft responses. Both committees will be asked to recommend that the Board of Directors accept proposed modifications to the Draft Regional Plan.

On September 11, the Board of Directors will receive the summary of comments and draft responses, and consider accepting the recommended modifications to the draft Regional Plan. The proposed changes will be considered in the Final Regional Plan and its Sustainable Communities Strategy, and evaluated in the Final Environmental Impact Report prior to Board review. The Board is scheduled to consider the final adoption of the Plan in October. A complete list of meeting dates and times are available at sdforward.com.

Thank you very much for your participation in this long and deliberate process. Your input contributed to the development of the vision and goals, the policy objectives, the performance measures and evaluation criteria, and the transportation networks included in the Plan.

more sustainable future which includes investing in transportation projects that will provide people more travel choices, protecting the environment, creating healthy communities, and stimulating the economy.

Please stay engaged through the [website](#) and please feel free to contact SANDAG staff with any questions.



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SANDAG Region Newsletter:

January 2013

<http://www.sandag.org/enewsletter/archives/january2013/default.htm>

May 2013

<http://www.sandag.org/enewsletter/archives/may2013/default.htm>

June 2013

<http://www.sandag.org/enewsletter/archives/june2013/default.htm>

January 2014

<http://www.sandag.org/enewsletter/jan2014.pdf>

April 2014

<http://www.sandag.org/enewsletter/apr2014.pdf>

July 2014

<http://www.sandag.org/enewsletter/july2014.pdf>

November 2014

<http://www.sandag.org/enewsletter/nov2014.pdf>

March 2015

<http://www.sandag.org/enewsletter/mar2015.pdf>

April 2015

http://www.icontact-archive.com/qsOZ4hdDBjbWQ7_r1G6pNfGZuEci-Lo0?w=3

June 2015

http://www.icontact-archive.com/qsOZ4hdDBjbWQ7_r1G6pNUQGoDNp85h-?w=3

July 2015

http://www.icontact-archive.com/qsOZ4hdDBjbWQ7_r1G6pNQa3iCYJOw8m?w=4



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 Fax (619) 699-1905
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MEDIA ADVISORY

Date: October 17, 2012
For Release: IMMEDIATELY
Contact: David Hicks, (619) 699-6939,
david.hicks@sandag.org

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- Carlsbad
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- National City
- Oceanside
- Poway
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- Santee
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- Vista
- and
- County of San Diego

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- North County Transit District
- United States Department of Defense
- San Diego Unified Port District
- San Diego County Water Authority
- Southern California Tribal Chairmen's Association
- Mexico

SANDAG INVITES THE PUBLIC TO GET INVOLVED IN CREATING AN AMBITIOUS REGIONAL PLAN

WHEN: Friday, October 19, 2012
 11:30 a.m. to 2 p.m.

WHERE: Caltrans District 11 Headquarters
 Garcia Room
 4050 Taylor Street
 Old Town (San Diego)

WHAT: The public is invited to think big about the region's future at a workshop this Friday. SANDAG is holding the event to seek ideas on how best to engage the community in creating the region's first-ever combined regional plan to guide the future direction of the county. Workshop participants will get to dig into the proposed content of the new plan and voice their priorities on transportation, economic development, and a host of quality of life issues. In addition, participants will be invited to try out web-based public participation tools.

VISUAL: Break-out sessions and web-based public participation tools.

About SANDAG

The [San Diego Association of Governments](#) (SANDAG) is the San Diego region's primary public planning, transportation, and research agency, providing the public forum for regional policy decisions about growth, transportation planning and construction, environmental management, housing, open space, energy, public safety, and binational topics. SANDAG is governed by a Board of Directors composed of mayors, council members, and supervisors from each of the region's 18 cities and the county government.

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 (619) 699-1900
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www.sandag.org

NEWS

Date: January 14, 2013

For Release: Immediately
Contact: David Hicks, (619) 699-1960,
david.hicks@sandag.org

DRAFT PUBLIC INVOLVEMENT PLAN FOR REGIONAL PLAN RELEASED FOR PUBLIC REVIEW

SANDAG invites the public to review and comment on the [draft Public Involvement Plan](#) (PIP) that will be used to support the development of a consolidated regional plan. The review period ends February 7, 2013. Comments should be directed to David Hicks at david.hicks@sandag.org.

The Public Involvement Plan outlines a variety of opportunities for individuals, organizations, agencies, and other stakeholders to provide meaningful input into the regional plan development process. Outreach efforts will include consultation with Native American tribes and partnerships with community-based organizations to engage low-income and minority populations. Furthermore, the plan includes a series of public workshops, use of social media, visualizations, and other best practices for involving the public and receiving input.

The future of the San Diego region is currently guided by two primary long-range planning documents: the [Regional Comprehensive Plan](#) and the [2050 Regional Transportation Plan/Sustainable Communities Strategy](#). In May 2012, the SANDAG Board of Directors approved merging the updates for these plans to give citizens a single, easily accessible document. The new regional plan is scheduled to be adopted in 2015. More information is available at www.sandag.org/regionalplan.

About SANDAG

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- San Diego
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- San Diego County Water Authority
- Southern California Tribal Chairmen's Association
- Mexico

members, and supervisors from each of the region's 18 cities and the county government.

Find SANDAG on Facebook at [facebook.com/SANDAGregion](https://www.facebook.com/SANDAGregion) or on Twitter at twitter.com/SANDAG.

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 (619) 699-1900
 Fax (619) 699-1905
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NEWS

Date: May 13, 2013
For Release: Immediately
Contact: David Hicks, (619) 699-6939, or
david.hicks@sandag.org

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- San Diego Unified Port District
- San Diego County Water Authority
- Southern California Tribal Chairmen's Association
- Mexico

Seven Community Workshops to Tackle Important Regional Issues

Public invited to attend workshops in May, June, and July

Starting Friday, May 17, SANDAG will hold a series of daytime and evening community workshops throughout San Diego County to solicit public input on the biggest issues facing the region between now and 2050 - issues like the economy, environment, transportation, public health, and social equity.

The input gathered at these workshops will be used to develop [San Diego Forward: The Regional Plan](#). This new regional plan will build upon local planning efforts, and incorporate emerging issues and innovative concepts, to form an overall vision for the region's future, including specific actions to turn that vision into reality. The SANDAG Board is expected to adopt the plan in 2015.

Evening workshops will be held every Thursday in June from 6-8 p.m. at different locations countywide. These workshops will seek input on the same topics - land use, transportation, housing, healthy environment, public health, economic prosperity, public facilities, energy, climate change, and borders.

Daytime workshops will be held on the third Fridays in May, June, and July from 11:30 a.m. to 1:30 p.m. at Caltrans District 11, Garcia Room & Gallegos Room, 4050 Taylor Street, San Diego. Each workshop will focus on specific topics.

Complimentary meals will be served at all the workshops. A printable version of the workshop flyer in English and Spanish is available at: http://www.sandag.org/uploads/projectid/projectid_428_15908.pdf.

Evening Workshops:

South County

June 6, 6-8 p.m.
Casa Familiar Civic Center
212 W. Park Avenue, San Ysidro

North County Inland

June 13, 6-8 p.m.
Escondido City Hall, Mitchell Room
201 North Broadway, Escondido

North County Coastal

June 20, 6 to 8 p.m.
Oceanside City Hall Community Rooms
300 North Coast Highway, Oceanside

East County

June 27, 6-8 p.m.
La Mesa Community Center, Arbor View Room
4975 Memorial Drive, La Mesa

Daytime Workshops:

May 17 - Healthy environment, energy, climate change, and public health

June 21 - Land use and transportation

July 19 - Economic prosperity, public facilities, and borders

Attendees should RVSP to sarah.strand@sandag.org, (619) 595-5609, or via the SANDAGRegion Facebook page by attending "Regional Plan Workshop" events.

About SANDAG

The [San Diego Association of Governments](#) (SANDAG) is the San Diego region's primary public planning, transportation, and research agency, providing the public forum for regional policy decisions about growth, transportation planning and construction, environmental management, housing, open space, energy, public safety, and binational topics. SANDAG is governed by a Board of Directors composed of mayors, council members, and supervisors from each of the region's 18 cities and the county government.

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MEDIA ADVISORY

Date: July 31, 2014
For Release: IMMEDIATELY
Contact: David Hicks, (619) 699-1969, or
david.hicks@sandag.org

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- Metropolitan Transit System
- North County Transit District
- United States Department of Defense
- San Diego Unified Port District
- San Diego County Water Authority
- Southern California Tribal Chairmen's Association
- Mexico

SANDAG HOLDS PUBLIC WORKSHOPS TO GET INPUT ON THE REGION'S FUTURE TRANSPORTATION SYSTEMS

WHEN: Monday, August 4, 2014
 Afternoon workshop - 11:30 a.m. to 2 p.m.
 Evening workshop - 5:30 to 8 p.m.

WHERE: Caltrans District 11 Headquarters
 Garcia Room
 4050 Taylor St.
 San Diego

WHAT: SANDAG will hold two identical workshops on Monday to solicit public input on transportation scenarios under consideration for [San Diego Forward: The Regional Plan](#). This long-term blueprint for the region's future, which is scheduled for adoption in summer 2015, governs the investment choices the region will make on transportation infrastructure through 2050. At the workshop, attendees will learn about the performance of two scenarios in terms of mobility, air quality, and other factors. They also will learn about potential transit, highway, and pedestrian/bicycle projects that would be built over the next few decades. Everyone is invited to participate in the free workshops (which include light refreshments). For more information and to RSVP, view the workshop flier at sdforward.com.

About SANDAG

The [San Diego Association of Governments](#) (SANDAG) is the San Diego region's primary public planning, transportation, and research agency, providing the public forum for regional policy decisions about growth, transportation planning and construction, environmental management, housing, open space, energy, public safety, and binational topics. SANDAG is governed by a Board of Directors composed of mayors, council members, and supervisors from each of the region's 18 cities and the county government.

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###

SANDAG @SANDAG · Nov 21
 **#SDForward** preferred transportation scenario selected by #SANDAG Board, includes more transit, bike/ped projects: bit.ly/1BUYsNh

SANDAG @SANDAG · Nov 21
 Today at 9am - #SANDAG Board talks **#SDForward** accelerated transpo network; @MidCoastTrolley final SEIR. Listen live: bit.ly/1xlqV3I


SANDAG @SANDAG · Nov 17
 **#SDForward** Accelerated Transpo Network, @MidCoastTrolley enviro report on Friday's 9am #SANDAG Board mtg agenda: bit.ly/1xlqV3I

SANDAG @SANDAG · Sep 18
 Missed last Friday's #SANDAG Board meeting? Here's the audio: bit.ly/1u459b4 **#SDForward**

SANDAG @SANDAG · Sep 12
 Today's 10am Board of Directors mtg will focus on a future transportation scenario for **#SDForward**. Listen live: bit.ly/1uKxIwF

SANDAG @SANDAG · Sep 5
 On today's 9am Transportation Committee mtg agenda: **#SDForward** transportation scenarios & 2014 RTIP hearing. bit.ly/1umUXbp

SANDAG @SANDAG · Aug 27
 Final days! Submit your comments online now & help influence the future of our transportation system: bit.ly/1BtLqUj **#SDForward**


SANDAG @SANDAG · Aug 26
 Learn how our future transportation system can influence our economy. bit.ly/1quHvyX **#SDForward**





 **SANDAG** @SANDAG · Aug 18
Input needed! Weigh in on the future of our region's transportation system:
bit.ly/1BtLqUj #SDForward


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 **SANDAG** @SANDAG · Aug 15
Missed today's #SANDAG Board of Directors meeting? Here's the audio:
bit.ly/1yGvB8t #SDForward


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 **SANDAG** @SANDAG · Aug 15
Today at 9am, our Board of Directors weighs in on the future of our
transportation system. Listen live: bit.ly/1os4q0V #SDForward


   





 **SANDAG** @SANDAG · Aug 12
Couldn't make it to our #SDForward transportation scenario workshops? We
still want to hear from you. bit.ly/1qXodmb

  3  

 **SANDAG** @SANDAG · Aug 12
How should our transportation system grow? The #SANDAG Board of Directors
weighs in Friday at 9am. bit.ly/1os4q0V #SDForward

 **SANDAG** @SANDAG · Aug 7
Here's the audio from our August 1 Regional Planning Committee meeting:
bit.ly/1IEcrKt #SDForward

SANDAG @SANDAG - Aug 4



Great turnout at tonight's #SDForward workshop. Thanks to everyone for attending & providing input!



Expand

SANDAG @SANDAG - Aug 4



Thanks to approx 100 who came to today's #SDForward workshop to give input on future of our transportation system!









RETWEETS

2

FAVORITE

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- SANDAG** @SANDAG · Aug 4
 Join us today at 11:30am or 5:30pm for **#SDForward** workshops on mobility & transportation network scenarios. bit.ly/1kfaWSb
   
- SANDAG** @SANDAG · Aug 1
 How should our transportation system grow in the future? Bring your best ideas to our **#SDForward** workshops on Monday. bit.ly/1nU1wkk
   
- SANDAG** @SANDAG · Aug 1
 Our 9am Transportation Committee meeting will focus on **#SDForward** transportation scenarios. Join us or listen live: bit.ly/1m1cpw0
  1  
- SANDAG** @SANDAG · Jul 31
 Our latest Region newsletter includes info on **#SDForward** workshops, [@MidCoastTrolley](https://twitter.com/MidCoastTrolley), & Trolley Renewal progress. bit.ly/1koY6q8
  1  
- SANDAG** @SANDAG · Jul 31
 Next **#SANDAG** Transportation Committee mtg is Friday at 9am. Agenda includes **#SDForward** transportation scenarios. bit.ly/1m1cpw0
   

SANDAG @SANDAG · Jul 29
Have you RSVP'd to the #SDForward mobility workshops on August 4? If not, be sure to sign up today!

focused on a wide range of topics to help provide the foundation for the plan. This workshop is focused specifically on mobility... Come provide your input on the transportation network scenarios. Your contributions are valuable!

**Monday, August 4, 2014,
11:30 a.m. – 2 p.m. or
5:30 p.m. – 8 p.m.
Lunch/refreshments provided**

**Caltrans Garcia Room
4050 Taylor St.
San Diego, 92110**

To ensure an adequate food order, RSVP to:
Dan Gallagher
Email: dan.gallagher@sandag.org
Phone: (619) 595-5354

For more information on San Diego Forward, visit: www.sdforward.com
Facebook: [SANDAGregion](#)
Twitter: [SANDAG](#)
YouTube: [SANDAGregion](#)



Spanish translation will be available at the workshops.



SANDAG @SANDAG · Jul 22
Join us August 4 at Caltrans for #SDForward workshops on mobility & transportation network scenarios. bit.ly/1kfaWSb



SANDAG @SANDAG · Jul 15
Save the date! #SDForward workshops on mobility & transportation network scenarios are August 4. bit.ly/1kfaWSb



SANDAG @SANDAG · Jul 2
One million more people in our region by 2050? #SDForward will lay out vision for handling this projected growth. bit.ly/LA0IWY



SANDAG @SANDAG · Jun 6
Listen live at noon to today's Regional Planning Committee meeting to learn more about #SDForward. bit.ly/1ktN3ts



SANDAG @SANDAG · Jun 5



#SanDiego planned development patterns have shifted last 15 yrs. Watch this #SDForward video to see new vision: bit.ly/1kELfhE

YouTube



The Regional Plan: Our Changing Future

For more information visit <http://www.sdforward.com>.

[View on web](#)



Expand

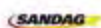
SANDAG @SANDAG · Jun 3



Friday's Regional Planning Committee mtg agenda includes important #SDForward updates. Listen live at noon: bit.ly/1ktN3ts



SANDAG @SANDAG · May 23



Listen live to #SDForward Revenue Constrained transportation scenarios & project rankings at 9am Board meeting. bit.ly/1giEou0



SANDAG @SANDAG · May 20



#SANDAG Board of Directors meets Friday 9am. Agenda includes FY15 budget; #SDForward; active transportation program. bit.ly/1giEou0






































- SANDAG** @SANDAG · May 19
 Today is final day to submit comments on **#SDForward** draft white papers: bit.ly/Py7QzP. Final papers will be posted this summer.
- SANDAG** @SANDAG · May 16
 Monday 5/19 is the last day to submit comments on **#SDForward** draft white papers. bit.ly/Py7QzP
- SANDAG** @SANDAG · May 16
 This morning's **#SANDAG** Transportation Committee meeting will focus on **#SDForward** topics. Listen live at 9am: bit.ly/1qzJKpc
- SANDAG** @SANDAG · May 14
 Don't miss out on opportunity to give input on region's future. Comments on **#SDForward** white papers due by 5/19: bit.ly/Py7QzP
- SANDAG** @SANDAG · May 13
 Friday's 9am **#SANDAG** Transportation Committee meeting will focus on **#SDForward** topics. bit.ly/1qzJKpc
- SANDAG** @SANDAG · May 12
 Important **#SDForward** reminder! We need your input on three draft white papers & only one week remains to weigh in: bit.ly/Py7QzP
- SANDAG** @SANDAG · May 2
 Today's Regional Planning Committee mtg agenda includes **#SDForward**; regional TOD strategy. Listen live at noon: bit.ly/1n5DzGU

- SANDAG** @SANDAG · May 2
Provide input on economic prosperity, climate change, & emerging technologies for #SDForward. Now thru May 19. bit.ly/Py7QzP
- SANDAG** @SANDAG · Apr 16
Your input is needed on three draft #SDForward white papers. Review & comment by May 19. bit.ly/Py7QzP
- SANDAG** @SANDAG · Apr 9
Provide input on economic prosperity, climate change, & emerging technologies for #SDForward. Now thru May 19. bit.ly/Py7QzP
- SANDAG** @SANDAG · Apr 2
Be part of an important process to plan for our region's future. Sign up for #SDForward eNews at sdforward.com/newsletter.
- SANDAG** @SANDAG · Apr 1
Friday's 9am Transportation Committee mtg includes Active Transportation Program overview & #SDForward white papers. bit.ly/1lzzFAP
- SANDAG** @SANDAG · Mar 28
Our 9am Board of Directors mtg includes FY15 budget, #SDForward performance measures, #DiamondAwardsSD winners. bit.ly/Q7wMPz
- SANDAG** @SANDAG · Mar 26
Listen live as #SDForward performance measures are presented to our Board of Directors at this Friday's meeting: bit.ly/Q7wMPz

- SANDAG** @SANDAG · Mar 24
Following **#SDForward**? This Friday at 12:30pm our Borders Committee will discuss plan's draft tribal policy paper. bit.ly/1FVrfQT
- SANDAG** @SANDAG · Mar 24
Friday's 9am **#SANDAG** Board of Directors meeting agenda includes draft FY15 budget, **#SDForward** performance measures. bit.ly/Q7wMPz
- SANDAG** @SANDAG · Mar 7
Listen live at noon as our Regional Planning Committee talks **#SDForward** performance measures & emerging technologies. bit.ly/1mWlo76
- SANDAG** @SANDAG · Mar 7
Listen live to today's 9am Transportation Committee meeting. On agenda: **#SDForward**, TransNet EMP grant program. bit.ly/1hCkhoo
- SANDAG** @SANDAG · Mar 5
Friday's noon Regional Planning Cmte mtg agenda includes **#SDForward** performance measures & emerging tech white paper. bit.ly/1mWlo76
- SANDAG** @SANDAG · Mar 3
Next **#SANDAG** Transportation Committee mtg is Friday at 9am. Agenda includes **#SDForward** Draft Performance Measures. bit.ly/1hCkhoo
- SANDAG** @SANDAG · Feb 24
Sign up to receive updates on **#SDForward**: bit.ly/1fzEtEk

- SANDAG** @SANDAG · Feb 13
 Get the facts about #SDForward from new website: bit.ly/1ewwAif
- SANDAG** @SANDAG · Feb 12
 One goal of #SDForward is to establish regional communities where we all benefit from resources & location. sdforward.com
- SANDAG** @SANDAG · Feb 7
 Listen live at noon as our Regional Planning Cmte talks #SDForward performance measures & TransNet EMP status report: bit.ly/1fLCn5J
- SANDAG** @SANDAG · Feb 5
 How many people will live here in 2050? What will we look like? Here's why these answers are important: sdforward.com #SDForward
- SANDAG** @SANDAG · 4 Feb 2014
 Our Regional Planning Cmte meets 2/7 at noon. Agenda: #SDForward performance measures & TransNet EMP status report. bit.ly/1fLCn5J
- SANDAG** @SANDAG · 3 Feb 2014
 What is your vision for our region's future? Visit #SDForward's new website & share your priorities: bit.ly/1aOCJDX
- SANDAG** @SANDAG · 28 Jan 2014
 #SDForward launches new website with community focus. sdforward.com
- SANDAG** @SANDAG · 22 Jan 2014
 Need for better access to transportation is heightening as our population ages, gets more diverse. Agree? bit.ly/sdforward #SDForward

- SANDAG** @SANDAG · 13 Jan 2014
 SANDAG is currently developing San Diego Forward: The Regional Plan. See what **#SDForward** plans to do in 2014: bit.ly/1bOgJvP
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- SANDAG** @SANDAG · 2 Jan 2014
 Meet the experts who provided input on how to assess transportation system options in **#SDForward**: bit.ly/1aTLP4P
   
-
- SANDAG** @SANDAG · 23 Dec 2013
 **#SDForward** will combine what two major planning efforts? Find out & learn more about this visionary project here: sandag.org/sandiegoforward
   
-
- SANDAG** @SANDAG · 18 Dec 2013
 Did you miss our Dec. 13 Transportation Committee meeting? Listen to audio & stay up-to-date with **#SDForward**. bit.ly/1fnrkP9
   
-
- SANDAG** @SANDAG · 6 Dec 2013
 Listen live to noon Regional Planning Committee mtg, includes **#SDForward** topics on climate change & public health. bit.ly/1jHd6Jq
   
-
- SANDAG** @SANDAG · 6 Dec 2013
 Listen live at 10am as the **#SANDAG** Board discusses **#SDForward** alternative land use scenarios. bit.ly/17PKy0n
   
-
- SANDAG** @SANDAG · 26 Nov 2013
 Next Regional Planning Committee mtg is 12/6 at noon. Agenda includes **#SDForward** draft performance measures, more. bit.ly/1jHd6Jq
   

SANDAG @SANDAG · 22 Nov 2013
Next #SANDAG Board of Directors meeting is 12/6 at 10am. Agenda includes #SDForward Alternative Land Use Scenarios. bit.ly/17PKy0n



SANDAG @SANDAG · 12 Nov 2013
Today, 3:30pm at SANDAG: Peer panel review of draft transportation network performance measures. bit.ly/17EyaP5 #SDForward



SANDAG @SANDAG · 7 Nov 2013
Join us 11/12, 3:30pm at SANDAG for a peer panel review of transportation network performance measures. bit.ly/17EyaP5 #SDForward



SANDAG @SANDAG · 11 Oct 2013
Listen live to today's 10am Board of Directors mtg. On agenda: #SDForward draft transportation project eval criteria. bit.ly/19cHmYI



SANDAG @SANDAG · 8 Oct 2013
@MoveSD Thanks, we've passed your suggestion on to the project manager. #SDForward



[View conversation](#)

SANDAG @SANDAG · 8 Oct 2013
Friday's 10am Board of Directors meeting will focus on #SDForward transportation project evaluation criteria. bit.ly/19cHmYI



SANDAG @SANDAG · 4 Oct 2013
Listen live to 9am Transportation Committee mtg. On agenda: #SDForward draft transportation project eval criteria. bit.ly/19Q6h4t





SANDAG - San Diego Association of Governments

created an event.

May 3, 2013 - 🌐

Help Shape Our Region's Future



Regional Plan Workshop


Friday, June 21, 2013 at 11:30am






Caltrans District 11






9 people went






Join






Like - Comment - Share






- SANDAG** @SANDAG · 1 Oct 2013
 Next Regional Planning Cmte mtg is 10/4, noon. On agenda: **#SDForward** transpo eval criteria & draft EV readiness plan. bit.ly/1fCNBtF






   
- SANDAG** @SANDAG · 30 Sep 2013
 Next Transportation Committee mtg is 10/4 at 9am. Agenda includes **#SDForward** draft transportation project criteria. bit.ly/19Q6h4t





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- SANDAG** @SANDAG · 11 Sep 2013
 Friday's 10am Board of Directors mtg includes draft growth forecast & **#SDForward** alt land use, transpo scenarios: bit.ly/14ctLwc

   
- SANDAG** @SANDAG · 5 Sep 2013
 Transportation Committee meets 9/6 at 9am. Agenda includes **#SDForward** transportation project evaluation criteria. bit.ly/1dJPBkm


   
- SANDAG** @SANDAG · 19 Aug 2013
 Join us on 8/22, 3:30pm at SANDAG as panel of experts weigh in on how to rank transportation projects in **#SDForward**. bit.ly/17EyaP5

  1  
- SANDAG** @SANDAG · 5 Aug 2013
 Today 11:30am at Caltrans: Let's discuss how local transpo projects should be ranked in **#SDForward** Regional Plan. bit.ly/17ON8zk

  3  
- SANDAG** @SANDAG · 1 Aug 2013
 Thx to 650 who came to our Regional Plan workshops! Missed them? Use **#SDForward** to share more ideas or view comments: bit.ly/17EyaP5

SANDAG @SANDAG · 31 Jul 2013
 Join us 8/5, 11:30am at Caltrans & share your ideas on how to prioritize region's transportation projects. bit.ly/17ON8zk #SDForward


  5  

SANDAG @SANDAG · 30 Jul 2013
 Great discussions on economic prosperity and borders at the 7/19 Regional Plan workshop. View summary: bit.ly/1aNIN1h #SDForward


   

SANDAG @SANDAG · 29 Jul 2013
 How would you evaluate local transportation projects? Tell us at our 8/5, 11:30am workshop at Caltrans. bit.ly/17ON8zk #SDForward


   



SANDAG @SANDAG · 19 Jul 2013
 Reminder: Join us 11:30am - 1:30pm at Caltrans in Old Town for our last Regional Plan Workshop! bit.ly/17EyaP5 #SDForward

SANDAG @SANDAG · 19 Jul 2013
 Today 11:30am at Caltrans, Old Town: Regional Plan wkshp - let's talk economy, public facilities, borders. bit.ly/17EyaP5 #SDForward








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SANDAG @SANDAG · 18 Jul 2013
 Next #SDForward workshop is tmrw 11:30am in Old Town. Let's talk economic prosperity, public facilities, & borders. bit.ly/17EyaP5

SANDAG @SANDAG · 16 Jul 2013
 Is reducing border wait times to enhance economic activity a priority for our region? Tell us on July 19: bit.ly/17EyaP5 #SDForward

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- SANDAG** @SANDAG · 12 Jul 2013
 Our 10am Board of Directors mtg will focus on draft policy objectives for **#SDForward** The Regional Plan. Listen live: bit.ly/13yauKU
👍 1
- SANDAG** @SANDAG · 11 Jul 2013
 Next **#SDForward** workshop is 7/19, 11:30am in Old Town. Let's talk economic prosperity, public facilities, & borders. bit.ly/17EyaP5
- SANDAG** @SANDAG · 10 Jul 2013
 Voice your priorities at our next Regional Plan workshop on 7/19, 11:30am at Caltrans in Old Town. bit.ly/17EyaP5 **#SDForward**
- SANDAG** @SANDAG · 10 Jul 2013
 Thanks to 125 people who attended our 6/21 Regional Plan workshop. Here's a summary of what was said: bit.ly/12BE50P **#SDForward**
- SANDAG** @SANDAG · 27 Jun 2013
 Thx to 75 who attended 6/20 **#SDForward** workshop. View summary of comments, attend tonight's workshop in La Mesa: bit.ly/122Vsqq
- SANDAG** @SANDAG · 27 Jun 2013
 Reminder: Regional Plan workshop tonight, 6-8pm at La Mesa Community Center. bit.ly/17EyaP5 **#SDForward**
- SANDAG** @SANDAG · 26 Jun 2013
 Regional Plan Workshop: Join us for an idea exchange tomorrow, 6/27 6-8pm at La Mesa Community Center. bit.ly/17EyaP5 **#SDForward**

SANDAG @SANDAG - 26 Jun 2013



Roll up your sleeves & dive right in to the planning process. View our Regional Plan workshop video: bit.ly/11Y0jwT #SDForward

YouTube

San Diego Forward Overview



Jack Dale

SANDAG Board of Directors Chair
SanDiego County Member



San Diego Forward Overview

SANDAG and its partners have embarked on creating San Diego Forward: The Regional Plan. It will build upon local planning efforts and incorporate emerging is...

[View on web](#)



Expand

SANDAG @SANDAG - 25 Jun 2013



2 Regional Plan workshops left! Next is 6/27, 6-8pm at La Mesa Comm Cntr. Join us & voice your priorities. bit.ly/17EyaP5 #SDForward



SANDAG @SANDAG - 24 Jun 2013



When you participate there is change. Watch Regional Plan workshop welcome video: bit.ly/11Y0jwT #SDForward




[View media](#)

- SANDAG** @SANDAG · 21 Jun 2013
Reminder: Regional Plan workshop today 11:30am @ Caltrans in Old Town. Focus on land use & transpo issues. bit.ly/17EyaP5 #SDForward
- SANDAG** @SANDAG · 20 Jun 2013
View summary of comments from June 13 Regional Plan Workshop in Escondido: bit.ly/105ulc6. #SDForward
- SANDAG** @SANDAG · 20 Jun 2013
Thx to all who attended our 6/13 Regional Plan Workshop. Here's summary of comments from each roundtable: bit.ly/11BvfAa #SDForward
- SANDAG** @SANDAG · 20 Jun 2013
Don't miss out on land use & transpo topics at Friday's Regional Plan workshop, 11:30am in Old Town. bit.ly/17EyaP5 #SDForward

SANDAG @SANDAG · 20 Jun 2013

SANDAG Next Regional Plan workshop is tonight, 6pm at Oceanside City Hall. View our workshop welcome video: bit.ly/11Y0jwT #SDForward

 YouTube

San Diego Forward Overview 



Jack Dale SANDAG's Board of Directors Chair
SanDiego Councilmember



San Diego Forward Overview

SANDAG and its partners have embarked on creating San Diego Forward: The Regional Plan. It will build upon local planning efforts and incorporate emerging is...

[View on web](#)



Expand

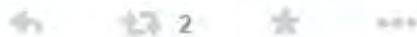
SANDAG @SANDAG · 19 Jun 2013

SANDAG Recent survey shows economy as biggest issue facing region. What do you think? Tell us at 6/20 #SDForward workshop: bit.ly/17EyaP5



SANDAG @SANDAG · 19 Jun 2013

SANDAG Find out how the Regional Plan will touch you, your family, & your community. Watch this short video: bit.ly/11Y0jwT #SDForward



[View media](#)

SANDAG @SANDAG · 18 Jun 2013

SANDAG What are most important issues affecting SD region today? Tell us at 6/20 & 6/21 Regional Plan workshops: bit.ly/17EyaP5 #SDForward



SANDAG @SANDAG · 14 Jun 2013

SANDAG Thx to almost 100 who attended 6/6 #SDForward workshop in San Ysidro. View comprehensive notes from each roundtable: bit.ly/1acd9et



SANDAG @SANDAG · 14 Jun 2013

SANDAG Here's summary of comments from June 6 Regional Plan workshop in San Ysidro: bit.ly/1abOExO #SDForward



SANDAG @SANDAG · 14 Jun 2013

SANDAG Next Regional Plan workshop is June 20 in #Oceanside. Why participate? This 1-min video explains: bit.ly/12iDTlh #SDForward





















 YouTube



Why Do People Care About the Regional Plan?

San Diego Forward workshop attendees share their thoughts on the importance of a regional plan, and why everyone should participate in the process of creatin...

[View on web](#)

-  **SANDAG** @SANDAG · 13 Jun 2013
Reminder: Regional Plan workshop tonight 6pm, Escondido City Hall. Help shape our region's future. bit.ly/17EyaP5 #SDForward
-   3  
-
-  **SANDAG** @SANDAG · 12 Jun 2013
Survey says 37% think expanding, improving highways should be high priority. Let's discuss at 6/13 #SDForward wrkshp. bit.ly/17EyaP5
-    
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-  **SANDAG** @SANDAG · 12 Jun 2013
Recent Regional Plan survey shows 24% think expanding, improving bus services should be high priority. bit.ly/17EyaP5 #SDForward
-   1  
-
-  **SANDAG** @SANDAG · 11 Jun 2013
Why should you care about the Regional Plan? Recent #SDForward workshop attendees explain in this 1-min video: bit.ly/12IDTIh
-   1   [View media](#)

SANDAG @SANDAG · 11 Jun 2013



When you participate there is change. Thx to all who made San Ysidro Regional Plan workshop a success. #SDForward



Expand

SANDAG @SANDAG · 11 Jun 2013



Join us at next Regional Plan workshop, 6/13 in #Escondido. You have ideas we want to hear about. bit.ly/17EyaP5 #SDForward



SANDAG @SANDAG · 6 Jun 2013
SANDAG Tonight in #SanYsidro: Bilingual Regional Plan workshop, 6-8pm, Casa Familiar Civic Center. bit.ly/17EyaP5 #SDForward

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SANDAG @SANDAG · 6 Jun 2013
SANDAG Reminder: Regional Plan workshop tonight, 6-8pm, Casa Familiar Civic Center in San Ysidro. bit.ly/17EyaP5 #SDForward

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SANDAG @SANDAG · 5 Jun 2013
SANDAG Acompáñenos para intercambio de ideas en nuestro taller bilingüe el 6 de junio en San Ysidro. Info/RSVP: bit.ly/19aminh #SDForward

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SANDAG @SANDAG · 4 Jun 2013
SANDAG Survey says: protecting water quality & promoting renewable energy sources are high priorities. Agree? bit.ly/17EyaP5 #SDForward

SANDAG @SANDAG · 4 Jun 2013
SANDAG Survey says: 82% of residents feel positive about their quality of life. Join discussion at 6/6 #SDForward workshop. bit.ly/17EyaP5

SANDAG @SANDAG · 4 Jun 2013
SANDAG @claudia_paulina El taller se tratara sobre el futuro de la region...Vea folleto para mas informacion. bit.ly/19aminh #SDForward

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[View conversation](#)

SANDAG @SANDAG · 3 Jun 2013
SANDAG June 6, 6pm: Speak Spanish? Habla español? Come to bilingual workshop. Participe en taller bilingüe. bit.ly/19E242L #SDForward

SANDAG @SANDAG · 3 Jun 2013



On June 7 Regional Planning Cmte agenda: **#SDForward** policy objectives, smart growth incentive program, more. bit.ly/10LzcFi



SANDAG @SANDAG · 31 May 2013



You + us = great quality of life. Join us 6/6 at 6pm, Casa Familiar Civic Cntr in **#SanYsidro** for **#SDForward** workshop. bit.ly/19E242L



SANDAG @SANDAG · 31 May 2013



Join us at June workshops & explore how to tackle region's current challenges, preserve quality of life. bit.ly/19E242L **#SDForward**



SANDAG @SANDAG · 24 May 2013



Acompáñenos para intercambio de ideas en nuestro taller bilingüe el 6 de junio en San Ysidro. Info/RSVP: bit.ly/19aminh **#SDForward**



SANDAG @SANDAG · 24 May 2013



Join us for idea exchange at our June 6 bilingual **#SDForward** workshop in San Ysidro. More info/RSVP: bit.ly/19E242L



SANDAG @SANDAG · 24 May 2013



"Create open spaces & trails in developed areas." This comment, more captured in 5/17 **#SDForward** workshop summary: bit.ly/13NYvaj





SANDAG - San Diego Association of Governments

added 9 new photos to the album: San Diego Forward: The Regional Plan Workshop - August 21, 2013 — at Jacobs Center for Neighborhood Innovation.

September 6, 2013 · 🌐

"Improve Southeast San Diego's transportation access to job centers such as Golden Triangle, Sorrento Valley." This was just one of the many comments we heard at our August 21 Regional Plan workshop. For more info and a complete list of comments visit www.sandag.org/sandiegoforward.



Like - Comment - Share - 👍 3 💬 2



SANDAG - San Diego Association of Governments added 10 new photos to the album: San Diego Forward: Regional Plan Workshops - Spring/Summer 2013.

July 31, 2013 · 🌐

Thank you to the 650 people who attended our Regional Plan workshops this spring and summer. Your input is invaluable and will help us plan a vision for our region's future. If you missed the workshops, use #SDForward to share your ideas with us. To get more info and find out what else we've been hearing visit www.sandag.org/sandiegoforward.



Like · Comment · Share · 👍 3



SANDAG - San Diego Association of Governments added 9 new photos to the album: San Diego Forward: The Regional Plan Workshop - June 13, 2013 — at Escondido City Hall.

June 20, 2013 · 🌐

"Front-load the construction of transit projects, and push back freeway projects." This was just one of the many comments we heard from the 30 people who joined us at our Escondido workshop on June 13. Voice your priorities at an upcoming workshop on June 21, June 27, or July 17. For a complete summary of comments or for more info visit www.sandag.org/sandiegoforward.



Like · Comment · Share · 👍 10 💬 6 ➦ 1



SANDAG - San Diego Association of Governments

June 19, 2013 · 🌐

How do we build and shape our communities? What will our future projects look like? Educate yourself about the decision-making process because when you participate there is change. More about San Diego Forward: The Regional Plan from this short video and at www.sandag.org/sandiegoforward.



San Diego Forward: The Regional Plan - Workshop Welcome

SANDAG and its partners have embarked on creating San Diego Forward: The Regional Plan. It will build upon local planning efforts and incorporate emerging is...

YOUTUBE.COM | BY SANDAGREGION

Like · Comment · Share · 👍 1 ➦ 1



SANDAG - San Diego Association of Governments added 10 new photos to the album: San Diego Forward: The Regional Plan Workshop - June 6, 2013 — in San Ysidro, California.

June 14, 2013 · 🌐

"Invest more in border infrastructure as this can lead to more jobs and a healthier environment." This was just one of the many comments we heard from the nearly 100 people who attended our June 6 workshop in San Ysidro. What's important to you? Tell us at our next workshops on June 20 in Oceanside and June 21 in Old Town. For a complete summary of comments or for more info visit www.sandag.org/sandiegoforward.



Like · Comment · Share · 👍 4



SANDAG - San Diego Association of Governments

created an event.

May 3, 2013 · 🌐

Regional Plan Workshop

Help Shape Our Region's Future



Regional Plan Workshop

Thursday, June 27, 2013 at 6:00pm in PDT

La Mesa Community Center, Arbor View Room

6 people went

Like · Comment · Share · 👍 1



SANDAG - San Diego Association of Governments

updated their cover photo.

June 4, 2013 · 🌐

Help shape our region's future. Attend public workshops in June and July to discuss issues facing us now to 2050. More info at www.sandag.org/sandiegoforward.



Like · Comment · Share · 👍 6



SANDAG - San Diego Association of Governments

created an event.

May 3, 2013 · 🌐

Regional Plan Workshop

Help Shape Our Region's Future



Regional Plan Workshop

Friday, July 19, 2013 at 11:30am in PDT
Caltrans District 11 in San Diego, California
13 people went

Like · Comment · Share · 👍 2



SANDAG - San Diego Association of Governments

created an event.

May 3, 2013 · 🌐

Help Shape Our Region's Future



Regional Plan Workshop

Friday, June 21, 2013 at 11:30am
Caltrans District 11
9 people went

Join

Like · Comment · Share



SANDAG - San Diego Association of Governments

created an event.

May 3, 2013 · 🌐

Regional Plan Workshop

Help Shape Our Region's Future



Regional Plan Workshop

Thursday, June 20, 2013 at 6:00pm in PDT

Oceanside City Hall Community Rooms

5 people went

Like · Comment · Share · 👍 1



SANDAG - San Diego Association of Governments

created an event.

May 3, 2013 · 🌐

Help Shape Our Region's Future



Regional Plan Workshop

Thursday, June 13, 2013 at 6:00pm

Escondido City Hall

3 people went

Join

Like · Comment · Share



SANDAG - San Diego Association of Governments

May 9, 2013

Join us for an idea exchange and help plan our region's future. Seven workshops will be held between May 17 and July 19 to discuss the biggest issues facing us between now and 2050 – issues like the economy, the environment, expanding and improving public transit, highways, and bike facilities, public health, housing, and social equity. Attend one meeting or all, voice your priorities, and help turn our collective vision into reality. More info under Events and at www.sandag.org/sandiegoforward.



Help Shape Our Region's Future

Workshops Tackle Important Issues Facing the Region

Join a Workshop to Help Shape Our Region's Future
 The San Diego Association of Governments (SANDAG) is launching a series of seven workshops to help shape our region's future. These workshops will be held between May 17 and July 19, 2013. The workshops will focus on the following issues:

- Transportation:** How can we improve our region's transportation system? How can we expand and improve public transit, highways, and bike facilities?
- Environment:** How can we protect and improve our region's environment? How can we reduce greenhouse gas emissions and improve air quality?
- Economy:** How can we improve our region's economy? How can we create jobs and attract investment?
- Public Health:** How can we improve our region's public health? How can we reduce health disparities and improve the quality of life for all?
- Housing:** How can we improve our region's housing? How can we address the housing needs of all?
- Social Equity:** How can we improve our region's social equity? How can we ensure that everyone has access to the same opportunities and resources?

Workshop Schedule:

- May 17:** Transportation (9:00 AM - 12:00 PM)
- May 24:** Environment (9:00 AM - 12:00 PM)
- June 7:** Economy (9:00 AM - 12:00 PM)
- June 14:** Public Health (9:00 AM - 12:00 PM)
- June 21:** Housing (9:00 AM - 12:00 PM)
- June 28:** Social Equity (9:00 AM - 12:00 PM)
- July 19:** Transportation (9:00 AM - 12:00 PM)

For more information on our region's future, visit www.sandag.org/sandiegoforward.

SANDAG   

Like - Comment - Share - 4 1



SANDAG - San Diego Association of Governments

shared their event.

May 17, 2013 · 🌐

Bring your ideas, we'll give you lunch. Today's Regional Plan workshop will include focused discussions on healthy environment, energy, climate change, and public health. Join us at 11:30 a.m. in Old Town, 4050 Taylor Street. More info below and at www.sandag.org/sandiegoforward.

Help Shape Our Region's Future



Regional Plan Workshop

Friday, May 17, 2013 at 11:30am

Caltrans District 11 in San Diego, California

23 people went

Join

Like · Comment · Share · 👍 1 ↻ 1



SANDAG - San Diego Association of Governments

shared their event.

June 6, 2013 · 🌐

Bring your ideas to the table tonight at 6 p.m., Casa Familiar Civic Center in San Ysidro, as we tackle important issues facing the San Diego region. More info at www.sandag.org/sandiegoforward.

Help Shape Our Region's Future



Regional Plan Workshop

Thursday, June 6, 2013 at 6:00pm

Casa Familiar Civic Center

7 people went

Join

Like · Comment · Share · 👍 2



SANDAG - San Diego Association of Governments

June 11, 2013 · 🌐

Why do people care about the Regional Plan? In this one minute video, San Diego Forward workshop attendees explain the plan's importance and why you should participate in the process of creating a vision for our region's future. For more info and to get involved visit www.sandag.org/sandiegoforward.



Why Do People Care About the Regional Plan? -- May 17, 2013

San Diego Forward workshop attendees share their thoughts on the importance of a regional plan, and why everyone should participate in the process of creatin...

YOUTUBE.COM | BY SANDAGREGION

Like · Comment · Share · 👍 15 ↻ 1



SANDAG - San Diego Association of Governments

shared their event.

June 13, 2013 · 🌐

Reminder: Regional Plan workshop tonight at 6 p.m., Escondido City Hall. Get involved in the on-going conversation about how to tackle our challenges today, and preserve our quality of life for the future. More info below and at www.sandag.org/sandiegoforward.

Help Shape Our Region's Future




Regional Plan Workshop
Thursday, June 13, 2013 at 6:00pm
Escondido City Hall
3 people went


[Join](#)

Like · Comment · Share



 **SANDAG** @SANDAG · 2h
Listen live to our 10am #SANDAG Board of Directors mtg. Focus is on #SDForward public comments & proposed changes. bit.ly/1UEhFqx

 **SANDAG** @SANDAG · Sep 8
Friday's #SANDAG Board of Directors meeting will focus on #SDForward summary of public comments & proposed changes. bit.ly/1UEhFqx

 **SANDAG** @SANDAG · Sep 4
Listen live 2 our 9am Transportation Cmte mtg. Agenda includes sum of #SDForward public comments & proposed changes: bit.ly/1Us4Yz2

 **SANDAG** @SANDAG · Sep 2
Our Friday 9am Transportation Committee mtg agenda includes #SDForward summary of public comments & proposed changes. bit.ly/1Us4Yz2


SANDAG @SANDAG · Jul 29
SANDAG What will your commute look like in 2035? With **#SDForward**, 71% of jobs will be within walking distance to transit. bit.ly/1QCmST7

SANDAG @SANDAG · Jul 14
SANDAG Reminder! Comments on our draft **#SDForward** Regional Plan & EIR are due July 15. Review & comment online at SDForward.com.

   1 

SANDAG @SANDAG · Jun 18
SANDAG Weigh in on our region's future at today's **#SDForward**: The Regional Plan public hearing. Join us 11:30am at @GoNCTD. bit.ly/1K0Lr6D

  1  2 

SANDAG @SANDAG · Jun 16
SANDAG Important! Provide public comment on **#SDForward**: The Regional Plan. Join us Thursday, 11:30am at @GoNCTD. sdforward.com

  3  


SANDAG @SANDAG · Jun 12
SANDAG Listen live to our 10am Board of Directors meeting. Agenda focus is on **#SDForward** draft EIR & public hearing. bit.ly/1JOoV00

SANDAG @SANDAG · May 28
SANDAG Thanks 2 all who came to last night's **#SDForward** workshop. Missed it? There's one more tonight, 6pm at @WestfieldUTC. on.fb.me/1J8U6mY

  1  

SANDAG @SANDAG · May 27
SANDAG Our **#SDForward** workshop is underway at @JacobsCenter. Watch it live at sdstreaming.com/sdforward/live....

  1  1 

SANDAG @SANDAG · May 27
SANDAG Reminder! Weigh in on plans for our region's urban areas at tonight's #SDForward workshop, 6pm at @JacobsCenter. bit.ly/1aLhYPK



SANDAG @SANDAG · May 21
SANDAG The Draft EIR for #SDForward: The Regional Plan is now available for review & public comment through July 15: bit.ly/1INRMDv



SANDAG @SANDAG · May 21
SANDAG Next #SDForward workshop is tonight, 6pm in #SanYsidro. Join us at @CasaFamiliar or watch live online at sdforward.com.



SANDAG @SANDAG · May 21
SANDAG #SDForward taller en Español hoy en #SanYsidro. Acompáñenos 6pm en @CasaFamiliar o en línea: sdforward.com.

Brinde su opinión sobre el plan para el futuro de nuestra región



Durante casi tres años, usted
— [responda a la consulta](#)

Siete talleres comunitarios

Confirmar asistencia



SANDAG @SANDAG · May 20
SANDAG Reminder! #SDForward workshop tonight at Oceanside City Hall, 6-8:30pm. on.fb.me/1HtdrNV



SANDAG @SANDAG · May 15
SANDAG Reminder! Next two **#SDForward** workshops are May 20 at Oceanside City Hall & May 21 in San Ysidro. Both 6-8:30pm. bit.ly/1Jldv4C

← ↻ 1 ☆ ...

SANDAG @SANDAG · May 14
SANDAG Our **#SDForward** workshop is underway. Watch it live at sdforward.com.



← ↻ ☆ ...

SANDAG @SANDAG · May 14
SANDAG Anyone headed to our 1pm **#SDForward** workshop at @SDCaltrans in Old Town? You can also watch & listen live at sdforward.com.

← ↻ ☆ ...

SANDAG @SANDAG · May 14
SANDAG Reminder! Next **#SDForward** workshop is 1pm today at @SDCaltrans in Old Town. Can't make it? Watch & listen live at sdforward.com.

← ↻ 3 ☆ 3 ...

SANDAG @SANDAG · May 13
SANDAG Missed tonight's **#SDForward** workshop in La Mesa? Weigh in tomorrow, 1pm at @SDCaltrans in Old Town. sdforward.com

← ↻ ☆ ...

SANDAG @SANDAG · May 13



Thanks 2 all who turned out for tonight's **#SDForward** workshop in La Mesa, including panelists Michael Beck, Jo Marie Diamond, & Bill Chopyk!



SANDAG @SANDAG · May 13



Tonight's **#SDForward** panelists discussing transportation choices, preserving environment, supporting economy,



SANDAG @SANDAG · May 13



Thanks to all who attended last night's **#SDForward** workshop! Next one is tonight, 6pm at La Mesa Community Center. on.fb.me/1L1X10j



SANDAG @SANDAG · May 12



Thanks to @SDNorthEDC, @GoNCTD, & Alliance for Regional Solutions for joining us at tonight's **#SDForward** workshop! bit.ly/1bqiDaH























SANDAG @SANDAG · May 11



Our first **#SDForward**: The Regional Plan workshop is Tuesday, 6-8pm in Escondido. Join us! bit.ly/1aLhYPK



- SANDAG** @SANDAG · May 5
 Our 1st **#SDForward** workshop is 5/12 in **#Escondido**. Join us & share input on how we'll live, work, grow through 2050. bit.ly/1aLhYPK
  3  
-
- SANDAG** @SANDAG · May 1
 Want to review & submit comments on San Diego Forward: The Regional Plan? You can do that here: sdfoward.com/regionalplan **#SDForward**
   
-
- SANDAG** @SANDAG · May 1
 Listen live to our noon Regional Planning Cmte mtg. Agenda includes **#SDForward**, Border Health Equity Transpo Study. bit.ly/1EBC9L4
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- SANDAG** @SANDAG · Apr 24
 Draft **#SDForward**: The Regional Plan now available for public review & comment. bit.ly/1boYhhn
  4  2 
-
- SANDAG** @SANDAG · Apr 24
 **#SDForward**: The Regional Plan is on today's 9am **#SANDAG** Board of Directors meeting agenda. Listen live: bit.ly/1Dd03ti
   
-
- SANDAG** @SANDAG · Apr 21
 Next **#SANDAG** Board of Directors meeting is Friday, 4/24 at 9am. Agenda includes **#SDForward**: The Regional Plan. bit.ly/1Dd03ti
   
-
- SANDAG** @SANDAG · Apr 20
 Save these dates! Seven **#SDForward** workshops will take place next month. First one is May 12 in **#Escondido**. bit.ly/1aLhYPK
  1  3 

SANDAG @SANDAG · Mar 27
On our 9am Board of Directors mtg agenda: FY16 budget, #SDForward, EV readiness plan, cap-and-trade program. Listen: bit.ly/1xFjle7



SANDAG @SANDAG · Mar 6
Listen live to our 9am Transportation Committee mtg. On agenda: #SDForward & regional TOD strategy update. bit.ly/1FTMzEL



SANDAG @SANDAG · Nov 21
#SDForward preferred transportation scenario selected by #SANDAG Board, includes more transit, bike/ped projects: bit.ly/1BUYsNh



SANDAG - San Diego Association of Governments
July 14 at 2:03pm · 🌐

What if you could choose to live in a vibrant, urban community within walking distance to quick and efficient public transit connections to job and activity centers? San Diego Forward: The Regional Plan envisions this future. Review and comment on the plan and see how you fit in at www.SDForward.com. Comments due July 15!



SANDAG - San Diego Association of Governments
June 29 · 🌐

What does San Diego Forward: The Regional Plan have in store for our future? More transit, more open space, and vibrant, active communities. Check out our new video "Let's Move Forward" for more.



San Diego Forward: The Regional Plan

YOUTUBE.COM

👍 Like 💬 Comment ➦ Share

6 people like this.



SANDAG - San Diego Association of Governments

May 14 · 🌐

San Diego Forward: The Regional Plan will be the topic at today's 1 p.m. workshop at Caltrans District 11 in Old Town. Hear Michael Beck from the Endangered Habitats League, Melanie Nally from BIOCUM, and Linda Marabian from the City of San Diego discuss the importance of environmental protection and making transportation connections that get us where we want to go. Can't be there in person? Watch and listen online at www.sdforward.com.



SANDAG - San Diego Association of Governments

May 10 · 🌐

Our first San Diego Forward: The Regional Plan workshop is this Tuesday, 6 p.m. at Escondido City Hall. Carl Morgan from San Diego North Economic Development Council, Dahvia Lynch from North County Transit District (NCTD), and Stan Miller from the Alliance for Regional Solutions will join us to discuss the Draft Plan and what the future holds for North County. Your participation is important. Please join us! www.sdforward.com



👍 Like 💬 Comment ➦ Share

15 people like this.

1261

3 shares



SANDAG - San Diego Association of Governments

May 5 · Edited ·

San Diego Forward: The Regional Plan encourages growth in already developed areas, allowing us to preserve more than half of our region as permanent open space. Want to learn more? Attend any of our seven Regional Plan workshops scheduled this month or view and comment on the draft plan at www.sdfoward.com.



Like Comment Share

13 people like this.

1 share



SANDAG - San Diego Association of Governments

April 24 · 🌐

A draft of San Diego Forward: The Regional Plan is now available for public review and comment on www.sdforward.com. Created with your input, the plan provides a blueprint for how our region will live, work, and grow through 2050. We look forward to receiving your feedback!



👍 Like 💬 Comment ➦ Share

13 people like this.

Regional Plan Workshop Social Media Recap – May, June, July 2013

Facebook

Join us for an idea exchange and help plan our region's future. Seven workshops will be held between May 17 and July 19 to discuss the biggest issues facing us between now and 2050 – issues like the economy, the environment, expanding and improving public transit, highways, and bike facilities, public health, housing, and social equity. Attend one meeting or all, voice your priorities, and help turn our collective vision into reality. More info under Events and at www.sandag.org/sandiegoforward. **(posted 5/9, 4 thumbs up, 1 share, 300 views)**

Help shape our region's future. Attend public workshops in June and July to discuss issues facing us now to 2050. More info at www.sandag.org/sandiegoforward. **(posted 6/4 with flier image as timeline photo, 6 thumbs up, 99 views)**

"Incentivize higher density development around transit. That would allow people to get around easier and also preserve open space." This was just one of many comments we heard from the 150+ who attended our May 17 Regional Plan workshop. Join us at our next bilingual workshop on June 6 in San Ysidro and voice your priorities. For more info and a summary of comments from the May 17 meeting visit www.sandag.org/sandiegoforward. **(Photo album, posted 5/24, 4 thumbs up, 368 views)**

"Invest more in border infrastructure as this can lead to more jobs and a healthier environment." This was just one of the many comments we heard from the nearly 100 people who attended our June 6 workshop in San Ysidro. What's important to you? Tell us at our next workshops on June 20 in Oceanside and June 21 in Old Town. For a complete summary of comments or for more info visit www.sandag.org/sandiegoforward. **(Photo album, posted 6/14, 4 thumbs up, 368 views)**

Why do people care about the Regional Plan? In this one minute video, San Diego Forward workshop attendees explain the plan's importance and why you should participate in the process of creating a vision for our region's future. For more info and to get involved, visit <http://www.sandag.org/sandiegoforward>. **(posted 6/11, 15 thumbs up, 1 share, 1,836 views)**

How do we build and shape our communities? What will our future projects look like? Educate yourself about the decision-making process because when you participate there is change. More about San Diego Forward: The Regional Plan from this short video. **(posted 6/19, 1 thumbs up, 1 share, 425 views)**

"Front-load the construction of transit projects, and push back freeway projects." This was just one of the many comments we heard from the 30 people who joined us at our Escondido workshop on June 13. Voice your priorities at an upcoming workshop on June 21, June 27, or July 17. For a complete summary of comments or for more info visit www.sandag.org/sandiegoforward. **(Photo album, posted 6/20, 10 thumbs up, 6 comments, 1 share, 440 views)**

YouTube

The welcome video and all recap videos were posted to YouTube. (395 combined views)
<http://www.youtube.com/playlist?list=PLm9w9mTOIGdYWbwShQDxI7WaRu8iv9NFk>

Twitter

Help shape our region's future. Attend public workshops in May, June, July to discuss issues facing us now to 2050. [sandag.org/sandiegoforward](http://www.sandag.org/sandiegoforward) (posted 5/9, 3 RTs)

Join us 5/17, 11:30am for Regional Plan workshop in Old Town. Let's talk environment, energy, public health, more. on.fb.me/15GamKZ (posted 5/9, 1 RT)

Join us at 7 daytime & evening workshops scheduled around the region starting May 17. sandag.org/sandiegoforward (posted 5/15, 0 RTs)

Free lunch today at Regional Plan workshop 11:30am, Old Town. Let's talk healthy environment, public health, energy. bit.ly/19E242L (posted 5/17, 1 RT)

Thx to the 160 who attended, gave ideas at last Friday's Regional Plan workshop. Next workshop is June 6, San Ysidro. bit.ly/12H0Mmo (posted 5/20, 0 RT)

"Create open spaces & trails in developed areas." This comment, more captured in 5/17 [#SDForward](https://bit.ly/13NYvaj) workshop summary: bit.ly/13NYvaj (posted 5/24, 0 RT)

Join us for idea exchange at our June 6 bilingual [#SDForward](https://bit.ly/19E242L) workshop in San Ysidro. More info/RSVP: bit.ly/19E242L (posted 5/24, 1 RT)

Acompáñenos para intercambio de ideas en nuestro taller bilingüe el 6 de junio en San Ysidro. Info/RSVP: [#SDForward](https://bit.ly/19aminh) (posted 5/24, 1 RT)

Join us at June workshops & explore how to tackle region's current challenges, preserve quality of life. [#SDForward](https://bit.ly/19E242L) (posted 5/31, 0 RT)

You + us = great quality of life. Join us 6/6 at 6pm, Casa Familiar Civic Cntr in [#SanYsidro](https://bit.ly/19E242L) for [#SDForward](https://bit.ly/19E242L) workshop. bit.ly/19E242L (posted 5/31, 0 RT)

June 6, 6pm: Speak Spanish? Habla español? Come to bilingual workshop. Participe en taller bilingüe. [#SDForward](https://bit.ly/19E242L) (posted 6/3, 0 RT)

Survey says: 82% of residents feel positive about their quality of life. Join discussion at 6/6 [#SDForward](https://bit.ly/17EyaP5) workshop. bit.ly/17EyaP5 (posted 6/4, 0 RT)

Survey says: protecting water quality & promoting renewable energy sources are high priorities. Agree? [#SDForward](https://bit.ly/17EyaP5) (posted 6/4, 0 RT)

Acompáñenos para intercambio de ideas en nuestro taller bilingüe el 6 de junio en San Ysidro. Info/RSVP: [#SDForward](https://bit.ly/19aminh) (posted 6/5, 1 RT)

Reminder: Regional Plan workshop tonight, 6-8pm, Casa Familiar Civic Center in San Ysidro. [#SDForward](https://bit.ly/17EyaP5) (posted 6/6, 3 RTs)

Tonight in [#SanYsidro](https://bit.ly/17EyaP5): Bilingual Regional Plan workshop, 6-8pm, Casa Familiar Civic Center. [#SDForward](https://bit.ly/17EyaP5) (posted 6/6, 3 RTs)

Join us at next Regional Plan workshop, 6/13 in [#Escondido](https://bit.ly/17EyaP5). You have ideas we want to hear about. [#SDForward](https://bit.ly/17EyaP5) (posted 6/11, 0 RT)

When you participate there is change. Thx to all who made San Ysidro Regional Plan workshop a success. [#SDForward](https://bit.ly/17EyaP5) pic.twitter.com/uvvU6bvsrZ (posted 6/11, 1 RT)

Why should you care about the Regional Plan? Recent [#SDForward](#) workshop attendees explain in this 1-min video: bit.ly/12iDTIh (posted 6/11, 1 RT)

Recent Regional Plan survey shows 24% think expanding, improving bus services should be high priority. bit.ly/17EyaP5 [#SDForward](#) (posted 6/12, 1 RT)

Survey says 37% think expanding, improving highways should be high priority. Let's discuss at 6/13 [#SDForward](#) wrkshp. bit.ly/17EyaP5 (posted 6/12, 0 RT)

Reminder: Regional Plan workshop tonight 6pm, Escondido City Hall. Help shape our region's future. bit.ly/17EyaP5 [#SDForward](#) (posted 6/13, 3 RTs)

Next Regional Plan workshop is June 20 in [#Oceanside](#). Why participate? This 1-min video explains: bit.ly/12iDTIh [#SDForward](#) (posted 6/14, 0 RT)

Here's summary of comments from June 6 Regional Plan workshop in San Ysidro: bit.ly/1abOExO [#SDForward](#) (posted 6/14, 0 RT)

Thx to almost 100 who attended 6/6 [#SDForward](#) workshop in San Ysidro. View comprehensive notes from each roundtable: bit.ly/1acd9et (posted 6/14, 0 RT)

Gracias a los participantes que asistieron al taller en San Ysidro. Veamos los apuntes comprensivos de cada mesa: bit.ly/1acd9et (posted 6/14, 0 RT)

What are most important issues affecting SD region today? Tell us at 6/20 & 6/21 Regional Plan workshops: bit.ly/17EyaP5 [#SDForward](#) (posted 6/18, 0 RT)

Find out how the Regional Plan will touch you, your family, & your community. Watch this short video: bit.ly/11Y0jwT [#SDForward](#) (posted 6/19, 2 RTs)

Recent survey shows economy as biggest issue facing region. What do you think? Tell us at 6/20 [#SDForward](#) workshop: bit.ly/17EyaP5 (posted 6/19, 0 RT)

Next Regional Plan workshop is tonight, 6pm at Oceanside City Hall. View our workshop welcome video: bit.ly/11Y0jwT [#SDForward](#) (posted 6/20, 0 RT)

Don't miss out on land use & transpo topics at Friday's Regional Plan workshop, 11:30am in Old Town. bit.ly/17EyaP5 [#SDForward](#) (posted 6/20, 1 RT)

Thx to all who attended our 6/13 Regional Plan Workshop. Here's summary of comments from each roundtable: bit.ly/11BvfAa [#SDForward](#) (posted 6/20, 1 RT)

View summary of comments from June 13 Regional Plan Workshop in Escondido: bit.ly/105ulc6. [#SDForward](#) (posted 6/20, 0 RT)

Reminder: Regional Plan workshop today 11:30am @ Caltrans in Old Town. Focus on land use & transpo issues. bit.ly/17EyaP5 [#SDForward](#) (posted 6/21, 6 RTs)

When you participate there is change. Watch Regional Plan workshop welcome video: bit.ly/11Y0jwT [#SDForward](#) (posted 6/24, 0 RT)

2 Regional Plan workshops left! Next is 6/27, 6-8pm at La Mesa Comm Cntr. Join us & voice your priorities. bit.ly/17EyaP5 [#SDForward](https://twitter.com/SDForward) (posted 6/25, 1 RT)

Regional Plan Workshop: Join us for an idea exchange tomorrow, 6/27 6-8pm at La Mesa Community Center. bit.ly/17EyaP5 [#SDForward](https://twitter.com/SDForward) (posted 6/26, 3 RTs)

Reminder: Regional Plan workshop tonight, 6-8pm at La Mesa Community Center. bit.ly/17EyaP5 [#SDForward](https://twitter.com/SDForward) (posted 6/27, 1 RT)

Thx to 75 who attended 6/20 [#SDForward](https://twitter.com/SDForward) workshop. View summary of comments, attend tonight's workshop in La Mesa: bit.ly/122Vsqq (posted 6/27, 0 RT)

Thanks to 125 people who attended our 6/21 Regional Plan workshop. Here's a summary of what was said: bit.ly/12BE50P [#SDForward](https://twitter.com/SDForward) (posted 7/10, 0 RT)

Voice your priorities at our next Regional Plan workshop on 7/19, 11:30am at Caltrans in Old Town. bit.ly/17EyaP5 [#SDForward](https://twitter.com/SDForward) (posted 7/10, 0 RT)

Next [#SDForward](https://twitter.com/SDForward) workshop is 7/19, 11:30am in Old Town. Let's talk economic prosperity, public facilities, & borders. bit.ly/17EyaP5 (posted 7/11, 0 RT)

Is reducing border wait times to enhance economic activity a priority for our region? Tell us on July 19: bit.ly/17EyaP5 [#SDForward](https://twitter.com/SDForward) (posted 7/16, 1 RT)

Next [#SDForward](https://twitter.com/SDForward) workshop is tmrw 11:30am in Old Town. Let's talk economic prosperity, public facilities, & borders. bit.ly/17EyaP5 (posted 7/18, 0 RT)

Today 11:30am at Caltrans, Old Town: Regional Plan wkshp - let's talk economy, public facilities, borders. bit.ly/17EyaP5 [#SDForward](https://twitter.com/SDForward) (posted 7/19, 1 RT)

Great discussions on economic prosperity and borders at the 7/19 Regional Plan workshop. View summary: bit.ly/1aNIN1h [#SDForward](https://twitter.com/SDForward) (posted 7/30, 0 RT)

Thx to 650 who came to our Regional Plan workshops! Missed them? Use [#SDForward](https://twitter.com/SDForward) to share more ideas or view comments: bit.ly/17EyaP5 (posted 8/1, 0 RT, 0 comments posted to [#SDForward](https://twitter.com/SDForward))

Today 11:30am at Caltrans: Let's discuss how local transpo projects should be ranked in [#SDForward](https://twitter.com/SDForward) Regional Plan. bit.ly/17ON8zk (posted 8/5, 3 RTs)

###

SD Forward Social Media Postings

Channel	Date	Content
		Attend our October 19 workshop and learn about efforts to combine two of the region's long-term planning documents into one big picture plan. Dig into proposed content, voice your priorities, and tell us how you see yourself involved in creating a vision for the region's future transportation infrastructure and quality of life. More info under Events and at http://bit.ly/QdSnRq .
Facebook	10/13/2012	
Facebook	5/3/2013	Regional Plan Workshop in La Mesa (EVENT LISTING)
Facebook	5/3/2013	Regional Plan Workshop at Caltrans (EVENT LISTING)
Facebook	5/3/2013	Regional Plan Workshop at Caltrans (EVENT LISTING)
Facebook	5/3/2013	Regional Plan Workshop in Oceanside (EVENT LISTING)
Facebook	5/3/2013	Regional Plan Workshop in Escondido (EVENT LISTING)
		Join us for an idea exchange and help plan our region's future. Seven workshops will be held between May 17 and July 19 to discuss the biggest issues facing us between now and 2050 – issues like the economy, the environment, expanding and improving public transit, highways, and bike facilities, public health, housing, and social equity. Attend one meeting or all, voice your priorities, and help turn our collective vision into reality. More info under Events and at www.sandag.org/sandiegoforward .
Facebook	5/9/2013	
Twitter	5/9/2013	Help shape our region's future. Attend public workshops in May, June, July to discuss issues facing us now to 2050. sandag.org/sandiegoforward
Twitter	5/9/2013	Join us 5/17, 11:30am for Regional Plan workshop in Old Town. Let's talk environment, energy, public health, more. on.fb.me/15GamKZ
Twitter	5/15/2013	Join us at 7 daytime & evening workshops scheduled around the region starting May 17. sandag.org/sandiegoforward
Twitter	5/17/2013	Free lunch today at Regional Plan workshop 11:30am, Old Town. Let's talk healthy environment, public health, energy. bit.ly/19E242L
		Bring your ideas, we'll give you lunch. Today's Regional Plan workshop will include focused discussions on healthy environment, energy, climate change, and public health. Join us at 11:30 a.m. in Old Town, 4050 Taylor Street. More info below and at www.sandag.org/sandiegoforward .
Facebook	5/17/2013	
Twitter	5/20/2013	Thx to the 160 who attended, gave ideas at last Friday's Regional Plan workshop. Next workshop is June 6, San Ysidro. bit.ly/12H0Mmo
Twitter	5/24/2013	"Create open spaces & trails in developed areas." This comment, more captured in 5/17 #SDForward workshop summary: http://bit.ly/13NYvaj
Twitter	5/24/2013	Join us for idea exchange at our June 6 bilingual #SDForward workshop in San Ysidro. More info/RSVP: http://bit.ly/19E242L
Twitter	5/24/2013	Acompáñenos para intercambio de ideas en nuestro taller bilingüe el 6 de junio en San Ysidro. Info/RSVP: http://bit.ly/19aminh
		#SDForward "Incentivize higher density development around transit. That would allow people to get around easier and also preserve open space."
		This was just one of many comments we heard from the 150+ who attended our May 17 Regional Plan workshop. Voice your priorities at our next bilingual workshop on June 6 in San Ysidro. For more info and a complete summary of comments visit www.sandag.org/sandiegoforward . (PHOTO ALBUM)
Facebook	5/24/2013	
Twitter	5/31/2013	Join us at June workshops & explore how to tackle region's current challenges, preserve quality of life. http://bit.ly/19E242L
		#SDForward
Twitter	5/31/2013	You + us = great quality of life. Join us 6/6 at 6pm, Casa Familiar Civic Cntr in #SanYsidro for #SDForward workshop. http://bit.ly/19E242L
Twitter	6/3/2013	On June 7 Regional Planning Cmte agenda: #SDForward policy objectives, smart growth incentive program, more. http://bit.ly/10LzcFi
Twitter	6/3/2013	June 6, 6pm: Speak Spanish? Habla español? Come to bilingual workshop. Participe en taller bilingüe. http://bit.ly/19E242L #SDForward
Twitter	6/4/2013	Survey says: 82% of residents feel positive about their quality of life. Join discussion at 6/6 #SDForward workshop. http://bit.ly/17EyaP5
Twitter	6/4/2013	Survey says: protecting water quality & promoting renewable energy sources are high priorities. Agree? http://bit.ly/17EyaP5
Twitter	6/4/2013	#SDForward
Facebook	6/4/2013	Help shape our region's future. Attend public workshops in June and July to discuss issues facing us now to 2050. More info at www.sandag.org/sandiegoforward .
		Acompáñenos para intercambio de ideas en nuestro taller bilingüe el 6 de junio en San Ysidro. Info/RSVP: http://bit.ly/19aminh
Twitter	6/5/2013	#SDForward
Twitter	6/6/2013	Reminder: Regional Plan workshop tonight, 6-8pm, Casa Familiar Civic Center in San Ysidro. http://bit.ly/17EyaP5 #SDForward
Twitter	6/6/2013	Tonight in #SanYsidro: Bilingual Regional Plan workshop, 6-8pm, Casa Familiar Civic Center. http://bit.ly/17EyaP5 #SDForward
Facebook	6/6/2013	Bring your ideas to the table tonight at 6 p.m., Casa Familiar Civic Center in San Ysidro, as we tackle important issues facing the San Diego region. More info at www.sandag.org/sandiegoforward .
Twitter	6/11/2013	Join us at next Regional Plan workshop, 6/13 in #Escondido. You have ideas we want to hear about. http://bit.ly/17EyaP5 #SDForward
Twitter	6/11/2013	When you participate there is change. Thx to all who made San Ysidro Regional Plan workshop a success. #SDForward
Twitter	6/11/2013	Why should you care about the Regional Plan? Recent #SDForward workshop attendees explain in this 1-min video: http://bit.ly/12iDTIh
		Why do people care about the Regional Plan? In this one minute video, San Diego Forward workshop attendees explain the plan's importance and why you should participate in the process of creating a vision for our region's future. For more info and to get involved visit www.sandag.org/sandiegoforward .
Facebook	6/11/2013	
Twitter	6/12/2013	Recent Regional Plan survey shows 24% think expanding, improving bus services should be high priority. http://bit.ly/17EyaP5
		#SDForward
Twitter	6/12/2013	Survey says 37% think expanding, improving highways should be high priority. Let's discuss at 6/13 #SDForward wrkshp. http://bit.ly/17EyaP5
Twitter	6/13/2013	Reminder: Regional Plan workshop tonight 6pm, Escondido City Hall. Help shape our region's future. http://bit.ly/17EyaP5 #SDForward
		Reminder: Regional Plan workshop tonight at 6 p.m., Escondido City Hall. Get involved in the on-going conversation about how to tackle our challenges today, and preserve our quality of life for the future. More info below and at www.sandag.org/sandiegoforward .
Facebook	6/13/2013	
Twitter	6/14/2013	Next Regional Plan workshop is June 20 in #Oceanside. Why participate? This 1-min video explains: http://bit.ly/12iDTIh #SDForward
Twitter	6/14/2013	Here's summary of comments from June 6 Regional Plan workshop in San Ysidro: http://bit.ly/1abOExO #SDForward
		Thx to almost 100 who attended 6/6 #SDForward workshop in San Ysidro. View comprehensive notes from each roundtable: http://bit.ly/1acd9et
Twitter	6/14/2013	

SD Forward Social Media Postings

Channel	Date	Content
Twitter	6/14/2013	Gracias a los participantes que asistieron al taller en San Ysidro. Vea los apuntes comprensivos de cada mesa: bit.ly/1acd9et
Facebook	6/14/2013	"Invest more in border infrastructure as this can lead to more jobs and a healthier environment." This was just one of the many comments we heard from the nearly 100 people who attended our June 6 workshop in San Ysidro. What's important to you? Tell us at our next workshops on June 20 in Oceanside and June 21 in Old Town. For a complete summary of comments or for more info visit www.sandag.org/sandiegoforward . (PHOTO ALBUM)
Twitter	6/18/2013	What are most important issues affecting SD region today? Tell us at 6/20 & 6/21 Regional Plan workshops: http://bit.ly/17EyaP5
Twitter	6/19/2013	#SDForward
Twitter	6/19/2013	Find out how the Regional Plan will touch you, your family, & your community. Watch this short video: http://bit.ly/11Y0jwT
Twitter	6/19/2013	#SDForward
Twitter	6/19/2013	Recent survey shows economy as biggest issue facing region. What do you think? Tell us at 6/20 #SDForward workshop: http://bit.ly/17EyaP5
Facebook	6/19/2013	How do we build and shape our communities? What will our future projects look like? Educate yourself about the decision-making process because when you participate there is change. More about San Diego Forward: The Regional Plan from this short video and at www.sandag.org/sandiegoforward .
Twitter	6/20/2013	Next Regional Plan workshop is tonight, 6pm at Oceanside City Hall. View our workshop welcome video: http://bit.ly/11Y0jwT
Twitter	6/20/2013	#SDForward
Twitter	6/20/2013	Don't miss out on land use & transpo topics at Friday's Regional Plan workshop, 11:30am in Old Town. http://bit.ly/17EyaP5
Twitter	6/20/2013	#SDForward
Twitter	6/20/2013	Thx to all who attended our 6/13 Regional Plan Workshop. Here's summary of comments from each roundtable: http://bit.ly/11BvFAa
Twitter	6/20/2013	#SDForward
Twitter	6/20/2013	View summary of comments from June 13 Regional Plan Workshop in Escondido: http://bit.ly/105ulc6 . #SDForward
Facebook	6/20/2013	"Front-load the construction of transit projects, and push back freeway projects." This was just one of the many comments we heard from the 30 people who joined us at our Escondido workshop on June 13. Voice your priorities at an upcoming workshop on June 21, June 27, or July 17. For a complete summary of comments or for more info visit www.sandag.org/sandiegoforward . (PHOTO ALBUM)
Twitter	6/21/2013	Reminder: Regional Plan workshop today 11:30am @ Caltrans in Old Town. Focus on land use & transpo issues. http://bit.ly/17EyaP5
Twitter	6/24/2013	#SDForward
Twitter	6/24/2013	When you participate there is change. Watch Regional Plan workshop welcome video: http://bit.ly/11Y0jwT #SDForward
Twitter	6/25/2013	2 Regional Plan workshops left! Next is 6/27, 6-8pm at La Mesa Comm Cntr. Join us & voice your priorities. http://bit.ly/17EyaP5
Twitter	6/25/2013	#SDForward
Twitter	6/26/2013	Roll up your sleeves & dive right in to the planning process. View our Regional Plan workshop video: http://bit.ly/11Y0jwT #SDForward
Twitter	6/26/2013	Regional Plan Workshop: Join us for an idea exchange tomorrow, 6/27 6-8pm at La Mesa Community Center. http://bit.ly/17EyaP5
Twitter	6/26/2013	#SDForward
Twitter	6/27/2013	Reminder: Regional Plan workshop tonight, 6-8pm at La Mesa Community Center. http://bit.ly/17EyaP5 #SDForward
Twitter	6/27/2013	Thx to 75 who attended 6/20 #SDForward workshop. View summary of comments, attend tonight's workshop in La Mesa: http://bit.ly/122Vs9g
Twitter	6/27/2013	Thanks to 125 people who attended our 6/21 Regional Plan workshop. Here's a summary of what was said: http://bit.ly/12BE50P
Twitter	7/10/2013	#SDForward
Twitter	7/10/2013	Voice your priorities at our next Regional Plan workshop on 7/19, 11:30am at Caltrans in Old Town. http://bit.ly/17EyaP5 #SDForward
Twitter	7/11/2013	Next #SDForward workshop is 7/19, 11:30am in Old Town. Let's talk economic prosperity, public facilities, & borders. http://bit.ly/17EyaP5
Twitter	7/12/2013	Our 10am Board of Directors mtg will focus on draft policy objectives for #SDForward The Regional Plan. Listen live: http://bit.ly/13yauKU
Twitter	7/16/2013	Is reducing border wait times to enhance economic activity a priority for our region? Tell us on July 19: http://bit.ly/17EyaP5
Twitter	7/16/2013	#SDForward
Twitter	7/18/2013	Next #SDForward workshop is tmrw 11:30am in Old Town. Let's talk economic prosperity, public facilities, & borders. http://bit.ly/17EyaP5
Twitter	7/18/2013	#SDForward
Twitter	7/19/2013	Today 11:30am at Caltrans, Old Town: Regional Plan wkshp - let's talk economy, public facilities, borders. http://bit.ly/17EyaP5
Twitter	7/19/2013	#SDForward
Twitter	7/19/2013	Reminder: Join us 11:30am - 1:30pm at Caltrans in Old Town for our last Regional Plan Workshop! http://bit.ly/17EyaP5 #SDForward
Twitter	7/29/2013	How would you evaluate local transportation projects? Tell us at our 8/5, 11:30am workshop at Caltrans. http://bit.ly/17ON8zk
Twitter	7/29/2013	#SDForward
Twitter	7/30/2013	Great discussions on economic prosperity and borders at the 7/19 Regional Plan workshop. View summary: http://bit.ly/1aNIN1h
Twitter	7/30/2013	#SDForward
Twitter	7/31/2013	Join us 8/5, 11:30am at Caltrans & share your ideas on how to prioritize region's transportation projects. http://bit.ly/17ON8zk
Twitter	7/31/2013	#SDForward
Facebook	7/31/2013	Thank you to the 650 people who attended our Region Plan workshops this spring and summer. Your input is invaluable and will help us plan a vision for our region's future. If you missed the workshops, use #SDForward and to share your ideas with us. To get more info and find what else we've been hearing visit www.sandag.org/sandiegoforward . (PHOTO ALBUM)
Twitter	8/1/2013	Thx to 650 who came to our Regional Plan workshops! Missed them? Use #SDForward to share more ideas or view comments: http://bit.ly/17EyaP5
Twitter	8/5/2013	Today 11:30am at Caltrans: Let's discuss how local transpo projects should be ranked in #SDForward Regional Plan. http://bit.ly/17ON8zk
Twitter	8/5/2013	#SDForward
Twitter	8/19/2013	Join us on 8/22, 3:30pm at SANDAG as panel of experts weigh in on how to rank transportation projects in #SDForward. http://bit.ly/17EyaP5
Twitter	8/19/2013	#SDForward
Twitter	9/5/2013	Transportation Committee meets 9/6 at 9am. Agenda includes #SDForward transportation project evaluation criteria. http://bit.ly/1dJPBkm
Facebook	9/6/2013	"Improve Southeast San Diego's transportation access to job centers such as Golden Triangle, Sorrento Valley." This was one of the many comments we heard at our August 21 Regional Plan workshop. For more info and a complete list of comments visit www.sandag.org/sandiegoforward (PHOTO ALBUM)
Twitter	9/11/2013	Friday's 10am Board of Directors mtg includes draft growth forecast & #SDForward alt land use, transpo scenarios: http://bit.ly/14ctLwc
Twitter	9/30/2013	Next Transportation Committee mtg is 10/4 at 9am. Agenda includes #SDForward draft transportation project criteria. http://bit.ly/19Q6h4t

SD Forward Social Media Postings

Channel	Date	Content
Twitter	10/1/2013	Next Regional Planning Cmte mtg is 10/4, noon. On agenda: #SDForward transpo eval criteria & draft EV readiness plan. http://bit.ly/1fCNBfF
Twitter	10/4/2013	Listen live to 9am Transportation Committee mtg. On agenda: #SDForward draft transportation project eval criteria. http://bit.ly/19Q6h4t
Twitter	10/8/2013	Friday's 10am Board of Directors meeting will focus on #SDForward transportation project evaluation criteria. http://bit.ly/19cHmYI
Twitter	10/11/2013	Listen live to today's 10am Board of Directors mtg. On agenda: #SDForward draft transportation project eval criteria. http://bit.ly/19cHmYI
Twitter	11/7/2013	Join us 11/12, 3:30pm at SANDAG for a peer panel review of transportation network performance measures. http://bit.ly/17EyaP5 #SDForward
Twitter	11/12/2013	Today, 3:30pm at SANDAG: Peer panel review of draft transportation network performance measures. http://bit.ly/17EyaP5 #SDForward
Twitter	11/22/2013	Next #SANDAG Board of Directors meeting is 12/6 at 10am. Agenda includes #SDForward Alternative Land Use Scenarios. http://bit.ly/17PKy0n
Twitter	11/26/2013	Next Regional Planning Committee mtg is 12/6 at noon. Agenda includes #SDForward draft performance measures, more. http://bit.ly/1jHd6Jq
Twitter	12/6/2013	Listen live at 10am as the #SANDAG Board discusses #SDForward alternative land use scenarios. http://bit.ly/17PKy0n
Twitter	12/6/2013	Listen live to noon Regional Planning Committee mtg, includes #SDForward topics on climate change & public health. http://bit.ly/1jHd6Jq
Twitter	12/18/2013	Did you miss our Dec. 13 Transportation Committee meeting? Listen to audio & stay up-to-date with #SDForward. http://bit.ly/1fnrkP9
Twitter	12/23/2013	#SDForward will combine what two major planning efforts? Find out & learn more about this visionary project here: http://www.sandag.org/sandiegoforward
Twitter	1/2/2014	Meet the experts who provided input on how to assess transportation system options in #SDForward: http://bit.ly/1aTLP4P
Twitter	1/13/2014	SANDAG is currently developing San Diego Forward: The Regional Plan. See what #SDForward plans to do in 2014: http://bit.ly/1bOgJvP
Twitter	1/22/2014	Need for better access to transportation is heightening as our population ages, gets more diverse. Agree? http://bit.ly/sdforward #SDForward
Twitter	1/28/2014	#SDForward launches new website with community focus. http://www.sdforward.com
Twitter	2/3/2014	What is your vision for our region's future? Visit #SDForward's new website & share your priorities: http://bit.ly/1aOCJDX
Twitter	2/4/2014	Our Regional Planning Cmte meets 2/7 at noon. Agenda: #SDForward performance measures & TransNet EMP status report. http://bit.ly/1fLcN5J
Twitter	2/5/2014	How many people will live here in 2050? What will we look like? Here's why these answers are important: http://www.sdforward.com #SDForward
Twitter	2/7/2014	Listen live at noon as our Regional Planning Cmte talks #SDForward performance measures & TransNet EMP status report: http://bit.ly/1fLcN5J
Twitter	2/12/2014	One goal of #SDForward is to establish regional communities where we all benefit from resources & location. http://www.sdforward.com
Twitter	2/13/2014	Get the facts about #SDForward from new website: http://bit.ly/1ewwAif
Twitter	2/24/2014	Sign up to receive updates on #SDForward: http://bit.ly/1fzEtEk
Twitter	3/3/2014	Next #SANDAG Transportation Committee mtg is Friday at 9am. Agenda includes #SDForward Draft Performance Measures. http://bit.ly/1hCkxoo
Twitter	3/5/2014	Friday's noon Regional Planning Cmte mtg agenda includes #SDForward performance measures & emerging tech white paper. http://bit.ly/1mWlo76
Twitter	3/7/2014	Listen live to today's 9am Transportation Committee meeting. On agenda: #SDForward, TransNet EMP grant program. http://bit.ly/1hCkxoo
Twitter	3/7/2014	Listen live at noon as our Regional Planning Committee talks #SDForward performance measures & emerging technologies. http://bit.ly/1mWlo76
Twitter	3/24/2014	Friday's 9am #SANDAG Board of Directors meeting agenda includes draft FY15 budget, #SDForward performance measures. http://bit.ly/Q7wMPz
Twitter	3/24/2014	Following #SDForward? This Friday at 12:30pm our Borders Committee will discuss plan's draft tribal policy paper. http://bit.ly/1fvfRQT
Twitter	3/26/2014	Listen live as #SDForward performance measures are presented to our Board of Directors at this Friday's meeting: http://bit.ly/Q7wMPz
Twitter	3/28/2014	Our 9am Board of Directors mtg includes FY15 budget, #SDForward performance measures, #DiamondAwardsSD winners. http://bit.ly/Q7wMPz
Twitter	4/1/2014	Friday's 9am Transportation Committee mtg includes Active Transportation Program overview & #SDForward white papers. http://bit.ly/1lzfFAP
Twitter	4/2/2014	Be part of an important process to plan for our region's future. Sign up for #SDForward eNews at http://sdforward.com/newsletter .
Twitter	4/9/2014	Provide input on economic prosperity, climate change, & emerging technologies for #SDForward. Now thru May 19. http://bit.ly/Py7QzP
Twitter	4/16/2014	Your input is needed on three draft #SDForward white papers. Review & comment by May 19. http://bit.ly/Py7QzP
Twitter	5/2/2014	Provide input on economic prosperity, climate change, & emerging technologies for #SDForward. Now thru May 19. http://bit.ly/Py7QzP
Twitter	5/2/2014	Today's Regional Planning Committee mtg agenda includes #SDForward; regional TOD strategy. Listen live at noon: http://bit.ly/1n5DzGU
Twitter	5/12/2014	Important #SDForward reminder! We need your input on three draft white papers & only one week remains to weigh in: http://bit.ly/Py7QzP
Twitter	5/13/2014	Friday's 9am #SANDAG Transportation Committee meeting will focus on #SDForward topics. http://bit.ly/1qzJKpc
Twitter	5/14/2014	Don't miss out on opportunity to give input on region's future. Comments on #SDForward white papers due by 5/19: http://bit.ly/Py7QzP

SD Forward Social Media Postings

Channel	Date	Content
Twitter	5/16/2014	This morning's #SANDAG Transportation Committee meeting will focus on #SDForward topics. Listen live at 9am: http://bit.ly/1qzJKpc
Twitter	5/16/2014	Monday 5/19 is the last day to submit comments on #SDForward draft white papers. http://bit.ly/Py7QzP
Twitter	5/19/2014	Today is final day to submit comments on #SDForward draft white papers: http://bit.ly/Py7QzP . Final papers will be posted this summer.
Twitter	5/20/2014	#SANDAG Board of Directors meets Friday 9am. Agenda includes FY15 budget; #SDForward; active transportation program. http://bit.ly/1giEou0
Twitter	5/23/2014	Listen live to #SDForward Revenue Constrained transportation scenarios & project rankings at 9am Board meeting. http://bit.ly/1giEou0
Twitter	6/3/2014	Friday's Regional Planning Committee mtg agenda includes important #SDForward updates. Listen live at noon: http://bit.ly/1ktN3ts
Twitter	6/5/2014	#SanDiego planned development patterns have shifted last 15 yrs. Watch this #SDForward video to see new vision: http://bit.ly/1kELfhE
Twitter	6/6/2014	Listen live at noon to today's Regional Planning Committee meeting to learn more about #SDForward. http://bit.ly/1ktN3ts
Twitter	7/2/2014	1M more people in our region by 2050? #SDForward will lay out vision for handling projected growth: bit.ly/LA0lWY
Facebook	7/2/2014	The entire process to create San Diego Forward: The Regional Plan is estimated to take about three years. Take a look at this timeline to see where the project team currently is and what's been accomplished to date: bit.ly/1kqqHEA . As you will see, we're aiming for the Regional Plan to be adopted by the SANDAG Board of Directors in mid-2015.
Twitter	7/15/2014	Save the date! #SDForward workshops on mobility & transportation network scenarios are August 4. http://bit.ly/1kfaWSb
Twitter	7/22/2014	Join us August 4 at Caltrans for #SDForward workshops on mobility & transportation network scenarios. http://bit.ly/1kfaWSb
Twitter	7/29/2014	Have you RSVP'd to the #SDForward mobility workshops on August 4? If not, be sure to sign up today!
Twitter	7/31/2014	Next #SANDAG Transportation Committee mtg is Friday at 9am. Agenda includes #SDForward transportation scenarios. http://bit.ly/1m1cpw0
Twitter	7/31/2014	Our latest Region newsletter includes info on #SDForward workshops, @MidCoastTrolley, & Trolley Renewal progress. http://bit.ly/1koY6g8
Twitter	8/1/2014	Our 9am Transportation Committee meeting will focus on #SDForward transportation scenarios. Join us or listen live: http://bit.ly/1m1cpw0
Twitter	8/1/2014	How should our transportation system grow in the future? Bring your best ideas to our #SDForward workshops on Monday. http://bit.ly/1nU1wkk
Twitter	8/4/2014	Join us today at 11:30am or 5:30pm for #SDForward workshops on mobility & transportation network scenarios. http://bit.ly/1kfaWSb
Twitter	8/4/2014	Thanks to approx 100 who came to today's #SDForward workshop to give input on future of our transportation system!
Twitter	8/4/2014	Great turnout at tonight's #SDForward workshop. Thanks to everyone for attending & providing input!
Twitter	8/7/2014	Here's the audio from our August 1 Regional Planning Committee meeting: http://bit.ly/1IEcrKt #SDForward
Twitter	8/12/2014	How should our transportation system grow? The #SANDAG Board of Directors weighs in Friday at 9am. http://bit.ly/1os4q0V
Twitter	8/12/2014	#SDForward
Twitter	8/12/2014	Couldn't make it to our #SDForward transportation scenario workshops? We still want to hear from you. http://bit.ly/1qXodmb
Twitter	8/15/2014	Today at 9am, our Board of Directors weighs in on the future of our transportation system. Listen live: http://bit.ly/1os4q0V
Twitter	8/15/2014	#SDForward
Twitter	8/15/2014	Missed today's #SANDAG Board of Directors meeting? Here's the audio: http://bit.ly/1yGvB8t #SDForward
Twitter	8/18/2014	Input needed! Weigh in on the future of our region's transportation system: http://bit.ly/1BtLqUj #SDForward
Twitter	8/26/2014	Learn how our future transportation system can influence our economy. http://bit.ly/1quHvyX #SDForward
Twitter	8/27/2014	Final days! Submit your comments online now & help influence the future of our transportation system: http://bit.ly/1BtLqUj
Twitter	8/27/2014	#SDForward
Twitter	9/5/2014	On today's 9am Transportation Committee mtg agenda: #SDForward transportation scenarios & 2014 RTIP hearing. http://bit.ly/1umUXbp
Twitter	9/12/2014	Today's 10am Board of Directors mtg will focus on a future transportation scenario for #SDForward. Listen live: http://bit.ly/1uKxIwF
Twitter	9/18/2014	Missed last Friday's #SANDAG Board meeting? Here's the audio: http://bit.ly/1u459b4 #SDForward
Twitter	11/17/2014	#SDForward Accelerated Transpo Network, @MidCoastTrolley enviro report on Friday's 9am #SANDAG Board mtg agenda: http://bit.ly/1xIqV3I
Twitter	11/21/2014	Today at 9am - #SANDAG Board talks #SDForward accelerated transpo network; @MidCoastTrolley final SEIR. Listen live: http://bit.ly/1xIqV3I
Twitter	11/21/2014	#SDForward preferred transpo scenario selected by #SANDAG Board, includes more transit, bike/ped projects: www.sdforward.com
Facebook	11/25/2014	The SANDAG Board of Directors recently selected a preferred transportation scenario for San Diego Forward: The Regional Plan that will increase transit, biking, and walking, as well as make the most of our existing transportation network through 2050. www.sdforward.com

SD Forward Social Media Postings

Channel	Date	Content	
Twitter	9/2/2015	Our Friday 9am Transportation Committee mtg agenda includes #SDForward summary of public comments & proposed changes. http://bit.ly/1Us4Yz2	2 RT
Twitter	9/4/2015	Listen live 2 our 9am Transportation Cmte mtg. Agenda includes sum of #SDForward public comments & proposed changes: http://bit.ly/1Us4Yz2	1 FAV
Twitter	9/8/2015	Friday's #SANDAG Board of Directors meeting will focus on #SDForward summary of public comments & proposed changes. http://bit.ly/1UEhFqx	1 RT
Twitter	9/11/2015	Listen live to our 10am #SANDAG Board of Directors mtg. Focus is on #SDForward public comments & proposed changes. http://bit.ly/1UEhFqx	0 RT
Twitter	7/29/2015	What will your commute look like in 2035? With #SDForward, 71% of jobs will be within walking distance to transit. http://bit.ly/1QCmST7	0 RT
Twitter	7/14/2015	Reminder! Comments on our draft #SDForward Regional Plan & EIR are due July 15. Review & comment online at http://www.SDForward.com .	1 FAV
Twitter	7/12/2015	Listen live to our 10am Board of Directors meeting. Agenda focus is on #SDForward draft EIR & public hearing. http://bit.ly/1JOoV00	0 RT
Twitter	6/18/2015	Weigh in on our region's future at today's #SDForward: The Regional Plan public hearing. Join us 11:30am at @GoNCTD. http://bit.ly/1KOLr6D	1 RT, 2 FAV
Twitter	6/16/2015	Important! Provide public comment on #SDForward: The Regional Plan. Join us Thursday, 11:30am at @GoNCTD. http://www.sdforward.com	3 RT
Twitter	6/12/2015	Listen live to our 10am Board of Directors meeting. Agenda focus is on #SDForward draft EIR & public hearing. http://bit.ly/1JOoV00	0 RT
Twitter	5/28/2015	Thanks 2 all who came to last night's #SDForward workshop. Missed it? There's one more tonight, 6pm at @WestfieldUTC. http://on.fb.me/1J8U6mY	1 RT
Twitter	5/27/2015	Our #SDForward workshop is underway at @JacobsCenter. Watch it live at https://sdstreaming.com/sdforward/livestream.php	1 RT, 1 FAV
Twitter	5/27/2015	Reminder! Weigh in on plans for our region's urban areas at tonight's #SDForward workshop, 6pm at @JacobsCenter. http://bit.ly/1aLhYPK	0 RT
Twitter	5/21/2015	The Draft EIR for #SDForward: The Regional Plan is now available for review & public comment through July 15: http://bit.ly/1INRMDv	2 RT
Twitter	5/21/2015	Next #SDForward workshop is tonight, 6pm in #SanYsidro. Join us at @CasaFamiliar or watch live online at http://www.sdforward.com .	1 RT
Twitter	5/21/2015	#SDForward taller en Español hoy en #SanYsidro. Acompáñenos 6pm en @CasaFamiliar o en línea: http://www.sdforward.com .	2 RT
Twitter	5/20/2015	Reminder! #SDForward workshop tonight at Oceanside City Hall, 6-8:30pm. http://on.fb.me/1HtdrNV	1 RT, 1 FAV
Twitter	5/15/2015	Reminder! Next two #SDForward workshops are May 20 at Oceanside City Hall & May 21 in San Ysidro. Both 6-8:30pm. http://bit.ly/1Jldv4C	1 RT
Twitter	5/14/2015	Our #SDForward workshop is underway. Watch it live at http://www.sdforward.com .	0 RT
Twitter	5/14/2015	Anyone headed to our 1pm #SDForward workshop at @SDCaltrans in Old Town? You can also watch & listen live at http://www.sdforward.com .	0 RT
Twitter	5/14/2015	Reminder! Next #SDForward workshop is 1pm today at @SDCaltrans in Old Town. Can't make it? Watch & listen live at http://www.sdforward.com .	3 RT, 3 FAV
Twitter	5/13/2015	Missed tonight's #SDForward workshop in La Mesa? Weigh in tomorrow, 1pm at @SDCaltrans in Old Town. http://www.sdforward.com	0 RT
Twitter	5/13/2015	Thanks 2 all who turned out for tonight's #SDForward workshop in La Mesa, including panelists Michael Beck, Jo Marie Diamond, & Bill Chopyk!	1 FAV
Twitter	5/13/2015	Tonight's #SDForward panelists discussing transportation choices, preserving environment, supporting economy.	0 RT
Twitter	5/13/2015	Thanks to all who attended last night's #SDForward workshop! Next one is tonight, 6pm at La Mesa Community Center. http://on.fb.me/1L1X10j	3 RT, 1 FAV
Twitter	5/12/2015	Thanks to @SDNorthEDC, @GoNCTD, & Alliance for Regional Solutions for joining us at tonight's #SDForward workshop! http://bit.ly/1bqiDaH	1 RT
Twitter	5/11/2015	Our first #SDForward: The Regional Plan workshop is Tuesday, 6-8pm in Escondido. Join us! http://bit.ly/1aLhYPK	1 FAV
Twitter	5/5/2015	Our 1st #SDForward workshop is 5/12 in #Escondido. Join us & share input on how we'll live, work, grow through 2050. http://bit.ly/1aLhYPK	3 RT
Twitter	5/1/2015	Want to review & submit comments on San Diego Forward: The Regional Plan? You can do that here: http://www.sdforward.com/regionalplan #SDForward	0 RT
Twitter	5/1/2015	Listen live to our noon Regional Planning Cmte mtg. Agenda includes #SDForward, Border Health Equity Transpo Study. http://bit.ly/1EBC9L4	1 RT
Twitter	4/24/2015	Draft #SDForward: The Regional Plan now available for public review & comment: http://bit.ly/1boYhnh	4 RT, 2 FAV
Twitter	4/24/2015	#SDForward: The Regional Plan is on today's 9am #SANDAG Board of Directors meeting agenda. Listen live: http://bit.ly/1Dd03ti	0 RT

Twitter	4/21/2015	Next #SANDAG Board of Directors meeting is Friday, 4/24 at 9am. Agenda includes #SDForward: The Regional Plan. http://bit.ly/1Dd03ti	0 RT
Twitter	4/20/2015	Save these dates! Seven #SDForward workshops will take place next month. First one is May 12 in #Escondido. http://bit.ly/1aLhYPK	1 RT, 3 FAV
Twitter	3/27/2015	On our 9am Board of Directors mtg agenda: FY16 budget, #SDForward, EV readiness plan, cap-and-trade program. Listen: http://bit.ly/1xFjle7	0 RT
Twitter	3/6/2015	Listen live to our 9am Transportation Committee mtg. On agenda: #SDForward & regional TOD strategy update. http://bit.ly/1FTMzEL	2 RT, 3 FAV
Twitter	11/21/2014	#SDForward preferred transportation scenario selected by #SANDAG Board, includes more transit, bike/ped projects: bit.ly/1BUYsNh	2 RT
Facebook	4/24/2015	A draft of San Diego Forward: The Regional Plan is now available for public review and comment on www.sdforward.com . Created with your input, the plan provides a blueprint for how our region will live, work, and grow through 2050. We look forward to receiving your feedback!	534 people reached, 13 likes
Facebook	5/5/2015	San Diego Forward: The Regional Plan encourages growth in already developed areas, allowing us to preserve more than half of our region as permanent open space. Want to learn more? Attend any of our seven Regional Plan workshops scheduled this month or view and comment on the draft plan at www.sdforward.com .	648 people reached, 13 likes, 1 share
Facebook	5/10/2015	Our first San Diego Forward: The Regional Plan workshop is this Tuesday, 6 p.m. at Escondido City Hall. Carl Morgan from San Diego North Economic Development Council, Dahvia Lynch from North County Transit District (NCTD), and Stan Miller from the Alliance for Regional Solutions will join us to discuss the Draft Plan and what the future holds for North County. Your participation is important. Please join us! www.sdforward.com	838 people reached, 24 likes, 5 shares
Facebook	5/14/2015	San Diego Forward: The Regional Plan will be the topic at today's 1 p.m. workshop at Caltrans District 11 in Old Town. Hear Michael Beck from the Endangered Habitats League, Melanie Nally from BIOCUM, and Linda Marabian from the City of San Diego discuss the importance of environmental protection and making transportation connections that get us where we want to go. Can't be there in person? Watch and listen online at www.sdforward.com .	437 people reached, 6 likes
Facebook	6/29/2015	What does San Diego Forward: The Regional Plan have in store for our future? More transit, more open space, and vibrant, active communities. Check out our new video "Let's Move Forward" for more.	716 people reached, 9 likes, 1 share
Facebook	7/14/2015	What if you could choose to live in a vibrant, urban community within walking distance to quick and efficient public transit connections to job and activity centers? San Diego Forward: The Regional Plan envisions this future. Review and comment on the plan and see how you fit in at www.SDForward.com . Comments due July 15!	963 people reached, 30 likes, 6 shares

REGIONAL PLAN SURVEY
FINAL REPORT

PREPARED FOR THE
SAN DIEGO ASSOCIATION OF GOVERNMENTS



APRIL 10, 2013



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INTRODUCTION

The San Diego Association of Governments (SANDAG) is the regional planning agency for San Diego County and, as such, serves as both a technical and information resource for the region's 18 incorporated cities and the county government. Serving as the forum for regional decision-making, SANDAG builds consensus, makes strategic plans, obtains and allocates resources, designs and builds public transportation, and provides information on a broad range of topics that shape the quality of life in the region.

REGIONAL PLAN Over the past three decades, the San Diego region has struggled with how to accommodate a growing population while maintaining the overall quality of life for residents. Between 1980 and 2010, the region grew by nearly 1.3 million residents. By 2050, the population is expected to grow by an additional 1.24 million residents—reaching approximately 4.38 million total.¹ Developing strategies to effectively deal with a growing population is chief among all of the long-term challenges to the region's quality of life and sustainability because of the direct and indirect impacts growth has on many other factors that shape how people live, work and play—including housing availability, cost of living, employment opportunities, adequacy of transportation infrastructure, traffic congestion and mobility, air quality, and conservation.

Recognizing the interdependency of these factors, the SANDAG Board of Directors recently directed staff to begin developing *San Diego Forward: The Regional Plan*, which will effectively integrate the Regional Comprehensive Plan and the next Regional Transportation Plan/Sustainable Communities Strategy into a single planning document.

MOTIVATION FOR SURVEY As it should be, the public engagement process to inform the planning process has (and will continue to be) broad in its scope, soliciting input and feedback from stakeholders, community groups, local jurisdictions, and members of the public through one-on-one discussions, focus groups, meetings, and workshops. To ensure that the Plan reflects the values, priorities and concerns of *all* residents in the region—not just those that actively participate in workshops or meetings—SANDAG also commissioned True North Research to design and conduct a regionwide survey to produce an objective, *statistically reliable* profile of the public's priorities as they pertain to the issues and projects that will be addressed by the Regional Plan. Put simply, the survey identifies what residents of the San Diego region consider to be the most important issues affecting the region, and how would they prioritize among a variety of potential projects/improvements in a revenue-constrained environment. Ultimately, the survey results and analyses presented in this report will provide the SANDAG Board of Directors and staff with information that can be used to make sound, strategic decisions with respect to setting the vision, goals, policy objectives, and priorities for the new Regional Plan.

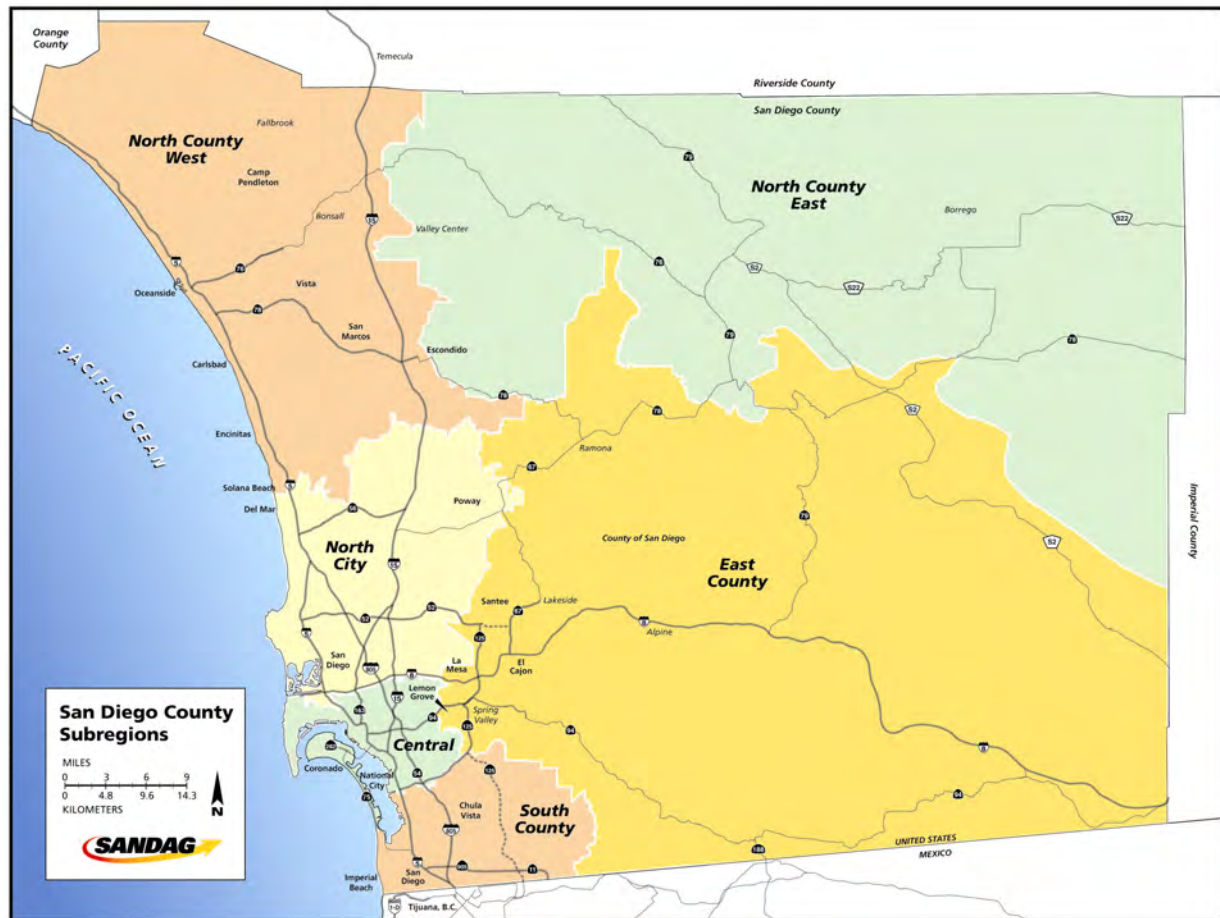
METHODOLOGY OVERVIEW A full description of the methodology used for this study is included later in this report (see *Methodology* on page 29). In brief, a total of 1,500 adults who reside in the San Diego region were selected for the survey using a stratified random sampling of land line and mobile telephone numbers. To accommodate SANDAG's interest in obtaining reliable parameter estimates for the region as a whole, as well as within the six subregional areas identified in Figure 1, the study employed a strategic oversample by subregional area to balance

1. Source: SANDAG 2050 Regional Growth Forecast and US Census data for 1980 and 2010.

the statistical margins of error associated with estimates at the subregional level.² To adjust for the oversampling, the raw data were then weighted according to adult population estimates prior to analyses and presentation. The results presented in this report are the weighted results, which are representative at the region-wide level, as well as within the six subregional areas.

Once selected, residents were provided with the opportunity to participate in the survey over the telephone or online at a secure, password-protected website hosted by True North. Interviews were conducted between March 12 and March 27, 2013, and were administered in English or Spanish according to a respondent's preference.

FIGURE 1 MAP OF SAN DIEGO REGION AND SUBREGIONAL AREAS



ORGANIZATION OF REPORT This report is designed to meet the needs of readers who prefer a summary of the findings as well as those who are interested in the details of the results. For those who seek an overview of the findings, the sections titled *Just the Facts* and *Conclusions* are for you. They provide a summary of the most important factual findings of the survey in bullet-point format and a discussion of their implications. For the interested reader, this section is followed by a more detailed question-by-question discussion of the results from the survey by topic area (see *Table of Contents*), as well as a description of the methodology employed for col-

2. Each subregional area received 250 interviews to maximize the reliability of subregional comparisons.

lecting and analyzing the data. And, for the truly ambitious reader, the questionnaire used for the interviews is contained at the back of this report (see *Questionnaire & Toplines* on page 33) and a complete set of crosstabulations for the study results is contained in Appendix A, which is bound separately.

ACKNOWLEDGEMENTS True North thanks the SANDAG staff and board members who participated in the design and review of this study. Their expertise and insight improved the overall quality of the research presented here.

DISCLAIMER The statements and conclusions in this report are those of the authors (Dr. Timothy McLarney and Richard Sarles) at True North Research, Inc. and not necessarily those of SANDAG. Any errors and omissions are the responsibility of the authors.

ABOUT TRUE NORTH True North is a full-service survey research firm that is dedicated to providing public agencies with a clear understanding of the values, opinions, priorities and concerns of their residents and customers. Through designing and implementing scientific surveys, focus groups and one-on-one interviews, as well as expert interpretation of the findings, True North helps its clients to move with confidence when making strategic decisions in a variety of areas—such as planning, policy evaluation, performance management, organizational development, establishing fiscal priorities, and developing effective public information campaigns. During their careers, Dr. McLarney (President) and Mr. Sarles (Principal Researcher) have designed and conducted over 800 survey research studies for public agencies, including more than 300 studies for councils of government, municipalities and special districts.



JUST THE FACTS

The following is an outline of the main factual findings from the survey. For the reader's convenience, we have organized the findings according to the section titles used in the body of this report. Thus, to learn more about a particular finding, simply turn to the appropriate report section.

QUALITY OF LIFE

- The vast majority of residents (82%) shared favorable opinions of the quality of life in the San Diego region, with 37% reporting it is excellent and 45% stating it is good. Approximately 14% of respondents indicated that the quality of life in the region is fair, whereas less than 4% used poor or very poor to describe the quality of life in the region.
- When asked what changes local and regional governments could make to improve the quality of life in the San Diego region, the most common response was not sure/cannot think of anything (19%) and an additional 2% stated that no changes were needed/everything is fine, both of which are indicative of a respondent who does not perceive any pressing issues or problems in the region that can be addressed by local or regional governments. Among specific changes that were mentioned, the most common were reducing taxes (10%), improving and repairing streets/roads (8%), improving the economy/attracting more businesses and jobs (7%), improving education (7%), and improving public transportation (7%).

BROAD PRIORITY AREAS

- When asked to prioritize among five broad project areas that will be addressed in the Regional Plan, **improving the economy** was rated as the highest priority (7.88)³, which was described as *Improving the regional economy, business climate, and local job opportunities*.
- *Maintaining what we've built including streets, highways and public facilities (maintaining infrastructure)* received an average priority score above 7 (7.39), as did **protecting the environment, reducing pollution, and making better use of renewable energy sources** (7.08).
- When compared to the other three broad project areas, residents assigned somewhat lower priority scores to **improving the transportation system to improve the flow of people and goods in the San Diego region** (6.65) and **planning future land use**, described as *Locating future housing and new businesses near major employment centers and transit services to reduce commute times and traffic congestion* (6.22).

SPECIFIC PROJECT PRIORITIES

- When asked to prioritize among 24 specific projects within the broader categories identified above, increasing employment and job opportunities was assigned high priority status by the largest percentage of San Diego residents (74%), followed by protecting water quality (72%), making sure we have the water, energy and other resources needed for businesses to grow in the future (62%), repairing and maintaining local roads (58%) and highways (56%), attracting new businesses to the region and retaining existing businesses (55%), making it easier and safer for people to walk to schools, stores, jobs, and other places of interest (53%), and promoting greater use of renewable energy sources like solar and wind power (53%).

3. Projects were rated on a 0 to 10 point scale, with 0 representing a very low priority project and 10 a very high priority project. Shown are the average (mean) priority scores assigned to each project area.

- At the other end of the spectrum, one-quarter or less of San Diego residents viewed expanding and improving bike lanes and bike paths (19%), expanding and improving bus services (24%), and improving the transportation system to make it easier for businesses to ship commercial goods and cargo (25%) as high priorities for future funding.
- When asked which of the 24 projects is their *top* priority for funding if they could choose just one, improving the local economy and attracting new jobs to the region received the largest percentage of respondents indicating it is their top priority (24%). Other frequently mentioned projects included improving streets, roads and freeways (21%), protecting the environment (11%), making greater use of renewable energy sources (10%), and improving public transit (8%).

WILLINGNESS TO FUND

- As a litmus test of how important respondents feel it is to make their high priority projects a reality, residents were asked if they would support or oppose a \$50 annual tax increase to fund Regional Plan projects that they identified as high priorities. A majority (54%) stated that they would support a \$50 tax increase to fund priority projects, whereas 41% indicated they would oppose a tax increase and 5% were unsure or unwilling to answer the question.

ALTERNATIVE PRIORITIES & WILLINGNESS TO FUND

- Recognizing that the list of projects and issues tested in the survey to this point was not exhaustive, respondents were asked if there were any *additional* projects not mentioned that should be high priorities for future funding. Two-thirds of survey participants (68%) indicated that there were no additional projects that came to mind that should be high priorities for future funding.
- Of the specific projects that were mentioned, improving education was the top response (10%), with the remaining responses largely reiterating projects that were identified previously in the survey including improving the local economy/attracting jobs (3%), addressing the homeless issue (3%), improving public safety (3%), and improving streets, roads and freeways (3%).
- Among the one-third of respondents who identified a specific *additional* high priority project, 74% of these individuals indicated that they would support a \$50 tax increase to fund the project they identified.



CONCLUSIONS

As noted in the *Introduction*, this study was designed to provide SANDAG with statistically reliable information regarding residents' opinions on key issues and themes that will be addressed in *San Diego Forward: The Regional Plan*. Whereas subsequent sections of this report are devoted to conveying the detailed results of the survey, in this section we attempt to 'see the forest through the trees' and note how the collective results of the survey answer some of the key questions that motivated the research.

The following conclusions are based on True North's interpretations of the results, as well as the firm's collective experience conducting similar studies in the San Diego region and throughout the State.

How do residents rate the quality of life in the San Diego region?

The past five years have witnessed dramatic changes in factors that can shape San Diego residents' perceived quality of life. The economic recession and its many associated ills including high unemployment, an unstable stock market, housing crisis, and reduced revenues for public services can naturally be expected to diminish the quality of life for those who were directly impacted. For those who weren't directly impacted, these changes can nevertheless create a sense of uncertainty and the feeling that things simply aren't as good as they could or should be.

It is against this backdrop of difficult times that residents' attitudes about the quality of life in the San Diego region are best understood. Indeed, despite all of the challenges the region has faced in recent years, the overwhelming majority of survey participants shared favorable assessments of the quality of life in the region, with 82% rating the quality of life as either excellent (37%) or good (45%). Moreover, these figures are consistent with regionwide surveys conducted for SANDAG *prior* to the recession,⁴ which further reinforces the conclusion that—in the minds of residents—the livability of the San Diego region has not been substantially impacted by the events of the past five years.

Perceptions of the quality of life in the region were also strikingly consistent across subgroups of San Diegans. Despite differences in age, income, ethnicity, subregion of residence, and many other factors, residents assigned very favorable ratings to the quality of life in the region. Of the more than 50 subgroups identified in the survey, just three had less than 70% of respondents rate the quality of life in the region as excellent or good.

4. See *Regional Infrastructure Priorities Study*, conducted for SANDAG by True North Research: February 2007.

What are residents' priorities among projects that can be addressed by the Regional Plan?

As noted in the *Introduction*, the primary objective of this study was to provide an objective, statistically reliable profile of residents' priorities as they pertain to the issues and projects that will be addressed in *San Diego Forward: The Regional Plan*. To meet this objective, the survey explored residents' priorities from several different perspectives and used a variety of methods, including open-ended questions, ranking of broad goals that could be addressed by the Regional Plan, as well as prioritizing among specific projects that could be implemented to achieve these broader goals. Despite the different approaches, the survey results paint a clear portrait of the projects and issues that residents view as high priorities for the Regional Plan and future funding.

Not surprising given the recent economic recession and its direct and indirect impacts on the lives of many in the region, San Diegans are chiefly concerned about restoring and strengthening the **regional economy**. Not only was the economy ranked as the highest priority among the five broad goals that could be addressed by the Regional Plan, it was also the most frequently mentioned issue when respondents were asked to choose their top priority among all of the issues discussed in the survey.

Its important to note, however, that residents' opinions are nuanced. Although they may support a broad goal, they do not necessarily support all specific projects or strategies that could be implemented to achieve the goal. The results for specific projects within the broader goal of improving the economy are perhaps the best illustration of this. A large percentage of respondents assigned *high* priority status to increasing employment and job opportunities (74%), making sure we have the water, energy and other resources needed for businesses to grow in the future (62%), and attracting new businesses to the region along with retaining existing businesses (55%). On the other hand, few perceived improving the transportation system to make it easier for businesses to ship commercial goods and cargo (25%) or reducing wait-times as the border for people and commercial goods to enhance regional economic activity (26%) as high priorities.

Maintaining the region's infrastructure was also a dominant theme throughout the survey. The broad goal of maintaining what we have built including streets, highways and public facilities was the second highest rated priority overall, just behind improving the economy. Within this broad goal, residents expressed the most interest in repairing and maintaining local roads and maintaining highways, followed secondarily by repairing and maintaining transit vehicles/equipment and avoiding cuts to existing transit services.

The third clear priority to emerge from the survey was **protecting the environment**. Not only was the general goal of protecting the environment rated in the top three overall, specific projects within this category received the most consistent support when compared to projects in other categories. That is, regardless of the specific environmental project being tested, the survey found a comparatively high level of support for the project. These projects included protecting water quality, protecting coastal wetlands and beaches, preserving parks and natural open spaces, promoting greater use of renewable energy sources, and reducing air pollution and greenhouse gas emissions (GHGs).

Projects that centered on the economy, maintaining transportation infrastructure, or the environment collectively accounted for more than 85% of the projects mentioned by San Diego residents as their top priority for future funding.

Do priorities vary substantially by subregion or other characteristics?

No. In fact, the most striking pattern throughout the survey is the general *consistency* of San Diegan's priorities. Despite their diversity in age, gender, ethnicity, area of residence and many other factors, San Diegan's tend to share similar views on what projects should be the top priorities when it comes to regional planning and future funding. When asked to rate the broad goals of the Regional Plan on a 0 to 10 priority scale, for example, the average score assigned to a goal rarely varied by more than 1 point across subgroups. Even when provided with 24 specific projects to rate, three projects were ranked among the top five priorities in *all* six subregional areas: increasing employment and job opportunities, protecting water quality, and making sure we have the water, energy and other resources needed for businesses to grow in the future. There was also broad consensus on the need to maintain and improve streets, roads and freeways.

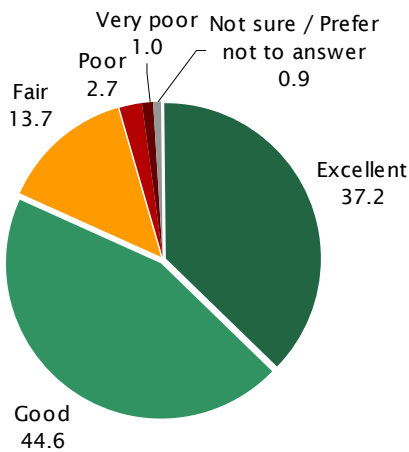
QUALITY OF LIFE

The opening series of questions in the survey was designed to assess residents' perceptions of the quality of life in the San Diego region, as well as what the local and regional governments could do to improve the quality of life—now and in the future.

OVERALL QUALITY OF LIFE At the outset of the interview, respondents were asked to rate the quality of life in the San Diego region using a five-point scale of excellent, good, fair, poor, or very poor. As shown in Figure 1 below, the vast majority of residents (82%) shared favorable opinions of the quality of life in the San Diego region, with 37% reporting it is excellent and 45% stating it is good. Approximately 14% of respondents indicated that the quality of life in the region is fair, whereas less than 4% used poor or very poor to describe the quality of life in the region.

Question 2 *How would you rate the overall quality of life in the San Diego region? Would you say it is excellent, good, fair, poor or very poor?*

FIGURE 2 QUALITY OF LIFE



Figures 3-7 display how perceptions of the quality of life in the San Diego region varied across a host of sub-groups. The most striking pattern in the figures is the general consistency of survey responses. That is, regardless of differences in factors like age, gender, subregion of residence, etc., the vast majority of residents held positive opinions about the quality of life in the San Diego region. The largest intra-category differences were found with respect to family income, vehicle access and ethnicity, with individuals from low income households, rare/no access to a personal vehicle, and African Americans being less likely than their respective counterparts to view the quality of life in the San Diego region as excellent or good.

FIGURE 3 QUALITY OF LIFE BY YEARS IN SAN DIEGO REGION, HOME OWNERSHIP STATUS & GENDER

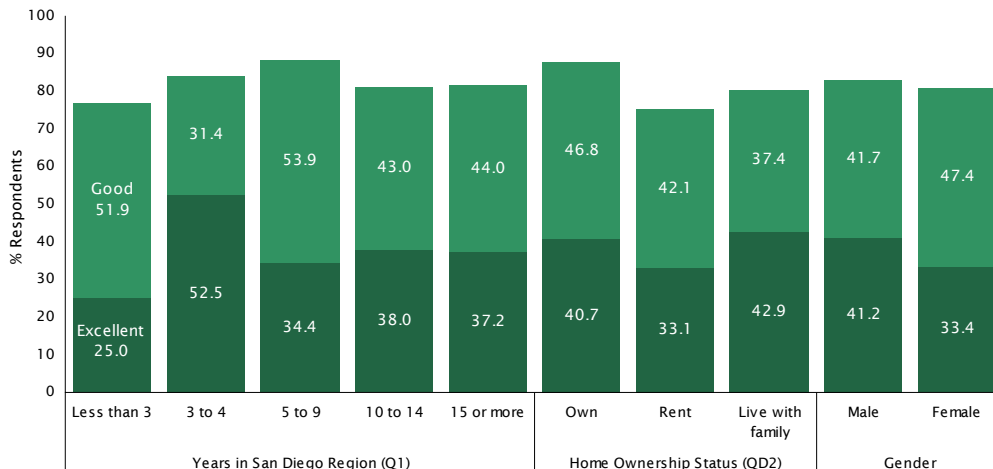


FIGURE 4 QUALITY OF LIFE BY AGE & EMPLOYMENT STATUS

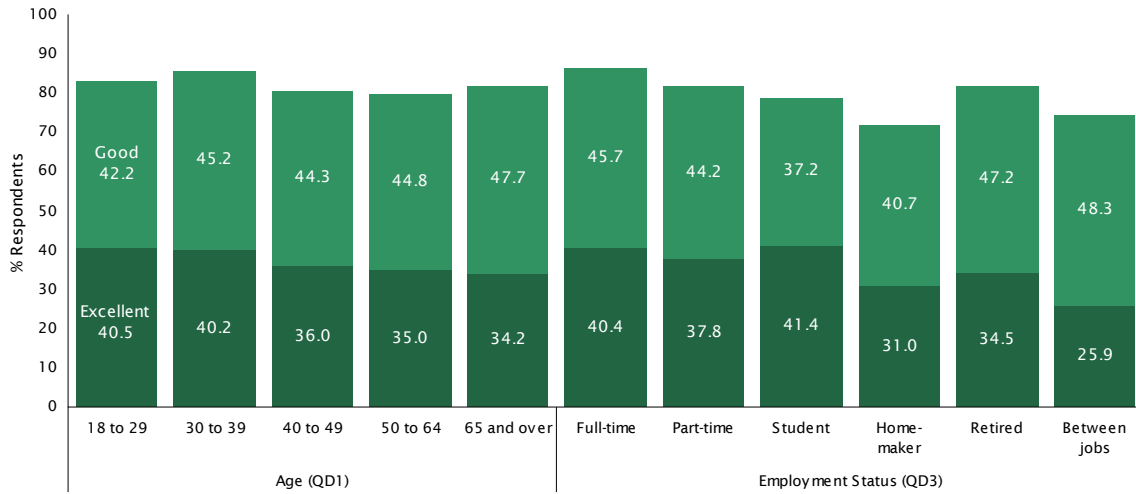


FIGURE 5 QUALITY OF LIFE BY PERSONAL VEHICLE ACCESS & TYPICAL COMMUTE DURATION IN MINUTES

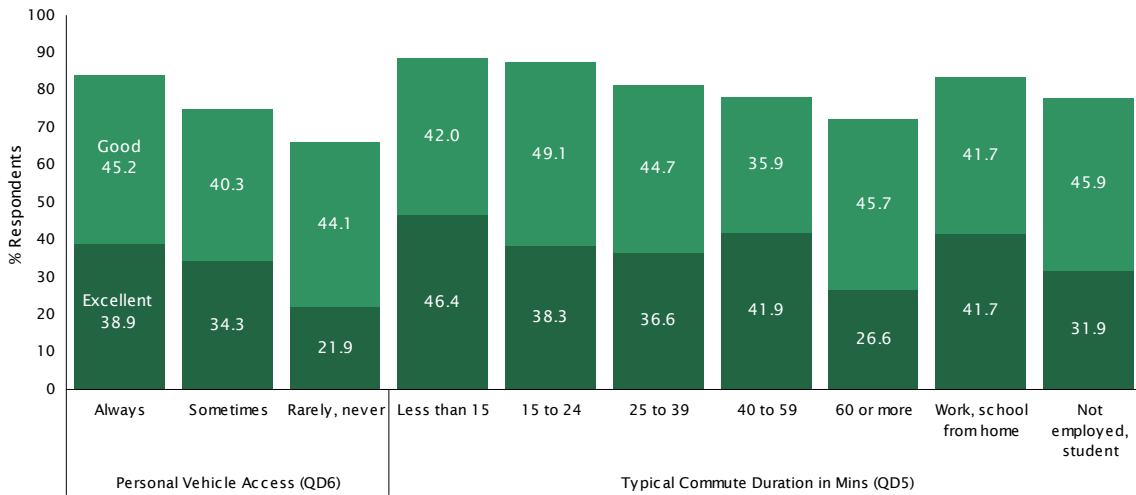


FIGURE 6 QUALITY OF LIFE BY NOVEMBER 2012 ELECTION STATUS & HOUSEHOLD INCOME

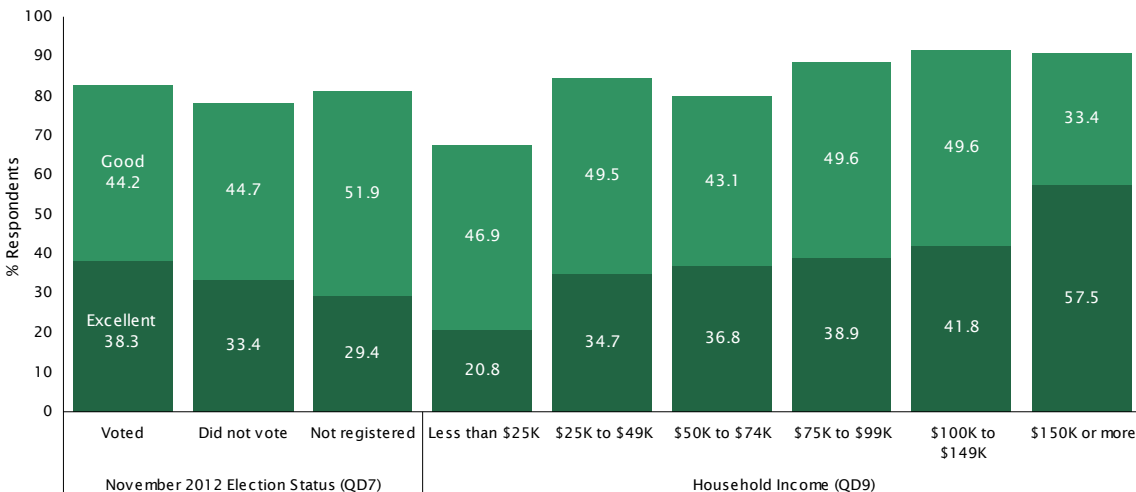
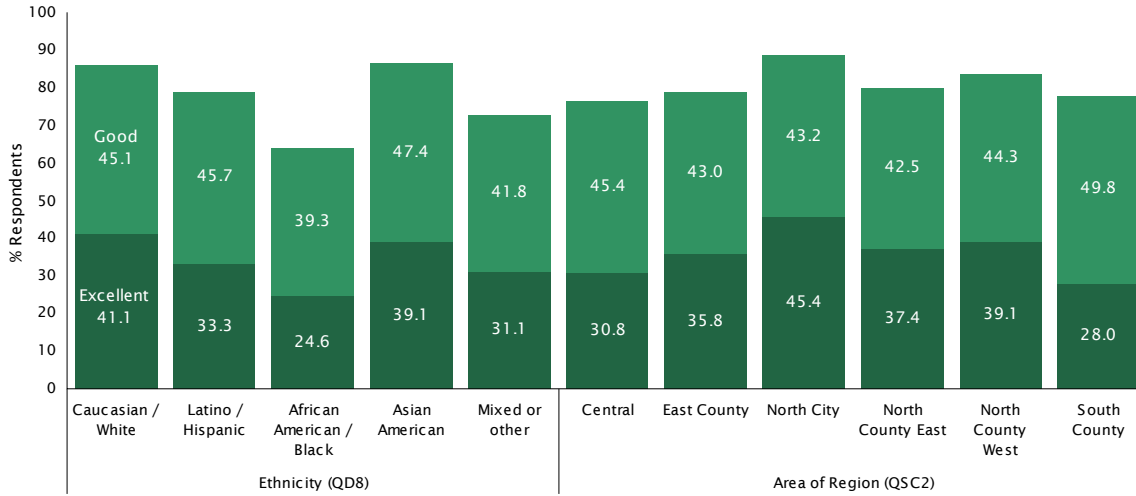


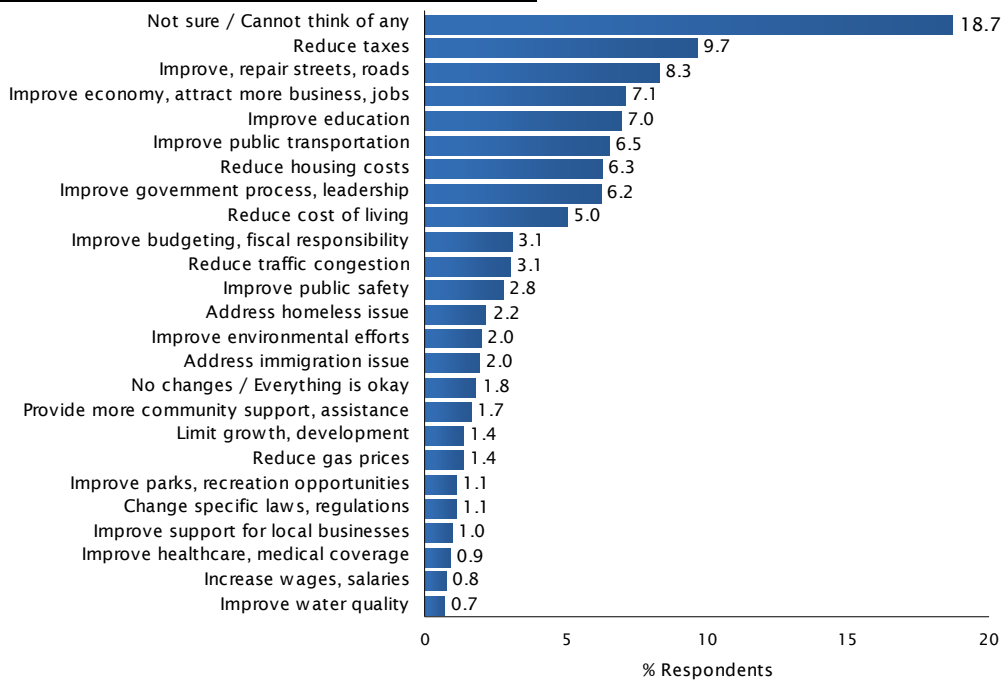
FIGURE 7 QUALITY OF LIFE BY ETHNICITY & AREA OF REGION



HOW TO IMPROVE QUALITY OF LIFE Respondents were next asked to indicate one thing local and regional governments could change to make the San Diego region a better place to live, now and in the future. This question was asked in an open-ended manner, which allowed respondents to mention any improvement that came to mind without being prompted by or restricted to a particular list of options. True North later reviewed the verbatim responses and grouped them into the categories shown in Figure 8. Because a small percentage of respondents mentioned two issues, multiple responses were allowed. Thus, the percentages in Figure 8 reflect the percentage of respondents who mentioned an issue and sum to greater than 100%.

Question 3 *If local and regional governments could change one thing to make the San Diego region a better place to live now and in the future, what change would you most like to see?*

FIGURE 8 ONE CHANGE TO IMPROVE SAN DIEGO REGION



Question 3 is a good measure of salient issues that are top-of-mind for San Diego residents. Overall, the most common response to this question was not sure/cannot think of anything (19%) and an additional 2% stated that no changes were needed/everything is fine, both of which are indicative of a respondent who does not perceive any pressing issues or problems in the region that can be addressed by local or regional governments. Among specific changes that were mentioned, the most common were reducing taxes (10%), improving and repairing streets/roads (8%), improving the economy/attracting more businesses and jobs (7%), improving education (7%), and improving public transportation (7%).

For the interested reader, Table 1 provides the top ten responses to Question 3 according to respondents' subregional areas of residence. The top response in all subregional areas was not sure/cannot think of any improvements. Although the rank order varied somewhat, suggested improvements that were common to *all* subregional areas included improving the economy/attracting more businesses and jobs, reducing housing costs, improving and repairing streets/roads, improving government processes/leadership, and improving education.

TABLE 1 TOP TEN CHANGES TO IMPROVE SAN DIEGO REGION BY AREA OF REGION

Area of Region (QSC2)					
Central	East County	North City	North County East	North County West	South County
Not sure / Cannot think of any	Not sure / Cannot think of any	Not sure / Cannot think of any	Not sure / Cannot think of any	Not sure / Cannot think of any	Not sure / Cannot think of any
Improve economy, attract more biz, jobs	Reduce taxes	Reduce taxes	Reduce taxes	Reduce taxes	Improve economy, attract more biz, jobs
Reduce housing costs	Improve gov process, leadership	Improve, repair streets, roads	Improve education	Improve education	Reduce housing costs
Improve, repair streets, roads	Reduce cost of living	Improve public transportation	Improve economy, attract more biz, jobs	Improve public transportation	Improve, repair streets, roads
Improve public transportation	Improve, repair streets, roads	Improve education	Improve gov process, leadership	Improve, repair streets, roads	Reduce cost of living
Reduce cost of living	Reduce housing costs	Improve gov process, leadership	Reduce housing costs	Improve gov process, leadership	Improve education
Improve gov process, leadership	Improve economy, attract more biz, jobs	Improve economy, attract more biz, jobs	Improve environmental efforts	Reduce traffic congestion	Reduce taxes
Improve education	Improve public transportation	Improve budgeting, fiscal responsibility	Improve, repair streets, roads	Reduce housing costs	Improve gov process, leadership
Address homeless issue	Improve education	Reduce cost of living	Improve public safety	Improve economy, attract more biz, jobs	Provide more community support
Improve public safety	Address immigration issue	Reduce housing costs	Address immigration issue	Improve public safety	Improve public safety

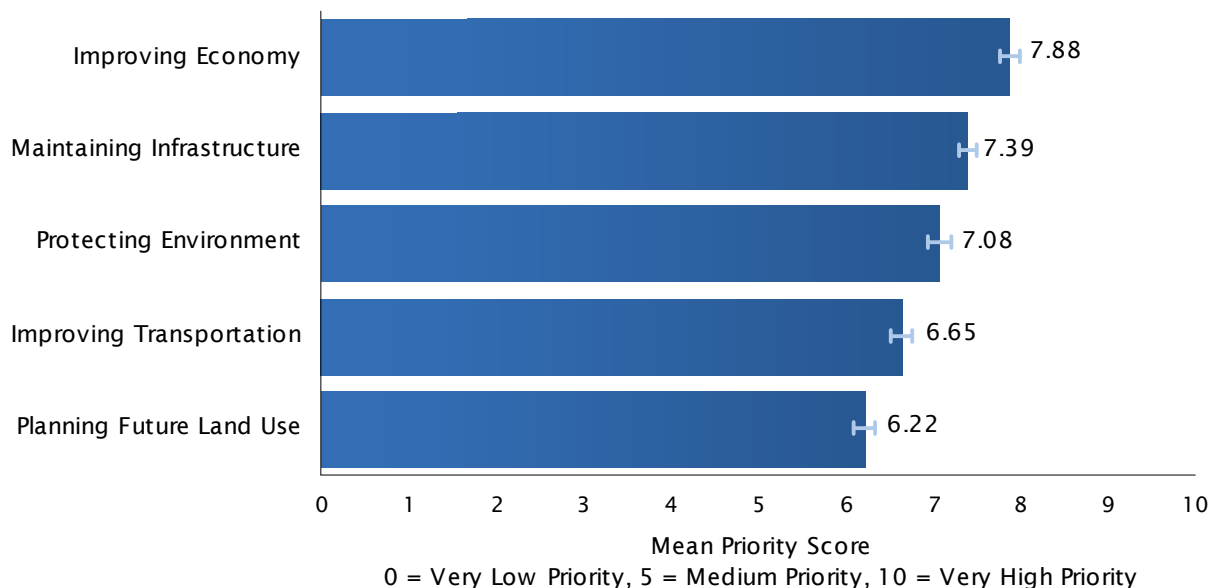
BROAD PRIORITY AREAS

As noted in the *Introduction*, the primary objective of this study was to provide an objective, statistically reliable profile of residents' priorities as they pertain to the issues and projects that will be addressed in *San Diego Forward: The Regional Plan*, which will effectively integrate the Regional Comprehensive Plan and the next Regional Transportation Plan/Sustainable Communities Strategy. To this end, Question 4 of the survey began the assessment by identifying how residents would prioritize among five broad project areas or goals that will be addressed in the Regional Plan.

RANKING OF GENERAL PROJECT AREAS After providing respondents with a brief overview of the Regional Planning process and the need to set priorities due to limited funds (see Question 4 wording below), respondents were asked how they would prioritize among the five general project areas shown in truncated form on the left of Figure 9. The format of the question was straightforward—respondents were simply asked to rate each of the five items on a scale of 0 to 10, where 0 means the item should be a very low priority and 10 means the item should be a very high priority for future funding. To encourage respondents to prioritize, they were reminded that not all of the items can be high priorities.

Question 4 *The San Diego Association of Governments, also known as SANDAG, is in the process of developing a Regional Plan that will identify key projects and improvements for the region. Because there is not enough money to fund every project, however, we must set priorities. I'm going to read you a list of five general project areas. As I read each item, I would like you to tell me what priority you think the item should be given for future funding as it becomes available. Please rate each item on a scale from 0 to 10, where 0 means the item should be a very low priority and 10 means the item should be a very high priority for future funding. A 5 means the item should be a medium priority. You can use any number between 0 and 10. Please keep in mind that not all of the items can be high priorities.*

FIGURE 9 REGIONAL PRIORITY AREAS



The five strategic goals are sorted in Figure 9 from high to low based on the *average* priority score assigned by San Diego residents. The average (mean) score is shown to the right of each bar, while the light blue brackets indicate the 95% confidence interval that surrounds each mean estimate. Each mean score is significantly different than the others.

Among the broad project areas tested, **Improving the Economy** was rated as the highest priority (7.88), which was described as *Improving the regional economy, business climate, and local job opportunities*. **Maintaining what we’ve built including streets, highways and public facilities (Maintaining Infrastructure)** received an average priority score above 7 (7.39), as did **Protecting the Environment, reducing pollution, and making better use of renewable energy sources** (7.08).

When compared to the other three broad project areas, residents assigned somewhat lower priority scores to *Improving the transportation system to improve the flow of people and goods in the San Diego region (Improving Transportation)* (6.65) and **Planning Future Land Use**, described as *Locating future housing and new businesses near major employment centers and transit services to reduce commute times and traffic congestion* (6.22).

BROAD PRIORITY AREAS BY SUBGROUPS Figures 10-14 display how the average priority scores for each broad project area tested in Question 4 varied across subgroups of San Diego residents. Once again, the relative consistency of the results is what stands out in the figures. Within broad project areas, the average priority scores assigned to a topic rarely vary by more than 1 point across subgroups—thus indicating that residents in the region tend to assign reasonably similar priority scores to a topic regardless of where they live, how old they are, etc. Of course, there are exceptions to this pattern, and they tend to occur in two topic areas: Protecting the Environment and Planning Future Land Use. For these two areas, the survey results found differences in average priority scores that were greater than 1 point across subregional areas, household income, and ethnicity.

FIGURE 10 REGIONAL PRIORITY AREAS BY AREA OF REGION

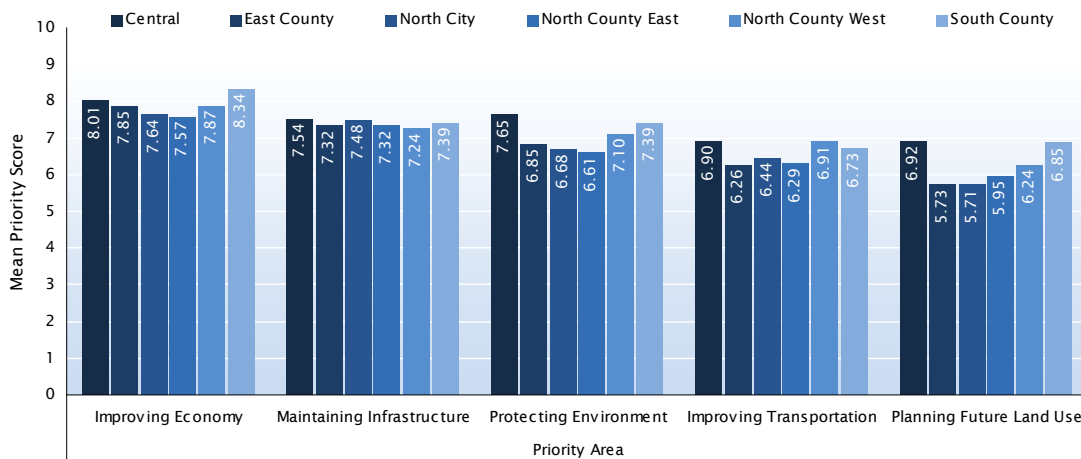


FIGURE 11 REGIONAL PRIORITY AREAS BY YEARS IN SAN DIEGO REGION

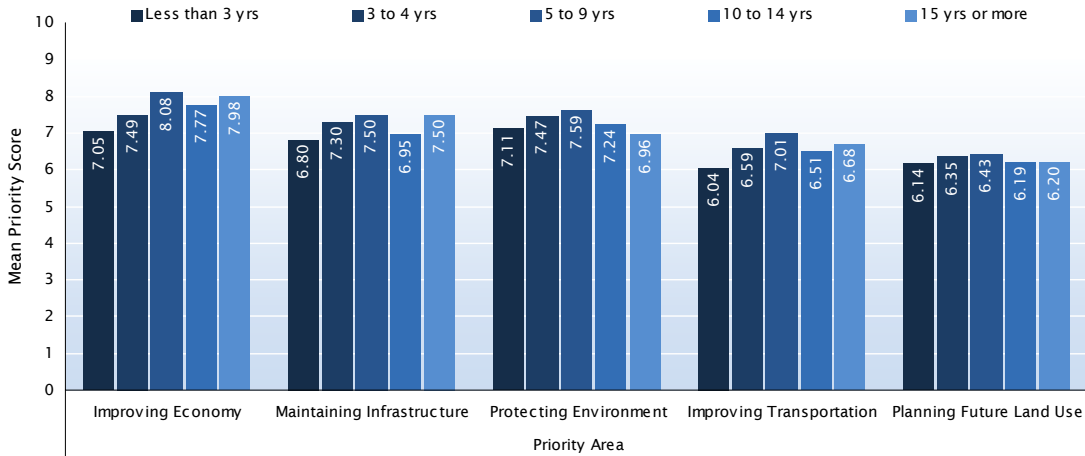


FIGURE 12 REGIONAL PRIORITY AREAS BY AGE

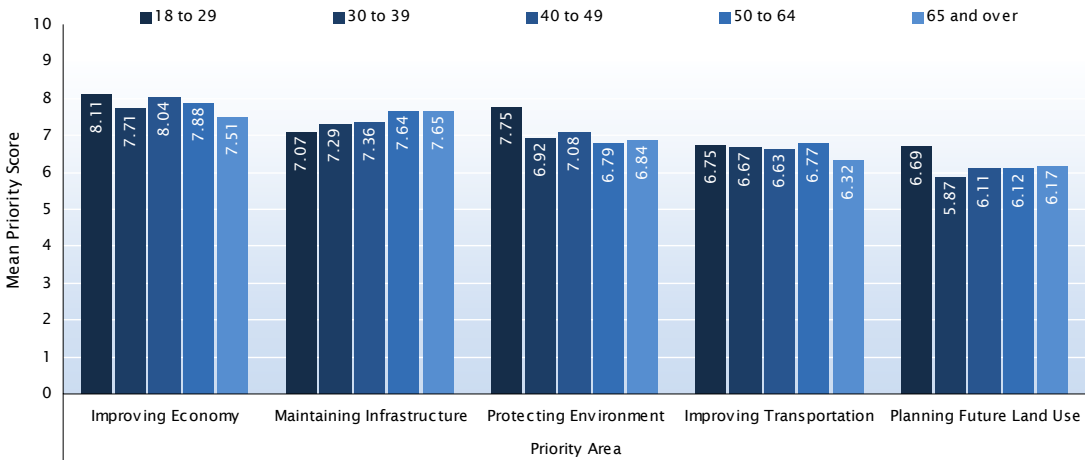


FIGURE 13 REGIONAL PRIORITY AREAS BY HOUSEHOLD INCOME

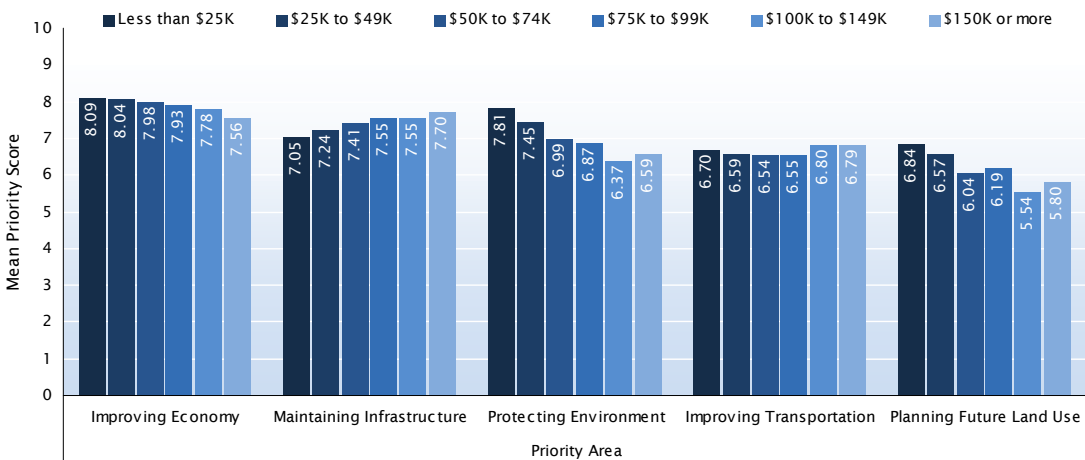
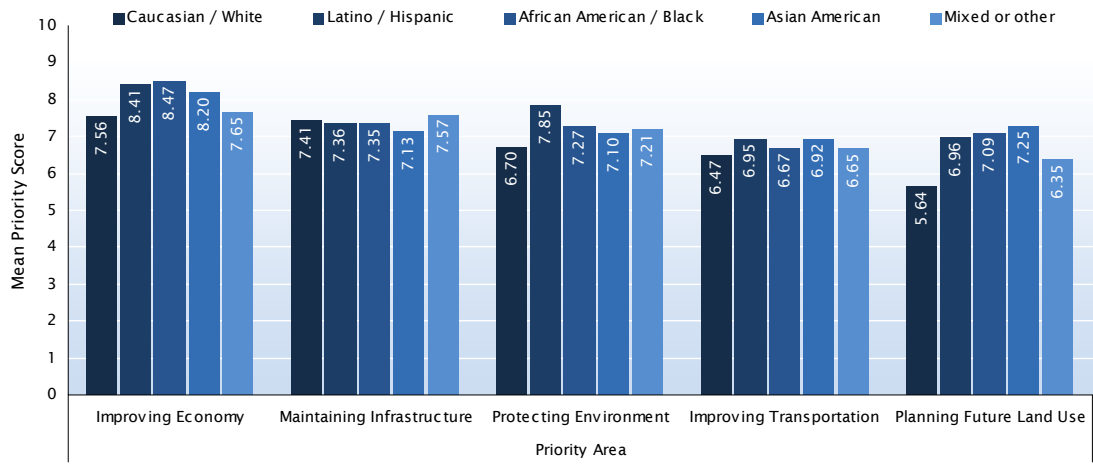


FIGURE 14 REGIONAL PRIORITY AREAS BY ETHNICITY



SPECIFIC PROJECT PRIORITIES

The list of general project areas tested in the prior section was purposely broad, covering the five main categories that will be addressed in the Regional Plan. At this point, the survey narrowed to explore in more depth how residents would prioritize among a variety of specific projects within each of these broad categories. Conceptually, Question 4 can be thought of as covering broad goal areas, whereas Question 5 addresses specific strategies the could be implemented to achieve the broader goals.

RATING OF SPECIFIC STRATEGIC PROJECTS For each of the specific projects shown in truncated form to the left of Figure 15, respondents were asked to indicate whether the project should be a high, medium or low priority for future funding—or if no money should be spent on the project. To avoid a systematic position-order bias, the order that the projects were read was randomized for each respondent. Figure 15 sorts the list of specific projects from highest to lowest priority within their respective general topic area.

Question 5 *Next, I'm going to read a list of specific projects. For each that I read, please indicate whether you think funding the project should be a high priority, a medium priority, or a low priority. If you don't think any funds should be spent on the project, please say so. Please keep in mind that not all projects can be high priorities.*

FIGURE 15 SPECIFIC STRATEGY PRIORITIES

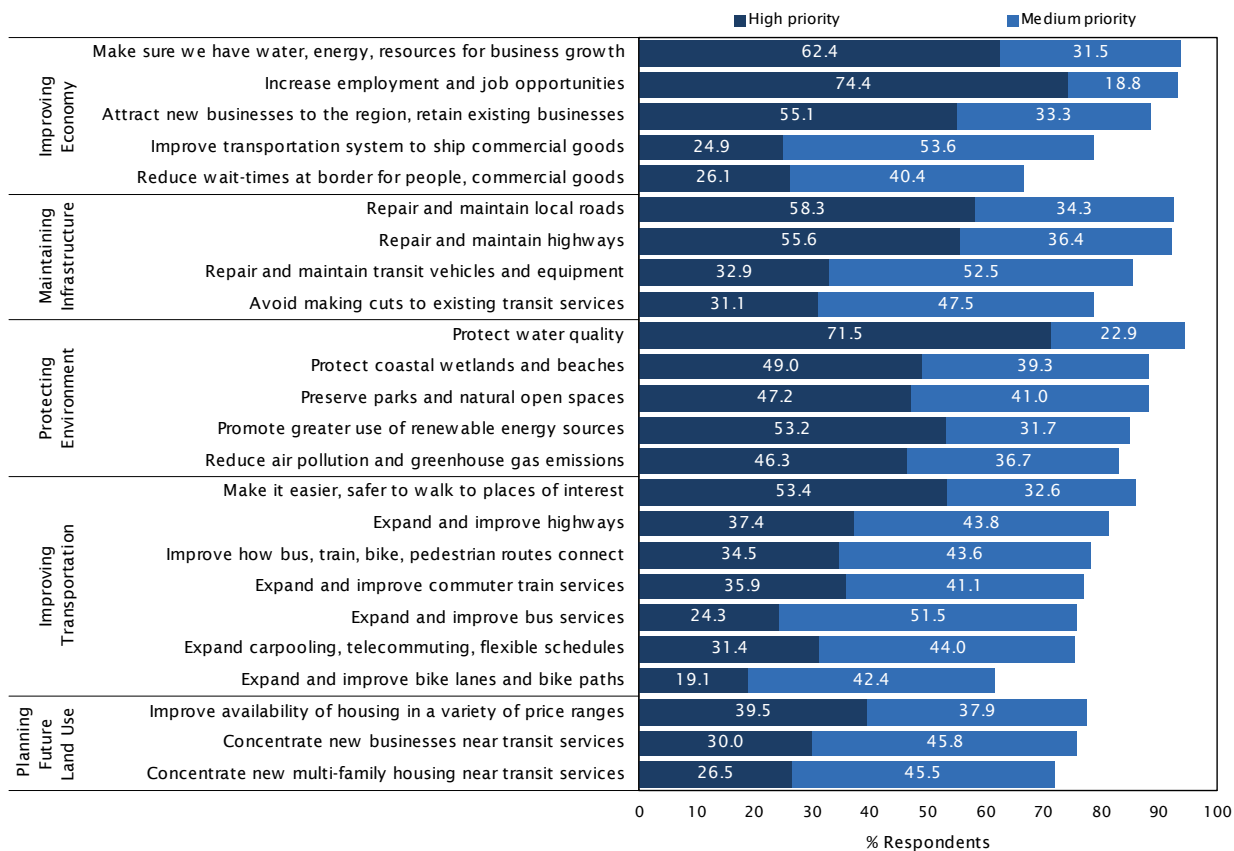


Figure 15 is particularly useful for identifying specific projects within the broader Regional Plan topic areas that are popular with San Diego residents. The figure also makes clear that although residents may assign a high priority to a broad goal such as improving the economy, they do not necessarily assign a high priority to all types of strategic projects that could be implemented to achieve the broader goal. The results for specific projects within the broader goal of improving the economy are perhaps the best example of this, as the percentage who assigned a high priority to each project ranged from a high of 74% for increasing employment and job opportunities to a low of 25% for improving the transportation system to make it easier for businesses to ship commercial goods and cargo.

The two projects that received the highest priority ratings within each broad category are listed below:

Improving the Economy

- Make sure we have the water, energy and other resources needed for businesses to grow in the future
- Increase employment and job opportunities

Maintaining Infrastructure

- Repair and maintain local roads
- Repair and maintain highways

Protecting the Environment

- Protect water quality
- Protect coastal wetlands and beaches

Improving Transportation

- Make it easier and safer for people to walk to schools, stores, jobs, and other places of interest
- Expand and improve highways

Planning Future Land Use

- Improve the availability of housing in a variety of price ranges
- Concentrate new businesses near transit services to reduce commute times and traffic congestion

HIGH PRIORITY PROJECT LIST Whereas Figure 15 organized specific projects within their respective broad category and sorted the projects based on the combined percentage of high or medium priority responses, Figure 16 sorts the entire list of specific projects based solely on the percentage who indicated the project is a *high* priority. The broad category each project belongs to is indicated in brackets to the right of the project description.

Across all specific projects tested, increasing employment and job opportunities was assigned high priority status by the largest percentage of San Diego residents (74%), followed by protect-

ing water quality (72%), making sure we have the water, energy and other resources needed for businesses to grow in the future (62%), repairing and maintaining local roads (58%) and highways (56%), attracting new businesses to the region and retaining existing businesses (55%), making it easier and safer for people to walk to schools, stores, jobs, and other places of interest (53%), and promoting greater use of renewable energy sources like solar and wind power (53%).

At the other end of the spectrum, one-quarter or less of San Diego residents viewed expanding and improving bike lanes and bike paths (19%), expanding and improving bus services (24%), and improving the transportation system to make it easier for businesses to ship commercial goods and cargo (25%) as high priorities for future funding.

FIGURE 16 SPECIFIC STRATEGY PRIORITIES (SHOWING % HIGH PRIORITY)

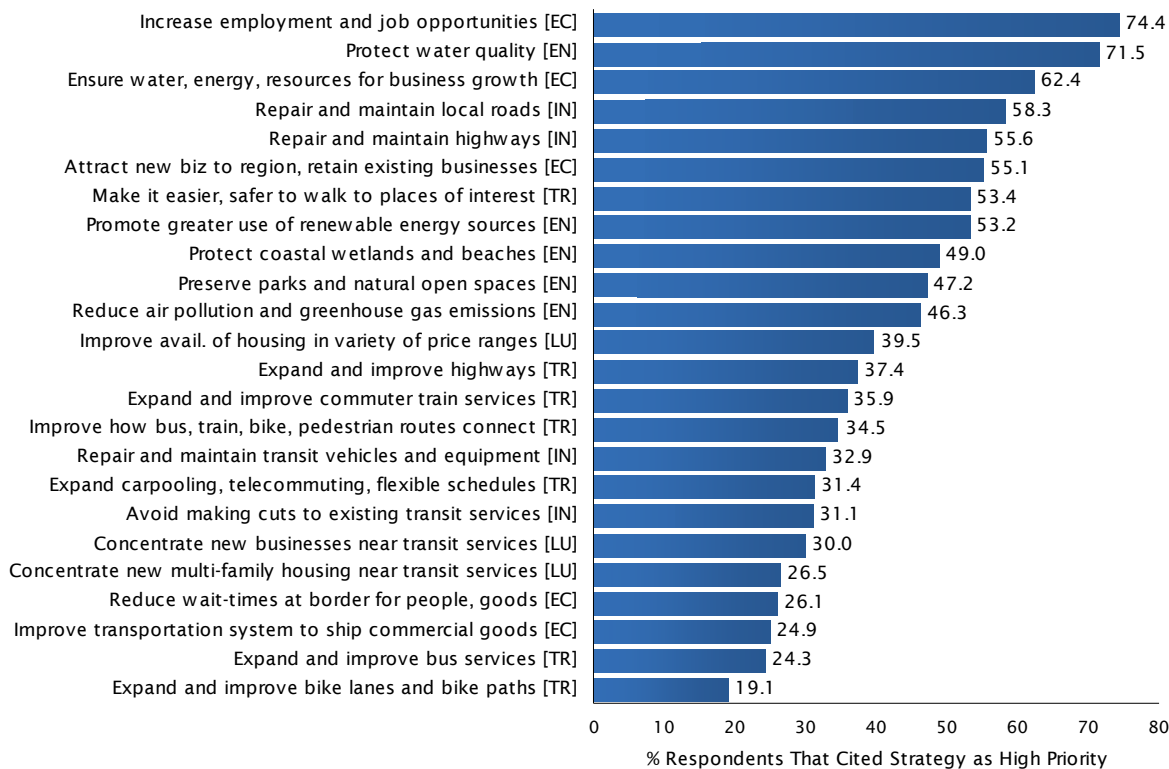


Table 2 on the next page illustrates how the project priority rankings varied across subregional areas in San Diego. The percentages in the table indicate the percentage of residents within each subregional area (column) that indicated the specific project (row) should be a high priority for future funding. The top rated projects in each subregional area are highlighted in green to ease review of the results. Three projects were ranked among the top five priorities in all six subregional areas: increasing employment and job opportunities, protecting water quality, and making sure we have the water, energy and other resources needed for businesses to grow in the future.

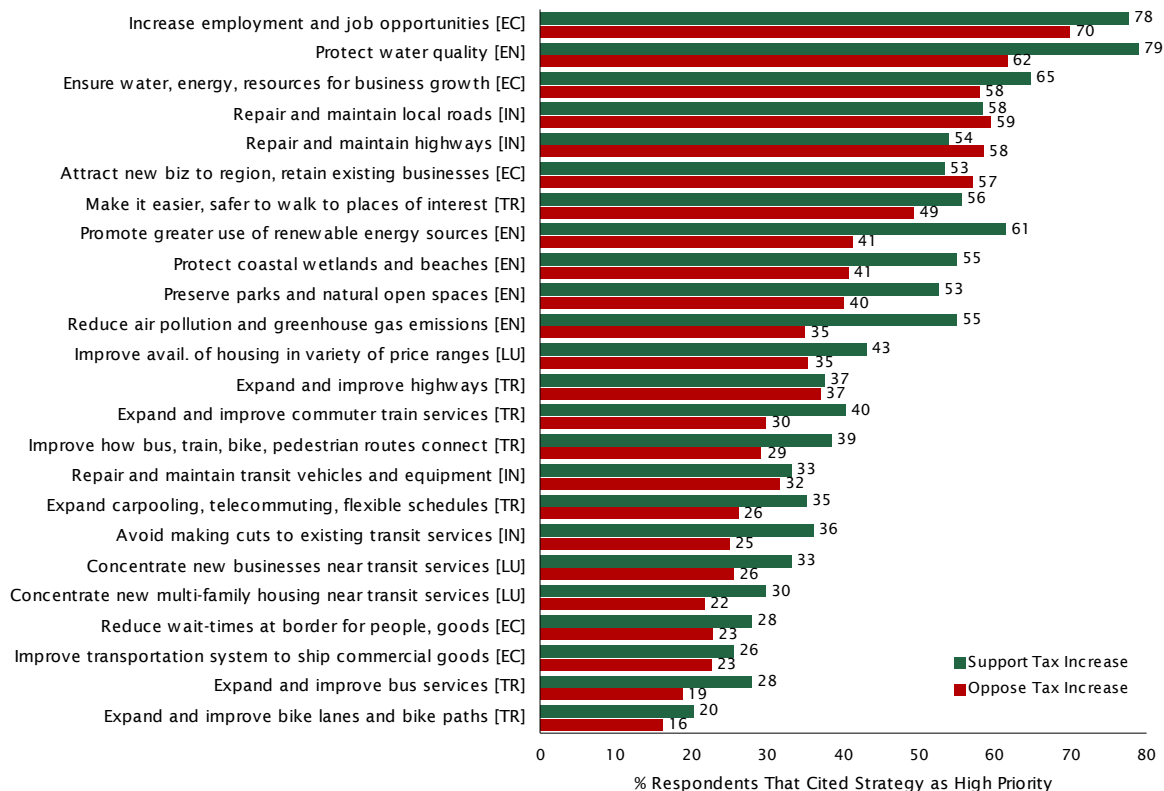
For the interested reader, Figure 17 shows how the percentage of respondents who indicated a project is a high priority varied according to whether they were (or were not) willing to support an annual \$50 tax increase to help pay for high priority projects. Although the project rankings

were reasonably similar, those who were willing to support a tax increase were substantially more likely than their counterparts to assign a high priority to environmental projects and alternative transportation improvements.

TABLE 2 SPECIFIC STRATEGY PRIORITIES BY AREA OF REGION (SHOWING % HIGH PRIORITY)

	Area of Region (QSC2)					
	Central	East County	North City	North County East	North County West	South County
Increase employment and job opportunities [EC]	77.2	72.4	70.7	73.0	74.4	80.7
Protect water quality [EN]	75.1	69.8	71.6	68.4	69.8	71.7
Ensure water, energy, resources for business growth [EC]	63.5	64.0	62.5	63.0	58.7	65.6
Repair and maintain local roads [IN]	56.3	55.8	65.4	58.8	56.1	54.2
Repair and maintain highways [IN]	51.9	57.5	57.0	55.6	56.4	54.7
Attract new biz to region, retain existing businesses [EC]	48.9	58.5	56.3	49.4	58.8	52.4
Make it easier, safer to walk to places of interest [TR]	59.4	53.9	44.3	49.8	57.2	55.1
Promote greater use of renewable energy sources [EN]	58.8	54.7	49.4	51.7	53.2	50.3
Protect coastal wetlands and beaches [EN]	49.7	42.2	48.7	45.1	53.3	50.2
Preserve parks and natural open spaces [EN]	51.8	44.1	49.8	42.5	47.8	38.1
Reduce air pollution and greenhouse gas emissions [EN]	55.2	41.0	42.4	46.3	45.0	50.1
Improve avail. of housing in variety of price ranges [LU]	48.1	38.8	31.5	32.6	37.7	48.4
Expand and improve highways [TR]	33.9	35.7	33.5	38.9	44.1	39.4
Expand and improve commuter train services [TR]	40.7	29.6	31.1	31.9	40.9	37.5
Improve how bus, train, bike, pedestrian routes connect [TR]	44.0	30.1	29.3	28.4	37.7	31.1
Repair and maintain transit vehicles and equipment [IN]	34.5	30.9	31.9	29.8	35.0	31.8
Expand carpooling, telecommuting, flexible schedules [TR]	35.1	34.1	23.4	29.8	33.0	35.5
Avoid making cuts to existing transit services [IN]	37.4	29.5	29.2	29.2	29.6	30.3
Concentrate new businesses near transit services [LU]	39.6	27.2	22.5	27.1	32.1	30.3
Concentrate new multi-family housing near transit services [LU]	36.0	24.4	19.6	22.8	26.8	28.4
Reduce wait-times at border for people, goods [EC]	35.1	24.1	17.3	18.7	21.6	43.6
Improve transportation system to ship commercial goods [EC]	28.1	25.9	20.8	26.2	22.4	31.9
Expand and improve bus services [TR]	28.9	19.4	20.9	18.0	25.6	29.2
Expand and improve bike lanes and bike paths [TR]	26.7	16.2	19.9	23.2	13.0	20.0

FIGURE 17 SPECIFIC STRATEGY PRIORITIES BY SUPPORT FOR TAX INCREASE (SHOWING % HIGH PRIORITY)

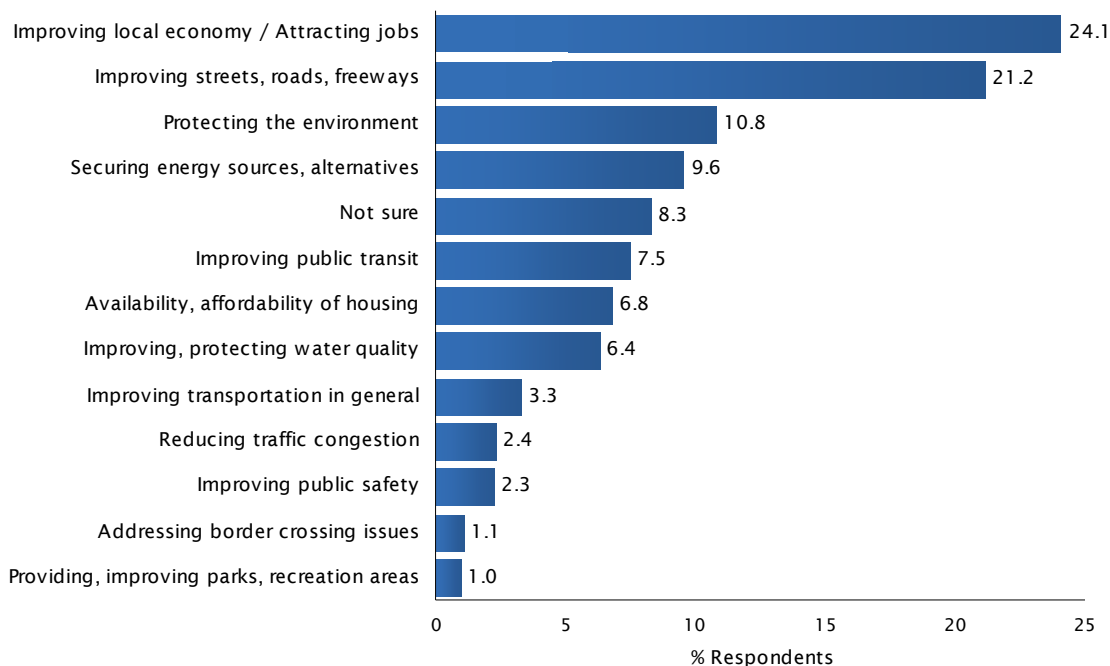


TOP PRIORITY AFTER LIST After having exposed respondents to the full list of potential projects that could be addressed by the Regional Plan in Question 5, Question 6 simply asked the respondent to identify the project that they think should be the *highest* priority for funding. In other words, if they could choose just one project to be funded among those that were listed, which would they choose?

Consistent with the patterns found in previous questions, improving the local economy and attracting news jobs to the region received the largest percentage of respondents indicating it is their top priority (24%). Other frequently mentioned projects included improving streets, roads and freeways (21%), protecting the environment (11%), making greater use of renewable energy sources (10%), and improving public transit (8%). Projects that centered on the economy, transportation, or the environment collectively accounted for more than 85% of the projects mentioned as San Diego residents' top priority.

Question 6 *Of all of the projects we just discussed, which would you say should be the HIGHEST priority for funding if you had to choose just one?*

FIGURE 18 HIGHEST PRIORITIES FOR FUNDING



For the interested reader, Table 3 on the next page lists the top five priorities in response to Question 6 by subregional area. Once again, the general theme of consistency prevailed with all six subregional areas agreeing on the importance of improving the economy and attracting jobs to the region, improving streets, roads and freeways, and protecting the environment.

TABLE 3 TOP PRIORITIES FOR FUNDING BY AREA OF REGION

Area of Region (QSC2)					
Central	East County	North City	North County East	North County West	South County
Improving streets, roads, freeways	Improving local economy / Attracting jobs	Improving streets, roads, freeways	Improving local economy / Attracting jobs	Improving local economy / Attracting jobs	Improving local economy / Attracting jobs
Improving local economy / Attracting jobs	Improving streets, roads, freeways	Improving local economy / Attracting jobs	Improving streets, roads, freeways	Improving streets, roads, freeways	Improving streets, roads, freeways
Protecting the environment	Securing energy sources, alternatives	Securing energy sources, alternatives	Protecting the environment	Improving public transit	Protecting the environment
Securing energy sources, alternatives	Protecting the environment	Protecting the environment	Not sure	Protecting the environment	Not sure
Improving public transit	Availability, affordability of housing	Not sure	Securing energy sources, alternatives	Not sure	Improving, protecting water quality

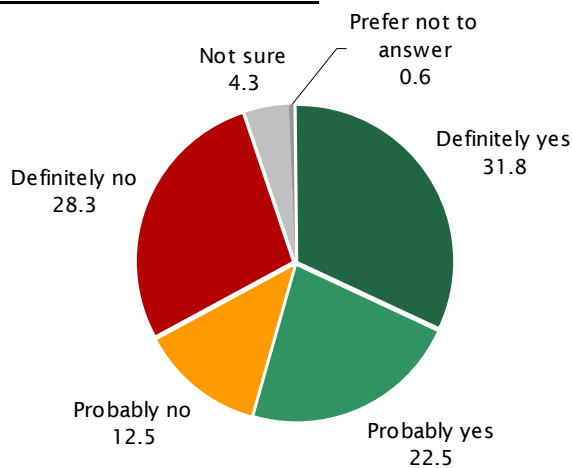
W I L L I N G N E S S T O F U N D

Identifying specific projects as priorities for the San Diego region is one thing; a willingness to fund these improvements through additional fees, taxes and other financing mechanisms is quite another. Indeed, although residents rated many of the improvements tested in the prior section as high priorities for the region, the question remained as to whether residents view these improvements as so important that they would be willing to help pay for them.

Question 7 addressed this issue by first informing respondents that many of the projects previously identified in the survey do not have adequate funding and can't be built or put in place until funding is found. Respondents were then asked if they would support a tax increase of \$50 per year if all of the money stayed local to fund the projects that they had previously identified as high priorities. Its important to note that this question was not asked as a means of testing the feasibility of a tax increase—it was asked because it is a very good litmus test of how important respondents feel it is to make their high priority projects a reality.

Question 7 *Many of the projects we just discussed do not have adequate funding, which means they can't be built or put in place until funding is found. With that in mind, would you support a tax increase of \$50 per year if all of the money stayed local to fund the projects you just identified as high priorities?*

FIGURE 19 SUPPORT FOR \$50 TAX INCREASE



Overall, residents of the San Diego region were fairly evenly split regarding their willingness to pay a \$50 annual tax increase to fund high priority projects identified in Question 5. A majority (54%) stated that they would support a \$50 tax increase to fund priority projects, whereas 41% indicated they would oppose a tax increase and 5% were unsure or unwilling to answer the question (Figure 19). When compared to their respective counterparts, a willingness to support a tax increase to fund high priority projects that could be part of the Regional Plan was greatest among those who had lived in the San Diego region between three and four years, individuals who live rent-free with family members, residents under the age of 30, students, those who have a commute of less than 15 minutes, those whose households earn at least \$150,000 annually, Latinos, residents of the Central subregion, and those whose *top* priority in response to Question 6 was protecting the environment, making greater use of renewable energy sources, or improving public transit (see Figures 20-25).

FIGURE 20 SUPPORT FOR \$50 TAX INCREASE BY YEARS IN SAN DIEGO REGION, HOME OWNERSHIP STATUS & GENDER

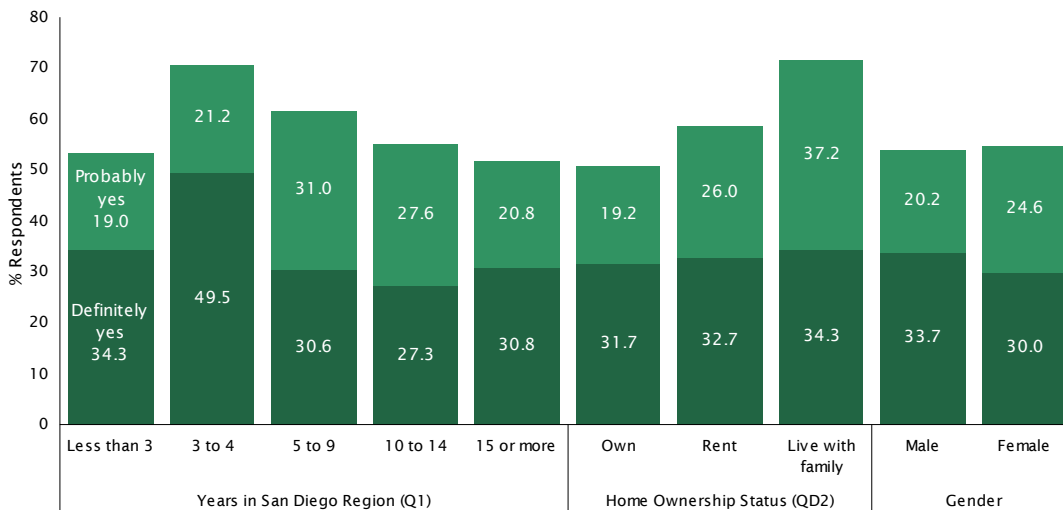


FIGURE 21 SUPPORT FOR \$50 TAX INCREASE BY AGE & EMPLOYMENT STATUS

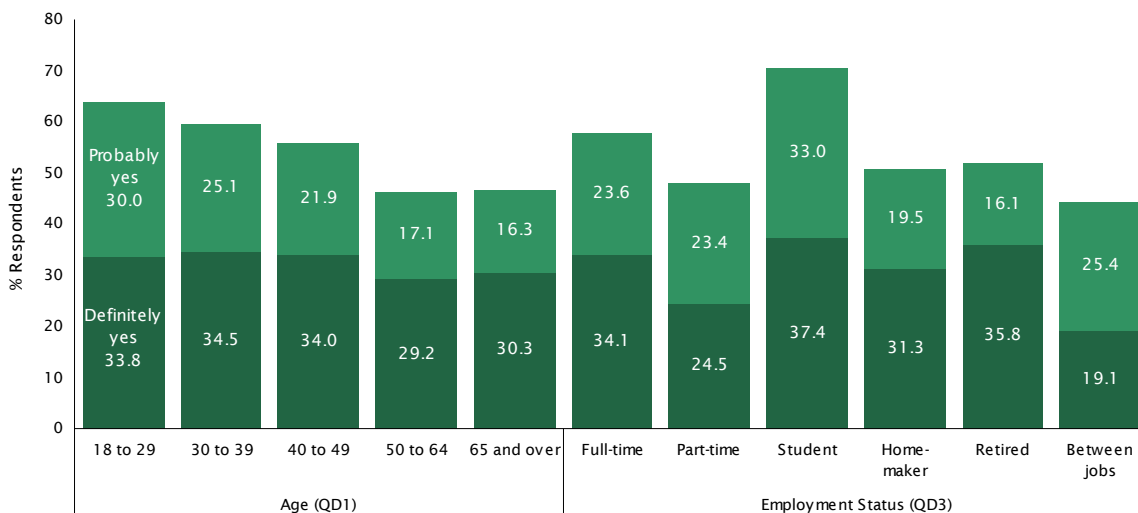


FIGURE 22 SUPPORT FOR \$50 TAX INCREASE BY PERSONAL VEHICLE ACCESS & TYPICAL COMMUTE DURATION IN MINUTES

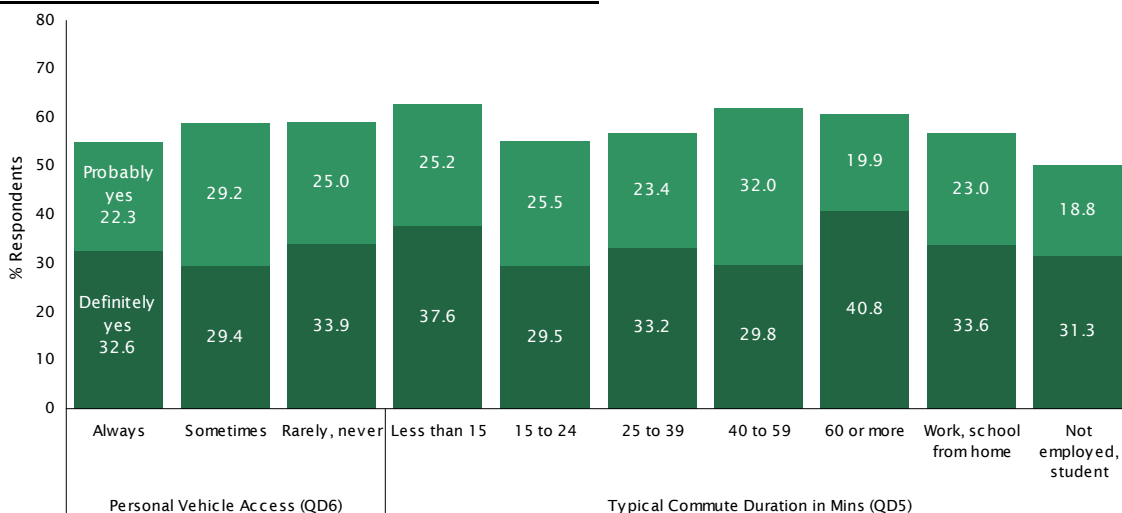


FIGURE 23 SUPPORT FOR \$50 TAX INCREASE BY NOVEMBER 2012 ELECTION STATUS & HOUSEHOLD INCOME

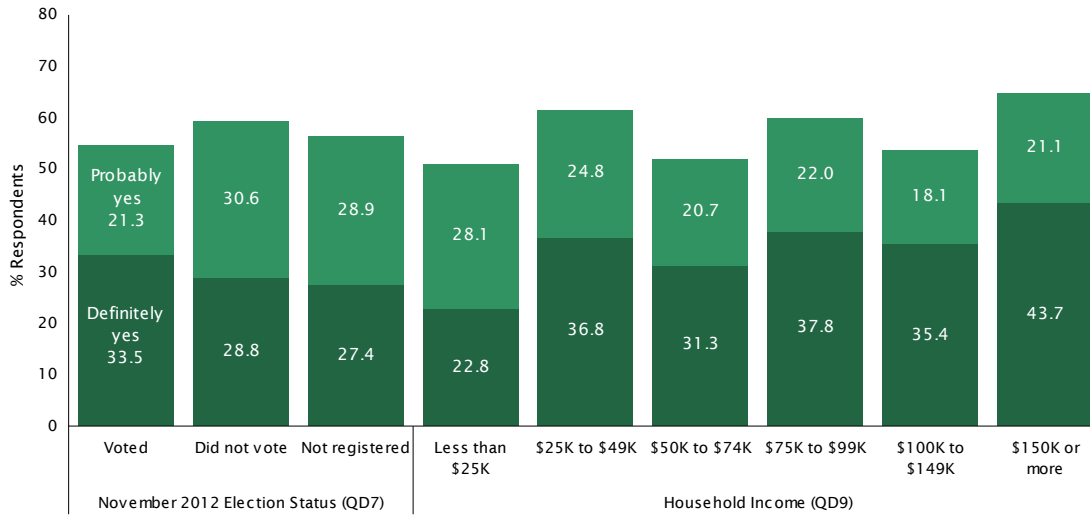


FIGURE 24 SUPPORT FOR \$50 TAX INCREASE BY ETHNICITY & AREA OF REGION

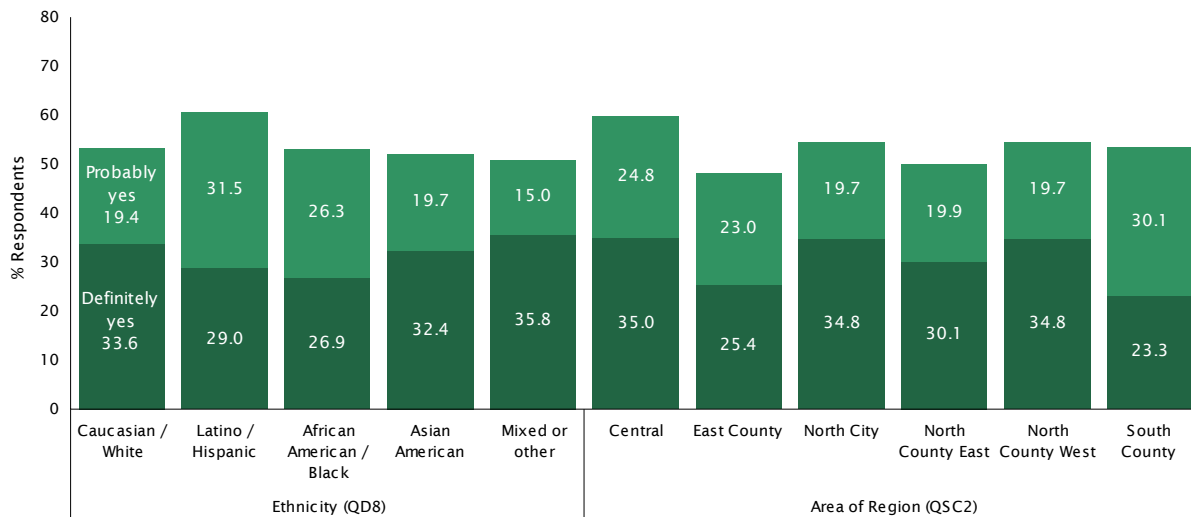
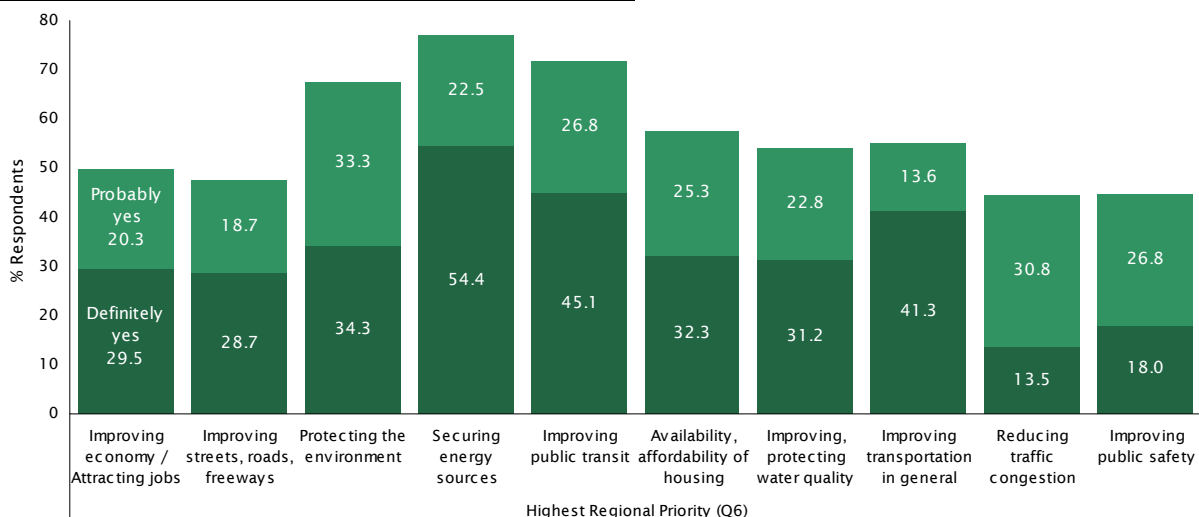


FIGURE 25 SUPPORT FOR \$50 TAX INCREASE BY HIGHEST REGIONAL PRIORITY



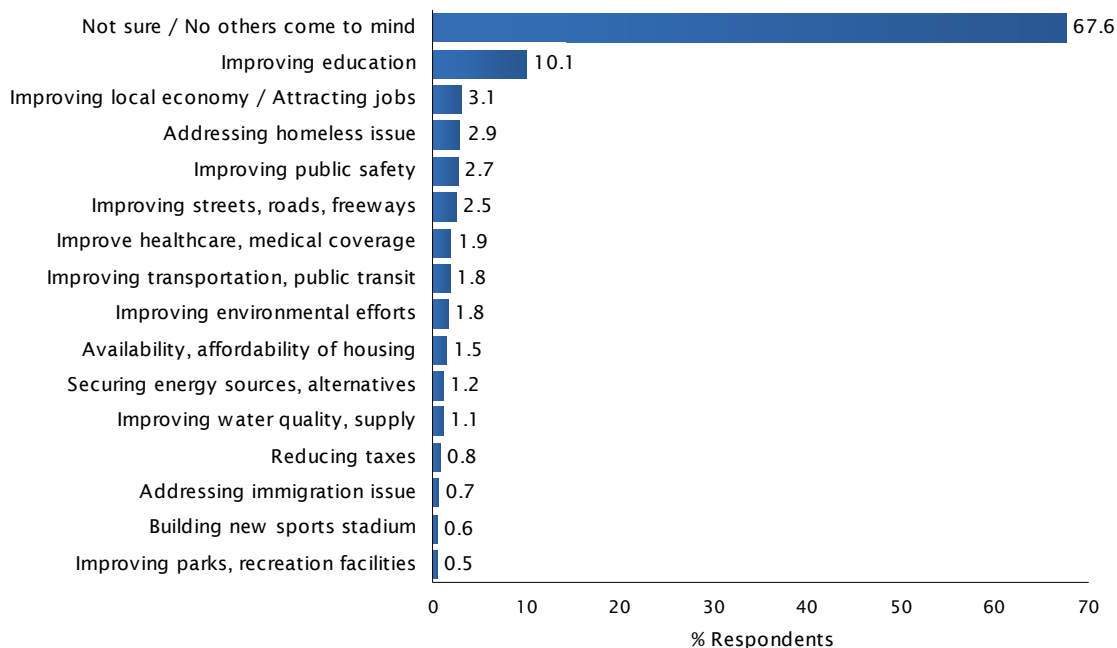
ALTERNATIVE PRIORITIES & WILLINGNESS TO FUND

Recognizing that the list of projects and issues tested in the survey to this point was not exhaustive, the final substantive section of the survey asked respondents if there were any additional projects not mentioned that should be high priorities for future funding and—if yes—if they would be willing to pay a \$50 tax increase to make *these* high priority projects a reality.

As shown in Figure 26, two-thirds of survey participants (68%) indicated that there were no additional projects that came to mind that should be high priorities for future funding. Of the specific projects that were mentioned, improving education was the top response (10%), with the remaining responses largely reiterating projects that were identified previously in the survey including improving the local economy/attracting jobs (3%), addressing the homeless issue (3%), improving public safety (3%), and improving streets, roads and freeways (3%).

Question 8 *Besides the projects we just discussed, are there any others I didn't mention that you think should be high priorities for funding?*

FIGURE 26 ADDITIONAL HIGH PRIORITIES FOR FUNDING



Respondents who identified a specific high priority project in Question 8 were generally willing to help fund their particular project of interest through a \$50 annual tax increase. Overall, 74% of these individuals indicated that they would support a tax increase to fund the project they mentioned in response to Question 8, whereas 23% stated they would not support a tax increase for the project and 3% were unsure or unwilling to answer the question (see Figure 27).

Question 9 *Would you support a tax increase of \$50 per year to fund the high priority project you just described to me if all of the money stayed local?*

FIGURE 27 SUPPORT FOR \$50 TAX INCREASE FOR ALTERNATIVE HIGH PRIORITY PROJECT

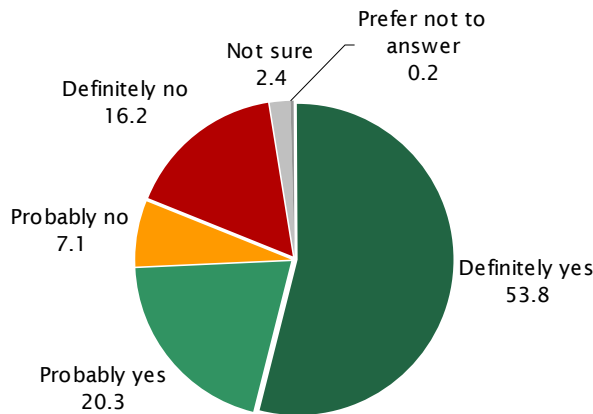
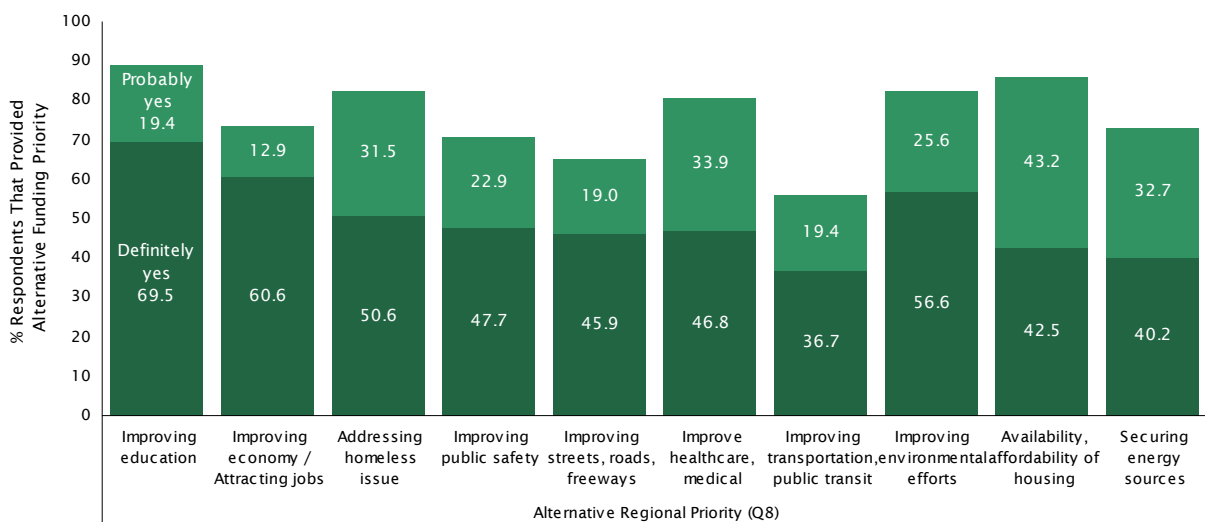


Figure 28 shows how willingness to support a tax increase to fund their priority project varied according to the type of project identified by the respondent. In general, a willingness to help pay to fund their priority project was greatest among those who were interested in improving education, increasing the availability of affordable housing, improving the environment, improving healthcare, and addressing the homeless issue. Its important to keep in mind, however, that the levels of support shown in Figure 28 reflect only those individuals who identified that project as being their *top* priority and do not represent the levels of support among San Diego residents in general.

FIGURE 28 SUPPORT FOR \$50 TAX INCREASE FOR ALTERNATIVE HIGH PRIORITY PROJECT BY ALTERNATIVE HIGH PRIORITY





BACKGROUND & DEMOGRAPHICS

TABLE 4 DEMOGRAPHICS OF SAMPLE

Total Respondents	1,500
QSC2 Area of region	
Central	19.6
East County	16.3
North City	25.2
North County East	3.0
North County West	24.1
South County	11.8
QD1 Age	
18 to 29	24.7
30 to 39	17.6
40 to 49	17.2
50 to 64	23.0
65 and over	15.3
Prefer not to answer	2.2
QD2 Home ownership status	
Own	51.4
Rent	42.9
Live with family	2.9
Prefer not to answer	2.7
QD3 /QD4 Employment Status	
Full-time	44.4
Part-time	9.9
Student	9.1
Home- maker	7.6
Retired	18.3
Between jobs	6.8
Prefer not to answer	3.9
QD5 Typical Commute Duration in Mins	
Less than 15	17.4
15 to 24	19.3
25 to 39	12.7
40 to 59	5.7
60 or more	3.9
Work, school from home	3.8
Not employed, student	32.6
Prefer not to answer	4.7
QD6 Personal vehicle access	
Always	81.1
Sometimes	7.9
Rarely	2.2
Never	5.2
Prefer not to answer	3.6
QD7 Votership status	
Not registered	9.9
Registered, did not cast ballot	9.0
Registered, cast ballot	77.6
Not sure / Prefer not to answer	3.5
QD8 Ethnicity	
Caucasian/White	53.8
Latino/Hispanic	26.2
African-American/Black	5.3
Native American	1.0
Asian American	5.4
Pacific Islander	0.9
Mixed heritage	4.8
Other heritage	0.8
Prefer not to answer	1.7
QD9 Household income	
Less than \$25K	16.1
\$25K to \$49K	20.3
\$50K to \$74K	16.0
\$75K to \$99K	12.3
\$100K to \$149K	10.4
\$150K to \$199K	4.5
\$200K or more	5.5
Not sure	2.6
Prefer not to answer	12.3
QD10 Gender	
Male	48.3
Female	51.7

Table 4 presents the key demographic and background information that was collected during the survey. The main motivations for collecting the background and demographic information were to ensure that the sample was representative of residents overall (as well as within subregions), and to provide a better insight into how the results of the substantive questions of the survey vary by demographic and household characteristics (see Appendix A for more details).



M E T H O D O L O G Y

The following sections outline the methodology used in the study, as well as the motivation for using certain techniques.

QUESTIONNAIRE DEVELOPMENT Dr. McLarney of True North Research worked closely with SANDAG staff to develop a questionnaire that covered the topics of interest and avoided the many possible sources of systematic measurement error, including position-order effects, wording effects, response-category effects, scaling effects, and priming. Drafts of the questionnaire were also reviewed by members of the Transportation Committee and Regional Planning Committee—and adjustments made based on these reviews—prior to the questionnaire being reviewed by the SANDAG Board of Directors at its March 8, 2013 meeting.

The final questionnaire used in the study can be found near the back of this report (see *Questionnaire & Toplines* on page 33). The reader should note that in order to avoid a systematic position bias, battery-style questions that included multiple individual items employed randomization to ensure that the items were asked in a random order for each respondent.

Several questions were also presented only to a subset of respondents. For example, only respondents who indicated that they are employed or go to school (Question D3) were asked how long it typically takes to commute to work or school (Question D5). The questionnaire included with this report identifies the skip patterns used during the interview to ensure that each respondent received the appropriate questions.

PROGRAMMING & PRE-TEST Prior to fielding the survey, the questionnaire was CATI (Computer Assisted Telephone Interviewing) programmed to assist interviewers when conducting the telephone interviews. The CATI program automatically navigates the skip patterns, randomizes the appropriate question items, and alerts the interviewer to certain types of keypunching mistakes should they occur during the interview. The integrity of the questionnaire was pre-tested internally by True North and by dialing into random homes in the San Diego region prior to formally beginning the survey. To allow respondents who preferred to take the survey online the opportunity to do so, the questionnaire was also programmed into a secure, password-protected online survey application hosted by True North.

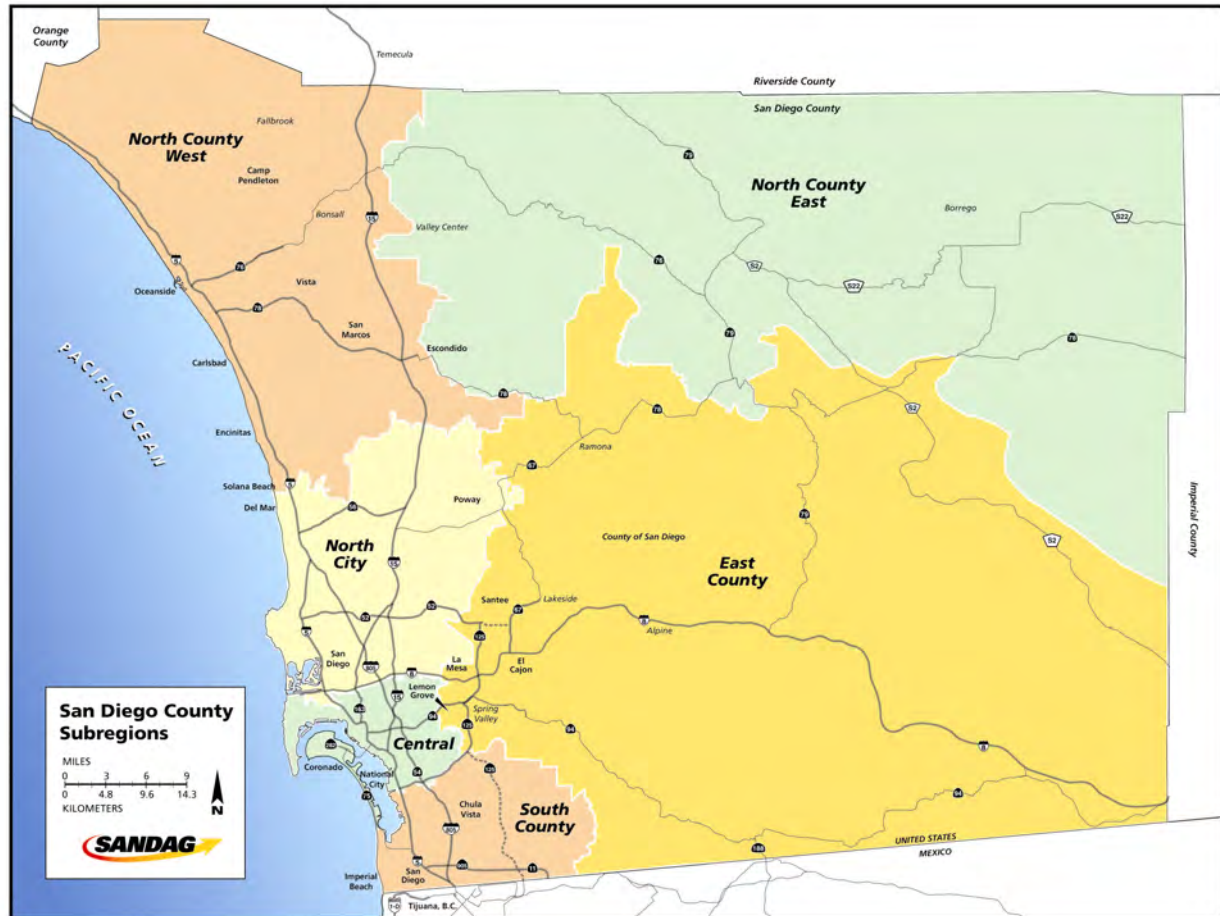
LANGUAGES The final survey was professionally translated into Spanish, and interviews were conducted in English or Spanish according to the preference of the respondent.

SAMPLE & WEIGHTING A total of 1,500 adults who reside in the San Diego region were selected for the survey using a stratified random sampling of land line and mobile telephone numbers. To accommodate SANDAG's interest in obtaining reliable parameter estimates for the region as a whole, as well as within the six subregional areas identified in Figure 1, the study employed a strategic oversample by subregional area to balance the statistical margins of error associated with estimates at the subregional level.⁵ In other words, subregional areas that would receive relatively few interviews if they were distributed proportionately based on adult population (e.g., East County) were provided additional interviews. To adjust for the oversampling, the

5. Each subregional area received 250 interviews to maximize the reliability of subregional comparisons.

raw data were then weighted according to adult population estimates prior to analyses and presentation. The results presented in this report are the weighted results, which are representative at the region-wide level, as well as within the six subregional areas.

FIGURE 29 MAP OF SAN DIEGO REGION AND SUBREGIONAL AREAS



MARGIN OF ERROR DUE TO SAMPLING By using the probability-based sampling design noted above, True North ensured that the final sample was representative of adults in the San Diego region. Because not all adults participated in the survey, however, the results have what is known as a statistical margin of error due to sampling. The margin of error refers to the difference between what was found in the survey of 1500 respondents for a particular question and what would have been found if all of the estimated 2.41 million adults in the region had been interviewed.⁶

For example, in estimating the percentage of adults who rate the quality of life in the San Diego region as *excellent* (Question 1), the margin of error can be calculated if one knows the size of the population, the size of the sample, a desired confidence level, and the distribution of

6. Source: *Demographic & Socio Economic Estimates for the San Diego Region*, SANDAG January 1, 2012.

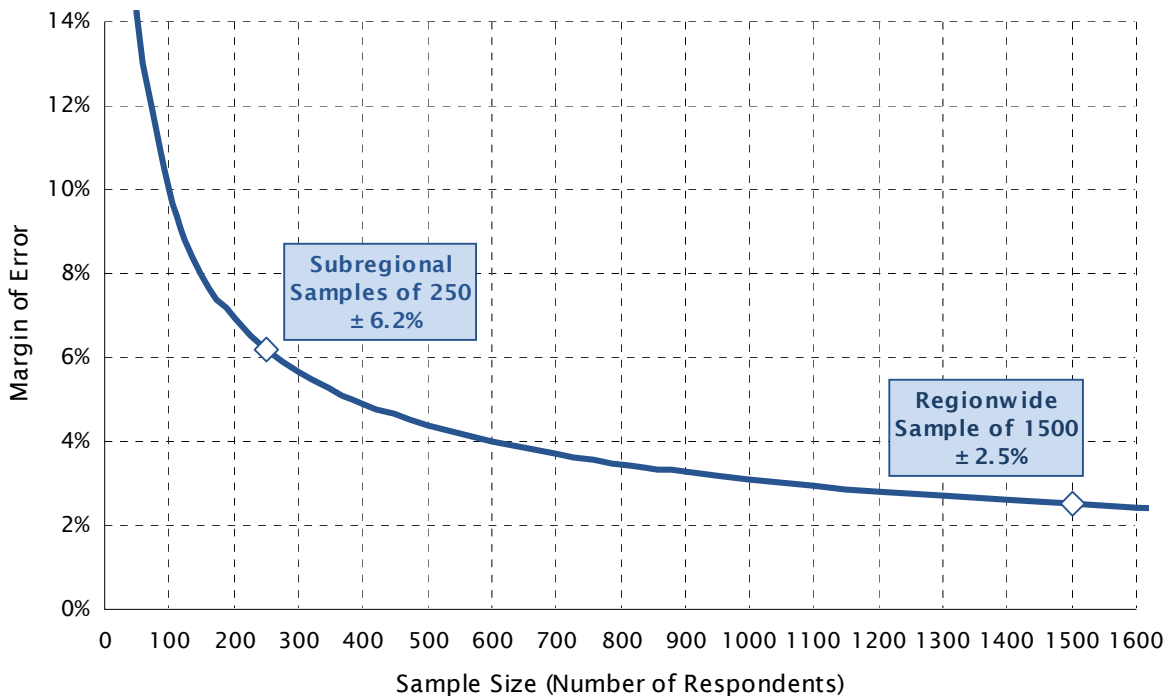
responses to the question. The appropriate equation for estimating the margin of error, in this case, is shown below:

$$\hat{p} \pm t \sqrt{\left(\frac{N-n}{N}\right) \frac{\hat{p}(1-\hat{p})}{n-1}}$$

where \hat{p} is the proportion of respondents who rated the quality of life in the region as excellent (0.37 for 37%, in this example), N is the population size of all adults in the region (2,410,011), n is the sample size that received the question (1500), and t is the upper $\alpha/2$ point for the t -distribution with $n-1$ degrees of freedom (1.96 for a 95% confidence interval). Solving the equation using these values reveals a margin of error of $\pm 2.44\%$. This means that with 37% of respondents rating the quality of life in the region as excellent, we can be 95% confident that the actual percentage of all adults in the region that share this opinion is between 35% and 39%.

Figure 30 provides a plot of the *maximum* margin of error in this study. The maximum margin of error for a dichotomous percentage result occurs when the answers are evenly split such that 50% provide one response and 50% provide the alternative response (i.e., $\hat{p} = 0.5$). For this survey, the maximum margin of error is $\pm 2.5\%$ for regionwide survey results for questions answered by all 1500 respondents. The margin of error at the subregional level is approximately $\pm 6.2\%$ based on 250 interviews per subregion.

FIGURE 30 MAXIMUM MARGIN OF ERROR



Within this report, figures and tables show how responses to certain questions varied by demographic characteristics such as age of the respondent, length of residing in the San Diego region, household income, or home ownership status. Figure 30 is thus useful for understanding how the maximum margin of error for a percentage estimate will grow as the number of individuals asked a question (or in a particular subgroup) shrinks. Because the margin of error grows exponentially as the sample size decreases, the reader should use caution when generalizing and interpreting results for small subgroups.

DATA COLLECTION The primary method of data collection for this study was telephone interviewing. Interviews were conducted during weekday evenings (5:30PM to 9PM) and on weekends (10AM to 5PM) between March 12 and March 27, 2013. It is standard practice not to call during the day on weekdays because most working adults are unavailable and thus calling during those hours would bias the sample. Telephone interviews averaged 15 minutes in length. Additionally, respondents who preferred to take the survey online were allowed to do so via a secure, password protected website.

DATA PROCESSING Data processing consisted of checking the data for errors or inconsistencies, coding and recoding responses, categorizing open-ended responses, and preparing frequency analyses and crosstabulations.

ROUNDING Numbers that end in 0.5 or higher are rounded up to the nearest whole number, whereas numbers that end in 0.4 or lower are rounded down to the nearest whole number. These same rounding rules are also applied, when needed, to arrive at numbers that include a decimal place in constructing figures and charts. Occasionally, these rounding rules lead to small discrepancies in the first decimal place when comparing tables and pie charts for a given question.

QUESTIONNAIRE & TOPLINES



SANDAG
Regional Plan Survey
Final Toplines
March 2013

Section 1: Introduction to Study

Hi, my name is _____ and I'm calling on behalf of TNR, an independent public opinion research company. We're conducting a survey about important issues in San Diego County and we would like to get your opinions. I'm not selling anything and I won't ask for a donation.

If needed: This is a survey about important issues in your community, your answers will be anonymous.

If needed: The survey should take less than 10 minutes to complete.

If needed: If now is not a convenient time, can you let me know a better time so I can call back?

If the person says they are an elected official or is somehow associated with the survey, politely explain that this survey is designed to measure the opinions of those not closely associated with the study, thank them for their time, and terminate the interview.

Section 2: Screening Questions

To make sure our sample is balanced, I would like to speak to the youngest adult male currently at home that is at least 18 years of age. *If there is no male currently at home that is at least 18 years of age, then ask:* Ok, then I'd like to speak to the youngest female currently at home that is at least 18 years of age.

If there is no adult currently available, then ask for a callback time.

NOTE: *Adjust this screener as needed to match sample quotas on gender & age*

SC1 What is the ZIP code at your residence? *Read zip code back to them to confirm correct.*

Record 5-digit ZIP code	Data on file
-------------------------	--------------

SC2 *Record which area the ZIP code falls into. If the respondent provided a zip code that does not appear in one of the six areas below, terminate the interview.*

1	Central	250 interviews**
2	East County	250 interviews
3	North City	250 interviews
4	North County East	250 interviews
5	North County West	250 interviews
6	South County	250 interviews

**To maximize the reliability of subregional comparisons, each subregion received 250 interviews. The data were then weighted by adult population estimates at the subregional level to adjust for oversampling prior to analysis. The percentage results shown in these topline are the weighted results and are representative for the entire San Diego region.

Section 3: Quality of Life

I'd like to begin by asking you a few questions about life in the San Diego region.

Q1	How long have you lived in the San Diego region?		
	1	Less than 1 year	2%
	2	1 to 2 years	3%
	3	3 to 4 years	5%
	4	5 to 9 years	10%
	5	10 to 14 years	10%
	6	15 years or longer	68%
	99	Refused	0%
Q2	How would you rate the overall quality of life in the San Diego region? Would you say it is excellent, good, fair, poor or very poor?		
	1	Excellent	37%
	2	Good	45%
	3	Fair	14%
	4	Poor	3%
	5	Very poor	1%
	98	Not sure	1%
	99	Refused	0%
Q3	If local and regional governments could change one thing to make the San Diego region a better place to live now and in the future, what change would you most like to see? Verbatim responses recorded and later grouped into categories shown below.		
	Not sure / Cannot think of any		19%
	Reduce taxes		10%
	Improve, repair streets, roads		8%
	Improve public transportation		7%
	Improve education		7%
	Improve economy, attract more business, jobs		7%
	Reduce housing costs		6%
	Improve government process, leadership		6%
	Reduce cost of living		5%
	Improve budgeting, fiscal responsibility		3%
	Improve public safety		3%
	Reduce traffic congestion		3%

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Address homeless issue	2%
Address immigration issue	2%
Improve environmental efforts	2%
Provide more community support, assistance	2%
No changes / Everything is okay	2%
Improve support for local businesses	1%
Reduce gas prices	1%
Improve parks, recreation opportunities	1%
Increase wages, salaries	1%
Improve healthcare, medical coverage	1%
Improve water quality	1%
Change specific laws, regulations	1%
Limit growth, development	1%

Section 4: Broad Priority Areas

The San Diego Association of Governments, also known as SANDAG, is in the process of developing a Regional Plan that will identify key projects and improvements for the region. Because there is not enough money to fund every project, however, we must set priorities.

I'm going to read you a list of five general project areas. As I read each item, I would like you to tell me what priority you think the item should be given for future funding as it becomes available.

Please rate each item on a scale from 0 to 10, where 0 means the item should be a very low priority and 10 means the item should be a very high priority for future funding. A 5 means the item should be a medium priority. You can use any number between 0 and 10. Please keep in mind that not all of the items can be high priorities.

Make sure respondent understands the scale

Here is the (first/next) one: _____

	<i>Randomize</i>	Average Priority Scores
A	Improving the Transportation system to improve the flow of people and goods in the San Diego region.	6.65
B	Protecting the Environment, reducing pollution, and making better use of renewable energy sources.	7.08
C	Improving the regional Economy, business climate, and local job opportunities.	7.88
D	Maintaining what we've built, including streets, highways and public facilities.	7.39
E	Locating future housing and new businesses near major employment centers and transit services to reduce commute times and traffic congestion	6.22

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Section 5: Specific Strategy Priorities							
Q5	Next, I'm going to read a list of specific projects. For each that I read, please indicate whether you think funding the project should be a high priority, a medium priority, or a low priority. If you don't think any funds should be spent on the project, please say so. Please keep in mind that not all projects can be high priorities.						
	Here is the (first/next) one: _____. Should this project be a high, medium or low priority, or should no money be spent on this project?						
	<i>Randomize</i>	High Priority	Medium Priority	Low Priority	Should not spend resources	Not sure	Refused
Transportation/Mobility							
A	Expand and improve bus services	24%	51%	21%	2%	1%	0%
B	Expand and improve commuter train services including the Trolley, Coaster and Sprinter	36%	41%	20%	2%	1%	0%
C	Expand and improve highways	37%	44%	17%	1%	0%	0%
D	Make it easier and safer for people to walk to schools, stores, jobs, and other places of interest	53%	33%	12%	2%	0%	0%
E	Expand and improve bike lanes and bike paths	19%	42%	33%	4%	1%	0%
F	Improve how bus, train, bike and pedestrian routes connect to each other	35%	44%	18%	3%	1%	0%
G	Expand opportunities for carpooling, vanpooling, telecommuting and flexible work schedules	31%	44%	21%	3%	0%	0%
Environment							
H	Preserve parks and natural open spaces	47%	41%	10%	1%	0%	0%
I	Protect water quality	71%	23%	5%	1%	0%	0%
J	Reduce air pollution and greenhouse gas emissions	46%	37%	13%	3%	0%	0%
K	Protect coastal wetlands and beaches	49%	39%	10%	1%	0%	0%
L	Promote greater use of renewable energy sources like solar and wind power	53%	32%	12%	3%	0%	0%
Economy							
M	Attract new businesses to the region and retain existing businesses	55%	33%	10%	1%	1%	0%
N	Increase employment and job opportunities	74%	19%	5%	1%	1%	0%
O	Improve our transportation system to make it easier for businesses to ship commercial goods and cargo	25%	54%	17%	3%	1%	0%
P	Make sure we have the water, energy and other resources needed for businesses to grow in the future	62%	31%	4%	1%	0%	0%

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SANDAG Regional Plan Survey

March 2013

Q	Enhance regional economic activity by reducing the wait-times at the border for people and commercial goods	26%	40%	28%	4%	1%	0%
Maintaining Infrastructure							
R	Repair and maintain transit vehicles and equipment	33%	52%	12%	1%	1%	0%
S	Repair and maintain local roads	58%	34%	6%	1%	0%	0%
T	Repair and maintain highways	56%	36%	7%	1%	0%	0%
U	Avoid making cuts to existing transit services	31%	47%	17%	2%	2%	0%
Land Use							
V	Improve the availability of housing in a variety of price ranges	39%	38%	19%	3%	0%	0%
W	Concentrate new multi-family housing near transit services to reduce commute times and traffic congestion	26%	46%	23%	4%	1%	0%
X	Concentrate new businesses near transit services to reduce commute times and traffic congestion	30%	46%	20%	3%	1%	0%
Q6	Of all of the projects we just discussed, which would you say should be the HIGHEST priority for funding if you had to choose just one? Verbatim responses recorded and later grouped into categories shown below.						
	Improving local economy / Attracting jobs	24%					
	Improving streets, roads, freeways	21%					
	Protecting the environment	11%					
	Securing energy sources, alternatives	10%					
	Improving public transit	8%					
	Not sure	8%					
	Availability, affordability of housing	7%					
	Improving, protecting water quality	6%					
	Improving transportation in general	3%					
	Reducing traffic congestion	2%					
	Improving public safety	2%					
	Improving education	1%					
	Providing, improving parks, recreation areas	1%					
	Addressing border crossing issues	1%					
	Improving carpooling, vanpooling opportunities	1%					

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Section 6: Willingness to Fund

Q7	Many of the projects we just discussed do not have adequate funding, which means they can't be built or put in place until funding is found.		
	With that in mind, would you support a tax increase of \$50 per year if all of the money stayed local to fund the projects you just identified as high priorities? <i>Get answer, if 'yes' or 'no' ask: Would that be definitely (yes/no) or probably (yes/no)?</i>		
	1	Definitely yes	32%
	2	Probably yes	22%
	3	Probably no	13%
	4	Definitely no	28%
	98	Not sure	4%
	99	Refused	1%

Section 7: Alternative Priorities & Willingness to Fund

Q8	Besides the projects we just discussed, are there any others I didn't mention that you think should be high priorities for funding? <i>If yes, ask: Please briefly describe the highest priority project to me. Verbatim responses recorded and later grouped into categories shown below.</i>	
	Not sure / No others come to mind	68%
	Improving education	10%
	Improving local economy / Attracting jobs	3%
	Improving public safety	3%
	Addressing homeless issue	3%
	Improving transportation, public transit	2%
	Improving streets, roads, freeways	2%
	Improve healthcare, medical coverage	2%
	Improving environmental efforts	2%
	Availability, affordability of housing	1%
	Reducing taxes	1%
	Building new sports stadium	1%
	Improving water quality, supply	1%
	Addressing immigration issue	1%
	Securing energy sources, alternatives	1%

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<i>Ask Q9 only if additional/alternative priority provided in Q8.</i>			
Q9	Would you support a tax increase of \$50 per year to fund the high priority project you just described to me if all of the money stayed local? <i>Get answer, if 'yes' or 'no' ask: Would that be definitely (yes/no) or probably (yes/no)?</i>		
	1	Definitely yes	54%
	2	Probably yes	20%
	3	Probably no	7%
	4	Definitely no	16%
	98	Not sure	2%
	99	Refused	0%

Section 8: Background & Demographics

Thank you so much for your participation. I have just a few background questions for statistical purposes.

D1	In what year were you born? Year recoded into age categories shown below.		
	1	18 to 29	25%
	2	30 to 39	18%
	3	40 to 49	17%
	4	50 to 64	23%
	5	65 and over	15%
	99	Refused	2%
D2	Do you own or rent your current residence?		
	1	Own	51%
	2	Rent	43%
	3	Live with family, friends and don't pay rent	3%
	99	Refused	3%

D3	Which of the following best describes your employment status? Would you say you are employed full-time, part-time, a student, a homemaker, retired, or are you in-between jobs right now?		
	1	Employed full-time	44%
	2	Employed part-time	9%
	3	Student	8%
	4	Both: work and go to school	2%
	5	Homemaker	8%
	6	Retired	18%
	7	In-between jobs	7%
	99	Refused	4%
D4	Which do you spend more time at during a typical week: work or school?		
	1	Work	41%
	2	School	55%
	99	Refused	4%
D5	On a typical day, how long does it take you to commute from your home to <work/school> if you travel there directly without stops?		
	1	Less than 15 minutes	27%
	2	15 to 24 minutes	30%
	3	25 to 39 minutes	20%
	4	40 to 59 minutes	9%
	5	60 minutes or longer	6%
	6	Doesn't commute/work from home	6%
	99	Refused	1%
D6	How would you describe your access to a personal vehicle? Would you say you always have access, sometimes have access, rarely have access, or never have access to a personal vehicle?		
	1	Always	81%
	2	Sometimes	8%
	3	Rarely	2%
	4	Never	5%
	99	Refused	4%

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D7	Are you registered to vote? <i>If yes, ask: Did you cast a ballot in the November election last year?</i>		
	1	No, not registered to vote	10%
	2	Yes Registered, but did NOT cast ballot	9%
	3	Yes Registered, and DID cast ballot	78%
	99	Not sure / Refused	4%
D8	What ethnic group do you consider yourself a part of or feel closest to? <i>Read list if respondent hesitates</i>		
	1	Caucasian/White	54%
	2	Latino/Hispanic	26%
	3	African-American/Black	5%
	4	American Indian or Alaskan Native	1%
	5	Asian—Korean, Japanese, Chinese, Vietnamese, Filipino or other Asian	5%
	6	Pacific Islander	1%
	7	Mixed Heritage	5%
	98	Other	1%
	99	Refused	2%
D9	I have just one more question for you for statistical reasons. I am going to read some income categories. Please stop me when I reach the category that best describes your total household income.		
	1	Less than \$25,000	16%
	2	\$25,000 to less than \$50,000	20%
	3	\$50,000 to less than \$75,000	16%
	4	\$75,000 to less than \$100,000	12%
	5	\$100,000 to less than \$150,000	10%
	6	\$150,000 to less than \$200,000	5%
	7	\$200,000 or more	5%
	98	Not sure	3%
	99	Refused	12%
D10	Gender <i>Determined by voice of respondent.</i>		
	1	Male	48%
	2	Female	52%
Those are all of the questions that I have for you! Thanks very much for participating.			

2013 Public Comments

Date	Location	Table_Topic	Comment_ID	CBO Partner	Comments
4/9/2013		Online			To know that the San Diego Trolley system is going to grow over the next few years. To make walking path/bike paths to from the San Diego Trolley. If people have to walk a mile to the Trolley, they're off street path that can get them to and from the public transit. There's a path way at Euclid and Market to the east that does not go anywhere and could be connected with ped bridge and more people could be able to get to and from the public transit. There seems to be a lot of area in San Diego that could fix to help public transit be used by more people. Thank you.
5/17/2013	Caltrans	Climate Change	1	Non-CBO Partner	Greenhouse gas (GHG) reductions need to be addressed and placed at the center of the identified Regional Plan goals and objectives.
5/17/2013	Caltrans	Climate Change	2	Non-CBO Partner	Protect and restore waterways and canyons as climate adaptation.
5/17/2013	Caltrans	Climate Change	3	Non-CBO Partner	Establish land use thresholds that include evaluation of project location and type.
5/17/2013	Caltrans	Climate Change	4	Non-CBO Partner	Establish a regional approach to incentivize local jurisdictions to complete Climate Action Plans (CAPs) (that include both mitigation and adaptation) via funding opportunities and grants.
5/17/2013	Caltrans	Climate Change	5	Non-CBO Partner	Strategize how all players (both regional and local government) need to be incorporated in the CAP process.
5/17/2013	Caltrans	Climate Change	6	Non-CBO Partner	Plant more vegetation/trees now as a low cost mitigation measure that will ultimately absorb more GHG emissions in the future, serving as an adaptation tool. Benefits can be seen in cost savings and as an immediate opportunity for creating a more "livable" environment.
5/17/2013	Caltrans	Climate Change	7	Non-CBO Partner	SANDAG should provide the political support for issues such as Carbon tax, PACE, etc. which are state initiatives.
5/17/2013	Caltrans	Climate Change	8	Non-CBO Partner	Strong connection between land use and climate change; better integration of mass transit in land use planning. Prioritize density; don't enable sprawl.
5/17/2013	Caltrans	Climate Change	9	Non-CBO Partner	There needs to be a paradigm shift of where and when the geographical investment is made in mass transit. "If you build it they will come."
5/17/2013	Caltrans	Climate Change	10	Non-CBO Partner	Public transportation should be the second priority; the first should be eliminating or severely reducing the need to leave one's community.
5/17/2013	Caltrans	Climate Change	11	Non-CBO Partner	Meatless Mondays is a good example of what San Diego Unified School District is doing to try and reduce their energy consumption; meat processing, production, and storage is very energy intensive. More schools are considering this option in the San Diego region.
5/17/2013	Caltrans	Climate Change	12	Non-CBO Partner	Utilities (such as flexible piping) should be engineered to be more adaptive to the changing climate (rising tides and increased seismic activity).
5/17/2013	Caltrans	Climate Change	13	Non-CBO Partner	There should be a focus on reclaiming tidelands and establishing a bulkhead elevation; plan for the worst case scenario.
5/17/2013	Caltrans	Climate Change	14	Non-CBO Partner	Require (incentivize) all local jurisdictions to adopt CAPs, which should be coordinated; GHG emissions reductions go beyond jurisdictional boundaries.
5/17/2013	Caltrans	Climate Change	15	Non-CBO Partner	SANDAG should promote heat relief from extreme weather events and heat island effect (for vulnerable populations).
5/17/2013	Caltrans	Climate Change	16	Non-CBO Partner	SANDAG should provide strong regional policy guidance on GHG emissions reductions.
5/17/2013	Caltrans	Climate Change	17	Non-CBO Partner	Address Environmental Justice (EJ)/Public Health issues associated with climate change and the measures to reduce GHGs.

Date	Location	Table_Topic	Comment_ID	CBO Partner	Comments
5/17/2013	Caltrans	Climate Change	18	Non-CBO Partner	SANDAG staff should explain the full set of options that the SANDAG Board has in expending TransNet funds (e.g., what percent/amount of funding and category/function/program can't be modified but every 10 years, what requires 2/3 vote to modify, and portion of the allocation is discretionary).
5/17/2013	Caltrans	Climate Change	19	Non-CBO Partner	SANDAG should plan to comprehensively add both climate adaptation and mitigation (without silos) and promote the synthesis between the two plans (the Regional Transportation Plan and the Regional Comprehensive Plan).
5/17/2013	Caltrans	Climate Change	20	Non-CBO Partner	SANDAG must observe CEQA guidelines.
5/17/2013	Caltrans	Climate Change	21	Non-CBO Partner	SANDAG should take the lead in changing attitudes and behaviors for how we travel through a massive marketing campaign (inform the public).
5/17/2013	Caltrans	Climate Change	22	Non-CBO Partner	Support Transit Oriented Development (TOD) through higher density development where walkable neighborhoods exist or could exist.
5/17/2013	Caltrans	Climate Change	23	Non-CBO Partner	Increase transit offerings and put public relations (PR) behind it to increase the use of alternative transportation.
5/17/2013	Caltrans	Climate Change	24	Non-CBO Partner	Support innovations and opportunities for carbon-neutral activities.
5/17/2013	Caltrans	Climate Change	25	Non-CBO Partner	Support new technologies that prioritize mitigations (restore waterways).
5/17/2013	Caltrans	Climate Change	26	Non-CBO Partner	Focus on habitat restoration with high carbon sequestration potential (e.g., natural areas, coastal salt marshes).
5/17/2013	Caltrans	Climate Change	27	Non-CBO Partner	SANDAG is quiet on climate change with timid action.
5/17/2013	Caltrans	Climate Change	28	Non-CBO Partner	SANDAG would be best poised to help encourage integration and regional behavioral changes through education of sustainable behaviors and personal responsibility.
5/17/2013	Caltrans	Climate Change	29	Non-CBO Partner	SANDAG can influence land use decisions.
5/17/2013	Caltrans	Climate Change	30	Non-CBO Partner	Improve transit headway times.
5/17/2013	Caltrans	Climate Change	31	Non-CBO Partner	Create safe bikeways and encourage the use of electric bikes. Encourage transit operators to increase bike capacity on standard buses.
5/17/2013	Caltrans	Climate Change	32	Non-CBO Partner	Redefine the transit operator's priorities from fare revenue to increased ridership.
5/17/2013	Caltrans	Climate Change	33	Non-CBO Partner	Develop a protocol to measure GHG emitted around schools (car idling) and then develop a campaign to encourage walking/biking, or a no-idle policy.
5/17/2013	Caltrans	Climate Change	34	Non-CBO Partner	Policy should align with the State's Executive Order (S-3-05).
5/17/2013	Caltrans	Climate Change	35	Non-CBO Partner	Regional Plan should include comprehensive approaches to GHG emissions reductions which complement cities' CAPs. The cities need to make land use changes to facilitate CAP goals and to support SANDAG activities towards achieving state goals (including SB 375).
5/17/2013	Caltrans	Climate Change	36	Non-CBO Partner	At the neighborhood level, identify unique/localized performance metrics (associated with costs) and develop individual [per capita] emissions and reduction strategies for application at that level.
5/17/2013	Caltrans	Climate Change	37	Non-CBO Partner	Educate the community on the benefits of sustainable living.
5/17/2013	Caltrans	Climate Change	38	Non-CBO Partner	Show the connections and effects (positive or negative) between travel/transportation and health (i.e., idling vehicles and biking or walking).
5/17/2013	Caltrans	Climate Change	39	Non-CBO Partner	Encourage bike share programs to support the intermodal connections (i.e. more space for bikes on buses) and create safer bike routes.
5/17/2013	Caltrans	Climate Change	40	Non-CBO Partner	Place Climate Change at the forefront of the direction for the Regional Plan. Make the investment in the appropriate solutions/strategies.
5/17/2013	Caltrans	Climate Change	41	Non-CBO Partner	Develop studies and research regarding roadways and their relation to climate change.

Date	Location	Table_Topic	Comment_ID	CBO Partner	Comments
5/17/2013	Caltrans	Climate Change	42	Non-CBO Partner	SANDAG should take the bold steps to address climate adaptation and mitigation. Examples include introducing transit "Free Zones" (like Portland, OR) or to subsidize transit for children under the age of 18 (SANDAG should model the effects on vehicle miles traveled (VMT), tuition, etc. for subsidized transit for children under 18).
5/17/2013	Caltrans	Climate Change	43	Non-CBO Partner	Empower the community to address climate-related behaviors at an individual and neighborhood level. Start with educating the children.
5/17/2013	Caltrans	Climate Change	44	Non-CBO Partner	Support policies that integrate "greener" [natural and recreational open space] connectivity between jurisdictions and communities by reconfiguring land uses and infrastructure into the existing cityscape, which will improve air quality and reduce GHG emissions.
5/17/2013	Caltrans	Climate Change	45	Non-CBO Partner	We need to prepare for the impacts of climate change in our region: increasing wildfires, heat waves, adverse public health, sea level rise, agriculture and food security, etc.
5/17/2013	Caltrans	Climate Change	46	Non-CBO Partner	There will be disparate impacts on low-income, minority, and senior populations: air quality, food security and nutrition, housing needs, etc.
5/17/2013	Caltrans	Climate Change	47	Non-CBO Partner	We need resilient transportation infrastructure that can withstand the adverse effects of climate change, like sea level rise.
5/17/2013	Caltrans	Climate Change	48	Non-CBO Partner	In terms of the transportation network, adding highway lanes is only a short-term solution. We must transition to transit and other longer-term alternatives and shift to a better paradigm.
5/17/2013	Caltrans	Climate Change	49	Non-CBO Partner	The San Diego Foundation has been a part of a few important climate change studies, such as sea-level rise adaptation efforts. The conversation is still very preliminary.
5/17/2013	Caltrans	Climate Change	50	Non-CBO Partner	The County Water Authority is looking at how water resources (such as the Colorado River and California Water Project) may be affected by climate change and how supply and demand might be different in the future.
5/17/2013	Caltrans	Climate Change	51	Non-CBO Partner	SANDAG may be able to play a role in coordinating and putting regional climate change and adaptation issues at the forefront because no one group has the time or resources to think about these.
5/17/2013	Caltrans	Climate Change	52	Non-CBO Partner	SANDAG can support coordinated efforts for climate change and adaptation planning. SANDAG needs to be seen as an innovative leader on these issues to help set the stage.
5/17/2013	Caltrans	Climate Change	53	Non-CBO Partner	SANDAG can provide resources for cities to put together climate action plans and local greenhouse gas reduction strategies. SANDAG can "dangle the carrot" for cities to change land use patterns and policies. One way this can be done is by providing more funding for incentive programs, like the Smart Growth Incentive Program, to pilot innovative mitigation and adaptation strategies.
5/17/2013	Caltrans	Climate Change	54	Non-CBO Partner	If our region is adding a million people within the next several decades, we can't keep compounding constraints upon constraints. SANDAG can analyze the demand to our infrastructure. We need intermodal connections to link all of our cities together, such as regional bikeways and trails.
5/17/2013	Caltrans	Climate Change	55	Non-CBO Partner	We need to address basic improvements that would make transit competitive day-to-day: provide safe routes to transit, enhance bus shelters, increase the reliability of transit travel times, make sure stops are accessible for seniors and the disabled, etc.
5/17/2013	Caltrans	Climate Change	56	Non-CBO Partner	There needs to be a regional plan in place for emergency situations (heat waves, tsunamis, wild fires, power outages, etc.), especially for vulnerable populations. How can seniors seek shelter in the case of an emergency?

Date	Location	Table_Topic	Comment_ID	CBO Partner	Comments
5/17/2013	Caltrans	Climate Change	57	Non-CBO Partner	Plant more trees. Few cities have urban forestry efforts, but a great tree canopy can encourage more walking and biking. Use green roofs, as well.
5/17/2013	Caltrans	Climate Change	58	Non-CBO Partner	We need to transform the materials used in construction and landscaping projects to include sustainable, locally-sourced options.
5/17/2013	Caltrans	Climate Change	59	Non-CBO Partner	There is no "silver bullet" to solving our water shortage problems. We'll need a variety of tools; SANDAG should influence whatever is within its jurisdiction. Maybe SANDAG can partner with other coastal regions to learn best practices, coordinate efforts, and conduct studies. SANDAG should also look at the strategies state resources agencies have started putting together.
5/17/2013	Caltrans	Climate Change	60	Non-CBO Partner	SANDAG can look at design standards for water efficiency and re-use and provide guidelines for new and existing developments: xeriscaping, rainwater capture, promoting gray water for landscaping, etc.
5/17/2013	Caltrans	Climate Change	61	Non-CBO Partner	All new development should include rainwater capture.
5/17/2013	Caltrans	Climate Change	62	Non-CBO Partner	We need to have major reclamation projects and look at strategic points to reclaim water.
5/17/2013	Caltrans	Climate Change	63	Non-CBO Partner	We also need desalinization. It's expensive, but can provide water during times of drought.
5/17/2013	Caltrans	Climate Change	64	Non-CBO Partner	Sea level rise. The Port of San Diego is trying to include sea-level rise in its CEQA analysis for projects.
5/17/2013	Caltrans	Climate Change	65	Non-CBO Partner	It's becoming harder to predict the weather. Seasons have shifted and this has had an effect on wildlife.
5/17/2013	Caltrans	Climate Change	66	Non-CBO Partner	The climate has never been a constant; trying to keep it the same isn't necessarily the best approach. Consider modular development to adapt to future changes.
5/17/2013	Caltrans	Climate Change	67	Non-CBO Partner	The urban forest is diminishing. The region is losing its limited supply of trees. We need to manage our urban green spaces better. Neither the cities nor the County has a robust tree planting program.
5/17/2013	Caltrans	Climate Change	68	Non-CBO Partner	Water conservation. We need scalable water conservation efforts from the parcel to regional to state levels.
5/17/2013	Caltrans	Climate Change	69	Non-CBO Partner	We need to learn how to build better and make changes to adapt: xeriscaping, embracing best practices, using gray water and potable water appropriately. A whole lot of gray water can be used for landscaping.
5/17/2013	Caltrans	Climate Change	70	Non-CBO Partner	A high amount of energy is invested in potable water. Every bit of potable water that can be saved and conserved is also energy that can be saved and conserved. Our region is vulnerable because much of our water is imported.
5/17/2013	Caltrans	Climate Change	71	Non-CBO Partner	We need more scientifically-based conservation efforts. We need to look at the hard science versus policy-based opinions of what should or shouldn't be done when it comes to climate change.
5/17/2013	Caltrans	Climate Change	72	Non-CBO Partner	We need to find an adequate mix of hardscape versus greenscape in developments. We should provide recreational designs that people enjoy, avoid heat islands, and make sure that there is adequate tree coverage to prevent erosion.
5/17/2013	Caltrans	Climate Change	73	Non-CBO Partner	Low water use and drought resistant plants are good, but we still need trees.
5/17/2013	Caltrans	Climate Change	74	Non-CBO Partner	Diseases spread by insects will be more common. The Bark Beetle, which resulted in a great loss of trees, was exacerbated by drought.
5/17/2013	Caltrans	Climate Change	75	Non-CBO Partner	Climate change will exacerbate many issues. We need a resilient natural and human environment.

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5/17/2013	Caltrans	Climate Change	76	Non-CBO Partner	Agriculture and climate change are tied closely to water issues. San Diego County is not growing that much food; about 90% of the farmers in the county are over the age of 60. No university in the region has training at the scientific level on agricultural subjects. People interested in these subjects have to leave the region. Landscape architects are not ecologists or biologists, but we need these groups to be involved in helping our region grow sustainably.
5/17/2013	Caltrans	Climate Change	77	Non-CBO Partner	All transportation corridors need a plan for being green and using water-efficient landscaping, providing good tree canopy for bicycle and pedestrian comfort, etc. to help with climate change and adaptation efforts. Green transportation corridors should include urban forestry efforts, which will make these areas more attractive for bicyclists and pedestrians. Efforts like this are occurring on Nimitz Boulevard.
5/17/2013	Caltrans	Climate Change	78	Non-CBO Partner	SANDAG can bring multi-disciplinary views to the planning table. The paradigm is shifting, but there is still a huge gap.
5/17/2013	Caltrans	Climate Change	79	Non-CBO Partner	Focus on redeveloping and revitalizing the region's existing infrastructure. Promote infill and redevelopment.
5/17/2013	Caltrans	Climate Change	80	Non-CBO Partner	Education and outreach should not be overlooked. The typical resident should know, "This is what AB32 means to you and here's how our region is addressing climate change..." Current education and outreach efforts are not reaching the right populations. There should be more marketing and imaging. Use YouTube and other social media.
5/17/2013	Caltrans	Climate Change	81	Non-CBO Partner	Incentives are huge! Give away free trees for people to plant.
5/17/2013	Caltrans	Climate Change	82	Non-CBO Partner	No adaptation will be possible until we get sufficient mitigation. SANDAG should adhere to the standards set forth in Executive Order S-3-05.
5/17/2013	Caltrans	Climate Change	83	Non-CBO Partner	Transportation infrastructure shouldn't be built in areas subject to sea-level rise. Other adaptation challenges should also be assessed.
5/17/2013	Caltrans	Climate Change	84	Non-CBO Partner	We need to look at agriculture and the region's food systems. Will local farming stay local? We need sustainable and secure food infrastructure to reduce transportation costs for importing food.
5/17/2013	Caltrans	Climate Change	85	Non-CBO Partner	In Tokyo, Japan, developments over a certain number of feet require gardens. Maybe we can apply a similar development standard here.
5/17/2013	Caltrans	Climate Change	86	Non-CBO Partner	SANDAG can provide incentives for smart growth and LEED certification to encourage the development of comprehensive neighborhoods.
5/17/2013	Caltrans	Climate Change	87	Non-CBO Partner	Governments can incentivize desirable efforts through their contracting processes. Give points to firms that propose mitigation plans.
5/17/2013	Caltrans	Climate Change	88	Non-CBO Partner	All long-term planning efforts should support climate stabilization. Only talking about adaptation will not solve this problem. We need to talk about mitigation.
5/17/2013	Caltrans	Climate Change	89	Non-CBO Partner	Look at co-benefits that can serve as both adaptation and mitigation strategies, such as the color of buildings, xeriscaping, etc.
5/17/2013	Caltrans	Climate Change	90	Non-CBO Partner	We need to consider impacts to biodiversity and habitats. What will happen to species as the water supply and temperature of our climate changes? How do we sustain existing species?
5/17/2013	Caltrans	Climate Change	91	Non-CBO Partner	Prioritizing projects. SANDAG should use criteria that prioritize the most environmentally beneficial projects for the region.
5/17/2013	Caltrans	Climate Change	92	Non-CBO Partner	Climate change will have disparate public health impacts on vulnerable communities and aging populations.
5/17/2013	Caltrans	Climate Change	93	Non-CBO Partner	We need to know what assumptions are being used for greenhouse gas reduction scenarios. What we really do depends on our assumptions for the future. We can talk about adaptation and mitigation after picking a scenario.

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5/17/2013	Caltrans	Climate Change	94	Non-CBO Partner	The scenario options that have been in previous plans have been limited. We need to be able to compare and contrast the differences between aggressive scenarios and choose the aspects that make sense for our region.
5/17/2013	Caltrans	Climate Change	95	Non-CBO Partner	We should not be building highways at all.
5/17/2013	Caltrans	Climate Change	96	Non-CBO Partner	We need to balance trade-offs between future decisions.
5/17/2013	Caltrans	Climate Change	97	Non-CBO Partner	Support the concept of aging in place.
5/17/2013	Caltrans	Climate Change	98	Non-CBO Partner	Transit shouldn't be a fixed route. It should be flexible.
5/17/2013	Caltrans	Climate Change	99	Non-CBO Partner	We need to start providing incentives for people to reduce their outdoor and indoor water use and discourage lawns.
5/17/2013	Caltrans	Climate Change	100	Non-CBO Partner	Conservation efforts can only go so far. We need to look at developing other water supplies, such as desalination.
5/17/2013	Caltrans	Climate Change	101	Non-CBO Partner	Graywater systems within residences would be good, but costly. We need incentives and rebates. These systems could be incorporated easily into new developments, but how do we re-tool existing developments?
5/17/2013	Caltrans	Healthy Communities	102	Non-CBO Partner	What do we think of when we think of Healthy Communities? A Healthy Community is one that serves its residents and is complete at all levels for each age group. It has convenient active transportation options, which provides multi-modal transportation choices that are safe and equitable. It also meets the needs of all people of all ethnicities, and people of ages in each stage of life, including the elderly.
5/17/2013	Caltrans	Healthy Communities	103	Non-CBO Partner	Healthy communities are near public parks and local schools (which provide a high level of education), and provide accessibility to jobs, recreation and shopping, all options that are accessible by walking or biking. Healthy communities are self-sufficient and self-reliant, and have higher potential to employ local individuals. They also include a public safety component with street lighting, large sidewalks, proper emergency preparedness, and have low levels of carbon dioxide emissions. They are compact and sustainable, with strong economies with high wages, and a high quality and standard of life. Healthy communities are complete neighborhoods, where the air quality is high and safe for children and there is a convenient access to healthy food options, affordable housing, open public spaces, and recreational facilities.
5/17/2013	Caltrans	Healthy Communities	104	Non-CBO Partner	Healthy Communities have social and mental health components, as studies have shown how the built environment affects public health. Stress has a huge effect on our mental health, and can be increased by driving. Better public transit options should be made available, in order to promote mental health within the communities. Community involvement and civic engagement also reduce stress levels. The community should support social service agencies so that individuals with a fixed income can have access to these services. Healthy Communities should have adequate recognition for the needs of the homeless, with acceptable public facilities which have a sustainability component.
5/17/2013	Caltrans	Healthy Communities	105	Non-CBO Partner	Healthy Communities have a robust urban forestry program, with plethora of green space. This can impact food, safety, and health. The more trees that exist, the safer the communities. Many studies have linked more trees to better air quality, higher levels of safety, and increased mental health.
5/17/2013	Caltrans	Healthy Communities	106	Non-CBO Partner	Healthy communities promote the total overall level of health, by focusing on their proximity to healthy foods and medical care, appropriate and affordable housing for people in all stages in life, and ensuring the productive capacity of all its residents. Healthy communities are sustainable on their own, and have a focus and overlap between land use, urban planning, and public health.

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5/17/2013	Caltrans	Healthy Communities	107	Non-CBO Partner	When defining "healthy communities" in the Regional Plan, simplify the definition to include the multiple aspects of public health, and focus more on transportation decisions and its impact on health. Data should be released to the public on the different communities and the environmental and public health problems that affect each area. Important issues include carbon dioxide emissions and obesity rates within San Diego County.
5/17/2013	Caltrans	Healthy Communities	108	Non-CBO Partner	There are disparate health outcomes among low income communities, and the Regional Plan must address the public health problems facing Communities of Concern. Currently, corporations which emit high levels of pollution and toxins are located within close proximity to vulnerable groups, and low-income communities should not be forced out when highways develop. There should be open space by highways, and SANDAG should help with location of low-income housing, and help with home affordability within our region. More focus on social equity should be included in the Regional Plan.
5/17/2013	Caltrans	Healthy Communities	109	Non-CBO Partner	SANDAG should ensure that there is safe access to affordable healthcare, a reduction in the emergence of food deserts, and better access to healthy food options. Transportation options can help decrease this health-wealth disparity in the region by providing better access to these facilities, improving air quality through reduction in GHG emissions, etc. Better transit options can allow individuals to purchase culturally appropriate and affordable foods in areas of San Diego. There should be more incentive to help people afford higher quality and healthier foods. By improving public transit options, individuals can have better access to have a higher standard of living.
5/17/2013	Caltrans	Healthy Communities	110	Non-CBO Partner	Expand the scope of SANDAG's role within the community by preventing unhealthy fast food options from moving into low-income communities. SANDAG can address these development challenges by promoting policies that motivate healthier food options to move into neighborhoods, and provide incentives to those companies which promote healthy eating.
5/17/2013	Caltrans	Healthy Communities	111	Non-CBO Partner	With regards to public space, most parks have emphasis on tables and lighting, and less on open, green space. The Regional Plan should include planting more trees, as parks with more trees have huge public health benefits, including reduction in the emergence of attention deficit disorder (ADD) in children. Instead of creating more parks, SANDAG should improve the existing ones.
5/17/2013	Caltrans	Healthy Communities	112	Non-CBO Partner	SANDAG should address the tobacco industry and liquor stores within a community. These stores not only affect personal, public health, but also have negative effects on the environment. Local parks need to have more rules to eliminate smoking in these public spaces, and there needs to be an emphasis on non-exposure to toxins.
5/17/2013	Caltrans	Healthy Communities	113	Non-CBO Partner	Chula Vista Elementary School District has a community garden run by its students. This teaches children at a young age to promote self-sufficiency and increases knowledge on healthy food options. This example should be developed by different school districts.
5/17/2013	Caltrans	Healthy Communities	114	Non-CBO Partner	There needs to be more discussion about the accessibility of getting to and from popular locations, i.e. the airport and transportation centers. Also, the safety component and better accessibility of the transportation hubs needs to be addressed. There should be more innovative transportation solutions.

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5/17/2013	Caltrans	Healthy Communities	115	Non-CBO Partner	There is a stigma towards public transit. Marketing strategies should be utilized to spread awareness of the benefits of public transit to promote its usage among all age and income groups. This should also include disincentives for driving.
5/17/2013	Caltrans	Healthy Communities	116	Non-CBO Partner	Where one lives should not determine the quality and length of life. Inequality is prevalent within the San Diego region, and there should be more focus on efficiently crossing jurisdiction barriers. Additionally better coordination, interaction and cooperation between the regions, and neighborhoods for transit should be incorporated. Also, SANDAG should provide long-term support for Amtrak. Greater statewide and national transportation options should exist.
5/17/2013	Caltrans	Healthy Communities	117	Non-CBO Partner	SANDAG should spread more awareness on public health issues and utilize creative ways to fund projects. One problem is that some policy makers are not as familiar with parts of the region and that more affordable options aren't being utilized. Government needs to get more involved and find more creative solutions to implement affordable options that promote healthy communities.
5/17/2013	Caltrans	Healthy Communities	118	Non-CBO Partner	Walkability and bicycling within communities is important.
5/17/2013	Caltrans	Healthy Communities	119	Non-CBO Partner	Consider safety and ability to walk in neighborhoods.
5/17/2013	Caltrans	Healthy Communities	120	Non-CBO Partner	Access to healthy foods, ability to walk to places providing nutrition such as full service grocery stores.
5/17/2013	Caltrans	Healthy Communities	121	Non-CBO Partner	Schools and school access.
5/17/2013	Caltrans	Healthy Communities	122	Non-CBO Partner	Access to real food, not just a liquor store or fast food.
5/17/2013	Caltrans	Healthy Communities	123	Non-CBO Partner	Ability to bike to healthy places to eat, or other destinations that support green spaces.
5/17/2013	Caltrans	Healthy Communities	124	Non-CBO Partner	Drivers need to be more conscious to recognize walking; and the laws need to support this.
5/17/2013	Caltrans	Healthy Communities	125	Non-CBO Partner	Idea of the value of social capital; neighbors communicating with one another to promote sustainability and continued effective community communication on health issues is key; and building off of each other's success is important.
5/17/2013	Caltrans	Healthy Communities	126	Non-CBO Partner	Providing healthy mobility connections to places where people need to go is important.
5/17/2013	Caltrans	Healthy Communities	127	Non-CBO Partner	Schools are a great place to make community connections – as a service hub.
5/17/2013	Caltrans	Healthy Communities	128	Non-CBO Partner	Liquor stores encompass violence issues and land use issues, some have been grandfathered in... certain areas have six liquor stores on one corner.
5/17/2013	Caltrans	Healthy Communities	129	Non-CBO Partner	Safe routes to school, community supported walking and biking to school, these promote positive health effects, air quality, etc.
5/17/2013	Caltrans	Healthy Communities	130	Non-CBO Partner	Safe routes to healthy places, safe routes to parks.
5/17/2013	Caltrans	Healthy Communities	131	Non-CBO Partner	Access to quality affordable health care, holistic healthcare.
5/17/2013	Caltrans	Healthy Communities	132	Non-CBO Partner	Helping people who don't have the ability to get to doctor appointments, there is a need to help people understand how to get to medical needs.
5/17/2013	Caltrans	Healthy Communities	133	Non-CBO Partner	Cost of transit is very high compared to other cities.
5/17/2013	Caltrans	Healthy Communities	134	Non-CBO Partner	Time it takes to get from place to place.
5/17/2013	Caltrans	Healthy Communities	135	Non-CBO Partner	Public transit in San Diego compared to San Francisco or New York or other east coast cities is not adequate, timing of transit services is poor.
5/17/2013	Caltrans	Healthy Communities	136	Non-CBO Partner	The MTS trip planner is not very good, Google's trip planner is much better.

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5/17/2013	Caltrans	Healthy Communities	137	Non-CBO Partner	The way San Diego is laid out is in a more spread-out fashion, using "Car2Go" is a good option based on the nature of developed communities, good idea and service.
5/17/2013	Caltrans	Healthy Communities	138	Non-CBO Partner	Question was asked what "Car2Go" is, and the service was explained.
5/17/2013	Caltrans	Healthy Communities	139	Non-CBO Partner	Outreach to elementary schools and high schools; getting children to think about transportation, explain to them that they are the future and they will be recipients of the future benefits, also get ideas from these kids to encourage cross generational input.
5/17/2013	Caltrans	Healthy Communities	140	Non-CBO Partner	Complete streets and multimodal focus is an interest.
5/17/2013	Caltrans	Healthy Communities	141	Non-CBO Partner	Consider methodologies including how trips are calculated. There needs to be talk about changing some of the existing methodologies, for example, within complete streets implementation, using something other than a level of service (LOS) metric as a guideline, instead rethinking to support multi-mode trip analysis.
5/17/2013	Caltrans	Healthy Communities	142	Non-CBO Partner	Need to count pedestrians and bicyclists to inform planning.
5/17/2013	Caltrans	Healthy Communities	143	Non-CBO Partner	Have more creativity in the types of public transit – if you take a bus to a park-n-ride, you may have no way to go to the next place because the feeder is not on the right schedule. Other options are good, car sharing programs.
5/17/2013	Caltrans	Healthy Communities	144	Non-CBO Partner	Look at the inequities and health disparities and focus on the investments in areas of need.
5/17/2013	Caltrans	Healthy Communities	145	Non-CBO Partner	Look at the areas where obesity and diabetes are concentrated and look at overlapping transportation infrastructure to find the gaps and where funding is needed to support those communities specifically.
5/17/2013	Caltrans	Healthy Communities	146	Non-CBO Partner	Reach out to these communities and ask what their needs are, shifting transportation modes to active transportation and considering the investment strategy to do this.
5/17/2013	Caltrans	Healthy Communities	147	Non-CBO Partner	Think about someone trying to get employment and only relying on transit, it will be harder to keep a job and these individuals will continue to stay disadvantaged.
5/17/2013	Caltrans	Healthy Communities	148	Non-CBO Partner	Transit considered as a social justice.
5/17/2013	Caltrans	Healthy Communities	149	Non-CBO Partner	Public health should be the standing line item within the policy making process, and not an afterthought – focus on how to bridge disparities.
5/17/2013	Caltrans	Healthy Communities	150	Non-CBO Partner	Social equity should be integrated with public health analysis.
5/17/2013	Caltrans	Healthy Communities	151	Non-CBO Partner	SANDAG does a great job with reporting statistics, but linking these statistics from the standpoint of public health needs is important.
5/17/2013	Caltrans	Healthy Communities	152	Non-CBO Partner	Build bridges and bring communities to the table, and develop resources sensitive to communities in need.
5/17/2013	Caltrans	Healthy Communities	153	Non-CBO Partner	Communities with the highest disease burdens do not get equal needs, instead resources go someplace else, why is this? Public health must always be a line item in every conversation, education, with SANDAG, etc.
5/17/2013	Caltrans	Healthy Communities	154	Non-CBO Partner	Health impact assessment for people, not just the environment.
5/17/2013	Caltrans	Healthy Communities	155	Non-CBO Partner	In assessing needs of the communities, transportation is a huge barrier.
5/17/2013	Caltrans	Healthy Communities	156	Non-CBO Partner	Need proactive measures - families have a hard time getting from their homes to physicians, we need better mapping for roads and bridges to get families better access to healthcare, San Ysidro healthcare center as an example, there is no free shuttle service, and there isn't the capacity to do this.
5/17/2013	Caltrans	Healthy Communities	157	Non-CBO Partner	Everywhere and every decision made needs to think of public health.

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5/17/2013	Caltrans	Healthy Communities	158	Non-CBO Partner	We need to be looking at maps particularly within disadvantaged communities, it is not as simple as building a light rail transit (LRT) line. Once you get off of the LRT, then what do you do? We won't see benefits for communities if there are two-mile walks for people carrying groceries, with kids, etc.
5/17/2013	Caltrans	Healthy Communities	159	Non-CBO Partner	We need money and funding, you can say all you want, but without funding and priorities going into the neighborhoods, these statements have no meaning. Funding for both land use and transportation is important.
5/17/2013	Caltrans	Healthy Communities	160	Non-CBO Partner	If we want people out of single occupancy vehicles (SOVs), we need to increase the flexibility and usability of transit. There are demand needs, but we need more flexibility in transit if it is to be used effectively.
5/17/2013	Caltrans	Healthy Communities	161	Non-CBO Partner	We need to consider the needs of all populations including the aging population.
5/17/2013	Caltrans	Healthy Communities	162	Non-CBO Partner	Smoke free, second hand smoke is a concern; there is no healthy community if second hand smoke is not considered, especially as this relates to multifamily areas.
5/17/2013	Caltrans	Healthy Communities	163	Non-CBO Partner	Ability to walk to the local grocery store, and that it is stocked with fresh fruits and vegetables, full service
5/17/2013	Caltrans	Healthy Communities	164	Non-CBO Partner	Safety to walk to the grocery store, well-lit streets so it is safe.
5/17/2013	Caltrans	Healthy Communities	165	Non-CBO Partner	The bus system is a strange dynamic, the ridership seems to be off; in downtown, you are lucky to get off of a route on some days, and the aesthetics are poor. It seems that this is particular to San Diego, other cities' transit seems better, in San Diego there is a negative connotation with transit, how can we clean up the buses and trolleys so people can use them, and promote a more normal experience.
5/17/2013	Caltrans	Healthy Communities	166	Non-CBO Partner	Making drivers accountable to the passengers.
5/17/2013	Caltrans	Healthy Communities	167	Non-CBO Partner	Passengers are bizarre as well, 90% people using wheelchairs to access services don't even say thank you to the drivers for assistance, what is wrong with saying thank you? Social fabric needs a cleanup.
5/17/2013	Caltrans	Healthy Communities	168	Non-CBO Partner	Health means something different for different stages of life, example of parenting with young children versus teen age risk factors; there is an evolution of health needs, the desire for aging in place in a healthy manner, broad range of policy approaches needs to be covered as people age.
5/17/2013	Caltrans	Healthy Communities	169	Non-CBO Partner	Emphasis on biking to work, but a lot of people want to bike for fun, to the grocery store, and for other reasons, to promote this we need to consider recreational purposes.
5/17/2013	Caltrans	Healthy Communities	170	Non-CBO Partner	Need to be able to bike and walk everywhere.
5/17/2013	Caltrans	Healthy Communities	171	Non-CBO Partner	Connecting access between modes, go to the beach, etc., bus should be an option related to parking, making transportation more accessible, connecting modes together.
5/17/2013	Caltrans	Healthy Communities	172	Non-CBO Partner	Education to promote accident prevention for bicyclists and pedestrians.
5/17/2013	Caltrans	Healthy Communities	173	Non-CBO Partner	Way we design transportation within communities affects the decisions people make, whether it is easy access to ride the bus, bikes, to be able to walk to school, this is key and where we make investments is important for infrastructure. There is a stigma to this thinking that everyone can do these things, we need to focus on facilities and education.
5/17/2013	Caltrans	Healthy Communities	174	Non-CBO Partner	We need routes to parks where you can do physical activity. Only way to get there is to drive there, nicer to use trolley to get there, reducing stigma, normalizing it a bit. People look at you strangely if you walk in San Diego, normalizing it, it should be ok and not strange.

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5/17/2013	Caltrans	Healthy Communities	175	Non-CBO Partner	The main way to get people out of cars is to focus on biking and walking.
5/17/2013	Caltrans	Healthy Communities	176	Non-CBO Partner	There is no incentive to take the bus if you have a car, if no car maybe, but no incentive if you have a choice.
5/17/2013	Caltrans	Healthy Communities	177	Non-CBO Partner	Complete streets – policy and action – streets should be accessible to all users of all ages, prioritized transportation improvements; pedestrians, bikes, transit, and vehicles all need to be accessible.
5/17/2013	Caltrans	Healthy Communities	178	Non-CBO Partner	Provide technical assistance, example includes parking generation rates for different types of land uses, what type of research could help cities growth healthy, promote bike usage, Smart Growth opportunity areas, bike racks, analysis of these items to facilitate this development.
5/17/2013	Caltrans	Healthy Communities	179	Non-CBO Partner	Integrating public health into the analysis process is important.
5/17/2013	Caltrans	Healthy Communities	180	Non-CBO Partner	Reconsider how we look at impacts to what we plan and design and how much should this be part of the decision. Make sure that what we are doing now is being considered as impacts to the environment but also on aspects of human health.
5/17/2013	Caltrans	Healthy Communities	181	Non-CBO Partner	Develop ambassador programs. In the senior community and/or in other communities, seniors don't ride transit because they are afraid. Ambassadors go out and give presentations, tours, on how to ride, it would encourage more people, volunteer ambassadors, for trips to the doctor, grocery stores, libraries, etc.
5/17/2013	Caltrans	Healthy Communities	182	Non-CBO Partner	"Rides for neighbors" program is an example of an ambassador program, grant funding dried up. However, it was very successful with senior populations, and included services to local grocery stores, it was in La Mesa – we need to focus not only with seniors, but with children so culture is being changed at an early stage.
5/17/2013	Caltrans	Healthy Communities	183	Non-CBO Partner	These programs can be "funded" by volunteers.
5/17/2013	Caltrans	Healthy Communities	184	Non-CBO Partner	Design of neighborhoods presents an issue for public health. For example, cul-de-sacs remove walkability. As a community we need to remove barriers to walking. Cul-de-sacs are great for families, but we need to marry functionality and safety together to encourage more walkable communities which can lead to greater social interaction.
5/17/2013	Caltrans	Healthy Communities	185	Non-CBO Partner	Technical assistance is important and can be achieved through funding and grant incentives.
5/17/2013	Caltrans	Healthy Communities	186	Non-CBO Partner	Incentivize cities by developing programs to support complete streets, design and planning.
5/17/2013	Caltrans	Healthy Communities	187	Non-CBO Partner	Land use is the big piece of the puzzle, walkability connections to grocery stores and residents, merge land use and transportation planning.
5/17/2013	Caltrans	Healthy Communities	188	Non-CBO Partner	Access to healthy foods is important.
5/17/2013	Caltrans	Healthy Communities	189	Non-CBO Partner	Leverage existing resources with the Health and Human Services Agency (HHSA) and other organizations.
5/17/2013	Caltrans	Healthy Communities	190	Non-CBO Partner	A factor to consider is the difference between cities not yet built out versus cities which are already built out. There are differences such as limited right of way (ROW) making it harder to achieve optimal complete streets goals; this is difficult to address at the regional level. Innovative ways need to be defined, what do we do when limited ROW is an issue, pedestrians and bikes need to be on equal priorities, understand the tradeoffs to better to help local cities.
5/17/2013	Caltrans	Healthy Communities	191	Non-CBO Partner	Pedestrians are losing in the tradeoffs, and bicyclists, too, in the planning for ROW and infrastructure, etc.
5/17/2013	Caltrans	Healthy Communities	192	Non-CBO Partner	SANDAG can provide the research to provide cities with local assistance.

Date	Location	Table_Topic	Comment_ID	CBO Partner	Comments
5/17/2013	Caltrans	Healthy Communities	193	Non-CBO Partner	North Park and Hillcrest are good walkable communities, however, even their streets function like highways... a person has to walk for blocks and blocks or they can choose to jay walk, which is very dangerous. Seniors have walkers, motorized wheelchairs, and the danger of getting killed by crossing. Access and crossing needs to be a priority.
5/17/2013	Caltrans	Healthy Communities	194	Non-CBO Partner	Maybe the walking signal timing needs to stay on a little longer – signal coordination.
5/17/2013	Caltrans	Healthy Communities	195	Non-CBO Partner	Bus stops don't have benches or places to sit, we need to think about getting better amenities for transit.
5/17/2013	Caltrans	Healthy Communities	196	Non-CBO Partner	What comes to mind when you think of healthy communities? Walkable and bikeable streets and neighborhoods that are safe.
5/17/2013	Caltrans	Healthy Communities	197	Non-CBO Partner	Public safety.
5/17/2013	Caltrans	Healthy Communities	198	Non-CBO Partner	Not an over-concentration of liquor stores, no advertising of tobacco, no poor health dominating attributes.
5/17/2013	Caltrans	Healthy Communities	199	Non-CBO Partner	Community support, community involvement, active involvement within the community.
5/17/2013	Caltrans	Healthy Communities	200	Non-CBO Partner	Clean community, no graffiti, debris, litter, nice landscaping.
5/17/2013	Caltrans	Healthy Communities	201	Non-CBO Partner	Economically healthy.
5/17/2013	Caltrans	Healthy Communities	202	Non-CBO Partner	Holistically healthy humans and environments.
5/17/2013	Caltrans	Healthy Communities	203	Non-CBO Partner	Volunteerism – people pitching in, there are lots of needs, and the city doesn't do a lot, people need to think volunteerism is part of living, making things better, being a good neighbor.
5/17/2013	Caltrans	Healthy Communities	204	Non-CBO Partner	Easy access, more public transportation, people should be able to get to places without cars.
5/17/2013	Caltrans	Healthy Communities	205	Non-CBO Partner	Efficient, if there are many waiting periods from place to place, no one will ride bus.
5/17/2013	Caltrans	Healthy Communities	206	Non-CBO Partner	Most development is centered around the car, it is a discouraging factor from a walking standpoint even if a trip is close, and this varies depending on walkability, the environment is built for parking and driving from store to store or place to place.
5/17/2013	Caltrans	Healthy Communities	207	Non-CBO Partner	Multi modal connectivity is important. Putting the bike on the trolley and bus with ease is important and having plenty of space for everyone.
5/17/2013	Caltrans	Healthy Communities	208	Non-CBO Partner	Infrastructure maintenance affects bicyclists and pedestrians the most. Pot holes and issues with roller blading, if the roads and streets are not adequate then you can't go on the sidewalk and can't go on the street because it is dangerous, then you need to drive, no other choice.
5/17/2013	Caltrans	Healthy Communities	209	Non-CBO Partner	Creating Class 1 separate facilities for people that want to bike, for safety, efficiency, and comfort, provides less stress – separate bike facilities separate from vehicle lanes; providing this in roadway right-of-way (ROW) should be considered.
5/17/2013	Caltrans	Healthy Communities	210	Non-CBO Partner	Provide more diverse bike options. Class 1 is not very common in California; for women it helps lower stress levels for biking.
5/17/2013	Caltrans	Healthy Communities	211	Non-CBO Partner	Biked to work today and it was really scary; cars going too fast, other physical barriers etc.
5/17/2013	Caltrans	Healthy Communities	212	Non-CBO Partner	60% would like to ride a bike if they had the facilities in their areas; we need facilities connecting the entire region, bikeable communities and the integration of these communities with supporting bikeable facilities.

Date	Location	Table_Topic	Comment_ID	CBO Partner	Comments
5/17/2013	Caltrans	Healthy Communities	213	Non-CBO Partner	From a transportation policy perspective, SANDAG's Board does put enough emphasis on investments encouraging active transportation, the goal is to increase walking and biking. We want investments where we get 12-15 minutes of increases in exercise a day, in other areas there are examples of setting a goal in minutes. Let's look at how our investments can forward public health, reduce safety issues, and reduce driving and more congestion. It's not just for kids, it's for adults too. As a region, we should set policies that say we are going to prioritize investments in active transportation. If we do, our region's development will grow inward instead of outward. SANDAG Board should support active transportation as a priority. Evaluating it as a metric is important.
5/17/2013	Caltrans	Healthy Communities	214	Non-CBO Partner	Incentivize businesses to support multi modal options and acknowledge that biking to work is healthier, less sick days, less emissions, incentivize businesses to use other modes, give a raise or reward to those who do, etc.
5/17/2013	Caltrans	Healthy Communities	215	Non-CBO Partner	Promote biking frequently, have options for when needs arise, for example, could my business have a car available at certain times, other incentives.
5/17/2013	Caltrans	Healthy Communities	216	Non-CBO Partner	Car2Go from your business as an option.
5/17/2013	Caltrans	Healthy Communities	217	Non-CBO Partner	Little Italy does work on planning for sustainability, they stopped paying for employees to park in a parking garage, but instead paid for transit – 75% of bike and transit paid.
5/17/2013	Caltrans	Healthy Communities	218	Non-CBO Partner	Encourage parking cash out.
5/17/2013	Caltrans	Healthy Communities	219	Non-CBO Partner	The term "healthy communities" is ambiguous and vague, it can mean different things, there needs to be a better defined scope, for instance, pollution, GHG, community, the health of individuals living in their communities. SANDAG should provide goals around safety, etc. Other areas and communities are doing this as a paradigm shift. Start with a good definition which should include healthy people.
5/17/2013	Caltrans	Healthy Communities	220	Non-CBO Partner	Businesses can shift their employees to healthier life styles by having bike racks, lockers, and making these facilities available. If you don't know you about these facilities or programs you won't ride a bike. After you get to work, you need these facilities and programs from the employer.
5/17/2013	Caltrans	Healthy Communities	221	Non-CBO Partner	Use Southeastern San Diego as an example of a need to prioritize equity.
5/17/2013	Caltrans	Healthy Communities	222	Non-CBO Partner	When planning for major highway projects, consider collaborative improvements with major investments and active transportation projects.
5/17/2013	Caltrans	Healthy Communities	223	Non-CBO Partner	It is important to address equity with public health. Since many communities have suffered from years of disinvestments, they have higher rates of chronic disease including diabetes, etc., and they need more reinvestment.
5/17/2013	Caltrans	Healthy Communities	224	Non-CBO Partner	Little Italy situation is unique as they are downtown where you want people to work. Plan will bring 49 buses into downtown, along Broadway, bus frequent transit; the plan isn't reflective of the downtown and what neighborhoods should be.
5/17/2013	Caltrans	Healthy Communities	225	Non-CBO Partner	Downtown is where you need to have the most transit and buses.
5/17/2013	Caltrans	Healthy Communities	226	Non-CBO Partner	Amtrak, the COASTER, are good services and we are not saying you shouldn't have buses.
5/17/2013	Caltrans	Healthy Communities	227	Non-CBO Partner	Many people cannot take the COASTER as they live in other areas, so they need to depend on the buses.
5/17/2013	Caltrans	Healthy Communities	228	Non-CBO Partner	It is a question of a paradigm shift, downtown is where all the people are supposed to work, but why? There are too many people trying to work there, not enough living there, etc. Maybe many shouldn't be working in downtown; this potentially creates a neighborhood that no longer is desirable.

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5/17/2013	Caltrans	Healthy Communities	229	Non-CBO Partner	Having everyone in the suburbs doesn't necessarily make sense. City of villages makes sense, people, neighborhoods and communities, and creating services that they need and can use. To be able to walk to go out to dinner, or shopping or small errands, this will keep people out of cars.
5/17/2013	Caltrans	Healthy Communities	230	Non-CBO Partner	Need to be able to walk to everything.
5/17/2013	Caltrans	Healthy Communities	231	Non-CBO Partner	Down on Broadway, are people waiting for a bus (line), maybe there could be more land uses all within a few blocks of one another. Look at where the work centers are.
5/17/2013	Caltrans	Healthy Communities	232	Non-CBO Partner	There are five different major employment centers in the region and downtown is not the #1, you have to pay to park, industrial lands Serra Mesa, Sorrento Valley, etc. have spread out our employment centers and it is now hard to plan great transit to get to these different employment centers.
5/17/2013	Caltrans	Healthy Communities	233	Non-CBO Partner	Governments can incentivize developers, developers determine a development opportunity and pay to get what they want, governments have been saying that this is good and have kicked the can down the road based on transportation infrastructure and issues. SANDAG might want to look more at 2050, and where we want businesses building out in the future, do we want this occurring into places like Santee? Necessities for healthy communities need to be considered, South Bay was a 20 minute car trip and now it is a 45 minute car trip. There is no fast lane in rush hour traffic anymore.
5/17/2013	Caltrans	Healthy Communities	234	Non-CBO Partner	Look at our youth, we need to be able to have them use transit, we need to teach our kids how to ride transit and not charge them \$6 per fare, lower fees to learn the systems, this will help with a cultural change and a paradigm shift.
5/17/2013	Caltrans	Healthy Communities	235	Non-CBO Partner	Providing transit subsidies will increase users.
5/17/2013	Caltrans	Healthy Communities	236	Non-CBO Partner	We need multimodal choices combined with parking, to get to the train station, choices for different transportation modes, shuttle bus in downtown, jitneys taking people to train and trolley stations, services catering to walking and being picked up, to Old Town for example.
5/17/2013	Caltrans	Healthy Communities	237	Non-CBO Partner	We need to understand people of different ages, in suburban communities, the majority of people have drivers licenses, in these environments, older people and children cannot get around easily, and entire populations need to be mobile.
5/17/2013	Caltrans	Healthy Communities	238	Non-CBO Partner	Urban Land Institute (ULI) report parsed out by generational land uses and transportation characteristics, including generation Y baby boom generations.
5/17/2013	Caltrans	Habitat and Shoreline	239	Non-CBO Partner	Look at costs associated with projected increase in sea level rise.
5/17/2013	Caltrans	Habitat and Shoreline	240	Non-CBO Partner	Opportunity to fix things that have been done wrong over past 50 years. Conserving habitat core helps more than just nature, can help protect us.
5/17/2013	Caltrans	Habitat and Shoreline	241	Non-CBO Partner	Need to balance strong economy and strong habitat.
5/17/2013	Caltrans	Habitat and Shoreline	242	Non-CBO Partner	Riparian systems as buffers have been shown as having highest return on investment for climate change mitigation. This can help address issues related to climate change including sea level rise, lagoons, river systems, and ecosystem functions. For example, locations such as Mission Valley can create buffer areas and opportunities available to mitigate for climate change adaptation.
5/17/2013	Caltrans	Habitat and Shoreline	243	Non-CBO Partner	The Regional Plan policies and plans should be consistent and incorporate other existing jurisdictional plans such as the Multiple Species Conservation Program.

Date	Location	Table_Topic	Comment_ID	CBO Partner	Comments
5/17/2013	Caltrans	Habitat and Shoreline	244	Non-CBO Partner	Maintain and promote habitat and ecosystem that is native to the region at a policy level.
5/17/2013	Caltrans	Habitat and Shoreline	245	Non-CBO Partner	Policy should be to redevelop in areas already developed, and prevent development in new areas.
5/17/2013	Caltrans	Habitat and Shoreline	246	Non-CBO Partner	Change attitude about growth pace and breadth – look at other things. Also need to have education of how better to redevelop areas already developed.
5/17/2013	Caltrans	Habitat and Shoreline	247	Non-CBO Partner	Across demographics, environment was in top three priorities in True North survey. The only thing that came out consistently was that people are willing to pay for water. Some of the education is helping that environment and water are important, but need to continue to increase awareness.
5/17/2013	Caltrans	Habitat and Shoreline	248	Non-CBO Partner	Have ways to use digital sources to educate, use funding more efficiently in a better way.
5/17/2013	Caltrans	Habitat and Shoreline	249	Non-CBO Partner	Need to minimize duplication.
5/17/2013	Caltrans	Habitat and Shoreline	250	Non-CBO Partner	There is an existing deficit of funding for habitat, so need to actively pursue funding, and how new funds are allocated is critical.
5/17/2013	Caltrans	Habitat and Shoreline	251	Non-CBO Partner	Assess if there is a way to coordinate non-governmental organizations (NGOs) to work on projects that are needed instead of organizations individually implementing their top priority projects.
5/17/2013	Caltrans	Habitat and Shoreline	252	Non-CBO Partner	Need funding mechanism to continue support of ongoing maintenance and preservation.
5/17/2013	Caltrans	Habitat and Shoreline	253	Non-CBO Partner	Creating open spaces and trails for residents in developed areas is great.
5/17/2013	Caltrans	Habitat and Shoreline	254	Non-CBO Partner	Should change concept from Shoreline Preservation to Shoreline Restoration. Policy to require upland development projects to include sand mitigation component as this material can no longer flow naturally from inland to the coast.
5/17/2013	Caltrans	Habitat and Shoreline	255	Non-CBO Partner	Restoration of areas that have been preserved is important, just acquiring lands is not enough; these areas need to be managed and restored. Moreover, by restoring with native species, helps to make maintenance easier.
5/17/2013	Caltrans	Habitat and Shoreline	256	Non-CBO Partner	Build a coalition of non-profits, experts, and insurance companies – health and property liability are paying out lots of funding in disaster relief and should be at the table together.
5/17/2013	Caltrans	Habitat and Shoreline	257	Non-CBO Partner	Need to talk to fire departments about their wildfire preparation practices – clearing areas versus restoring areas as there are inconsistencies between methods that fire managers prefer and land managers prefer.
5/17/2013	Caltrans	Habitat and Shoreline	258	Non-CBO Partner	Cost of fire protection is different in urban areas versus other areas.
5/17/2013	Caltrans	Habitat and Shoreline	259	Non-CBO Partner	Need proactive planning and consider whether should allow development in areas that have known high risks for floods and fires.
5/17/2013	Caltrans	Habitat and Shoreline	260	Non-CBO Partner	A lot of development already exists along the bluffs and coastline and should realistically determine how to plan and adapt to future sea level rise.
5/17/2013	Caltrans	Habitat and Shoreline	261	Non-CBO Partner	Restoration of beaches has a link to healthy communities with the recreational resources that are provided at the coast.
5/17/2013	Caltrans	Habitat and Shoreline	262	Non-CBO Partner	Loss of shoreline because of climate change – that's going to happen because effects of carbon dioxide are already occurring and mitigation and adaptation plans should account for addressing current as well as future impacts.
5/17/2013	Caltrans	Habitat and Shoreline	263	Non-CBO Partner	What are we going to do for existing habitats – more population density creates more air and noise pollution.
5/17/2013	Caltrans	Habitat and Shoreline	264	Non-CBO Partner	What is the right balance of preservation and recreation – a lot of recreation destroys habitat, such as when people ride mountain bikes off trails.

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5/17/2013	Caltrans	Habitat and Shoreline	265	Non-CBO Partner	They took away the trails for ATVs and jeeps, but still need to have authorized trails available.
5/17/2013	Caltrans	Habitat and Shoreline	266	Non-CBO Partner	Issue with getting water to establish native plants to areas so trails should be well planned and well maintained.
5/17/2013	Caltrans	Habitat and Shoreline	267	Non-CBO Partner	Thoughtful community planning is important – trying to change open space for preventing wildfires is not the best option. Good planning policies versus trying to change habitat.
5/17/2013	Caltrans	Habitat and Shoreline	268	Non-CBO Partner	Wildfires allow for seeds to germinate and grow post fires that may not necessarily be able to grow.
5/17/2013	Caltrans	Habitat and Shoreline	269	Non-CBO Partner	Better design and planning – stop allowing development in remote areas. Education of public is more important to prevent fires, as human-induced fires are increasing.
5/17/2013	Caltrans	Habitat and Shoreline	270	Non-CBO Partner	Education is very important for residents in our region.
5/17/2013	Caltrans	Habitat and Shoreline	271	Non-CBO Partner	How to share knowledge with our bordering neighbors.
5/17/2013	Caltrans	Habitat and Shoreline	272	Non-CBO Partner	Lack of green space in the south and creation of more green space, such as rooftop gardens, in urban areas is needed.
5/17/2013	Caltrans	Habitat and Shoreline	273	Non-CBO Partner	Need better connection of parks and green corridors to access open space. Hands-on educational experiences for children to interact with urban space are a very useful tool.
5/17/2013	Caltrans	Habitat and Shoreline	274	Non-CBO Partner	Bicycle trails along San Diego River to mix green corridor into open space – like San Antonio River Walk.
5/17/2013	Caltrans	Habitat and Shoreline	275	Non-CBO Partner	Need a lot more funding for regional habitat plans for management, maintenance of current open space, and acquiring new open space. An impediment for plans that are already adopted is lack of funding. Need incentives for adopting plans.
5/17/2013	Caltrans	Habitat and Shoreline	276	Non-CBO Partner	Climate change links every table topic here.
5/17/2013	Caltrans	Habitat and Shoreline	277	Non-CBO Partner	Should be exceeding the standards, not just meeting minimum standards for climate change emissions requirements.
5/17/2013	Caltrans	Habitat and Shoreline	278	Non-CBO Partner	Same goes for anything, don't need to just meet minimum standards, should exceed.
5/17/2013	Caltrans	Habitat and Shoreline	279	Non-CBO Partner	Reduce carbon dioxide to help mitigate for sea level rise, and other issues that arise due to climate change. Need to reduce carbon dioxide in this plan.
5/17/2013	Caltrans	Habitat and Shoreline	280	Non-CBO Partner	Buffer areas for freeways can be used for native species to be planted and have more underpasses for wildlife to cross.
5/17/2013	Caltrans	Habitat and Shoreline	281	Non-CBO Partner	Have several miles of trolley track where we could plant native species – right of way (ROW) of any infrastructure should be used more effectively.
5/17/2013	Caltrans	Habitat and Shoreline	282	Non-CBO Partner	Need more education to make public aware of how important habitat and shoreline issues are.
5/17/2013	Caltrans	Habitat and Shoreline	283	Non-CBO Partner	Be prepared to adapt to sea level rise and having to remove homes and development along the coast.
5/17/2013	Caltrans	Habitat and Shoreline	284	Non-CBO Partner	View shoreline preservation as preserving the livelihood of coastal communities and improving access to the coast for recreational uses by residents within the larger San Diego region.
5/17/2013	Caltrans	Habitat and Shoreline	285	Non-CBO Partner	We have a disjointed conservation of wild areas, whereas other areas in the country approach it by keeping urban areas enclosed. Need urban development boundaries to keep our county towns and urban areas contained. There is a widespread belief that habitat conservation and mitigation is enough, but we need to rethink this and come up with other ways to preserve larger tracts of land/areas of habitat.

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5/17/2013	Caltrans	Habitat and Shoreline	286	Non-CBO Partner	What's been talked about before is to draw urban development boundary at water service area boundaries. We've overcommitted our water transport into remote areas. We've paid too little attention to water resource issue, and need changes to current water regime as there are associated habitat impacts.
5/17/2013	Caltrans	Habitat and Shoreline	287	Non-CBO Partner	Community in San Ysidro has protected wetlands that are within this community, but there is encroachment by residents into these areas. No way for people to determine where the line is between urban versus open space – no real buffer between the two areas; puts stress on the open space.
5/17/2013	Caltrans	Habitat and Shoreline	288	Non-CBO Partner	One of the biggest localized issues in San Ysidro for local parks and open space is that we have 1600 acres of parks, but none of that gets counted for our jurisdiction. Should be cross-jurisdictional opportunities for use.
5/17/2013	Caltrans	Habitat and Shoreline	289	Non-CBO Partner	Understand why sand gets lost during replenishment projects, but project was done right before storms came. Need to better time when sand replenishment occurs.
5/17/2013	Caltrans	Habitat and Shoreline	290	Non-CBO Partner	There is a relationship of sand being placed for storm protection from winter wave energy.
5/17/2013	Caltrans	Habitat and Shoreline	291	Non-CBO Partner	It seems like there must be some effect on marine life by taking sand for these projects from offshore.
5/17/2013	Caltrans	Habitat and Shoreline	292	Non-CBO Partner	Real problem is there is need to blow up the dams that hold sand back from traveling to the shore to replenish naturally. Need to develop more efficient ways to replenish in more natural way. For example Lake Hodges should not have a dam.
5/17/2013	Caltrans	Habitat and Shoreline	293	Non-CBO Partner	Deal with drought instead of importing water resources.
5/17/2013	Caltrans	Habitat and Shoreline	294	Non-CBO Partner	Sea walls are also disrupting natural sand distribution.
5/17/2013	Caltrans	Habitat and Shoreline	295	Non-CBO Partner	If we contain urban development, less threat for people from wildfires.
5/17/2013	Caltrans	Habitat and Shoreline	296	Non-CBO Partner	Infill study that Cleveland National Forest conducted showed that we have enough capacity within our urban areas currently to accommodate population growth, and don't need to expand into other areas.
5/17/2013	Caltrans	Habitat and Shoreline	297	Non-CBO Partner	Should have at least one evening workshop in central San Diego, instead of all centrally located workshops being during lunchtime.
5/17/2013	Caltrans	Habitat and Shoreline	298	Non-CBO Partner	Incentives and disincentives of climate change – need to educate about additional benefits of what reducing impacts could be.
5/17/2013	Caltrans	Habitat and Shoreline	299	Non-CBO Partner	Need to educate more about not only appreciating natural habitat and benefits, but why decisions are being made.
5/17/2013	Caltrans	Habitat and Shoreline	300	Non-CBO Partner	Natural amenities in architecture – creating socially responsible community requires education of how it affects peoples' lives.
5/17/2013	Caltrans	Habitat and Shoreline	301	Non-CBO Partner	Two planning tools should be used by 1) mapping an overlay of where people live and how many calories they can burn by walking to open space areas, and 2) mapping the distribution of mitigation funds and income. It seems that mitigation funds are currently being distributed to higher income areas. People that need open space don't have it and/or don't have access to it. More urban parks are needed and need to improve access to urban parks and other open space areas.
5/17/2013	Caltrans	Habitat and Shoreline	302	Non-CBO Partner	When we understand a community's overall health, where you live should not determine how long you live or quality of your life. Issue of social equity is important. Policy in San Ysidro does not allow access to habitat and shoreline. Although may have some general awareness of open space in the region, do not fully understand how to access.

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5/17/2013	Caltrans	Habitat and Shoreline	303	Non-CBO Partner	Need more money in the right areas, need policies that are better crafted, need to implement policies that were crafted correctly but are not currently being implemented, and should not implement policies that do not meet long term goals and objectives.
5/17/2013	Caltrans	Habitat and Shoreline	304	Non-CBO Partner	Helpful to be upfront at these workshops of what/where we are now, instead of just promoting the new plan. Should start from what the current emission picture is. In current RTP appendices there are transit strategies – why isn't in within the plan itself? Let's build a better city, people in the developed areas and the open space areas will both benefit.
5/17/2013	Caltrans	Habitat and Shoreline	305	Non-CBO Partner	A lot of it is decision-making; a lot of what we're doing now is due to land use and zoning decisions made in the past.
5/17/2013	Caltrans	Habitat and Shoreline	306	Non-CBO Partner	Mitigate storm-water run-off.
5/17/2013	Caltrans	Habitat and Shoreline	307	Non-CBO Partner	Focus on parking lots, traffic circles.
5/17/2013	Caltrans	Habitat and Shoreline	308	Non-CBO Partner	Make policy changes that incorporate permeability and other green infrastructure codes that help mitigate run-off.
5/17/2013	Caltrans	Habitat and Shoreline	309	Non-CBO Partner	Urban run-off is polluting our ocean.
5/17/2013	Caltrans	Habitat and Shoreline	310	Non-CBO Partner	Divert storm water run-off to soft, grey-water reservoirs.
5/17/2013	Caltrans	Habitat and Shoreline	311	Non-CBO Partner	Need balance between transit and other infrastructure and habitat preservation.
5/17/2013	Caltrans	Habitat and Shoreline	312	Non-CBO Partner	Don't go into undisturbed lands or waterways.
5/17/2013	Caltrans	Habitat and Shoreline	313	Non-CBO Partner	Focus transit extensions/projects to areas that will receive high usage, such as to the airport or to the beach communities, which will consequently avoid disrupting open lands/natural habitat.
5/17/2013	Caltrans	Habitat and Shoreline	314	Non-CBO Partner	Specific complaint: Trolley extension to Rose Canyon, where there is already existing rail and will destroy habitat.
5/17/2013	Caltrans	Habitat and Shoreline	315	Non-CBO Partner	Coastal transit will eliminate parking lots (which alleviates run-off problems).
5/17/2013	Caltrans	Habitat and Shoreline	316	Non-CBO Partner	Retro-fit existing infrastructure (instead of building new) to bring up to current codes.
5/17/2013	Caltrans	Habitat and Shoreline	317	Non-CBO Partner	New engineering in coastal zones needs to account for sea-level rise.
5/17/2013	Caltrans	Habitat and Shoreline	318	Non-CBO Partner	Preserve corridors / interconnection of grasslands and parks and designate transit corridors to preserve high value habitat.
5/17/2013	Caltrans	Habitat and Shoreline	319	Non-CBO Partner	Collaboration between jurisdictions is needed to ensure these corridors are preserved.
5/17/2013	Caltrans	Habitat and Shoreline	320	Non-CBO Partner	Relationship with Mexico.
5/17/2013	Caltrans	Habitat and Shoreline	321	Non-CBO Partner	Need to focus on the human habitat; sometimes that means compromise in regards to habitat preservation, but we need to develop an innovative approach to transform the human habitat to include nature / to be more natural.
5/17/2013	Caltrans	Habitat and Shoreline	322	Non-CBO Partner	Need wetland rehabilitation that removes concrete linings of channels and restores the riparian habitat, but also can incorporate bike lanes so that people can enjoy it.
5/17/2013	Caltrans	Habitat and Shoreline	323	Non-CBO Partner	Focus on the human habitat / create a more natural setting.
5/17/2013	Caltrans	Habitat and Shoreline	324	Non-CBO Partner	Create policies that promote "Complete Streets" concepts.
5/17/2013	Caltrans	Habitat and Shoreline	325	Non-CBO Partner	Create more urban parks and linkages between pockets of nature (isolated canyon lands).
5/17/2013	Caltrans	Habitat and Shoreline	326	Non-CBO Partner	Linkages can include green rooftops.
5/17/2013	Caltrans	Habitat and Shoreline	327	Non-CBO Partner	Increase biodiversity in the city.
5/17/2013	Caltrans	Habitat and Shoreline	328	Non-CBO Partner	Focus on USABLE mass transit.
5/17/2013	Caltrans	Habitat and Shoreline	329	Non-CBO Partner	Develop active transportation and multi-modal transportation.

Date	Location	Table_Topic	Comment_ID	CBO Partner	Comments
5/17/2013	Caltrans	Habitat and Shoreline	330	Non-CBO Partner	People are not married to their cars; they are married to where they want to go and when they want to be there.
5/17/2013	Caltrans	Habitat and Shoreline	331	Non-CBO Partner	Need interconnected systems, which include both transit and habitat corridors.
5/17/2013	Caltrans	Habitat and Shoreline	332	Non-CBO Partner	Our regional habitat preservation system is one of the best in the nation, but we need to find the balance between transit planning and habitat preservation because it is ok to have a little bit of impact.
5/17/2013	Caltrans	Habitat and Shoreline	333	Non-CBO Partner	Land use planning: create walkable cities to reduce transportation demands.
5/17/2013	Caltrans	Habitat and Shoreline	334	Non-CBO Partner	High-speed rail will impact habitat, but it's going to be promising in regards to mass transportation (example of compromise).
5/17/2013	Caltrans	Habitat and Shoreline	335	Non-CBO Partner	Give a reason for why we preserved it [i.e. habitat] by allowing people to have access to it.
5/17/2013	Caltrans	Habitat and Shoreline	336	Non-CBO Partner	Create walkability and accessibility (along rivers in particular).
5/17/2013	Caltrans	Habitat and Shoreline	337	Non-CBO Partner	Make access to open spaces equitable.
5/17/2013	Caltrans	Habitat and Shoreline	338	Non-CBO Partner	Make transit connections.
5/17/2013	Caltrans	Habitat and Shoreline	339	Non-CBO Partner	Beaches are destination points. How do we get people there and relieve traffic on a sunny day?
5/17/2013	Caltrans	Habitat and Shoreline	340	Non-CBO Partner	Switch resources to promote active transportation.
5/17/2013	Caltrans	Habitat and Shoreline	341	Non-CBO Partner	Need to incorporate ecological waste-water treatment into natural waterways as well as in urban infrastructure.
5/17/2013	Caltrans	Habitat and Shoreline	342	Non-CBO Partner	Referred to the Living Machine® system: in-house waste-water treatment that accounts for aesthetics as well (more attractive for home-owners).
5/17/2013	Caltrans	Habitat and Shoreline	343	Non-CBO Partner	Need policy changes to allow for these land uses to occur.
5/17/2013	Caltrans	Habitat and Shoreline	344	Non-CBO Partner	Transparency: multiple regulations at each level of government (i.e. state, county) / red tape discourages people from using these sorts of grey-water systems. There needs to be more transparency for people about these policies – a flow-chart. The process needs to be streamlined.
5/17/2013	Caltrans	Habitat and Shoreline	345	Non-CBO Partner	Wetlands protection needs to be done on a larger scale; wetlands protect shorelines and act as carbon sinks.
5/17/2013	Caltrans	Habitat and Shoreline	346	Non-CBO Partner	Land use planning within transition zones between wildlife areas and urban development: many of the fires are started by humans; development should include fire-protectant structures.
5/17/2013	Caltrans	Habitat and Shoreline	347	Non-CBO Partner	Native species vs. invader species.
5/17/2013	Caltrans	Habitat and Shoreline	348	Non-CBO Partner	Community-based preservation efforts are more effective (or at least are preferable).
5/17/2013	Caltrans	Habitat and Shoreline	349	Non-CBO Partner	Focus on native vs. non-native plants.
5/17/2013	Caltrans	Habitat and Shoreline	350	Non-CBO Partner	Focus on protecting waterways from urban sprawl.
5/17/2013	Caltrans	Habitat and Shoreline	351	Non-CBO Partner	San Diego has been successful in preserving habitat. We now need to focus on connecting the habitat preserve areas and developing/promoting access to them so that people can enjoy them.
5/17/2013	Caltrans	Habitat and Shoreline	352	Non-CBO Partner	Incentivize development around transit; make it denser. It allows people to get around easier and also preserves open space.
5/17/2013	Caltrans	Habitat and Shoreline	353	Non-CBO Partner	Develop/promote more walkable cities.
5/17/2013	Caltrans	Habitat and Shoreline	354	Non-CBO Partner	Baby Boomers, Gen X, Gen Y are all interested in more walkable cities so it isn't like this isn't what people want.
5/17/2013	Caltrans	Habitat and Shoreline	355	Non-CBO Partner	Establish "green buffers" between highways and residential areas.
5/17/2013	Caltrans	Habitat and Shoreline	356	Non-CBO Partner	Why do we have houses so close to freeways? What an unhealthy way to live!

Date	Location	Table_Topic	Comment_ID	CBO Partner	Comments
5/17/2013	Caltrans	Habitat and Shoreline	357	Non-CBO Partner	Referred to Europe and described how when driving on European freeways, all you can see is green and cannot see housing at all.
5/17/2013	Caltrans	Habitat and Shoreline	358	Non-CBO Partner	If we are expecting sea-level rise, we don't want to put in infrastructure that won't be able to fit into that time-period.
5/17/2013	Caltrans	Habitat and Shoreline	359	Non-CBO Partner	Need to put our environmental thinking caps on: think in a way that includes mass transit that connects major developmental nodes and NOT sprawl.
5/17/2013	Caltrans	Habitat and Shoreline	360	Non-CBO Partner	Protect land around the railways (along the shoreline).
5/17/2013	Caltrans	Habitat and Shoreline	361	Non-CBO Partner	Improve high-density neighborhoods to keep people to stay and thus reduce the incidences of isolated homes that are in those fire zones.
5/17/2013	Caltrans	Habitat and Shoreline	362	Non-CBO Partner	Encourage SANDAG to look at the physical region, which includes Mexico.
5/17/2013	Caltrans	Habitat and Shoreline	363	Non-CBO Partner	Concerned about health of pedestrians in lines to cross the border, having to breathe in car fumes.
5/17/2013	Caltrans	Habitat and Shoreline	364	Non-CBO Partner	At the border, should consider a policy that has everyone put their car in neutral and then some sort of conveyor-belt or tow-line contraption pulls the cars along (like a car-wash).
5/17/2013	Caltrans	Habitat and Shoreline	365	Non-CBO Partner	When designing border crossings, build everything on a slope so cars can coast.
5/17/2013	Caltrans	Habitat and Shoreline	366	Non-CBO Partner	Strengthen ties with Mexico. Promote collaboration.
5/17/2013	Caltrans	Habitat and Shoreline	367	Non-CBO Partner	When you work on a project together, you really build relationships so it may not be bad to promote that [SD/Tijuana joint hosting of the Olympics] so that when it comes to issues [such as run-off], we have those relationships so that we can work together.
5/17/2013	Caltrans	Habitat and Shoreline	368	Non-CBO Partner	Compromise between human activities and natural processes.
5/17/2013	Caltrans	Habitat and Shoreline	369	Non-CBO Partner	Establish a policy in which sea-walls can only be up for so long (establish time limits) before the beach is allowed to revert back to natural processes; may cause homes to depreciate in value, but may be better off for the environment.
5/17/2013	Caltrans	Habitat and Shoreline	370	Non-CBO Partner	Agreed with / liked all of the ideas on the poster/ one-pager in regards to shoreline preservation, especially the "new ideas" bullet points.
5/17/2013	Caltrans	Air & Water Quality	371	Non-CBO Partner	We have no place to capture our storm water. It's going to be very expensive to manage our storm water.
5/17/2013	Caltrans	Air & Water Quality	372	Non-CBO Partner	I think about the quality of life that we all have, where we live. We have carbon monoxide and water polluted by tires, etc.
5/17/2013	Caltrans	Air & Water Quality	373	Non-CBO Partner	If we were more focused on transportation, we could have more of a conversation. Reducing GHG emissions is important.
5/17/2013	Caltrans	Air & Water Quality	374	Non-CBO Partner	What comes to mind for San Ysidro are extremely long vehicular delays and emissions exposure, particularly pedestrians; with respect to water quality, we get water from the Tijuana River flowing every time it rains. It hasn't been easy at the border because federal security trumps other concerns.
5/17/2013	Caltrans	Air & Water Quality	375	Non-CBO Partner	The lack of accountability and reliability of SANDAG regarding CEQA review and data. SANDAG should reveal the negative impact, as much as possible, of its plans.
5/17/2013	Caltrans	Air & Water Quality	376	Non-CBO Partner	There is a movement to take some of CEQA's authority away. It is essential that we have strict enforcement of CEQA. Seeing an erosion of CEQA.
5/17/2013	Caltrans	Air & Water Quality	377	Non-CBO Partner	People are suffering from asthma and cancer. For a coastal community, like San Diego, it's a major failure. SANDAG should also provide other plans for people to review.
5/17/2013	Caltrans	Air & Water Quality	378	Non-CBO Partner	There needs to be better public transportation. Why can't we have something more efficient like other American communities?
5/17/2013	Caltrans	Air & Water Quality	379	Non-CBO Partner	We need to look at all impacts to water quality, not just for new development projects, as it usually done.

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5/17/2013	Caltrans	Air & Water Quality	380	Non-CBO Partner	What is mandated by the state and federal government may not be a good enough standard for us.
5/17/2013	Caltrans	Air & Water Quality	381	Non-CBO Partner	I work in Mid-City. We have the I-15 freeway and we have problems with asthma and other respiratory problems.
5/17/2013	Caltrans	Air & Water Quality	382	Non-CBO Partner	San Ysidro does as well. We also need to consider that we are on the border and that pollutants like these do not respect borders.
5/17/2013	Caltrans	Air & Water Quality	383	Non-CBO Partner	When there was so much emphasis on non-smoking, the kids were so indoctrinated that many parents stopped smoking because of pressure from kids.
5/17/2013	Caltrans	Air & Water Quality	384	Non-CBO Partner	Part of the TransNet extension in 2004 was to add an additional tax. I believe that that was to fund quality of life initiative, but we didn't get to vote on it.
5/17/2013	Caltrans	Air & Water Quality	385	Non-CBO Partner	It may seem like a small item, but I think we need to emphasize our street tree program. TREES, TREES, TREES! Let's recycle water, so that we have water to green our streets.
5/17/2013	Caltrans	Air & Water Quality	386	Non-CBO Partner	In San Ysidro, we are working on Green Fence projects. Flag to indicate air quality.
5/17/2013	Caltrans	Air & Water Quality	387	Non-CBO Partner	One of the goals of Senate Bill 375 is to reach the air quality of 1990, I am not really sure what that means.
5/17/2013	Caltrans	Air & Water Quality	388	Non-CBO Partner	That chart (pointing across the room) is pretty instructive. We have a lot of work to do. It would be helpful to look at source testing for water. Rather than prescriptive measures, I think SANDAG has a role in looking at feasible ways to improve water quality: homeless populations, animal feces and general refuse.
5/17/2013	Caltrans	Air & Water Quality	389	Non-CBO Partner	Two things: we should have a regional policy for reclaimed water. We should look at how our natural systems should be involved.
5/17/2013	Caltrans	Air & Water Quality	390	Non-CBO Partner	Funding: maybe SANDAG should help. This is general fund money. How do we pay for it? It needs to be more of a strategic plan.
5/17/2013	Caltrans	Air & Water Quality	391	Non-CBO Partner	I am assuming this plan/policy has been accepted. This goal is pretty darn vague: "Make transportation investments that result in healthy and sustainable communities." Needs to be measurable too. To me, start with the low-hanging fruit. Getting kids to walk to school would be a big return on investment.
5/17/2013	Caltrans	Air & Water Quality	392	Non-CBO Partner	I think we should use products that are less harmful.
5/17/2013	Caltrans	Air & Water Quality	393	Non-CBO Partner	We had another cyclist killed last week. I think SANDAG has a role in establishing safe bikeways in the city.
5/17/2013	Caltrans	Air & Water Quality	394	Non-CBO Partner	There is no discussion about water quantity. There is barely enough water to go around now. We need to discuss this.
5/17/2013	Caltrans	Air & Water Quality	395	Non-CBO Partner	Kids have parents and there is a real kind of organic education that goes on. Bottom line is: most of the educational programs are done by non-governmental organizations (NGOs). Just subsidizing kids to get to the park where the education programs are would be a great investment.
5/17/2013	Caltrans	Air & Water Quality	396	Non-CBO Partner	Integrate with the school system.
5/17/2013	Caltrans	Air & Water Quality	397	Non-CBO Partner	I think that people need to know that when you build something, you need to preserve something. There is a balance.
5/17/2013	Caltrans	Air & Water Quality	398	Non-CBO Partner	I remember an old TV public service announcement... smoking is the only real threat to air quality.
5/17/2013	Caltrans	Air & Water Quality	399	Non-CBO Partner	Inclusion of public health in the new plan is highlighting impacts.
5/17/2013	Caltrans	Air & Water Quality	400	Non-CBO Partner	I know SANDAG has a lot of good data. As a lay person, I'd like to know what is done with the data.

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5/17/2013	Caltrans	Air & Water Quality	401	Non-CBO Partner	Carpooling and vanpooling should be marketed more. SANDAG should show that it has positive impact on people's lives. This would have a big impact on congestion and air quality.
5/17/2013	Caltrans	Air & Water Quality	402	Non-CBO Partner	Maybe we need more positive public relations (PR) pieces.
5/17/2013	Caltrans	Air & Water Quality	403	Non-CBO Partner	Specific to the ballot measure, I'd like to know how other metropolitan planning organizations (MPOs) have dealt with these issues.
5/17/2013	Caltrans	Air & Water Quality	404	Non-CBO Partner	We live in a desert. I don't think we recognize that. Air quality, you've already heard about the situation in San Ysidro at the border.
5/17/2013	Caltrans	Air & Water Quality	405	Non-CBO Partner	I think watershed focus is really important. We are a desert, so we should use that watershed approach.
5/17/2013	Caltrans	Air & Water Quality	406	Non-CBO Partner	I am concerned about cars and their impact on air quality.
5/17/2013	Caltrans	Air & Water Quality	407	Non-CBO Partner	From the food perspective, we need to promote more conversion of lawn to food-producing gardens.
5/17/2013	Caltrans	Air & Water Quality	408	Non-CBO Partner	We need to target resources to low income and disenfranchised communities. Hopefully, the port redevelopment won't make too big and harmful of an impact on the neighboring communities.
5/17/2013	Caltrans	Air & Water Quality	409	Non-CBO Partner	My interest is with corporate uses of water. Biotech and other research labs have a different rate for which they pay. They need to be monitored.
5/17/2013	Caltrans	Air & Water Quality	410	Non-CBO Partner	We need IPR (water reuse).
5/17/2013	Caltrans	Air & Water Quality	411	Non-CBO Partner	I'd like to see some aquifer enhancement. We talk about what's above ground, but what about what's below ground? In Southeastern San Diego, there is a dump next to Chollas Lake. Can we fix that? Like today?! Let's fix what we have now.
5/17/2013	Caltrans	Air & Water Quality	412	Non-CBO Partner	No landfills next to bodies of water.
5/17/2013	Caltrans	Air & Water Quality	413	Non-CBO Partner	We need to have better recycling so we end up with smaller landfills.
5/17/2013	Caltrans	Air & Water Quality	414	Non-CBO Partner	We should offer a bigger refund for recyclables.
5/17/2013	Caltrans	Air & Water Quality	415	Non-CBO Partner	The "purple pipe." This is very expensive. How do we do this? Long term, this is a no brainer. Talking about "shower to flower" or "toilet to tap?"
5/17/2013	Caltrans	Air & Water Quality	416	Non-CBO Partner	It seems like the philosophy currently is how do we get water to the ocean quickest? We should lean more towards fewer pavements in general.
5/17/2013	Caltrans	Air & Water Quality	417	Non-CBO Partner	We should have green roofs.
5/17/2013	Caltrans	Air & Water Quality	418	Non-CBO Partner	Urban forestry, more trees in general.
5/17/2013	Caltrans	Air & Water Quality	419	Non-CBO Partner	Be sure to plant native species. A lot of the invasives (eucalyptus & orendo) drink too much water and plug up the waterways, too.
5/17/2013	Caltrans	Air & Water Quality	420	Non-CBO Partner	We have lots of invasive plant issues. SANDAG could support some local groups in cleaning up invasive plants. I wish we would be aggressive in piloting clean technologies.
5/17/2013	Caltrans	Air & Water Quality	421	Non-CBO Partner	SANDAG should just use all of our money that they're wasting on litigation on projects like these.
5/17/2013	Caltrans	Air & Water Quality	422	Non-CBO Partner	What about city composting?
5/17/2013	Caltrans	Air & Water Quality	423	Non-CBO Partner	There is this whole concept of the greenway, from the mountains to the ocean. We should have a goal of keeping the water clean along the way. This would help us see our water as part of an ecosystem to protect.
5/17/2013	Caltrans	Air & Water Quality	424	Non-CBO Partner	Maybe we can bring it down to the micro level. Bring small hand held air quality devices to community members.
5/17/2013	Caltrans	Air & Water Quality	425	Non-CBO Partner	Re-think your drink, a campaign about drinking tap water.
5/17/2013	Caltrans	Air & Water Quality	426	Non-CBO Partner	I live in Talmadge and maybe we could outreach to community members, encourage members to plant trees in front of their yards (people for trees).
5/17/2013	Caltrans	Air & Water Quality	427	Non-CBO Partner	We've got miles of freeways, we could green the edges of our freeways, get more creative about cleaning up the air as well as beautification.

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5/17/2013	Caltrans	Air & Water Quality	428	Non-CBO Partner	Education is a big thing for us. If every person picked up three pieces of trash per day, our water quality would be much better.
5/17/2013	Caltrans	Air & Water Quality	429	Non-CBO Partner	SANDAG should have policies that prohibit freeways from being built too close to communities.
5/17/2013	Caltrans	Air & Water Quality	430	Non-CBO Partner	Tree canopy loss in our region results in impacts on air and water quality.
5/17/2013	Caltrans	Air & Water Quality	431	Non-CBO Partner	We should use urban forestry - community gardens, urban open space, street trees, urban agriculture, protection and enhancement, etc.as means of reducing air and water pollution.
5/17/2013	Caltrans	Air & Water Quality	432	Non-CBO Partner	Ideas for Regional Plan could include: tree planting campaign.
5/17/2013	Caltrans	Air & Water Quality	433	Non-CBO Partner	Types of trees selected for urban setting important–palm trees not as effective for shade and urban heat island effect– who manages tree selection\additional agencies at SANDAG to coordinate with?
5/17/2013	Caltrans	Air & Water Quality	434	Non-CBO Partner	Urban landscape to reduce urban heat island effect – would improve air quality and quality of life – this in turn improves economic conditions in city.
5/17/2013	Caltrans	Air & Water Quality	435	Non-CBO Partner	But additional landscaping can require irrigation, so need to balance and work within the environment: create more attractive spaces using native species – these don't require a lot of water and fertilizer.
5/17/2013	Caltrans	Air & Water Quality	436	Non-CBO Partner	Ornamental trees and lawns use a lot of water.
5/17/2013	Caltrans	Air & Water Quality	437	Non-CBO Partner	City of SD halted tree planting because of cost of water – but counter-intuitive – cost of watering trees very small; water mitigation can be calculated using on line tool.
5/17/2013	Caltrans	Air & Water Quality	438	Non-CBO Partner	Tied to air and water quality, because our agriculture gets trucked up to Los Angeles so that it can get trucked back here.
5/17/2013	Caltrans	Air & Water Quality	439	Non-CBO Partner	Co-ops for urban agriculture – does SANDAG deal with this? Keep produce local to improve access to food.
5/17/2013	Caltrans	Air & Water Quality	440	Non-CBO Partner	Urban runoff is a major issue – pollutants going into ocean.
5/17/2013	Caltrans	Air & Water Quality	441	Non-CBO Partner	Storm water permit for cities going to be very hard for cities to comply with; also storm water permit may create types of development that cause people to drive.
5/17/2013	Caltrans	Air & Water Quality	442	Non-CBO Partner	Building infill development is going to be even harder with permit requirements.
5/17/2013	Caltrans	Air & Water Quality	443	Non-CBO Partner	Condition of roads is horrible; this contributes to water contamination.
5/17/2013	Caltrans	Air & Water Quality	444	Non-CBO Partner	Instead of funneling water into concrete channels, can use natural systems.
5/17/2013	Caltrans	Air & Water Quality	445	Non-CBO Partner	Round up and turf fertilizers are being overused – this runs into the drains – this should not be used on residential landscapes – limit use of chemical fertilizers.
5/17/2013	Caltrans	Air & Water Quality	446	Non-CBO Partner	Boulder, Co. banned Round Up and there was some backlash – maybe outright ban not way to go, but education needed.
5/17/2013	Caltrans	Air & Water Quality	447	Non-CBO Partner	Overwatering is major cause of pollution transport.
5/17/2013	Caltrans	Air & Water Quality	448	Non-CBO Partner	Problem with avocado groves trying to reduce water use - tried to back off of water 25% but 75% yield lost – plant goes into stress and leaves turn over which stop healthy growth – also water travels from farm to farm to farm – this leaves the owner at the bottom of the hill responsible for mitigating.
5/17/2013	Caltrans	Air & Water Quality	449	Non-CBO Partner	Same problem in avocado groves and in cities – need to capture storm water on larger scale – not just on-site capture – but large scale and treatment – somewhere downstream can catch the water and treat it.
5/17/2013	Caltrans	Air & Water Quality	450	Non-CBO Partner	Responsibility of property owner for their runoff – tax or raise price –personal responsibility.
5/17/2013	Caltrans	Air & Water Quality	451	Non-CBO Partner	Reduce our footprint – contractors required to have so many parking spaces – not like this in Manhattan or San Francisco.

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5/17/2013	Caltrans	Air & Water Quality	452	Non-CBO Partner	Cut down on mandatory parking spaces – paving over the ground so not capturing our water – parking structures can be used to create shade.
5/17/2013	Caltrans	Air & Water Quality	453	Non-CBO Partner	Can't continue to incentivize building more highways – this is causing more trips.
5/17/2013	Caltrans	Air & Water Quality	454	Non-CBO Partner	Need more infrastructure for energy efficient vehicles – incentivize cleaner vehicles.
5/17/2013	Caltrans	Air & Water Quality	455	Non-CBO Partner	Changing to zero emission vehicles should not be first priority – work on alternatives if we want to deal with congestion.
5/17/2013	Caltrans	Air & Water Quality	456	Non-CBO Partner	Population going to grow and there will not be enough room for cars – they may be energy efficient cars, but where are they going to go? Need more transportation options.
5/17/2013	Caltrans	Air & Water Quality	457	Non-CBO Partner	Don't rely on personal vehicle – push transit and active transportation. Car-sharing and bike share programs are needed, which contribute to improved air and water quality.
5/17/2013	Caltrans	Air & Water Quality	458	Non-CBO Partner	Integration of biking with the bus – only two racks on the bus.
5/17/2013	Caltrans	Air & Water Quality	459	Non-CBO Partner	Road diets to reduce amount of traffic in urban settings keep people off of the side streets – reduces congestion and noise and air quality.
5/17/2013	Caltrans	Air & Water Quality	460	Non-CBO Partner	It can take three hours to travel from Escondido to downtown and three different buses, which makes this option a burden, while some are forced to use it because they do not own a car.
5/17/2013	Caltrans	Air & Water Quality	461	Non-CBO Partner	Plan should look at different transportation modes, like truck and rail.
5/17/2013	Caltrans	Air & Water Quality	462	Non-CBO Partner	Air Resources Board (ARB) trying to focus heavily on goods movement.
5/17/2013	Caltrans	Air & Water Quality	463	Non-CBO Partner	Port of San Diego has clean truck program for diesel emissions and plug in program for ships; Dole uses the plug in program when importing 85 million bananas; cruise ships now required to turn off engines.
5/17/2013	Caltrans	Air & Water Quality	464	Non-CBO Partner	Don't use lanes on highway for freight that were designed for high occupancy vehicles; deal with air quality issues at the border, but the answer is not to use the lanes for freight.
5/17/2013	Caltrans	Air & Water Quality	465	Non-CBO Partner	Truth is 40% of emissions are from passenger and light duty vehicles – need to focus on reducing single occupancy vehicles (SOVs).
5/17/2013	Caltrans	Air & Water Quality	466	Non-CBO Partner	Increasing freeway lanes encouraging more cars and double-tracking increases freight – mayor talking of increasing port capacity which will exacerbate that.
5/17/2013	Caltrans	Air & Water Quality	467	Non-CBO Partner	The large cardboard one-pager says we met the 1997 ozone standard, but does not say that we did not meet the newer 2008 Ozone Standard.
5/17/2013	Caltrans	Air & Water Quality	468	Non-CBO Partner	San Diego region should be meeting Executive Order S-3-05 dealing with cars and light trucks; SANDAG should do its full share and be in accordance with all climate action plans.
5/17/2013	Caltrans	Air & Water Quality	469	Non-CBO Partner	Should include planning objectives around second hand smoke, especially in multi-unit housing.
5/17/2013	Caltrans	Air & Water Quality	470	Non-CBO Partner	Water catchment –using bike lanes to incorporate water catchment – Portland an example.
5/17/2013	Caltrans	Air & Water Quality	471	Non-CBO Partner	Residential level – landscaping water catchment system reduces cost of landscaping at homes.
5/17/2013	Caltrans	Air & Water Quality	472	Non-CBO Partner	La Jolla has tons of seals on the beach; this is not good for water quality.
5/17/2013	Caltrans	Air & Water Quality	473	Non-CBO Partner	Emphasize per capita water use comparable to other areas such as Sydney, Australia.
5/17/2013	Caltrans	Air & Water Quality	474	Non-CBO Partner	Adding fluoride to water is an annoyance – we are polluting the water and corroding the piping systems.
5/17/2013	Caltrans	Air & Water Quality	475	Non-CBO Partner	Developers need performance based measurements to improve water quality enhancement practices.

Date	Location	Table_Topic	Comment_ID	CBO Partner	Comments
5/17/2013	Caltrans	Air & Water Quality	476	Non-CBO Partner	Support indirect potable reuse as opposed to importing water.
5/17/2013	Caltrans	Air & Water Quality	477	Non-CBO Partner	Has non-point source pollution of water been quantified? Has this been modeled in next 40 years?
5/17/2013	Caltrans	Air & Water Quality	478	Non-CBO Partner	Increase pervious surfaces.
5/17/2013	Caltrans	Air & Water Quality	479	Non-CBO Partner	Extend transportation networks where people are working – extend trolley to job centers and produce jobs where people are living.
5/17/2013	Caltrans	Air & Water Quality	480	Non-CBO Partner	Improve employment options in South Bay, where there is a lot of economic potential - housing developments need job opportunities – putting the university down there is a start, but need more – otherwise people need to commute from South County to job centers.
5/17/2013	Caltrans	Air & Water Quality	481	Non-CBO Partner	Consider land use component – recognize transportation drives land use and not just the other way around.
5/17/2013	Caltrans	Air & Water Quality	482	Non-CBO Partner	Site schools near transportation so kids can walk and bike to school – also for government agencies – is it near public transportation, making it easy to walk and bike to work?
5/17/2013	Caltrans	Air & Water Quality	483	Non-CBO Partner	General philosophy of telecommuting – on Fridays, can see traffic lessened due to this.
5/17/2013	Caltrans	Air & Water Quality	484	Non-CBO Partner	Would like to see Kearney Mesa and Clairemont Mesa totally revitalized – new businesses and denser housing – need a strong transit oriented development (TOD) policy.
5/17/2013	Caltrans	Air & Water Quality	485	Non-CBO Partner	It is important to address community concerns. There is resistance to two-story buildings. Work with communities to talk about why it's important to have higher densities.
5/17/2013	Caltrans	Air & Water Quality	486	Non-CBO Partner	But need to have jobs – because can't just increase housing causing congestion – allowances to build residential instead of commercial, if can't make money on commercial development.
5/17/2013	Caltrans	Air & Water Quality	487	Non-CBO Partner	In Sweden and Norway – buy outlying areas.
5/17/2013	Caltrans	Air & Water Quality	488	Non-CBO Partner	Address both health and social equity issues –need to focus on impacted communities –those that suffer the most.
5/17/2013	Caltrans	Air & Water Quality	489	Non-CBO Partner	Is SANDAG functioning from a scientific perspective or do the powers that be get what they want? It is great to have all of these ideas but it seems that it doesn't matter because powers that be make the decisions in the end.
5/17/2013	Caltrans	Air & Water Quality	490	Non-CBO Partner	Vehicles based in Mexico don't have to comply with California air quality standards... Provide incentives for trucks that do cross the border.
5/17/2013	Caltrans	Air & Water Quality	491	Non-CBO Partner	Would be a great policy move to work with Tijuana on air quality – air crosses the border – smog checks in Mexico?
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	492	Non-CBO Partner	Address jobs/housing fit.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	493	Non-CBO Partner	Encourage development of affordable housing along transit corridors/ transit stations (in TODs) and near jobs to provide housing options for all income levels (jobs/housing fit).
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	494	Non-CBO Partner	Improve border crossing wait-times to reduce emissions and health impacts.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	495	Non-CBO Partner	Provide opportunities for and promote mobility options that produce low emissions or no emissions at all (bicycling and walking).
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	496	Non-CBO Partner	Create community garden opportunities to reduce emissions related to the transportation of fruits and vegetables.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	497	Non-CBO Partner	Eliminate traffic level of service (LOS) and replace with multi-modal LOS when evaluating projects.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	498	Non-CBO Partner	Improve bike lanes/facilities.

Date	Location	Table_Topic	Comment_ID	CBO Partner	Comments
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	499	Non-CBO Partner	Provide transit service to rural areas to reduce driving/lengthy commutes (however, recognize the expense of this type of service).
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	500	Non-CBO Partner	SANDAG and local governments should support development that uses new technologies.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	501	Non-CBO Partner	SANDAG needs to focus on less driving and improving/increasing public transit; improve frequencies and lower the costs of riding transit (barrier to low income people).
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	502	Non-CBO Partner	Implement a rail system along major roads/freeways that can be boarded at multiple locations.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	503	Non-CBO Partner	Implement a low/no cost rubber-wheeled, electric powered downtown circulator shuttle.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	504	Non-CBO Partner	SANDAG should be focused on the 41 percent of emissions that come from cars and light duty trucks.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	505	Non-CBO Partner	SANDAG is seen as advancing sprawl development.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	506	Non-CBO Partner	Implement "Kids Ride Free" program to get young people used to transit early.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	507	Non-CBO Partner	Provide access to beaches other than car access.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	508	Non-CBO Partner	Quantify objectives and timelines for achieving the goals of the regional plan.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	509	Non-CBO Partner	Promote the idea of living closer to jobs for cost, time, and energy savings.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	510	Non-CBO Partner	Provide people with incentives for living close to work.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	511	Non-CBO Partner	Promote mobility options: walking and bicycling and use of multiple modes (e.g. bike and bus or bike and Trolley).
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	512	Non-CBO Partner	Advertise the benefits of density: more and better restaurants and other services (e.g. Mission Hills and Hillcrest).
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	513	Non-CBO Partner	Provide people with more information about their options and how they can reduce GHG emissions.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	514	Non-CBO Partner	Increase marketing for Bike to Work Day.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	515	Non-CBO Partner	SANDAG can educate local governments and people living in the region about clean energy and clean fuel options (e.g. prepare a guidebook on plug-in electric cars and other available choices (some regions have done this).
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	516	Non-CBO Partner	Increase use of news and social media.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	517	Non-CBO Partner	A conservation campaign is needed to educate people.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	518	Non-CBO Partner	Need to get young people involved.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	519	Non-CBO Partner	Focus on renewable energy (e.g. wind, solar, geothermal) and increasing low carbon fuel standards.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	520	Non-CBO Partner	More lobbying needed to counter oil and gas interests.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	521	Non-CBO Partner	Locally produced clean energy would promote national security.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	522	Non-CBO Partner	Distributed (on-site) generation of green energy – solar, wind, and biofuel require less infrastructure and protect open space/habitat areas; industrialized solar/wind energy is destructive and requires transmission lines.

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5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	523	Non-CBO Partner	Solar panels should be installed on every home and business.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	524	Non-CBO Partner	Need more infrastructure to support electric cars.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	525	Non-CBO Partner	Zero-emission buses (powered by solar generated electricity).
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	526	Non-CBO Partner	Provide and promote mobility options that produce low/no emissions (bicycling and walking).
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	527	Non-CBO Partner	Create awareness of and reduce phantom energy use (e.g. chargers plugged in after charging is complete).
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	528	Non-CBO Partner	Facilities needed for boating and shipping Liquid Natural Gas (LNG).
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	529	Non-CBO Partner	Reduce energy use in commercial buildings; energy waste is high in these buildings.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	530	Non-CBO Partner	Reduce energy use by buying local food and creating food hubs.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	531	Non-CBO Partner	Public access is needed for solar stations on private property.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	532	Non-CBO Partner	Pursue more person-to-person or business-to-person car sharing (in addition to corporate solutions like Car2Go (Daimler-Chrysler supported)).
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	533	Non-CBO Partner	Promote informal (organic) carpooling (e.g. Bay area carpools into the city).
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	534	Non-CBO Partner	Purchase carbon credits to off-set emissions related to air travel.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	535	Non-CBO Partner	Work with airlines to reduce emissions.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	536	Non-CBO Partner	Tax carbon emissions.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	537	Non-CBO Partner	Increase use of biofuels and algae fuel.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	538	Non-CBO Partner	Use fuel cells (waste product is water).
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	539	Non-CBO Partner	Develop apps or ways people can determine how much water and energy they are consuming/using to help them conserve and use these resources more efficiently.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	540	Non-CBO Partner	Focus on green jobs related to transportation, buildings, etc.; support entrepreneurs.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	541	Non-CBO Partner	Government and infrastructure support needed to facilitate use of new technologies.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	542	Non-CBO Partner	Eliminate bus stops and use cell phone apps to flag down buses.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	543	Non-CBO Partner	Telematics data: a Ford Focus can get 70 mpg if driven correctly.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	544	Non-CBO Partner	Young people are less interested in driving/spending long periods of time in their cars, but people in positions of power still love their single-occupant vehicles.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	545	Non-CBO Partner	Increase water recycling; zero water run-off.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	546	Non-CBO Partner	Suggested goal: reduce Greenhouse Gas (GHG) emissions enough to support climate stabilization.

Date	Location	Table_Topic	Comment_ID	CBO Partner	Comments
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	547	Non-CBO Partner	All plans, including long-range and general plans, should support climate stabilization.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	548	Non-CBO Partner	There needs to be a viable transition plan to achieve a lower carbon footprint.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	549	Non-CBO Partner	Plan should assess the current and feasible technology and analyze where technology could go.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	550	Non-CBO Partner	Infrastructure should be set up in response to the transition plan.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	551	Non-CBO Partner	Look at natural gas (NG) as an important transition fuel.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	552	Non-CBO Partner	NG can reduce emissions.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	553	Non-CBO Partner	Currently, NG is only used, for the most part, in fleets.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	554	Non-CBO Partner	Diesel school bus engines are being converted to natural gas.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	555	Non-CBO Partner	Region should work with schools to change school buses to cleaner fuels.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	556	Non-CBO Partner	People are nervous that there is not a better infrastructure for the single car.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	557	Non-CBO Partner	In Los Angeles County, vehicles fuel up at landfills using the methane gas byproduct.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	558	Non-CBO Partner	Whenever there is a jump in gas prices, there is a jump in people buying more fuel-efficient vehicles, but a few months later, people go back to their old vehicles once they realize how unsafe the highways are.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	559	Non-CBO Partner	SANDAG should partner more with local private companies.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	560	Non-CBO Partner	Price drives everything in term of alternate fuels.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	561	Non-CBO Partner	The current Regional Transportation Plan does not meet the SB 375 target emission numbers.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	562	Non-CBO Partner	Need to come up with a solid plan on what the emissions need to be for certain areas and then move back from that.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	563	Non-CBO Partner	Should relocate certain types of jobs that are out of reach to those wanting to travel to work via bike.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	564	Non-CBO Partner	There needs to be some way to incentivize those who drive to work to use alternate transportation to get to work.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	565	Non-CBO Partner	Need an incentive or some type of voucher to carpool more.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	566	Non-CBO Partner	Need to deploy more photovoltaics, but there is a problem when energy is needed more in the evening when there is no production.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	567	Non-CBO Partner	Need to look at energy storage for excess energy.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	568	Non-CBO Partner	Thermal mass and advanced electricity storage are two storage types.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	569	Non-CBO Partner	Universities could focus more on researching the technology and driving the cost down.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	570	Non-CBO Partner	Conduct more research and development on energy storage at local universities.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	571	Non-CBO Partner	Achieving zero net energy is difficult for apartments and multifamily homes.

Date	Location	Table_Topic	Comment_ID	CBO Partner	Comments
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	572	Non-CBO Partner	Laws need to change through legislative action on how that works.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	573	Non-CBO Partner	A possible solution is for people to participate in a sort of co-op concept at neighborhood level.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	574	Non-CBO Partner	Community or recreation centers could serve as hubs for education, distributed generation center, and planning.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	575	Non-CBO Partner	Need to focus on saving energy at the start, not storing it.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	576	Non-CBO Partner	Example: Heat from attics cause houses to heat up; reducing that heat before it starts will lead to a cooler home temperature, and less wasted energy on fans and air conditioning.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	577	Non-CBO Partner	Should not look at the economic benefits of creating new items, but instead look at the economic benefit of doing something with the items that are already created.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	578	Non-CBO Partner	Should look at things from a point of view a generation down the road and place a value on things for the younger generations.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	579	Non-CBO Partner	Need to create more input and discussion around riding bikes to and from school.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	580	Non-CBO Partner	Anything within a mile should be biked and not driven.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	581	Non-CBO Partner	Need more planning for safe biking.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	582	Non-CBO Partner	Need more economic research and development.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	583	Non-CBO Partner	Should not need to import a large amount of people and intellect.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	584	Non-CBO Partner	Need to start with companies coming into our communities and reaching out to students in high school and college.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	585	Non-CBO Partner	Need to connect the R&D companies to all of the communities in San Diego.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	586	Non-CBO Partner	Part of the dilemma is changing the mentality that many people grew up with.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	587	Non-CBO Partner	Need to start at the beginning in pre-schools.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	588	Non-CBO Partner	Alternative energy sources.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	589	Non-CBO Partner	Energy efficiency and roof-top energy needs to be a priority in making communities more self-sufficient.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	590	Non-CBO Partner	Need to fit the communities that we already have with photovoltaics, and deemphasize fitting the back country with large energy plants.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	591	Non-CBO Partner	Follow state's prioritization of conservation, energy efficiency, and then onsite renewables.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	592	Non-CBO Partner	The plan needs to address that technology is changing.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	593	Non-CBO Partner	There are some ways to store energy.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	594	Non-CBO Partner	Prices have come down some on alternate energy and energy efficiency items.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	595	Non-CBO Partner	Need to reach out to people that drive inefficient energy vehicles. Get them acclimated to the new way. Teach them that focusing on alternate transportation is needed.

Date	Location	Table_Topic	Comment_ID	CBO Partner	Comments
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	596	Non-CBO Partner	Incentivize switching to electric vehicles (EV).
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	597	Non-CBO Partner	Maybe give a rebate for those that switch from gas to EV.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	598	Non-CBO Partner	A business incentive may be a good idea.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	599	Non-CBO Partner	Some people drive more from work to meetings and not from home to work.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	600	Non-CBO Partner	Would be great if organizations had access to an electric vehicle.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	601	Non-CBO Partner	Businesses can make more meetings via satellite and not in person.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	602	Non-CBO Partner	Education is large part of the solution.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	603	Non-CBO Partner	Potential customers need to know of the money they can save and that prices have come down.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	604	Non-CBO Partner	While the cost of education is free for the most part, the cost of not educating is huge.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	605	Non-CBO Partner	Need to focus education on how to lessen and stop carbon and methane.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	606	Non-CBO Partner	Awareness is also needed in addition to education.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	607	Non-CBO Partner	Solar panels should be on public buildings.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	608	Non-CBO Partner	Transit centers could have conference rooms attached so people can rent a room and hold meetings at a place that is accessible by transit.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	609	Non-CBO Partner	Suggestion to mention what transit options people can use to get to the workshop meetings.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	610	Non-CBO Partner	Most people do not care about carbon when it comes to costs.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	611	Non-CBO Partner	Reduced prices will draw more attention and support.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	612	Non-CBO Partner	Focus on GHG reductions from a cost perspective and there will be better buy-in.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	613	Non-CBO Partner	Do not want to put the ecosystem at risk when creating clean energy.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	614	Non-CBO Partner	Should build the energy systems and plants on already degraded lands and brown fields.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	615	Non-CBO Partner	Incentives: Often talk about personal incentives, but the goal is to have whole neighborhoods be increasing their energy efficiency.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	616	Non-CBO Partner	Since some communities have very strong ties, a community incentive may work better.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	617	Non-CBO Partner	The incentive could go to the schools.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	618	Non-CBO Partner	Making it a collective where more than one person benefits could lead to more participation.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	619	Non-CBO Partner	The net energy use by communities should be evaluated.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	620	Non-CBO Partner	Work with communities and encourage them to work together.

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5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	621	Non-CBO Partner	Incentives: Take community centers, often the heart of the community, into account.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	622	Non-CBO Partner	A community hub should be used to reach a greater audience and gain more attention.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	623	Non-CBO Partner	Is SANDAG reaching out to elementary students? They are the ones that will be here in 50 years. They are still idealistic and their insight could be a valuable part of the plan.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	624	Non-CBO Partner	Innovation: Personalized air quality monitors to measure air quality in communities with high asthma rates.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	625	Non-CBO Partner	Why aren't communities being measured that need it the most?
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	626	Non-CBO Partner	Encourage roof-top photovoltaic on industrial and residential buildings.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	627	Non-CBO Partner	SDG&E does not pay customer for the energy they do not use, so the rate structure needs to change so that it encourages SDG&E to encourage customers to use photovoltaics.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	628	Non-CBO Partner	The Public Utility Commission (PUC) granted SDG&E a massive increase in energy bills.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	629	Non-CBO Partner	It makes efforts to get them to buy unused solar energy useless since they can just agree to it and charge you more.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	630	Non-CBO Partner	Only practical way to get people to use the good stuff is to highly tax the bad stuff.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	631	Non-CBO Partner	Politically unpopular, but economically popular.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	632	Non-CBO Partner	SDG&E Center for Sustainable Energy is great, but it is unfortunate that there is not one in the North County.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	633	Non-CBO Partner	Need the marketing and the accessibility.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	634	Non-CBO Partner	There needs to be more incentives and the benefits need to be explained to the homeowners.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	635	Non-CBO Partner	There is a general lack of information.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	636	Non-CBO Partner	Consider partnering with schools.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	637	Non-CBO Partner	People pay more attention to things that involve their children.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	638	Non-CBO Partner	Use a school as a demonstration project.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	639	Non-CBO Partner	San Diego should recycle all gray water.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	640	Non-CBO Partner	Water can be addressed in many ways: rainwater, run-off, plants planted.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	641	Non-CBO Partner	Present affordable energy efficient cars to high school students nearing the driving age.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	642	Non-CBO Partner	Car2Go is good program since buying a zero-emission vehicle is out of reach to many families.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	643	Non-CBO Partner	Car2Go seems to be focused in areas that already have transportation options. The service area needs to be greater.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	644	Non-CBO Partner	San Diego needs more efficient bus routes since the current ones take too long.

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5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	645	Non-CBO Partner	There are programs that help seniors with their bills and they talk to them about other ways to save money. People help them with weatherization. Many seniors in the program have inquired about ways they can be more environmentally friendly. Seniors are a population to target.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	646	Non-CBO Partner	Implementation of innovations: SANDAG should reach out to non-profits and help them get grants to implement things such as: weatherization, car sharing, etc.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	647	Non-CBO Partner	Transit times: SANDAG could partner with private organizations such as car share or yellow cab.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	648	Non-CBO Partner	As a transit rider you could call a taxi and be assured that they will come.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	649	Non-CBO Partner	SANDAG could split the costs with people who buy a monthly pass with a limit on how often it could be used.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	650	Non-CBO Partner	Use land use to reduce energy: create sustainable communities where energy needs are reduced.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	651	Non-CBO Partner	The more transactions you can make without getting in a car, the better. That would encourage density and that would create better transportation options.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	652	Non-CBO Partner	Need more sustainable communities.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	653	Non-CBO Partner	Should consider freight movement and relation with the border.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	654	Non-CBO Partner	Feasibility study grants for electric truck stop at the border.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	655	Non-CBO Partner	Why does all freight crossing the border have to go on a truck?
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	656	Non-CBO Partner	Why doesn't the trolley go across the border?
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	657	Non-CBO Partner	A lot easier to see what people have if they are carrying a backpack versus driving a car.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	658	Non-CBO Partner	You can cross the Canadian border on a train.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	659	Non-CBO Partner	There are tax incentives at the end of the year for energy efficient cars, but not everyone can afford the car to start.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	660	Non-CBO Partner	An exchange program should be created similar to the one with light bulbs and lawn mowers.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	661	Non-CBO Partner	Tax credits are just subsidies in disguise.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	662	Non-CBO Partner	Putting a tax on something sends a price signal to everyone, not just to the users and producers.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	663	Non-CBO Partner	Short trips are often cheaper to drive.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	664	Non-CBO Partner	The level of services with automobiles through CEQA in urban areas does not make sense.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	665	Non-CBO Partner	Drafting an EIR for a bike lane is crazy; this is a policy area that SANDAG could address.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	666	Non-CBO Partner	SANDAG should provide local incentives for clean energy/clean fuel areas.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	667	Non-CBO Partner	When SANDAG and Caltrans get together for a freeway, does SANDAG have to do mitigation for the carbon that is created from the project?

Date	Location	Table_Topic	Comment_ID	CBO Partner	Comments
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	668	Non-CBO Partner	Should have to place photovoltaics in to offset the carbon emissions.
5/17/2013	Caltrans	Clean Fuels, Clean Energy & Innovation	669	Non-CBO Partner	Where to put them? The areas of impact in the urban areas.
5/17/2013	Caltrans	Written Comment	670	Non-CBO Partner	Increase trails; there is no need for sidewalks on both sides of the street. Utility boxes should be part of peoples' everyday fitness. Allow for jumping on utility boxes. Have pull-up bars on sidewalks/trails. More outdoor uses: outdoor retail, dining. Parks within ¼ mile of every residence.
5/17/2013	Caltrans	Written Comment	671	Non-CBO Partner	Facilitators did a great job. I saw so many of the "right people" in the room (so great!), but...how do you pull in the underserved citizens into this process too? Good to have Muggs Stoll in the room. Thank you for listening to food waste remarks from last workshop in October. Zero waste event! This time, no plastic, no styrofoam, etc... Well done.
5/17/2013	Caltrans	Written Comment	672	Non-CBO Partner	SANDAG- Please change your thinking from promoting development to all corners at any cost, and with supportive roads, to concentrated nodes of development, linked by mass transit, bike and walkways. Please do all to transform ASAP to transit based transportation and to reduce GHG to meet AB 32 standards.
5/17/2013	Caltrans	Written Comment	673	Non-CBO Partner	Question: Can we improve water quality by reducing NPSP from cars? Has this ever been forecasted or modeled?
5/17/2013	Caltrans	Written Comment	674	Non-CBO Partner	Water and air quality are vital to life and clearly a social and environmental justice issue in many areas. Zero waste run-off, everything reused or percolated back in the ground.
5/17/2013	Caltrans	Written Comment	675	Non-CBO Partner	Include incentive programs, especially for business and agencies, to make positive choices more likely.
5/17/2013	Caltrans	Written Comment	676	Non-CBO Partner	Assess energy and transportation infrastructure's vulnerability to sea level rise. Continue to drive lower VMT and GHG. Build and support compact neighborhoods; it saves all of us time, energy, water. Actively provide assistance (technical, financial, networking) to support member cities developing climate action plans (both mitigation and adaptation). Love your "new ideas" on the easels today. Ensure we invest in robust, interconnected system of open space that ensures resilience to changing climate.
5/17/2013	Caltrans	Written Comment	677	Non-CBO Partner	Less pavement, more trees. More green roofs. More green sidewalks/trails. More bikeways/trails. Increase greywater usage.
5/17/2013	Caltrans	Written Comment	678	Non-CBO Partner	Climate change strategy should focus first on reducing/preventing, rather than adaptation. The key is land use policy, which would work to promote mixed-use, walkable communities. To the extent transportation plan systems are to be expanded, emphasis should be on transit. Higher density, transit-oriented communities only are feasible if the transit is first put in place (If you build it, they will come).
5/17/2013	Caltrans	Written Comment	679	Non-CBO Partner	Regarding climate change, SANDAG needs to spend more attention to this reality—future water shortages; the need to consider restricting population, at least in some areas; the need for enhanced protection for natural areas; less disruption by roads and transit rates which weaken habitats and increase fire vulnerabilities.
5/17/2013	Caltrans	Written Comment	680	Non-CBO Partner	Increase the number of low-cost air quality monitors (i.e. hand-held) for low-income communities with high asthma rates, but there is no data on air quality.

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5/17/2013	Caltrans	Written Comment	681	Non-CBO Partner	Regarding Air & Water quality, what kind of support is SANDAG doing to stop an industry that kills half a million people in the US and that pollutes our beaches, oceans, streams, rivers, swamps, etc. Cigarette butts are the number one trash toss in San Diego and all areas of the world. We picked up 140,000 plus from 2008-2011 at local parks. Let's ban cigarette butts in San Diego and make the tobacco industry liable!
5/17/2013	Caltrans	Written Comment	682	Non-CBO Partner	Create more natural drainage cleaning systems. Less concrete drains, more natural earthen drains. More urban forestry. Education: everyone pick up three pieces of trash a day.
5/17/2013	Caltrans	Written Comment	683	Non-CBO Partner	Would like to see funding priorities tie directly into air quality and water quality improvement goals— would like to see specific metrics.
5/17/2013	Caltrans	Written Comment	684	Non-CBO Partner	Promote grey water in the region. Promote rainwater harvesting. Dechannelize creeks and promote greener infrastructure. Support Escondido creek... reveal the creek project. Support and encourage permaculture on a neighborhood basis.
5/17/2013	Caltrans	Written Comment	685	Non-CBO Partner	Regarding air quality, use the results of the OEHHAs and CALEPAs CALEnviro Screen to target funding and services to most impacted, vulnerable communities— these folks need help.
5/17/2013	Caltrans	Written Comment	686	Non-CBO Partner	The regional planning opportunity can look at the way clean energy is framed and messaged. Despite GHG reduction goals, most people don't care about GHG and carbon. Frame it as an opportunity for jobs and economic growth. Clean and innovations are great. Stay away from green words in order to appeal to more people.
5/17/2013	Caltrans	Written Comment	687	Non-CBO Partner	With regards to public transportation, the trolley in particular, the fare needs to change. How one purchases fare is not user-friendly. You should be able to add any amount to your fare card not just 1 day, 2 day, 3 day, and monthly. Fare should be added on an as needed basis, not a daily fare basis.
5/17/2013	Caltrans	Written Comment	688	Non-CBO Partner	The most effective strategy would be to reduce the need for transportation by self-contained/self-sufficient communities.
5/17/2013	Caltrans	Written Comment	689	Non-CBO Partner	Ensure that SANDAG plan includes the results of OEHHA's and CALEPAs CALEnviro Screen and the high vulnerable communities receive the most attention and relief.
5/17/2013	Caltrans	Written Comment	690	Non-CBO Partner	With regards to climate change, what is SANDAG going to do about an industry that kills half a million people and pollutes with cigarette butts (#1 trash in San Diego and in the world) our oceans, beaches, rivers, streams, swamps, parks, streets and every other place industry housing with second hand smoke! Let's make cigarette butts illegal and ban second hand smoke! Let's make the industry liable and responsible! Let's make politicians stop taking money from the tobacco industry and pay attention to EPA report that states that the second hand smoke is class "A" carcinogen.
5/17/2013	Caltrans	Written Comment	691	Non-CBO Partner	T.O.D. - Transit Oriented Development is a vital part of addressing the concerns of all the groups. Boomers and the Gen X and Y want livable communities where they have alternatives to car trips — walkable, bikeable and transit options. SANDAG is a regional leader in planning our future. We need infill development and increasing density to mitigate rising sea levels and increasing wild fires. Increasing density is a key to climate resilience.
5/17/2013	Caltrans	Written Comment	692	Non-CBO Partner	DO NOT ALLOW development of Rancho Guejito! This is a pristine historic natural area— do not allow rezone or upzone of density there!
5/17/2013	Caltrans	Written Comment	693	Non-CBO Partner	Excellent topics, but perhaps provide an interest in educating the urban communities.

Date	Location	Table_Topic	Comment_ID	CBO Partner	Comments
5/17/2013	Caltrans	Written Comment	694	Non-CBO Partner	Full disclosure- SANDAG needs to explain and show where its funding goes. How much of its \$214 Billion RTP for example, is used for highway/roads, transit, bike and walkways, etc. Need to explain what our region's GHG emissions challenges are to the public at the beginning of workshop.
6/4/2013	Chula Vista	Mobility	4459	Chula Vista	SANDAG, the region needs to change the car culture.
6/4/2013	Chula Vista	Mobility	4460	Chula Vista	Reduce the cost of public transportation to increase ridership.
6/4/2013	Chula Vista	Mobility	4461	Chula Vista	Reduce public transportation delays to increase ridership and participation.
6/4/2013	Chula Vista	Mobility	4462	Chula Vista	Increase bus routes and improve their efficiency.
6/4/2013	Chula Vista	Mobility	4463	Chula Vista	Provide more public transit options.
6/4/2013	Chula Vista	Mobility	4464	Chula Vista	Improve bus stops; provide shelter and shade.
6/4/2013	Chula Vista	Mobility	4465	Chula Vista	Improve frequency of buses.
6/6/2013	San Ysidro	Mobility	695	Non-CBO Partner	There needs to be a well-integrated multimodal transportation system with an emphasis on transit access and frequent service, safe walkable streets for all ages, and bikeable communities to provide access to daily uses such as groceries, healthcare, and jobs, and to promote healthy lifestyles and a strong sense of family and community.
6/6/2013	San Ysidro	Mobility	696	Non-CBO Partner	The Trolley provides services for both the community and international travelers. Improvements need to consider these dynamics and account for more frequent service.
6/6/2013	San Ysidro	Mobility	697	Non-CBO Partner	Localized transit services should be considered to augment regional service.
6/6/2013	San Ysidro	Mobility	698	Non-CBO Partner	Collectively, transit plays a major economic role in the San Ysidro community, and improvements to job and housing access are vital.
6/6/2013	San Ysidro	Mobility	699	Non-CBO Partner	Mobility relates to everyone having the ability to get around. The transportation system needs to offer more than just driving. Transportation should include multimodal options such as transit, biking, and walkability.
6/6/2013	San Ysidro	Mobility	700	Non-CBO Partner	Cancer patients have difficulties affording transportation, could there be bus passes directly for cancer patients?
6/6/2013	San Ysidro	Mobility	701	Non-CBO Partner	The movement of people needs to be through all types of modes including pedestrian, bike, transit, through goods and services, etc.
6/6/2013	San Ysidro	Mobility	702	Non-CBO Partner	Mobility determines what an individual can do, how one lives, and what choices an individual has to get from place to place.
6/6/2013	San Ysidro	Mobility	703	Non-CBO Partner	If a bus schedule is not accurate or if the transit system does not provide needed connections, individuals face challenges getting from place to place and imbalances where they may live and work.
6/6/2013	San Ysidro	Mobility	704	Non-CBO Partner	In San Ysidro there are two kinds of transportation needs at the border: pedestrian and transit needs. Forty-four percent of people do not drive an automobile or have access to a car in San Ysidro. TransNet is a good funding source, but if the community doesn't use it, then what good is it.
6/6/2013	San Ysidro	Mobility	705	Non-CBO Partner	Ineffective transit impacts free time, and choices, such as whether to go to a movie. This forces people to consider leaving San Ysidro to go to Downtown; the San Ysidro community will not necessarily feel comfortable doing this. Localized transportation options are needed within the San Ysidro community. Jitneys are an example of a localized transit service. Stores send them to the border to pick up clients or charge \$1 to take them around the community. This can be a way that SANDAG addresses intra-community mobility. It is more cost effective and can be contracted out, and would foster economic growth.

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6/6/2013	San Ysidro	Mobility	706	Non-CBO Partner	Transit should not be the only consideration for transportation access. Even if transit is accessible, it does not matter if there is no safe place to walk. Walkable issues include small sidewalks, and when designed with huge roads, a message is sent of a priority for vehicles. UCSD/UTC area is an example of this. Students who don't have cars depend on walkability; barriers include wide roads (La Jolla Village Drive), large parking lots, and inadequate sidewalks. Distance to transit can be two or more miles; only other options are a taxi or a bike and depending on the time of day or trip, the trip may not be taken.
6/6/2013	San Ysidro	Mobility	707	Non-CBO Partner	There may be transit access to a community like San Ysidro, but the needs of an elderly person may not be being met in the same form of access. At some point, it becomes a local versus a regional issue. We might need a criteria considering service to particular neighborhoods. It is hard to navigate and account for the quality of sidewalk infrastructure and border impacts to provide transit access. Trolley stops necessitate long wait times due to packed trolleys. Something needs to happen, whether allowing one trolley to stop at Beyer Trolley station or having the Beyer station be the last stop.
6/6/2013	San Ysidro	Mobility	708	Non-CBO Partner	Would like to see more Trolleys, and busses that are more like the express bus service. There are a lot of job centers in North County. If someone doesn't drive, it might be hard for them to find a neighborhood that is pleasant to live in which has access to an employment center like Sorrento Valley. Carlsbad/Oceanside transit services are scheduled for people traveling south, not north. There needs to be a connection with jobs to residential areas to better accommodate people who don't drive. A bus may go to Rancho Bernardo, but if it takes two hours, people probably will not make this trip; as compared to the express bus services operating in the opposite direction during peak periods.
6/6/2013	San Ysidro	Mobility	709	Non-CBO Partner	It would be great if the two San Ysidro stations Beyer and San Ysidro Transit Center had raised platforms so they would be at a level grade. The other is to, at a minimum, consider raising the Trolley station at the San Ysidro Transit Center as it makes the most sense to be able to deal with traffic conflicts that happen there.
6/6/2013	San Ysidro	Mobility	710	Non-CBO Partner	When considering transportation priorities, modes should be prioritized during time periods; for example, focus on freeway improvements for a time period, focus on Trolley improvements over a time period, bike/pedestrian, etc. Do a big push on one modal category at a time. The Car2Go service could possibly be integrated within San Ysidro.
6/6/2013	San Ysidro	Mobility	711	Non-CBO Partner	Walkability is a key priority for residents in San Ysidro, safety and adequate facilities are of importance for families and aging populations.
6/6/2013	San Ysidro	Mobility	712	Non-CBO Partner	The access residents have to transportation has a major impact on their lives with respect to education, employment, public health, and healthcare access.
6/6/2013	San Ysidro	Mobility	713	Non-CBO Partner	There is a strong correlation with transportation travel times impacting the available time for families to experience time together within their homes and communities.
6/6/2013	San Ysidro	Mobility	714	Non-CBO Partner	Mobility makes me think of the word car.
6/6/2013	San Ysidro	Mobility	715	Non-CBO Partner	Mobility is people moving in different directions.
6/6/2013	San Ysidro	Mobility	716	Non-CBO Partner	Mobility is freedom.
6/6/2013	San Ysidro	Mobility	717	Non-CBO Partner	In National City, there are many mothers who do not have a car; they tend to walk a lot.
6/6/2013	San Ysidro	Mobility	718	Non-CBO Partner	Mobility is not working well; we are rated very low in the state of California.

Date	Location	Table_Topic	Comment_ID	CBO Partner	Comments
6/6/2013	San Ysidro	Mobility	719	Non-CBO Partner	Transportation is necessary, we need to have it for access, we rely on it, and we need effective local transportation.
6/6/2013	San Ysidro	Mobility	720	Non-CBO Partner	There are impacts of living too close to the freeway, all the particulate matter leads to health issues such as asthma. For mothers walking around Old Town and National City, walkability is not safe. There is also not adequate signage for kids to walk to school, not enough of stop signs, and a general lack of accessible pedestrian facilities.
6/6/2013	San Ysidro	Mobility	721	Non-CBO Partner	The way transportation affects people's lives has to do with the efficiency of the system. It affects job and school choices; where you live equates to how fast you can access jobs and education. You may need to commute from Riverside where you can afford a home. Transportation impacts how healthy you are through access to healthcare. Getting out of the car and walking and biking leads to more healthy of a lifestyle.
6/6/2013	San Ysidro	Mobility	722	Non-CBO Partner	Transportation is time consuming when getting from place to place. As a mother, you want time with your children and family. Transportation needs to be efficient so time is maximized.
6/6/2013	San Ysidro	Mobility	723	Non-CBO Partner	An example of a hardship is a mother needing to take her children to medical care. It may take two hours just to access the needed healthcare translating into a four hour total trip not including wait times at the healthcare center.
6/6/2013	San Ysidro	Mobility	724	Non-CBO Partner	Google is how I get information for transportation.
6/6/2013	San Ysidro	Mobility	725	Non-CBO Partner	At the border in San Ysidro you have visible signage, on the ground at the station once you cross.
6/6/2013	San Ysidro	Mobility	726	Non-CBO Partner	The San Ysidro Transit Center is the busiest Trolley station and represents the beginning of the Trolley line. It is a perfect opportunity to take it above grade and match some infrastructure with the entrance in Mexico (25 feet above level). We need to bring it above grade and get this station right to increase the Trolley frequency. Currently, it has to cross five tracks and gate arms come down and everything stops. In Mission Valley the Green Line is above grade and ridership is 1/10 of the border crossing.
6/6/2013	San Ysidro	Mobility	727	Non-CBO Partner	We need to make policy changes similar to the City of Portland's priorities. Oregon puts pedestrians first, bicyclists next, transit, commercial vehicles, taxis, then single vehicles last, the pyramid diagram. The San Diego region is vehicles first. It needs to be reversed. What are the funding priorities in San Diego? When we spend billions of dollars on freeways, it only relieves congestion for a couple of years. We continue to pour too much money in freeways, which leads to health impacts such as asthma. The region needs to adopt a priority similar to Portland.
6/6/2013	San Ysidro	Mobility	728	Non-CBO Partner	Residents in National City feel isolated and disconnected. It takes an hour using transit but only takes 10 minutes using a car. Residents with no car access have much longer travel times.
6/6/2013	San Ysidro	Mobility	729	Non-CBO Partner	Bicycles have a certain magic to them, in uptown and downtown there is decent protection with bicycle facilities. The same can't be said in San Ysidro and National City. The same kind of bike awareness should be included in all communities. The bike offers more practicality and expands your trip distance 2-3 miles. Bikes should be the focus.
6/6/2013	San Ysidro	Mobility	730	Non-CBO Partner	San Diego has basic elements of a complete transportation system via the airport, train/rail, bikes, pedestrians, and cars. SANDAG and agencies are working to enhance and improve and integrate these elements. We are still looking for an integrated modal airport, combining Trolley, the airport, and buses in a concentrated spot.

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6/6/2013	San Ysidro	Mobility	731	Non-CBO Partner	Intermodal and multimodal seems to be the trend.
6/6/2013	San Ysidro	Mobility	732	Non-CBO Partner	There is an economic benefit when communities are able to connect through transportation. National City's physical isolation leads to political isolation.
6/6/2013	San Ysidro	Mobility	733	Non-CBO Partner	Infrastructure for pedestrians is a challenge. There are no complete sidewalks (in San Ysidro) and this makes the road dangerous for kids to walk to school. It also causes families to have to drive their kids based on this danger. Pedestrians and bikes need this infrastructure for safety, especially safe routes to schools.
6/6/2013	San Ysidro	Mobility	734	Non-CBO Partner	With peak traffic and gridlock, there needs to be a way to stagger working hours.
6/6/2013	San Ysidro	Mobility	735	Non-CBO Partner	Bus/rail hours of service are challenging. If I go to a concert in Downtown that ends near 11pm, the Route 11 bus ends service by the time it is over, so a car is needed. It is a matter of economics to fund transit systems and get ridership. At the National Planners Conference in Chicago, I was very impressed with the transit service; tandem double bus systems, digital signs when the next bus would arrive, transparent information.
6/6/2013	San Ysidro	Mobility	736	Non-CBO Partner	Good accessibility feels like you can access transit easily.
6/6/2013	San Ysidro	Mobility	737	Non-CBO Partner	You should not have to plan your day 30 minutes in advance if you want to take you kids to Balboa Park. You should not need to spend time a lot of time, or worry about getting somewhere without ease.
6/6/2013	San Ysidro	Mobility	738	Non-CBO Partner	The Oregon pyramid is a good way to determine funding. There is way too much funding into the freeways; there is an equity issue and communities need an approach similar to this pyramid to be prioritized.
6/6/2013	San Ysidro	Mobility	739	Non-CBO Partner	We need to come up with better GHG reduction alternatives. Give the public a chance to get the truth. The only alternative is a no project or to build this lane or freeway. There needs to be alternatives that analyze GHG emissions and health impacts.
6/6/2013	San Ysidro	Mobility	740	Non-CBO Partner	We need to follow the law as other regions do in California. There are success stories in Chicago; we need a better land use response to these issues.
6/6/2013	San Ysidro	Mobility	741	Non-CBO Partner	We need to piggy back on other development projects such as in-fill, and give up on development occurring outside of the city, discourage sprawl. Density is a key priority, buses will get ridership.
6/6/2013	San Ysidro	Mobility	742	Non-CBO Partner	Utilize urban growth boundaries to maximize infill opportunities.
6/6/2013	San Ysidro	Mobility	743	Non-CBO Partner	We should analyze where you will get highest ROI, urban area focus.
6/6/2013	San Ysidro	Mobility	744	Non-CBO Partner	Mobility is having walk access.
6/6/2013	San Ysidro	Mobility	745	Non-CBO Partner	Being able to get around the community and go to different places is important.
6/6/2013	San Ysidro	Mobility	746	Non-CBO Partner	Mobility means defining how easy it is to get down the street, to the bus stop, Trolley, or car.
6/6/2013	San Ysidro	Mobility	747	Non-CBO Partner	Mobility is transportation.
6/6/2013	San Ysidro	Mobility	748	Non-CBO Partner	Having multimodal options; biking, using the bus, driving... a range of options to get around.
6/6/2013	San Ysidro	Mobility	749	Non-CBO Partner	Planning for transportation decisions is much easier if you have a car. A bus may take an hour; several buses may take more time.
6/6/2013	San Ysidro	Mobility	750	Non-CBO Partner	If there is traffic to go to work, you have to leave earlier, spend more time away from family.
6/6/2013	San Ysidro	Mobility	751	Non-CBO Partner	Online Internet, word of mouth, GPS and cell phones are where I get my transportation information.

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6/6/2013	San Ysidro	Mobility	752	Non-CBO Partner	In the South Bay area, how far you have to walk to a bus/Trolley stop is a challenge. In Chula Vista, there are similar issues accessing bus stops. Suburban area bus stops are spread out. Walking to services and transferring between service types requires a lot of time; we need accessible frequent services.
6/6/2013	San Ysidro	Mobility	753	Non-CBO Partner	Sidewalks may not be walkable because they are not stable.
6/6/2013	San Ysidro	Mobility	754	Non-CBO Partner	Seniors fall down on sidewalks because of cracks and walkers get unbalanced.
6/6/2013	San Ysidro	Mobility	755	Non-CBO Partner	Trolley door has closed on people. An 80 year-old had a door close three times on them.
6/6/2013	San Ysidro	Mobility	756	Non-CBO Partner	Inefficiencies of the transit system lead to anxiety.
6/6/2013	San Ysidro	Mobility	757	Non-CBO Partner	Newer models for the Trolley system need to be implemented throughout the system as they provide better access to handicap seats, walkers etc.
6/6/2013	San Ysidro	Mobility	758	Non-CBO Partner	There are not a lot of street lights, I never walk when it is dark and there is not enough infrastructure. From the Trolley station to residences, there's no sidewalk and no lights in San Ysidro. When working late I would rather use a car because of safety concerns.
6/6/2013	San Ysidro	Mobility	759	Non-CBO Partner	Security on the bus/trolley is important. It can be crowded, smell like urine, and if you are on a trolley for a long time, it can be stressful. Communication can be positive, word of mouth on the Trolley, social networking. There are negatives versus positives.
6/6/2013	San Ysidro	Mobility	760	Non-CBO Partner	You have to have a car to live in San Diego. It takes 3 hours to commute to work from San Ysidro to Aero Drive.
6/6/2013	San Ysidro	Mobility	761	Non-CBO Partner	Transit infrastructure is the big thing, transit schedules and how far the buses and Trolleys are from one another. There should be more access for people without cars. Younger people that can't drive also need the ability to take transportation. It needs to be more available and easier to use, and security/safety should be prioritized. Proximity to malls and grocery stores is important; it is about all your trips, how many grocery bags can you carry when using transit, accessing healthcare center, etc.
6/6/2013	San Ysidro	Mobility	762	Non-CBO Partner	MTS should make disabled services more available.
6/6/2013	San Ysidro	Mobility	763	Non-CBO Partner	Streets need to be more walkable.
6/6/2013	San Ysidro	Mobility	764	Non-CBO Partner	It is on the community to engage policy makers and to be proactive. As long as everything is equal there should be better improvements comprehensively. San Ysidro doesn't have as many nonprofits, but that shouldn't mean that there is no need. We need to be aware of language barriers.
6/6/2013	San Ysidro	Mobility	765	Non-CBO Partner	There should be more direct transit lines to cut the distance for traveling; it takes too long to get everywhere, fund projects that are more frequent.
6/6/2013	San Ysidro	Mobility	766	Non-CBO Partner	Sidewalks should be the priority for families.
6/6/2013	San Ysidro	Mobility	767	Non-CBO Partner	More businesses near the Trolley, groceries, medical, make better access within the Trolley line. Think of it as similar to water infrastructure and residential access, communities near the Trolley.
6/6/2013	San Ysidro	Mobility	768	Non-CBO Partner	San Ysidro lacks a downtown... if there was a downtown area with walkability, access to stores, there would not be the need to drive.
6/6/2013	San Ysidro	Mobility	769	Non-CBO Partner	Building a development project near the Trolley station needs to be affordable, have access to food, have senior access, and be able to fill appointment related needs with a close proximity to residences.
6/6/2013	San Ysidro	Mobility	770	Non-CBO Partner	Trolley station and nearby streets would be better for safety if they had better lighting. Communities also need improvements to downtown areas.

Date	Location	Table_Topic	Comment_ID	CBO Partner	Comments
6/6/2013	San Ysidro	Mobility	776	Non-CBO Partner	The time it takes to get to work or school affects levels of health, stress and quality of life.
6/6/2013	San Ysidro	Mobility	777	Non-CBO Partner	Traffic that gets congested at the exit to the border affects the border crossers in the month of December. Many people goes to the Plaza Las Americas to go shopping.
6/6/2013	San Ysidro	Mobility	778	Non-CBO Partner	More lighting and sidewalks are needed in Otay Mesa.
6/6/2013	San Ysidro	Mobility	779	Non-CBO Partner	More organized public transportation is needed on the border.
6/6/2013	San Ysidro	Mobility	780	Non-CBO Partner	Gas is very expensive.
6/6/2013	San Ysidro	Mobility	781	Non-CBO Partner	I want the routes to be more efficient and the frequency with which buses pass in Chula Vista to be modified.
6/6/2013	San Ysidro	Mobility	782	Non-CBO Partner	Routes do not go where people need to go.
6/6/2013	San Ysidro	Mobility	783	Non-CBO Partner	We need more direct and faster routes.
6/6/2013	San Ysidro	Mobility	784	Non-CBO Partner	We need routes that connect.
6/6/2013	San Ysidro	Mobility	785	Non-CBO Partner	We wait for a long time- 20 or 30 minutes. Why aren't there transit services every five minutes?
6/6/2013	San Ysidro	Mobility	786	Non-CBO Partner	We are lagging behind with our transportation system- it is no sufficient for such a big city.
6/6/2013	San Ysidro	Mobility	787	Non-CBO Partner	It takes a student who lives in San Ysidro four hours to get to San Diego State University by Trolley. This is unacceptable.
6/6/2013	San Ysidro	Mobility	788	Non-CBO Partner	More accessible and more efficient public transportation is needed.
6/6/2013	San Ysidro	Mobility	789	Non-CBO Partner	The different forms of public transportation do not communicate well amongst themselves.
6/6/2013	San Ysidro	Mobility	790	Non-CBO Partner	Areas with more money have more Trolley service and newer Trolley cars, but areas like San Ysidro do not have money and receive fewer services.
6/6/2013	San Ysidro	Mobility	791	Non-CBO Partner	The bus schedules are not sufficient; you always have to wait a lot.
6/6/2013	San Ysidro	Mobility	792	Non-CBO Partner	The types of public transportation by the border are in poor condition, whereas the northbound Trolleys are newer and in better condition.
6/6/2013	San Ysidro	Mobility	793	Non-CBO Partner	During the weekend, public transportation service does not comply with the need and is not sufficient.
6/6/2013	San Ysidro	Mobility	794	Non-CBO Partner	Greater safety and comfort is needed on the Trolley- they are very full.
6/6/2013	San Ysidro	Mobility	795	Non-CBO Partner	There are many places where there is not available transportation, like the SR 905, Otay Mesa and the Mirada.
6/6/2013	San Ysidro	Mobility	796	Non-CBO Partner	Bus operators do not have patience with senior citizens.
6/6/2013	San Ysidro	Mobility	797	Non-CBO Partner	Bus operators should offer better treatment.
6/6/2013	San Ysidro	Mobility	798	Non-CBO Partner	There are many places where there is not available transportation, like the SR 905, Otay Mesa and the Mirada.
6/6/2013	San Ysidro	Mobility	799	Non-CBO Partner	Put steps to uneven platforms on the Trolley.
6/6/2013	San Ysidro	Mobility	800	Non-CBO Partner	I want the buses to be a bit lower because they are very high and dangerous.
6/6/2013	San Ysidro	Mobility	801	Non-CBO Partner	Compass Cards are not adequate and cost too much. A family of four without a car cannot pay the cost for four monthly passes.
6/6/2013	San Ysidro	Mobility	802	Non-CBO Partner	Bus operators do not comply with the schedules.
6/6/2013	San Ysidro	Mobility	803	Non-CBO Partner	Bathrooms in stations are needed.
6/6/2013	San Ysidro	Mobility	804	Non-CBO Partner	Better quality and services like there are in San Diego are needed. We are not second class citizens.
6/6/2013	San Ysidro	Mobility	805	Non-CBO Partner	Homeless people should not be allowed on the Trolley.
6/6/2013	San Ysidro	Mobility	806	Non-CBO Partner	Sidewalks are needed around schools. It is not safe to walk.
6/6/2013	San Ysidro	Mobility	807	Non-CBO Partner	There are not available bike routes for adolescents.

Date	Location	Table_Topic	Comment_ID	CBO Partner	Comments
6/6/2013	San Ysidro	Mobility	808	Non-CBO Partner	There is insufficient school buses for kids.
6/6/2013	San Ysidro	Mobility	809	Non-CBO Partner	When it gets dark, it is dangerous for kids who walk and there are not sufficient buses.
6/6/2013	San Ysidro	Mobility	810	Non-CBO Partner	More public transportation for kids is needed because the distance to the school is long and it is not possible to walk.
6/6/2013	San Ysidro	Mobility	811	Non-CBO Partner	The information (maps of the bus routes) is not clear.
6/6/2013	San Ysidro	Mobility	812	Non-CBO Partner	The information is confusing and difficult to understand; calling 511 on the telephone is better.
6/6/2013	San Ysidro	Mobility	813	Non-CBO Partner	We need better information and access to the information.
6/6/2013	San Ysidro	Healthy Communities	814	Non-CBO Partner	Encourage free public transportation for seniors, children, and low-income people, especially to health centers (ex. San Ysidro Health Clinic). It is important to be able to walk to the health center – need access to a hospital within our neighborhood; need to address immigration issues; need more communication between the government and the community; health starts in your house.
6/6/2013	San Ysidro	Healthy Communities	815	Non-CBO Partner	San Ysidro is near the border and the border causes lots of traffic; the community looks dirty. Need to feel safe.
6/6/2013	San Ysidro	Healthy Communities	816	Non-CBO Partner	Need more clean areas.
6/6/2013	San Ysidro	Healthy Communities	817	Non-CBO Partner	Need more access to organic products; Northgate, other grocery stores but nothing organic. Not enough options or access to organic products; no farmers market.
6/6/2013	San Ysidro	Healthy Communities	818	Non-CBO Partner	San Ysidro is very calm – lived here more than 15 years.
6/6/2013	San Ysidro	Healthy Communities	819	Non-CBO Partner	National City – air quality issue; a lot of pollution, kids get asthma, not enough public attention to the issue of asthma; No access to healthy food – only liquor stores; Lots of industrial uses next to homes; this combination causes a lot of impacts – low income homes are next to the freeway – breathing toxins from freeway and industry.
6/6/2013	San Ysidro	Healthy Communities	820	Non-CBO Partner	Need more focus on public transit and more bike paths.
6/6/2013	San Ysidro	Healthy Communities	821	Non-CBO Partner	More lighting, pedestrian environment is not attractive; no places to sit; no shaded areas, not a lot of trees.
6/6/2013	San Ysidro	Healthy Communities	822	Non-CBO Partner	To improve air quality, create more green, more trees; natural buffer between homes and freeways.
6/6/2013	San Ysidro	Healthy Communities	823	Non-CBO Partner	Security; More trolley service – dirty – they send the dirtiest trolleys to the border; it seems that they send the cleanest nicest trolleys to the north around Old Town; lots of trash in train cars.
6/6/2013	San Ysidro	Healthy Communities	824	Non-CBO Partner	The trolley is the busiest in this area so the funds should be focused more on this area because it's used so heavily.
6/6/2013	San Ysidro	Healthy Communities	825	Non-CBO Partner	Need more landscaping, lighting, and security.
6/6/2013	San Ysidro	Healthy Communities	826	Non-CBO Partner	San Ysidro is very pedestrian-oriented, the alleys are well used.
6/6/2013	San Ysidro	Healthy Communities	827	Non-CBO Partner	Real community - Not Scripps Ranch or Rancho Bernardo.
6/6/2013	San Ysidro	Healthy Communities	828	Non-CBO Partner	Areas such as La Jolla Village Drive have lots of students, but very autocentric.
6/6/2013	San Ysidro	Healthy Communities	829	Non-CBO Partner	Healthy community means having access to education, libraries, resources, and transportation; if you don't have good access to transportation, long commutes affect quality of life.
6/6/2013	San Ysidro	Healthy Communities	830	Non-CBO Partner	Dirty and ugly areas impact health.
6/6/2013	San Ysidro	Healthy Communities	831	Non-CBO Partner	Encourage people to be active; having a sense of community – it is good to have people walking around and talking to each other; need communities that encourage people to walk places and get out of their cars.

Date	Location	Table_Topic	Comment_ID	CBO Partner	Comments
6/6/2013	San Ysidro	Healthy Communities	832	Non-CBO Partner	Denser streets, larger sidewalks, amenities that promote that interaction, open park spaces.
6/6/2013	San Ysidro	Healthy Communities	833	Non-CBO Partner	Healthy community is physical – less carbon dioxide – ex. in Mexico City, odd # licenses aren't allowed to drive on certain days.
6/6/2013	San Ysidro	Healthy Communities	834	Non-CBO Partner	Healthy community is emotional – encourages quality of life – ex. in Mexico City, they close their main boulevard to cars (which creates less pollution and improves air quality) and open it up to bicycles; families are encouraged to get out and walk the main street.
6/6/2013	San Ysidro	Healthy Communities	835	Non-CBO Partner	Pollution issues in San Ysidro.
6/6/2013	San Ysidro	Healthy Communities	836	Non-CBO Partner	Cars that are idle from the border crossing wait times pollute the area.
6/6/2013	San Ysidro	Healthy Communities	837	Non-CBO Partner	It's difficult to garden because there are high levels of toxins in the soil.
6/6/2013	San Ysidro	Healthy Communities	838	Non-CBO Partner	Maybe invest in special paint that attracts carbon to the walls – subsidized by government.
6/6/2013	San Ysidro	Healthy Communities	839	Non-CBO Partner	If I have to walk half an hour to it, it's not accessible.
6/6/2013	San Ysidro	Healthy Communities	840	Non-CBO Partner	If I have to wait 45 minutes or longer, it's not accessible – limits activities on the weekend.
6/6/2013	San Ysidro	Healthy Communities	841	Non-CBO Partner	Where you can work – it's difficult to work in North County if you live in South County.
6/6/2013	San Ysidro	Healthy Communities	842	Non-CBO Partner	UCSD and University City have long roads that are difficult to cross.
6/6/2013	San Ysidro	Healthy Communities	843	Non-CBO Partner	SDSU Students from San Ysidro take two hours to get from home to SDSU.
6/6/2013	San Ysidro	Healthy Communities	844	Non-CBO Partner	Travel times affect educational choices – students can't get to Southwestern College, so opt for San Diego City College.
6/6/2013	San Ysidro	Healthy Communities	845	Non-CBO Partner	If you can't drive, there are places where you just can't live.
6/6/2013	San Ysidro	Healthy Communities	846	Non-CBO Partner	Can't get to places of entertainment – causes you to stay home and do nothing.
6/6/2013	San Ysidro	Healthy Communities	847	Non-CBO Partner	How can we address those issues?
6/6/2013	San Ysidro	Healthy Communities	848	Non-CBO Partner	Improved crosswalks; design streets and communities for people, not cars; promote more ways to connect.
6/6/2013	San Ysidro	Healthy Communities	849	Non-CBO Partner	Dial-ride services.
6/6/2013	San Ysidro	Healthy Communities	850	Non-CBO Partner	It's economics - No one wants to invest in San Ysidro; Not enough economic incentives for businesses to invest.
6/6/2013	San Ysidro	Healthy Communities	851	Non-CBO Partner	Lack of sidewalks, parks, dirty.
6/6/2013	San Ysidro	Healthy Communities	852	Non-CBO Partner	No bar, bakery, tortillería, but two Jack in the Boxes.
6/6/2013	San Ysidro	Healthy Communities	853	Non-CBO Partner	Think about other forms of transportation instead of big buses – what about smaller vans? Not as expensive.
6/6/2013	San Ysidro	Healthy Communities	854	Non-CBO Partner	Different transportation agencies need to work together and coordinate services – the COASTER should be more connected to the buses.
6/6/2013	San Ysidro	Healthy Communities	855	Non-CBO Partner	Being active, being able to walk to get my groceries. Time is very valuable and I don't want to waste it on driving.
6/6/2013	San Ysidro	Healthy Communities	856	Non-CBO Partner	Not enough infrastructure for pedestrians within some of the newer housing in San Ysidro; not enough safe places to walk – sidewalks too narrow.
6/6/2013	San Ysidro	Healthy Communities	857	Non-CBO Partner	Not enough places to walk to. Closest grocery store is down a steep hill – not user friendly.
6/6/2013	San Ysidro	Healthy Communities	858	Non-CBO Partner	Public transportation is far and it's not connected enough.
6/6/2013	San Ysidro	Healthy Communities	859	Non-CBO Partner	I would take public transportation if it were closer.
6/6/2013	San Ysidro	Healthy Communities	860	Non-CBO Partner	Concerns with safety of children when there aren't enough sidewalks near schools – they have to go thru paths in canyons – no lighting, maybe dangerous wildlife.

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6/6/2013	San Ysidro	Healthy Communities	861	Non-CBO Partner	More open spaces – maybe not HUGE park, but pocket, small little thing that can be within the neighborhood for families to stop by; Place to socialize, to be with neighbors, and family.
6/6/2013	San Ysidro	Healthy Communities	862	Non-CBO Partner	A healthy community is one that can provide access to the community – when there is a project, it normally takes forever to build or there's not enough access to it.
6/6/2013	San Ysidro	Healthy Communities	863	Non-CBO Partner	The trolley at the Beyer Stop has too many people trying to get on.
6/6/2013	San Ysidro	Healthy Communities	864	Non-CBO Partner	No flexibility in policy decisions for community – ex) libraries – San Ysidro needs a 25,000 sq ft library according to projections for population growth, but if city can't afford that, why not compromise and build a smaller facility? – communities need to be able to tailor facilities to their needs.
6/6/2013	San Ysidro	Healthy Communities	865	Non-CBO Partner	Don't feel safe taking kids to the Casa Familiar because there's not enough lighting on the street, no sidewalks in some area – vision for San Ysidro is that I can feel safe having my kids at the library or in the community without me. Having grocery stores close to schools so that mothers can walk to take their kids and go straight to the store afterwards. Would be nice to get out of the house and exercise.
6/6/2013	San Ysidro	Healthy Communities	866	Non-CBO Partner	Downtown Library has perfect location, school – joint use between parks, schools, libraries.
6/6/2013	San Ysidro	Healthy Communities	867	Non-CBO Partner	The library is not used for a few months when school is not in session.
6/6/2013	San Ysidro	Healthy Communities	868	Non-CBO Partner	No grocery stores east of the I-805 near the SR 905; too many people have to drive.
6/6/2013	San Ysidro	Healthy Communities	869	Non-CBO Partner	Need more areas for small parks.
6/6/2013	San Ysidro	Healthy Communities	870	Non-CBO Partner	No farmers market – closest thing is Suzy's Farm. Need to make that connection between the farm and the community ex.) every Saturday of the month, there could be a community garden program.
6/6/2013	San Ysidro	Healthy Communities	871	Non-CBO Partner	No access to The Tijuana River Valley – beautiful; no trails.
6/6/2013	San Ysidro	Healthy Communities	872	Non-CBO Partner	Maybe closing down a street for a street fair or farmers market (every other Sunday).
6/6/2013	San Ysidro	Healthy Communities	873	Non-CBO Partner	From San Ysidro to Western Chula Vista, more entertainment and open space would help the region – a project that connects the bayfront.
6/6/2013	San Ysidro	Healthy Communities	874	Non-CBO Partner	No incentive for people who cross the border to take their bikes; should have a shared bike program.
6/6/2013	San Ysidro	Healthy Communities	875	Non-CBO Partner	Not pleasant to walk between different schools; it's dangerous for that mother who has the stroller and her 5-year old and cannot feel safe walking on the sidewalk because it's so narrow; safe routes between the schools – routes that connect the San Ysidro Health Clinic, schools.
6/6/2013	San Ysidro	Healthy Communities	876	Non-CBO Partner	Should build a Class 1 Bicycle path from border to Bayshore Bikeway.
6/6/2013	San Ysidro	Healthy Communities	877	Non-CBO Partner	Working with skaters so that they're allowed to have access to skate parks, use their skateboards for transportation, exercise.
6/6/2013	San Ysidro	Healthy Communities	878	Non-CBO Partner	When new school opened, they required one neighborhood across from the Canyon to attend the school – causes safety issues for children.
6/6/2013	San Ysidro	Healthy Communities	879	Non-CBO Partner	Need data on air pollution.
6/6/2013	San Ysidro	Healthy Communities	880	Non-CBO Partner	Possible grant where people can use iPhone to check which paths have the most pollution.
6/6/2013	San Ysidro	Healthy Communities	881	Non-CBO Partner	Getting air monitor station in San Ysidro.
6/6/2013	San Ysidro	Healthy Communities	882	Non-CBO Partner	New funding for Sidewalks from San Ysidro to Communities.
6/6/2013	San Ysidro	Healthy Communities	883	Non-CBO Partner	Build clinics with access within the community.
6/6/2013	San Ysidro	Healthy Communities	884	Non-CBO Partner	Build or attract markets that offer organic foods and products.

Date	Location	Table_Topic	Comment_ID	CBO Partner	Comments
6/6/2013	San Ysidro	Healthy Communities	885	Non-CBO Partner	Offer classes to educate the community about healthy foods.
6/6/2013	San Ysidro	Healthy Communities	886	Non-CBO Partner	The community is looking for access to an "open market" (like a Farmer's Market) that offers healthy foods.
6/6/2013	San Ysidro	Healthy Communities	887	Non-CBO Partner	Promotion of exercise within the community.
6/6/2013	San Ysidro	Healthy Communities	888	Non-CBO Partner	Be part of or promote programs like "Walk San Diego" in the region.
6/6/2013	San Ysidro	Healthy Communities	889	Non-CBO Partner	Improve community promotion of using public transportation.
6/6/2013	San Ysidro	Healthy Communities	890	Non-CBO Partner	Improve streets; fix existing potholes in the streets; build more sidewalks for pedestrian and youth safety.
6/6/2013	San Ysidro	Healthy Communities	891	Non-CBO Partner	Build public restrooms in public parks.
6/6/2013	San Ysidro	Healthy Communities	892	Non-CBO Partner	There should be safe routes to school for students.
6/6/2013	San Ysidro	Healthy Communities	893	Non-CBO Partner	There should be safe paths to school and safe public streets.
6/6/2013	San Ysidro	Healthy Communities	894	Non-CBO Partner	Better vigilance is needed around public schools in the community.
6/6/2013	San Ysidro	Healthy Communities	895	Non-CBO Partner	Implement a vigilance program in which the community participates.
6/6/2013	San Ysidro	Healthy Communities	896	Non-CBO Partner	Create/build better pedestrian access to public transportation.
6/6/2013	San Ysidro	Healthy Communities	897	Non-CBO Partner	It's dangerous to ride bicycles; the community is not safe; there are many assaults and robberies.
6/6/2013	San Ysidro	Healthy Communities	898	Non-CBO Partner	There should be access to ride bicycles along the train tracks.
6/6/2013	San Ysidro	Healthy Communities	899	Non-CBO Partner	Create specific areas for bicycle use where the cyclist is not in danger of being run over by a car.
6/6/2013	San Ysidro	Healthy Communities	900	Non-CBO Partner	Create safe paths where the user does not run the risk of being run over.
6/6/2013	San Ysidro	Healthy Communities	901	Non-CBO Partner	San Ysidro has been forgotten.
6/6/2013	San Ysidro	Healthy Communities	902	Non-CBO Partner	Invest more in San Ysidro.
6/6/2013	San Ysidro	Healthy Communities	903	Non-CBO Partner	We need to be more aware about healthy food.
6/6/2013	San Ysidro	Healthy Communities	904	Non-CBO Partner	We need campaigns about community health; build clinics.
6/6/2013	San Ysidro	Healthy Communities	905	Non-CBO Partner	Clean up trash in the neighborhood.
6/6/2013	San Ysidro	Healthy Communities	906	Non-CBO Partner	Trash around homes has become a big problem.
6/6/2013	San Ysidro	Healthy Communities	907	Non-CBO Partner	There should be promotion of being more active and minimizing the use of cars.
6/6/2013	San Ysidro	Healthy Communities	908	Non-CBO Partner	Influence the community to walk and bike more; minimize the use of cars within small distances.
6/6/2013	San Ysidro	Healthy Communities	909	Non-CBO Partner	There is no safety for cyclists. Drivers do not respect pedestrians.
6/6/2013	San Ysidro	Healthy Communities	910	Non-CBO Partner	The community has more respect for pedestrians than cyclists. Promote walking for health.
6/6/2013	San Ysidro	Healthy Communities	911	Non-CBO Partner	It is an nuisance to use public transportation.
6/6/2013	San Ysidro	Healthy Communities	912	Non-CBO Partner	Public transportation takes too long, it is an inconvenience.
6/6/2013	San Ysidro	Healthy Communities	913	Non-CBO Partner	Add more public transportation routes to the weekend schedule. Currently there is no public transportation on Sundays.
6/6/2013	San Ysidro	Healthy Communities	914	Non-CBO Partner	Create safe access for bicycles on highways.
6/6/2013	San Ysidro	Healthy Communities	915	Non-CBO Partner	The public transportation schedules and access to public transportation need to be improved.
6/6/2013	San Ysidro	Healthy Communities	916	Non-CBO Partner	Public transportation takes too long, it is an inconvenience.
6/6/2013	San Ysidro	Healthy Communities	917	Non-CBO Partner	Markets that are affordable, healthy and sustainable.
6/6/2013	San Ysidro	Healthy Communities	918	Non-CBO Partner	More investment in the community.
6/6/2013	San Ysidro	Healthy Communities	919	Non-CBO Partner	A more complete community: have access to that which other cities have.
6/6/2013	San Ysidro	Healthy Communities	920	Non-CBO Partner	Fight and eliminate the use of drugs within the community.
6/6/2013	San Ysidro	Healthy Communities	921	Non-CBO Partner	We need clean and safe communities.

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6/6/2013	San Ysidro	Healthy Communities	922	Non-CBO Partner	Minimize pollution.
6/6/2013	San Ysidro	Healthy Communities	923	Non-CBO Partner	Pollution: smog has caused an increase in asthma cases; the use of cars should be reduced in order to reduce pollution.
6/6/2013	San Ysidro	Healthy Communities	924	Non-CBO Partner	Pollution that has been caused on the border is impacting the community of San Ysidro.
6/6/2013	San Ysidro	Healthy Communities	925	Non-CBO Partner	Crossing the border is a "modern torture". The time it takes to cross the border is excessive. The delay causes "torture" and causes a great deal of stress.
6/6/2013	San Ysidro	Healthy Communities	926	Non-CBO Partner	The community would like SANDAG to be the voice that is heard in regards to the border and how to improve the border crossing.
6/6/2013	San Ysidro	Healthy Communities	927	Non-CBO Partner	The cost of using public transportation has increased and has caused the community to use it less frequently.
6/6/2013	San Ysidro	Healthy Communities	928	Non-CBO Partner	We need more bus routes around the community.
6/6/2013	San Ysidro	Healthy Communities	929	Non-CBO Partner	There is not sufficient safety for cycling around the community.
6/6/2013	San Ysidro	Healthy Communities	930	Non-CBO Partner	We need education for bicyclists, drivers and for the community in order to improve safety for everyone.
6/6/2013	San Ysidro	Healthy Communities	931	Non-CBO Partner	Bike lanes in the streets should be widened in order to increase safety.
6/6/2013	San Ysidro	Healthy Communities	932	Non-CBO Partner	Public transportation has to be improved.
6/6/2013	San Ysidro	Healthy Communities	933	Non-CBO Partner	During rush hour, there should be more routes and more public transportation units for the community.
6/6/2013	San Ysidro	Healthy Communities	934	Non-CBO Partner	Improve the quality of the buses.
6/6/2013	San Ysidro	Healthy Communities	935	Non-CBO Partner	We need promotion of classes to educate the community about healthy food.
6/6/2013	San Ysidro	Healthy Communities	936	Non-CBO Partner	We need local gardens; vacant lots should be used for education and to improve the community.
6/6/2013	San Ysidro	Healthy Communities	937	Non-CBO Partner	Increase promotion of Farmer's Markets.
6/6/2013	San Ysidro	Healthy Communities	938	Non-CBO Partner	Eliminate junk food in schools and substitute junk food with organic food.
6/6/2013	San Ysidro	Healthy Communities	939	Non-CBO Partner	Create programs to educate the community about the effects of not eating in a healthy way.
6/6/2013	San Ysidro	Healthy Communities	940	Non-CBO Partner	It is more expensive to buy healthy food.
6/6/2013	San Ysidro	Healthy Communities	941	Non-CBO Partner	The community would support the "mixed-use" concept.
6/6/2013	San Ysidro	Healthy Communities	942	Non-CBO Partner	There is no hospital in San Ysidro.
6/6/2013	San Ysidro	Healthy Communities	943	Non-CBO Partner	We need better public parks that are well taken care of and that have bathrooms.
6/6/2013	San Ysidro	Healthy Communities	944	Non-CBO Partner	We need better land use planning; build parks that are far away from freeways and train tracks.
6/6/2013	San Ysidro	Healthy Communities	945	Non-CBO Partner	We need gyms with affordable prices.
6/6/2013	San Ysidro	Healthy Communities	946	Non-CBO Partner	Build movie theaters and family entertainment facilities within the community.
6/6/2013	San Ysidro	Healthy Communities	947	Non-CBO Partner	We need clean, potable water.
6/6/2013	San Ysidro	Healthy Communities	948	Non-CBO Partner	We need better land use planning; build parks that are far away from freeways and train tracks.
6/6/2013	San Ysidro	Healthy Communities	949	Non-CBO Partner	Improve the lawn in the park; there are many holes/pits.
6/6/2013	San Ysidro	Healthy Communities	950	Non-CBO Partner	Install additional lights in all parks to increase safety.
6/6/2013	San Ysidro	Healthy Communities	951	Non-CBO Partner	Install additional sidewalks and lights around schools.
6/6/2013	San Ysidro	Healthy Communities	952	Non-CBO Partner	We need more vigilance and participation on behalf of the police to increase safety.

Date	Location	Table_Topic	Comment_ID	CBO Partner	Comments
6/6/2013	San Ysidro	Healthy Environment	953	Non-CBO Partner	Cars, smog, and pollutants at the border and the trolley line are a problem. The trolley begins at San Ysidro and is very congested at peak arrival times causing gridlock, but then the trolley idles at other times.
6/6/2013	San Ysidro	Healthy Environment	954	Non-CBO Partner	As the population expands, cities need to be prepared and keep in mind the walkability of neighborhoods and transportation options. Wildlife and parks need to be preserved. It needs to be made feasible to walk and bike and if there are not sidewalks in certain areas, then people are going to drive.
6/6/2013	San Ysidro	Healthy Environment	955	Non-CBO Partner	Safety is a big factor when planning for active transportation and there needs to be accommodations for people with all abilities.
6/6/2013	San Ysidro	Healthy Environment	956	Non-CBO Partner	Environmental justice needs to be considered. Where does the funding for infrastructure come from? People in all areas of the county pay the taxes, but not everyone receives the beneficial impacts. Who suffers from the health impacts from pollution from freeway construction? The communities in the south do. Parts of San Diego have received failing grades from the American Lung Association, but citizens do not hear about that.
6/6/2013	San Ysidro	Healthy Environment	957	Non-CBO Partner	Clean water is important.
6/6/2013	San Ysidro	Healthy Environment	958	Non-CBO Partner	Need better lighting in local parks for people's safety.
6/6/2013	San Ysidro	Healthy Environment	959	Non-CBO Partner	In Chula Vista, there used to be open space, where up to a couple years ago, you would be able to see cows grazing. Now, large amounts of homes are being built and it makes the commute more difficult.
6/6/2013	San Ysidro	Healthy Environment	960	Non-CBO Partner	Seniors have to commute from very far away and the air quality impacts them more severely than others. They are also more sensitive to the sun and waiting at a bus stop without an overhang can be dangerous for them.
6/6/2013	San Ysidro	Healthy Environment	961	Non-CBO Partner	Concerned that the shoreline is losing sand and it will need to be replaced.
6/6/2013	San Ysidro	Healthy Environment	962	Non-CBO Partner	We need to manage water runoff better since the water eventually goes out to our beaches.
6/6/2013	San Ysidro	Healthy Environment	963	Non-CBO Partner	The beaches in Imperial Beach smell bad, so it is difficult to enjoy them.
6/6/2013	San Ysidro	Healthy Environment	964	Non-CBO Partner	There needs to be a productive dialogue between San Diego and Mexico that discusses water runoff and how it affects the environment.
6/6/2013	San Ysidro	Healthy Environment	965	Non-CBO Partner	SANDAG should work with Wildcoast since they are a binational organization that focuses on clean water and water quality runoff in the Imperial Beach area.
6/6/2013	San Ysidro	Healthy Environment	966	Non-CBO Partner	There was a report that rated all of San Diego beaches and they all rated well, so there is hope but there needs to be continued vigilance.
6/6/2013	San Ysidro	Healthy Environment	967	Non-CBO Partner	As a binational region, SANDAG is a model and should include the neighbors to the South in the plan. Water flows where it wants regardless of borders and that means that it needs to be controlled on both ends. San Diego can only do so much on its side without Mexico's help with planning efforts.
6/6/2013	San Ysidro	Healthy Environment	968	Non-CBO Partner	There is a new global climate law in Mexico, so the Government may want to work with San Diego to achieve certain goals.
6/6/2013	San Ysidro	Healthy Environment	969	Non-CBO Partner	The wait times at the border drastically affect the air quality in South San Diego. The cars are from both Mexico and San Diego, so there need to be regulations on both ends.
6/6/2013	San Ysidro	Healthy Environment	970	Non-CBO Partner	People who cross the border daily suffer from the negative health impacts caused by the cars.
6/6/2013	San Ysidro	Healthy Environment	971	Non-CBO Partner	The San Ysidro trolley line is overcrowded and one of the highest operating trolley lines in the country.
6/6/2013	San Ysidro	Healthy Environment	972	Non-CBO Partner	In other metropolitan areas, trains move every six minutes during peak hours. There needs to be increased frequencies of the trolley trains.

Date	Location	Table_Topic	Comment_ID	CBO Partner	Comments
6/6/2013	San Ysidro	Healthy Environment	973	Non-CBO Partner	SANDAG can model how the cars cross the border, but if people park their cars and/or walk across, it will move a lot faster.
6/6/2013	San Ysidro	Healthy Environment	974	Non-CBO Partner	There are three or four above-grade trolley stations in Mission Valley, but they probably only have 1/10th the ridership that the Blue line border-to-downtown train. There needs to be increased frequencies and more grade separations.
6/6/2013	San Ysidro	Healthy Environment	975	Non-CBO Partner	Peak hours on the trolley are packed.
6/6/2013	San Ysidro	Healthy Environment	976	Non-CBO Partner	Trolley lines are usually along the freeways or commercial corridors, but in San Ysidro it goes right through the community. At the border it gridlocks everything. Trolley station is the only station ...but it is not at the gateway of the community.
6/6/2013	San Ysidro	Healthy Environment	977	Non-CBO Partner	Air quality in San Ysidro is bad due to traffic, congestion, and the wait at the border crossing.
6/6/2013	San Ysidro	Healthy Environment	978	Non-CBO Partner	San Ysidro is not a very mobile community and there needs to be more frequent trolley service.
6/6/2013	San Ysidro	Healthy Environment	979	Non-CBO Partner	In San Ysidro, everything is connected to the Tijuana Estuary, but then there is the Bayshore Bikeway that does not reach all the way to the border. There needs to be more connections so that people can appreciate the natural resources that are available to them and become more active in that area.
6/6/2013	San Ysidro	Healthy Environment	980	Non-CBO Partner	People who live near the canyons will use the canyons for exercise because they make the natural resources available to the community.
6/6/2013	San Ysidro	Healthy Environment	981	Non-CBO Partner	The beach that San Ysidro is connected to is Imperial Beach, but it is the most contaminated beach in the county. The health department has to do outreach for Hepatitis B and make sure that people go to the clinic.
6/6/2013	San Ysidro	Healthy Environment	982	Non-CBO Partner	Trash and sewage flows into the water and onto the beach from Tijuana, so there should be some consideration from San Diego on how Tijuana treats their trash and sewage.
6/6/2013	San Ysidro	Healthy Environment	983	Non-CBO Partner	The beach is frequently closed due to high levels of contamination and sewage.
6/6/2013	San Ysidro	Healthy Environment	984	Non-CBO Partner	Politicians have helped to secure millions of dollars for buses in City Heights and Clairemont, but what about San Ysidro? What does San Ysidro have to do to get that going in their city?
6/6/2013	San Ysidro	Healthy Environment	985	Non-CBO Partner	People use the San Ysidro trolley station a lot. What can the riders do to get a better station created? A petition?
6/6/2013	San Ysidro	Healthy Environment	986	Non-CBO Partner	How is funding distributed?
6/6/2013	San Ysidro	Healthy Environment	987	Non-CBO Partner	There needs to be forums, workshops, and other forms of outreach in the community. Many people can only be reached through door to door outreach. That may be what is needed to explain to them air quality issues.
6/6/2013	San Ysidro	Healthy Environment	988	Non-CBO Partner	Issues are sometimes geographical, but issues are usually connected.
6/6/2013	San Ysidro	Healthy Environment	989	Non-CBO Partner	Otay Mesa has been affected by past wildfires that have made the air quality even worse. Fires were also a concern since there is only one way in and one way out of the community.
6/6/2013	San Ysidro	Healthy Environment	990	Non-CBO Partner	The newer communities have limited infrastructure for transportation routes and often back up right to the canyons. The routes that are established have narrow sidewalks and have limited lighting.
6/6/2013	San Ysidro	Healthy Environment	991	Non-CBO Partner	There needs to be consideration in the areas with limited and poor walkable routes for wild animals. Many students walk home through the canyons and could potentially come across a snake.

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6/6/2013	San Ysidro	Healthy Environment	992	Non-CBO Partner	For the San Ysidro middle and San Ysidro high school, students that miss the public bus often only have the option to walk home. Walking in the community can be very dangerous with the infrastructure that is currently in place. Parents worry that their children will be hit by a car or run into animals.
6/6/2013	San Ysidro	Healthy Environment	993	Non-CBO Partner	Kids that skip school sometimes smoke in the canyons and can start a fire.
6/6/2013	San Ysidro	Healthy Environment	994	Non-CBO Partner	Communities in Southeast San Diego are part of a culture that often lives day by day. We need to think forward.
6/6/2013	San Ysidro	Healthy Environment	995	Non-CBO Partner	More public areas need to be non-smoking. It is a problem that some businesses think that non-smoking will decrease business.
6/6/2013	San Ysidro	Healthy Environment	996	Non-CBO Partner	Climate change and sea level rise is a concern. Everything is interconnected and sea level rise will make crops harder to grow.
6/6/2013	San Ysidro	Healthy Environment	997	Non-CBO Partner	Many seals are beaching up due to limited food.
6/6/2013	San Ysidro	Healthy Environment	998	Non-CBO Partner	SANDAG should work with the Environmental Health Coalition, Wildcoast, and Ocean Force. They look at salinity of the oceans, the levels, tides and effects on ecosystems.
6/6/2013	San Ysidro	Healthy Environment	999	Non-CBO Partner	The beach is closed once a year for the sand castle competition in Imperial Beach and people are able to ride their bikes around with ease. That should happen more than once a year.
6/6/2013	San Ysidro	Healthy Environment	1000	Non-CBO Partner	Even when people are close enough to bike they choose not to since it is not safe enough. There needs to be safer bike connections.
6/6/2013	San Ysidro	Healthy Environment	1001	Non-CBO Partner	Some areas in San Diego have bike lanes that are painted bright green, but they are only for about 100 feet.
6/6/2013	San Ysidro	Healthy Environment	1002	Non-CBO Partner	The bike lanes need to be widened and the bike destinations need to be considered.
6/6/2013	San Ysidro	Healthy Environment	1003	Non-CBO Partner	San Diego needs to be a more walkable city with more transportation options.
6/6/2013	San Ysidro	Healthy Environment	1004	Non-CBO Partner	There are a lot of people in the community that walk. For the San Ysidro Community Plan Update, a survey was done. There were many instances where people were observed walking in areas where there was no place to walk, no sidewalks. The "build it and they will come" mentality is not appropriate in San Ysidro since people are already there and making their own path.
6/6/2013	San Ysidro	Healthy Environment	1005	Non-CBO Partner	The air quality is poor due to border crossing in San Ysidro.
6/6/2013	San Ysidro	Healthy Environment	1006	Non-CBO Partner	There used to be a bike incentive for crossing the border and that should be reinstated.
6/6/2013	San Ysidro	Healthy Environment	1007	Non-CBO Partner	People sometimes wear masks when crossing the border, but those who live full time in San Ysidro should not have to wear a mask all the time.
6/6/2013	San Ysidro	Healthy Environment	1008	Non-CBO Partner	People biked from Tijuana to San Diego on bike to work day. Maybe there should be an incentive for those cyclists and a bike share program from San Diego to Tijuana.
6/6/2013	San Ysidro	Healthy Environment	1009	Non-CBO Partner	There should be a vanpool program for those that live in Tijuana and work in San Diego. They could park on the Tijuana side of the border and walk across to avoid the border wait.
6/6/2013	San Ysidro	Healthy Environment	1010	Non-CBO Partner	Parking is an issue at the border which means that people are often at the mercy of public transportation.
6/6/2013	San Ysidro	Healthy Environment	1011	Non-CBO Partner	Tourism is affected by the limited transportation choices.

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6/6/2013	San Ysidro	Healthy Environment	1012	Non-CBO Partner	One attendee had a son in a school close to the border. He used to wonder why his son's school started at 9am when all the other schools started at 8 am. Many students started to develop respiratory problems. The school district will not say, but the parent believes that the late start is in order to avoid the smog from the border. Parents want more statistics and want to know what is affecting their children's health. That information should not be limited to schools though since many people have trouble breathing in the morning in San Ysidro. Residents would like more information on what the federal government is doing to make the border wait faster and what measures they are taking to reduce the pollution. Right now, it heavily affects San Ysidro but it will begin to affect the neighboring communities.
6/6/2013	San Ysidro	Healthy Environment	1013	Non-CBO Partner	More needs to be done to keep traffic moving. The stop signs are not planned appropriately, especially around schools.
6/6/2013	San Ysidro	Healthy Environment	1014	Non-CBO Partner	There needs to be more effort for brush fire prevention. Homeowners need to be responsible to clean up their land and create fire breaks.
6/6/2013	San Ysidro	Healthy Environment	1015	Non-CBO Partner	The pollution is often so bad that it stops residents from walking outside in the morning. The senior population is especially susceptible to pollution. Those with diabetes are also affected more and it can lead to more health concerns.
6/6/2013	San Ysidro	Healthy Environment	1016	Non-CBO Partner	The wait and the pollution at the border begins at three in the morning. There needs to be a way to process and manage the pollution.
6/6/2013	San Ysidro	Healthy Environment	1017	Non-CBO Partner	Pollution affects all ages.
6/6/2013	San Ysidro	Healthy Environment	1018	Non-CBO Partner	San Ysidro has potential, but is still dangerous compared to the nice developments in East Lake and other neighboring communities. There are some very dangerous areas in San Ysidro because of drugs. Crime is easy to get away with in certain areas since there is a shortage of police. It is an aspect of healthy environment, because people cannot go out on walks around their neighborhood since it is not safe.
6/6/2013	San Ysidro	Healthy Environment	1019	Non-CBO Partner	People do not go to the parks, because they are not safe and are full of drug addicts.
6/6/2013	San Ysidro	Healthy Environment	1020	Non-CBO Partner	Some parents do not let their children out of the house after 5 pm because it is not safe. That limits their activity level and their participation in their community.
6/6/2013	San Ysidro	Healthy Environment	1021	Non-CBO Partner	Litter and graffiti affects the cleanliness of a community and when it looks like that, people are more apathetic and lose hope. That is why safe and clean streets are first in mind before enjoying the natural environment. In order to enjoy open space, other things first need to be taken care of. Safe lighting, dog parks, and more trash pickup would be nice.
6/6/2013	San Ysidro	Healthy Environment	1022	Non-CBO Partner	There should be a communication system to get information to the community on the level of air quality that day. Sometimes it is in the paper or on the news but it needs to be every day and in a way that people hear it.
6/6/2013	San Ysidro	Healthy Environment	1023	Non-CBO Partner	There is a cultural sense that there is nothing that the community can do about it. There is an overall lack of awareness and many residents do not know who their public officials are. That aspect of the culture needs to change so that there is more participation at meetings. Schools would be a good place to start.
6/6/2013	San Ysidro	Healthy Environment	1024	Non-CBO Partner	Community members can have more of an impact on government action than staff sometimes, but they need to first understand how government and community meetings work. Meetings make residents empowered and they can become the biggest resources.

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6/6/2013	San Ysidro	Healthy Environment	1025	Non-CBO Partner	There needs to be more community events to help the children stay out of trouble and be in a healthy place. A youth club is a good example of such a place.
6/6/2013	San Ysidro	Healthy Environment	1026	Non-CBO Partner	Parks are not safe and people often have things stolen there.
6/6/2013	San Ysidro	Healthy Environment	1027	Non-CBO Partner	It is not traditionally a cultural thing to enjoy the environment. It is not a natural first interest to people, but that can change. People need to be educated on the outdoors in order to enjoy it.
6/6/2013	San Ysidro	Healthy Environment	1028	Non-CBO Partner	It is difficult for residents of San Ysidro to get to the beaches.
6/6/2013	San Ysidro	Healthy Environment	1029	Non-CBO Partner	There are often competing priorities when it comes to environmental health.
6/6/2013	San Ysidro	Healthy Environment	1030	Non-CBO Partner	The water runoff is an issue and parents want to know that their children will not get sick by going in the ocean water.
6/6/2013	San Ysidro	Healthy Environment	1031	Non-CBO Partner	The nice beaches are far from San Ysidro and gas is too expensive to drive there.
6/6/2013	San Ysidro	Healthy Environment	1032	Non-CBO Partner	Education programs focused on the outdoors are great. Once children experience or enjoy the sports or activities involved with the outdoors, it will be a higher priority. Unfortunately, many people are not going outside in the first place due to the air quality, water quality, safety, and access.
6/6/2013	San Ysidro	Healthy Environment	1033	Non-CBO Partner	There are many trails and places to ride around the Tijuana Estuary, but the smell is too much for some residents. A lot of the smell has to do with the runoff and effluent coming from Mexico since they do not have the right treatment of water. They do not have a separate storm and sewage system. Something should be implemented to stop that pollution from coming up to Imperial Beach. There is a lot of potential for Imperial Beach and the Tijuana River Valley for farming, horse riding, and commercial businesses, but it is impossible for government to keep cleaning the river.
6/6/2013	San Ysidro	Healthy Environment	1034	Non-CBO Partner	Dairy Mart Road becomes stacked with trash after the rain.
6/6/2013	San Ysidro	Healthy Environment	1035	Non-CBO Partner	Drivers in the US get smog checks on cars and pay for permits, but the US allows so much pollution to come in from Mexico and is quiet about it.
6/6/2013	San Ysidro	Healthy Environment	1036	Non-CBO Partner	Is the treatment plant used in Tijuana?
6/6/2013	San Ysidro	Healthy Environment	1037	Non-CBO Partner	Volunteer groups need to be created to do clean ups. The government can assist with these clean-ups by providing boots, gloves, bags, masks, etc.
6/6/2013	San Ysidro	Healthy Environment	1038	Non-CBO Partner	Residents don't just want to be heard, they want action on the comments.
6/6/2013	San Ysidro	Healthy Environment	1039	Non-CBO Partner	There were not any fliers out about the event.
6/6/2013	San Ysidro	Healthy Environment	1040	Non-CBO Partner	We want our community to not be polluted.
6/6/2013	San Ysidro	Healthy Environment	1041	Non-CBO Partner	More trees are needed.
6/6/2013	San Ysidro	Healthy Environment	1042	Non-CBO Partner	We want more public bathrooms and fountains in parks.
6/6/2013	San Ysidro	Healthy Environment	1043	Non-CBO Partner	There is too much concrete.
6/6/2013	San Ysidro	Healthy Environment	1044	Non-CBO Partner	Water must be conserved and used in a more restricted way.
6/6/2013	San Ysidro	Healthy Environment	1045	Non-CBO Partner	Water appliances should be more efficient.
6/6/2013	San Ysidro	Healthy Environment	1046	Non-CBO Partner	Pollution mitigation programs are lacking.
6/6/2013	San Ysidro	Healthy Environment	1047	Non-CBO Partner	The city of San Diego should protect public water resources.
6/6/2013	San Ysidro	Healthy Environment	1048	Non-CBO Partner	Bathrooms are lacking in parks.
6/6/2013	San Ysidro	Healthy Environment	1049	Non-CBO Partner	Water fountains are in poor condition.
6/6/2013	San Ysidro	Healthy Environment	1050	Non-CBO Partner	Additional protected areas are lacking.
6/6/2013	San Ysidro	Healthy Environment	1051	Non-CBO Partner	There is not good access to parks.
6/6/2013	San Ysidro	Healthy Environment	1052	Non-CBO Partner	Air pollution in San Ysidro is four times worse than in other communities of San Diego.
6/6/2013	San Ysidro	Healthy Environment	1053	Non-CBO Partner	Air quality impacts everyone.

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6/6/2013	San Ysidro	Healthy Environment	1054	Non-CBO Partner	There is no social equity; other communities receive much more benefits than San Ysidro.
6/6/2013	San Ysidro	Healthy Environment	1055	Non-CBO Partner	The Trolley is always full and residents cannot use it because it is too full of tourists.
6/6/2013	San Ysidro	Healthy Environment	1056	Non-CBO Partner	The Blue Line pays for the system; it is the line that works the best.
6/6/2013	San Ysidro	Healthy Environment	1057	Non-CBO Partner	The marina in Chula Vista has a track for running but the air is too polluted.
6/6/2013	San Ysidro	Healthy Environment	1058	Non-CBO Partner	Drinking water is not safe.
6/6/2013	San Ysidro	Healthy Environment	1059	Non-CBO Partner	You cannot drink tap water; water is expensive because you have to go buy it.
6/6/2013	San Ysidro	Healthy Environment	1060	Non-CBO Partner	The water smells contaminated.
6/6/2013	San Ysidro	Healthy Environment	1061	Non-CBO Partner	Many cars in Mexico do not comply with U.S. pollution restrictions and when they wait in the border crossing line, they pollute even more.
6/6/2013	San Ysidro	Healthy Environment	1062	Non-CBO Partner	There is a school (Willow Elementary) very close to the border and the kids have respiratory problems due to the pollution on the border.
6/6/2013	San Ysidro	Healthy Environment	1063	Non-CBO Partner	There is a water processing plant that appears to be polluted.
6/6/2013	San Ysidro	Healthy Environment	1064	Non-CBO Partner	Some cities do not take care of their beaches.
6/6/2013	San Ysidro	Healthy Environment	1065	Non-CBO Partner	There is agriculture in San Ysidro that produces fertilizers in the summer months and the smell is unbearable.
6/6/2013	San Ysidro	Healthy Environment	1066	Non-CBO Partner	It would be good to take a train like the Coaster if it went to the border.
6/6/2013	San Ysidro	Healthy Environment	1067	Non-CBO Partner	San Ysidro should be a transportation center; many people travel all the way to Los Angeles.
6/6/2013	San Ysidro	Healthy Environment	1068	Non-CBO Partner	Education campaigns are lacking so that people understand that their actions affect the environment.
6/6/2013	San Ysidro	Healthy Environment	1069	Non-CBO Partner	A campaign directed at businesses is also needed.
6/6/2013	San Ysidro	Healthy Environment	1070	Non-CBO Partner	City parks should be better taken care of.
6/6/2013	San Ysidro	Healthy Environment	1071	Non-CBO Partner	Homeless people who frequent parks should be monitored.
6/6/2013	San Ysidro	Healthy Environment	1072	Non-CBO Partner	There is little safety in the marina.
6/6/2013	San Ysidro	Healthy Environment	1073	Non-CBO Partner	El parque de Otay Mesa es un ejemplo de buen mantenimiento.
6/6/2013	San Ysidro	Healthy Environment	1074	Non-CBO Partner	El parque de Border Friendship necesita más vegetación.
6/6/2013	San Ysidro	Healthy Environment	1075	Non-CBO Partner	We need a park with a lake for recreation.
6/6/2013	San Ysidro	Healthy Environment	1076	Non-CBO Partner	There is no confidence in drinking water.
6/6/2013	San Ysidro	Healthy Environment	1077	Non-CBO Partner	Streams near Route 905 are polluted during the summer.
6/6/2013	San Ysidro	Healthy Environment	1078	Non-CBO Partner	Water is expensive; you can't use tap water.
6/6/2013	San Ysidro	Healthy Environment	1079	Non-CBO Partner	There should be distinct uses for water (drinking water versus irrigation).
6/6/2013	San Ysidro	Healthy Environment	1080	Non-CBO Partner	Desalination is the future of water; we must invest in this technology.
6/6/2013	San Ysidro	Healthy Environment	1081	Non-CBO Partner	Promote beach protection in schools.
6/6/2013	San Ysidro	Healthy Environment	1082	Non-CBO Partner	A lot of pollution comes from Tijuana.
6/6/2013	San Ysidro	Healthy Environment	1083	Non-CBO Partner	The government should maintain water mains; when they break, water that is precious is lost.
6/6/2013	San Ysidro	Healthy Environment	1084	Non-CBO Partner	Air pollution problems and those who suffer because of them are not taken seriously in San Ysidro.
6/6/2013	San Ysidro	Healthy Environment	1085	Non-CBO Partner	Bicycle lanes should be better maintained.
6/6/2013	San Ysidro	Healthy Environment	1086	Non-CBO Partner	There is a lack of landscaping on the border.
6/6/2013	San Ysidro	Healthy Environment	1087	Non-CBO Partner	We need more trees in the streets.
6/6/2013	San Ysidro	Healthy Environment	1088	Non-CBO Partner	There are projects announced on billboards, but they never materialize. If it were La Jolla, this would not happen.

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6/6/2013	San Ysidro	Healthy Environment	1089	Non-CBO Partner	There are projects in the street that were never completed; they were announced but not done.
6/6/2013	San Ysidro	Energy & Climate Change	1090	Non-CBO Partner	Traffic requires a lot of energy, which is a big contributing factor to climate change.
6/6/2013	San Ysidro	Energy & Climate Change	1091	Non-CBO Partner	Traffic has impacts on a holistic level, no impact is isolated.
6/6/2013	San Ysidro	Energy & Climate Change	1092	Non-CBO Partner	Greenhouse gas emissions cause climate change.
6/6/2013	San Ysidro	Energy & Climate Change	1093	Non-CBO Partner	Regardless of how we reduce emissions, there are lasting impacts from climate change that need to be addressed.
6/6/2013	San Ysidro	Energy & Climate Change	1094	Non-CBO Partner	There is a lack of awareness and understanding how climate change relates to the average person.
6/6/2013	San Ysidro	Energy & Climate Change	1095	Non-CBO Partner	Sea level rise is an issue that will have direct impacts in San Diego.
6/6/2013	San Ysidro	Energy & Climate Change	1096	Non-CBO Partner	It is important to tailor the message to different population segments, taking factors such as language and culture into consideration.
6/6/2013	San Ysidro	Energy & Climate Change	1097	Non-CBO Partner	It is important to identify the people that are affected the most by climate change.
6/6/2013	San Ysidro	Energy & Climate Change	1098	Non-CBO Partner	Identify how community services can help address adverse effects of climate change.
6/6/2013	San Ysidro	Energy & Climate Change	1099	Non-CBO Partner	Look at other cities, such as San Francisco, and require mandatory "green" measures in San Diego.
6/6/2013	San Ysidro	Energy & Climate Change	1100	Non-CBO Partner	More green space can help address pollution and climate change.
6/6/2013	San Ysidro	Energy & Climate Change	1101	Non-CBO Partner	SANDAG should take part in a program that works on creating/capturing alternative fuels from waste.
6/6/2013	San Ysidro	Energy & Climate Change	1102	Non-CBO Partner	Cost is a large barrier to many transportation methods that are more climate friendly.
6/6/2013	San Ysidro	Energy & Climate Change	1103	Non-CBO Partner	Car2Go car-sharing should be expanded throughout the region.
6/6/2013	San Ysidro	Energy & Climate Change	1104	Non-CBO Partner	Demonstrate benefits of making individual changes that we need to reduce GHG emissions.
6/6/2013	San Ysidro	Energy & Climate Change	1105	Non-CBO Partner	Publicize tax credits that are available for electric vehicles.
6/6/2013	San Ysidro	Energy & Climate Change	1106	Non-CBO Partner	Invest more in sustainable energy.
6/6/2013	San Ysidro	Energy & Climate Change	1107	Non-CBO Partner	A better transportation system will also benefit the environment and economy.
6/6/2013	San Ysidro	Energy & Climate Change	1108	Non-CBO Partner	San Diego needs a transportation system that mirrors those in Europe.
6/6/2013	San Ysidro	Energy & Climate Change	1109	Non-CBO Partner	Increase gas prices to encourage alternative forms of transportation.
6/6/2013	San Ysidro	Energy & Climate Change	1110	Non-CBO Partner	Stoplights and stop signs used strategically can help reduce idling, traffic, and pollution.
6/6/2013	San Ysidro	Energy & Climate Change	1111	Non-CBO Partner	Recycling programs and other "green" behaviors can help with climate change.
6/6/2013	San Ysidro	Energy & Climate Change	1112	Non-CBO Partner	Better parking and traffic flow can help reduce GHG.
6/6/2013	San Ysidro	Energy & Climate Change	1113	Non-CBO Partner	A transit center with parking would be very beneficial in encouraging people to take other forms of transportation (buses, trolley, carpooling).
6/6/2013	San Ysidro	Energy & Climate Change	1114	Non-CBO Partner	We need to be proactive about naturally reducing fuel for wildfire, for example, with goats.
6/6/2013	San Ysidro	Energy & Climate Change	1115	Non-CBO Partner	It is important to regulate certain industries, especially those that contaminate in residential neighborhoods.
6/6/2013	San Ysidro	Energy & Climate Change	1116	Non-CBO Partner	Hold businesses accountable for the waste that they release.
6/6/2013	San Ysidro	Energy & Climate Change	1117	Non-CBO Partner	Find other sources for water such as salt water conversion or recycling water.
6/6/2013	San Ysidro	Energy & Climate Change	1118	Non-CBO Partner	Building codes should be changed to allow gray water to drain directly into gardens/landscaping.
6/6/2013	San Ysidro	Energy & Climate Change	1119	Non-CBO Partner	Collecting rain water could be another sustainable way of conserving water.

Date	Location	Table_Topic	Comment_ID	CBO Partner	Comments
6/6/2013	San Ysidro	Energy & Climate Change	1120	Non-CBO Partner	Educate people on climate change and why conserving water is important.
6/6/2013	San Ysidro	Energy & Climate Change	1121	Non-CBO Partner	City programs should be utilized to educate people on ways to conserve in their household.
6/6/2013	San Ysidro	Energy & Climate Change	1122	Non-CBO Partner	Providing EV charging stations, raising gas prices, and offering incentives will encourage people to use alternative fuel vehicles.
6/6/2013	San Ysidro	Energy & Climate Change	1123	Non-CBO Partner	Demonstrate cost comparisons and provide education on the benefits of electric/ alternative fuel cars.
6/6/2013	San Ysidro	Energy & Climate Change	1124	Non-CBO Partner	Better bike lanes and dedicated lanes will encourage people to ride.
6/6/2013	San Ysidro	Energy & Climate Change	1125	Non-CBO Partner	More local businesses and dense communities will help to reduce traffic and GHG.
6/6/2013	San Ysidro	Energy & Climate Change	1126	Non-CBO Partner	The traffic and pollution at the border has significant adverse effects on the region, not just the border areas.
6/6/2013	San Ysidro	Energy & Climate Change	1127	Non-CBO Partner	Education is a very important part of the solution, these concepts need to be related to the household level.
6/6/2013	San Ysidro	Energy & Climate Change	1128	Non-CBO Partner	Reduce single occupancy vehicles through active and mass transportation.
6/6/2013	San Ysidro	Energy & Climate Change	1129	Non-CBO Partner	Focus spending and investment on sustainable forms of transportation.
6/6/2013	San Ysidro	Energy & Climate Change	1130	Non-CBO Partner	Spend less money on highways and more on public transit.
6/6/2013	San Ysidro	Energy & Climate Change	1131	Non-CBO Partner	Promote investment in new sustainable ideas; we don't spend enough time on new ideas and processes.
6/6/2013	San Ysidro	Energy & Climate Change	1132	Non-CBO Partner	Money needs to be invested on rapid transit systems.
6/6/2013	San Ysidro	Energy & Climate Change	1133	Non-CBO Partner	Cars require the use of a lot of land, which is wasteful.
6/6/2013	San Ysidro	Energy & Climate Change	1134	Non-CBO Partner	Electric vehicles are expensive and there is a large segment of the population that cannot afford them. For example the median income in San Ysidro is \$26,000.
6/6/2013	San Ysidro	Energy & Climate Change	1135	Non-CBO Partner	Change funding priorities, trolley line is an efficient solution.
6/6/2013	San Ysidro	Energy & Climate Change	1136	Non-CBO Partner	Be more eco-friendly, provide transportation options, that are accessible, handicap access on streets.
6/6/2013	San Ysidro	Energy & Climate Change	1137	Non-CBO Partner	Transportation is one of the greatest needs for the lower income population.
6/6/2013	San Ysidro	Energy & Climate Change	1138	Non-CBO Partner	Invest more money into each individual community, not just transportation but infrastructure so that people don't have to leave the community in order to find medical services, grocery or meet other basic needs.
6/6/2013	San Ysidro	Energy & Climate Change	1139	Non-CBO Partner	San Ysidro needs solutions that make it easier and safer for kids to ride the bus or walk to school.
6/6/2013	San Ysidro	Energy & Climate Change	1140	Non-CBO Partner	Walking and biking and public transit can help to solve climate change problems and address other issues such as public health.
6/6/2013	San Ysidro	Energy & Climate Change	1141	Non-CBO Partner	Solutions need to be tailored to each individual community.
6/6/2013	San Ysidro	Energy & Climate Change	1142	Non-CBO Partner	Monitor water in the entire region and find more ways to make drinking water.
6/6/2013	San Ysidro	Energy & Climate Change	1143	Non-CBO Partner	Promote the use of solar panels.
6/6/2013	San Ysidro	Energy & Climate Change	1144	Non-CBO Partner	Implement the use of more wind energy.
6/6/2013	San Ysidro	Energy & Climate Change	1145	Non-CBO Partner	Implement accessible parking.
6/6/2013	San Ysidro	Energy & Climate Change	1146	Non-CBO Partner	Reduce pollution in San Ysidro.
6/6/2013	San Ysidro	Energy & Climate Change	1147	Non-CBO Partner	There is more pollution around the border that you can feel due to the proximity of the border crossing.
6/6/2013	San Ysidro	Energy & Climate Change	1148	Non-CBO Partner	Check emission levels of vehicles that cross the border.
6/6/2013	San Ysidro	Energy & Climate Change	1149	Non-CBO Partner	General education is needed for drivers so that they regular the air conditioning in public transportation vehicles.
6/6/2013	San Ysidro	Energy & Climate Change	1150	Non-CBO Partner	Inform the community annually by presenting graphs and statistics on pollution levels.

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6/6/2013	San Ysidro	Energy & Climate Change	1151	Non-CBO Partner	Educate children more about climate change.
6/6/2013	San Ysidro	Energy & Climate Change	1152	Non-CBO Partner	Augment Trolley coverage; it is not sufficient and the community demands more Trolleys and public transportation.
6/6/2013	San Ysidro	Energy & Climate Change	1153	Non-CBO Partner	Inform the public what time of day you can go out and not be affected by polluted air.
6/6/2013	San Ysidro	Energy & Climate Change	1154	Non-CBO Partner	Publish school schedules and how they coincide with emissions levels.
6/6/2013	San Ysidro	Energy & Climate Change	1155	Non-CBO Partner	Inform what methods are being taken in order to facilitate the border crossing line and reduce pollution caused by emissions and noise.
6/6/2013	San Ysidro	Energy & Climate Change	1156	Non-CBO Partner	Simplify the information so that people understand it.
6/6/2013	San Ysidro	Energy & Climate Change	1157	Non-CBO Partner	Furnish each home with air conditioning.
6/6/2013	San Ysidro	Energy & Climate Change	1158	Non-CBO Partner	Improve the Trolley service and public transportation since other parts of the county benefit from superior transportation systems.
6/6/2013	San Ysidro	Energy & Climate Change	1159	Non-CBO Partner	Reduce pollution caused by emissions that result from the long lines waiting at the border crossing.
6/6/2013	San Ysidro	Energy & Climate Change	1160	Non-CBO Partner	Facilitate the border crossing for pedestrians.
6/6/2013	San Ysidro	Energy & Climate Change	1161	Non-CBO Partner	Organize the conditions for cars in the border crossing to reduce emissions.
6/6/2013	San Ysidro	Energy & Climate Change	1162	Non-CBO Partner	Implement solar panels and wind energy systems.
6/6/2013	San Ysidro	Energy & Climate Change	1163	Non-CBO Partner	Disseminate information about development plans and programs in colloquial language.
6/6/2013	San Ysidro	Energy & Climate Change	1164	Non-CBO Partner	Reduce the amount of garbage by being more frugal in the home and cooking less food.
6/6/2013	San Ysidro	Energy & Climate Change	1165	Non-CBO Partner	Plant more green areas and gardens in order to breathe purer air.
6/6/2013	San Ysidro	Energy & Climate Change	1166	Non-CBO Partner	Disconnect electric appliances when they are not in use.
6/6/2013	San Ysidro	Energy & Climate Change	1167	Non-CBO Partner	Don't have many lights turned on.
6/6/2013	San Ysidro	Energy & Climate Change	1168	Non-CBO Partner	Water is running out; it must be taken care of and reused.
6/6/2013	San Ysidro	Energy & Climate Change	1169	Non-CBO Partner	The best opinion is the informed one.
6/6/2013	San Ysidro	Energy & Climate Change	1170	Non-CBO Partner	SANDAG should better explain the issues to the community before the workshops.
6/6/2013	San Ysidro	Energy & Climate Change	1171	Non-CBO Partner	Climate change has come about due to pollution.
6/6/2013	San Ysidro	Energy & Climate Change	1172	Non-CBO Partner	Support the switch to energy saving light bulbs.
6/6/2013	San Ysidro	Energy & Climate Change	1173	Non-CBO Partner	Aprovechar de la energía solar.
6/6/2013	San Ysidro	Energy & Climate Change	1174	Non-CBO Partner	Improve the quality of drinking water.
6/6/2013	San Ysidro	Energy & Climate Change	1175	Non-CBO Partner	Improve the efficiency of vehicles and reduce emissions.
6/6/2013	San Ysidro	Energy & Climate Change	1176	Non-CBO Partner	Manage water use.
6/6/2013	San Ysidro	Energy & Climate Change	1177	Non-CBO Partner	Save water by reducing the use of the faucet/shower to five minutes.
6/6/2013	San Ysidro	Energy & Climate Change	1178	Non-CBO Partner	Save light and electric energy.
6/6/2013	San Ysidro	Energy & Climate Change	1179	Non-CBO Partner	Seal windows well in order to regulate temperature.
6/6/2013	San Ysidro	Energy & Climate Change	1180	Non-CBO Partner	Support programs that give access to new refrigerators.
6/6/2013	San Ysidro	Energy & Climate Change	1181	Non-CBO Partner	Walk and bike as a mode of transportation.
6/6/2013	San Ysidro	Energy & Climate Change	1182	Non-CBO Partner	Promote the use of alternative fuels.
6/6/2013	San Ysidro	Energy & Climate Change	1183	Non-CBO Partner	Use public transportation and rideshare to reduce emissions.
6/6/2013	San Ysidro	Energy & Climate Change	1184	Non-CBO Partner	Improve the frequency and punctuality of public transportation.
6/6/2013	San Ysidro	Energy & Climate Change	1185	Non-CBO Partner	Facilitate the access to solar panels.
6/6/2013	San Ysidro	Energy & Climate Change	1186	Non-CBO Partner	Expand recycling and reusing campaigns.
6/6/2013	San Ysidro	Energy & Climate Change	1187	Non-CBO Partner	Realize programs to eliminate the disposal of medicines.
6/6/2013	San Ysidro	Energy & Climate Change	1188	Non-CBO Partner	Recycle water in the home (e.g. water from the washing machine).

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6/6/2013	San Ysidro	Energy & Climate Change	1189	Non-CBO Partner	Reduce emissions from vehicles in the border crossing since it affects health.
6/6/2013	San Ysidro	Energy & Climate Change	1190	Non-CBO Partner	Check vehicles that cross the border to reduce emissions.
6/6/2013	San Ysidro	Energy & Climate Change	1191	Non-CBO Partner	Establish contacts to whom we can direct questions or comments about these issues.
6/6/2013	San Ysidro	Energy & Climate Change	1192	Non-CBO Partner	Organize more workshops and work with community promoters.
6/6/2013	San Ysidro	Energy & Climate Change	1193	Non-CBO Partner	Connect SANDAG to a greater degree with community leaders that speak Spanish.
6/6/2013	San Ysidro	Energy & Climate Change	1194	Non-CBO Partner	Inform people about how to mitigate climate change and pollution by taxing polluting companies.
6/6/2013	San Ysidro	Energy & Climate Change	1195	Non-CBO Partner	Recycle box televisions that are obsolete.
6/6/2013	San Ysidro	Energy & Climate Change	1196	Non-CBO Partner	Address allergy cases provoked by climate change.
6/6/2013	San Ysidro	Energy & Climate Change	1197	Non-CBO Partner	Plant more green areas in San Ysidro and promote forestation campaigns.
6/6/2013	San Ysidro	Healthy Communities	1198	Non-CBO Partner	Live Well San Diego initiative – health, safety, striving – is something that needs to be taken into account when discussing economic prosperity.
6/6/2013	San Ysidro	Healthy Communities	1199	Non-CBO Partner	Example - in 1990 there was no commerce, one contract in the shipping docks created many jobs and since then business has grown. Now an RV park is considering locating near the marine terminal; this threatens the good paying jobs of the terminal. This is an example of the challenges from colocation of businesses.
6/6/2013	San Ysidro	Healthy Communities	1200	Non-CBO Partner	Trade is an important part of economic prosperity; connect to borders.
6/6/2013	San Ysidro	Healthy Communities	1201	Non-CBO Partner	San Ysidro is currently lacking a business district; it would be good to bring more “mom & pop shops,” to the San Ysidro.
6/6/2013	San Ysidro	Healthy Communities	1202	Non-CBO Partner	San Ysidro is currently suffering due to delays in border crossing, this leads to economic loss for the city which is also affecting the Tijuana economy.
6/6/2013	San Ysidro	Healthy Communities	1203	Non-CBO Partner	There is a lot of talk about the issues affecting the border and but that’s it...talk. Need to go further—need action.
6/6/2013	San Ysidro	Healthy Communities	1204	Non-CBO Partner	Everyone is currently living on real time now and time is money.
6/6/2013	San Ysidro	Healthy Communities	1205	Non-CBO Partner	Ease up on borders, should be able to cross border faster. San Ysidro border crossing should be fixed first. Now with the closure of Camiones Way there is only one South-North bound lane and that leads to border crossing delays.
6/6/2013	San Ysidro	Healthy Communities	1206	Non-CBO Partner	Lengthy border wait times affect prosperity, health, pollution, & the environment. The pollution is affecting the students in the nearby school and many businesses whose merchandise is being transported between borders are also being affected due to the long waiting times to cross the border.
6/6/2013	San Ysidro	Healthy Communities	1207	Non-CBO Partner	Need to invest more in border infrastructure as this can lead to more jobs and a healthier environment.
6/6/2013	San Ysidro	Healthy Communities	1208	Non-CBO Partner	SR 905 interstate was a great addition.
6/6/2013	San Ysidro	Healthy Communities	1209	Non-CBO Partner	Need to create a vision that will help people get more involved with these plans.
6/6/2013	San Ysidro	Healthy Communities	1210	Non-CBO Partner	Ideas for connecting Tijuana and San Diego include plans for a trolley that will cross the border.
6/6/2013	San Ysidro	Economic Prosperity & Borders	1211	Non-CBO Partner	There is currently no trickle-down effect in regards to money, jobs, access & opportunity amongst other things; everything stays at top, doesn’t go down to smaller communities.
6/6/2013	San Ysidro	Economic Prosperity & Borders	1212	Non-CBO Partner	There is a need for a new policy process that facilitates from bottom up; many of the processes for establishing a business are very cumbersome. There needs to be a process that is easier for small entrepreneurs to be able to start their own business which will lead to micro economic development.

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6/6/2013	San Ysidro	Economic Prosperity & Borders	1213	Non-CBO Partner	There are a lot of people in our communities with many talents that if given the opportunity could have a great business but they don't know about all the options available to them.
6/6/2013	San Ysidro	Economic Prosperity & Borders	1214	Non-CBO Partner	Many people don't believe they have the access to these opportunities. There are many people lacking confidence that they could successfully navigate through process, or think that they have the capability to do it. We need to educate the community about their options.
6/6/2013	San Ysidro	Economic Prosperity & Borders	1215	Non-CBO Partner	Need to get rid of the bureaucratic loops that make people turn around and create ineffective, underground businesses.
6/6/2013	San Ysidro	Economic Prosperity & Borders	1216	Non-CBO Partner	A commercial zone in San Ysidro that can start micro business needs to be identified. Casa Familiar is currently working on pilot model where kiosks could be opened & lead to micro/small businesses that would be easier for community members to manage because commercial space, although available, is sometimes too difficult for small business owners to deal with.
6/6/2013	San Ysidro	Economic Prosperity & Borders	1217	Non-CBO Partner	Pay closer attention to Senior, working community. Currently it is difficult for many Seniors to find work since finding ways to commute can be a challenge. They also have difficulty having access to social services, groceries & medical care. The senior population needs to be taken into account when it comes to housing; housing should include support services with proximity to public transportation.
6/6/2013	San Ysidro	Economic Prosperity & Borders	1218	Non-CBO Partner	Mismatch between skills of individuals and skills needed in jobs is another challenge for economic prosperity.
6/6/2013	San Ysidro	Economic Prosperity & Borders	1219	Non-CBO Partner	Proximity to border usually results in lower quality of housing, but many people continue to live in these areas due to community, cultural & language ties.
6/6/2013	San Ysidro	Economic Prosperity & Borders	1220	Non-CBO Partner	Difference in quality of living from the areas in Central San Diego Region and areas like Chula Vista to San Ysidro communities.
6/6/2013	San Ysidro	Economic Prosperity & Borders	1221	Non-CBO Partner	Fewer services for people in San Ysidro. People who show up (public meetings, etc) and speak up get the resource, San Ysidro doesn't have too many of those people. May be due to people in these areas do not like to speak up due to their culture, majority of people in this area Latinos and many of them believe in "don't bite the hand that feeds them." A lot of times people are also fearful of speaking up because they don't know how much they can do or ask for. In some occasions, they may have family or friends that are undocumented which causes more fear to speak up.
6/6/2013	San Ysidro	Economic Prosperity & Borders	1222	Non-CBO Partner	Culture – people who think things aren't going to change, why speak up?
6/6/2013	San Ysidro	Economic Prosperity & Borders	1223	Non-CBO Partner	In some instances health issues such as depression, or family responsibilities such as being a caregiver, may lead to not working, which may affect economic prosperity.
6/6/2013	San Ysidro	Economic Prosperity & Borders	1224	Non-CBO Partner	Lack of parks and facilities for lower income population, children in particular.
6/6/2013	San Ysidro	Economic Prosperity & Borders	1225	Non-CBO Partner	What does your vision of economic prosperity look like:
6/6/2013	San Ysidro	Economic Prosperity & Borders	1226	Non-CBO Partner	More housing – HUD, affordable
6/6/2013	San Ysidro	Economic Prosperity & Borders	1227	Non-CBO Partner	Greener.
6/6/2013	San Ysidro	Economic Prosperity & Borders	1228	Non-CBO Partner	Outreach for seniors.
6/6/2013	San Ysidro	Economic Prosperity & Borders	1229	Non-CBO Partner	Access to education.
6/6/2013	San Ysidro	Economic Prosperity & Borders	1230	Non-CBO Partner	More local services.
6/6/2013	San Ysidro	Economic Prosperity & Borders	1231	Non-CBO Partner	More investment in schools.
6/6/2013	San Ysidro	Economic Prosperity & Borders	1232	Non-CBO Partner	Motivation for students.

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6/6/2013	San Ysidro	Economic Prosperity & Borders	1233	Non-CBO Partner	Border has great opportunity; hopefully Otay Mesa East will be developed correctly, should have much open space.
6/6/2013	San Ysidro	Economic Prosperity & Borders	1234	Non-CBO Partner	Work on policy that allows for better quality of housing, not overly burdensome in terms of having to deal w/various business processes and red tape.
6/6/2013	San Ysidro	Economic Prosperity & Borders	1235	Non-CBO Partner	There should be more investment in south bay infrastructure.
6/6/2013	San Ysidro	Economic Prosperity & Borders	1236	Non-CBO Partner	Leadership in cities need to invest more in those communities that haven't received as much; social equity.
6/6/2013	San Ysidro	Economic Prosperity & Borders	1237	Non-CBO Partner	There needs to be a stronger focus on education & school achievement. Allocate more resources towards schools. In San Ysidro create more STEM (science, technology, engineering, math) programs similar to those in Hoover High. We need to prepare the children because they are the future. A college in South Bay would be good too.
6/6/2013	San Ysidro	Economic Prosperity & Borders	1238	Non-CBO Partner	San Diego at large turns its back on the border even though there are a lot of chances for development & growth; lack of interest in border can lead to loss of opportunity.
6/6/2013	San Ysidro	Economic Prosperity & Borders	1239	Non-CBO Partner	Many people own business in Tijuana but live in San Diego, they are contributing to both economies and this is something that needs to be considered.
6/6/2013	San Ysidro	Economic Prosperity & Borders	1240	Non-CBO Partner	San Diego & Tijuana are really a Mega-region and need to start being seen in this way. Doing this could translate into many benefits such as economic and design.
6/6/2013	San Ysidro	Economic Prosperity & Borders	1241	Non-CBO Partner	The opportunity to learn & collaborate with each other needs to be taken advantage of. For example, poverty in Tijuana has led them to make the best of the few resources they have, using tires to make fences or living dwellings; could learn from them.
6/6/2013	San Ysidro	Economic Prosperity & Borders	1242	Non-CBO Partner	Energy is another example of something that could be collaborated on – let it go back and forth between borders.
6/6/2013	San Ysidro	Economic Prosperity & Borders	1243	Non-CBO Partner	Transportation, another area where collaboration is possible. It would be good to see a continuation of rail service south of the border, integrate rapid transit from Baja to Alta California, with no need to transfer at the border.
6/6/2013	San Ysidro	Economic Prosperity & Borders	1244	Non-CBO Partner	Encouraging to see the new pedestrian crossing in the border, that's a good start.
6/6/2013	San Ysidro	Economic Prosperity & Borders	1245	Non-CBO Partner	Realize that if that the border wasn't there we wouldn't be as prosperous as we are; much of the businesses in US exist because of the people south of the border.
6/6/2013	San Ysidro	Economic Prosperity & Borders	1246	Non-CBO Partner	Trade here affects many states. Example, items in maquiladoras don't just stay in San Diego, what happens if they are delayed due to border crossing waits?
6/6/2013	San Ysidro	Economic Prosperity & Borders	1247	Non-CBO Partner	Negative perception & discrimination towards people who live near the border, in regards to job market, language & way of life. Need to be able to get along and learn from each other regardless of language or cultural barriers.
6/6/2013	San Ysidro	Economic Prosperity & Borders	1248	Non-CBO Partner	Need to have business owners who care about the community. Las Americas – successful, retail outlet managed to survive recession, but the current owners don't care for community and that's not good.
6/6/2013	San Ysidro	Economic Prosperity & Borders	1249	Non-CBO Partner	Need people to think, what's the highest and best use for land near proposed new border crossing? How can we incentivize land owners to make it become accessible for people who want to invest there?
6/6/2013	San Ysidro	Economic Prosperity & Borders	1250	Non-CBO Partner	Issue of design. Consider smart parking; build up instead of across.
6/6/2013	San Ysidro	Economic Prosperity & Borders	1251	Non-CBO Partner	Connectivity & collaboration between the two countries.

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6/6/2013	San Ysidro	Economic Prosperity & Borders	1252	Non-CBO Partner	A lot of bad publicity for Tijuana. Negative perception of the border affects Tijuana's economy because you have San Diego citizens not wanting to go down to Tijuana – but things are much better now but people are only hearing the bad news.
6/6/2013	San Ysidro	Economic Prosperity & Borders	1253	Non-CBO Partner	Issue in this border – public image & perception; need some type of campaign from the people themselves to actually go down to Tijuana and experience how it really is. Tijuana has a lot of design opportunities, a lot of talent. Shouldn't allow the separation of the border eliminate the opportunity.
6/6/2013	San Ysidro	Economic Prosperity & Borders	1254	Non-CBO Partner	Need a marketing campaign with San Diego & Tijuana ambassadors; tours, educate people on how Tijuana really is. Should be able to say "Lets go to Tijuana to grab dinner, see a show and come back," it's done in other borders throughout the world, why not this one?
6/6/2013	San Ysidro	Economic Prosperity & Borders	1255	Non-CBO Partner	There is a need for more:
6/6/2013	San Ysidro	Economic Prosperity & Borders	1256	Non-CBO Partner	Understanding of diversity.
6/6/2013	San Ysidro	Economic Prosperity & Borders	1257	Non-CBO Partner	Community action to bridge the border.
6/6/2013	San Ysidro	Economic Prosperity & Borders	1258	Non-CBO Partner	Blur the separation, as we move forward it seems like the division gets stronger and we need more collaboration.
6/6/2013	San Ysidro	Economic Prosperity & Borders	1259	Non-CBO Partner	Easier border crossing system – enhances the regional economy & better relations.
6/6/2013	San Ysidro	Economic Prosperity & Borders	1260	Non-CBO Partner	Concerted campaign to engage everyone.
6/6/2013	San Ysidro	Economic Prosperity & Borders	1261	Non-CBO Partner	It is a torture to cross the border because you have to wait for too long in the line and there is a great lack of coordination of services.
6/6/2013	San Ysidro	Economic Prosperity & Borders	1262	Non-CBO Partner	The border and economic prosperity are profoundly linked because there is a great deal of commerce between the communities of San Diego and Tijuana.
6/6/2013	San Ysidro	Economic Prosperity & Borders	1263	Non-CBO Partner	Many residents of San Diego need to cross the border to Tijuana to receive affordable medical services and medicines, and sometimes you have to sleep there so you don't have to wait in the line again for hours to return to San Diego.
6/6/2013	San Ysidro	Economic Prosperity & Borders	1264	Non-CBO Partner	Due to the high cost of living in San Diego, many people go to Tijuana to live. Renting a house can cost \$300, which does not exist in San Diego.
6/6/2013	San Ysidro	Economic Prosperity & Borders	1265	Non-CBO Partner	People who cross the border are obligated to do so because of some necessity. Very few people cross the border without necessity, but if they did cross, they would improve the conditions for both sides of the border.
6/6/2013	San Ysidro	Economic Prosperity & Borders	1266	Non-CBO Partner	You cannot cross the border to visit or go shopping given the current delays, and this is negatively impacting the border economy; many businesses are closing because there is not enough business.
6/6/2013	San Ysidro	Economic Prosperity & Borders	1267	Non-CBO Partner	Federal agents do not share the reality of those who cross (the border), therefore there is a great disconnection between them.
6/6/2013	San Ysidro	Economic Prosperity & Borders	1268	Non-CBO Partner	SANDAG should step in to communicate the opinions and wishes of the user communities to the federal agents.
6/6/2013	San Ysidro	Economic Prosperity & Borders	1269	Non-CBO Partner	Management of the border must be made a priority.
6/6/2013	San Ysidro	Economic Prosperity & Borders	1270	Non-CBO Partner	The border is an important place as it is the most traversed in the world and because of its multicultural aspect being a place where two countries join.
6/6/2013	San Ysidro	Economic Prosperity & Borders	1271	Non-CBO Partner	A lot of time in life is wasted in the border line.
6/6/2013	San Ysidro	Economic Prosperity & Borders	1272	Non-CBO Partner	The border crossing needs to be enlarged by opening more ports of entry along the whole Baja California- California border.
6/6/2013	San Ysidro	Economic Prosperity & Borders	1273	Non-CBO Partner	The border crossing times have to be minimized so that you can cross when it is convenient, not only at a particular hour when there is no traffic.

Date	Location	Table_Topic	Comment_ID	CBO Partner	Comments
6/6/2013	San Ysidro	Economic Prosperity & Borders	1274	Non-CBO Partner	The current wait times negatively impact the mental and physical health of people who have to cross (the border).
6/6/2013	San Ysidro	Economic Prosperity & Borders	1275	Non-CBO Partner	The federal government should invest more funds in operational training for federal customs agents so that they have a better understanding of the communities that cross the border through the ports of entry.
6/6/2013	San Ysidro	Economic Prosperity & Borders	1276	Non-CBO Partner	Federal agents should be assimilated and invited to community events so that they participate in discussions about how to improve the functioning of the border and so that they listen to the concerns of the community since they live here, they go to our schools, they use our streets, etc.
6/6/2013	San Ysidro	Economic Prosperity & Borders	1277	Non-CBO Partner	Because of the interdependence of the two economies, it should be easier to cross the border to obtain goods and services on either side of the border.
6/6/2013	San Ysidro	Economic Prosperity & Borders	1278	Non-CBO Partner	Public transportation services should be equitable.
6/6/2013	San Ysidro	Economic Prosperity & Borders	1279	Non-CBO Partner	More resources should be focused on public facilities for the community instead of investments in tourism.
6/6/2013	San Ysidro	Economic Prosperity & Borders	1280	Non-CBO Partner	Tendría que haber un marco legal/ fiscal para que la gente pueda salir del yugo de los préstamos y las hipotecas y poder así progresar en la vida.
6/6/2013	San Ysidro	Economic Prosperity & Borders	1281	Non-CBO Partner	The economic development framework should be more supportive of the community.
6/6/2013	San Ysidro	Economic Prosperity & Borders	1282	Non-CBO Partner	Better paying jobs should be generated so that people can advance economically.
6/6/2013	San Ysidro	Economic Prosperity & Borders	1283	Non-CBO Partner	More investment should be attracted in order to have more tourist attractions in San Ysidro.
6/6/2013	San Ysidro	Economic Prosperity & Borders	1284	Non-CBO Partner	There has to be a scheme that promotes economic development through grants and scholarships.
6/6/2013	San Ysidro	Economic Prosperity & Borders	1285	Non-CBO Partner	Environmental pollution and air quality are important environmental issues related to the border.
6/6/2013	San Ysidro	Economic Prosperity & Borders	1286	Non-CBO Partner	We need transportation systems to the border with more frequent departures.
6/6/2013	San Ysidro	Economic Prosperity & Borders	1287	Non-CBO Partner	Public transportation options and alternatives should be expanded at the border.
6/6/2013	San Ysidro	Economic Prosperity & Borders	1288	Non-CBO Partner	There should be more attention paid to the people who cross the border.
6/6/2013	San Ysidro	Economic Prosperity & Borders	1289	Non-CBO Partner	The organization of the border crossings and public transportation services has to be improved.
6/6/2013	San Ysidro	Economic Prosperity & Borders	1290	Non-CBO Partner	The facilities at the border have to be expanded so that there is more space to move around.
6/6/2013	San Ysidro	Economic Prosperity & Borders	1291	Non-CBO Partner	There should be more lanes for pedestrians who cross the border.
6/6/2013	San Ysidro	Economic Prosperity & Borders	1292	Non-CBO Partner	There should be a more convenient place for vehicles picking up and dropping off passengers who cross the border in San Ysidro.
6/6/2013	San Ysidro	Economic Prosperity & Borders	1293	Non-CBO Partner	A transportation and commerce center should be developed on the border in San Ysidro that inspires pride and offers people services they need.
6/6/2013	San Ysidro	Economic Prosperity & Borders	1294	Non-CBO Partner	Safety conditions for pedestrians who cross the streets in the border zone in San Ysidro should be improved.
6/6/2013	San Ysidro	Economic Prosperity & Borders	1295	Non-CBO Partner	The border crossing should be more accessible.
6/6/2013	San Ysidro	Economic Prosperity & Borders	1296	Non-CBO Partner	A binational culture should be created in the border region to attract more tourism.
6/6/2013	San Ysidro	Economic Prosperity & Borders	1297	Non-CBO Partner	In order to achieve economic prosperity, education and public health in border communities must also be addressed.
6/6/2013	San Ysidro	Economic Prosperity & Borders	1298	Non-CBO Partner	We need better sidewalks and parks.
6/6/2013	San Ysidro	Economic Prosperity & Borders	1299	Non-CBO Partner	Public transportation routes should be more frequent.

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6/6/2013	San Ysidro	Economic Prosperity & Borders	1300	Non-CBO Partner	There should be more space in public transportation vehicles in order to accommodate bicycles.
6/6/2013	San Ysidro	Economic Prosperity & Borders	1301	Non-CBO Partner	Public parks in the community should be in better condition.
6/6/2013	San Ysidro	Economic Prosperity & Borders	1302	Non-CBO Partner	It should be easier to be able to circulate to different destinations once you cross the border into San Ysidro.
6/6/2013	San Ysidro	Economic Prosperity & Borders	1303	Non-CBO Partner	There should be better public transportation connections with other regions such as Los Angeles.
6/6/2013	San Ysidro	Economic Prosperity & Borders	1304	Non-CBO Partner	The city of San Diego and the public sector should invest funds to build a new transportation center in San Ysidro.
6/6/2013	San Ysidro	Economic Prosperity & Borders	1305	Non-CBO Partner	SANDAG should facilitate a conversation between different interested parties with relation to the design of a new public transportation center at the San Ysidro port of entry.
6/6/2013	San Ysidro	Economic Prosperity & Borders	1306	Non-CBO Partner	San Ysidro should be an example and a symbol of the interdependent relationship between the U.S. and Mexico.
6/6/2013	San Ysidro	Economic Prosperity & Borders	1307	Non-CBO Partner	There is a great opportunity for economic prosperity in the Tijuana-San Diego border region, but we can only take advantage of it if the organization of the border crossing is improved.
6/6/2013	San Ysidro	Economic Prosperity & Borders	1308	Non-CBO Partner	The air conditioning on the Trolley and the bus is on too strong and it is too cold.
6/6/2013	San Ysidro	Economic Prosperity & Borders	1309	Non-CBO Partner	San Ysidro should be a recognized international arrival point.
6/6/2013	San Ysidro	Written Comments	1310	Non-CBO Partner	Energy & Climate Change— what does SANDAG have to do with any of this?
6/6/2013	San Ysidro	Written Comments	1311	Non-CBO Partner	Keep traffic moving.
6/6/2013	San Ysidro	Written Comments	1312	Non-CBO Partner	Suck up emissions at Border Crossing.
6/6/2013	San Ysidro	Written Comments	1313	Non-CBO Partner	More busses to beaches.
6/6/2013	San Ysidro	Written Comments	1314	Non-CBO Partner	More parking at beaches.
6/6/2013	San Ysidro	Written Comments	1315	Non-CBO Partner	More dog beaches.
6/6/2013	San Ysidro	Written Comments	1316	Non-CBO Partner	Clean Tijuana River.
6/6/2013	San Ysidro	Written Comments	1317	Non-CBO Partner	RV's park in National City Tidelands. Remember the (BNSF) train works all hours and a lot early A.M.s. RV's will be complaining of noise and shaking. Trains are heavy and make noise.
6/6/2013	San Ysidro	Written Comments	1318	Non-CBO Partner	No smoking in all public places in San Diego County.
6/6/2013	San Ysidro	Written Comments	1319	Non-CBO Partner	Better paid jobs. Decrease of everyday necessities (i.e. gas, food, school, etc.)
6/6/2013	San Ysidro	Written Comments	1320	Non-CBO Partner	I commented that the number one thing that has to be overcome is the border crossing, which should be faster than 10 minutes minimum; create businesses where people live so that people can be involved in activities and build a future affordable public transportation system that is not as expensive as the Trolley, especially here in San Ysidro since many people live on welfare.
6/6/2013	San Ysidro	Written Comments	1321	Non-CBO Partner	Be vigilant in the neighborhood you live in. There are neighbors who parked cars where they should not; their relatives come and have to park outside the neighborhood where there is only one car per family, not like where I live where there are like 5 cars parked per family.
6/6/2013	San Ysidro	Written Comments	1322	Non-CBO Partner	In 15 years I would like to see more jobs with better salaries.
6/6/2013	San Ysidro	Written Comments	1323	Non-CBO Partner	In order to have healthy communities we need parks appropriate for kids and youth; in the ALA park there is no lighting and it is full of potholes and in the ICU park kids who practice and play soccer get hurt.
6/6/2013	San Ysidro	Written Comments	1324	Non-CBO Partner	A better community like in North County.

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6/6/2013	San Ysidro	Written Comments	1325	Non-CBO Partner	Inter-state binational transportation.
6/6/2013	San Ysidro	Written Comments	1326	Non-CBO Partner	It is more important to create more bus routes in sectors where there is no access since on many occasions you have to walk up to 20 minutes from the bus stop to get to where you need to go. Note: There should also be more buses and Trolleys during rush hour.
6/6/2013	San Ysidro	Written Comments	1327	Non-CBO Partner	Access to more bus routes.
6/6/2013	San Ysidro	Written Comments	1328	Non-CBO Partner	Expand the bus route schedules on holidays.
6/6/2013	San Ysidro	Written Comments	1329	Non-CBO Partner	Sidewalk access for walking.
6/6/2013	San Ysidro	Written Comments	1330	Non-CBO Partner	Bridges to certain streets on the Trolley line during rush hour.
6/6/2013	San Ysidro	Written Comments	1331	Non-CBO Partner	I think that if the time to cross from Tijuana to San Ysidro was quick, it would greatly benefit commerce in San Ysidro and as a result everyone would prosper in every way; even our health and our mood improve would improve; it would also create more jobs.
6/6/2013	San Ysidro	Written Comments	1332	Non-CBO Partner	It is necessary to build pedestrian bridges in different strategic places in order to facilitate traffic.
6/13/2013	Escondido	Mobility	1333	Non-CBO Partner	There is a strong need for safe walkable access including adequate pedestrian infrastructure within communities that connect to transit services.
6/13/2013	Escondido	Mobility	1334	Non-CBO Partner	Multiple transportation options need to be provided to all areas within the region serving recreational trips and necessary trips such as medical care; providing a balance for jobs and housing; and providing access for aging communities.
6/13/2013	Escondido	Mobility	1335	Non-CBO Partner	Ability to move safely and conveniently is important – convenience and transit do not always go hand in hand though, especially when considering multiple transfers. Physical barriers include lack of sidewalks or auto-centric roadway design.
6/13/2013	Escondido	Mobility	1336	Non-CBO Partner	Transportation can limit the access to things you need in your daily life. These include family interaction and medical appointments.
6/13/2013	Escondido	Mobility	1337	Non-CBO Partner	Mobility represents the spectrum of all transportation needs and the ability to get to those needs (recreation, shopping, and work).
6/13/2013	Escondido	Mobility	1338	Non-CBO Partner	Being able to get to destinations in a reasonable manner via transit is important for mobility. Issues include infrequent service, transit service ending at early times, service coverage, and lack of other service options.
6/13/2013	Escondido	Mobility	1339	Non-CBO Partner	Commute from Downtown to UCSD is an example where without transit, there would be no options available for those dependent on another mode other than a car. Some areas provide better transit services. Transit services can dictate what type of trips you make, especially in out-lying areas. Walking environments (sidewalks) and barriers (wide roads and tiny sidewalks) impact trips made to transit.
6/13/2013	Escondido	Mobility	1340	Non-CBO Partner	Areas which are less dense should not be served by fixed routes; but instead a dial-a-ride service would be better. All places at certain density levels should have specific types of transit; offer a bare minimum to all parts of the County.
6/13/2013	Escondido	Mobility	1341	Non-CBO Partner	Roads provide quicker access to most places, Mission Road in Fallbrook as an example.
6/13/2013	Escondido	Mobility	1342	Non-CBO Partner	There is some concern for people trying to make trips and to not use their own vehicle. In Fallbrook there is a need for a mini-bus rather than large buses driving mostly empty; buses make a trip, but the large buses are empty most of the day, as compared to the peak. Perhaps a mini-bus should be utilized during off-peak periods. This is the main transit issue in Fallbrook.

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6/13/2013	Escondido	Mobility	1343	Non-CBO Partner	The population needs more options as it ages. Some people may choose not to drive because they are less confident or they may not be able to drive (vision impairment). There needs to be sensitivity to demographic trends like aging of the population, and characteristics such as reliance on family members, and fewer transportation choices.
6/13/2013	Escondido	Mobility	1344	Non-CBO Partner	Traffic causes significant congestion and delay. If a person has the ability to choose when they drive during the day, this can be mitigated. State Route 78 heading east through San Marcos is really bad around 3:00 p.m.; there is no solution other than adding more lanes or spreading out the demand.
6/13/2013	Escondido	Mobility	1345	Non-CBO Partner	The transit system provides barriers for those needing or wanting to go to areas that are more distant or less served by transit versus dense areas such as downtown San Diego or UTC/La Jolla. Barriers include infrequent service, transfers, connection timing, and how the environment is designed to get around (small sidewalks and massive parking lots, crosswalks are restricted for pedestrian access). Design is clearly for vehicles and not pedestrians. For those that are transit dependent, these barriers make it difficult for access to jobs.
6/13/2013	Escondido	Mobility	1346	Non-CBO Partner	Building more highways is not the answer, more highways means more traffic. Our jobs need to be connected to residential areas. Jobs need to be located where people are living, revisit this concept from years ago.
6/13/2013	Escondido	Mobility	1347	Non-CBO Partner	More companies need to locate in denser areas; we need more transit oriented areas within residential locations.
6/13/2013	Escondido	Mobility	1348	Non-CBO Partner	Projects with the least impact on the environment should be a priority.
6/13/2013	Escondido	Mobility	1349	Non-CBO Partner	Everything is a tradeoff, and we need to understand the tradeoffs.
6/13/2013	Escondido	Mobility	1350	Non-CBO Partner	Mobility needs to relate to all options including biking, walking, wheelchair access, etc.; transportation is more than just cars, it is the movement of people.
6/13/2013	Escondido	Mobility	1351	Non-CBO Partner	Accessibility and options get people where they need to go.
6/13/2013	Escondido	Mobility	1352	Non-CBO Partner	Getting to Temecula without a car is nearly impossible, commuter connections via transit and vanpools are prevalent, but it takes way too long.
6/13/2013	Escondido	Mobility	1353	Non-CBO Partner	I don't walk around Mission Valley because the street is designed for cars, lack of safety and pedestrian access is a concern for walkability.
6/13/2013	Escondido	Mobility	1354	Non-CBO Partner	Housing, jobs, and affordability are factors that are impacting the need to take longer trips. The reality is that a vehicle is needed in San Diego County.
6/13/2013	Escondido	Mobility	1355	Non-CBO Partner	There needs to be more flexible pricing for transit services. Transit passes need to be flexible, such as options that allow for 2 days a month, 1 day a week, 10 uses, etc.
6/13/2013	Escondido	Mobility	1356	Non-CBO Partner	Neighborhoods are great places for multimodal uses but areas are less walkable where there are not a lot of sidewalks, there is a concern for safety there. Family mobility is an important concept, riding bikes, skateboards, and walking. There are instances where a distance may be a 1/2 mile to get to school, but safety and lack of sidewalks create an uncomfortable feeling and parents will drive their children to school instead of allowing them to walk or ride.
6/13/2013	Escondido	Mobility	1357	Non-CBO Partner	High Speed Rail (HSR) down I-15 would be great, including a commuter service that is cost effective, and as effective as a car would be great.
6/13/2013	Escondido	Mobility	1358	Non-CBO Partner	In Temecula there are many avenues for car sharing, vanpooling, and park-n-ride lots, for commuting. The city can use lots to effectively allow for these services to bring commuters together. There needs to be a balance between sharing commuting responsibilities for families and communities, and local infrastructure support.

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6/13/2013	Escondido	Mobility	1359	Non-CBO Partner	We don't see a lot of buses here, but there should be more of them and more options for transit.
6/13/2013	Escondido	Mobility	1360	Non-CBO Partner	City Heights' opinion is that there is a need for lower bus fares; people perceive the bus fares as an obstacle. Bus stops need to be shaded; ultimately, using more transit is good for reducing GHG; however people are at risk waiting for the bus, and this is unsafe under certain conditions causing heat stroke, etc. People should be comfortable, and we need more frequent buses.
6/13/2013	Escondido	Mobility	1361	Non-CBO Partner	The time to get anywhere is a challenge, and while people don't want to have to drive, taking the bus or the train is going to take an additional 2 hours. There needs to be more efficient ways to get around and there needs to be equivalent times for all modes.
6/13/2013	Escondido	Mobility	1362	Non-CBO Partner	There are issues including the land use and transportation connection, San Diego is decentralized, there is a jobs housing imbalance, and Temecula and San Diego are so far apart. How do you accommodate this? In California there are many challenges as a result of decentralization.
6/13/2013	Escondido	Mobility	1363	Non-CBO Partner	Higher gas taxes would produce money to provide more transit options and incentivize people to get out of their cars.
6/13/2013	Escondido	Mobility	1364	Non-CBO Partner	Revenue from gas tax could be used for transit I-15 corridor as an example, consider futuristic options, maybe Maglev, supporting other modes. There needs to be equivalent transit travel time compared to a car.
6/13/2013	Escondido	Mobility	1365	Non-CBO Partner	In the Los Angeles area there is talk about a catenary overhead line. Funds could be considered for these types of improvements - lowering bus fares are important.
6/13/2013	Escondido	Mobility	1366	Non-CBO Partner	Front load the transit projects so people would have an option to get out of their cars, and push freeway projects back towards the end of the funding cycle.
6/13/2013	Escondido	Mobility	1367	Non-CBO Partner	How do you decide which projects to fund? What benefits the most people is important; it is tough to choose.
6/13/2013	Escondido	Mobility	1368	Non-CBO Partner	Getting people out of their cars should be a priority. One million more people added to the region using cars would be frightening. More trains and buses are needed.
6/13/2013	Escondido	Mobility	1369	Non-CBO Partner	A balanced approach should be included and investments should be considered in all areas with varying densities. Choices should include areas where multimodal strategies make sense. Focusing on freeway networks is our past, but how do we establish the infrastructure for transit - do we invest upfront, we need flexibility and balance to make smart decisions. If we invest in the freeway system, we are moving backwards.
6/13/2013	Escondido	Mobility	1370	Non-CBO Partner	In Escondido, some infrastructure needs improvement. Crosswalks are an example of a simple improvement that will make a big difference, because there are so many areas where sidewalks are missing. Sidewalks need to become more pedestrian friendly. Escondido creek is a 7-mile stretch of land which is bikeable and walkable, no one knows about it. Funding needs to improve missing street lights for safety.
6/13/2013	Escondido	Mobility	1371	Non-CBO Partner	The Bay Area is so different compared to San Diego. San Diego without a BART system seems so big and without unification. The Trolley is not cost-effective. Parking at school is more affordable, some transportation works but doesn't make sense financially.
6/13/2013	Escondido	Mobility	1372	Non-CBO Partner	Mobility is getting from point A to point B.
6/13/2013	Escondido	Mobility	1373	Non-CBO Partner	Connectivity, mobility and predictability are important.

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6/13/2013	Escondido	Mobility	1374	Non-CBO Partner	Our region is very car dependent; everything is easier with the car including the grocery store even if it is nearby or across street. Our built environment is based around the car.
6/13/2013	Escondido	Mobility	1375	Non-CBO Partner	Land use patterns force people to rely more on the vehicle to do errands and get to work. Alternative modes are very difficult to rely upon because of travel time. We need more investment in multimodal options, bike lanes, sidewalk facilities, safer streets, transit frequencies and options; all of this will make the transportation network more reliable.
6/13/2013	Escondido	Mobility	1376	Non-CBO Partner	Moves are being made through Escondido's General Plan including a downtown education hub (charter schools), which means kids will live in downtown, shop in downtown, etc. People will still want to go to San Diego, and make regional trips. Locally, improvements are needed including more bike lanes, creek flood mitigation, increased frequencies on SPRINTER and buses. We also need to make our existing transportation systems better and safer.
6/13/2013	Escondido	Mobility	1377	Non-CBO Partner	We have tremendous bike usage; we need a focus on bike facilities.
6/13/2013	Escondido	Mobility	1378	Non-CBO Partner	With some commutes, it is faster to ride a bike eight miles than it is to take transit. There needs to be better connectivity on alternative modes, bus and light rail for instance (North County to Downtown San Diego). Provide more options for people who live outside of the transit ring. Also, parents feel they need to drive their kids to school, based on a lack of safety. Vehicular impacts are not considered in roadway designs near schools. There needs to be a program(s) for alternative ways to get children to school safely so parents do not rely on the car.
6/13/2013	Escondido	Mobility	1379	Non-CBO Partner	Traffic during commute times is a challenge, getting to Escondido from Oceanside as an example.
6/13/2013	Escondido	Mobility	1380	Non-CBO Partner	Freeway congestion affects economic-based trip choices.
6/13/2013	Escondido	Mobility	1381	Non-CBO Partner	Traffic on SR 78, on I-15, and on I-5 is terrible. I-5 on Saturdays, during the summer fair, is especially challenging. Schedule and frequency of the COASTER is a challenge, many would use the service more if it was convenient. Currently it adds more than an hour of time to a particular trip.
6/13/2013	Escondido	Mobility	1382	Non-CBO Partner	Transit use information ten years ago came from printed paper maps and newspapers; however, now more of a reliance on technology such as transit agencies' web sites, 511, Google Maps to access traffic information.
6/13/2013	Escondido	Mobility	1383	Non-CBO Partner	From the North County perspective, funding and projects should be spread around the region, even if the majority live in San Diego; there needs to be balance.
6/13/2013	Escondido	Mobility	1384	Non-CBO Partner	There is a general sense of North County getting short changed from project funds, and that North County is viewed as a bedroom community as far as the housing/jobs balance. Temecula is a bedroom community for Escondido.
6/13/2013	Escondido	Mobility	1385	Non-CBO Partner	Understanding and equating the cost and benefits to sub-regional areas is a challenge. From a fixed transit standpoint, high speed rail is too future-focused; there is a stronger near-term need for transit.
6/13/2013	Escondido	Mobility	1386	Non-CBO Partner	North County cities feel that the allocation of funds is not as balanced as they should be. Funding for improvements within cities and the criteria structure for North County and smaller cities makes it harder to get project investments. The investment in infrastructure and services needs to go in first, and then people will use it.

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6/13/2013	Escondido	Mobility	1387	Non-CBO Partner	Health should be included as a transportation project criterion; this is a comprehensive plan and we need to build it to include all elements. The evaluation of projects is not just based on transportation, but rather GHG, multimodal options, air quality, public health, etc.; we need to be getting at all those factors.
6/13/2013	Escondido	Mobility	1388	Non-CBO Partner	The projects that Escondido deals with are compartmentalized and nothing gets finished. Certain segments are worked on and not everything gets fully built. How do we finalize projects? Grants and loans are depended upon, but we need to move away from a competitive structure or per capita structure. A project either meets the criteria or it doesn't, those that meet the criteria should get funded, those that don't should not get funded.
6/13/2013	Escondido	Mobility	1389	Non-CBO Partner	Projected increase in population should be part of the criteria for project priorities.
6/13/2013	Escondido	Mobility	1390	Non-CBO Partner	Where will there be accountability for the plan? The connection with planning and public health is vital. Reducing health impacts such as alcohol and drugs has been deliberated at the local agency level and those agencies have allowed billboards with alcohol advertising to generate revenue. When the issue comes to a monetary or financial decision, usually the money outcome wins. How will the plan implement all of this feedback – there is some concern regarding the opinions not holding weight based on the outreach.
6/13/2013	Escondido	Healthy Communities	1391	Non-CBO Partner	Childhood obesity is a big deal; from a land use planning perspective, kids need safe and accessible places to recreate under supervision.
6/13/2013	Escondido	Healthy Communities	1392	Non-CBO Partner	Connections are important; sprawl, freeways, rail crossings and wide streets inhibit good connectivity and limit recreational spaces, leaving kids to play in the street.
6/13/2013	Escondido	Healthy Communities	1393	Non-CBO Partner	Increasing connectivity will make streets and recreational spaces safer.
6/13/2013	Escondido	Healthy Communities	1394	Non-CBO Partner	People need increased access to active recreation spaces that encourage physical activity.
6/13/2013	Escondido	Healthy Communities	1395	Non-CBO Partner	SANDAG should do things to support infrastructure that helps achieve healthy communities.
6/13/2013	Escondido	Healthy Communities	1396	Non-CBO Partner	One of the funding concerns in Oceanside that should be noted is the Melrose extension. Currently a park, this community represents a very strong, healthy lifestyle that would be compromised by road expansion. Noise and displacement will interrupt and contradict land use decisions that support healthy lifestyles.
6/13/2013	Escondido	Healthy Communities	1397	Non-CBO Partner	Infrastructure expansions funded by SANDAG should be balanced in rural neighborhoods to support a healthy, active lifestyle and ensure that they are not fragmenting the neighborhood with roads.
6/13/2013	Escondido	Healthy Communities	1398	Non-CBO Partner	To what extent is health a part of Smart Growth? It should be.
6/13/2013	Escondido	Healthy Communities	1399	Non-CBO Partner	Infrastructure projects that support health should be a metric within Smart Growth criteria. SANDAG can help retrofit neighborhoods by tying public health metrics into Smart Growth initiatives.
6/13/2013	Escondido	Healthy Communities	1400	Non-CBO Partner	There should be a mirror program that is health directed (similar to the Smart Growth Incentive Program).
6/13/2013	Escondido	Healthy Communities	1401	Non-CBO Partner	There is a great opportunity for SANDAG to serve as a leader in Public Health initiative.
6/13/2013	Escondido	Healthy Communities	1402	Non-CBO Partner	A lot of health concerns are related to safety, walkability, access, and mobility. There should be more funding focused on these areas to clearly recognize this connection.

Date	Location	Table_Topic	Comment_ID	CBO Partner	Comments
6/13/2013	Escondido	Healthy Communities	1403	Non-CBO Partner	Connections are extremely important. Expensive and difficult projects often don't get constructed due to creek crossings. If grant criteria could be structured to focus on connections, such as major arterials connecting to schools and parks, this could improve connections.
6/13/2013	Escondido	Healthy Communities	1404	Non-CBO Partner	Infrastructure projects that improve connections should work in coordination with environmental efforts.
6/13/2013	Escondido	Healthy Communities	1405	Non-CBO Partner	Lower vehicle emissions and increasing pedestrian connections is a key way to improving health and child safety.
6/13/2013	Escondido	Healthy Communities	1406	Non-CBO Partner	People need to be able to get places without having to get in a car.
6/13/2013	Escondido	Healthy Communities	1407	Non-CBO Partner	Safe crossings and walkability are important.
6/13/2013	Escondido	Healthy Communities	1408	Non-CBO Partner	Clean and aesthetically pleasing streets motivate people to get out of their cars and want to enjoy walking and being on the street.
6/13/2013	Escondido	Healthy Communities	1409	Non-CBO Partner	There is the phrase "If you build it they will come." Does it require high volumes of pedestrians in dangerous spaces in order to get a sidewalk put in?
6/13/2013	Escondido	Healthy Communities	1410	Non-CBO Partner	People should not have to walk on dangerous streets to merit the provision of safe sidewalks and crossings.
6/13/2013	Escondido	Healthy Communities	1411	Non-CBO Partner	Destinations that provide social and family services need to have pedestrian access available.
6/13/2013	Escondido	Healthy Communities	1412	Non-CBO Partner	Pedestrians carve out safer routes in the dirt; infrastructure should be put in place so that pedestrians don't have to carve their own space out.
6/13/2013	Escondido	Healthy Communities	1413	Non-CBO Partner	It is important to consider public health when you put out RFPs for infrastructure projects.
6/13/2013	Escondido	Healthy Communities	1414	Non-CBO Partner	Projects should support walkability and multi-modal transportation as part of the project criteria.
6/13/2013	Escondido	Healthy Communities	1415	Non-CBO Partner	Coordination between transportation planners and land use planners should support the goals of increasing safety and improving the health of communities.
6/13/2013	Escondido	Healthy Communities	1416	Non-CBO Partner	Developers and projects don't always support transit, despite the need.
6/13/2013	Escondido	Healthy Communities	1417	Non-CBO Partner	Walking and bike paths are very important.
6/13/2013	Escondido	Healthy Communities	1418	Non-CBO Partner	Both mental and physical health can be improved by having access to trails and pathways, especially for families.
6/13/2013	Escondido	Healthy Communities	1419	Non-CBO Partner	Access in the region is not equal when it comes to access to safe open spaces and outdoor recreation.
6/13/2013	Escondido	Healthy Communities	1420	Non-CBO Partner	Despite the presence of a grocery store in a neighborhood, could it be that increasing numbers of convenience stores could be detrimental to overall community health?
6/13/2013	Escondido	Healthy Communities	1421	Non-CBO Partner	Access to healthy food is tied to access to transit. In order to support healthy lifestyles, people need multiple options to access healthy foods.
6/13/2013	Escondido	Healthy Communities	1422	Non-CBO Partner	Children's health is impacted by the presence of convenience stores in communities.
6/13/2013	Escondido	Healthy Communities	1423	Non-CBO Partner	There need to be centralized and concentrated areas of clustered services for people to have access to, such as clinics, dentists, and grocery stores.
6/13/2013	Escondido	Healthy Communities	1424	Non-CBO Partner	There is a limit to how many bikes can fit on a bus rack; increasing this number would help support active lifestyles.
6/13/2013	Escondido	Healthy Communities	1425	Non-CBO Partner	A community that promotes healthy behavior ends up being sustainable and enables people to walk, has parklands, sidewalks, transit, and active streets that encourage people to walk and be active.
6/13/2013	Escondido	Healthy Communities	1426	Non-CBO Partner	Communities should be structured to make people want to travel by bike or by foot and have access to health care, and other services.

Date	Location	Table_Topic	Comment_ID	CBO Partner	Comments
6/13/2013	Escondido	Healthy Communities	1427	Non-CBO Partner	20 years ago, biking was very tiring and dangerous. Riding to work is not convenient or efficient and is difficult to carry very many materials. Bike lanes could benefit families, but we shouldn't invest in bike infrastructure for commuters.
6/13/2013	Escondido	Healthy Communities	1428	Non-CBO Partner	Commuter infrastructure for bikes isn't feasible, but it's nice.
6/13/2013	Escondido	Healthy Communities	1429	Non-CBO Partner	Complete streets sound great because they will calm traffic, but slower traffic could increase air pollution due to emissions.
6/13/2013	Escondido	Healthy Communities	1430	Non-CBO Partner	Health should be defined more specifically.
6/13/2013	Escondido	Healthy Communities	1431	Non-CBO Partner	Bicycling could be a threat to public health if people get injured in accidents.
6/13/2013	Escondido	Healthy Communities	1432	Non-CBO Partner	New development should promote physical activity. Trees, nice sidewalks, and access to parks and other different types of open areas provide people with an opportunity to become physically active.
6/13/2013	Escondido	Healthy Communities	1433	Non-CBO Partner	Communities that lack green infrastructure and have dangerous wide boulevards make it unsafe for people to walk.
6/13/2013	Escondido	Healthy Communities	1434	Non-CBO Partner	Having a walkable community that lacks services isn't enough if people still need to drive out of the neighborhood.
6/13/2013	Escondido	Healthy Communities	1435	Non-CBO Partner	Communities need to have destinations and transit access within walking distance.
6/13/2013	Escondido	Healthy Communities	1436	Non-CBO Partner	Many roads can be daunting for pedestrians and cyclists.
6/13/2013	Escondido	Healthy Communities	1437	Non-CBO Partner	La Jolla Village drive is filled with students who don't own cars, yet the community is designed for cars.
6/13/2013	Escondido	Healthy Communities	1438	Non-CBO Partner	Communities need to be tailored to the demographic. Safe infrastructure for bikes and pedestrians should be focused in areas where less people own cars, for example in college communities.
6/13/2013	Escondido	Healthy Communities	1439	Non-CBO Partner	People need more options for travel and recreation.
6/13/2013	Escondido	Healthy Environment	1440	Non-CBO Partner	SANDAG's goal should be to have San Diego in compliance for air quality. SANDAG needs to keep in mind Air Toxic's Hot Spot Act and neighborhoods downwind of the highway where there are intensified areas of poor air quality.
6/13/2013	Escondido	Healthy Environment	1441	Non-CBO Partner	Buffer zones should be included in planning. New developments still look like they are being built closer than a 500 feet setback from the freeways.
6/13/2013	Escondido	Healthy Environment	1442	Non-CBO Partner	The plan should be compatible with smart growth where neighborhoods are walkable and transit oriented.
6/13/2013	Escondido	Healthy Environment	1443	Non-CBO Partner	Food security in the region is important. San Diego should be able to maintain existing agricultural lands and industrial zones, which help to keep a diverse economy and a buffer from economic disruptions elsewhere.
6/13/2013	Escondido	Healthy Environment	1444	Non-CBO Partner	Not sure how well the Multiple Species Conservation Program (MSCP) is being implemented.
6/13/2013	Escondido	Healthy Environment	1445	Non-CBO Partner	Have heard of the dredging program.
6/13/2013	Escondido	Healthy Environment	1446	Non-CBO Partner	Preserving the San Luis Rey as a drinking water source is important.
6/13/2013	Escondido	Healthy Environment	1447	Non-CBO Partner	Right now, imported waters are critical for the region, but indirect potable reuse and conservation should be the ideal focus.
6/13/2013	Escondido	Healthy Environment	1448	Non-CBO Partner	There is a lot more San Diego can do to lower water use on landscapes and it is a reasonable expectation in an arid region.
6/13/2013	Escondido	Healthy Environment	1449	Non-CBO Partner	Resilience with food supply as climate change occurs is important.
6/13/2013	Escondido	Healthy Environment	1450	Non-CBO Partner	There does not seem to be much feedback and representation from the community and the reason for that is unknown.
6/13/2013	Escondido	Healthy Environment	1451	Non-CBO Partner	Extreme weather modifications can be pursued to create more water, but that is not a healthy environment since that does not allow the natural environment to do its thing.

Date	Location	Table_Topic	Comment_ID	CBO Partner	Comments
6/13/2013	Escondido	Healthy Environment	1452	Non-CBO Partner	In favor of the Berkley water system for tap water that is used by many developing nations.
6/13/2013	Escondido	Healthy Environment	1453	Non-CBO Partner	Some residents are going to see a 10% increase in their energy costs which makes solar panels for homes even more important.
6/13/2013	Escondido	Healthy Environment	1454	Non-CBO Partner	Criteria air pollutants, such as Nitrogen Oxide, Sulfur Dioxides, Ozone, and Particulate Matter, seem to be decreasing. The amount of emissions from diesel seems to be getting better as well, but San Diego could still do better towards the goal of zero emissions at the ports and borders.
6/13/2013	Escondido	Healthy Environment	1455	Non-CBO Partner	There should be more grey water use and rainwater harvesting for residents. Not sure if it is legal or not to do so, but people do it. A sump pump is used for the rain water system and that water is used to moisten the ground between crops.
6/13/2013	Escondido	Healthy Environment	1456	Non-CBO Partner	Some residents are willing to install solar panels on their roofs but may be waiting until it is more affordable. Local centralized energy is important.
6/13/2013	Escondido	Healthy Environment	1457	Non-CBO Partner	Many people are undereducated on certain topics. That is why it seems that many people are not motivated to do anything and wait for the government to handle it for them.
6/13/2013	Escondido	Healthy Environment	1458	Non-CBO Partner	Not sure what the best way to get the word out is, but there should be an equal representation of the county's residents.
6/13/2013	Escondido	Healthy Environment	1459	Non-CBO Partner	There need to be watchdogs that expose the people who are doing the wrong things.
6/13/2013	Escondido	Healthy Environment	1460	Non-CBO Partner	Emerging technologies are important.
6/13/2013	Escondido	Healthy Environment	1461	Non-CBO Partner	The Constitution does not say anything about federal grants and there should not be free money.
6/13/2013	Escondido	Healthy Environment	1462	Non-CBO Partner	The education system is suffering.
6/13/2013	Escondido	Healthy Environment	1463	Non-CBO Partner	Many residents were affected by the fires.
6/13/2013	Escondido	Healthy Environment	1464	Non-CBO Partner	There should be more investment in energy advancement to avoid big transmission lines.
6/13/2013	Escondido	Healthy Environment	1465	Non-CBO Partner	San Diego residents experienced wildfires decades ago so fires may be cyclical and not all caused by manmade climate change.
6/13/2013	Escondido	Healthy Environment	1466	Non-CBO Partner	Not all residents know what smart growth funding is.
6/13/2013	Escondido	Healthy Environment	1467	Non-CBO Partner	Open spaces provide people with a place to walk, hike, bike, etc.
6/13/2013	Escondido	Healthy Environment	1468	Non-CBO Partner	Some residents live next to open space that is owned by Caltrans, but are not sure if there is any discussion on whether or not there will be paths and riding trails that connect it all.
6/13/2013	Escondido	Healthy Environment	1469	Non-CBO Partner	A healthy environment means open space in parks and sustainability. They should be walkable and the air quality should be clean enough that people are able to do walk without negative health impacts. Cities should plan neighborhoods in a way that draws people to walking, biking, and using transit to get to places. The walkable areas need to be more inviting.
6/13/2013	Escondido	Healthy Environment	1470	Non-CBO Partner	In favor of beach sand nourishment along the shoreline. Beach accessibility is important.
6/13/2013	Escondido	Healthy Environment	1471	Non-CBO Partner	We live in a society that has many regulations and you do not want it to become overkill.
6/13/2013	Escondido	Healthy Environment	1472	Non-CBO Partner	Watershed management needs to be considered alongside beach sand nourishment.
6/13/2013	Escondido	Healthy Environment	1473	Non-CBO Partner	There needs to be a distinction between conservation and preservation to the greatest extent. Some land should be off limits to the public and the public should be informed why. When that distinction is made, people will begin to appreciate it.

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6/13/2013	Escondido	Healthy Environment	1474	Non-CBO Partner	There are challenges to educating the public on the environment.
6/13/2013	Escondido	Healthy Environment	1475	Non-CBO Partner	Deliver open space experiences to the greatest extent possible. Sometimes this means urban greening such as the City Heights Canyon lands. The city needs to be supportive of this since access to open space to all is a social equity issue.
6/13/2013	Escondido	Healthy Environment	1476	Non-CBO Partner	One resident has lived in San Diego since 1949 and used to be able to run across Interstate 8 back when it was only two lanes. The trend is that San Diego is losing a lot of green space with development. Interstate 5 cut up a lot of Balboa Park and the surrounding neighborhoods. The sidewalks are not wide enough to walk down. The greenery has been removed from sidewalks and there needs to be more greenery Downtown and on roadways.
6/13/2013	Escondido	Healthy Environment	1477	Non-CBO Partner	The air quality in San Diego is better today than when heavy development started decades ago. The air quality may not be perfect but it is better.
6/13/2013	Escondido	Healthy Environment	1478	Non-CBO Partner	If the sidewalks were more green and attractive people would walk more. People do not want to walk by buildings that are right against the sidewalk with cars on the other side.
6/13/2013	Escondido	Healthy Environment	1479	Non-CBO Partner	Places are often lovely and walkable within the community, but they are not inviting to people outside the community. Example: Juan Paseo - walkable park of the community, but people are not going to cross all of the lanes of traffic to get there. People will end up driving their cars there and park them in large parking areas. Large parking areas with asphalt on the edge of community make in uninviting to those hoping to walk to the walkable community.
6/13/2013	Escondido	Healthy Environment	1480	Non-CBO Partner	There is housing and businesses clustered around the trolley lines, but outside of those areas, the roads are wide.
6/13/2013	Escondido	Healthy Environment	1481	Non-CBO Partner	California is the home of the motor car and freeways were built for traveling around. Everything was built that way and that makes it difficult to build communities that do not share that focus unless you build a community around that. The older communities need to be retrofitted. Trains are a good means of transportation to get someone from place to place, but once you get off of them, it can be difficult to get around.
6/13/2013	Escondido	Healthy Environment	1482	Non-CBO Partner	There need to be transit options that do not impede on the walking areas and associated facilities.
6/13/2013	Escondido	Healthy Environment	1483	Non-CBO Partner	Parking garages and parking lots are much nicer to have underground.
6/13/2013	Escondido	Healthy Environment	1484	Non-CBO Partner	The open parking areas are often just placeholders for building that have yet to be built.
6/13/2013	Escondido	Healthy Environment	1485	Non-CBO Partner	If a community plans something, they need to have everyone on board so that plans dont get off-track when new council members come in.
6/13/2013	Escondido	Healthy Environment	1486	Non-CBO Partner	Things are not cohesive when it comes to open space trails. One trail ends and forces the visitor to drive to the next section if they want to continue. There needs to be continuity.
6/13/2013	Escondido	Healthy Environment	1487	Non-CBO Partner	A complete Trail Master Plan would help to connect the city trails with county, state, and federal trails.
6/13/2013	Escondido	Healthy Environment	1488	Non-CBO Partner	People move to areas with open space to get outdoors and enjoy it.
6/13/2013	Escondido	Healthy Environment	1489	Non-CBO Partner	For water quality, there needs to be a way to tie in green infrastructure and permeability.
6/13/2013	Escondido	Healthy Environment	1490	Non-CBO Partner	There should be an incentive for projects that go above and beyond the Best Management Practices.
6/13/2013	Escondido	Healthy Environment	1491	Non-CBO Partner	Many old trees downtown do not need to be watered since they are already well established.

Date	Location	Table_Topic	Comment_ID	CBO Partner	Comments
6/13/2013	Escondido	Healthy Environment	1492	Non-CBO Partner	There is a lot of room for improvement for freeway greenery. If water is the issue, then native plants can be planted.
6/13/2013	Escondido	Healthy Environment	1493	Non-CBO Partner	Healthy environments equal healthy people.
6/13/2013	Escondido	Healthy Environment	1494	Non-CBO Partner	Water fluorination needs to stop.
6/13/2013	Escondido	Healthy Environment	1495	Non-CBO Partner	Water pricing needs to reflect efforts to protect crop production and working landscapes. SANDAG should dictate which working landscapes are in need of protecting and the City should then follow through.
6/13/2013	Escondido	Healthy Environment	1496	Non-CBO Partner	Healthy eating and nutrition are part of a healthy community, but there are access issues.
6/13/2013	Escondido	Healthy Environment	1497	Non-CBO Partner	Every empty lot should be used for growing crops. In Seattle, they have edible parks where all or most of the plants are edible. This is a great idea that should catch like wildfire.
6/13/2013	Escondido	Healthy Environment	1498	Non-CBO Partner	Food can be grown just about everywhere. At an individual level, everyone can grow something. Every housing project should have a park to grow food.
6/13/2013	Escondido	Healthy Environment	1499	Non-CBO Partner	Community gardens are getting a lot of attention, and the county is beginning to support them more, but there are a lot of zoning issues.
6/13/2013	Escondido	Healthy Environment	1500	Non-CBO Partner	SANDAG should promote community gardens or community sustained agriculture.
6/13/2013	Escondido	Healthy Environment	1501	Non-CBO Partner	Growing food in front yards instead of growing a lawn should be decriminalized.
6/13/2013	Escondido	Healthy Environment	1502	Non-CBO Partner	There should be community and house gardens everywhere since lawns are useless.
6/13/2013	Escondido	Healthy Environment	1503	Non-CBO Partner	There was a recent American Planning Association (APA) session about regional food system planning.
6/13/2013	Escondido	Healthy Environment	1504	Non-CBO Partner	The Chicago Plan has simple goals for food access and education.
6/13/2013	Escondido	Healthy Environment	1505	Non-CBO Partner	SANDAG deals with water, air, and, housing, but food is the fourth human essential and SANDAG does not focus on it. Food used to be a bigger part of planning in the early 1900s and should make a comeback.
6/13/2013	Escondido	Healthy Environment	1506	Non-CBO Partner	Education is very important. Many children believe that they do not like fruits and vegetables. The reality is that they have not actually been exposed to those types of foods. New programs are teaching children to grow vegetables and fruit, eat them, and love them.
6/13/2013	Escondido	Healthy Environment	1507	Non-CBO Partner	"Sustainable living" is used in place of public health in the Chicago Plan.
6/13/2013	Escondido	Healthy Environment	1508	Non-CBO Partner	Water quality is not as great as it could be. People are still drinking water that is detrimental to their health. Fluoride in the drinking water contains heavy metals.
6/13/2013	Escondido	Healthy Environment	1509	Non-CBO Partner	The ocean used to be healthy, but now you can get an infection from the water.
6/13/2013	Escondido	Healthy Environment	1510	Non-CBO Partner	People shouldn't go into the ocean after it rains due to the pollutants. That is not something that should be a worry for a developed city in this day and age.
6/13/2013	Escondido	Healthy Environment	1511	Non-CBO Partner	Skin is the largest organ in the body, so water need to be a better quality for drinking and for touching.
6/13/2013	Escondido	Healthy Environment	1512	Non-CBO Partner	If San Diego wants access to local fresh food, then agriculture needs a good supply of water.
6/13/2013	Escondido	Healthy Environment	1513	Non-CBO Partner	Farmers pay the same amount for water as urban residents do. The price for water in San Diego is extremely high per acre. San Diego is losing agriculture land because the prices are increasing.
6/13/2013	Escondido	Healthy Environment	1514	Non-CBO Partner	Gas and oil companies are buying up water leases for various reasons, but aren't necessarily interested in keeping the water clean.

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6/13/2013	Escondido	Healthy Environment	1515	Non-CBO Partner	Climate change will affect the water quantity with less snow pack and less supply.
6/13/2013	Escondido	Healthy Environment	1516	Non-CBO Partner	There needs to be more protection of water rights.
6/13/2013	Escondido	Healthy Environment	1517	Non-CBO Partner	Water that is desalinated is located in lower elevations which make it difficult to pump out east to the farms without a high cost. This might be a way to encourage local desalination.
6/13/2013	Escondido	Healthy Environment	1518	Non-CBO Partner	Grey water use needs to be more efficient and effective. Plants do not need to be watered with drinking water.
6/13/2013	Escondido	Healthy Environment	1519	Non-CBO Partner	Can you use reverse osmosis for desalination? It might be worth looking into.
6/13/2013	Escondido	Healthy Environment	1520	Non-CBO Partner	Easier to change things for the new developments. That is where water changes should be mandatory.
6/13/2013	Escondido	Healthy Environment	1521	Non-CBO Partner	Watershed management should be considered as a whole.
6/13/2013	Escondido	Healthy Environment	1522	Non-CBO Partner	Would be interesting to know the designs for the desalination plants.
6/13/2013	Escondido	Healthy Environment	1523	Non-CBO Partner	San Diego does have water; it just needs to be processed.
6/13/2013	Escondido	Healthy Environment	1524	Non-CBO Partner	Water pricing affects the supply.
6/13/2013	Escondido	Healthy Environment	1525	Non-CBO Partner	Have not heard about beach sand replenishment projects along the shoreline, but San Diego needs it. The tourists come to San Diego for the beaches. They are an economic driver and they do not want rocky beaches. The replenishment also means protection for the coastline.
6/13/2013	Escondido	Healthy Environment	1526	Non-CBO Partner	If barriers were not in place, the watershed would naturally bring silt and sand to the beaches and the wetlands would filter.
6/13/2013	Escondido	Healthy Environment	1527	Non-CBO Partner	Everything is a trade-off, but it would be interesting to see a cost-benefit analysis of doing the beach sand replenishment verses not doing it.
6/13/2013	Escondido	Healthy Environment	1528	Non-CBO Partner	Who has jurisdiction over the sand?
6/13/2013	Escondido	Healthy Environment	1529	Non-CBO Partner	Some residents stay in San Diego because of the open space. People love that they can visit any terrain within an hour.
6/13/2013	Escondido	Healthy Environment	1530	Non-CBO Partner	Heard of the open space program, but doesn't know what it is.
6/13/2013	Escondido	Healthy Environment	1531	Non-CBO Partner	SANDAG should create more of an education culture.
6/13/2013	Escondido	Energy & Climate Change	1532	Non-CBO Partner	Need to focus efforts on expanding installation of solar panels in urban areas.
6/13/2013	Escondido	Energy & Climate Change	1533	Non-CBO Partner	Solar is an alternative form of energy that is the most accepted and least controversial.
6/13/2013	Escondido	Energy & Climate Change	1534	Non-CBO Partner	Acceptance and use of photo voltaics (PV) will depend on the economic viability of installation costs vs. utility savings.
6/13/2013	Escondido	Energy & Climate Change	1535	Non-CBO Partner	Solar's favorability as an alternative energy source comes from people being able to see the cost-benefit directly through lower utility bills.
6/13/2013	Escondido	Energy & Climate Change	1536	Non-CBO Partner	Make use of wasted spaces, i.e. rooftops, parking lots, into something that works for us.
6/13/2013	Escondido	Energy & Climate Change	1537	Non-CBO Partner	Solar should be incorporated into new developments.
6/13/2013	Escondido	Energy & Climate Change	1538	Non-CBO Partner	Solar can help protect against spikes in the energy grid and blackouts.
6/13/2013	Escondido	Energy & Climate Change	1539	Non-CBO Partner	Solar does not carry the controversy that wind farms do.
6/13/2013	Escondido	Energy & Climate Change	1540	Non-CBO Partner	Increase use of solar energy in transportation because it has the portability/utility of gasoline and can work with our existing infrastructure.
6/13/2013	Escondido	Energy & Climate Change	1541	Non-CBO Partner	Solar will help clear the air because of less emissions and particulate matter.
6/13/2013	Escondido	Energy & Climate Change	1542	Non-CBO Partner	Local governments should be able to regulate automobile emissions (which now currently are regulated only at the state level).
6/13/2013	Escondido	Energy & Climate Change	1543	Non-CBO Partner	Need to reduce passenger trips and make vehicles more efficient.
6/13/2013	Escondido	Energy & Climate Change	1544	Non-CBO Partner	Need to focus on introducing alternative fuel vehicles because transportation accounts for the largest percent of energy use in the region.

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6/13/2013	Escondido	Energy & Climate Change	1545	Non-CBO Partner	A lot of businesses and government agencies require travelling across town to meet with one another.
6/13/2013	Escondido	Energy & Climate Change	1546	Non-CBO Partner	Encourage the development and use of virtual meetings.
6/13/2013	Escondido	Energy & Climate Change	1547	Non-CBO Partner	Encourage the use of alternative fuels or efficient vehicles for employees to get to meetings when possible.
6/13/2013	Escondido	Energy & Climate Change	1548	Non-CBO Partner	Government contractors who work out in the field or who travel substantially should have a lease for an electric car included in their contract.
6/13/2013	Escondido	Energy & Climate Change	1549	Non-CBO Partner	Car sharing of fuel efficient corporate fleets among employees for work or among neighboring businesses.
6/13/2013	Escondido	Energy & Climate Change	1550	Non-CBO Partner	Rise in electric car use is going to require additional energy demand from power plants. Need to plan accordingly for this.
6/13/2013	Escondido	Energy & Climate Change	1551	Non-CBO Partner	Should have electrified truck stops in Otay Mesa.
6/13/2013	Escondido	Energy & Climate Change	1552	Non-CBO Partner	Continue expanding port on-shore electricity connections for ships.
6/13/2013	Escondido	Energy & Climate Change	1553	Non-CBO Partner	Promote organic farming throughout the county's farms.
6/13/2013	Escondido	Energy & Climate Change	1554	Non-CBO Partner	Increase gardens in urban areas, especially as a teaching tool for children.
6/13/2013	Escondido	Energy & Climate Change	1555	Non-CBO Partner	Generate electricity from garbage incineration.
6/13/2013	Escondido	Energy & Climate Change	1556	Non-CBO Partner	Install more reservoirs that can capture rain water and rain water recovery systems.
6/13/2013	Escondido	Energy & Climate Change	1557	Non-CBO Partner	Expand grey water infrastructure and availability.
6/13/2013	Escondido	Energy & Climate Change	1558	Non-CBO Partner	Give people options on how to reduce emissions and protect the environment.
6/13/2013	Escondido	Energy & Climate Change	1559	Non-CBO Partner	Promote the economic savings and benefits associated with new initiatives and regulations.
6/13/2013	Escondido	Energy & Climate Change	1560	Non-CBO Partner	Promote what other cities are doing and show how they have worked and benefited residents.
6/13/2013	Escondido	Energy & Climate Change	1561	Non-CBO Partner	Cities are afraid of being cutting edge.
6/13/2013	Escondido	Energy & Climate Change	1562	Non-CBO Partner	Many are worried about being perceived as anti-business.
6/13/2013	Escondido	Energy & Climate Change	1563	Non-CBO Partner	SANDAG should compile a report about where all the cities in the region stand in terms of their climate change initiatives. Could serve to hold cities accountable by directly comparing them to one another.
6/13/2013	Escondido	Energy & Climate Change	1564	Non-CBO Partner	Do not expect the business community or developers to take care of everything through regulation.
6/13/2013	Escondido	Energy & Climate Change	1565	Non-CBO Partner	Initiatives should be pushed by the government, but they need to provide options to make these initiatives realistic.
6/13/2013	Escondido	Energy & Climate Change	1566	Non-CBO Partner	If the cost of doing business increases too drastically then it becomes economically infeasible to stay.
6/13/2013	Escondido	Energy & Climate Change	1567	Non-CBO Partner	Government grants and programs need to provide the money to make these regulations and GHG target goals realistic.
6/13/2013	Escondido	Energy & Climate Change	1568	Non-CBO Partner	Support strong climate action plans at the city level.
6/13/2013	Escondido	Energy & Climate Change	1569	Non-CBO Partner	Regulations to protect individuals – housing should not be too close to cell phone towers, freeways, etc.
6/13/2013	Escondido	Energy & Climate Change	1570	Non-CBO Partner	A lot of new housing developments (and city zoning which allows it) along freeways do not seem to take into consideration these effects.
6/13/2013	Escondido	Energy & Climate Change	1571	Non-CBO Partner	We need to place a high priority on protecting people.
6/13/2013	Escondido	Economic Prosperity & Borders	1572	Non-CBO Partner	Economic Prosperity means money, jobs, increasing disposable income, and affordable housing.
6/13/2013	Escondido	Economic Prosperity & Borders	1573	Non-CBO Partner	Higher Wages - livable wage, current level of prosperity is "absurd" - no family can live on 20k a year - need to think of ways of compensating people differently.

Date	Location	Table_Topic	Comment_ID	CBO Partner	Comments
6/13/2013	Escondido	Economic Prosperity & Borders	1574	Non-CBO Partner	More transportation options allow people to get to jobs.
6/13/2013	Escondido	Economic Prosperity & Borders	1575	Non-CBO Partner	Education also affects ability to get high wage jobs.
6/13/2013	Escondido	Economic Prosperity & Borders	1576	Non-CBO Partner	Generational differences in education.
6/13/2013	Escondido	Economic Prosperity & Borders	1577	Non-CBO Partner	Older generations did not have hundreds of dollars in debt after graduating from college and jobs were readily available.
6/13/2013	Escondido	Economic Prosperity & Borders	1578	Non-CBO Partner	Now students have high debts and no jobs; this is unacceptable.
6/13/2013	Escondido	Economic Prosperity & Borders	1579	Non-CBO Partner	Decisions by older generations have shaped the current system – need to think about doing things better.
6/13/2013	Escondido	Economic Prosperity & Borders	1580	Non-CBO Partner	Concerns about the devaluation of the US dollar.
6/13/2013	Escondido	Economic Prosperity & Borders	1581	Non-CBO Partner	Younger generations are more interested in walking and biking.
6/13/2013	Escondido	Economic Prosperity & Borders	1582	Non-CBO Partner	College kids who can't afford a car and gas need good transportation options.
6/13/2013	Escondido	Economic Prosperity & Borders	1583	Non-CBO Partner	In Escondido, a new university will replace the Minjie museum; the campus is emphasizing bicycle and pedestrian infrastructure in its planning efforts to make sure that students don't have to get a car.
6/13/2013	Escondido	Economic Prosperity & Borders	1584	Non-CBO Partner	Not a fan of bikes - dangerous and uncomfortable; not a timely way to commute to work; have to plan out the entire day.
6/13/2013	Escondido	Economic Prosperity & Borders	1585	Non-CBO Partner	Online education will be big; people can be educated without having to go to a university.
6/13/2013	Escondido	Economic Prosperity & Borders	1586	Non-CBO Partner	Traveling from Tijuana to San Marcos takes 3 to 4 hours. The border wait times crossing back into the U.S. are too long.
6/13/2013	Escondido	Economic Prosperity & Borders	1587	Non-CBO Partner	Would like to see more open border crossing lanes; maybe we can build more to increase the number, but this would be costly. We would have to put a price on it.
6/13/2013	Escondido	Economic Prosperity & Borders	1588	Non-CBO Partner	There is danger and crime at the border – we need more protection.
6/13/2013	Escondido	Economic Prosperity & Borders	1589	Non-CBO Partner	We know that there is crime at the border, but we also know that there is a great demand to cross.
6/13/2013	Escondido	Economic Prosperity & Borders	1590	Non-CBO Partner	There are many economic issues associated with the border, but we don't know SANDAG's jurisdiction.
6/13/2013	Escondido	Economic Prosperity & Borders	1591	Non-CBO Partner	Many people use the airport in Tijuana to travel – need to have good connections between San Diego and Tijuana's airport.
6/13/2013	Escondido	Economic Prosperity & Borders	1592	Non-CBO Partner	A cross-border airport would be a good idea.
6/13/2013	Escondido	Economic Prosperity & Borders	1593	Non-CBO Partner	Concerns over wait times and emissions - higher asthma rates in community - would like more opportunities to walk and bike across the border.
6/13/2013	Escondido	Economic Prosperity & Borders	1594	Non-CBO Partner	We need higher paying jobs.
6/13/2013	Escondido	Economic Prosperity & Borders	1595	Non-CBO Partner	NAFTA - American workers can compete with anyone around the world, but corporations outsource their jobs and avoid taxes - how do we compete with this system? Our most prosperous era was during the Cold War.
6/13/2013	Escondido	Economic Prosperity & Borders	1596	Non-CBO Partner	Economic prosperity is a loaded term; I grew up here and wonder sometimes at what cost does it come? Growth shouldn't just come for growth's sake.
6/13/2013	Escondido	Economic Prosperity & Borders	1597	Non-CBO Partner	When it comes to economic prosperity, I would focus on the lower strata and make sure that there's a level of prosperity for everyone and not just the top end; this type of prosperity can be planned for by providing access to jobs for low-income groups.
6/13/2013	Escondido	Economic Prosperity & Borders	1598	Non-CBO Partner	There's a high cost of living in San Diego – we need to have jobs with livable wages.

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6/13/2013	Escondido	Economic Prosperity & Borders	1599	Non-CBO Partner	I'm stuck because it's a broad question...what's the SANDAG role? Maybe coordinating innovative infrastructure? Would like to see more bike and pedestrian infrastructure in the county – many studies show that these types of investments have a positive localized economic impacts; would like to see SANDAG tie this into its funding and programs to the extent possible; overall, would like to see innovative infrastructure investments that circulate dollars into local economy.
6/13/2013	Escondido	Economic Prosperity & Borders	1600	Non-CBO Partner	I'm not sure either, but I like the idea about localized infrastructure investments.
6/13/2013	Escondido	Economic Prosperity & Borders	1601	Non-CBO Partner	Coming out of the recession, the push to grow is back.
6/13/2013	Escondido	Economic Prosperity & Borders	1602	Non-CBO Partner	Regarding education, it's too hard to get into school and then colleges are too expensive; after that, people need to get a job and afford a house.
6/13/2013	Escondido	Economic Prosperity & Borders	1603	Non-CBO Partner	In today's economy, we don't hire people to work, we hire people to think.
6/13/2013	Escondido	Economic Prosperity & Borders	1604	Non-CBO Partner	Being healthy is expensive.
6/13/2013	Escondido	Economic Prosperity & Borders	1605	Non-CBO Partner	We need metrics for quantifying the impacts of development.
6/13/2013	Escondido	Economic Prosperity & Borders	1606	Non-CBO Partner	Educational debt is a big issue.
6/13/2013	Escondido	Economic Prosperity & Borders	1607	Non-CBO Partner	Need work for people who won't have degrees (otherwise will have lots of crime); youth employment is important and has correlation with crime.
6/13/2013	Escondido	Economic Prosperity & Borders	1608	Non-CBO Partner	I use the border – it provides good access from one side to the other; but due to safety concerns, I haven't travelled as frequently (echoed by another member).
6/13/2013	Escondido	Economic Prosperity & Borders	1609	Non-CBO Partner	Flow of traffic is a concern; eventually, we should charge a "cover charge" to toll commuters coming down the I-15 from the Temecula area.
6/13/2013	Escondido	Economic Prosperity & Borders	1610	Non-CBO Partner	We should provide alternative transportation choices for people living in Riverside & Orange counties by providing train and bus services with park and ride lots.
6/13/2013	Escondido	Economic Prosperity & Borders	1611	Non-CBO Partner	I used to work on reservations and the conditions have changed; casinos on reservations are generating incomes for the surrounding community - seen more positively.
6/13/2013	Escondido	Economic Prosperity & Borders	1612	Non-CBO Partner	Developments within tribal nations can have regional impacts on water quality, etc. We need coordinated discussions between nations.
6/13/2013	Escondido	Economic Prosperity & Borders	1613	Non-CBO Partner	Escondido is a dichotomy of two worlds. Most of its growth occurred in the 1960s/70s/80s. Eventually, we will have to retrofit suburbia, which provides a huge amount of opportunity – if we could change the built form to draw people in, that would be a big win. We need to prioritize these types of projects; SANDAG can serve as a partner.
6/13/2013	Escondido	Economic Prosperity & Borders	1614	Non-CBO Partner	I work with communities of concern - a lot of these groups don't have access to a car. I see bus stops but don't usually see buses coming to the bus stops. San Diego is an expensive place. We need a reliable transportation system to take people to job interviews, work, etc. People are shut out of jobs if the transportation system is not reliable.
6/13/2013	Escondido	Written Comments	1615	Non-CBO Partner	Recommend that business leaders have an input since it is jobs that make it possible to live here.
6/13/2013	Escondido	Written Comments	1616	Non-CBO Partner	Regarding a more usable transit system:
6/13/2013	Escondido	Written Comments	1617	Non-CBO Partner	There should be a bus or trolley service direct from Old Town and airport to the larger parks, especially Balboa. And to Mission Trails on weekends.
6/13/2013	Escondido	Written Comments	1618	Non-CBO Partner	Direct/free phone lines at Coaster stations to make it easier to get a taxi.
6/13/2013	Escondido	Written Comments	1619	Non-CBO Partner	Organizations should be encouraged to give transit directions to their meetings.
6/13/2013	Escondido	Written Comments	1620	Non-CBO Partner	More frequent night-time service.

Date	Location	Table_Topic	Comment_ID	CBO Partner	Comments
6/13/2013	Escondido	Written Comments	1621	Non-CBO Partner	Ability to pay bus fare, or buy tokens, with credit or debit card.
6/18/2013	City Heights	Land Use, Growth, and Housing	4466	City Heights	Build out on open space in order to decentralize the city.
6/18/2013	City Heights	Land Use, Growth, and Housing	4467	City Heights	Restrict high rises because they create an "industrial city" and destroy the community.
6/18/2013	City Heights	Land Use, Growth, and Housing	4468	City Heights	Use vacant lots in the city for park land.
6/18/2013	City Heights	Land Use, Growth, and Housing	4469	City Heights	Instead of building roads out to new development, invest in public transportation.
6/18/2013	City Heights	Land Use, Growth, and Housing	4470	City Heights	Create jobs close to homes to improve air quality.
6/18/2013	City Heights	Land Use, Growth, and Housing	4471	City Heights	Build in vacant lots, such as condos with underground parking.
6/18/2013	City Heights	Land Use, Growth, and Housing	4472	City Heights	Include low and moderate cost housing on new sites.
6/18/2013	City Heights	Land Use, Growth, and Housing	4473	City Heights	Increase development fees to pay for more affordable housing.
6/18/2013	City Heights	Land Use, Growth, and Housing	4474	City Heights	Increase the percentage of affordable housing developers are required to provide.
6/18/2013	City Heights	Land Use, Growth, and Housing	4475	City Heights	Demolish old, disapidated buildings and build new, affordable housing.
6/18/2013	City Heights	Land Use, Growth, and Housing	4476	City Heights	Redevelop apartments east of 50th & Euclid Ave.
6/18/2013	City Heights	Land Use, Growth, and Housing	4477	City Heights	Build "granny flats" in backyards to house older people on existing space.
6/18/2013	City Heights	Land Use, Growth, and Housing	4478	City Heights	Look at South Korea's high population density as a model for our future growth.
6/18/2013	City Heights	Land Use, Growth, and Housing	4479	City Heights	Do not allow land use authority for SANDAG.
6/18/2013	City Heights	Healthy Communities	4480	City Heights	Increase health screenings for preventable/treatable diseases.
6/18/2013	City Heights	Healthy Communities	4481	City Heights	Increase multilingual and multicultural education on health.
6/18/2013	City Heights	Healthy Communities	4482	City Heights	Hold companies accountable for amount of sugar, fat, and salt in food.
6/18/2013	City Heights	Healthy Communities	4483	City Heights	Promote awareness in health codes for housing.
6/18/2013	City Heights	Healthy Communities	4484	City Heights	Encorce codes involving interiors of buildings to improve sub-par housing.
6/18/2013	City Heights	Healthy Communities	4485	City Heights	Improve housing standards to increase health of residents.
6/18/2013	City Heights	Healthy Communities	4486	City Heights	Increase access to bike lanes so that more residents exercise.
6/18/2013	City Heights	Healthy Communities	4487	City Heights	Invest in cleaner sidewalks.
6/18/2013	City Heights	Healthy Communities	4488	City Heights	Promote walkability.
6/18/2013	City Heights	Healthy Communities	4489	City Heights	Expand the boundaries of Car-2-Go.
6/18/2013	City Heights	Healthy Communities	4490	City Heights	Promote free or low-cost transit.
6/18/2013	City Heights	Healthy Communities	4491	City Heights	Reduce pollution in the region by discouraging car use.
6/18/2013	City Heights	Healthy Communities	4492	City Heights	Restrict HOV lanes which promote private transportation, car use.
6/18/2013	City Heights	Healthy Communities	4493	City Heights	Make public health its own category on regional/general plans.
6/18/2013	City Heights	Healthy Communities	4494	City Heights	Prioritize healthy transportation such as bikes and deprioritize freeways.
6/18/2013	City Heights	Mobility	4495	City Heights	Public transporation needs more improvement.
6/18/2013	City Heights	Mobility	4496	City Heights	Encourage more walking and biking.
6/18/2013	City Heights	Mobility	4497	City Heights	Need to focus on investing infrastructure that promotes walking, not freeways.

Date	Location	Table_Topic	Comment_ID	CBO Partner	Comments
6/18/2013	City Heights	Mobility	4498	City Heights	The region needs more light rail, bus shelters.
6/18/2013	City Heights	Mobility	4499	City Heights	Develop more community connections to encourage civic involvement.
6/18/2013	City Heights	Mobility	4500	City Heights	More access for wheelchairs.
6/18/2013	City Heights	Mobility	4501	City Heights	Better access to downtown, more regional connectivity.
6/18/2013	City Heights	Mobility	4502	City Heights	Need more education on bus routes.
6/18/2013	City Heights	Mobility	4503	City Heights	Need shuttles to key destinations.
6/18/2013	City Heights	Mobility	4504	City Heights	Change taxi fare system to be based on zones rather than mileage.
6/18/2013	City Heights	Mobility	4505	City Heights	Create free bus districts.
6/18/2013	City Heights	Mobility	4506	City Heights	Money for transportation projects should be distributed according to population density.
6/18/2013	City Heights	Mobility	4507	City Heights	Social equity and Economic justice should get priority in developing regional plans.
6/18/2013	City Heights	Mobility	4508	City Heights	Need more public access to information on how transportation funds have been spent.
6/18/2013	City Heights	Mobility	4509	City Heights	Funding for transportation projects should go to "Communities of concern" like City Heights should get priority
6/18/2013	City Heights	Mobility	4510	City Heights	Equity assessment should be done by language, density, population.
6/18/2013	City Heights	Mobility	4511	City Heights	Need to increase job density in City Heights.
6/18/2013	City Heights	Mobility	4512	City Heights	Need to change negative public perception on density.
6/18/2013	City Heights	Mobility	4513	City Heights	Remove the SR 94 express lanes and HOV expansion project.
6/18/2013	City Heights	Mobility	4514	City Heights	Centerline is an important transportation project.
6/18/2013	City Heights	Mobility	4515	City Heights	Connectivity of I-15 to SR-94 by car is important.
6/18/2013	City Heights	Mobility	4516	City Heights	Develop more bike lanes to schools.
6/18/2013	City Heights	Mobility	4517	City Heights	Need to coordinate project connectivity such as truck routes to major grocery stores.
6/18/2013	City Heights	Economic Prosperity	4518	City Heights	Need a local supermarket to help improve the economy.
6/18/2013	City Heights	Economic Prosperity	4519	City Heights	Need a balanced community (a little bit of everything in order to "live locally") that serves community needs.
6/18/2013	City Heights	Economic Prosperity	4520	City Heights	Businesses East of 805 on Fairmont are prospering because they have supportive infrastructure (wide sidewalks, etc.)
6/18/2013	City Heights	Economic Prosperity	4521	City Heights	Need to reevaluate how to use Development Impact Fees.
6/18/2013	City Heights	Economic Prosperity	4522	City Heights	Need to develop more pocket parks.
6/18/2013	City Heights	Economic Prosperity	4523	City Heights	Need to encourage small businesses in City Heights.
6/18/2013	City Heights	Economic Prosperity	4524	City Heights	Need more immigrant businesses.
6/18/2013	City Heights	Economic Prosperity	4525	City Heights	Need connections to regional job centers.
6/18/2013	City Heights	Economic Prosperity	4526	City Heights	Need to discourage liquor/smoke stores.
6/18/2013	City Heights	Economic Prosperity	4527	City Heights	Embrace bilingual and multicultural signage, City Heights pride, place-making.
6/18/2013	City Heights	Economic Prosperity	4528	City Heights	· Small businesses need to employ locally.
6/18/2013	City Heights	Economic Prosperity	4529	City Heights	Need to have living wage to improve the local economy.
6/18/2013	City Heights	Economic Prosperity	4530	City Heights	Offer more opportunities to help small businesses to grow.
6/18/2013	City Heights	Economic Prosperity	4531	City Heights	Need more resources/information on local jobs.
6/18/2013	City Heights	Economic Prosperity	4532	City Heights	Encourage more workforce development.
6/18/2013	City Heights	Economic Prosperity	4533	City Heights	Develop zoning for economic opportunity.
6/18/2013	City Heights	Economic Prosperity	4534	City Heights	Need to stop investing on making it easier for people to drive.
6/18/2013	City Heights	Economic Prosperity	4535	City Heights	SANDAG should support reverse ride share.

Date	Location	Table_Topic	Comment_ID	CBO Partner	Comments
6/18/2013	City Heights	Economic Prosperity	4536	City Heights	Improve tracking of infrastructure investments in neighborhoods.
6/18/2013	City Heights	Social Equity & Environment	4537	City Heights	Need to focus on bringing good jobs to City Heights.
6/18/2013	City Heights	Social Equity & Environment	4538	City Heights	Need more connectivity for seniors and disabled.
6/18/2013	City Heights	Social Equity & Environment	4539	City Heights	Senior housing developments need to include supportive services.
6/18/2013	City Heights	Social Equity & Environment	4540	City Heights	Bring community college classes to City Heights.
6/18/2013	City Heights	Social Equity & Environment	4541	City Heights	Need to promote social equity and environmental justice in the development of regional plans.
6/18/2013	City Heights	Social Equity & Environment	4542	City Heights	Improve coordination with community walk aids, non-accessible sidewalks.
6/18/2013	City Heights	Social Equity & Environment	4543	City Heights	Bring trolley line to City Heights.
6/18/2013	City Heights	Social Equity & Environment	4544	City Heights	Need to re-focus on our natural resources like canyons.
6/18/2013	City Heights	Social Equity & Environment	4545	City Heights	Mitigation for companies should turn into investments in community infrastructure.
6/18/2013	City Heights	Social Equity & Environment	4546	City Heights	SANDAG should improve communication with the community; show up at forums.
6/18/2013	City Heights	Social Equity & Environment	4547	City Heights	SANDAG meetings need higher community attendance.
6/20/2013	Oceanside	Mobility	1622	Non-CBO Partner	High priority transportation projects are too centrally located and North County is treated as less of a priority than downtown San Diego. For example, Camp Pendleton accounts for a large population yet there are no plans by Caltrans to alleviate congestion on the north end of I-5.
6/20/2013	Oceanside	Mobility	1623	Non-CBO Partner	My biggest concerns are I-5 traffic and the lack of alternatives to cope as both sides of the freeway are very congested.
6/20/2013	Oceanside	Mobility	1624	Non-CBO Partner	I would like to commute by bike and train, but they don't run frequently enough. Perhaps operate smaller, more frequent trains.
6/20/2013	Oceanside	Mobility	1625	Non-CBO Partner	Accommodate more alternatives to the freeway.
6/20/2013	Oceanside	Mobility	1626	Non-CBO Partner	Make bike paths work for us.
6/20/2013	Oceanside	Mobility	1627	Non-CBO Partner	There is a lack of planning coordination between the different public agencies and we need consistent collaboration.
6/20/2013	Oceanside	Mobility	1628	Non-CBO Partner	I'm concerned with disabled access, including those at Camp Pendleton who need to be integrated back into the work force. Transportation plans need to accommodate them too.
6/20/2013	Oceanside	Mobility	1629	Non-CBO Partner	Move up the rail double-tracking project to make it a higher priority.
6/20/2013	Oceanside	Mobility	1630	Non-CBO Partner	More feeder routes for trains are needed.
6/20/2013	Oceanside	Mobility	1631	Non-CBO Partner	In Encinitas traveling across the train tracks is a big issue, particularly for those individuals trying to get to school. Illegal rail crossings are an issue yet that is the only way some can travel to school. There is a need for improved connectivity across the tracks.
6/20/2013	Oceanside	Mobility	1632	Non-CBO Partner	Obtain statistics on whether or not bike share is worth the investment.
6/20/2013	Oceanside	Mobility	1633	Non-CBO Partner	Caltrans is focused on planning for cars and this leads to a conflict of interest in terms of accommodating other modes, like bikes.
6/20/2013	Oceanside	Mobility	1634	Non-CBO Partner	It is foolish to compare Southern California to Washington D.C. or to Europe as we do not share the same travel mentality.
6/20/2013	Oceanside	Mobility	1635	Non-CBO Partner	Make it consistently safer for cyclists by increasing the awareness of drivers that bicycles are using the road, too.
6/20/2013	Oceanside	Mobility	1636	Non-CBO Partner	Increase the number of hubs/ transit centers in addition to the number of stops.
6/20/2013	Oceanside	Mobility	1637	Non-CBO Partner	Expand transit operating hours to help reduce the number of cars on the freeway. Varying work hours can also help.
6/20/2013	Oceanside	Mobility	1638	Non-CBO Partner	Bikes are not practical; there are limits to their use. They are recreational rather than a viable commute mode.

Date	Location	Table_Topic	Comment_ID	CBO Partner	Comments
6/20/2013	Oceanside	Mobility	1639	Non-CBO Partner	Improve transit system connections.
6/20/2013	Oceanside	Mobility	1640	Non-CBO Partner	Today, 80 percent of the current transportation system works well while the other 20 percent causes the system to fail.
6/20/2013	Oceanside	Mobility	1641	Non-CBO Partner	Move the COASTER station from Sorrento Valley to UTC so it can better serve UCSD and other UTC employers.
6/20/2013	Oceanside	Mobility	1642	Non-CBO Partner	I-5 southbound on-ramps allow too many cars onto the freeway at once, thereby contributing to traffic congestion.
6/20/2013	Oceanside	Mobility	1643	Non-CBO Partner	Increase the number of bus stops as that is more conducive to evening travel.
6/20/2013	Oceanside	Mobility	1644	Non-CBO Partner	Apply I-15 principles to I-5 (e.g. FasTrak, premium express buses, vanpools, etc.).
6/20/2013	Oceanside	Mobility	1645	Non-CBO Partner	Increase interregional transit access (connections across county lines) as San Diego is a major tourist destination.
6/20/2013	Oceanside	Mobility	1646	Non-CBO Partner	Work with hospitals and other agencies to improve transit service for the elderly and disabled.
6/20/2013	Oceanside	Mobility	1647	Non-CBO Partner	Extend carpooling to North County.
6/20/2013	Oceanside	Mobility	1648	Non-CBO Partner	Traffic congestion is our biggest challenge and we need to fix this problem.
6/20/2013	Oceanside	Mobility	1649	Non-CBO Partner	Improved transportation choices are needed within each, city not just to connect each city.
6/20/2013	Oceanside	Mobility	1650	Non-CBO Partner	Increase transit frequency, especially on Sundays and in the evenings.
6/20/2013	Oceanside	Mobility	1651	Non-CBO Partner	Perhaps electric vans can be used as part of the transit system to assist in reducing demand for fossil fuels.
6/20/2013	Oceanside	Mobility	1652	Non-CBO Partner	More organized transportation planning within the County is needed.
6/20/2013	Oceanside	Mobility	1653	Non-CBO Partner	Los Angeles is often cited as the opposite of what we want San Diego to be like, yet drivers there can exit the freeway when it is congested and continue onward using surface streets. This is not possible in San Diego – we are stuck on the congested freeway because no other effective surface street routes exist.
6/20/2013	Oceanside	Mobility	1654	Non-CBO Partner	I want to decrease car dependence and increase Trolley and bicycle choices.
6/20/2013	Oceanside	Mobility	1655	Non-CBO Partner	Trails need to be complete rather than stop suddenly.
6/20/2013	Oceanside	Mobility	1656	Non-CBO Partner	I don't appreciate the government telling me what to do and I want travel choices. I don't agree with the idea that fossil fuels are decreasing and I feel the government is forcing us out of our cars.
6/20/2013	Oceanside	Mobility	1657	Non-CBO Partner	We need to consider the aging population since many Baby Boomers will be incapable of driving in the future. There is also a generation of physically impaired veterans who have special parking and transportation needs.
6/20/2013	Oceanside	Mobility	1658	Non-CBO Partner	Public transportation is essential, yet it is difficult to get to where you need to go in a timely manner.
6/20/2013	Oceanside	Mobility	1659	Non-CBO Partner	Transit takes too long. Please improve travel times and also allow for more connections in between the start and end points.
6/20/2013	Oceanside	Mobility	1660	Non-CBO Partner	A lesson can be learned from Frankfurt, Germany, where bike paths exist throughout the city and they are coordinated with sidewalks rather than in the way of oncoming traffic. Here in San Diego, bike routes are just another lane in the street.
6/20/2013	Oceanside	Mobility	1661	Non-CBO Partner	Building a transportation system to meet everyone's needs is a tall order.
6/20/2013	Oceanside	Mobility	1662	Non-CBO Partner	There is also the issue of bringing much needed services to families with mental health challenges.
6/20/2013	Oceanside	Mobility	1663	Non-CBO Partner	Transit should be the highest transportation priority because it provides a solution to the congestion problem. Solutions should be subsidized, not the problem, which is driving.

Date	Location	Table_Topic	Comment_ID	CBO Partner	Comments
6/20/2013	Oceanside	Mobility	1664	Non-CBO Partner	Today we have the technology to support road pricing.
6/20/2013	Oceanside	Mobility	1665	Non-CBO Partner	Unbundled parking can help increase wages and decrease rent; we need to change how we pay for parking and driving.
6/20/2013	Oceanside	Mobility	1666	Non-CBO Partner	Smaller hubs need to be created, as opposed to sprawl.
6/20/2013	Oceanside	Mobility	1667	Non-CBO Partner	Zoning codes should be revisited to help reduce the separation of land uses and the cost of housing.
6/20/2013	Oceanside	Mobility	1668	Non-CBO Partner	I want more services and amenities to be within walking distance.
6/20/2013	Oceanside	Mobility	1669	Non-CBO Partner	Consider more mixed use developments, but we must also plan for schools, grocery stores, medical facilities, etc. before increasing residential density.
6/20/2013	Oceanside	Mobility	1670	Non-CBO Partner	More affordable transit is needed – employers can subsidize the cost of transit particularly for the aging population.
6/20/2013	Oceanside	Mobility	1671	Non-CBO Partner	Transportation and land use are connected and must be examined comprehensively.
6/20/2013	Oceanside	Mobility	1672	Non-CBO Partner	Research on how other counties are progressing would be helpful.
6/20/2013	Oceanside	Mobility	1673	Non-CBO Partner	We cannot use the same planning tools in 2050 that we are using now.
6/20/2013	Oceanside	Mobility	1674	Non-CBO Partner	Road use fees will help to reduce the need to build more roads.
6/20/2013	Oceanside	Mobility	1675	Non-CBO Partner	Congestion pricing can help to keep lanes moving and ensure a smooth flow of traffic.
6/20/2013	Oceanside	Mobility	1676	Non-CBO Partner	Technology is not being used to its full advantage in terms of transportation planning.
6/20/2013	Oceanside	Mobility	1677	Non-CBO Partner	The lack of street network connectivity is a big transportation challenge. This may not be an issue for a car, but on a bicycle it takes much longer to get from point A to point B when the network is less connected. Communities characterized by sprawl particularly experience this issue.
6/20/2013	Oceanside	Mobility	1678	Non-CBO Partner	We must extend the rail trail down to San Diego.
6/20/2013	Oceanside	Mobility	1679	Non-CBO Partner	Bay Area transit is well coordinated as train and bus routes complement each other. Each city on both sides of the bay offers Park & Rides to help reduce freeway and bridge congestion.
6/20/2013	Oceanside	Mobility	1680	Non-CBO Partner	In Oceanside, there are 4,000 residents who are 55 and older and live in manufactured homes. At the same time, parking lot owners are decreasing the number of available handicapped spaces. Seniors have applied to participate in the City's \$5 ride program but many end up on a waiting list. Additionally, Escondido just eliminated its ride program for seniors making mobility difficult.
6/20/2013	Oceanside	Mobility	1681	Non-CBO Partner	Please explore the needs of each unique community – Downtown/urban areas differ greatly from suburban neighborhoods.
6/20/2013	Oceanside	Mobility	1682	Non-CBO Partner	Add transportation nodes where the Sprinter stops in addition to safe places to park bicycles.
6/20/2013	Oceanside	Mobility	1683	Non-CBO Partner	Increase the number of small businesses located within mixed use and walkable environments.
6/20/2013	Oceanside	Mobility	1684	Non-CBO Partner	There are not a lot of safe places to park a bicycle in Oceanside so incentives must be offered for local businesses to provide bike racks.
6/20/2013	Oceanside	Mobility	1685	Non-CBO Partner	As a fairly new cyclist, I don't like cars driving so close to me. We need safer places to travel, particularly on high-speed roads.
6/20/2013	Oceanside	Mobility	1686	Non-CBO Partner	Sharrows were recently added in Encinitas but only time will tell how effective they are.
6/20/2013	Oceanside	Mobility	1687	Non-CBO Partner	The mobility poster lists many wonderful ideas to promote sustainable behavior, but what is missing is the market incentive to do those things. Put a price on carbon – SANDAG can put political will behind this idea.
6/20/2013	Oceanside	Mobility	1688	Non-CBO Partner	There needs to be a greater incentive to conserve energy.

Date	Location	Table_Topic	Comment_ID	CBO Partner	Comments
6/20/2013	Oceanside	Mobility	1689	Non-CBO Partner	We must make it convenient for people to change their travel behavior.
6/20/2013	Oceanside	Mobility	1690	Non-CBO Partner	It's difficult to ride a bike on hills here in Oceanside and I would need an electric bike.
6/20/2013	Oceanside	Mobility	1691	Non-CBO Partner	Cost doesn't affect each person in the same way. For example, paying \$5 for a transit day pass means one thing to me but can mean something very different for someone else.
6/20/2013	Oceanside	Mobility	1692	Non-CBO Partner	Focus on interregional mobility as traveling to San Diego from other regions is constrained. Interstate 5 southbound is already extremely congested and there may be a time when tourism in the North County increases so the transportation system will not be able to support the increased congestion.
6/20/2013	Oceanside	Mobility	1693	Non-CBO Partner	There needs to be more choices for people to access the region.
6/20/2013	Oceanside	Mobility	1694	Non-CBO Partner	Social equity is a big issue for seniors and we need to sustain their independence despite their fixed incomes.
6/20/2013	Oceanside	Mobility	1695	Non-CBO Partner	The local market needs to be involved in the transportation prioritization process as they have a vested interest – when money flows, so do people.
6/20/2013	Oceanside	Mobility	1696	Non-CBO Partner	Car-oriented transportation usually occurs in sprawling areas while multimodal transportation thrives in dense and diverse housing neighborhoods. Each setting requires a different transportation planning approach.
6/20/2013	Oceanside	Mobility	1697	Non-CBO Partner	Gas will not be available forever and electric vehicles will be needed.
6/20/2013	Oceanside	Mobility	1698	Non-CBO Partner	The evening and weekend COASTER service is not friendly to locals or tourists.
6/20/2013	Oceanside	Mobility	1699	Non-CBO Partner	We need one single card to be able to access all transit in the region.
6/20/2013	Oceanside	Mobility	1700	Non-CBO Partner	I support the idea of electric bicycles.
6/20/2013	Oceanside	Mobility	1701	Non-CBO Partner	More paths like the Inland Rail Trail need to be created along with increased access points.
6/20/2013	Oceanside	Mobility	1702	Non-CBO Partner	For those who do not own a car, the ability to transport larger/heavier objects can be a real problem.
6/20/2013	Oceanside	Healthy Communities	1703	Non-CBO Partner	A healthy community means striving to provide inhabitants with the ability to lead a healthy, active, enriched life. To promote good physical and mental health, a healthy community offers plenty of active transportation options, has convenient multi-modal travel choices for users of all age groups, and is limited in greenhouse gas emissions.
6/20/2013	Oceanside	Healthy Communities	1704	Non-CBO Partner	Complete communities offer equity within the transportation network system, and unite communities. Residents have a sense of community involvement and civic engagement.
6/20/2013	Oceanside	Healthy Communities	1705	Non-CBO Partner	Have a safe, compact environment for its inhabitants, with affordable and appropriate housing options for individuals of all income levels, age levels, and special needs, combining the old and new communities together.
6/20/2013	Oceanside	Healthy Communities	1706	Non-CBO Partner	Healthy communities offer affordable and accessible health care options, and have easy access to recreational facilities, schools, grocery stores, parks, churches, etc.
6/20/2013	Oceanside	Healthy Communities	1707	Non-CBO Partner	Are without excessive highways, and infrastructure development should not change the initial identity and make-up of a community.
6/20/2013	Oceanside	Healthy Communities	1708	Non-CBO Partner	With the expected population increase in San Diego County, our region needs to accommodate for and prioritize the needs of the homeless, the aging population, and those with mental illnesses.
6/20/2013	Oceanside	Healthy Communities	1709	Non-CBO Partner	Promote equity as certain areas of San Diego are inaccessible. Must have better development within the transportation network.

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6/20/2013	Oceanside	Healthy Communities	1710	Non-CBO Partner	Sidewalks should be widened and improved to promote safety, physical activity, and the connectivity within the community.
6/20/2013	Oceanside	Healthy Communities	1711	Non-CBO Partner	Some bus stops are in isolated, unsafe locations. Re-evaluate the bus stop locations and reduce the connections it takes to get from one location to another.
6/20/2013	Oceanside	Healthy Communities	1712	Non-CBO Partner	Because the COASTER and SPRINTER times are very limited, it would be beneficial to increase the frequency of the ride times and expand their routes.
6/20/2013	Oceanside	Healthy Communities	1713	Non-CBO Partner	Healthy communities have access to basic necessities such as food, water, and housing, with the means for residents to afford this.
6/20/2013	Oceanside	Healthy Communities	1714	Non-CBO Partner	They are self-sufficient and self-reliant, and create jobs and provide access to them. Healthy communities have a preference in employing local residents, regardless of age, income level, or ethnicity.
6/20/2013	Oceanside	Healthy Communities	1715	Non-CBO Partner	Are multi-modal and complete, and have increased access to transit for seniors, make the buses more senior-friendly, provide safe housing options for the elderly.
6/20/2013	Oceanside	Healthy Communities	1716	Non-CBO Partner	Promote Farmers Markets to better develop our region's agricultural land and to stimulate the local economy.
6/20/2013	Oceanside	Healthy Communities	1717	Non-CBO Partner	There needs to be better access to water. Due to cutbacks, there has been a huge strain on this necessary resource. Need to work on the piping and infrastructure situation.
6/20/2013	Oceanside	Healthy Communities	1718	Non-CBO Partner	To prepare for the population growth and impending complications within our region, we must have better sidewalks, lighting, and increased frequency of transit. The region should incentivize corporations to encourage public transit and car sharing.
6/20/2013	Oceanside	Healthy Communities	1719	Non-CBO Partner	The Bay Area Rapid Transit System runs north and south, with buses which run perpendicular to them. San Diego should adopt this efficient transportation model. Currently, the SPRINTER and COASTER rides are limited. As a start, develop a commuter shuttle system or subsidized van pool system at the stops.
6/20/2013	Oceanside	Healthy Communities	1720	Non-CBO Partner	San Diego needs to look more into innovative energy-efficient, technological solutions to our problems. We must convert our existing problems into sustainable solutions for a wide variety of areas, from transportation to jobs to agriculture. We must ascertain that there are resources to accommodate the growing community, and also address the needs of the population we already have, including creating jobs for the elderly.
6/20/2013	Oceanside	Healthy Communities	1721	Non-CBO Partner	Improve access to areas where development is occurring, and to areas with existing development. This will funnel more job creation to various locations, and can help build and spur equitable, economic prosperity for everyone.
6/20/2013	Oceanside	Healthy Communities	1722	Non-CBO Partner	Healthy communities include access to nutritional, culturally-appropriate healthy food, which is affordable and accessible to all.
6/20/2013	Oceanside	Healthy Communities	1723	Non-CBO Partner	Are clean and safe, and are inhabited by people of all generations and meets the needs of everyone.
6/20/2013	Oceanside	Healthy Communities	1724	Non-CBO Partner	Have transit-oriented development that is socially equitable.
6/20/2013	Oceanside	Healthy Communities	1725	Non-CBO Partner	Include emphasis on active transportation, which includes walking, bicycling, and wheel-chair and stroller accessibility.
6/20/2013	Oceanside	Healthy Communities	1726	Non-CBO Partner	In North County, there are unincorporated cities that need to be accessible. Look to Orange County or the Bay area as examples in transit development.
6/20/2013	Oceanside	Healthy Communities	1727	Non-CBO Partner	Promote a Walk to Work Day.
6/20/2013	Oceanside	Healthy Communities	1728	Non-CBO Partner	Spread awareness of public safety, and regulate and incentivize issues such as seatbelt and helmet use.

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6/20/2013	Oceanside	Healthy Communities	1729	Non-CBO Partner	Incentivize farmers who practice sustainability and the preservation of agriculture.
6/20/2013	Oceanside	Healthy Communities	1730	Non-CBO Partner	Community gardens should be incorporated into a school's curriculum as it can help teach children responsibility, sustainability, self-sufficiency, and better nutrition. And by eating fresh, local produce, we do not need to worry about radiation, pollutants, and added costs, like shipping.
6/20/2013	Oceanside	Healthy Communities	1731	Non-CBO Partner	New sustainable farming concept: key-hole garden. It is a circular, raised bed with a compost pile in the center which distributes nutrients to the surrounding area. It is drought tolerant as it uses little water and uses recyclable materials.
6/20/2013	Oceanside	Healthy Communities	1732	Non-CBO Partner	Through self-sufficiency, sustainability and energy conservation, we must develop and embody examples of existing resilient communities. Resilience is the next step beyond sustainability, and in order for cities to bounce back after a disaster of any kind, they must share these qualities.
6/20/2013	Oceanside	Healthy Environment	1733	Non-CBO Partner	Healthy environment means stemming pollution, increasing clean air, and improving drinking water quality.
6/20/2013	Oceanside	Healthy Environment	1734	Non-CBO Partner	Everyone is for healthy environment – no one would say they do not want a healthy environment.
6/20/2013	Oceanside	Healthy Environment	1735	Non-CBO Partner	Have concerns about water sustainability and quality.
6/20/2013	Oceanside	Healthy Environment	1736	Non-CBO Partner	Beaches are vital to what the North County Coastal community identifies with.
6/20/2013	Oceanside	Healthy Environment	1737	Non-CBO Partner	Climate change will impact air and water quality.
6/20/2013	Oceanside	Healthy Environment	1738	Non-CBO Partner	There are a lot of non-native plants that are used in landscaping that should be replaced by native plants to help conserve water.
6/20/2013	Oceanside	Healthy Environment	1739	Non-CBO Partner	People also should be educated about use of native plants instead of non-native plants.
6/20/2013	Oceanside	Healthy Environment	1740	Non-CBO Partner	Residents that live in high-density buildings are at a disadvantage to retrofit apartment buildings and condominiums because they share utility and water bills.
6/20/2013	Oceanside	Healthy Environment	1741	Non-CBO Partner	We need more incentives, such as competition amongst neighbors, to encourage reduction of utility and water use.
6/20/2013	Oceanside	Healthy Environment	1742	Non-CBO Partner	There is a lack of community talks and education about these issues.
6/20/2013	Oceanside	Healthy Environment	1743	Non-CBO Partner	There is a movement for community, local, home-grown gardens and food.
6/20/2013	Oceanside	Healthy Environment	1744	Non-CBO Partner	What are the local laws related to the ability to grow food at home?
6/20/2013	Oceanside	Healthy Environment	1745	Non-CBO Partner	There needs to be more education of whether and how residents can grow food at home.
6/20/2013	Oceanside	Healthy Environment	1746	Non-CBO Partner	We need more community gardens in the North County Coastal area.
6/20/2013	Oceanside	Healthy Environment	1747	Non-CBO Partner	Currently there are wait-lists for inland Oceanside community gardens.
6/20/2013	Oceanside	Healthy Environment	1748	Non-CBO Partner	There are other areas in the country such as Charleston where specific laws and regulations have been established related to community gardens that can be used as examples.
6/20/2013	Oceanside	Healthy Environment	1749	Non-CBO Partner	Why are people doing community gardens?
6/20/2013	Oceanside	Healthy Environment	1750	Non-CBO Partner	Related to health concerns, physical exercise, and obesity.
6/20/2013	Oceanside	Healthy Environment	1751	Non-CBO Partner	European model where residents in high-density cities have plots of land outside the cities to grow food.
6/20/2013	Oceanside	Healthy Environment	1752	Non-CBO Partner	There are many things communities want to do, but this requires better pre-planning.
6/20/2013	Oceanside	Healthy Environment	1753	Non-CBO Partner	Planning shouldn't be about the bottom line where the highest developer or bidder wins.
6/20/2013	Oceanside	Healthy Environment	1754	Non-CBO Partner	There are processes for doing things right.

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6/20/2013	Oceanside	Healthy Environment	1755	Non-CBO Partner	Should promote cutting meat out of diets once a day.
6/20/2013	Oceanside	Healthy Environment	1756	Non-CBO Partner	Some schools in the region just did that.
6/20/2013	Oceanside	Healthy Environment	1757	Non-CBO Partner	Support sustainable growers.
6/20/2013	Oceanside	Healthy Environment	1758	Non-CBO Partner	Education of open space.
6/20/2013	Oceanside	Healthy Environment	1759	Non-CBO Partner	Distribution of open space and access without getting into a car.
6/20/2013	Oceanside	Healthy Environment	1760	Non-CBO Partner	Connectivity.
6/20/2013	Oceanside	Healthy Environment	1761	Non-CBO Partner	Shouldn't need to cross major road to get to open spaces or smart growth community areas.
6/20/2013	Oceanside	Healthy Environment	1762	Non-CBO Partner	Open space areas in North County that are currently vacant or easily accessible could be developed more.
6/20/2013	Oceanside	Healthy Environment	1763	Non-CBO Partner	These areas were industrial sites previously.
6/20/2013	Oceanside	Healthy Environment	1764	Non-CBO Partner	Concerned about the water quality of ocean and beaches.
6/20/2013	Oceanside	Healthy Environment	1765	Non-CBO Partner	North County sewer leaks.
6/20/2013	Oceanside	Healthy Environment	1766	Non-CBO Partner	Should create better habitat protection links with watersheds in North County.
6/20/2013	Oceanside	Healthy Environment	1767	Non-CBO Partner	Healthy environment means blue skies for air quality and oceans I can swim in for water quality.
6/20/2013	Oceanside	Healthy Environment	1768	Non-CBO Partner	Pollution can be seen in air with jets crossing and blue skies go away.
6/20/2013	Oceanside	Healthy Environment	1769	Non-CBO Partner	There is quality of life related to air quality and blue skies.
6/20/2013	Oceanside	Healthy Environment	1770	Non-CBO Partner	Regional management of waste water runoff.
6/20/2013	Oceanside	Healthy Environment	1771	Non-CBO Partner	Can't swim in water because of sewage system breakdowns in North County.
6/20/2013	Oceanside	Healthy Environment	1772	Non-CBO Partner	Water quality of oceans related to old water pipeline infrastructure.
6/20/2013	Oceanside	Healthy Environment	1773	Non-CBO Partner	In the southern coastal region of San Diego of Imperial Beach, water quality is affected from south of the border.
6/20/2013	Oceanside	Healthy Environment	1774	Non-CBO Partner	Cutting down on traffic and transportation will cut down on noise pollution.
6/20/2013	Oceanside	Healthy Environment	1775	Non-CBO Partner	Concerned about sewage runoff into ocean.
6/20/2013	Oceanside	Healthy Environment	1776	Non-CBO Partner	Pros and cons of both methods of lagoon restoration that has been proposed.
6/20/2013	Oceanside	Healthy Environment	1777	Non-CBO Partner	Less trash and pollution in ocean now than in the past.
6/20/2013	Oceanside	Healthy Environment	1778	Non-CBO Partner	Ocean water quality was better last year than in the past.
6/20/2013	Oceanside	Healthy Environment	1779	Non-CBO Partner	Sand impacting the shore.
6/20/2013	Oceanside	Healthy Environment	1780	Non-CBO Partner	Solution to shoreline preservation is natural retreat.
6/20/2013	Oceanside	Healthy Environment	1781	Non-CBO Partner	Rivers don't flow to the ocean, but this is not the main cause to lack of sand at the beach.
6/20/2013	Oceanside	Healthy Environment	1782	Non-CBO Partner	There are beautiful canyons at the end of Dubuke Street where people ride their bikes and are ruining the preserve.
6/20/2013	Oceanside	Healthy Environment	1783	Non-CBO Partner	There are homeless people in open space areas.
6/20/2013	Oceanside	Healthy Environment	1784	Non-CBO Partner	Canyons are privately owned.
6/20/2013	Oceanside	Healthy Environment	1785	Non-CBO Partner	Someone needs to enforce illegal access.
6/20/2013	Oceanside	Healthy Environment	1786	Non-CBO Partner	All these topics are inter-related, lots of species lost because what we've done on the shore.
6/20/2013	Oceanside	Healthy Environment	1787	Non-CBO Partner	Not necessarily best to go back to what was historically the natural state for any of these habitat restoration projects.
6/20/2013	Oceanside	Healthy Environment	1788	Non-CBO Partner	Encroachment on natural habitat.
6/20/2013	Oceanside	Healthy Environment	1789	Non-CBO Partner	Where is water coming from?
6/20/2013	Oceanside	Healthy Environment	1790	Non-CBO Partner	Future concern is not having access to shoreline that we have now.
6/20/2013	Oceanside	Healthy Environment	1791	Non-CBO Partner	Opportunity available to disseminate more information and educate people.

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6/20/2013	Oceanside	Healthy Environment	1792	Non-CBO Partner	Population growth will affect everything; have to think proactively about ecological and economic issues.
6/20/2013	Oceanside	Healthy Environment	1793	Non-CBO Partner	Put honest price on it.
6/20/2013	Oceanside	Healthy Environment	1794	Non-CBO Partner	Transportation is huge, increased single-car use, lots of cars and trucks are hurting us.
6/20/2013	Oceanside	Healthy Environment	1795	Non-CBO Partner	Concerned about water runoff.
6/20/2013	Oceanside	Healthy Environment	1796	Non-CBO Partner	Challenges to achieve goals include 1) Public mind-set to achieve, 2) Political mind-set and division of jurisdictional lines, 3) Honest assessment of what things cost and residents affected differently depending on their income.
6/20/2013	Oceanside	Healthy Environment	1797	Non-CBO Partner	Need more collaboration.
6/20/2013	Oceanside	Healthy Environment	1798	Non-CBO Partner	Ensure steady supply of water.
6/20/2013	Oceanside	Healthy Environment	1799	Non-CBO Partner	Desalinization of water.
6/20/2013	Oceanside	Healthy Environment	1800	Non-CBO Partner	Discuss if there should be a policy to require each city to have a certain percentage of open space.
6/20/2013	Oceanside	Healthy Environment	1801	Non-CBO Partner	Camp Pendleton is recycling water and dumping remnants into ocean.
6/20/2013	Oceanside	Healthy Environment	1802	Non-CBO Partner	We need to focus on climate stabilization; if we don't do that, we will lose everything, including habitat.
6/20/2013	Oceanside	Healthy Environment	1803	Non-CBO Partner	Everyone's goal is a healthy environment.
6/20/2013	Oceanside	Healthy Environment	1804	Non-CBO Partner	We are planning for the projected population growth when there is not enough space for people that are already here – we need to cut availability instead.
6/20/2013	Oceanside	Healthy Environment	1805	Non-CBO Partner	Having a clean, safe environment should be thought of as one of our basic rights like life, liberty, and freedom.
6/20/2013	Oceanside	Healthy Environment	1806	Non-CBO Partner	I think of a healthy environment as open space – the more we build and pave over, the less healthy it is. We need more open space and trees. Happy to hear water quality board decision today to preserve watershed because of problems with runoff into ocean. Bluff erosion and sand replenishment – rivers dammed and no more runoff of sand to ocean. Not looking at all these issues as a big picture.
6/20/2013	Oceanside	Healthy Environment	1807	Non-CBO Partner	We should be doing more than the bare minimum.
6/20/2013	Oceanside	Healthy Environment	1808	Non-CBO Partner	Should not just meet permit requirements – we should go above and beyond.
6/20/2013	Oceanside	Healthy Environment	1809	Non-CBO Partner	We should build better and more sustainably – everything should be sustainable.
6/20/2013	Oceanside	Healthy Environment	1810	Non-CBO Partner	There are trade-offs between desalinization to increase water supply and impacts to the environment and marine life.
6/20/2013	Oceanside	Healthy Environment	1811	Non-CBO Partner	With desalinization plants, concentrated salt is getting dumped into the ocean and marine life suffers.
6/20/2013	Oceanside	Healthy Environment	1812	Non-CBO Partner	Basic preventative measures would result in much less loss, don't have to destroy acres of habitat for fire protection.
6/20/2013	Oceanside	Healthy Environment	1813	Non-CBO Partner	Just now, the region is starting to look at adaptive management for habitat – encourage more wildlife corridor linkages.
6/20/2013	Oceanside	Healthy Environment	1814	Non-CBO Partner	A landfill dump was just approved for development at Gregory Canyon on the San Luis Rey watershed which is increasing potential of contamination of main fresh water source in this community.
6/20/2013	Oceanside	Healthy Environment	1815	Non-CBO Partner	We should maintain our current water sources for the existing population instead of development for other things.
6/20/2013	Oceanside	Healthy Environment	1816	Non-CBO Partner	The quality of drinking water is #1 priority.
6/20/2013	Oceanside	Healthy Environment	1817	Non-CBO Partner	No adaption will be possible in the future if don't mitigate now for climate change.

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6/20/2013	Oceanside	Healthy Environment	1818	Non-CBO Partner	We need more habitat and open space.
6/20/2013	Oceanside	Healthy Environment	1819	Non-CBO Partner	Air quality is worse in the coastal region as a whole, not meeting federal standards.
6/20/2013	Oceanside	Healthy Environment	1820	Non-CBO Partner	Building five to ten lane freeways and interchanges is bad planning and this is too much concrete.
6/20/2013	Oceanside	Healthy Environment	1821	Non-CBO Partner	There are higher rates of people with asthma linked to how close you live to freeways.
6/20/2013	Oceanside	Healthy Environment	1822	Non-CBO Partner	Our water quality is worse now than in previous years.
6/20/2013	Oceanside	Healthy Environment	1823	Non-CBO Partner	Haven't planned our infrastructure well in past because these sewage lines are in low areas. Need to plan to modernize and keep up pace of water infrastructure.
6/20/2013	Oceanside	Healthy Environment	1824	Non-CBO Partner	Can't just build homes without getting infrastructure for water and energy to those people.
6/20/2013	Oceanside	Healthy Environment	1825	Non-CBO Partner	Our water quality at the ocean is worse and our drinking water quality has never been that good because of the 1) low rainfall in area; 2) low quality of imported water from Colorado; 3) imported water from Northern California is high quality, but it is mixed with other water sources, so the drinking water quality in region has been consistently low.
6/20/2013	Oceanside	Healthy Environment	1826	Non-CBO Partner	Our air quality is better because we have cleaner cars, but now we have more cars on the road.
6/20/2013	Oceanside	Healthy Environment	1827	Non-CBO Partner	Good planning is a challenge to achieve goals.
6/20/2013	Oceanside	Healthy Environment	1828	Non-CBO Partner	Political will is a challenge to achieve goals.
6/20/2013	Oceanside	Healthy Environment	1829	Non-CBO Partner	There are certain things that should trump political will.
6/20/2013	Oceanside	Energy & Climate Change	1830	Non-CBO Partner	Build infrastructure that reduces demand on driving and carbon emissions.
6/20/2013	Oceanside	Energy & Climate Change	1831	Non-CBO Partner	Make it a requirement to address climate adaptation in the design of new projects.
6/20/2013	Oceanside	Energy & Climate Change	1832	Non-CBO Partner	The shutdown at San Onofre for the last two years has not put southern California in a state of emergency.
6/20/2013	Oceanside	Energy & Climate Change	1833	Non-CBO Partner	Consider the best energy financing options.
6/20/2013	Oceanside	Energy & Climate Change	1834	Non-CBO Partner	Solve the emissions problem through a carbon fee.
6/20/2013	Oceanside	Energy & Climate Change	1835	Non-CBO Partner	Work with employers to incentivize ride share and shuttle programs.
6/20/2013	Oceanside	Energy & Climate Change	1836	Non-CBO Partner	Provide more options for public transportation.
6/20/2013	Oceanside	Energy & Climate Change	1837	Non-CBO Partner	Place a true price on the commodities (i.e. cheap KW hours) and fair price on carbon.
6/20/2013	Oceanside	Energy & Climate Change	1838	Non-CBO Partner	Use existing and proven technologies, such as solar power.
6/20/2013	Oceanside	Energy & Climate Change	1839	Non-CBO Partner	Create tools for disaster planning.
6/20/2013	Oceanside	Energy & Climate Change	1840	Non-CBO Partner	Maximize "low technologies" such as active transportation (bikeways, walking).
6/20/2013	Oceanside	Energy & Climate Change	1841	Non-CBO Partner	Create safer and complete streets (cars, biking, walking).
6/20/2013	Oceanside	Energy & Climate Change	1842	Non-CBO Partner	Convert public transportation to use natural gas.
6/20/2013	Oceanside	Energy & Climate Change	1843	Non-CBO Partner	Create tax incentives for larger fleets to convert to cleaner fuels.
6/20/2013	Oceanside	Energy & Climate Change	1844	Non-CBO Partner	Plan comprehensively.
6/20/2013	Oceanside	Energy & Climate Change	1845	Non-CBO Partner	Support programs that allow individuals to produce biofuels.
6/20/2013	Oceanside	Energy & Climate Change	1846	Non-CBO Partner	Include regional water issues in the new plan (desalination is very energy intensive).
6/20/2013	Oceanside	Energy & Climate Change	1847	Non-CBO Partner	Focus on conservation and habitation preservation and encourage solar energy.

Date	Location	Table_Topic	Comment_ID	CBO Partner	Comments
6/20/2013	Oceanside	Energy & Climate Change	1848	Non-CBO Partner	Raise personal awareness about energy and water footprint through visual tools.
6/20/2013	Oceanside	Energy & Climate Change	1849	Non-CBO Partner	Offer incentives to households, business, and large industries to improve energy efficiency.
6/20/2013	Oceanside	Energy & Climate Change	1850	Non-CBO Partner	Transform some single-rider lanes to carpool lanes.
6/20/2013	Oceanside	Energy & Climate Change	1851	Non-CBO Partner	Strengthen legislation for reducing GHG emissions and keep agencies accountable for meeting them (don't allow them to fall back on targets).
6/20/2013	Oceanside	Energy & Climate Change	1852	Non-CBO Partner	Promote free markets to handle GHG reductions.
6/20/2013	Oceanside	Energy & Climate Change	1853	Non-CBO Partner	Promote electric-powered vehicles.
6/20/2013	Oceanside	Energy & Climate Change	1854	Non-CBO Partner	Create more incentives for solar energy producers.
6/20/2013	Oceanside	Energy & Climate Change	1855	Non-CBO Partner	Shade parking lots with solar panels.
6/20/2013	Oceanside	Energy & Climate Change	1856	Non-CBO Partner	Make transportation maps and data more accessible.
6/20/2013	Oceanside	Energy & Climate Change	1857	Non-CBO Partner	Promote more public education in schools about climate change at all levels.
6/20/2013	Oceanside	Energy & Climate Change	1858	Non-CBO Partner	Increase public transportation options.
6/20/2013	Oceanside	Energy & Climate Change	1859	Non-CBO Partner	Make public transportation flexible, convenient, affordable, and on-time.
6/20/2013	Oceanside	Energy & Climate Change	1860	Non-CBO Partner	Create more bus rapid transit networks.
6/20/2013	Oceanside	Energy & Climate Change	1861	Non-CBO Partner	Create reliable technology for bus stop times on computers and cell phones.
6/20/2013	Oceanside	Economic Prosperity & Borders	1862	Non-CBO Partner	Since 9/11, increased security and construction at the San Ysidro border crossing have created an impediment for economic prosperity. The new crossing on the Mexico side does not connect well.
6/20/2013	Oceanside	Economic Prosperity & Borders	1863	Non-CBO Partner	While security is necessary, there is a conflict between security and ease of crossing the border.
6/20/2013	Oceanside	Economic Prosperity & Borders	1864	Non-CBO Partner	Camp Pendleton creates disconnect between San Diego County and Orange County. Increase transit connections between the counties.
6/20/2013	Oceanside	Economic Prosperity & Borders	1865	Non-CBO Partner	Create better connections between San Diego County and Riverside and San Bernardino Counties.
6/20/2013	Oceanside	Economic Prosperity & Borders	1866	Non-CBO Partner	Which borders are relevant to each individual is relative to where they live within the region – county borders, international border, and border of tribal nations. People in Escondido are more connected economically to Temecula than to downtown San Diego.
6/20/2013	Oceanside	Economic Prosperity & Borders	1867	Non-CBO Partner	The international border in particular creates issues with economic growth.
6/20/2013	Oceanside	Economic Prosperity & Borders	1868	Non-CBO Partner	Lack of public transportation between Escondido and Temecula. There is a lot of commuting between those cities because of differentials in housing costs and available jobs.
6/20/2013	Oceanside	Economic Prosperity & Borders	1869	Non-CBO Partner	Both security issues and the increased wait times at the border have had a big impact on tourism in Tijuana.
6/20/2013	Oceanside	Economic Prosperity & Borders	1870	Non-CBO Partner	Improve awareness of the 3rd border crossing at Otay Mesa East.
6/20/2013	Oceanside	Economic Prosperity & Borders	1871	Non-CBO Partner	Develop strategies to reduce truck traffic crossing congestion at the international border.
6/20/2013	Oceanside	Economic Prosperity & Borders	1872	Non-CBO Partner	Improve the process for customs inspections of passenger buses crossing the border.
6/20/2013	Oceanside	Economic Prosperity & Borders	1873	Non-CBO Partner	Improve utilization of all lanes, including the SENTRI and Ready Lanes.
6/20/2013	Oceanside	Economic Prosperity & Borders	1874	Non-CBO Partner	The border crossing information on the radio discourages travel and tourism to Baja California.
6/20/2013	Oceanside	Economic Prosperity & Borders	1875	Non-CBO Partner	Improve east-west connections in the City of Encinitas, particular connecting the major activity centers areas on El Camino and the Route 101 allowing seniors (and others) to take advantage of both areas.

Date	Location	Table_Topic	Comment_ID	CBO Partner	Comments
6/20/2013	Oceanside	Economic Prosperity & Borders	1876	Non-CBO Partner	Improve the pay in service industry jobs, particularly since this is a tourism community. People making service industry jobs cannot afford to live in this community.
6/20/2013	Oceanside	Economic Prosperity & Borders	1877	Non-CBO Partner	Focus on what businesses you want to encourage in the community. Business clusters with green tech and innovative companies pay better than traditional big box stores.
6/20/2013	Oceanside	Economic Prosperity & Borders	1878	Non-CBO Partner	Encourage smaller, mixed use, multimodal developments with increased densities. Stay away from sterile subdivisions.
6/20/2013	Oceanside	Economic Prosperity & Borders	1879	Non-CBO Partner	The Border and Economic Prosperity are related.
6/20/2013	Oceanside	Economic Prosperity & Borders	1880	Non-CBO Partner	In addition to the international border, there are geographic borders, such as Camp Pendleton, the mountains, and the transportation system.
6/20/2013	Oceanside	Economic Prosperity & Borders	1881	Non-CBO Partner	Beyond the two primary north-south corridors, there are not many more options for through-traffic.
6/20/2013	Oceanside	Economic Prosperity & Borders	1882	Non-CBO Partner	The immigration check point on I-5 by Camp Pendleton creates a border.
6/20/2013	Oceanside	Economic Prosperity & Borders	1883	Non-CBO Partner	The immigration reform bill proposes increasing security at the international border, which will worsen the wait times regardless of how many gates they have.
6/20/2013	Oceanside	Economic Prosperity & Borders	1884	Non-CBO Partner	Encourage cooperation and cross-border economic development. There is economic pressure created on the international border because of the economic differences between San Diego and Tijuana. To help with security, we should proactively do what we can to help the Mexican economy.
6/20/2013	Oceanside	Economic Prosperity & Borders	1885	Non-CBO Partner	Protect our borders because there are many types of potential threats that can cross, including people who want to do harm or smuggle things across the border.
6/20/2013	Oceanside	Economic Prosperity & Borders	1886	Non-CBO Partner	It takes less time to travel on a plane from Mexico to the United States than to cross the border at San Ysidro. This border should be able to move people more efficiently.
6/20/2013	Oceanside	Economic Prosperity & Borders	1887	Non-CBO Partner	Bring the jobs closer to people living in Oceanside to improve commutes and quality of life. Comparative land values and housing costs create borders. The disparity of the cost of housing in Oceanside and south Orange County creates commute patterns and bedroom communities.
6/20/2013	Oceanside	Economic Prosperity & Borders	1888	Non-CBO Partner	Use the regional plan to promote more growth in certain areas.
6/20/2013	Oceanside	Economic Prosperity & Borders	1889	Non-CBO Partner	Incentivize job growth. There is a lot of pressure to rezone to residential uses in Oceanside because people are saying that employment uses are not viable here. That needs to be shifted.
6/20/2013	Oceanside	Economic Prosperity & Borders	1890	Non-CBO Partner	Decreasing the border wait times will improve economic prosperity on both sides. Consider having customs inspections on both sides (like in London where you can go through the U.K. customs in other European countries before you board your plane/train), or look to other ways of reducing the pressure at the border.
6/20/2013	Oceanside	Economic Prosperity & Borders	1891	Non-CBO Partner	Consider a train that travels across the border. This could help with the time it takes to process individuals through customs.
6/20/2013	Oceanside	Economic Prosperity & Borders	1892	Non-CBO Partner	Put a price on carbon emissions to account for the externality of emissions, which will make the market correct itself. That way, all these markets (transportation, housing) would have the pricing information of the full cost, including the resulting emission levels, so individuals would account for this in their decision-making process.
6/20/2013	Oceanside	Economic Prosperity & Borders	1893	Non-CBO Partner	Look for strategies to reduce growth. Population growth is directly correlated with energy use. The easiest way to reduce our energy demand is to reduce growth.

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6/20/2013	Oceanside	Economic Prosperity & Borders	1894	Non-CBO Partner	Reduce the intrusiveness of SANDAG. The free market is very creative and will come up with ideas to protect the environment and deal with growth. We don't need so much regulation. Regulation is stifling businesses from creating innovative ideas.
6/20/2013	Oceanside	Economic Prosperity & Borders	1895	Non-CBO Partner	Increase the concern for the welfare of existing people (homeless) before working towards accommodating the projected growth.
6/20/2013	Oceanside	Economic Prosperity & Borders	1896	Non-CBO Partner	The SANDAG forecasted population growth is faulty.
6/20/2013	Oceanside	Economic Prosperity & Borders	1897	Non-CBO Partner	If growth is unavoidable, how do we plan for dealing with it?
6/20/2013	Oceanside	Economic Prosperity & Borders	1898	Non-CBO Partner	Work with Mexico to coordinate cross-border issues. While we have the trolley on the U.S. side, once you cross into Mexico, you have to take taxis.
6/20/2013	Oceanside	Economic Prosperity & Borders	1899	Non-CBO Partner	The news today was talking about higher fortification of the border as part of the immigration reform.
6/20/2013	Oceanside	Economic Prosperity & Borders	1900	Non-CBO Partner	Decrease water rates to promote agriculture (the avocado farms are gone now because of the high water rates).
6/20/2013	Oceanside	Economic Prosperity & Borders	1901	Non-CBO Partner	The state should ensure a proper balance between what is necessary and what is visionary. Agencies are overregulating beyond what is required, and it is causing businesses to leave California.
6/20/2013	Oceanside	Economic Prosperity & Borders	1902	Non-CBO Partner	How will SANDAG implement changes that will improve economic prosperity?
6/20/2013	Oceanside	Economic Prosperity & Borders	1903	Non-CBO Partner	Need to promote education among populations that typically have the lower paying jobs.
6/20/2013	Oceanside	Economic Prosperity & Borders	1904	Non-CBO Partner	Invisible borders are sometimes bigger than the visible ones.
6/20/2013	Oceanside	Economic Prosperity & Borders	1905	Non-CBO Partner	Improve wages for lower paying jobs. Collaborate with other agencies in addressing all the pieces in providing assistance to people who are struggling.
6/20/2013	Oceanside	Economic Prosperity & Borders	1906	Non-CBO Partner	Maintain the current standard of living with globalization. Wage differences around the world are equaling out, and because of transportation costs, companies are coming back to the U.S.
6/20/2013	Oceanside	Economic Prosperity & Borders	1907	Non-CBO Partner	Promote cross-border industry partnerships.
6/20/2013	Oceanside	Economic Prosperity & Borders	1908	Non-CBO Partner	Education is the key to higher paying jobs.
6/20/2013	Oceanside	Economic Prosperity & Borders	1909	Non-CBO Partner	Be more cautious when developing new systems and ideas. Many of the innovative ideas (like the SPRINTER) have backfired and we are paying for it.
6/20/2013	Oceanside	Economic Prosperity & Borders	1910	Non-CBO Partner	Many companies rely on transportation, and congested roads and freeways cost these companies money. If we are investing in transit improvements that are not going to be utilized, it will create more traffic and reduce income for businesses that rely on traveling.
6/20/2013	Oceanside	Economic Prosperity & Borders	1911	Non-CBO Partner	Promote higher paying jobs within the service industry. Encourage other types of service jobs as well. The cost of college is an invisible border. Encourage some people to go to apprentice programs and training programs.
6/20/2013	Oceanside	Economic Prosperity & Borders	1912	Non-CBO Partner	Look at new innovative ways of reducing regulation. The cottage food bill lifted regulations so that you can bake certain products at home to sell at farmers markets. Lift a few regulations and encourage cities to do some innovative things that would promote economic prosperity.
6/20/2013	Oceanside	All Topics	1913	Non-CBO Partner	A healthy community means that you can walk at night and be confident that you are safe.
6/20/2013	Oceanside	All Topics	1914	Non-CBO Partner	We need access to healthy, affordable food, including fresh vegetables.
6/20/2013	Oceanside	All Topics	1915	Non-CBO Partner	We want a clean city; one that doesn't have garbage in the street and where they control insects and animals.
6/20/2013	Oceanside	All Topics	1916	Non-CBO Partner	People should be educated about the need for cleaning up pet waste.

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6/20/2013	Oceanside	All Topics	1917	Non-CBO Partner	We need well paved streets with sidewalks and without bumps and potholes.
6/20/2013	Oceanside	All Topics	1918	Non-CBO Partner	It is dangerous to walk at night because there are no sidewalks.
6/20/2013	Oceanside	All Topics	1919	Non-CBO Partner	Sidewalks are important for disabled people.
6/20/2013	Oceanside	All Topics	1920	Non-CBO Partner	Especially when it rains and there are no sidewalks, there is a lot of mud in the streets.
6/20/2013	Oceanside	All Topics	1921	Non-CBO Partner	It's risky for kids to walk on the side of the street without sidewalks.
6/20/2013	Oceanside	All Topics	1922	Non-CBO Partner	It's important to have affordable recreation centers that the community can utilize.
6/20/2013	Oceanside	All Topics	1923	Non-CBO Partner	We need more parks with more public facilities.
6/20/2013	Oceanside	All Topics	1924	Non-CBO Partner	We need community centers so that the youth has access to educational activities.
6/20/2013	Oceanside	All Topics	1925	Non-CBO Partner	It's important that our communities be walkable and bikeable (active transportation) so that you don't have to drive everywhere and also so that the quality of (air) improves.
6/20/2013	Oceanside	All Topics	1926	Non-CBO Partner	There should be affordable housing.
6/20/2013	Oceanside	All Topics	1927	Non-CBO Partner	It's important that parks, schools, recreation centers and other public facilities be accessible in order to have a "complete community".
6/20/2013	Oceanside	All Topics	1928	Non-CBO Partner	It's important to allocate resources in an equitable way.
6/20/2013	Oceanside	All Topics	1929	Non-CBO Partner	Trees should be planted in the streets and parks.
6/20/2013	Oceanside	All Topics	1930	Non-CBO Partner	We need bicycle paths or lanes in order to be able to ride bikes more often.
6/20/2013	Oceanside	All Topics	1931	Non-CBO Partner	The space and the potential is there in the community, the only thing missing is that the community not be passive and that it asks for what it needs.
6/20/2013	Oceanside	All Topics	1932	Non-CBO Partner	We need more lighting.
6/20/2013	Oceanside	All Topics	1933	Non-CBO Partner	SANDAG should invite more youth to listen to their point of view as well.
6/20/2013	Oceanside	All Topics	1934	Non-CBO Partner	We must decrease energy use to stop climate change.
6/20/2013	Oceanside	All Topics	1935	Non-CBO Partner	Solar heaters are good for saving energy in the long run.
6/20/2013	Oceanside	All Topics	1936	Non-CBO Partner	Solar panels are now more accessible than before, but people need to be educated about the benefits of installing them.
6/20/2013	Oceanside	All Topics	1937	Non-CBO Partner	There is a lack of infrastructure to charge electric vehicles.
6/20/2013	Oceanside	All Topics	1938	Non-CBO Partner	If someone doesn't earn enough money, he/she cannot buy a house, and if someone rents a house, he/she cannot install solar panels or implement other renovations that help save energy.
6/20/2013	Oceanside	All Topics	1939	Non-CBO Partner	There should be assistance programs that educate people about which alternative technologies can be implemented.
6/20/2013	Oceanside	All Topics	1940	Non-CBO Partner	There should be incentive programs for people to take measures to decrease energy usage and also use alternative technology.
6/20/2013	Oceanside	All Topics	1941	Non-CBO Partner	Reforestation is needed for the sake of the environment and also for the benefit of people and communities.
6/20/2013	Oceanside	All Topics	1942	Non-CBO Partner	Trees should be planted and maintained.
6/20/2013	Oceanside	All Topics	1943	Non-CBO Partner	We have to clean the air.
6/20/2013	Oceanside	All Topics	1944	Non-CBO Partner	We have to be prepared for the effects caused by climate change.
6/20/2013	Oceanside	All Topics	1945	Non-CBO Partner	The heat of the climate has increased; there is more frequent flooding.
6/20/2013	Oceanside	All Topics	1946	Non-CBO Partner	Climate change is connected to transportation and public health.
6/20/2013	Oceanside	All Topics	1947	Non-CBO Partner	Preparation is educating ourselves about the measure we can take to reduce the impacts of climate change.
6/20/2013	Oceanside	All Topics	1948	Non-CBO Partner	Gas is too expensive, so we must seek alternative fuels.

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6/20/2013	Oceanside	All Topics	1949	Non-CBO Partner	Electric and hybrid cars will be an important option in the future.
6/20/2013	Oceanside	All Topics	1950	Non-CBO Partner	Using public transportation takes too long and the service should be more frequent and there should be more routes.
6/20/2013	Oceanside	All Topics	1951	Non-CBO Partner	The bus and Trolley stops should have roofs; many don't have them.
6/20/2013	Oceanside	All Topics	1952	Non-CBO Partner	Public transportation services must come first, then the demand because once there are more frequent and effective services, people will want to use public transportation more often.
6/20/2013	Oceanside	All Topics	1953	Non-CBO Partner	When community land use decisions are being made, it should be kept in mind that everything should be built close together so that there is greater accessibility.
6/20/2013	Oceanside	All Topics	1954	Non-CBO Partner	If we continue building houses in coastal communities, the future impacts, such as reduction of beaches, should be considered.
6/20/2013	Oceanside	All Topics	1955	Non-CBO Partner	We want better salaries, more jobs, more opportunities for education and also training programs.
6/20/2013	Oceanside	All Topics	1956	Non-CBO Partner	Private companies should offer work training programs.
6/20/2013	Oceanside	All Topics	1957	Non-CBO Partner	We need economic investment in our communities.
6/20/2013	Oceanside	All Topics	1958	Non-CBO Partner	Mobility impacts the economy; there are communities from which it is not easy to get to certain destinations.
6/20/2013	Oceanside	All Topics	1959	Non-CBO Partner	It takes 2-4 hours to cross the border, whether by car or on foot.
6/20/2013	Oceanside	All Topics	1960	Non-CBO Partner	Federal agents take their time inspecting people; they don't hurry enough.
6/20/2013	Oceanside	All Topics	1961	Non-CBO Partner	It's cheaper to buy a plane ticket that departs or arrives in the Tijuana airport (than the San Diego airport), but it needs be easier to get places from the airport.
6/20/2013	Oceanside	All Topics	1962	Non-CBO Partner	Many people, especially senior citizens, cross to Tijuana to obtain more affordable goods and services, and it should be easier to cross.
6/20/2013	Oceanside	All Topics	1963	Non-CBO Partner	In the future, a toll should not be levied on those who cross the border.
6/20/2013	Oceanside	All Topics	1964	Non-CBO Partner	It is worth it to purchase SENTRI because you can cross more quickly.
6/20/2013	Oceanside	All Topics	1965	Non-CBO Partner	The cars that wait in the border crossing line cause a great deal of air pollution.
6/20/2013	Oceanside	All Topics	1966	Non-CBO Partner	There is a lot of trash on the border.
6/20/2013	Oceanside	All Topics	1967	Non-CBO Partner	There are too many people who have SENTRI, therefore it does not sufficiently reduce the wait times.
6/20/2013	Oceanside	All Topics	1968	Non-CBO Partner	All the border crossing lanes should advance at the rate.
6/20/2013	Oceanside	All Topics	1969	Non-CBO Partner	SANDAG should work with Mexican officials to improve the border economy on the Mexican side.
6/20/2013	Oceanside	All Topics	1970	Non-CBO Partner	The smog from the cars on the border has a negative impact.
6/20/2013	Oceanside	All Topics	1971	Non-CBO Partner	The long waits on the border negatively impact the economy because there are people who would like to cross for business reasons or to go shopping, but they don't because of the delays.
6/20/2013	Oceanside	All Topics	1972	Non-CBO Partner	It would be a good idea to have a dedicated lane for bicycles, but traffic would have to be well regulated so that people don't abuse it.
6/20/2013	Oceanside	All Topics	1973	Non-CBO Partner	It would be a good idea to begin a program of renting bikes on the border.
6/20/2013	Oceanside	All Topics	1974	Non-CBO Partner	Need to make bike security more of a focus at transits areas.
6/20/2013	Oceanside	All Topics	1975	Non-CBO Partner	Promote and build bike corrals. Give up parking spots for bike spots, like was done in City of Long Beach.
6/20/2013	Oceanside	All Topics	1976	Non-CBO Partner	Need to look at San Francisco as a model. Make it inconvenient to be in a sole passenger vehicle.
6/20/2013	Oceanside	All Topics	1977	Non-CBO Partner	Traffic is getting worse. Need to find alternative solutions.
6/20/2013	Oceanside	All Topics	1978	Non-CBO Partner	Make a two-stage solution. Bike/Walk to Bus.

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6/20/2013	Oceanside	All Topics	1979	Non-CBO Partner	Buses should increase number of bikes that can be accommodated.
6/20/2013	Oceanside	All Topics	1980	Non-CBO Partner	Increase use and capacity of transit.
6/20/2013	Oceanside	All Topics	1981	Non-CBO Partner	Increase times that COASTER and SPRINTER operate during peak time and on non-peak hours.
6/20/2013	Oceanside	All Topics	1982	Non-CBO Partner	Many felt that cost of transit was not a problem, compared to cost of owning a car.
6/20/2013	Oceanside	All Topics	1983	Non-CBO Partner	Amtrak and COASTER/SPRINTER should have reciprocal fare arrangements.
6/20/2013	Oceanside	All Topics	1984	Non-CBO Partner	Get more people to use bikes as a commute choice, not just for recreation.
6/20/2013	Oceanside	All Topics	1985	Non-CBO Partner	Focus on funding planning and implementing complete inter-city rail and pedestrian trails.
6/20/2013	Oceanside	All Topics	1986	Non-CBO Partner	Make dedicated bike lanes more noticeable through painting as is done in Europe.
6/20/2013	Oceanside	All Topics	1987	Non-CBO Partner	Double track the COASTER rail, but also go under University City with stations at UTC and the Medical Centers.
6/20/2013	Oceanside	All Topics	1988	Non-CBO Partner	Reduce connection times between mobility options and increase headway times.
6/20/2013	Oceanside	All Topics	1989	Non-CBO Partner	Overcome the LOGUT (Let the other guy use transit) mentality.
6/20/2013	Oceanside	All Topics	1990	Non-CBO Partner	Make solo-driving unattractive. Promote different lifestyles with the idea that transit will save you time.
6/20/2013	Oceanside	All Topics	1991	Non-CBO Partner	Educate drivers on the rights of bicyclists. Make it part of the traffic school curriculum to teach drivers about bike safety. Include education in school through Bike to School programs.
6/20/2013	Oceanside	All Topics	1992	Non-CBO Partner	Increase traffic calming. Roundabouts will reduce speeding between stop signs while maintaining flow of traffic.
6/20/2013	Oceanside	All Topics	1993	Non-CBO Partner	We will never reduce traffic, but we need to provide more mobility options, at more times during the day and make it more convenient.
6/20/2013	Oceanside	All Topics	1994	Non-CBO Partner	We need to stop the import of aggregate.
6/20/2013	Oceanside	All Topics	1995	Non-CBO Partner	It takes 20,000 tons of aggregate to build one mile of a freeway lane.
6/20/2013	Oceanside	All Topics	1996	Non-CBO Partner	Import of aggregate requires gasoline for trucking.
6/20/2013	Oceanside	All Topics	1997	Non-CBO Partner	Having aggregate mining in the County "rural" areas is compatible with the rural land uses of the backcountry.
6/20/2013	Oceanside	All Topics	1998	Non-CBO Partner	Do more to limit smoking in public areas.
6/20/2013	Oceanside	All Topics	1999	Non-CBO Partner	The problem with density is too many people do not want it in their "backyard."
6/20/2013	Oceanside	All Topics	2000	Non-CBO Partner	Development in the rural county is too easy. Why invest in cities and smart growth?
6/20/2013	Oceanside	All Topics	2001	Non-CBO Partner	Poor land use planning in the rural county is forcing more traffic in the cities; the cities are having to deal with traffic caused by land use decisions made by the County.
6/20/2013	Oceanside	All Topics	2002	Non-CBO Partner	Air quality standards are causing an economic impact on the region.
6/20/2013	Oceanside	All Topics	2003	Non-CBO Partner	New trucks will require \$70,000 engines to reduce particulate matter.
6/20/2013	Oceanside	All Topics	2004	Non-CBO Partner	Most truckers are individual owners and can't comply.
6/20/2013	Oceanside	Written Comments	2005	Non-CBO Partner	Infrastructure such as Natural Gas lines to be installed in areas like Bonsall to prepare for development.
6/20/2013	Oceanside	Written Comments	2006	Non-CBO Partner	Improve express bus connections to trains (Riverside has RTD), a connection from Temecula to Oceanside transit that is quicker than NCTD, buses from East Oceanside.
6/20/2013	Oceanside	Written Comments	2007	Non-CBO Partner	Bike commutes are 1 to 20 miles— geography needs to be a key design guideline.

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6/20/2013	Oceanside	Written Comments	2008	Non-CBO Partner	We must support climate stabilization. If we do that we will have a wonderful region. If we fail and others do, we will lose everything.
6/20/2013	Oceanside	Written Comments	2009	Non-CBO Partner	We must reduce our emissions now! We must bring our region into compliance with CA. Executive Order 5-3-05 by starting these strict reductions now. Transit improvements using our existing freeway lanes is the best choice. Put our money in smaller electric vans to shuttle riders from more busy bus routes to outlying stops, and increase frequency of service. Transit must be more affordable to ALL riders, including disabled and riders with financial hardships.
6/20/2013	Oceanside	Written Comments	2010	Non-CBO Partner	Build better, not bigger.
6/20/2013	Oceanside	Written Comments	2011	Non-CBO Partner	Need greater system – Analysis mode connectivity. Need more consideration of technology; Visioneering.
6/20/2013	Oceanside	Written Comments	2012	Non-CBO Partner	Good workshop. Lots of ideas. Need more time. Now let's get to work!
6/20/2013	Oceanside	Written Comments	2013	Non-CBO Partner	We should let the free market develop a car that's clean. I am afraid you are driving us out of our cars. Property all under the guise of smart growth. Not to mention our homes.
6/20/2013	Oceanside	Written Comments	2014	Non-CBO Partner	Is there any way to quantify the impact of these workshops on the actual Regional Plan?
6/20/2013	Oceanside	Written Comments	2015	Non-CBO Partner	Meeting 5-30-5 HAS to be a high priority!
6/20/2013	Oceanside	Written Comments	2016	Non-CBO Partner	Dealing with coming climate change consequences.
6/20/2013	Oceanside	Written Comments	2017	Non-CBO Partner	On the "Economic Prosperity" topic, two things strike me as VERY troubling:
6/20/2013	Oceanside	Written Comments	2018	Non-CBO Partner	"Ensure a rising standard of living for all residents." We do not need, nor should we desire a rising standard of living for ALL residents. The income gap is HUGE in San Diego County and the upper class does not need more in the way of "standard of living" (not to be confused with quality of life), which can always and should always be improved upon.
6/20/2013	Oceanside	Written Comments	2019	Non-CBO Partner	There is an emphasis on "competing in the global economy", but we should also be focusing more on the local economy, i.e. supporting local artisans, artists, manufacturers, and service providers. Development of a region-wide, well-used and well-publicized time bank and/or local currency would do for more to improve the standard of living AND the quality of life for residents that need it most. San Diego region would greatly benefit from more local identity, community and mutual support within our area, rather than competition with those abroad.
6/20/2013	Oceanside	Written Comments	2020	Non-CBO Partner	Carlsbad is developing a new housing at Quarry Creek 600+ units with one exit!

Date	Location	Table_Topic	Comment_ID	CBO Partner	Comments
6/20/2013	Oceanside	Written Comments	2021	Non-CBO Partner	One thing is certain: We are in dire need of more webs of public transportation with closer access within neighborhoods, greater frequency and MUCH better connections with rail, as well as greatly extended hours of operation (maintaining frequency within all hours). Getting quickly and efficiently from our neighborhood (Shadow ridge area in Vista) to the coast, and/or La Jolla (UCSD) / San Diego, etc. without contributing to pollution and traffic congestion is pretty impossible right now. My husband has to rely on a car for his commute to and from work at UCSD each day, and claims that he can actually ride a bike faster to or from work than he can make the trip utilizing public transportation. He's done both a few times. It's "much quicker by bike, in fact" he claims. It is not always practical, however, for him to ride a bike for that long a journey. Personally, when I travel down to UCSD for medical appointments or concerts, I'd love to combine the bike with public transportation, but the intervals between departing buses, trains, etc. are too infrequent, the connection from the Coaster to UCSD is mostly inadequate if not nonexistent when I need it...and the hours of operation don't serve well at all for a person leaving campus to return to North County several hours past 5pm.
6/20/2013	Oceanside	Written Comments		Non-CBO Partner	Protect the back country. We cannot have the population there because they start fires. Reduce the population in the back country/desert. It is too fragile.
6/20/2013	Oceanside	Written Comments		Non-CBO Partner	Growth should occur such that it reverses the car dominant culture. Don't dump it all on the beautiful older neighborhoods while protecting the mediocre subdivisions that promote car use.
6/20/2013	Oceanside	Written Comments		Non-CBO Partner	Ocean Friendly Gardening should be the foundation of all drainage system requirements.
6/20/2013	Oceanside	Written Comments		Non-CBO Partner	Allow bee hives in urban areas.
6/20/2013	Oceanside	Written Comments		Non-CBO Partner	We are going to have to drink "new water" - recycled black water.
6/20/2013	Oceanside	Written Comments		Non-CBO Partner	Ban plastic bags. Don't use one unless you are willing to eat one (that's what happens in the ocean).
6/20/2013	Oceanside	Written Comments		Non-CBO Partner	Make having, selling or planting invasives illegal. Charge a fee to anyone with Pampas, Arundo, etc. on their land.
6/20/2013	Oceanside	Written Comments		Non-CBO Partner	Compost the greenwaste in SD rather than dumping it as "alternate daily cover." Oside (Oceanside) does it right.
6/20/2013	Oceanside	Written Comments		Non-CBO Partner	Complete the trails from the coast to desert, along the coastal rail and others.
6/20/2013	Oceanside	Written Comments		Non-CBO Partner	No new single family subdivisions. Protect older single family neighborhoods such as the RS zone between Oside (Oceanside) Blvd, Mission, I-5 and Coast Highway. Redevelop all the old shopping centers, WalMarts and strip malls as higher density development.
6/20/2013	Oceanside	Written Comments		Non-CBO Partner	Single family homes should be maintained at current amount and no more built. We all can't afford it. Change the expectation and density will occur in the right places. Do not build new roads/lanes and it will all work.
6/20/2013	Oceanside	Written Comments		Non-CBO Partner	Put low income housing in La Jolla and Del Mar and stop dumping it all in Oceanside. San Diego is one of the most segregated places around. It is very sad. I'm glad I am raising my teenagers in a diverse area.
6/20/2013	Oceanside	Written Comments		Non-CBO Partner	Clean up all creeks and canyons especially those in lower income areas.
6/20/2013	Oceanside	Written Comments		Non-CBO Partner	Measure "green-ness" of an area like Encinitas with a metric that accounts for what uses they pushed into other areas.
6/20/2013	Oceanside	Written Comments		Non-CBO Partner	Solarizing ALL the roofs in San Diego would generate a lot of jobs.
6/20/2013	Oceanside	Written Comments		Non-CBO Partner	Planting native plants after removing invasives would also generate a lot of jobs.

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6/20/2013	Oceanside	Written Comments		Non-CBO Partner	Purposefully break up commercial zones on major streets. We have too many miles-long strip malls. Concentrate the commercial and put green space/housing/office between. Read the Oceanside Coast Highway Plan. Do this on El Cajon Blvd, etc.
6/20/2013	Oceanside	Written Comments		Non-CBO Partner	Every building in San Diego County should be assigned a "possible" solar generation requirement based on roof size. There should be a tax applied to the parcel to fund solarizing roof tops until we have achieved the goal. Do not put huge systems in the desert. Put them on rooftops close to the user.
6/20/2013	Oceanside	Written Comments		Non-CBO Partner	A 700 mile fence is a crazy thing to build.
6/20/2013	Oceanside	Written Comments		Non-CBO Partner	Stop putting other uses on military land. We need those natural buffers. Field Training, etc. is fine but excessive buildings, housing, etc. is not.
6/20/2013	Oceanside	Written Comments		Non-CBO Partner	Every freeway needs the sign they have in the Bay Area: Carpool between 7-9am and 4-6pm M-F for the #1 AND #2 lanes. We do not need more lanes, they will simply be filled with cars. The goal is moving more people with the current or less number of vehicles.
6/20/2013	Oceanside	Written Comments		Non-CBO Partner	No more roads. We have plenty. Roadbuilding is the job of the past and we need jobs of the future. We need to maintain what we have. Busting through cul-de-sacs that create congestion should be the goal. 1980's cul-de-sac street design is bad and should be reversed.
6/20/2013	Oceanside	Written Comments		Non-CBO Partner	I-15 moves a lot of cars but is a total failure in creating a place to live. It is ugly and way too wide. Is that really how we want to live??
6/20/2013	Oceanside	Written Comments		Non-CBO Partner	Respect the natural state of SD County. Re-educate so that people understand that fire is not part of the natural system, it is man caused. Houses must be removed from certain areas, not protected.
6/20/2013	Oceanside	Written Comments		Non-CBO Partner	Invasive plants must be stopped from being sold and planted. Do not let "low water" turn into invasive plants. Mexican Feather Grass must be stopped. Solana Beach is wrong to have planted it.
6/20/2013	Campo	All Topics	4561	Mountain Empire	Need more access to transit...Limited income/limited access to vehicle means I often go without services for longer periods of time.
6/20/2013	Campo	All Topics	4562	Mountain Empire	Need to improve access to services like VA Hospital (80-mile trip).
6/20/2013	Campo	All Topics	4563	Mountain Empire	Improved access to health services, and better coordination with transit routes/stops.
6/20/2013	Campo	All Topics	4564	Mountain Empire	Lower gas prices would allow residents greater mobility.
6/20/2013	Campo	All Topics	4565	Mountain Empire	Encourage healthier lifestyles; many local residents have diabetes, disabilities, other issues.
6/20/2013	Campo	All Topics	4566	Mountain Empire	Encourage more healthy food options.
6/20/2013	Campo	All Topics	4567	Mountain Empire	Restart the Volunteer Driver Reimbursement Program to encourage more carpooling.
6/20/2013	Campo	All Topics	4568	Mountain Empire	The development of localized transportation options is highly encouraged
6/20/2013	Campo	All Topics	4569	Mountain Empire	Need more fuel-efficient and low-emission vehicles in the community to reduce pollution.
6/20/2013	Campo	All Topics	4570	Mountain Empire	Need more local transit options.
6/20/2013	Campo	All Topics	4571	Mountain Empire	Need more information on para-transit programs.
6/20/2013	Campo	All Topics	4572	Mountain Empire	Improve access to information and internet.
6/20/2013	Campo	All Topics	4573	Mountain Empire	Add local mini shuttles.
6/20/2013	Campo	All Topics	4574	Mountain Empire	Need to address the "food desert" in the rural backcountry; the closest supermarket is in Alpine.
6/21/2013	Caltrans	Mobility	2022	Non-CBO Partner	Transportation takes a lot of your time.
6/21/2013	Caltrans	Mobility	2023	Non-CBO Partner	Transportation impacts life by trying to find other means besides driving alone.

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6/21/2013	Caltrans	Mobility	2024	Non-CBO Partner	Transportation means looking for choices.
6/21/2013	Caltrans	Mobility	2025	Non-CBO Partner	Transportation helps frame your day – based on time of day and traffic conditions. It frames how/where you travel and spend your money.
6/21/2013	Caltrans	Mobility	2026	Non-CBO Partner	Serious problem with long headways; (downtown LA area shared as a good example).
6/21/2013	Caltrans	Mobility	2027	Non-CBO Partner	Transit takes longer and not frequent enough.
6/21/2013	Caltrans	Mobility	2028	Non-CBO Partner	Peninsula area of town not well served; midway area traffic; system integration problem.
6/21/2013	Caltrans	Mobility	2029	Non-CBO Partner	San Diego has problem with scalability of transit services- for example from one end of downtown SD to the other area of downtown would take 30 minutes.
6/21/2013	Caltrans	Mobility	2030	Non-CBO Partner	Wrong transit for the communities currently.
6/21/2013	Caltrans	Mobility	2031	Non-CBO Partner	East county accessibility issues to getting to main San Diego area.
6/21/2013	Caltrans	Mobility	2032	Non-CBO Partner	Intra-regional aspects bring money to outlining areas to spend money there.
6/21/2013	Caltrans	Mobility	2033	Non-CBO Partner	We need a train to the airport.
6/21/2013	Caltrans	Mobility	2034	Non-CBO Partner	Need to promote the services we do have like airport service.
6/21/2013	Caltrans	Mobility	2035	Non-CBO Partner	Lack of sidewalks in remote areas.
6/21/2013	Caltrans	Mobility	2036	Non-CBO Partner	We want Mobility options.
6/21/2013	Caltrans	Mobility	2037	Non-CBO Partner	Downtown integrated shuttle system connecting the other modes with good headways and well marketed; access with technological apps, satellite parking areas then shuttle in to downtown proper. User friendly is key for this concept.
6/21/2013	Caltrans	Mobility	2038	Non-CBO Partner	DASH in LA is like this concept, cheap, frequent, info is available.
6/21/2013	Caltrans	Mobility	2039	Non-CBO Partner	Also would work in the neighborhoods; that link to bigger systems like trolley; bus system- overlapping circles.
6/21/2013	Caltrans	Mobility	2040	Non-CBO Partner	Safe walk to school plans/general plan – lack of sidewalks in remote areas.
6/21/2013	Caltrans	Mobility	2041	Non-CBO Partner	Bike sharing in different communities.
6/21/2013	Caltrans	Mobility	2042	Non-CBO Partner	Child bike share with helmets.
6/21/2013	Caltrans	Mobility	2043	Non-CBO Partner	Hours of the buses should go longer in the evening.
6/21/2013	Caltrans	Mobility	2044	Non-CBO Partner	Rail lines prove that transportation will stay in place and helps developers believe that line is permanent instead of buses – investments in stations that will be permanent-weather protected stations.
6/21/2013	Caltrans	Mobility	2045	Non-CBO Partner	Trunk based transit- Need dedicated lanes.
6/21/2013	Caltrans	Mobility	2046	Non-CBO Partner	Reliability for developers to invest around transit stations.
6/21/2013	Caltrans	Mobility	2047	Non-CBO Partner	San Diego does on the cheap instead of putting real money down for these types of stations etc.
6/21/2013	Caltrans	Mobility	2048	Non-CBO Partner	Marine terminals are in some challenging areas to get trucks to them.
6/21/2013	Caltrans	Mobility	2049	Non-CBO Partner	People want direct freeway access.
6/21/2013	Caltrans	Mobility	2050	Non-CBO Partner	HOV lanes could be truck lanes.
6/21/2013	Caltrans	Mobility	2051	Non-CBO Partner	Dedicated truck lanes.
6/21/2013	Caltrans	Mobility	2052	Non-CBO Partner	Move air freight travel out of Lindbergh; separating passenger from freight move to Carlsbad or Brown to be dedicated to freight only.
6/21/2013	Caltrans	Mobility	2053	Non-CBO Partner	Limited mobility challenges, traffic and congestion.
6/21/2013	Caltrans	Mobility	2054	Non-CBO Partner	Options to get around for senior and disabled.
6/21/2013	Caltrans	Mobility	2055	Non-CBO Partner	Isolation-marginalization.
6/21/2013	Caltrans	Mobility	2056	Non-CBO Partner	Rising costs of mobility.
6/21/2013	Caltrans	Mobility	2057	Non-CBO Partner	Mobile services that come to people (doctor).

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6/21/2013	Caltrans	Mobility	2058	Non-CBO Partner	Transit oriented developments.
6/21/2013	Caltrans	Mobility	2059	Non-CBO Partner	Mobility as an aspiration full mobility for everyone (safe, correct mode, cost).
6/21/2013	Caltrans	Mobility	2060	Non-CBO Partner	Reinforcing the environmental injustices that currently experience with transportation.
6/21/2013	Caltrans	Mobility	2061	Non-CBO Partner	Historical mobility based on old ideas and patterns.
6/21/2013	Caltrans	Mobility	2062	Non-CBO Partner	All EV greater network of charging stations (how far I can go).
6/21/2013	Caltrans	Mobility	2063	Non-CBO Partner	Work 1 block from bus but live 1 mile from bus-fixed land use have impact on modes.
6/21/2013	Caltrans	Mobility	2064	Non-CBO Partner	How long it will take; bike flat tire plan extra time into the day.
6/21/2013	Caltrans	Mobility	2065	Non-CBO Partner	A Carshare membership helps with quick trips.
6/21/2013	Caltrans	Mobility	2066	Non-CBO Partner	Accidents on I-15 are a mess-.
6/21/2013	Caltrans	Mobility	2067	Non-CBO Partner	Planning for traffic on 56 and 15.
6/21/2013	Caltrans	Mobility	2068	Non-CBO Partner	Confusion with transportation that is available – For example: Poway express bus to downtown; then transfer to trolley to get to Old Town (Only commuter option for Poway).
6/21/2013	Caltrans	Mobility	2069	Non-CBO Partner	Downtown is not the business center of San Diego.
6/21/2013	Caltrans	Mobility	2070	Non-CBO Partner	Endless funding for transit.
6/21/2013	Caltrans	Mobility	2071	Non-CBO Partner	More frequent buses trolleys.
6/21/2013	Caltrans	Mobility	2072	Non-CBO Partner	Ridership helps fund transit.
6/21/2013	Caltrans	Mobility	2073	Non-CBO Partner	Live near transit but still driving.
6/21/2013	Caltrans	Mobility	2074	Non-CBO Partner	Not serving the existing market now!
6/21/2013	Caltrans	Mobility	2075	Non-CBO Partner	Spring Valley very pedestrian hostile without sidewalks work with social services and transportation is a big issue.
6/21/2013	Caltrans	Mobility	2076	Non-CBO Partner	You don't have enough ridership to keep the bus going or frequency growing.
6/21/2013	Caltrans	Mobility	2077	Non-CBO Partner	Elderly population walks to bus stop that is not close.
6/21/2013	Caltrans	Mobility	2078	Non-CBO Partner	Target transit to those populations who will use it.
6/21/2013	Caltrans	Mobility	2079	Non-CBO Partner	Carshare program improves downtown.
6/21/2013	Caltrans	Mobility	2080	Non-CBO Partner	Bikeshare for city of SD but also need safe routes to ride.
6/21/2013	Caltrans	Mobility	2081	Non-CBO Partner	Implement bike lanes to support active transportation.
6/21/2013	Caltrans	Mobility	2082	Non-CBO Partner	Business hub focus needed – alternatives needed for those such as Sorrento Valley; for the commuter.
6/21/2013	Caltrans	Mobility	2083	Non-CBO Partner	Build in more incentives to vanpool.
6/21/2013	Caltrans	Mobility	2084	Non-CBO Partner	Integrate all these choices better.
6/21/2013	Caltrans	Mobility	2085	Non-CBO Partner	Transit should reflect where the jobs are business hubs and hospitality industry areas.
6/21/2013	Caltrans	Mobility	2086	Non-CBO Partner	Reduced fare for lower income workers.
6/21/2013	Caltrans	Mobility	2087	Non-CBO Partner	Geography is not taken into account for transportation. Transit leaves you down and how are you going to get up- hills.
6/21/2013	Caltrans	Mobility	2088	Non-CBO Partner	On the ground expertise- community scale needs to be looked at.
6/21/2013	Caltrans	Mobility	2089	Non-CBO Partner	Some jobs are very car intensive. There need to be better ways to connect with populations.
6/21/2013	Caltrans	Mobility	2090	Non-CBO Partner	Linda vista area- major bus stop y post office and is not covered and not inviting (25 buses come every day) incentives for hospitality workers.
6/21/2013	Caltrans	Mobility	2091	Non-CBO Partner	Community information and outreach- stations are just important as the service itself.
6/21/2013	Caltrans	Mobility	2092	Non-CBO Partner	Safety is a big issue for transit- needs to be a convenient, safe choice.

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6/21/2013	Caltrans	Mobility	2093	Non-CBO Partner	Transit routes too long not competitive with the car.
6/21/2013	Caltrans	Mobility	2094	Non-CBO Partner	Creative solutions.
6/21/2013	Caltrans	Mobility	2095	Non-CBO Partner	Impact to get people to jobs and health care are cost changes/change itself – train volunteers on the changes which takes time; have a social service agency communications and grant to get them transportation.
6/21/2013	Caltrans	Mobility	2096	Non-CBO Partner	For the \$1 a day increase on the Day Pass now she has to cut out 20% of her clients out on providing ride to job interviews.
6/21/2013	Caltrans	Mobility	2097	Non-CBO Partner	Incentive programs – pick out random prize drawing.
6/21/2013	Caltrans	Mobility	2098	Non-CBO Partner	Income based transit pass-will gain more ridership this way.
6/21/2013	Caltrans	Mobility	2099	Non-CBO Partner	LA show pass to get discounts should have with compass cards too.
6/21/2013	Caltrans	Mobility	2100	Non-CBO Partner	Goods movement: dedicated lanes.
6/21/2013	Caltrans	Mobility	2101	Non-CBO Partner	Transit oriented development to take cars off the road more room for trucks.
6/21/2013	Caltrans	Mobility	2102	Non-CBO Partner	Food hubs- avocados.
6/21/2013	Caltrans	Mobility	2103	Non-CBO Partner	Alternative ways to get good here.
6/21/2013	Caltrans	Mobility	2104	Non-CBO Partner	Boats and trains for goods.
6/21/2013	Caltrans	Mobility	2105	Non-CBO Partner	Real time apps for transportation information.
6/21/2013	Caltrans	Mobility	2106	Non-CBO Partner	Mobility means people in wheelchairs getting around.
6/21/2013	Caltrans	Mobility	2107	Non-CBO Partner	Mobility is the ability to get somewhere fast and conveniently.
6/21/2013	Caltrans	Mobility	2108	Non-CBO Partner	Mobility should provide options or choices.
6/21/2013	Caltrans	Mobility	2109	Non-CBO Partner	Mostly positive with public transit-becomes a community.
6/21/2013	Caltrans	Mobility	2110	Non-CBO Partner	Clients in city heights- can mean the difference of getting a job or not.
6/21/2013	Caltrans	Mobility	2111	Non-CBO Partner	Negative takes so long to make the connections you need to with transit.
6/21/2013	Caltrans	Mobility	2112	Non-CBO Partner	Time extra hour to take the transit wants to do it but cannot make it work – with time elements.
6/21/2013	Caltrans	Mobility	2113	Non-CBO Partner	Pro public transit but the bus times compared to driving times are terrible – harder than I thought it would be as someone who just moved here.
6/21/2013	Caltrans	Mobility	2114	Non-CBO Partner	Buses always coming in other cities, not convenient here.
6/21/2013	Caltrans	Mobility	2115	Non-CBO Partner	Time competitiveness of transit with driving.
6/21/2013	Caltrans	Mobility	2116	Non-CBO Partner	Ease of use of the systems (Some cities have signs that tell you when next bus is coming).
6/21/2013	Caltrans	Mobility	2117	Non-CBO Partner	Information for those not speaking English.
6/21/2013	Caltrans	Mobility	2118	Non-CBO Partner	Cost and safety for low income communities-(can spend up to 1/3 income on transportation).
6/21/2013	Caltrans	Mobility	2119	Non-CBO Partner	Auto centric design features makes it harder for walker and bikers.
6/21/2013	Caltrans	Mobility	2120	Non-CBO Partner	Current system induces stress.
6/21/2013	Caltrans	Mobility	2121	Non-CBO Partner	See some ambassadors go to SR centers or lower served communities to improve ridership.
6/21/2013	Caltrans	Mobility	2122	Non-CBO Partner	Late night transit would be better to return – create the drinking driver options.
6/21/2013	Caltrans	Mobility	2123	Non-CBO Partner	Make it competitive with driving time wise.
6/21/2013	Caltrans	Mobility	2124	Non-CBO Partner	SF, NY, DC, Chicago – great benefits of more frequency.
6/21/2013	Caltrans	Mobility	2125	Non-CBO Partner	Encourage business to subsidize transit for employees.
6/21/2013	Caltrans	Mobility	2126	Non-CBO Partner	School district and universities should chip in.
6/21/2013	Caltrans	Mobility	2127	Non-CBO Partner	Tourism industry is so car dependent – how do you get to the beach-increase choices for visitors.
6/21/2013	Caltrans	Mobility	2128	Non-CBO Partner	Complete streets model for main boulevards accommodating multiple modes of travel.

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6/21/2013	Caltrans	Mobility	2129	Non-CBO Partner	Truck turnouts for unloading trucks.
6/21/2013	Caltrans	Mobility	2130	Non-CBO Partner	Centralized hubs for transit and complete streets leading.
6/21/2013	Caltrans	Mobility	2131	Non-CBO Partner	Complete streets build in structure so it is integration.
6/21/2013	Caltrans	Mobility	2132	Non-CBO Partner	Information, choices, future will be walking, biking and transit trips.
6/21/2013	Caltrans	Mobility	2133	Non-CBO Partner	Lacking in policy but happy to see SRTT starts with walk or bike.
6/21/2013	Caltrans	Mobility	2134	Non-CBO Partner	Reform bikes on bus or trolley policies- 3 rack capacity needed.
6/21/2013	Caltrans	Mobility	2135	Non-CBO Partner	Reduce brick and mortar stores and use online shopping.
6/21/2013	Caltrans	Mobility	2136	Non-CBO Partner	Trucks restrictions – needs enforcement on areas that are currently prohibiting trucks and in planning efforts that will restrict trucks in the future.
6/21/2013	Caltrans	Mobility	2137	Non-CBO Partner	Sustainability is addressed by one delivery truck bringing more than one package.
6/21/2013	Caltrans	Mobility	2138	Non-CBO Partner	I-15 is a big corridor for and across the border.
6/21/2013	Caltrans	Mobility	2139	Non-CBO Partner	Overnight parking in the bike lanes or double parking in front of offices should be restricted.
6/21/2013	Caltrans	Mobility	2140	Non-CBO Partner	Need transit service to reach hard-to-access job centers (e.g. North County).
6/21/2013	Caltrans	Mobility	2141	Non-CBO Partner	Customer perspective important for mobility – example of disconnect: existing infrastructure for ticket booths but no ticket booths.
6/21/2013	Caltrans	Mobility	2142	Non-CBO Partner	Different types of transit better suited for different areas (e.g. higher density merits light rail project).
6/21/2013	Caltrans	Mobility	2143	Non-CBO Partner	Consider different needs and characteristics of various locations.
6/21/2013	Caltrans	Mobility	2144	Non-CBO Partner	In downtown walking is easy but in UC more difficult - don't have a car you don't matter.
6/21/2013	Caltrans	Mobility	2145	Non-CBO Partner	Consider community compatibility and connectivity –may be areas with some mass transit, but there may be transients or steep hill.
6/21/2013	Caltrans	Mobility	2146	Non-CBO Partner	Better inform public and users when transit changes are implemented; Small changes can have a huge impact on social service providers and their clients.
6/21/2013	Caltrans	Mobility	2147	Non-CBO Partner	Issue of first and last mile.
6/21/2013	Caltrans	Mobility	2148	Non-CBO Partner	Improve walk/bike/other connections between bus and rail and to/from destinations.
6/21/2013	Caltrans	Mobility	2149	Non-CBO Partner	As a regional planning agency – what control does SANDAG have over last mile?
6/21/2013	Caltrans	Mobility	2150	Non-CBO Partner	Getting bikes onto the buses – new platforms on Southern part of trolley a benefit.
6/21/2013	Caltrans	Mobility	2151	Non-CBO Partner	Rail more effective than bus and no social stigma.
6/21/2013	Caltrans	Mobility	2152	Non-CBO Partner	Suggest transit discount program or grant for agencies that are serving the needy.
6/21/2013	Caltrans	Mobility	2153	Non-CBO Partner	Need an efficient transit service to the airport; with mid coast planning to serve the airport, we need additional shuttle buses or service beyond the existing 992.
6/21/2013	Caltrans	Mobility	2154	Non-CBO Partner	Airport is planning a multimodal node part of their long range plan.
6/21/2013	Caltrans	Mobility	2155	Non-CBO Partner	Transit service in Chicago impressive –MTS should emulate this.
6/21/2013	Caltrans	Mobility	2156	Non-CBO Partner	Expand schedules for the Trolley and along the North Coast corridor – schedules too limiting and there are times when one cannot use transit.
6/21/2013	Caltrans	Mobility	2157	Non-CBO Partner	Night time transit service year round important.
6/21/2013	Caltrans	Mobility	2158	Non-CBO Partner	NCTD and MTS should be one agency.
6/21/2013	Caltrans	Mobility	2159	Non-CBO Partner	Transit should be “cheap” and “easy” – these two elements will get people out of their cars.
6/21/2013	Caltrans	Mobility	2160	Non-CBO Partner	Need to incentivize people to take transit.

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6/21/2013	Caltrans	Mobility	2161	Non-CBO Partner	Need to create a public transit system that is just as good as the car – then don't have to force people to use it
6/21/2013	Caltrans	Mobility	2162	Non-CBO Partner	I tried to avoid using my car, but it became too difficult (i.e. traffic to get to trolley station, 50 minutes on trolley – then walking to destination).
6/21/2013	Caltrans	Mobility	2163	Non-CBO Partner	We must change the formula and if it is acceptable it will convince a lot of people.
6/21/2013	Caltrans	Mobility	2164	Non-CBO Partner	Need transit to connect and be convenient.
6/21/2013	Caltrans	Mobility	2165	Non-CBO Partner	Cost is the main issue - it costs more to take the trolley than drive.
6/21/2013	Caltrans	Mobility	2166	Non-CBO Partner	Need to consider services, cost, and scheduling to create competitive public transit like in other large cities.
6/21/2013	Caltrans	Mobility	2167	Non-CBO Partner	Local bus service needs to be cheaper - monthly pass is 72 dollars – expensive for low income people.
6/21/2013	Caltrans	Mobility	2168	Non-CBO Partner	In East County, service frequency was cut even though the people stood up
6/21/2013	Caltrans	Mobility	2169	Non-CBO Partner	Issue with one or two people in wheelchair, various strollers, grocery carts, riders with special needs – they don't all fit on same bus, so some have to wait for the next one further impacting travel time.
6/21/2013	Caltrans	Mobility	2170	Non-CBO Partner	Because of a lack of weekend and nighttime service, some users forced to travel on weekday and have to fit around peak commute.
6/21/2013	Caltrans	Mobility	2171	Non-CBO Partner	SANDAG should not serve sprawling suburban areas; focus on transportation centers and link these.
6/21/2013	Caltrans	Mobility	2173	Non-CBO Partner	Point Loma pays their share of taxes and taking on new density (e.g. Liberty Station) so needs infrastructure to support that; majority of transportation funding being spent in newer communities with trolleys and HOV lanes etc.
6/21/2013	Caltrans	Mobility	2174	Non-CBO Partner	Older neighborhoods need their share of the funding to maintain the transportation system to support new higher densities.
6/21/2013	Caltrans	Mobility	2175	Non-CBO Partner	SANDAG can impact and direct growth through transportation investments.
6/21/2013	Caltrans	Mobility	2176	Non-CBO Partner	Smart growth program recognizes this – puts these principals into practice – encourage growth along these transportation corridors.
6/21/2013	Caltrans	Mobility	2177	Non-CBO Partner	Take a systematic approach to look at the whole county – but incentivize cities to build around mobility centers – those that have good stops – not to continue to sprawl out.
6/21/2013	Caltrans	Mobility	2178	Non-CBO Partner	Health aspects – need to plan think about goals and what we put on the ground and how it impacts our health.
6/21/2013	Caltrans	Mobility	2179	Non-CBO Partner	As the population ages, we need to make sure needs of aging population are met and planned for.
6/21/2013	Caltrans	Mobility	2180	Non-CBO Partner	Regional Plan should have “teeth;” should have punitive measures to effect change, rather than just incentivizing; the 18 cities and Port should be required to follow the Plan goals and principals.
6/21/2013	Caltrans	Mobility	2181	Non-CBO Partner	Google maps.
6/21/2013	Caltrans	Mobility	2182	Non-CBO Partner	Department of transportation traffic website.
6/21/2013	Caltrans	Mobility	2183	Non-CBO Partner	MTS Bus route scheduling.
6/21/2013	Caltrans	Mobility	2184	Non-CBO Partner	Bike maps.
6/21/2013	Caltrans	Mobility	2185	Non-CBO Partner	Consider people that do not have smart phones.
6/21/2013	Caltrans	Mobility	2186	Non-CBO Partner	Some seniors can use computers, while some dealing with language issues and need translation – struggle to get where they need to go – many don't have family to depend on and can only afford 18 dollar pass.
6/21/2013	Caltrans	Mobility	2187	Non-CBO Partner	Worry about the emphasis on solving problems without considering other ways to satisfy the needs. This emphasis has caused a lot of problems.
6/21/2013	Caltrans	Mobility	2188	Non-CBO Partner	If focus on “needs” can find different ways to get need met (e.g. one can use the internet to shop instead of having to drive there).

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6/21/2013	Caltrans	Mobility	2189	Non-CBO Partner	Focus on needs of low income – community garden has reduced my need to shop and make a lot of trips to different stores to find cheap groceries.
6/21/2013	Caltrans	Mobility	2190	Non-CBO Partner	Seniors could become part of a cooperative to get their food needs met
6/21/2013	Caltrans	Mobility	2191	Non-CBO Partner	Invest communities to make them as self-sufficient as possible.
6/21/2013	Caltrans	Mobility	2192	Non-CBO Partner	Instead of mobility focus on accessibility – might be access via walking or ordering on line – focus not on how fast you go – but on your access to transport.
6/21/2013	Caltrans	Mobility	2193	Non-CBO Partner	Mobility is the ability to go from point A to B and have choices to do it.
6/21/2013	Caltrans	Mobility	2194	Non-CBO Partner	Mobility is facilitating lanes for all modes and making them easy to use.
6/21/2013	Caltrans	Mobility	2195	Non-CBO Partner	Mobility key for economic growth – areas like Convoy trying to attract businesses, but it is hard to get there, that is economic detriment.
6/21/2013	Caltrans	Mobility	2196	Non-CBO Partner	Mobility is about more than just getting places faster... it is about how close our destinations are to us. Focus on proximity not speed.
6/21/2013	Caltrans	Mobility	2197	Non-CBO Partner	Need to consider all demographics (e.g. youth without licenses trying to get to beach as well as aging population of baby boomers).
6/21/2013	Caltrans	Mobility	2198	Non-CBO Partner	If you take care of the extremes – the younger and older, then the middle will take care of itself.
6/21/2013	Caltrans	Mobility	2199	Non-CBO Partner	Promote telecommuting – people could work from home and not use the roads - encourage businesses to telecommute 1-2 days per week.
6/21/2013	Caltrans	Mobility	2200	Non-CBO Partner	Influence demand by adjusting peak time schedules.
6/21/2013	Caltrans	Mobility	2201	Non-CBO Partner	We are stuck in the past, while there are technologies that can move us forward; GPS be voice activated; the government is not going to do the GPS programming – will be done in the private sector – automated fair recovery.
6/21/2013	Caltrans	Mobility	2202	Non-CBO Partner	Consider leaving the freeways congested – let the people sit in traffic and stew to encourage transit use.
6/21/2013	Caltrans	Mobility	2203	Non-CBO Partner	In order to achieve climate stability we can't have congestion, but need free flow – need 15% less VMT in 2025 than in 2005.
6/21/2013	Caltrans	Mobility	2204	Non-CBO Partner	We need additional strategies like parking policies.
6/21/2013	Caltrans	Mobility	2205	Non-CBO Partner	When add the congestion charges to push people away from freeway need to couple this with better access to rail stops and improved transit.
6/21/2013	Caltrans	Mobility	2206	Non-CBO Partner	Rather than make one mode worse make all better.
6/21/2013	Caltrans	Mobility	2207	Non-CBO Partner	Promote the other benefits of reduced auto use such as environmental benefits, improved quality of life, wildlife corridors.
6/21/2013	Caltrans	Mobility	2208	Non-CBO Partner	Education needed because there is time lag before people speak-up; With I-5 expansions, Del Mar and Solana Beach.
6/21/2013	Caltrans	Mobility	2209	Non-CBO Partner	Consider use of congestion pricing and comprehensive road use fee and pricing system.
6/21/2013	Caltrans	Mobility	2210	Non-CBO Partner	Environmentally sound and equitable road use fee pricing and payout.
6/21/2013	Caltrans	Mobility	2211	Non-CBO Partner	Use GPS and other technologies in order to create a fair we should go to this system and make sure that if you have to go to the airport for example – you should be able to pay a fee and get there.
6/21/2013	Caltrans	Mobility	2212	Non-CBO Partner	Congestion being used as a tool for the highway lobby to build more highway lanes.
6/21/2013	Caltrans	Mobility	2213	Non-CBO Partner	London example – control behaviors of society by pricing it – use parking on public streets – public space should not be given away.
6/21/2013	Caltrans	Mobility	2214	Non-CBO Partner	Clever way to moderate excessive growth.
6/21/2013	Caltrans	Mobility	2215	Non-CBO Partner	Be careful about increasing gap between who can and cannot use the highway – pricing puts restrictions on low income – reinforcing stigma that only low income people use public transit.

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6/21/2013	Caltrans	Mobility	2216	Non-CBO Partner	Scaling can be used and fees are small; if willing to pay price then free to choose.
6/21/2013	Caltrans	Mobility	2217	Non-CBO Partner	Sierra club sensitive to low income people -- it can be done -- we fund highways with gas tax -- currently all users pay same gas tax.
6/21/2013	Caltrans	Mobility	2218	Non-CBO Partner	Promote complete streets in communities- needs of urban bicycle riders -- safety infrastructure desperately needed in urban communities.
6/21/2013	Caltrans	Mobility	2219	Non-CBO Partner	Need to improve safety of bicyclists around on freeway ramps
6/21/2013	Caltrans	Mobility	2220	Non-CBO Partner	Need way to get from Point Loma to Mission Bay -- no feasible way to do that.
6/21/2013	Caltrans	Mobility	2221	Non-CBO Partner	Safe routes to school strategic plan -- funds should be invested and earmarked for this.
6/21/2013	Caltrans	Mobility	2222	Non-CBO Partner	Mobility does not exist without sidewalks -- has to be walkable - not perfect but walkable -- elderly friends.
6/21/2013	Caltrans	Mobility	2223	Non-CBO Partner	Education of drivers about bike -- what are their rights how many people being served.
6/21/2013	Caltrans	Mobility	2224	Non-CBO Partner	DMV could educate regarding rights of bikes and pedestrians in the drivers manual.
6/21/2013	Caltrans	Mobility	2225	Non-CBO Partner	Consider vacancy in manufacturing and identify opportunities for use of this space.
6/21/2013	Caltrans	Mobility	2226	Non-CBO Partner	Advocate more local consumption, especially with regard to the food system.
6/21/2013	Caltrans	Mobility	2227	Non-CBO Partner	San Diego is a consumer market more than a producer.
6/21/2013	Caltrans	Mobility	2228	Non-CBO Partner	Look at impacts of freight movement versus other modes -- do the needs of trucks conflict with the needs of bikes for example.
6/21/2013	Caltrans	Mobility	2229	Non-CBO Partner	A lot of the value shipped out by truck.
6/21/2013	Caltrans	Mobility	2230	Non-CBO Partner	Can we solve problems by having more good food providers or more hospitals or health centers within communities that need them?
6/21/2013	Caltrans	Mobility	2231	Non-CBO Partner	Great problem in low income communities -- there are not grocery stores -- no open space -- no movie theaters.
6/21/2013	Caltrans	Mobility	2232	Non-CBO Partner	Intense interest in packing more people into low income areas without giving us the infrastructure needed to support this.
6/21/2013	Caltrans	Mobility	2233	Non-CBO Partner	Smart growth is the process to get more and more poor people in low income hoods rather than putting them in mission hills.
6/21/2013	Caltrans	Mobility	2234	Non-CBO Partner	Focus on short distance mobility --adding amenities to the communities we have now.
6/21/2013	Caltrans	Mobility	2235	Non-CBO Partner	More focus on short trips also more focus on women and families and figure out how businesses can get involved -- bike friendly business districts in Long Beach.
6/21/2013	Caltrans	Mobility	2236	Non-CBO Partner	Also wanted to talk about health impacts -- external costs -- vulnerable pops -- elderly and children.
6/21/2013	Caltrans	Mobility	2237	Non-CBO Partner	UCLA studied a small segment of the pop in a policy brief: grandparents having to take responsibility for their grandchildren found that the monthly cost for an older couple with one grandchild is significant.
6/21/2013	Caltrans	Mobility	2238	Non-CBO Partner	If we plan for our children so we can plan for everyone.
6/21/2013	Caltrans	Mobility	2239	Non-CBO Partner	Make it economically viable to hold electronic meetings -- need to use electronics for shopping.
6/21/2013	Caltrans	Parking & Pricing	2240	Non-CBO Partner	Integrate parking with purposeful economic returns.
6/21/2013	Caltrans	Parking & Pricing	2241	Non-CBO Partner	Balance demand management strategies (congestion pricing) with alternative transportation modes (public transit, active transportation, etc.).
6/21/2013	Caltrans	Parking & Pricing	2242	Non-CBO Partner	Public transit should seamlessly connect to regional public transit rather connect via park'n'ride structures.

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6/21/2013	Caltrans	Parking & Pricing	2243	Non-CBO Partner	Consider charging for parking at the transit stations; return the funds to the transit riders via improvements in transit services, active transportation, etc.
6/21/2013	Caltrans	Parking & Pricing	2244	Non-CBO Partner	Make carsharing a more attractive option for transit users.
6/21/2013	Caltrans	Parking & Pricing	2245	Non-CBO Partner	Unbundle the cost of parking to bring down the development fees and highlight the true cost of parking.
6/21/2013	Caltrans	Parking & Pricing	2246	Non-CBO Partner	Create good connections where people can easily access their destinations; effective connections do not include parking lots.
6/21/2013	Caltrans	Parking & Pricing	2247	Non-CBO Partner	Create parking demand management strategies (variable parking rates, for example) for when people need to drive as a necessity.
6/21/2013	Caltrans	Parking & Pricing	2248	Non-CBO Partner	Have information on public transportation more readily available.
6/21/2013	Caltrans	Parking & Pricing	2249	Non-CBO Partner	Develop park-once strategies where people are encouraged to 'park once' during a day/trip.
6/21/2013	Caltrans	Parking & Pricing	2250	Non-CBO Partner	Make transit convenient, cost-effective, and reliable so that transit is competitive with driving.
6/21/2013	Caltrans	Parking & Pricing	2251	Non-CBO Partner	Consider a security officer on board transit to ensure public security.
6/21/2013	Caltrans	Parking & Pricing	2252	Non-CBO Partner	Better manage the existing parking; have better connectivity to transit so that it is a more viable option.
6/21/2013	Caltrans	Parking & Pricing	2253	Non-CBO Partner	At a city level, revise parking standards to reduce the minimum parking requirements.
6/21/2013	Caltrans	Parking & Pricing	2254	Non-CBO Partner	Create attractive surface parking lots that are well-integrated into the neighborhood's/city's urban fabric.
6/21/2013	Caltrans	Parking & Pricing	2255	Non-CBO Partner	Restructure the parking requirements to fit a more market-based model/strategy.
6/21/2013	Caltrans	Parking & Pricing	2256	Non-CBO Partner	Use metered parking in a manner that creates turnover of spaces in high demand (for shopping or dining purposes, for example) and allows longer term metered parking (for work/employment) further away.
6/21/2013	Caltrans	Parking & Pricing	2257	Non-CBO Partner	Use emerging technologies to connect the public with available parking (available parking spots/vacant lots, variably priced metered parking, etc.).
6/21/2013	Caltrans	Parking & Pricing	2258	Non-CBO Partner	Restructure the developer fees so that a portion of the monies collected are invested into emerging technologies associated with parking system management.
6/21/2013	Caltrans	Parking & Pricing	2259	Non-CBO Partner	Educate the public on the nexus between price (true cost) and parking management.
6/21/2013	Caltrans	Parking & Pricing	2260	Non-CBO Partner	Survey communities to better understand their specific needs, in order to create a more tailored solutions rather than a one-size-fits-all. Know your market, know your target.
6/21/2013	Caltrans	Parking & Pricing	2261	Non-CBO Partner	Generate revenues from parking to maintain the existing transit infrastructures.
6/21/2013	Caltrans	Parking & Pricing	2262	Non-CBO Partner	Encourage the City to re-invest monies from metered parking back into the community of which the metered parking exists. This strategy allows users and the community to see a value for the pricing strategy.
6/21/2013	Caltrans	Parking & Pricing	2263	Non-CBO Partner	Invest in safety and security infrastructure (lighting, 911 call boxes, etc.) that is conducive to enhancing the pedestrian/cyclist experience.
6/21/2013	Caltrans	Parking & Pricing	2264	Non-CBO Partner	Invest in lane management strategies (transit only lanes, bi-directional lanes, etc.) on both freeways and surface streets to help control the traffic flow.
6/21/2013	Caltrans	Parking & Pricing	2265	Non-CBO Partner	Consider congestion pricing as a systems management strategy so that individuals are paying the true cost of travel.
6/21/2013	Caltrans	Parking & Pricing	2266	Non-CBO Partner	Consider congestion parking strategies that are supported by the use of emerging technologies (smartphones).
6/21/2013	Caltrans	Parking & Pricing	2267	Non-CBO Partner	Consider using market-based solutions that balance "the need" versus "the want".

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6/21/2013	Caltrans	Parking & Pricing	2268	Non-CBO Partner	Use technology to monitor and gauge use of the freeway system.
6/21/2013	Caltrans	Parking & Pricing	2269	Non-CBO Partner	Create a well-rounded transportation system where we reduce our dependence on the automobile and introduce higher use and reliance on the transit system.
6/21/2013	Caltrans	Parking & Pricing	2270	Non-CBO Partner	Unbundle the cost of parking to create a disincentive to drive.
6/21/2013	Caltrans	Parking & Pricing	2271	Non-CBO Partner	Encourage variable pricing strategies at key destinations throughout the region.
6/21/2013	Caltrans	Parking & Pricing	2272	Non-CBO Partner	Invest in the technology to utilize congestion parking strategies that are based on the number of people carpooling and vanpooling.
6/21/2013	Caltrans	Parking & Pricing	2273	Non-CBO Partner	Educate the community on the value of taking transit (emotional, time-savings, etc.).
6/21/2013	Caltrans	Parking & Pricing	2274	Non-CBO Partner	Encourage parking maximums.
6/21/2013	Caltrans	Parking & Pricing	2275	Non-CBO Partner	Encourage monthly parking passes for on-street parking facilities.
6/21/2013	Caltrans	Parking & Pricing	2276	Non-CBO Partner	Consider parking management strategies that will consider all income levels.
6/21/2013	Caltrans	Parking & Pricing	2277	Non-CBO Partner	Consider shared parking strategies that balance the peak AM/PM use and off-peak uses.
6/21/2013	Caltrans	Parking & Pricing	2278	Non-CBO Partner	Invest in active transportation and transit with the revenues generated from parking/congestion management.
6/21/2013	Caltrans	Parking & Pricing	2279	Non-CBO Partner	Reinvent our transportation behaviors.
6/21/2013	Caltrans	Parking & Pricing	2280	Non-CBO Partner	Place the Trolley underground for more efficient, reliable and highly frequent service.
6/21/2013	Caltrans	Parking & Pricing	2281	Non-CBO Partner	Allocate the parking revenues to contribute to not only to the enhancement of the transit experience, but the walkability of the neighborhood. This strategy considers the first mile, last mile portion of one's commute.
6/21/2013	Caltrans	Parking & Pricing	2282	Non-CBO Partner	Consider the locals, business owners, and other taxpayers first when restructuring existing parking policies and developer requirements.
6/21/2013	Caltrans	Parking & Pricing	2283	Non-CBO Partner	Increasing pricing to discourage car use for rush hours on certain freeways
6/21/2013	Caltrans	Parking & Pricing	2284	Non-CBO Partner	Congestion pricing like London can't be applied to downtown San Diego because it is not the largest employment center, region's largest employment sector (tech) abandoned downtown
6/21/2013	Caltrans	Parking & Pricing	2285	Non-CBO Partner	"Equitable HOT" ensures toll revenue goes to low income communities - access to low carbon transportation choices
6/21/2013	Caltrans	Parking & Pricing	2286	Non-CBO Partner	Transportation needs to be more affordable, if you are unemployed or low-income it is difficult to pay for public transit
6/21/2013	Caltrans	Parking & Pricing	2287	Non-CBO Partner	"The highest fare recovery in America," means local transit services are unaffordable
6/21/2013	Caltrans	Parking & Pricing	2288	Non-CBO Partner	We must eliminate free parking in congested areas, people will drive 20 minutes to find free parking - the price to park is too low and induces more driving
6/21/2013	Caltrans	Parking & Pricing	2289	Non-CBO Partner	Price parking and use the revenue for transit and for first-mile/last -mile solutions
6/21/2013	Caltrans	Parking & Pricing	2290	Non-CBO Partner	Use demand-based pricing, pricing it right results in one space open in each block - business likes it because it increases turn-over and provides space for customers
6/21/2013	Caltrans	Parking & Pricing	2291	Non-CBO Partner	The whole system suffers, business suffers, shoppers suffer from free parking
6/21/2013	Caltrans	Parking & Pricing	2292	Non-CBO Partner	Inconsistency in parking pricing raises a problem, Del Mar vs. Coronado
6/21/2013	Caltrans	Parking & Pricing	2293	Non-CBO Partner	Parking funds should be used for education campaigns, and SANDAG can use the funds to try out parking management concepts -get a city to try a parking district, or a pricing zone as a pilot project

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6/21/2013	Caltrans	Parking & Pricing	2294	Non-CBO Partner	SANDAG should put requirements on Transnet funds, before widening the road, cities should have to look at pricing parking, TDM measures, congestion pricing
6/21/2013	Caltrans	Parking & Pricing	2295	Non-CBO Partner	Local agencies need to eliminate all parking minimums; parking maximums could address the overabundance of parking.
6/21/2013	Caltrans	Parking & Pricing	2296	Non-CBO Partner	On the private side we need to give carpools priority parking. Cities should require it
6/21/2013	Caltrans	Parking & Pricing	2297	Non-CBO Partner	Congestion pricing is very efficient, but it gives me pause that people that can afford to buy their way out of it, what about those that can't afford to buy their way out?
6/21/2013	Caltrans	Parking & Pricing	2298	Non-CBO Partner	It's a money making opportunity and our state needs money, our infrastructure needs money, we should do it; we should reinvest the revenue in public infrastructure, e.g. into bicycling
6/21/2013	Caltrans	Parking & Pricing	2299	Non-CBO Partner	SANDAG has loose policies, with no enforcement. SANDAG should use the power of the purse, e.g. use the smart growth incentive program funds for TDM education. Incentives work, so we should withhold funds for those agencies that don't go along.
6/21/2013	Caltrans	Parking & Pricing	2300	Non-CBO Partner	There is insufficient parking to use to get on the trolley
6/21/2013	Caltrans	Parking & Pricing	2301	Non-CBO Partner	Parking meter money goes back into the neighborhoods - use funds for other uses, like bike and walk and lock box it
6/21/2013	Caltrans	Parking & Pricing	2302	Non-CBO Partner	Minimum parking spaces standards are impacting redevelopment, constraining, reducing flexibility in development, and hindering incremental development – we get stuck with huge developments with underground parking. These requirements are killing small projects
6/21/2013	Caltrans	Parking & Pricing	2303	Non-CBO Partner	Parking maximums are powerful
6/21/2013	Caltrans	Parking & Pricing	2304	Non-CBO Partner	We need public education to get rid of parking minimums, as people feel there is insufficient parking, or they construe it as social engineering
6/21/2013	Caltrans	Parking & Pricing	2305	Non-CBO Partner	With the bad economy people have doubled up in residential units, leading to increasing the demand in suburban parking; if we allow secondary units this problem will get worse
6/21/2013	Caltrans	Parking & Pricing	2306	Non-CBO Partner	We must make improvements to public transit, and make transit bike-friendly before changing the parking requirements
6/21/2013	Caltrans	Parking & Pricing	2307	Non-CBO Partner	Put in smart parking meters, one per block, to manage mixed use commercial areas
6/21/2013	Caltrans	Parking & Pricing	2308	Non-CBO Partner	Unbundling the pricing for parking from development
6/21/2013	Caltrans	Parking & Pricing	2309	Non-CBO Partner	Carsharing services eliminate the need for a second car; the revenue from carsharing should go to transit agencies.
6/21/2013	Caltrans	Parking & Pricing	2310	Non-CBO Partner	Underutilized curbs and roadway dead space could be used for motorcycle parking
6/21/2013	Caltrans	Parking & Pricing	2311	Non-CBO Partner	We are lacking equity by not investing in multimodal transportation. We need a regional plan that aligns with each community – not fulfilling the promise of the plans lead to inequity.
6/21/2013	Caltrans	Parking & Pricing	2312	Non-CBO Partner	For most people they won't change their driving habits as long as there is a time-savings for driving. Tolling the road might lead to more carpooling on the weekend, but for the daily commute, it might not be enough to get people to not pay to get out of it.
6/21/2013	Caltrans	Parking & Pricing	2313	Non-CBO Partner	Revenue should be used for public transportation by reducing transit fares, provide free fare for fixed income users, or for promoting teleworking, though low income population probably aren't going to have a telework compatible job

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6/21/2013	Caltrans	Parking & Pricing	2314	Non-CBO Partner	Tolling incentivizes people to make fewer trips; but we must be cautious, tolling is an issue for low income and particularly a problem for the food insecure population, such as seniors, which cannot afford tolling at all
6/21/2013	Caltrans	Parking & Pricing	2315	Non-CBO Partner	Companies should be incentivized to reduce employee parking and to subsidize transit passes.
6/21/2013	Caltrans	Parking & Pricing	2316	Non-CBO Partner	If people had to pay \$20 for parking, they likely would take public transportation
6/21/2013	Caltrans	Parking & Pricing	2317	Non-CBO Partner	We can't hold events at our downtown senior center because people can't afford the cost of parking
6/21/2013	Caltrans	Parking & Pricing	2318	Non-CBO Partner	Jurisdictions should reduce parking to enable more affordable housing.
6/21/2013	Caltrans	Parking & Pricing	2319	Non-CBO Partner	Look at Cedar Gateway affordable housing project, the parking is empty; local requirements required the developer to build the parking, and no one uses it.
6/21/2013	Caltrans	Parking & Pricing	2320	Non-CBO Partner	For people to get out of affordable housing at some point they'll need a car, or access to a car to access jobs.
6/21/2013	Caltrans	Parking & Pricing	2321	Non-CBO Partner	Provide a business with free parking in exchange for teleworking employees, one-for-one
6/21/2013	Caltrans	Parking & Pricing	2322	Non-CBO Partner	A local fitness center is being required to provide 350 parking spaces, they'll never need that much space; as a result the parking lot is becoming larger, its making walking distances too long
6/21/2013	Caltrans	Parking & Pricing	2323	Non-CBO Partner	SANDAG should show cities best practice models and partner with them to do it, e.g. use the pay-by-phone parking option, someone has to be the first to do it
6/21/2013	Caltrans	Parking & Pricing	2324	Non-CBO Partner	There is a lack of ADA accessible parking at transit stations and seniors can't find parking - making transit an unrealistic option; as the population ages this issue will grow and as the rate of obesity rising, there will be a tripling of handicap parking demand.
6/21/2013	Caltrans	Land Use Scenarios	2325	Non-CBO Partner	The scenarios presented at the workshops are overly simplistic and incomplete – they don't provide information on constraints such as steep slopes and undevelopable areas.
6/21/2013	Caltrans	Land Use Scenarios	2326	Non-CBO Partner	Urban areas that become too dense, such as proposed in Scenario C, lose the visibility of nature. We need to give more priority to protecting our urban open space, recreation, and habitat areas.
6/21/2013	Caltrans	Land Use Scenarios	2327	Non-CBO Partner	The "Gen Y" generation likes urban settings, but eventually, they grow up and want single-family homes, so we need to preserve our suburban areas.
6/21/2013	Caltrans	Land Use Scenarios	2328	Non-CBO Partner	The protected habitat areas under the smart growth areas on the Smart Growth Concept Map are not shown. The urban undeveloped areas are the most valuable areas because you can't recreate those areas. We need to protect our habitat and preservation areas.
6/21/2013	Caltrans	Land Use Scenarios	2329	Non-CBO Partner	We should expand Scenario C to include Chula Vista and the border area. The scenarios look like they end at the border, but we need to reflect that we live in a mega-region. We should include the area south of the border for affordable housing opportunities. The growth patterns in the San Diego/Tijuana region should be much more integrated.
6/21/2013	Caltrans	Land Use Scenarios	2330	Non-CBO Partner	The difficulty with density is that SANDAG doesn't want to provide schools in urban areas.
6/21/2013	Caltrans	Land Use Scenarios	2331	Non-CBO Partner	An infill study conducted by the Cleveland National Forest Foundation showed that the region has sufficient capacity out to 2035 without changing zoning.
6/21/2013	Caltrans	Land Use Scenarios	2332	Non-CBO Partner	SANDAG should explore the impacts on the economy, health, environment, and quality of life of each scenario.

Date	Location	Table_Topic	Comment_ID	CBO Partner	Comments
6/21/2013	Caltrans	Land Use Scenarios	2333	Non-CBO Partner	The region should implement urban growth boundaries instead of just preserving pockets of habitat areas to “mitigate” for the negative effects of development. Mitigation is a bad word. Develop a scenario with an urban growth boundary.
6/21/2013	Caltrans	Land Use Scenarios	2334	Non-CBO Partner	The sprawl patterns of Scenario A will not improve the region’s quality of life, and will negatively impact the region’s health, economy, and environment.
6/21/2013	Caltrans	Land Use Scenarios	2335	Non-CBO Partner	Scenario A is not viable from an energy or water perspective, and does not support the aging of the population. How many more cancer deaths do we need to see from air pollution generated from car trips before we change our land use patterns?
6/21/2013	Caltrans	Land Use Scenarios	2336	Non-CBO Partner	We need to reallocate the TransNet formula allocations.
6/21/2013	Caltrans	Land Use Scenarios	2337	Non-CBO Partner	The scenarios seem overly simplistic. Scenario A’s second units would destroy the character/fabric of existing communities, and Scenario C’s urban density concept is completely unrealistic.
6/21/2013	Caltrans	Land Use Scenarios	2338	Non-CBO Partner	We need a scenario in between Scenarios B and C.
6/21/2013	Caltrans	Land Use Scenarios	2339	Non-CBO Partner	We need finer grain details in Scenario B.
6/21/2013	Caltrans	Land Use Scenarios	2340	Non-CBO Partner	The individual scenarios are not realistic and present a false choice – a real scenario will have bits and pieces of each scenario with second units in some places and some level of growth in the urban core.
6/21/2013	Caltrans	Land Use Scenarios	2341	Non-CBO Partner	Scenario B is the most realistic scenario. Smart growth is the way to go. It helps with transportation choices, transportation costs, and health benefits.
6/21/2013	Caltrans	Land Use Scenarios	2342	Non-CBO Partner	We need to establish another scenario with greater levels of jobs/housing balance so people can live near where they work. For example, in Sorrento Valley, there is a lot of employment but we need more housing there to provide a better balance.
6/21/2013	Caltrans	Land Use Scenarios	2343	Non-CBO Partner	A new scenario between Scenarios B and C should be added that includes second units close to the transit oriented development areas.
6/21/2013	Caltrans	Land Use Scenarios	2344	Non-CBO Partner	There is a big gap on the “Engines of Economic Growth” poster where it leaves out the green / sustainability industry. For example, the military is incorporating renewable energy. Green jobs need to be shown on the poster.
6/21/2013	Caltrans	Land Use Scenarios	2345	Non-CBO Partner	Scenario A is unrealistic because we could never get all the granny flats past the state’s parking regulations.
6/21/2013	Caltrans	Land Use Scenarios	2346	Non-CBO Partner	Scenario B should include the redevelopment of the region’s commercial areas and development of shopping malls near transit hubs.
6/21/2013	Caltrans	Land Use Scenarios	2347	Non-CBO Partner	Scenario B’s focus on the TOD approach should incentivize cities and communities to put real housing in the TOD areas. For example, the transformation of the Westfield UTC mall to add transit is great, but the addition of affordable housing is only a façade.
6/21/2013	Caltrans	Land Use Scenarios	2348	Non-CBO Partner	The scenarios should address jobs/housing fit and try to do a better job of matching income levels with housing choices to address the range of types of income levels in a job place (i.e. high-paying jobs versus service workers working in high-tech buildings). SANDAG’s modeling process should look at the implications of jobs/housing fit.
6/21/2013	Caltrans	Land Use Scenarios	2349	Non-CBO Partner	We should create more affordable housing near Sorrento Valley. For example, where do the warehouse and delivery people that serve areas like Sorrento Valley live?
6/21/2013	Caltrans	Land Use Scenarios	2350	Non-CBO Partner	Scenario B should be modified to acknowledge and better integrate the major employment clusters.
6/21/2013	Caltrans	Land Use Scenarios	2351	Non-CBO Partner	Scenario C is impractical. The degree of density proposed in Scenario C would result in housing affordability implications.

Date	Location	Table_Topic	Comment_ID	CBO Partner	Comments
6/21/2013	Caltrans	Land Use Scenarios	2352	Non-CBO Partner	We should test Scenario C, but that community has already taken a lot of density. Scenario B is more practical.
6/21/2013	Caltrans	Land Use Scenarios	2353	Non-CBO Partner	The San Diego region is following a lot of international trends with rich immigrant populations and more intergenerational living situations. The region should consider single family and multi-generational living patterns.
6/21/2013	Caltrans	Land Use Scenarios	2354	Non-CBO Partner	In Downtown San Diego, the IDEA district is being promoted, but when those young people have kids, they will want schools for their kids, and the schools are located in less dense places. Therefore the younger populations living in urban areas will move to less dense areas as their lifestyles change.
6/21/2013	Caltrans	Land Use Scenarios	2355	Non-CBO Partner	Carmel Valley may be denser than Downtown San Diego. If that's the case, we should test Scenario C, because our notions of density may not be on point. In addition, we should expand public transit in Carmel Valley and Sorrento Valley.
6/21/2013	Caltrans	Land Use Scenarios	2356	Non-CBO Partner	The problem with SANDAG's last Regional Transportation Plan was that we didn't know the market feasibility of the projected growth. For example, downtown El Cajon was projected to have very large increases in density, but the downtown merchants killed the planning effort and developers stated that the area is not ripe for high-density mixed use development. There was no market feasibility analysis. In looking at smart growth areas and alternative land use scenarios, SANDAG should conduct a market feasibility analysis and make sure that jobs/housing fit needs respond to the market.
6/21/2013	Caltrans	Land Use Scenarios	2357	Non-CBO Partner	Green technology is bringing more people to San Diego.
6/21/2013	Caltrans	Land Use Scenarios	2358	Non-CBO Partner	Growth is driven more by transportation infrastructure than by zoning. Transportation comes first.
6/21/2013	Caltrans	Land Use Scenarios	2359	Non-CBO Partner	We need to do more than just draw the scenarios on the map – we need to increase implementation tools and transportation funds as incentives for local jurisdictions to implement transit oriented development and smart growth.
6/21/2013	Caltrans	Land Use Scenarios	2360	Non-CBO Partner	Since SANDAG has no land use authority, SANDAG needs to use transportation funds to a greater degree to incentive TOD.
6/21/2013	Caltrans	Land Use Scenarios	2361	Non-CBO Partner	Downtown San Diego is housing rich, but jobs poor. We need to establish Downtown as a major employment center again.
6/21/2013	Caltrans	Land Use Scenarios	2362	Non-CBO Partner	Scenario B is a good scenario, but it is important to provide affordable housing options in the TOD areas before the transit is built so that the low income populations can afford it.
6/21/2013	Caltrans	Land Use Scenarios	2363	Non-CBO Partner	Think about schools, too, and how to get schools in the TOD areas.
6/21/2013	Caltrans	Land Use Scenarios	2364	Non-CBO Partner	Has SANDAG conducted business surveys – what criteria do businesses want when they are going to establish their business in a particular location? There are reasons why jobs are projected where they are.
6/21/2013	Caltrans	Land Use Scenarios	2365	Non-CBO Partner	Anticipate farming in future jobs. Farming should be added to the employment poster.
6/21/2013	Caltrans	Land Use Scenarios	2366	Non-CBO Partner	Support Scenario B.
6/21/2013	Caltrans	Land Use Scenarios	2367	Non-CBO Partner	Scenario C is unrealistic because the infrastructure could not support the high intensities proposed in this alternative.
6/21/2013	Caltrans	Land Use Scenarios	2368	Non-CBO Partner	There is resistance in some neighborhoods (such as Missions Hills) to higher densities. How would you overcome this resistance to implement Scenario C?
6/21/2013	Caltrans	Land Use Scenarios	2369	Non-CBO Partner	Current trends don't match with Scenario C since major employment is currently locating in Sorrento Valley.

Date	Location	Table_Topic	Comment_ID	CBO Partner	Comments
6/21/2013	Caltrans	Land Use Scenarios	2370	Non-CBO Partner	Topographic land constraints should be mapped; many slopes are uninhabitable for human development. River valleys, steep slopes - these areas are not suitable for human development.
6/21/2013	Caltrans	Land Use Scenarios	2371	Non-CBO Partner	Scenario A would result in least likely use of transit.
6/21/2013	Caltrans	Land Use Scenarios	2372	Non-CBO Partner	Sea level rise (up to six feet in some coastal areas) will affect how communities are built in 2050 and 2100. Scenario B may be the most likely scenario, but may not be buildable due to sea level rise near Mission Bay, Pacific Beach, and other coastal areas.
6/21/2013	Caltrans	Land Use Scenarios	2373	Non-CBO Partner	We should create a new scenario, Scenario D that would depend upon what kind of climate adaptation strategies we pursue – hard protection versus letting our existing developed areas erode away. We will have to re-think our solutions to save our communities and the economy. Mission Bay, the airport, the Convention Center, and our beach communities may all be underwater, which would mean our long term future growth would need to be focused further inland.
6/21/2013	Caltrans	Land Use Scenarios	2374	Non-CBO Partner	Scenario A is not financially feasible. Are Scenarios B and C financially feasible?
6/21/2013	Caltrans	Land Use Scenarios	2375	Non-CBO Partner	We should develop another scenario with several cores – South Bay, North County, and East County, all connected by train.
6/21/2013	Caltrans	Land Use Scenarios	2376	Non-CBO Partner	Don't focus a core in East County because of the higher occurrence of fires in East County.
6/21/2013	Caltrans	Land Use Scenarios	2377	Non-CBO Partner	Different communities should play different roles in the region's development. We should reward cities and metropolitan areas for accommodating growth, and areas such as Jamul and Santee for preserving open space.
6/21/2013	Caltrans	Land Use Scenarios	2378	Non-CBO Partner	More jobs should be placed sub-regionally near housing.
6/21/2013	Caltrans	Land Use Scenarios	2379	Non-CBO Partner	We should re-name Scenario B to the "Live Closer, Drive Less" scenario.
6/21/2013	Caltrans	Land Use Scenarios	2380	Non-CBO Partner	We should create another scenario where we move employment closer to employment "deserts" and housing closer to housing "deserts." For example, more people live than work in Downtown San Diego, so we should add jobs to Downtown. It's expensive to drive to jobs that are far away. We need more transit subregionally. We have a higher quality of life when we spend less time in our cars.
6/21/2013	Caltrans	Land Use Scenarios	2381	Non-CBO Partner	Concerned that we are having this discussion without regional goals in mind. How do we measure the scenarios in terms of getting us closer to our regional goals of economic prosperity, social equity, housing, etc.?
6/21/2013	Caltrans	Land Use Scenarios	2382	Non-CBO Partner	A study by UC Berkeley was published recently about whether the "T" in TOD is necessary to create better communities and better mobility. We should consider placing just as much emphasis on creating more walkable and bikeable communities than TOD communities so we do not have to invest in so much public transit.
6/21/2013	Caltrans	Land Use Scenarios	2383	Non-CBO Partner	How do our high tech clusters relate to our demographic trends (young people wanting to live in urban areas but having to travel to low-density job areas (for example, people living in Uptown and working in Sorrento Valley)? For example, per the City's codes, a company like Google would not be able to locate in an urban area such as Uptown. These types of huge corporations, which are good for the economy, build isolated office buildings that wall themselves off from communities. We need to move away from that and promote communities that encourage live-work balance and more sustainable commutes.

Date	Location	Table_Topic	Comment_ID	CBO Partner	Comments
6/21/2013	Caltrans	Land Use Scenarios	2384	Non-CBO Partner	How would you achieve the Dense Core scenario? There are single family bungalow neighborhoods in downtown. Would concentrating future development along the corridors and nodes in this area give you the numbers that you need?
6/21/2013	Caltrans	Land Use Scenarios	2385	Non-CBO Partner	TOD scenario is more realistic than the other two.
6/21/2013	Caltrans	Land Use Scenarios	2386	Non-CBO Partner	TOD scenario is more reflective of where job centers are throughout the region.
6/21/2013	Caltrans	Land Use Scenarios	2387	Non-CBO Partner	TOD scenario- it is important that density allowances near transit be high enough to accommodate the region's future growth; also important affordable housing be a component of that development; individuals in affordable housing are less likely to have cars and likely to rely on transit, providing the critical mass of ridership needed to operate the network.
6/21/2013	Caltrans	Land Use Scenarios	2388	Non-CBO Partner	Maybe the TOD scenario can have components of the dense core scenario (such as higher densities in the Mission Valley & National City areas).
6/21/2013	Caltrans	Land Use Scenarios	2389	Non-CBO Partner	We're not going to get away from a dispersed model if people don't have good transportation options; the transportation from North County to downtown is horrible takes easily 3 hours by transit.
6/21/2013	Caltrans	Land Use Scenarios	2390	Non-CBO Partner	Growth forecast: Residential and employment densities in North County are interesting. While job densities are more concentrated in the 2050 Growth Forecast residential densities are not.
6/21/2013	Caltrans	Land Use Scenarios	2391	Non-CBO Partner	Military plays a critical role in our region.
6/21/2013	Caltrans	Land Use Scenarios	2392	Non-CBO Partner	We want to keep the military as an important employer. The military is influenced by local polices Example of the El Toro Base closure in Orange County – competing land uses around the base led to its closure.
6/21/2013	Caltrans	Land Use Scenarios	2393	Non-CBO Partner	Military should be able to live close to work and bike; National City would be a great corridor to commute by bike.
6/21/2013	Caltrans	Land Use Scenarios	2394	Non-CBO Partner	Entertainment and Tourism is also a big industry that employs workers with lower salaries (about \$20k per year); allowing workers to live in affordable housing close to jobs and transit will reduce GHG and benefit the region.
6/21/2013	Caltrans	Land Use Scenarios	2395	Non-CBO Partner	Smart Growth funding is minimal - increasing it would be good.
6/21/2013	Caltrans	Land Use Scenarios	2396	Non-CBO Partner	Important to serve coastal areas by transit.
6/21/2013	Caltrans	Land Use Scenarios	2397	Non-CBO Partner	(Port of San Diego) land use compatibility for coastal areas is complex; reality of competing waterfront industries and maritime, residential, and environmental uses.
6/21/2013	Caltrans	Land Use Scenarios	2398	Non-CBO Partner	Its one process to identify higher intensity uses on a map, but it's another process to actually build and permit (especially by the coast).
6/21/2013	Caltrans	Land Use Scenarios	2399	Non-CBO Partner	Encouraging multi-unit housing is good, but don't know if SANDAG has control over where housing goes.
6/21/2013	Caltrans	Land Use Scenarios	2400	Non-CBO Partner	SANDAG may not have power over land uses, but can plan on the state increasing land use authority in the future.
6/21/2013	Caltrans	Land Use Scenarios	2401	Non-CBO Partner	Bikes are efficient and a highly desirable mode of transportation if you can provide the network, housing, and jobs in coordinated way.
6/21/2013	Caltrans	Land Use Scenarios	2402	Non-CBO Partner	Question about the Dense Core scenario is this focused primarily on residential densification? Would people be commuting out of the Trolley Ring for work?
6/21/2013	Caltrans	Land Use Scenarios	2403	Non-CBO Partner	Last RTP - state law - SB375 requirement - SANDAG produced plan with reductions in GHG in 2020 & 2035, but in 2050 achievements were lost, resulting in "backsliding" of GHG emissions (SANDAG attributed this to land use) - agreement by BOD to address land use through this scenario exercise, but from the scenarios on display today, none of these look at reducing GHG by reducing commute times.

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6/21/2013	Caltrans	Land Use Scenarios	2404	Non-CBO Partner	Scenarios A & C are too extreme; Scenario B (TOD) gets there but needs to be better linked to the 40 years of future employment growth and needs coordination with local jurisdictions to implement desired densities.
6/21/2013	Caltrans	Land Use Scenarios	2405	Non-CBO Partner	In regard to Scenario A, it's not clear how a Dispersed scenario would achieve GHG reductions.
6/21/2013	Caltrans	Land Use Scenarios	2406	Non-CBO Partner	Scenario A increases reliability on the automobile and doesn't get to where we want to go.
6/21/2013	Caltrans	Land Use Scenarios	2407	Non-CBO Partner	Scenario C is the opposite extreme of Scenario A.
6/21/2013	Caltrans	Land Use Scenarios	2408	Non-CBO Partner	Dense Core scenario doesn't seem sensitive to commute patterns and wouldn't reduce GHG either.
6/21/2013	Caltrans	Land Use Scenarios	2409	Non-CBO Partner	This scenario removes access to currently sited economic drivers (high-tech biotech at UCSD; military at Camp Pendleton).
6/21/2013	Caltrans	Land Use Scenarios	2410	Non-CBO Partner	Scenarios A & C aren't realistic – maybe shouldn't collect input on these two scenarios because they are too far outliers.
6/21/2013	Caltrans	Land Use Scenarios	2411	Non-CBO Partner	Consider economic/feasibility component in scenarios – we won't realize scenarios A, B, or C if markets and financial feasibility are not considered.
6/21/2013	Caltrans	Land Use Scenarios	2412	Non-CBO Partner	Consider housing costs in scenarios – Scenario C seems like it would have the highest cost housing (not sure who would be able to afford to live there); Scenario A seems like it would be the lowest cost housing but not return the desired GHG reductions.
6/21/2013	Caltrans	Land Use Scenarios	2413	Non-CBO Partner	Need to make sure that communities have access to public transit/affordable housing.
6/21/2013	Caltrans	Land Use Scenarios	2414	Non-CBO Partner	Should also be thinking of quality of life issues and transit access to parks, healthcare, education, family resource centers, clinics, childcare, and other community resources/social service facilities?
6/21/2013	Caltrans	Land Use Scenarios	2415	Non-CBO Partner	SBA: Special Use Centers capture this to some extent (hospitals and universities)
6/21/2013	Caltrans	Land Use Scenarios	2416	Non-CBO Partner	How do schools also fit into scenarios? Need to make sure we have walkability, complete sidewalks, and good transportation around schools.
6/21/2013	Caltrans	Land Use Scenarios	2417	Non-CBO Partner	Consider property taxes and education in the scenarios - spreading out growth would help fund more schools v. concentrating in one area.
6/21/2013	Caltrans	Land Use Scenarios	2418	Non-CBO Partner	Mexicali and Tecate are both major employment areas that are not reflected in any of the scenarios.
6/21/2013	Caltrans	Land Use Scenarios	2419	Non-CBO Partner	Let's look at where people already are; example of trolley in Santee, which goes to nowhere and connects to no destinations; the region needs to choose to invest in better station locations.
6/21/2013	Caltrans	Land Use Scenarios	2420	Non-CBO Partner	Land use jobs-housing balance is the wrong way to go – telecommuting, co-work spaces, etc. are becoming more popular and need to get out of 50s mindset; let's focus on where people want to go (parks, beach, etc.); can still look at jobs that require people to physically go places (like manufacturing/maquiladoras).
6/21/2013	Caltrans	Land Use Scenarios	2421	Non-CBO Partner	Also with the new economy, people transition between jobs more frequently than before; can't always live by jobs either.
6/21/2013	Caltrans	Land Use Scenarios	2422	Non-CBO Partner	Focus of jobs-housing balance is off; need to identify a list of where people want to be and serve those areas by transit; people want certain things by where they live, not where they work.
6/21/2013	Caltrans	Land Use Scenarios	2423	Non-CBO Partner	Keep in mind that people who use transit also need to make day to day trips to doctor's offices, etc. and not just "people places".
6/21/2013	Caltrans	Land Use Scenarios	2424	Non-CBO Partner	Consider student access to and from universities; should be walkable and in an urban setting; UCSD/UTC – doesn't make sense for students.

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6/21/2013	Caltrans	Land Use Scenarios	2425	Non-CBO Partner	Current zoning separates jobs and housing, ex: Mira Mesa (housing) and Sorrento Valley (jobs) totally separated; paradigm needs to change to accomplish mixed uses.
6/21/2013	Caltrans	Land Use Scenarios	2426	Non-CBO Partner	Scenario B seems to accomplish the most mixed use.
6/21/2013	Caltrans	Land Use Scenarios	2427	Non-CBO Partner	To accomplish mixed uses with Scenario A, maybe accessory units could be offices.
6/21/2013	Caltrans	Land Use Scenarios	2428	Non-CBO Partner	There is a trend that more poverty is locating in suburban areas - need to address before it bottoms out.
6/21/2013	Caltrans	Land Use Scenarios	2429	Non-CBO Partner	Need to address structural financing issues for urban area schools.
6/21/2013	Caltrans	Active Transportation	2430	Non-CBO Partner	Bike-share without safe infrastructure is setting it up for failure.
6/21/2013	Caltrans	Active Transportation	2431	Non-CBO Partner	Biking in downtown is dangerous and should be addressed.
6/21/2013	Caltrans	Active Transportation	2432	Non-CBO Partner	Green lanes are used to make lanes more visible but I'm not sure how effective they are.
6/21/2013	Caltrans	Active Transportation	2433	Non-CBO Partner	The first 'new idea' is really important. SANDAG has historically, but shouldn't exclude the other critical trips. That language needs to be clearer. That distinction is very important. SANDAG shouldn't just focus on the work trip.
6/21/2013	Caltrans	Active Transportation	2434	Non-CBO Partner	Safe Routes to Transit is a key goal. Hopefully this goal will have teeth.
6/21/2013	Caltrans	Active Transportation	2435	Non-CBO Partner	'Active transportation' the phrase isn't meaningful. 'Walking and biking' resonates more with the community.
6/21/2013	Caltrans	Active Transportation	2436	Non-CBO Partner	SANDAG is doing an admirable job at trying to connect with communities but needs to do a better job.
6/21/2013	Caltrans	Active Transportation	2437	Non-CBO Partner	SANDAG's efforts to reach-out and invite participation from groups that traditionally are not engaged in the process are appreciated and beneficial.
6/21/2013	Caltrans	Active Transportation	2438	Non-CBO Partner	Broadened the goal to include skateboarding, scooters, etc. -- broaden it to include these modes that people are already using.
6/21/2013	Caltrans	Active Transportation	2439	Non-CBO Partner	We need to address where skateboarders are legally able to ride. Address policies that prohibit skating for transportation.
6/21/2013	Caltrans	Active Transportation	2440	Non-CBO Partner	Pedestrians include people using mobility devices and should be considered.
6/21/2013	Caltrans	Active Transportation	2441	Non-CBO Partner	If walking and biking were more valued by the people, then we would have separated bicycle infrastructure on major corridors
6/21/2013	Caltrans	Active Transportation	2442	Non-CBO Partner	We need to market the economic benefits to businesses to garner support for good bicycle infrastructure, like separated bike lanes.
6/21/2013	Caltrans	Active Transportation	2443	Non-CBO Partner	Safe Routes to Transit component should have its own independent funding source and shouldn't have to compete for active transportation funding already established.
6/21/2013	Caltrans	Active Transportation	2444	Non-CBO Partner	CALTRANS has to start maintaining bike facilities within their own right-of-way.
6/21/2013	Caltrans	Active Transportation	2445	Non-CBO Partner	'Active transportation' the phrase isn't intuitive.
6/21/2013	Caltrans	Active Transportation	2446	Non-CBO Partner	Active transportation encompasses more than just walking and biking. Essentially anything that doesn't have to do with traveling by car.
6/21/2013	Caltrans	Active Transportation	2447	Non-CBO Partner	Biking downtown is dangerous but walking and taking transit is convenient. We choose to live downtown for this reason.
6/21/2013	Caltrans	Active Transportation	2448	Non-CBO Partner	Younger generations want to live in communities where they can walk and bike. We need to plan accordingly.
6/21/2013	Caltrans	Active Transportation	2449	Non-CBO Partner	Need to consider personal safety, in addition to traffic safety.
6/21/2013	Caltrans	Active Transportation	2450	Non-CBO Partner	Separated bike facilities are needed. Bike lanes are not sufficient.
6/21/2013	Caltrans	Active Transportation	2451	Non-CBO Partner	Maintenance of streets is needed to make biking for attractive and safer.
6/21/2013	Caltrans	Active Transportation	2452	Non-CBO Partner	Education and awareness are needed. Should be comprehensive – target all users.

Date	Location	Table_Topic	Comment_ID	CBO Partner	Comments
6/21/2013	Caltrans	Active Transportation	2453	Non-CBO Partner	Better navigation tools are needed.
6/21/2013	Caltrans	Active Transportation	2454	Non-CBO Partner	Educating motorists about sharing the road and rules of the road would be very beneficial.
6/21/2013	Caltrans	Active Transportation	2455	Non-CBO Partner	Facilitate change at a policy level to make a real impact on increasing biking
6/21/2013	Caltrans	Active Transportation	2456	Non-CBO Partner	Improve systems for carrying bicycles on transit vehicles
6/21/2013	Caltrans	Active Transportation	2457	Non-CBO Partner	Hills are one of the biggest challenges for getting people to bike.
6/21/2013	Caltrans	Active Transportation	2458	Non-CBO Partner	Educating motorists and making it safer is one of the biggest challenges.
6/21/2013	Caltrans	Active Transportation	2459	Non-CBO Partner	Bicyclists must be educated as well to follow laws.
6/21/2013	Caltrans	Active Transportation	2460	Non-CBO Partner	Infrastructure, funding is really the most critical piece. Cities need to collaborate with SANDAG to get infrastructure built. This will truly increase ridership – safe, separate facilities. Need to reallocate funding toward bicycle infrastructure.
6/21/2013	Caltrans	Active Transportation	2461	Non-CBO Partner	Getting schools on-board to encourage walking and biking is key to getting kids walking and biking to school. Need to develop strategies to get schools on-board.
6/21/2013	Caltrans	Active Transportation	2462	Non-CBO Partner	Education classes and bike parking would encourage walking and biking to school.
6/21/2013	Caltrans	Active Transportation	2463	Non-CBO Partner	Biking at night. Poor lighting is a barrier to biking to transit.
6/21/2013	Caltrans	Active Transportation	2464	Non-CBO Partner	Wayfinding signage to direct users to transit stops would encourage people to bike.
6/21/2013	Caltrans	Active Transportation	2465	Non-CBO Partner	Infrastructure like bike stations would encourage more people to bike to transit.
6/21/2013	Caltrans	Active Transportation	2466	Non-CBO Partner	Maps are valuable. Pocket-sized maps (foldable) are very useful. Handheld devices shouldn't be used.
6/21/2013	Caltrans	Active Transportation	2467	Non-CBO Partner	Periodic map signs to orient bicyclists at hubs would be useful (wayfinding signage).
6/21/2013	Caltrans	Active Transportation	2468	Non-CBO Partner	'Active transportation' – this is the first time I've heard the term.
6/21/2013	Caltrans	Active Transportation	2469	Non-CBO Partner	Active transportation includes walking, biking, and scootering, all of these modes.
6/21/2013	Caltrans	Active Transportation	2470	Non-CBO Partner	Active transportation is redundant. You are active when walking to the bus stop, for example.
6/21/2013	Caltrans	Active Transportation	2471	Non-CBO Partner	Need a hard goal – an actual, measurable, very specific goal.
6/21/2013	Caltrans	Active Transportation	2472	Non-CBO Partner	Need interim goals.
6/21/2013	Caltrans	Active Transportation	2473	Non-CBO Partner	Need an equity-related goal. Making minor infrastructure improvements for walking and biking improvements go very far.
6/21/2013	Caltrans	Active Transportation	2474	Non-CBO Partner	Should be at least a dollar for dollar match for active transportation. Should be walking and biking first, transit second, then other modes.
6/21/2013	Caltrans	Active Transportation	2475	Non-CBO Partner	Everyone benefits from a more active lifestyle. It is a positive for every community in the region but isn't necessarily practical to invest in every community.
6/21/2013	Caltrans	Active Transportation	2476	Non-CBO Partner	Active transportation has not been the focus for downtown, but should, rather than just focusing on buses downtown.
6/21/2013	Caltrans	Active Transportation	2477	Non-CBO Partner	Distance between employment and where people live needs to be concerned. May not be reasonable based on distance.
6/21/2013	Caltrans	Active Transportation	2478	Non-CBO Partner	The system needs to be connected and make sense.
6/21/2013	Caltrans	Active Transportation	2479	Non-CBO Partner	Focus should be on separated facilities – class I or cycle track – this will transform things because those facilities will get to everyone not just the hardcore bicyclists.

Date	Location	Table_Topic	Comment_ID	CBO Partner	Comments
6/21/2013	Caltrans	Active Transportation	2480	Non-CBO Partner	Bring the populations along. If people see an advantage to it, they will use it, particularly all the young people who have moved to downtown will use it if it is promoted.
6/21/2013	Caltrans	Active Transportation	2481	Non-CBO Partner	Been told what is happening in our community – Little Italy/Downtown – with very little input from the community. This is wrong.
6/21/2013	Caltrans	Active Transportation	2482	Non-CBO Partner	Separation between bicyclists and vehicles is critical. Fear is a barrier.
6/21/2013	Caltrans	Active Transportation	2483	Non-CBO Partner	Focus on the neighborhoods. Focus on meeting people at their door. That would be transformative. The first and last mile.
6/21/2013	Caltrans	Active Transportation	2484	Non-CBO Partner	More demonstration projects are needed.
6/21/2013	Caltrans	Active Transportation	2485	Non-CBO Partner	The only things we have left for traffic calming are stop signs. Speeding at Bay Park near school, all they did was put in stop signs; we are way behind the curve at traffic calming in San Diego.
6/21/2013	Caltrans	Active Transportation	2486	Non-CBO Partner	We are behind the times at active transportation but there is a desire; if anywhere should be walk/bike friendly, it should be San Diego. We need to get more people to think about means to go somewhere other than your car. Especially for short trips, 40% of all trips are 2 mi or less. Active transportation means choices to me.
6/21/2013	Caltrans	Active Transportation	2487	Non-CBO Partner	There are challenges for Active Transportation – even if you live in an urban area and the grocery store is less than a mile, there are challenges – like in mid-City, there are some places where there are no sidewalks. Extremely dangerous to cyclists too.
6/21/2013	Caltrans	Active Transportation	2488	Non-CBO Partner	It is important to incorporate the complete streets concept into SANDAG's planning. If we do that we're going a long way toward implementing AT. Recognizing that SANDAG doesn't have LU authority, one thought would be to use SANDAG SGIP and other \$\$ to provide incentives to local jurisdictions to incorporate complete streets into their ongoing transportation planning programming. That would address sidewalks, biking, would really make a significant difference.
6/21/2013	Caltrans	Active Transportation	2489	Non-CBO Partner	Active Transportation is the healthy option, easy option. It also addresses equity. If you have a car in San Diego, you are golden. Active Transportation is a way to forward health and equity issues.
6/21/2013	Caltrans	Active Transportation	2490	Non-CBO Partner	Facilitating more AT makes it easy and convenient for people; I don't have time.
6/21/2013	Caltrans	Active Transportation	2491	Non-CBO Partner	Access is the issue too. Point Loma to here is not a fun bike ride. We need safe access and convenience, multimodal connections. I almost got in my car because I didn't want to do it.
6/21/2013	Caltrans	Active Transportation	2492	Non-CBO Partner	As a senior, we have bikes sitting in our garage for 2 reasons – one, we are less stable, two, I don't feel comfortable riding on the streets because cars are driving so fast.
6/21/2013	Caltrans	Active Transportation	2493	Non-CBO Partner	Convenience of connections, the first mile/last mile; I have to take the trolley but if I drive downtown, there's no parking at the trolley station.
6/21/2013	Caltrans	Active Transportation	2494	Non-CBO Partner	Are the existing plan goals still relevant?
6/21/2013	Caltrans	Active Transportation	2495	Non-CBO Partner	Active Transportation should increase support for biking and WALKING
6/21/2013	Caltrans	Active Transportation	2496	Non-CBO Partner	GHG emission reduction should also include reducing smog
6/21/2013	Caltrans	Active Transportation	2497	Non-CBO Partner	Emphasis on biking vs. walking access needs to be considered, not so much on biking but also on walking. If you want families and elderly/disabled use, you need to address their needs on transit. Consider how families would use them
6/21/2013	Caltrans	Active Transportation	2498	Non-CBO Partner	Adjust goals to account for aging population,

Date	Location	Table_Topic	Comment_ID	CBO Partner	Comments
6/21/2013	Caltrans	Active Transportation	2499	Non-CBO Partner	Sidewalks are unsafe for elderly/disabled, they need rest breaks, so bathrooms, shade, things to make it more comfortable, easy; make access to bus stops and grocery shopping easier; they are already dependent on AT
6/21/2013	Caltrans	Active Transportation	2500	Non-CBO Partner	Often people can't get to treatment, health care, that needs to be considered
6/21/2013	Caltrans	Active Transportation	2501	Non-CBO Partner	If you want to encourage more biking, you want to encourage more shower and locker room facilities provided by employers. That's important at the start of the day. The majority of employers don't have that; maybe SANDAG can offer incentives to employers to do that.
6/21/2013	Caltrans	Active Transportation	2502	Non-CBO Partner	We need to get to a point where a mother can show her child a safe bicycle route to ride on – not enough children on bikes.
6/21/2013	Caltrans	Active Transportation	2503	Non-CBO Partner	We have an entire generation that's grown up without giving any consideration to bikes – they aren't used to it, they don't even think about any other method than driving; they don't think that that's a human being on a bike. Education is a big issue, also enforcement.
6/21/2013	Caltrans	Active Transportation	2504	Non-CBO Partner	I would even call it a social norm change, beyond education. It's changing people's culture; things need to be reframed.
6/21/2013	Caltrans	Active Transportation	2505	Non-CBO Partner	Bicycling and walking.
6/21/2013	Caltrans	Active Transportation	2506	Non-CBO Partner	You start every trip as a pedestrian.
6/21/2013	Caltrans	Active Transportation	2507	Non-CBO Partner	Continuity of the system.
6/21/2013	Caltrans	Active Transportation	2508	Non-CBO Partner	Every day it impacts me because I choose every day to not drive a car.
6/21/2013	Caltrans	Active Transportation	2509	Non-CBO Partner	The populations I work with have no other option – low income and immigrant populations in City Heights; a lot of clients don't want to take a job at night because they don't feel safe walking home, not enough lighting.
6/21/2013	Caltrans	Active Transportation	2510	Non-CBO Partner	Walking for children is not safe.
6/21/2013	Caltrans	Active Transportation	2511	Non-CBO Partner	On the east coast people bike and walk in the snow. I can't believe they built this city so you can't walk and bike here. My concern is that now that everything has been paved; now they want to pave our habitat and open space reserves for bike trails. Make those streets that you had created bikeable. We have very wide streets, it's urgent that we don't pave the last undeveloped areas for bikes when the existing streets should be more flexible.
6/21/2013	Caltrans	Active Transportation	2512	Non-CBO Partner	The existing goals haven't been achieved, so still relevant.
6/21/2013	Caltrans	Active Transportation	2513	Non-CBO Partner	Should the emphasis on biking and walking be for getting people to get to jobs/shopping/ vs. recreational? A utilitarian trip is our emphasis.
6/21/2013	Caltrans	Active Transportation	2514	Non-CBO Partner	The new ideas are good for new goals; I like the specificity of them.
6/21/2013	Caltrans	Active Transportation	2515	Non-CBO Partner	I like the emphasis on schools and transit.
6/21/2013	Caltrans	Active Transportation	2516	Non-CBO Partner	Education should be a goal – education for drivers, and for children and other riders.
6/21/2013	Caltrans	Active Transportation	2517	Non-CBO Partner	Market AT in relation to transit, it's not out there enough.
6/21/2013	Caltrans	Active Transportation	2518	Non-CBO Partner	Consensus on the need for more biking and walking education.
6/21/2013	Caltrans	Active Transportation	2519	Non-CBO Partner	MH resident didn't care about the MH businesses, he wants to be able to get on his Harley and get out of the neighborhood, he doesn't care about walking to Albertsons. How do we work with those people who have mental constructs like that already?
6/21/2013	Caltrans	Active Transportation	2520	Non-CBO Partner	IRC - There are already plans out there and those plans are successful. In NYC what they've done is phenomenal. Set aside for bikes/pedestrians there – it's doable but it just takes political will.
6/21/2013	Caltrans	Active Transportation	2521	Non-CBO Partner	Active Transportation is a challenge in San Diego because other places are flat.

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6/21/2013	Caltrans	Active Transportation	2522	Non-CBO Partner	Focus on 1-2 mile trips. Also revisit existing bike lanes and make them better. Bike lanes end, they need to be continuous, recognizable.
6/21/2013	Caltrans	Active Transportation	2523	Non-CBO Partner	Bike parking is also an issue, some neighborhoods have taken it on some haven't.
6/21/2013	Caltrans	Active Transportation	2524	Non-CBO Partner	Visibility and safety are the most important priorities for improving walk bike access to schools.
6/21/2013	Caltrans	Active Transportation	2525	Non-CBO Partner	Big crosswalks that stand out, it's hard to even see where the pedestrians are protected – can't we do more?
6/21/2013	Caltrans	Active Transportation	2526	Non-CBO Partner	Disabled curb ramps are much more dangerous to cross at because they only do one at each corner.
6/21/2013	Caltrans	Active Transportation	2527	Non-CBO Partner	What are some priorities for improving walk/bike access to transit?
6/21/2013	Caltrans	Active Transportation	2528	Non-CBO Partner	Make sure that bus connections to light rail are really close, easily accessible especially for people with limited mobility.
6/21/2013	Caltrans	Active Transportation	2529	Non-CBO Partner	Need better access between MH and the trolley.
6/21/2013	Caltrans	Active Transportation	2530	Non-CBO Partner	Lack of rack space on buses is a huge barrier.
6/21/2013	Caltrans	Active Transportation	2531	Non-CBO Partner	We need safer sidewalks, not broken, no barriers, wide enough, keep maintained.
6/21/2013	Caltrans	Active Transportation	2532	Non-CBO Partner	There should be more one way streets and add bike lanes; i.e. Fairmount/Euclid.
6/21/2013	Caltrans	Active Transportation	2533	Non-CBO Partner	Nudging people rather than forcing people to do things.
6/21/2013	Caltrans	Active Transportation	2534	Non-CBO Partner	Especially we need support for cities to do those things.
6/21/2013	Caltrans	Active Transportation	2535	Non-CBO Partner	Minimize car choices to improve safety.
6/21/2013	Caltrans	Active Transportation	2536	Non-CBO Partner	Encourage best practices and look at innovation from other places.
6/21/2013	Caltrans	Active Transportation	2537	Non-CBO Partner	Active Transportation means definitely walking and biking but we aren't talking about water transportation, kayaks, etc.; there are talks about connecting SD bay near the airport with mission bay.
6/21/2013	Caltrans	Active Transportation	2538	Non-CBO Partner	Active Transportation includes health first and foremost – individual and environmental health.
6/21/2013	Caltrans	Active Transportation	2539	Non-CBO Partner	Active Transportation means ease of access and safety, directness.
6/21/2013	Caltrans	Active Transportation	2540	Non-CBO Partner	Some drivers don't get the sharrows, that drives bikes onto the sidewalks and that make it unsafe for people who like to walk. I should be able to walk w/out being run down by a skateboard or a bike.
6/21/2013	Caltrans	Active Transportation	2541	Non-CBO Partner	If we have better bike infrastructure, we'll have more bike people off the sidewalks; they're on the sidewalks because they feel unsafe on the road.
6/21/2013	Caltrans	Active Transportation	2542	Non-CBO Partner	Promotes active lifestyle, not necessarily just for transportation; walking for fitness.
6/21/2013	Caltrans	Active Transportation	2543	Non-CBO Partner	A lot of people walk or bike for recreational purposes. For many, it is a challenge to do more walking and biking because of having to carry briefcases, etc.
6/21/2013	Caltrans	Active Transportation	2544	Non-CBO Partner	Bike safety is an issue – knowing how to work with the cars; also other bikers make it hard for other bikes who ride safely.
6/21/2013	Caltrans	Active Transportation	2545	Non-CBO Partner	There needs to be more than just drivers education – education so drivers know what to do with the new markings.
6/21/2013	Caltrans	Active Transportation	2546	Non-CBO Partner	Retrofitting existing infrastructure to remove obstructions in the sidewalks, mainly utility boxes where you literally can't get through; also lots of driveways in a single block unnecessarily; makes it hard for people who are in walkers or can't walk or take longer.

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6/21/2013	Caltrans	Active Transportation	2547	Non-CBO Partner	We need to have a bicycle route system that has main segments; we have some now but they aren't connected. We need dedicated connections so the pieces are put together; dedicated routes that aren't main streets. Investments at critical points to connect the system, dedicated access along key routes. Plan where school kids will go, plan out the routes.
6/21/2013	Caltrans	Active Transportation	2548	Non-CBO Partner	Scattered segments don't work.
6/21/2013	Caltrans	Active Transportation	2549	Non-CBO Partner	There is safety in numbers, education/encouragement c campaigns, walking school bus and bike trains in addition to improving the infrastructure. Also bike parking – we don't have enough at schools.
6/21/2013	Caltrans	Active Transportation	2550	Non-CBO Partner	Everything we've heard is already included in existing plans. But the obstacles to implementation – (1) funding (2) community acceptance/consensus on projects. The problems are already well defined and quantified.
6/21/2013	Caltrans	Active Transportation	2551	Non-CBO Partner	This is really connected to issues being raised at other tables; for example, people objecting to removing parking to add bike lanes, maybe the answer is just better managing parking. Planning needs to be better integrate.
6/21/2013	Caltrans	Emerging Technologies	2552	Non-CBO Partner	Self-driving vehicles that assist in avoiding collisions
6/21/2013	Caltrans	Emerging Technologies	2553	Non-CBO Partner	Roadway technology such as infrastructure for self-driving vehicles and toll-systems
6/21/2013	Caltrans	Emerging Technologies	2554	Non-CBO Partner	The Nissan Leaf is able to tell the driver where the nearest charging station is, and those numbers seem to be growing every day, but it would also be nice to have an overview of where all of those stations are. It would also be helpful to the driver to know which stations are able to accommodate more than one car at a time.
6/21/2013	Caltrans	Emerging Technologies	2555	Non-CBO Partner	Crowd source traffic information which is the most accurate information available if there are enough users
6/21/2013	Caltrans	Emerging Technologies	2556	Non-CBO Partner	This includes real-time information on buses, trolleys, and other forms of transit
6/21/2013	Caltrans	Emerging Technologies	2557	Non-CBO Partner	The up-to-date information will affect the willingness to use transit
6/21/2013	Caltrans	Emerging Technologies	2558	Non-CBO Partner	The system should use GPS to update every 30 seconds or so
6/21/2013	Caltrans	Emerging Technologies	2559	Non-CBO Partner	Hawaii has one of the best bus system in the nation with immediate bus tracking
6/21/2013	Caltrans	Emerging Technologies	2560	Non-CBO Partner	The ability to track the bus is important when people are going somewhere
6/21/2013	Caltrans	Emerging Technologies	2561	Non-CBO Partner	Self-driving vehicles or other things that takes the human factor away from driving
6/21/2013	Caltrans	Emerging Technologies	2562	Non-CBO Partner	Sustainability ranked first, safety ranked second, and mobility/accessibility ranked last.
6/21/2013	Caltrans	Emerging Technologies	2563	Non-CBO Partner	Reducing greenhouse gas emissions is a goal of SANDAG and should be the primary focus. Long Beach can be a beautiful city, but there is the smell of burning oil from the refineries. That shows what a city that doesn't focus on sustainability could look like. New technology would help with sustainability, but it would also help with safety improvements.
6/21/2013	Caltrans	Emerging Technologies	2564	Non-CBO Partner	Safety first, mobility/accessibility second, sustainability third
6/21/2013	Caltrans	Emerging Technologies	2565	Non-CBO Partner	Safety is always a concern for any traveler, but once the systems are in place for better accessibility, sustainability will be the core issue.
6/21/2013	Caltrans	Emerging Technologies	2566	Non-CBO Partner	Sustainability first, mobility/accessibility second, and safety third.
6/21/2013	Caltrans	Emerging Technologies	2567	Non-CBO Partner	When the points on the transit line are made accessible, then sustainability and safety will follow.

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6/21/2013	Caltrans	Emerging Technologies	2568	Non-CBO Partner	Safety stands alone since things need to be built to certain safety requirements. Having the right balance mobility/accessibility will lead to sustainability.
6/21/2013	Caltrans	Emerging Technologies	2569	Non-CBO Partner	Safety is first, sustainability second, and mobility/accessibility third.
6/21/2013	Caltrans	Emerging Technologies	2570	Non-CBO Partner	Safety is a given that should be a priority and then the rest go hand in hand.
6/21/2013	Caltrans	Emerging Technologies	2571	Non-CBO Partner	The San Diego Region should be an incubator for emerging technologies and the region should offer help and support to the entrepreneurs of these I businesses.
6/21/2013	Caltrans	Emerging Technologies	2572	Non-CBO Partner	The region should be more hospitable to those private industries focused on technological transportation applications that can ultimate improve the efficiency and mobility of transportation and can also result in increased business development gravitating to the San Diego region.
6/21/2013	Caltrans	Emerging Technologies	2573	Non-CBO Partner	The idea of crowd sourcing would be easy to focus on and easy to do. Provide the cloud to interested individuals and go beyond what is traditionally done
6/21/2013	Caltrans	Emerging Technologies	2574	Non-CBO Partner	The San Diego Economic Development Corporation has a Cali-Baja Mega-Region Initiative. This initiative would be a good one for foundations like the Rockefeller Foundation to support. They focus on community self-sufficiency and resiliency.
6/21/2013	Caltrans	Emerging Technologies	2575	Non-CBO Partner	Google just bought an Israeli company that does crowdsourcing. This is a real thing that can happen and San Diego should be getting involved. Live updates of transit via GPS would be especially helpful, as would underground transportation. There should be optimization of traffic tracking at intersections as well as the optimization of red and green lights.
6/21/2013	Caltrans	Emerging Technologies	2576	Non-CBO Partner	Reminded of a technology that was trying to gain popularity about five to ten years ago. That technology was personal rapid transit. People would be able to go anywhere they want in the metropolitan area within a kilometer grid. The technology invites people from their cars based on the speed, which is around 100 mph. SANDAG held a meeting on this technology many years ago.
6/21/2013	Caltrans	Emerging Technologies	2577	Non-CBO Partner	London's Heathrow airport has a similar technology with pods. There was a guy in Southern California about ten years ago who was trying to get the technology going and was trying to convince Southern California Association of Governments to support it.
6/21/2013	Caltrans	Emerging Technologies	2578	Non-CBO Partner	Car2Go system. It would be nice to see the program expand geographically so that there was coverage across the whole county.
6/21/2013	Caltrans	Emerging Technologies	2579	Non-CBO Partner	A very high percentage of a vehicle's weight if for safety collision control. If vehicles were people-less, there would be less of a need for safety measures to protect from human error. That would allow for much of the weight from vehicles that is intended for collision control. That would then mean that less fuel was needed for the vehicles.
6/21/2013	Caltrans	Emerging Technologies	2580	Non-CBO Partner	Would like to see more plug-in charging available
6/21/2013	Caltrans	Emerging Technologies	2581	Non-CBO Partner	Anywhere with solar should have a plug in and this would make the location more popular
6/21/2013	Caltrans	Emerging Technologies	2582	Non-CBO Partner	Using technology for information such as real-time traffic information. This would help people decide what mode of transit to take and what route.
6/21/2013	Caltrans	Emerging Technologies	2583	Non-CBO Partner	Carpooling is sometimes the best and only option since much of the urban forum in San Diego was built in the age of the automobile. With information technology, people needing rides could send out that information and get picked up and facilitate carpooling.

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6/21/2013	Caltrans	Emerging Technologies	2584	Non-CBO Partner	SANDAGs ability to influence this kind of technology is very limited. This is something that companies like Google work on, and SANDAG's ability to be in front of that would be very hard. SANDAG should focus more on what they can control, such as plug-in infrastructure. Technology should be kept at the forefront, but all of SANDAG's efforts should not be focused on that.
6/21/2013	Caltrans	Emerging Technologies	2585	Non-CBO Partner	Safety is a priority, and that includes bike safety. A reduction in Green House Gas emissions is more important than mobility/accessibility. Would rather have a greener earth and take an extra ten minutes to get somewhere.
6/21/2013	Caltrans	Emerging Technologies	2586	Non-CBO Partner	Cannot prioritize one against the other. Technology that will serve all three of those foals needs to be looked at first. If a transportations system is made more sustainable, then it will also improve mobility in a safer way. Every transit trip has an imbedded pedestrian trip, and safety is important for those trips as well.
6/21/2013	Caltrans	Emerging Technologies	2587	Non-CBO Partner	Technology that is not specific to transit has affected transportation. The ability of employees to work remotely is an example of that. People can now work from various locations, including their homes, and help to lift some burden from the transportation system. People are also able now to avoid the heavily congested hours and work from home until the traffic dies down.
6/21/2013	Caltrans	Emerging Technologies	2588	Non-CBO Partner	Information technology would be ranked first
6/21/2013	Caltrans	Emerging Technologies	2589	Non-CBO Partner	There is often an effort to make jobs closer to employees' homes. However, with more people working from home and telecommuting a few days a week, maybe the emphasis should now be on making transit closer to social activities and places such as the beach, Balboa Park, etc. The work place is changing and the effort should no longer be all about getting people to work.
6/21/2013	Caltrans	Emerging Technologies	2590	Non-CBO Partner	There should still be an established transit system downtown, but all other transit should be based on activities and places that cannot be telecommuted to.
6/21/2013	Caltrans	Emerging Technologies	2591	Non-CBO Partner	There is still a big chunk of the community that works in traditional manufacturing type jobs and cannot work remotely. Transit should be focused on those types of jobs and not Qualcomm employees.
6/21/2013	Caltrans	Emerging Technologies	2592	Non-CBO Partner	The SANDAG website looks like it was built in 1992. The website needs to be easier to navigate and easier to focus in on things. SANDAG cannot promote emerging technologies when they probably have one of the least progressive websites. SANDAG should be a technology leader and should be launching applications.
6/21/2013	Caltrans	Emerging Technologies	2593	Non-CBO Partner	Lighting systems and infrastructure for active transportation need to be better managed
6/21/2013	Caltrans	Emerging Technologies	2594	Non-CBO Partner	Walking is part of the transportation system and should receive extra emphasis
6/21/2013	Caltrans	Emerging Technologies	2595	Non-CBO Partner	San Diego is the perfect city for bike share systems and there should be a vendor in the downtown area. There are some sharrows in San Diego , but there needs to be more
6/21/2013	Caltrans	Emerging Technologies	2596	Non-CBO Partner	The headways for many buses in the area are 30 minutes.
6/21/2013	Caltrans	Emerging Technologies	2597	Non-CBO Partner	A greenhouse gas calculator application could help change peoples' behavior
6/21/2013	Caltrans	Emerging Technologies	2598	Non-CBO Partner	People should have info readily available to them in real-time. If they miss the bus, they should be able to figure out the next best means of transportation as far as travel time, sustainability, expenses, etc.
6/21/2013	Caltrans	Emerging Technologies	2599	Non-CBO Partner	Every bus stop pole should have a small computer on it that says when the next bus is coming.

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6/21/2013	Caltrans	Emerging Technologies	2600	Non-CBO Partner	There needs to be technology for congestion pricing
6/21/2013	Caltrans	Emerging Technologies	2601	Non-CBO Partner	More electric cars being built
6/21/2013	Caltrans	Emerging Technologies	2602	Non-CBO Partner	Google maps with real-time information
6/21/2013	Caltrans	Emerging Technologies	2603	Non-CBO Partner	San Francisco has technologies that contract out cab services. There is an application that people are using for that to get to their mode of transportation.
6/21/2013	Caltrans	Emerging Technologies	2604	Non-CBO Partner	People need to be brought up to speed on the modern technologies. Not everyone has a smart phone.
6/21/2013	Caltrans	Emerging Technologies	2605	Non-CBO Partner	What happens when the large technology system goes down? A cyber-attack?
6/21/2013	Caltrans	Emerging Technologies	2606	Non-CBO Partner	There is too much information being introduced into the cockpit of vehicles. They cause more distractions.
6/21/2013	Caltrans	Emerging Technologies	2607	Non-CBO Partner	Need more real-time applications
6/21/2013	Caltrans	Emerging Technologies	2608	Non-CBO Partner	Life style issues affect transportation choices
6/21/2013	Caltrans	Emerging Technologies	2609	Non-CBO Partner	Need to consider competition and resource allocation. Small cities versus large cities. How will the smaller cities be able to fund these projects that are useful to their communities? If more people get involved it will be cheaper.
6/21/2013	Caltrans	Emerging Technologies	2610	Non-CBO Partner	Will the Regional Plan have a chapter on emerging technologies?
6/21/2013	Caltrans	Emerging Technologies	2611	Non-CBO Partner	Unknown at this point but do see it as a key element of the Regional Plan for supporting sustainability.
6/21/2013	Caltrans	Emerging Technologies	2612	Non-CBO Partner	The accessibility of the actual technology should be a factor
6/21/2013	Caltrans	Emerging Technologies	2613	Non-CBO Partner	Emerging technologies may be based on how affluent a community is
6/21/2013	Caltrans	Emerging Technologies	2614	Non-CBO Partner	The people with the technology are also the people with cars and GPS, so they are getting a larger voice. People are driving technology to areas with disposable incomes
6/21/2013	Caltrans	Emerging Technologies	2615	Non-CBO Partner	Need to invest in providing the technology to the places that don't have it
6/21/2013	Caltrans	Emerging Technologies	2616	Non-CBO Partner	There should be pay-as-you-go type options
6/21/2013	Caltrans	Emerging Technologies	2617	Non-CBO Partner	It is difficult to pass policies in unincorporated areas. The unincorporated areas have to bring the entire county with them to pass a policy, unlike municipalities
6/21/2013	Caltrans	Emerging Technologies	2618	Non-CBO Partner	People need to grow their voices and access to driving this type of conversation.
6/21/2013	Caltrans	Emerging Technologies	2619	Non-CBO Partner	There will be even more disparity if people do not get a voice
6/21/2013	Caltrans	Emerging Technologies	2620	Non-CBO Partner	Would the infrastructure technology be able to sense pedestrians and cyclists?
6/21/2013	Caltrans	Emerging Technologies	2621	Non-CBO Partner	Is the topic of emerging technologies competing with other Regional Plan elements for money and if so how much money is carved out in the Regional Plan for emerging technologies?
6/21/2013	Caltrans	Emerging Technologies	2622	Non-CBO Partner	Putting technology on roads that connect to other roads means that focus continues to be on auto and that is not favorable when determining regional funding needs
6/21/2013	Caltrans	Emerging Technologies	2623	Non-CBO Partner	The community is looking at a paradigm shift against traditional transportation, and car-based emerging technologies seem to go against that.
6/21/2013	Caltrans	Emerging Technologies	2624	Non-CBO Partner	Telecommute and having a home office is the best option
6/21/2013	Caltrans	Emerging Technologies	2625	Non-CBO Partner	Emerging technology could be applied to infrastructure improvements that reduce the reliance on vehicles.
6/21/2013	Caltrans	Emerging Technologies	2626	Non-CBO Partner	Will emerging technologies be in the regional plans for other cities?

Date	Location	Table_Topic	Comment_ID	CBO Partner	Comments
6/21/2013	Caltrans	Emerging Technologies	2627	Non-CBO Partner	Maybe the application of technology should be considered or be more progressive for recreational trips/San Diego tourist.
6/21/2013	Caltrans	Emerging Technologies	2628	Non-CBO Partner	Security is issue – loss of privacy, tyranny, state control, big data collection, dumbing of society, too many free rides on the trolley, and reliance of technology.
6/21/2013	Caltrans	Emerging Technologies	2629	Non-CBO Partner	Good for making traffic more efficient with transponders so there's no stopping at tolls, using your phone to look at traffic, paying bus fare with card instead of cash.
6/21/2013	Caltrans	Emerging Technologies	2630	Non-CBO Partner	There are two sides to technology; took a trip to Chicago all with a cell phone (tickets, email confirmations, etc.); "we're living in Star Trek".
6/21/2013	Caltrans	Emerging Technologies	2631	Non-CBO Partner	Phones can pay for goods, automation in cars for safety, active traffic controls.
6/21/2013	Caltrans	Emerging Technologies	2632	Non-CBO Partner	There are lots of problems today and existing methods are not working, the bright side is that technology can help solve problems.
6/21/2013	Caltrans	Emerging Technologies	2633	Non-CBO Partner	Have to keep up with technology – signal detection, loops, etc. are always changing; helps our ease of accessing information and life; helps with commute, e.g. when the next trolley is arriving.
6/21/2013	Caltrans	Emerging Technologies	2634	Non-CBO Partner	Mobility/accessibility is most important – how to get from point A to point B.
6/21/2013	Caltrans	Emerging Technologies	2635	Non-CBO Partner	Using tech to move away from SOV is good for other options and sustainability; I would like to see it used for mass transit before personal vehicle, that's a better way to spend public dollars.
6/21/2013	Caltrans	Emerging Technologies	2636	Non-CBO Partner	Technology can help with lowering costs.
6/21/2013	Caltrans	Emerging Technologies	2637	Non-CBO Partner	Autonomous vehicles are easy solution to reckless drivers, they would allow more cars on the road w/o building more, and the idea holds promise.
6/21/2013	Caltrans	Emerging Technologies	2638	Non-CBO Partner	Not worried about safety but on living, if I stay away from texters on road, or stay off road altogether I am safer (and alive).
6/21/2013	Caltrans	Emerging Technologies	2639	Non-CBO Partner	Are self-driving vehicles really safe? How reliable are they? Not at a point where this can be fully implemented yet, all the research is not here.
6/21/2013	Caltrans	Emerging Technologies	2640	Non-CBO Partner	More accurate information to influence mode shift during traffic impacts, accidents, and congestion.
6/21/2013	Caltrans	Emerging Technologies	2641	Non-CBO Partner	Accessibility/mobility is still most important goal, last mile is biggest impediment to using transit, solving for this will create more walkable communities.
6/21/2013	Caltrans	Emerging Technologies	2642	Non-CBO Partner	Mass transit is not convenient for me so my car makes more sense, have to find a way to get to service to everyone so that it is convenient.
6/21/2013	Caltrans	Emerging Technologies	2643	Non-CBO Partner	Parents (post-retirement age) don't drive as much but also don't live near transit so they'll have to move or find drivers if they don't have a car.
6/21/2013	Caltrans	Emerging Technologies	2644	Non-CBO Partner	If you want people to give up their car then there needs to be accessibility to other options.
6/21/2013	Caltrans	Emerging Technologies	2645	Non-CBO Partner	Are we seeing the birth of the cars in movie Minority Report? Those are ideas are out there, are the boots on the ground?
6/21/2013	Caltrans	Emerging Technologies	2646	Non-CBO Partner	Accessibility to all is not quite implemented yet, the phasing is not here.
6/21/2013	Caltrans	Emerging Technologies	2647	Non-CBO Partner	Are we assuming we have economic prosperity? How do we know?
6/21/2013	Caltrans	Emerging Technologies	2648	Non-CBO Partner	It's a case of "fixing airplane while its flying"; infrastructure to serve current needs while planning for the future; too many arterials are at level D and need to be fixed but they are also candidates for new technologies; spend money here first.
6/21/2013	Caltrans	Emerging Technologies	2649	Non-CBO Partner	Modes of transportation and infrastructure that will last into the future with a positive incentive and cost are an issue.

Date	Location	Table_Topic	Comment_ID	CBO Partner	Comments
6/21/2013	Caltrans	Emerging Technologies	2650	Non-CBO Partner	Researching technologies like individual sensors in parking lots to apps, pay by phone, license plate acknowledgement, better ID cards, focus on areas that have not been focused on before.
6/21/2013	Caltrans	Emerging Technologies	2651	Non-CBO Partner	Interstates could have a hands-free option where you drive on and then get locked in with every other vehicle, you can program where you'd like to get off but won't have to stay focused on freeway.
6/21/2013	Caltrans	Emerging Technologies	2652	Non-CBO Partner	Device to find where you parked car or bike.
6/21/2013	Caltrans	Emerging Technologies	2653	Non-CBO Partner	Smart phone tech could make transit more accessible; get better real time bus data.
6/21/2013	Caltrans	Emerging Technologies	2654	Non-CBO Partner	Mobile app for routing and it could show multiple ways to get to your destination that are reliable and have time estimates attached.
6/21/2013	Caltrans	Emerging Technologies	2655	Non-CBO Partner	Shared economy (car2go, air bnb) is growing, the next step is pods that people can share and will get you where you need to go – this will help solve congestion.
6/21/2013	Caltrans	Emerging Technologies	2656	Non-CBO Partner	Mobility is most important, and then safety, sustainability but they are all close; mobility allows a more equitable solution, more functional neighborhoods.
6/21/2013	Caltrans	Emerging Technologies	2657	Non-CBO Partner	Question is not correct, we want all three – mobility, sustainability, security - at once, streets were designed with mobility over safety and technology will make it so we don't have to make the choice.
6/21/2013	Caltrans	Emerging Technologies	2658	Non-CBO Partner	Mobility is most important because it gives access to more choices.
6/21/2013	Caltrans	Emerging Technologies	2659	Non-CBO Partner	Efficiency is also important for boarder time and economic issues.
6/21/2013	Caltrans	Emerging Technologies	2660	Non-CBO Partner	Better not to have elderly driving because we'll all be safer.
6/21/2013	Caltrans	Emerging Technologies	2661	Non-CBO Partner	Need solutions that are car free; for example, in front of shopping centers, pedestrians shouldn't have to walk in front of cars.
6/21/2013	Caltrans	Emerging Technologies	2662	Non-CBO Partner	Moving sidewalks or more continuous movement and not time-based services.
6/21/2013	Caltrans	Emerging Technologies	2663	Non-CBO Partner	Fear is losing independence so door to door access is good.
6/21/2013	Caltrans	Emerging Technologies	2664	Non-CBO Partner	Overarching goal is better information for people that are traveling; for example, when your bus is arriving is good but could be much better, parking that shows where available spots are located.
6/21/2013	Caltrans	Emerging Technologies	2665	Non-CBO Partner	Focus on wherever the biggest problems are; density of population is probably a good proxy for this or area with most congestion.
6/21/2013	Caltrans	Emerging Technologies	2666	Non-CBO Partner	Long term vision is focus, short term goals can be accomplished.
6/21/2013	Caltrans	Emerging Technologies	2667	Non-CBO Partner	Infrastructure and communications – example of Google Wi-Fi (Kansas City and Austin) – will push it further.
6/21/2013	Caltrans	Emerging Technologies	2668	Non-CBO Partner	Pinch points are issue, focus here first but don't neglect needs of people that can't afford vehicles, where do they get access?
6/21/2013	Caltrans	Emerging Technologies	2669	Non-CBO Partner	Encourage practices that remove need for people to travel in the first place (virtual meetings, telework, etc.).
6/21/2013	Caltrans	Emerging Technologies	2670	Non-CBO Partner	In Hong Kong a person's phone is their wallet, look to those areas to see where technologies are being used in different ways.
6/21/2013	Caltrans	Emerging Technologies	2671	Non-CBO Partner	Way for bus and trolley fare by credit card on bus, especially needed for tourism industry.
6/21/2013	Caltrans	Emerging Technologies	2672	Non-CBO Partner	Self-driving cars that don't emit GHGs; can we make freeways that are like moving sidewalks?
6/21/2013	Caltrans	Emerging Technologies	2673	Non-CBO Partner	Non fossil-fuel based cars, buses, trains.
6/21/2013	Caltrans	Emerging Technologies	2674	Non-CBO Partner	Smart meters for homes that let people know when to fix car, change filters, etc.

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6/21/2013	Caltrans	Emerging Technologies	2675	Non-CBO Partner	Sustainability is more than environment; financial sustainability is also an issue to consider, if investments occur they should last.
6/21/2013	Caltrans	Emerging Technologies	2676	Non-CBO Partner	Privacy is gone.
6/21/2013	Caltrans	Emerging Technologies	2677	Non-CBO Partner	Equitability is an issue, there are barriers to entry for technology, and not everyone can afford a smart phone, car, or Google glasses, these things may have to be subsidized.
6/21/2013	Caltrans	Emerging Technologies	2678	Non-CBO Partner	Privacy is first issue to address.
6/21/2013	Caltrans	Emerging Technologies	2679	Non-CBO Partner	Government agencies need to make it faster and easier to implement ideas, maybe not as many studies and plans to get from ideas to implementation.
6/21/2013	Caltrans	Emerging Technologies	2680	Non-CBO Partner	Use technology for outreach so it's more accessible for everyone, people work harder now so it would be easier to provide feedback.
6/21/2013	Caltrans	Emerging Technologies	2681	Non-CBO Partner	Process is too slow so by the time implementation occurs, it's no longer relevant.
6/21/2013	Caltrans	Emerging Technologies	2682	Non-CBO Partner	Take previous investments and leverage them.
6/21/2013	Caltrans	Emerging Technologies	2683	Non-CBO Partner	Many technologies change so quickly so try and stay on top of them.
6/21/2013	Caltrans	Emerging Technologies	2684	Non-CBO Partner	Not sure whether to go left or right in high-tech parking structures.
6/21/2013	Caltrans	Emerging Technologies	2685	Non-CBO Partner	Smart cars or cars that automated to avoid collisions and congestion.
6/21/2013	Caltrans	Emerging Technologies	2686	Non-CBO Partner	Smart phone apps, apps for parking.
6/21/2013	Caltrans	Emerging Technologies	2687	Non-CBO Partner	Self-driving cars.
6/21/2013	Caltrans	Emerging Technologies	2688	Non-CBO Partner	We're going up the wrong stream, doing things we don't need to, not necessary to drive car around, telecommute and other solutions are available, Priuses won't save us, implement other solutions.
6/21/2013	Caltrans	Emerging Technologies	2689	Non-CBO Partner	Ideal parking system is unbundled; just get on bus and get a monthly bill; fare collection is important; driverless electric buses; charge for roads and parking; GPS is a start because you have to enter addresses but you should be able to speak into it, SANDAG can help with this.
6/21/2013	Caltrans	Emerging Technologies	2690	Non-CBO Partner	Safety first – stays away from accidents; don't want people to get hurt.
6/21/2013	Caltrans	Emerging Technologies	2691	Non-CBO Partner	Safety first – if it isn't safe, no one is going to use it no matter how good it sounds.
6/21/2013	Caltrans	Emerging Technologies	2692	Non-CBO Partner	Safety but not traffic safety, no traffic at all, walking is good for you.
6/21/2013	Caltrans	Emerging Technologies	2693	Non-CBO Partner	Sustainability, especially climate stabilization, we are on a trajectory to kill the environment, the reality is extinction of our species, how unsafe is it that we won't have anything for our grandchildren.
6/21/2013	Caltrans	Emerging Technologies	2694	Non-CBO Partner	Sustainability; crossing freeway ramps should not occur; walking for health.
6/21/2013	Caltrans	Emerging Technologies	2695	Non-CBO Partner	Safety for transportation and land use.
6/21/2013	Caltrans	Emerging Technologies	2696	Non-CBO Partner	TOD to help with sprawl so sustainability is most important.
6/21/2013	Caltrans	Emerging Technologies	2697	Non-CBO Partner	Top level is climate stabilization, reduce use of fossil fuels.
6/21/2013	Caltrans	Emerging Technologies	2698	Non-CBO Partner	We are living longer so sprawling out is not good, a 90 year old can't drive long distances on freeway; accessibility is important.
6/21/2013	Caltrans	Emerging Technologies	2699	Non-CBO Partner	Accessibility will be high requirement in future; safety is a high requirement; look to Yosemite, they are moving to carless valley.
6/21/2013	Caltrans	Emerging Technologies	2700	Non-CBO Partner	Focus on strengths – where is it working? How can we follow that lead?
6/21/2013	Caltrans	Emerging Technologies	2701	Non-CBO Partner	Quite a bit less driving is needed; focus on infrastructure.
6/21/2013	Caltrans	Emerging Technologies	2702	Non-CBO Partner	Road use fee pricing, for example Hummers pay more per mile than a Prius.
6/21/2013	Caltrans	Emerging Technologies	2703	Non-CBO Partner	Unintended consequences should be considered – African wild is being destroyed for Prius building, solar panels are diverting airplanes because of glare.
6/21/2013	Caltrans	Emerging Technologies	2704	Non-CBO Partner	Privacy.

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6/21/2013	Caltrans	Emerging Technologies	2705	Non-CBO Partner	Technology has to protect and assist citizens.
6/21/2013	Caltrans	Emerging Technologies	2706	Non-CBO Partner	Social and economic justice – digital divide, technology favors those that have, we must close the gap of divide; transportation \$ is being taken from the poor and used for rich transportation and poor get negative effects, technology can help.
6/21/2013	Caltrans	Emerging Technologies	2707	Non-CBO Partner	Look to LA, their subway came at cost of buses, money diverted; don't sacrifice service to areas where people need it for something "better", pay attention to social equity/Environmental Justice.
6/21/2013	Caltrans	Emerging Technologies	2708	Non-CBO Partner	Electrify the Coaster and Amtrak so there is no diesel downtown, it's a known carcinogen; create longer instead of wide stations to save space; we can do better .
6/21/2013	Caltrans	Emerging Technologies	2709	Non-CBO Partner	Catch up with technology, we are at least 20 years behind; learn from what others have tried; look internationally, not just at southern CA.
6/21/2013	Caltrans	Evaluation of Transportation Projects	2710	Non-CBO Partner	Look at the points of connect, what appeals to the most users.
6/21/2013	Caltrans	Evaluation of Transportation Projects	2711	Non-CBO Partner	Balance return on investment and use
6/21/2013	Caltrans	Evaluation of Transportation Projects	2712	Non-CBO Partner	One main vision of the area and have the funding be applied to smaller areas of the vision or area
6/21/2013	Caltrans	Evaluation of Transportation Projects	2713	Non-CBO Partner	Complete analysis of the costs and benefits to the projects, on other forms of transportation and comparing between all types of modes. The costs and benefits between modes.
6/21/2013	Caltrans	Evaluation of Transportation Projects	2714	Non-CBO Partner	Public agencies are under a lot of scrutiny when they spend money and make improvements. There needs to be a standardized tool to inform the public and the decision making process on how to prioritize these projects. A designed methodology.
6/21/2013	Caltrans	Evaluation of Transportation Projects	2715	Non-CBO Partner	How we analyze the benefits of future projects. Sometime the status quo is not given enough consideration. We need to try and improve things within the confines of what we have now. Analysis of how we are going to get to the vision. Not trying to do things all at once.
6/21/2013	Caltrans	Evaluation of Transportation Projects	2716	Non-CBO Partner	What's wrong with congestion? If you make it easy for people to drive then more people are going to drive. There needs to be a balance to where we focus our efforts and attention.
6/21/2013	Caltrans	Evaluation of Transportation Projects	2717	Non-CBO Partner	The auto centric transportation solutions have a head start over other forms of transportation. The metrics are set up to quantify automobile project improvements, but right now there aren't as easily developed ways of measuring or standardization of how to measure the benefits of the alternative transportation projects.
6/21/2013	Caltrans	Evaluation of Transportation Projects	2718	Non-CBO Partner	Whatever project is improved needs to fit into the longer term vision.
6/21/2013	Caltrans	Evaluation of Transportation Projects	2719	Non-CBO Partner	Higher rates of congestion actually have a correlation to higher GDP rates. What is actually causing us to have this congestion?
6/21/2013	Caltrans	Evaluation of Transportation Projects	2720	Non-CBO Partner	Sustainability: Return on investment. Can you sustain what you are building? Can you keep the funding up for those improvements – pay for not only the initial capital investment but also for the maintenance and operation?
6/21/2013	Caltrans	Evaluation of Transportation Projects	2721	Non-CBO Partner	Evaluate how people view mass transit now. There are issues with the trains. You have to make trains attractive from a consumer and business standpoint. The mass transit needs to be reliable.
6/21/2013	Caltrans	Evaluation of Transportation Projects	2722	Non-CBO Partner	Compatibility with the Regional Plan.

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6/21/2013	Caltrans	Evaluation of Transportation Projects	2723	Non-CBO Partner	Active modes and alternative modes. Auto projects need to go to the bottom of the list.
6/21/2013	Caltrans	Evaluation of Transportation Projects	2724	Non-CBO Partner	Changing the perception of mass transit and alternative forms of transportation
6/21/2013	Caltrans	Evaluation of Transportation Projects	2725	Non-CBO Partner	Younger generations are interested in alternative forms of transportation and environmental sustainability. Retrofit cities that were built around the car. Move away from the car, the younger generations want this. The younger generations have to pay this debt. The younger generation's voices need to be heard.
6/21/2013	Caltrans	Evaluation of Transportation Projects	2726	Non-CBO Partner	Community compatibility and connectivity. I.e. Mission Hills, connection to the Trolley station. A shuttle up the Washington Street corridor. Reliability.
6/21/2013	Caltrans	Evaluation of Transportation Projects	2727	Non-CBO Partner	How will the projects fit into the long-term vision?
6/21/2013	Caltrans	Evaluation of Transportation Projects	2728	Non-CBO Partner	We need to focus attention on areas of San Diego where there is a smart growth aspect already in place.
6/21/2013	Caltrans	Evaluation of Transportation Projects	2729	Non-CBO Partner	Look at and re-evaluate the process of selecting projects in the first place.
6/21/2013	Caltrans	Evaluation of Transportation Projects	2730	Non-CBO Partner	Have one list of projects, versus different lists of projects by mode.
6/21/2013	Caltrans	Evaluation of Transportation Projects	2731	Non-CBO Partner	Transportation should be evaluated against other types of transportation projects. Compare across modes.
6/21/2013	Caltrans	Evaluation of Transportation Projects	2732	Non-CBO Partner	The real costs that automobiles are having on our society
6/21/2013	Caltrans	Evaluation of Transportation Projects	2733	Non-CBO Partner	Not doing an adequate job of evaluating other forms of transportation. Need to move away from prioritizing the automobile
6/21/2013	Caltrans	Evaluation of Transportation Projects	2734	Non-CBO Partner	Cost effectiveness
6/21/2013	Caltrans	Evaluation of Transportation Projects	2735	Non-CBO Partner	More focus needs to be placed upon land use planning with transportation planning.
6/21/2013	Caltrans	Evaluation of Transportation Projects	2736	Non-CBO Partner	Public health needs to be incorporated into the evaluation criteria and prioritization of transportation projects.
6/21/2013	Caltrans	Evaluation of Transportation Projects	2737	Non-CBO Partner	Better off spending money on smaller projects, the existing rights-of-ways in local streets and enhance the pedestrian environments. Keep people closer to home. Improve the quality of life closer to home. This can help avoid excessive costs. Treat the cause, not the symptom.
6/21/2013	Caltrans	Evaluation of Transportation Projects	2738	Non-CBO Partner	The highway and transportation projects need to be lumped into one large group so that all the active transportation projects are included and prioritized together.
6/21/2013	Caltrans	Evaluation of Transportation Projects	2739	Non-CBO Partner	Not inducing more sprawl.
6/21/2013	Caltrans	Evaluation of Transportation Projects	2740	Non-CBO Partner	Encourage smart growth, neighborhood shuttles.
6/21/2013	Caltrans	Evaluation of Transportation Projects	2741	Non-CBO Partner	What plan would reduce GHG the most and use that as a starting point.
6/21/2013	Caltrans	Evaluation of Transportation Projects	2742	Non-CBO Partner	Evaluating projects on how little travel they induce is important. Produce projects where people don't have to leave to go to work or commute to get to work then that is an important component to look at.
6/21/2013	Caltrans	Evaluation of Transportation Projects	2743	Non-CBO Partner	Social and environmentally significant. Include this as part of the evaluation process.

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6/21/2013	Caltrans	Evaluation of Transportation Projects	2744	Non-CBO Partner	The cities in San Diego are isolated. There is more connection to Mexico. There needs to be more consideration towards the Border Region and that needs to be included in the evaluation process. The border region is a significant source of economic stability.
6/21/2013	Caltrans	Evaluation of Transportation Projects	2745	Non-CBO Partner	Social Equity and environmental justice. There needs to be more emphasis placed upon EJ and Social Equity in the evaluation process.
6/21/2013	Caltrans	Evaluation of Transportation Projects	2746	Non-CBO Partner	What impacts, good and bad? Where you're placing these projects. How does each project affect other projects throughout the regions?
6/21/2013	Caltrans	Evaluation of Transportation Projects	2747	Non-CBO Partner	Any project that decreases public health should lose points in the evaluation process.
6/21/2013	Caltrans	Evaluation of Transportation Projects	2748	Non-CBO Partner	Implement the SANDAG 2050 RTP transit network within the next 10 years. An expedited process of implementing the transit plans. 50-10 plan, the map and methodology are done. Appendix 7 in the current RTP.
6/21/2013	Caltrans	Evaluation of Transportation Projects	2749	Non-CBO Partner	Important for us to ask ourselves, "When are we done expanding the freeway network?" There needs to be a cap to when we stop building highways and automobile infrastructure.
6/21/2013	Caltrans	Evaluation of Transportation Projects	2750	Non-CBO Partner	Evaluate networks on an environmental regulatory standpoint. The regulatory process takes the most time. Find a quicker way. Expedite the environmental review process.
6/21/2013	Caltrans	Evaluation of Transportation Projects	2751	Non-CBO Partner	Increase the trips from the border region and across the border.
6/21/2013	Caltrans	Evaluation of Transportation Projects	2752	Non-CBO Partner	Projects that are able to be self-sustainable
6/21/2013	Caltrans	Evaluation of Transportation Projects	2753	Non-CBO Partner	Ways to un-do the sprawl and move away from that current system.
6/21/2013	Caltrans	Evaluation of Transportation Projects	2754	Non-CBO Partner	Paradigm shift away from the amount of automobile trips. Keep people away from having to make trips. Make it easy for people to stay within their own neighborhoods. Accommodate our growth within our existing infrastructure. Try to prevent trips. Don't chase the capacity, mostly for automobile. Accommodate sidewalks and complete streets. Immediate benefits to the communities.
6/21/2013	Caltrans	Evaluation of Transportation Projects	2755	Non-CBO Partner	Undo the failed plan that SANDAG is currently implementing. Don't put in the BRT in places it shouldn't be. The lane increases along the specific highway systems. Recover mistakes.
6/21/2013	Caltrans	Evaluation of Transportation Projects	2756	Non-CBO Partner	Focus your funds towards areas where jobs are and reducing GHG emissions.
6/21/2013	Caltrans	Evaluation of Transportation Projects	2757	Non-CBO Partner	San Diego is a very community based city. People don't tend to stay within their communities. They have to leave to fulfill their everyday needs. There needs to be more emphasis placed upon local infrastructures. Localized transportation projects are important.
6/21/2013	Caltrans	Evaluation of Transportation Projects	2758	Non-CBO Partner	Look at the long-term impacts.
6/21/2013	Caltrans	Evaluation of Transportation Projects	2759	Non-CBO Partner	Focus on the ultimate goal and move away from the automobile.
6/21/2013	Caltrans	Evaluation of Transportation Projects	2760	Non-CBO Partner	Group projects and evaluate all projects together. Possible group projects by neighborhood or region. Have the neighborhoods select which projects they want to have built.
6/21/2013	Caltrans	Evaluation of Transportation Projects	2761	Non-CBO Partner	Create safe facilities for bike and walk environments
6/21/2013	Caltrans	Evaluation of Transportation Projects	2762	Non-CBO Partner	Reallocating and redesigning our land for better public space. Connect our communities. A city of villages.

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6/21/2013	Caltrans	Evaluation of Transportation Projects	2763	Non-CBO Partner	Connectivity through the use of bicycle facilities.
6/21/2013	Caltrans	Evaluation of Transportation Projects	2764	Non-CBO Partner	Rather than spending money on freeways and light rail, we should spend more money on bus rapid transit. Encourage the use of non-car use.
6/21/2013	Caltrans	Evaluation of Transportation Projects	2765	Non-CBO Partner	Reduce GHG emissions
6/21/2013	Caltrans	Evaluation of Transportation Projects	2766	Non-CBO Partner	Connectivity
6/21/2013	Caltrans	Evaluation of Transportation Projects	2767	Non-CBO Partner	Accessibility
6/21/2013	Caltrans	Evaluation of Transportation Projects	2768	Non-CBO Partner	Safety
6/21/2013	Caltrans	Evaluation of Transportation Projects	2769	Non-CBO Partner	Alternative transportation
6/21/2013	Caltrans	Evaluation of Transportation Projects	2770	Non-CBO Partner	Group projects as a whole. Highway and alternative/active transportation projects need to be evaluated as a whole.
6/21/2013	Caltrans	Evaluation of Transportation Projects	2771	Non-CBO Partner	The bus system needs to work with the Trolley system to make travel quicker.
6/21/2013	Caltrans	Evaluation of Transportation Projects	2772	Non-CBO Partner	The focus needs to be placed on bicycle accessibility.
6/21/2013	Caltrans	Evaluation of Transportation Projects	2773	Non-CBO Partner	Better linkage of larger transit projects with supporting transit infrastructure (feeder buses) and alternative transportation projects.
6/21/2013	Caltrans	Evaluation of Transportation Projects	2774	Non-CBO Partner	Community involvement and input needs to be valued in the evaluation of these projects. Make sure the community's voice is heard. Reach out to the SANDAG Board, speak with your representatives.
6/21/2013	Caltrans	Evaluation of Transportation Projects	2775	Non-CBO Partner	Continued communication. Meet with different areas and gather as much feedback as possible. This can help filter and sort out which projects are selected to be built. More education to the public of how to get involved and an encouragement of how to improve the transportation and land development of the region and communities.
6/21/2013	Caltrans	Evaluation of Transportation Projects	2776	Non-CBO Partner	Find a way for SANDAG to reach out to the community. Any kind of project, multimodal, consideration. Bike/pedestrian projects need to be considered as required just like ADA requirements.
6/21/2013	Caltrans	Evaluation of Transportation Projects	2777	Non-CBO Partner	Priority: moving the most people at the least cost and increase frequency.
6/21/2013	Caltrans	Evaluation of Transportation Projects	2778	Non-CBO Partner	Would like to see more circular shuttles that continually circulate.
6/21/2013	Caltrans	Evaluation of Transportation Projects	2779	Non-CBO Partner	There are issues with buses within neighborhoods, not an efficient way to operate the service.
6/21/2013	Caltrans	Evaluation of Transportation Projects	2780	Non-CBO Partner	Re-inventing the bus system so it is more user-friendly / luxury.
6/21/2013	Caltrans	Evaluation of Transportation Projects	2781	Non-CBO Partner	Riders do not necessarily want luxury but want the bus to come on time (consistency), frequency cleanliness and safety.
6/21/2013	Caltrans	Evaluation of Transportation Projects	2782	Non-CBO Partner	It's difficult for the express busses to get around corners downtown and is unsafe for pedestrians – BRTs Downtown are not the best vehicles for that environment.
6/21/2013	Caltrans	Evaluation of Transportation Projects	2783	Non-CBO Partner	If transit is convenient, people would abandon their cars.
6/21/2013	Caltrans	Evaluation of Transportation Projects	2784	Non-CBO Partner	Portland, Denver has successfully used shuttles (and Disneyland with the monorail).

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6/21/2013	Caltrans	Evaluation of Transportation Projects	2785	Non-CBO Partner	There is a sense that comments and concerns are not being heard or incorporated into any plans.
6/21/2013	Caltrans	Evaluation of Transportation Projects	2786	Non-CBO Partner	Who decides what gets funded?
6/21/2013	Caltrans	Evaluation of Transportation Projects	2787	Non-CBO Partner	It feels like there are some projects that SANDAG must do that may prevent them from working on some other projects that they may want to or should address.
6/21/2013	Caltrans	Evaluation of Transportation Projects	2788	Non-CBO Partner	How do you go about evaluating bike infrastructure? The criteria of a bike project would be significantly different than other transportation projects.
6/21/2013	Caltrans	Evaluation of Transportation Projects	2789	Non-CBO Partner	In general what is the process of determining transportation priorities / what does SANDAG do? / What legislative power does SANDAG have?
6/21/2013	Caltrans	Evaluation of Transportation Projects	2790	Non-CBO Partner	Appreciate the improvements on the trolley / fantastic job / much more convenient.
6/21/2013	Caltrans	Evaluation of Transportation Projects	2791	Non-CBO Partner	Sporting Events are easier to get to using the trolley.
6/21/2013	Caltrans	Evaluation of Transportation Projects	2792	Non-CBO Partner	There is always an emphasis on more roads / more concrete / widening freeways.
6/21/2013	Caltrans	Evaluation of Transportation Projects	2793	Non-CBO Partner	Modify the plan to move up the light rail system as a priority / put money that is designated to buses to light rail / why spend this money now on other projects instead of putting money toward light rail which will have much more potential.
6/21/2013	Caltrans	Evaluation of Transportation Projects	2794	Non-CBO Partner	Would like to see an earlier start before these plans are presented to the public "as is" and "as will be done" .
6/21/2013	Caltrans	Evaluation of Transportation Projects	2795	Non-CBO Partner	Whatever you choose (transportation mode/vehicle); it needs to be efficient (legs of trips/connections add time). How many people can get onto the bus, including those with strollers, wheelchairs, shopping carts, etc.)
6/21/2013	Caltrans	Evaluation of Transportation Projects	2796	Non-CBO Partner	Get a consensus from the community and for businesses, need to understand how their employees get to work.
6/21/2013	Caltrans	Evaluation of Transportation Projects	2797	Non-CBO Partner	How existing infrastructure can be used better.
6/21/2013	Caltrans	Evaluation of Transportation Projects	2798	Non-CBO Partner	How to get people out of their cars.
6/21/2013	Caltrans	Evaluation of Transportation Projects	2799	Non-CBO Partner	Use existing lanes for express buses and increase frequency.
6/21/2013	Caltrans	Evaluation of Transportation Projects	2800	Non-CBO Partner	The bus stops would be safer if there are people there waiting for the bus (increase off-peak frequency).
6/21/2013	Caltrans	Evaluation of Transportation Projects	2801	Non-CBO Partner	Alter scheduling in terms of the use based on when people need the bus, including the weekends, and add the shuttles to help with frequency.
6/21/2013	Caltrans	Evaluation of Transportation Projects	2802	Non-CBO Partner	MTS / bus operators are gathering rider needs from existing riders so the schedule doesn't change, need to capture the needs of those not using the bus, but would like to.
6/21/2013	Caltrans	Evaluation of Transportation Projects	2803	Non-CBO Partner	Abandon projects that aren't a priority / those that are projected to have low ridership.
6/21/2013	Caltrans	Evaluation of Transportation Projects	2804	Non-CBO Partner	Too much of a burden to use public transit on weekends due to the limited service.
6/21/2013	Caltrans	Evaluation of Transportation Projects	2805	Non-CBO Partner	Need public outreach that seeks to figure out people's transit needs.
6/21/2013	Caltrans	Evaluation of Transportation Projects	2806	Non-CBO Partner	For special events, put on more buses / more drivers.
6/21/2013	Caltrans	Evaluation of Transportation Projects	2807	Non-CBO Partner	Would like to know what projects are currently funded so we know what alternate projects can be pursued.

Date	Location	Table_Topic	Comment_ID	CBO Partner	Comments
6/21/2013	Caltrans	Evaluation of Transportation Projects	2808	Non-CBO Partner	Perception that many of the new projects are concentrated in newer communities such as those in North County. Feeling is that some of the older communities that are taking on more density deserve some of the funding as well.
6/21/2013	Caltrans	Evaluation of Transportation Projects	2809	Non-CBO Partner	Point Loma is still waiting for the I-8 / I-5 intersection to be completed. If you were to go to LA you have to go through Sea World Drive.
6/21/2013	Caltrans	Evaluation of Transportation Projects	2810	Non-CBO Partner	Community members have particular projects that they would like to see fixed. Point Loma – at least 10 signal lights (tap into that local knowledge of community needs).
6/21/2013	Caltrans	Evaluation of Transportation Projects	2811	Non-CBO Partner	Density should be a factor in determining transit project priorities.
6/21/2013	Caltrans	Evaluation of Transportation Projects	2812	Non-CBO Partner	Trolley connection up the I-15 from East County to North County.
6/21/2013	Caltrans	Evaluation of Transportation Projects	2813	Non-CBO Partner	Service to Pacific Beach.
6/21/2013	Caltrans	Evaluation of Transportation Projects	2814	Non-CBO Partner	Trolley to the Airport / if Airport had entry on the other side (Old Town side).
6/21/2013	Caltrans	Evaluation of Transportation Projects	2815	Non-CBO Partner	Trolley stations create roadblocks / trolley to airport would cause more traffic, so need to do some analysis to see the impact / motors running affects air quality.
6/21/2013	Caltrans	Evaluation of Transportation Projects	2816	Non-CBO Partner	Make different modes of transportation compatible.
6/21/2013	Caltrans	Evaluation of Transportation Projects	2817	Non-CBO Partner	Connection up the coast to LA and onward.
6/21/2013	Caltrans	Evaluation of Transportation Projects	2818	Non-CBO Partner	Make public transit number one priority rather than expanding freeways / force people to adapt; this has public health benefits built in to it.
6/21/2013	Caltrans	Evaluation of Transportation Projects	2819	Non-CBO Partner	In terms of bicycles, we need to think about connecting to other modes of transportation / and connections across the city / critical links connecting areas of interest.
6/21/2013	Caltrans	Evaluation of Transportation Projects	2820	Non-CBO Partner	Consider evaluating bicycle corridors.
6/21/2013	Caltrans	Evaluation of Transportation Projects	2821	Non-CBO Partner	Right now plans are being imposed without much community input / what we need to do is assess the needs of the community and what they would use / is it accessible? What would you do if you didn't have a car?
6/21/2013	Caltrans	Evaluation of Transportation Projects	2822	Non-CBO Partner	Trolley should take priority / Ask bus advocates: "would you prefer to take the trolley?"
6/21/2013	Caltrans	Evaluation of Transportation Projects	2823	Non-CBO Partner	For the price of a trolley, we could buy a whole new bus operation / need to consider cost and you can't charge people more to ride the trolley than the bus because then people wouldn't ride it.
6/21/2013	Caltrans	Evaluation of Transportation Projects	2824	Non-CBO Partner	Need better connections / an individual can get somewhere (i.e. North County via the COASTER) but then can't get around once you're there because there is no transportation (in North County).
6/21/2013	Caltrans	Evaluation of Transportation Projects	2825	Non-CBO Partner	Need to promote Car-sharing / carpool (as a way to fill in the gaps).
6/21/2013	Caltrans	Evaluation of Transportation Projects	2826	Non-CBO Partner	Add new riders – need to think about the people who are not now riding / they are probably not riding because of either cost or scheduling.
6/21/2013	Caltrans	Evaluation of Transportation Projects	2827	Non-CBO Partner	More walkability is important.
6/21/2013	Caltrans	Evaluation of Transportation Projects	2828	Non-CBO Partner	Traffic causes emission / anything that promotes traffic flow / this eliminate should be evaluated when proposing projects.

Date	Location	Table_Topic	Comment_ID	CBO Partner	Comments
6/21/2013	Caltrans	Evaluation of Transportation Projects	2829	Non-CBO Partner	When updating bus fleets need to consider gas-emission standards, etc. (also need to re-configure the bus and we need more places to accommodate riders with strollers, wheelchairs, etc.)
6/21/2013	Caltrans	Evaluation of Transportation Projects	2830	Non-CBO Partner	We have transportation priorities in the wrong place right now – the focus right now is on cars.
6/21/2013	Caltrans	Evaluation of Transportation Projects	2831	Non-CBO Partner	Need to think about the health of our people.
6/21/2013	Caltrans	Evaluation of Transportation Projects	2832	Non-CBO Partner	Focus on active transportation.
6/21/2013	Caltrans	Evaluation of Transportation Projects	2833	Non-CBO Partner	Buses should have priorities on the roads over cars so that it improves travel time.
6/21/2013	Caltrans	Evaluation of Transportation Projects	2834	Non-CBO Partner	Incentivizing public transit or active transportation / the car is still more convenient.
6/21/2013	Caltrans	Evaluation of Transportation Projects	2835	Non-CBO Partner	When you roll out new bus lines, roll out all of the services (referring to BRT not having station ticket booths).
6/21/2013	Caltrans	Evaluation of Transportation Projects	2836	Non-CBO Partner	For pedestrians, incorporate bulb-outs, it's safer and allows for landscaping (beautify the city).
6/21/2013	Caltrans	Evaluation of Transportation Projects	2837	Non-CBO Partner	Dense old urban neighborhoods are not getting funding because it's not on a trolley line / doesn't get priority.
6/21/2013	Caltrans	Evaluation of Transportation Projects	2838	Non-CBO Partner	San Diego thinks a pole is a bus stop / we need to switch up the infrastructure to make it more accommodating / focus on amenities / better experience for the rider.
6/21/2013	Caltrans	Evaluation of Transportation Projects	2839	Non-CBO Partner	We don't look at the riders experience when evaluating projects – we need to! / What is the quality of life while using the transit service?
6/21/2013	Caltrans	Evaluation of Transportation Projects	2840	Non-CBO Partner	Need to look at the ridership / are people using the service?
6/21/2013	Caltrans	Evaluation of Transportation Projects	2841	Non-CBO Partner	Feel like what SANDAG plans to do is already going to happen / don't feel like the communities are being heard.
6/21/2013	Caltrans	Evaluation of Transportation Projects	2842	Non-CBO Partner	Investment needs to go into the older neighborhoods, especially because of the walkability of those neighborhoods (people can get around); seems like all the funding is going to downtown.
6/21/2013	Caltrans	Evaluation of Transportation Projects	2843	Non-CBO Partner	Take out parking and people will be forced to abandon their car.
6/21/2013	Caltrans	Evaluation of Transportation Projects	2844	Non-CBO Partner	Need to consider the neighborhood where people don't have driveways or garages, are we going to drive those people out and become like New York?
6/21/2013	Caltrans	Evaluation of Transportation Projects	2845	Non-CBO Partner	Need to balance neighborhood needs with design and efficiency, make sure they align.
6/21/2013	Caltrans	Evaluation of Transportation Projects	2846	Non-CBO Partner	Look at the benefits / impacts – are you going to get the most value for the project?
6/21/2013	Caltrans	Evaluation of Transportation Projects	2847	Non-CBO Partner	Biking is a great option, but there is no infrastructure for it – shift funding to active transportation.
6/21/2013	Caltrans	Evaluation of Transportation Projects	2848	Non-CBO Partner	Thinking about health costs too, you will see health benefits over time as you switch to more active transportation.
6/21/2013	Caltrans	Evaluation of Transportation Projects	2849	Non-CBO Partner	We set goals on getting to the destination and having complete streets, but we don't always stick to them. We need to follow through on our goals.
6/21/2013	Caltrans	Evaluation of Transportation Projects	2850	Non-CBO Partner	Keep equity in mind, neighborhoods that don't have many transportation options should be focused on first.
6/21/2013	Caltrans	Evaluation of Transportation Projects	2851	Non-CBO Partner	Keep in mind that we are a border region and we need mobility.

Date	Location	Table_Topic	Comment_ID	CBO Partner	Comments
6/21/2013	Caltrans	Evaluation of Transportation Projects	2852	Non-CBO Partner	Think about students, where they need to get to, and think about how students are getting to school and make the connections.
6/21/2013	Caltrans	Evaluation of Transportation Projects	2853	Non-CBO Partner	When evaluating the usefulness of our transportation options, need to consider all generations.
6/21/2013	Caltrans	Evaluation of Transportation Projects	2854	Non-CBO Partner	How many people are being moved per time, get at efficiency.
6/21/2013	Caltrans	Evaluation of Transportation Projects	2855	Non-CBO Partner	Align with cities that have profitable transit system, they may have pretty good metrics.
6/21/2013	Caltrans	Evaluation of Transportation Projects	2856	Non-CBO Partner	Feel like the board at SANDAG needs to be continually educated on these issues – it would be nice to see councilmembers use the system.
6/21/2013	Caltrans	Evaluation of Transportation Projects	2857	Non-CBO Partner	Need more public awareness on all levels / education / maybe it could be a part of the evaluation.
6/21/2013	Caltrans	Evaluation of Transportation Projects	2858	Non-CBO Partner	Incorporate smart phones / apps/ smart bus stations.
6/21/2013	Caltrans	Evaluation of Transportation Projects	2859	Non-CBO Partner	How do people evaluate what SANDAG does for SANDAG projects?
6/21/2013	Caltrans	Evaluation of Transportation Projects	2860	Non-CBO Partner	Public transportation to work day (similar to Bike to work day) – Survey: How long did it take?
6/21/2013	Caltrans	Evaluation of Transportation Projects	2861	Non-CBO Partner	Bike to work day was very engaging and it could serve as a model of how public outreach is done.
6/21/2013	Caltrans	Evaluation of Transportation Projects	2862	Non-CBO Partner	Basic evaluation criteria: Is it cheap and easy?
6/21/2013	Caltrans	Written Comments	2863	Non-CBO Partner	We need Sub Regional Land Use Scenarios.
6/21/2013	Caltrans	Written Comments	2864	Non-CBO Partner	In Scenario B (the best one so far) for land use scenarios, prioritize SGOAs because what if population, jobs, housing projections change? If you don't prioritize where future growth will be, you can just get larger employment centers and larger housing areas where people still have to commute a lot. Things need to be planned so people drive less and live closer to where they work.
6/21/2013	Caltrans	Written Comments	2865	Non-CBO Partner	A mix of Plan B and C seems best. C alone ignores so much of the county and likely jobs will not all end up in such a specific area which then negates a majority of the transit and its purposes. Transit in Scenario C isn't great— within and around the edges with the trolley is fine, but buses within are horrible
6/21/2013	Caltrans	Written Comments	2866	Non-CBO Partner	Jack Shu's recommendation in favor of Land Use Scenario "C" illustrated the "Top Down" thinking that gets us into trouble. He claims Scenario C would be healthier for all of us and would manage employment. He should give us an example of a hugely dense urban area in the U.S. or anywhere else that has an overall healthier population than a less dense, less congested area. Evidence, not wishful thinking.
6/21/2013	Caltrans	Written Comments	2867	Non-CBO Partner	SANDAG should have NO land use or land planning authority. Its scenarios B+C for projected Growth through 2050 seriously diminishes poor communities, especially for communities of color— Land Use and Land Planning should be left to the experts— the communities and neighborhoods.
6/21/2013	Caltrans	Written Comments	2868	Non-CBO Partner	In order for people to have a greater understanding of what the different scenarios really mean, they should be displayed together with the best estimate of their impacts to health, economic, environmental, quality of life and GHG emissions for each scenario.

Date	Location	Table_Topic	Comment_ID	CBO Partner	Comments
6/21/2013	Caltrans	Written Comments	2869	Non-CBO Partner	SANDAG should look at housing cost together with transportation cost when dealing with land use. Both costs should be kept below 60-70% of family income. City of Portland may be looking into this type of planning.
6/21/2013	Caltrans	Written Comments	2870	Non-CBO Partner	Equitable HOT lanes? Since toll revenues impact low income drivers the most, ensure the revenues are distributed in low income area, or to benefit low income communities.
6/21/2013	Caltrans	Written Comments	2871	Non-CBO Partner	Regarding Emerging Technologies, there need to be incentives to use transit. There should be hand held Apps with bus stop information for route, as well as discounted income-based transit passes with discounts at area stores. Focus on where people want to be (and will want to be in the future). I like Transit Oriented Development and Dense Core Scenarios, especially since it will be possible to ensure community resiliency. We need TODs with structural financing for Mello Roos that fund school and stores and facilities to attract residents.
6/21/2013	Caltrans	Written Comments	2872	Non-CBO Partner	Regarding Active Transportation, as someone who works in City Heights, an area where a large majority of the refugee population of San Diego resides, encouraging walking and biking is not a large need. Refugees tend to walk more than drive, based on necessity, at least in my experience. Education, as we discussed, is especially important in regards to safety and viable walking routes. Many young children walk city streets without supervision.
6/21/2013	Caltrans	Written Comments	2873	Non-CBO Partner	Encourage development implementation and facilitate the use of products and services and negate the need to travel. We need privacy protection. Anonymize personal data and give people control over their own data (including use). Full transparency around data collected, stored and used.
6/21/2013	Caltrans	Written Comments	2874	Non-CBO Partner	Re-evaluation of transportation projects. Prioritization based on 1) Fit with and contribution to reaching long term transportation plan (2050), 2) Compliance with AB 32, 3) Consideration for demographics in 2020, 2030, 2040 and 2050 time frames (including population distribution, work and home), 4) Long term maximization of mobility accessibility and 5) Long term mitigation.
6/21/2013	Caltrans	Written Comments	2875	Non-CBO Partner	Regarding mobility, we have to increase transit schedules and keep costs down to truly increase ridership and get folks away from their cars for more trips (and decrease VMT). Regarding Active Transportation, East/West connectivity should be a priority where we really need to expand the possibility of bike commuting and active transportation. The health benefits are huge, both environmental and personal health. Roadway improvements are key to encourage more biking, walking, and rolling. Regarding Evaluation of Transportation projects, there needs to be better utilization of existing infrastructure NOW and improvements with transit prioritization in coming years. Please.
6/21/2013	Caltrans	Written Comments	2876	Non-CBO Partner	Regarding Land Use Scenarios, 1) Land use scenarios should consider jobs/housing balance. We need housing near employment centers and vice versa.
6/21/2013	Caltrans	Written Comments	2877	Non-CBO Partner	Regarding Evaluation of Transportation Projects, there should be a trolley extension along I-5 to North County and to Pacific Beach and the Airport. High speed rail through L.A. along the coast to San Francisco needs to happen. Also, the Central Valley high speed rail proposal needs to connect with downtown San Diego. We need to create a waterway connection from San Diego Bay to Mission Bay and increase bike/walk connections.

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6/21/2013	Caltrans	Written Comments	2878	Non-CBO Partner	We must focus on mass transit first. No more freeway expansion. We must reduce our emissions now and ongoing to comply with California executive Order S-3-05 as required. Please make transit affordable to all. \$5.00 per day is not affordable for many. Increase MTS service, trolley, NCTD service on nights and weekends. Stops are safe in all neighborhoods if people are there at all hours. Use electric or hybrid vans to connect with express busses and trolleys. Riders need to be able to get where they are going.
6/21/2013	Caltrans	Written Comments	2879	Non-CBO Partner	Move away from urban sprawl into more people friendly, cleaner cities by providing better bus, trolley, and vanpool service within the city. Make cities more walking/bicycling friendly. Move into hybrid or electric shuttle busses and vans. Smith Electric is starting to make electric commercial vehicles. Maybe San Diego could transition to solar, which means green jobs. Allow disabled residents to have better and more affordable service. Transit revenue and Transnet must improve bus and trolley service and make transit affordable in low income areas.
6/21/2013	Caltrans	Written Comments	2880	Non-CBO Partner	Ask citizens for advice about the value of a project, including whether it should be done quickly or delayed for other projects. 2) Bus company should ask people who are not now riding busses where they want to start a trip, where they want to go, what day of the week, and what time of day.
6/21/2013	Caltrans	Written Comments	2881	Non-CBO Partner	I am the traffic/transportation committee chairman for Peninsula Community Planning Board. We feel that the majority of the funding supports the newer communities of North County as opposed to the older communities. If we are taking on more density, we should receive a share of the infrastructure funding. We are forecast to have 170,000 additional residents; we have the development of Liberty Station, and a new airport terminal. We need some funding to support our older infrastructure in particular utilizing Nimitz and I-8 to bypass Rosencrantz, Midway area for non-destination traffic.
6/21/2013	Caltrans	Written Comments	2882	Non-CBO Partner	Public outreach should allow for some inclusion of the public's ideas. I believe that shuttles should be implemented for east-west traffic on Broadway, alleviating an already congested corridor. Also, I believe that a transit station or curb parking for articulated busses in the Little Italy/Core-Colombia districts serves to devalue properties— an idea that will have long-term, negative repercussions.
6/21/2013	Caltrans	Written Comments	2883	Non-CBO Partner	I do not have a car. In East County we need more frequent SUC— when it was cut a few years ago, we have multitudes of wheelchair, walker and cane users, along with older people who need to use a cart, but sometimes there just isn't enough room due to lower frequencies! The summer heat and the clientele (lots of emotionally-developmentally, and mentally impaired) exacerbate the stress of these rides. I'm at your mercy. Also, there is virtually no weekend SUC on some of the East County bus routes. And where there is SUC, it is so infrequent that it is unfeasible to try and go somewhere on the weekends. One last thing, we can be very proud of your East County drivers; nearly all of them are incredibly sensitive, caring, patient, and knowledgeable! Bravo!
6/21/2013	Caltrans	Written Comments	2884	Non-CBO Partner	The proposed bus terminal adjacent to Ash Street in Little Italy is totally inappropriate and inconsistent with the residential condos there. Busses are too loud, noisy, dirty, etc. to be across the road from where people live. Planning is inconsistent. For example, Civic San Diego proposes a 22-story Hotel on the same site as the bus terminal— who is at the wheel? Don't accommodate people from out of the area at the expense of people who paid dearly to live in the CBD-Downtown.

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6/21/2013	Caltrans	Written Comments	2885	Non-CBO Partner	Caltrans needs to start maintaining bike paths on and near their right of way if we want to make walking/biking truly viable. "Safe Routes to Transit" needs its own funding source and it shouldn't have to come from funding already approved or in the pipeline for the Bike Plan.
6/21/2013	Caltrans	Written Comments	2886	Non-CBO Partner	In regards to Evaluation of Transportation Projects, projects that degrade public health should be red-flagged and should lose a significant amount of points. It's unjust for public money to be spent on any project that degrades public health, especially in communities of concern and any that shorten anyone's lifespan.
6/21/2013	Caltrans	Written Comments	2887	Non-CBO Partner	Are the goals listed in order of priority? If safety were listed first along with accessibility, the level of biking ,walking, and support for those methods of travel will follow. Community support is already high, but actual encouragement and practice of biking and walking should be the goal.
6/21/2013	Caltrans	Written Comments	2888	Non-CBO Partner	Regarding Active Transportation, SANDAG should offer grants (Transnet money) for pilot projects you'd like to see, for example 1) LOS Reform, 2) Very focused bike network, say for Downtown or another center, and 3)Multi-million dollar investment in pedestrian network in a high density area where there is already a lot of walking.
6/21/2013	Caltrans	Written Comments	2889	Non-CBO Partner	Regarding Land Use Scenarios, 1) Do sketch planning on a dozen strategies (Like DRCOG), 2) Model high gas cot scenarios (researcher names Nelson at University of Utah projects \$8/gallon by 2020), and 3) Model "Tectonic Changes" scenarios like Greater Washington 2050.
6/21/2013	Caltrans	Written Comments	2890	Non-CBO Partner	Automate rail and busses, both operations and fare collections. GPS should speak many languages. Fixed guideway, 24/7, skip-stop service. Each month each person should get a statement that includes a charge for transit, road use, and parking; earning for parking and roads.
6/21/2013	Caltrans	Written Comments	2891	Non-CBO Partner	Thank you for the broad based discussions. I look forward to participating in the Future "Accessibility".
6/21/2013	Caltrans	Written Comments	2892	Non-CBO Partner	Community Compatibility options.
6/21/2013	Caltrans	Written Comments	2893	Non-CBO Partner	Connectivity to existing transit options.
6/21/2013	Caltrans	Written Comments	2894	Non-CBO Partner	Education and enticements.
6/21/2013	Caltrans	Written Comments	2895	Non-CBO Partner	Regarding Transportation Evaluation Criteria, projects of different modes should compete against one another to determine how they comparatively do the following: 1) reduce carbon emission, 2) promote community health, and 3) reduce VMT. NOT just bus versus bus, transit versus transit, and highway versus highway.
6/21/2013	Caltrans	Written Comments	2896	Non-CBO Partner	Regarding Transportation Evaluation Criteria, invest in projects that are catalysts for public/private partnerships and growth. Invest in those that parallel the planned/funded/current development. Where people are/plan to be in the next 10-15 years for maximum efficiency regarding planning/policy/implementation.
6/21/2013	Caltrans	Written Comments	2897	Non-CBO Partner	Regarding Land Use Scenarios, a jobs/housing balance graphic would be a great illustration as to where/how San Diego could grow; if you layer that with environmental impacts and possible environmental requirements you may find the best solution. In terms of CEQA, please consider how each scenario A,B,C will play out. A means MND's, ND's, exemptions. B means EIR's maybe controversial project by project. C means there would be a possible master programmatic EIR.
6/21/2013	Caltrans	Written Comments	2898	Non-CBO Partner	High Tech parking garage— automated parking; no driving into garage.
6/26/2013	San Marcos	All Topics	4439	ARS North Coastal	North County Transit needs to offer discounted passes.

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6/26/2013	San Marcos	All Topics	4440	ARS North Coastal	There is a economic barrier to accessing public transit in North County
6/26/2013	San Marcos	All Topics	4441	ARS North Coastal	People need to be educated on how to use the transportation systems.
6/26/2013	San Marcos	All Topics	4442	ARS North Coastal	The current transportation system is not set up to serve the masses.
6/26/2013	San Marcos	All Topics	4443	ARS North Coastal	We need to set up a 2-hour "How to Ride the Bus" class and marketed & offered to the public to increase ridership.
6/26/2013	San Marcos	All Topics	4444	ARS North Coastal	SANDAG should host a forum at a high school.
6/26/2013	San Marcos	All Topics	4445	ARS North Coastal	SANDAG should set up a youth blog - "how to get to work" to describe the transit experience.
6/26/2013	San Marcos	All Topics	4446	ARS North Coastal	Bus passes should be free for juniors and seniors in high school.
6/26/2013	San Marcos	All Topics	4447	ARS North Coastal	A Phone Map App should be developed.
6/26/2013	San Marcos	All Topics	4448	ARS North Coastal	Start a transit challenge for the transit district and local leaders
6/26/2013	San Marcos	All Topics	4449	ARS North Coastal	Transit is impractical and too time-consuming.
6/26/2013	San Marcos	All Topics	4450	ARS North Coastal	Transit only gets you part-way there.
6/26/2013	San Marcos	All Topics	4451	ARS North Coastal	The capillaries need to be built out to provide complete transit access with a single pass.
6/26/2013	San Marcos	All Topics	4452	ARS North Coastal	Bike share programs, zip cars, etc are good ideas.
6/26/2013	San Marcos	All Topics	4453	ARS North Coastal	There needs to be greater investment and cooperation between cities and transit districts.
6/26/2013	San Marcos	All Topics	4454	ARS North Coastal	People are turning down better job opportunities due to lack of reliable transportation.
6/26/2013	San Marcos	All Topics	4455	ARS North Coastal	People will keep a job that is located 2 blocks away because of easy access, even it's not a good job.
6/26/2013	San Marcos	All Topics	4456	ARS North Coastal	When soliciting input from the poor, sometimes they don't know what they need
6/26/2013	San Marcos	All Topics	4457	ARS North Coastal	We need more light rail like the trolley servicing North County is important.
6/26/2013	San Marcos	All Topics	4458	ARS North Coastal	To get more public input/involvement visit Section 8 housing complexes
6/26/2013	Campo	All Topics	4575	Mountain Empire	Reduce the cost of public transportation to encourage more local use.
6/26/2013	Campo	All Topics	4576	Mountain Empire	Need more education on transit use.
6/26/2013	Campo	All Topics	4577	Mountain Empire	Re-open the East County rail line to improve the economy.
6/26/2013	Campo	All Topics	4578	Mountain Empire	The high cost of gas is a huge economic and mobility barrier to residents.
6/26/2013	Campo	All Topics	4579	Mountain Empire	Vehicle maintenance and car insurance create economic hardships.
6/26/2013	Campo	All Topics	4580	Mountain Empire	Need cheaper bus passes for seniors and students.
6/26/2013	Campo	All Topics	4581	Mountain Empire	Increase the frequency of buses to increase local ridership.
6/26/2013	Campo	All Topics	4582	Mountain Empire	Improve access to technology and information in the area.
6/26/2013	Campo	All Topics	4583	Mountain Empire	Utilize mini buses instead of larger, more expensive ones from the city.
6/26/2013	Campo	All Topics	4584	Mountain Empire	Improved connection to East County hubs like in Santee or El Cajon.
6/26/2013	Campo	All Topics	4585	Mountain Empire	Improve bus/trolley scheduling and coordination between routes.
6/26/2013	Campo	All Topics	4586	Mountain Empire	Buses need more bike racks and space for groceries, merchandise.
6/26/2013	Campo	All Topics	4587	Mountain Empire	Utilize bus stops at community focal points such as libraries, cafes, and markets.
6/26/2013	Campo	All Topics	4588	Mountain Empire	East County area should be marketed as a Gateway to San Diego instead of "backdoor".
6/26/2013	Campo	All Topics	4589	Mountain Empire	SANDAG should research the creation of self-contained rural community for East County.
6/26/2013	Campo	All Topics	4590	Mountain Empire	More tourism in the area should be promoted.
6/26/2013	Campo	All Topics	4591	Mountain Empire	Our community needs to address conflicting interests - we want to stay rural but we also need more jobs and those ideas sometimes conflict.

Date	Location	Table_Topic	Comment_ID	CBO Partner	Comments
6/27/2013	La Mesa	Mobility	2899	Non-CBO Partner	Mobility means bike lanes, increased transit use, and more bike and pedestrian trails to get to transit.
6/27/2013	La Mesa	Mobility	2900	Non-CBO Partner	The bicycle path network in San Diego county needs to have more connectivity.
6/27/2013	La Mesa	Mobility	2901	Non-CBO Partner	People should be able to travel anywhere in the county by bike and walking.
6/27/2013	La Mesa	Mobility	2902	Non-CBO Partner	Safety is a major issue when considering alternative transportation.
6/27/2013	La Mesa	Mobility	2903	Non-CBO Partner	Children need to be able to use bike facilities and walk from place to place in San Diego.
6/27/2013	La Mesa	Mobility	2904	Non-CBO Partner	There needs to be more education regarding Active Transportation uses.
6/27/2013	La Mesa	Mobility	2905	Non-CBO Partner	We need to change the mentality of "us" versus "them" between bicyclists and automobile users.
6/27/2013	La Mesa	Mobility	2906	Non-CBO Partner	There should be a program to help people understand and empathize with the various forms of transportation and those who use alternative modes.
6/27/2013	La Mesa	Mobility	2907	Non-CBO Partner	A high percentage of drivers in San Diego are under the influence or distracted.
6/27/2013	La Mesa	Mobility	2908	Non-CBO Partner	SANDAG should expand the trolley line.
6/27/2013	La Mesa	Mobility	2909	Non-CBO Partner	Safe routes to schools, getting the curriculum into the schools. Education for the students and parents.
6/27/2013	La Mesa	Mobility	2910	Non-CBO Partner	Live close to work and use the car to go on longer trips.
6/27/2013	La Mesa	Mobility	2911	Non-CBO Partner	People would use the trolley if it was reasonable to ride a bike to the trolley.
6/27/2013	La Mesa	Mobility	2912	Non-CBO Partner	People don't use the transit system at night because it feels unsafe.
6/27/2013	La Mesa	Mobility	2913	Non-CBO Partner	Having kids makes it challenging to take public transit. Transit should be more family friendly.
6/27/2013	La Mesa	Mobility	2914	Non-CBO Partner	The transit system needs to be bigger/more spread-out across the city.
6/27/2013	La Mesa	Mobility	2915	Non-CBO Partner	Improve the reliability, frequency and convenience of transit.
6/27/2013	La Mesa	Mobility	2916	Non-CBO Partner	Build trolley stations in closer proximity to homes.
6/27/2013	La Mesa	Mobility	2917	Non-CBO Partner	Transit only works when time permits.
6/27/2013	La Mesa	Mobility	2918	Non-CBO Partner	Transit needs to be feasible and affordable.
6/27/2013	La Mesa	Mobility	2919	Non-CBO Partner	I am a retiree, not leaving home as often, but I am putting trips together and using transit.
6/27/2013	La Mesa	Mobility	2920	Non-CBO Partner	Access for seniors is a very important issue to consider. Allowing safer transit access for seniors and accommodating transit.
6/27/2013	La Mesa	Mobility	2921	Non-CBO Partner	Why is SANDAG spending time and money on a new regional planning process when its current 2050 Regional Trans Plan has been found illegal by California's courts?
6/27/2013	La Mesa	Mobility	2922	Non-CBO Partner	Will this plan be an update to the old regional plan or a brand new plan?
6/27/2013	La Mesa	Mobility	2923	Non-CBO Partner	What actions is SANDAG taking now to bring its current RTP into full compliance with California state law?
6/27/2013	La Mesa	Mobility	2924	Non-CBO Partner	Change SANDAG'S current policy goal from expanding local freeways and roads, to one that focuses instead on no-automotive mobility approaches.
6/27/2013	La Mesa	Mobility	2925	Non-CBO Partner	Focus on infrastructure for pedestrians and bikes to improve safety including the development of a region-wide bike path network that does not require bikes to share the streets and roads with multi-ton cars and trucks driven by drunk and distracted drivers.
6/27/2013	La Mesa	Mobility	2926	Non-CBO Partner	Address barriers to transit.
6/27/2013	La Mesa	Mobility	2927	Non-CBO Partner	Adopt better GHG emission reduction alternatives that fully comply with CA law.
6/27/2013	La Mesa	Mobility	2928	Non-CBO Partner	Adopt and enforce new urban growth boundaries to maximize infill opportunities.

Date	Location	Table_Topic	Comment_ID	CBO Partner	Comments
6/27/2013	La Mesa	Mobility	2929	Non-CBO Partner	BRT is easy to move, which is both strength and a weakness for the transportation system.
6/27/2013	La Mesa	Mobility	2930	Non-CBO Partner	Land-use and mobility planning all tied together.
6/27/2013	La Mesa	Mobility	2931	Non-CBO Partner	Use Portland as an example Mobility loading order document.
6/27/2013	La Mesa	Mobility	2932	Non-CBO Partner	Public perception of transit needs to change.
6/27/2013	La Mesa	Mobility	2933	Non-CBO Partner	SANDAG should begin to work with MTS to increase this percentage.
6/27/2013	La Mesa	Mobility	2934	Non-CBO Partner	Increase bicycling and development of networks. Build more cycle tracks.
6/27/2013	La Mesa	Mobility	2935	Non-CBO Partner	Automobile use is easy and convenient; therefore if you make transit and biking more convenient, then more people will have use alternative transportation.
6/27/2013	La Mesa	Mobility	2936	Non-CBO Partner	Better public transit, frequency, reliability, and speed. Convenience is key.
6/27/2013	La Mesa	Mobility	2937	Non-CBO Partner	Encourage employers to alternate or stagger work hours so that different groups of people are going to work at different times of the day/week.
6/27/2013	La Mesa	Mobility	2938	Non-CBO Partner	Implement transportation demand management.
6/27/2013	La Mesa	Mobility	2939	Non-CBO Partner	Leadership needs to make things happen.
6/27/2013	La Mesa	Mobility	2940	Non-CBO Partner	Give employers incentives to staggering the work hours.
6/27/2013	La Mesa	Mobility	2941	Non-CBO Partner	Build bus and transit directly to the airport and to the beach in rapid fashion.
6/27/2013	La Mesa	Mobility	2942	Non-CBO Partner	Bike sharing is a great way to educate and advocate for alternative transportation use.
6/27/2013	La Mesa	Mobility	2943	Non-CBO Partner	The RTP needs to focus on public transportation more than on automobile use so that it is actually implemented sooner than later.
6/27/2013	La Mesa	Mobility	2944	Non-CBO Partner	Focus on connecting and developing older neighborhoods as well as newer neighborhoods. Include all neighborhoods in the process.
6/27/2013	La Mesa	Mobility	2945	Non-CBO Partner	Make public transit as easy to use as possible, signs that tell arrival information to the rider.
6/27/2013	La Mesa	Mobility	2946	Non-CBO Partner	Jitneys and private use vehicles that follow transit routes. Travel to localities and smaller parts of town. Smaller vehicles can be better than larger buses.
6/27/2013	La Mesa	Mobility	2947	Non-CBO Partner	Think about other types of options for transportation like car sharing and technology for finding connections to taxis or private vehicles.
6/27/2013	La Mesa	Mobility	2948	Non-CBO Partner	Technology can be difficult as well, because kiosks don't always take credit cards.
6/27/2013	La Mesa	Mobility	2949	Non-CBO Partner	Encourage density, mixed use development, and active transportation so there can be more growth in smaller neighborhoods which allow more people to access things within their own communities and they don't have to travel outside of their communities.
6/27/2013	La Mesa	Mobility	2950	Non-CBO Partner	Instead of spending money on expanding freeway lanes, there needs to be more emphasis placed on public transportation and alternative forms of transportation apart from automobile use.
6/27/2013	La Mesa	Mobility	2951	Non-CBO Partner	By building infrastructure for transit, people will use it. If you build it they will come.
6/27/2013	La Mesa	Mobility	2952	Non-CBO Partner	Mobility allows us to get from place to place.
6/27/2013	La Mesa	Mobility	2953	Non-CBO Partner	You are more productive on public transportation.
6/27/2013	La Mesa	Mobility	2954	Non-CBO Partner	Taking the automobile is an everyday thing.
6/27/2013	La Mesa	Mobility	2955	Non-CBO Partner	There needs to be better education about transportation options for seniors and the general public.
6/27/2013	La Mesa	Mobility	2956	Non-CBO Partner	Implement a large scale system for getting a door to door pick up for seniors.
6/27/2013	La Mesa	Mobility	2957	Non-CBO Partner	There needs to be better bicycle networks.
6/27/2013	La Mesa	Mobility	2958	Non-CBO Partner	Less emphasis on automobile use.

Date	Location	Table_Topic	Comment_ID	CBO Partner	Comments
6/27/2013	La Mesa	Mobility	2959	Non-CBO Partner	Outreach for the routes les traveled, how to use our whole infrastructure.
6/27/2013	La Mesa	Mobility	2960	Non-CBO Partner	Education for the public on how to get around the city for seniors as well as younger professionals and children.
6/27/2013	La Mesa	Mobility	2961	Non-CBO Partner	Education and outreach need to be made a priority.
6/27/2013	La Mesa	Mobility	2962	Non-CBO Partner	Moving away from the automobile and putting more funding towards alternative transportation.
6/27/2013	La Mesa	Mobility	2963	Non-CBO Partner	Creating more walkable communities.
6/27/2013	La Mesa	Mobility	2964	Non-CBO Partner	Print on signs need to be larger.
6/27/2013	La Mesa	Mobility	2965	Non-CBO Partner	There should be Wi-Fi on the trolleys.
6/27/2013	La Mesa	Mobility	2966	Non-CBO Partner	Public transportation should be marketed better.
6/27/2013	La Mesa	Mobility	2967	Non-CBO Partner	Provide information to seniors about public transportation.
6/27/2013	La Mesa	Mobility	2968	Non-CBO Partner	Sidewalks in San Diego are horrible, they need to be improved.
6/27/2013	La Mesa	Mobility	2969	Non-CBO Partner	There are limited options to transit, specifically bus transit, particularly for seniors regarding access to food, medicine, and amenities.
6/27/2013	La Mesa	Mobility	2970	Non-CBO Partner	Increase the frequency of bus service, both public and private.
6/27/2013	La Mesa	Mobility	2971	Non-CBO Partner	Raise awareness regarding options for using public transport.
6/27/2013	La Mesa	Mobility	2972	Non-CBO Partner	Traffic due to automobile use is horrible.
6/27/2013	La Mesa	Mobility	2973	Non-CBO Partner	Busses should be converted to alternative/non-polluting types of vehicles.
6/27/2013	La Mesa	Mobility	2974	Non-CBO Partner	Allow people to drive smaller electrical cars locally as an alternative.
6/27/2013	La Mesa	Mobility	2975	Non-CBO Partner	Bicycle use and safety are a significant issue.
6/27/2013	La Mesa	Mobility	2976	Non-CBO Partner	Keep trying to improve the active transportation of San Diego and the local community's connectivity.
6/27/2013	La Mesa	Mobility	2977	Non-CBO Partner	Support Smart Growth that keeps development more compact and within the localities, specifically in the urban core. Keep goods and services in the urban core.
6/27/2013	La Mesa	Mobility	2978	Non-CBO Partner	Keeping jobs and housing in one specific area. Make it so people don't have to travel as often to achieve their daily tasks.
6/27/2013	La Mesa	Mobility	2979	Non-CBO Partner	Look at examples of cities where transit has been doing well.
6/27/2013	La Mesa	Mobility	2980	Non-CBO Partner	Order online at every opportunity.
6/27/2013	La Mesa	Mobility	2981	Non-CBO Partner	Try to buy goods within the local community.
6/27/2013	La Mesa	Mobility	2982	Non-CBO Partner	Keep trips short.
6/27/2013	La Mesa	Mobility	2983	Non-CBO Partner	Use trains instead of trucks to move goods.
6/27/2013	La Mesa	Mobility	2984	Non-CBO Partner	Move away from the automobile and place more emphasis on alternative forms of transportation, including more pedestrian oriented developments.
6/27/2013	La Mesa	Mobility	2985	Non-CBO Partner	Encourage pedestrian malls.
6/27/2013	La Mesa	Mobility	2986	Non-CBO Partner	Embrace walking and biking for communities and smaller town centers.
6/27/2013	La Mesa	Mobility	2987	Non-CBO Partner	Opinions are changing and moving back towards community-centric development.
6/27/2013	La Mesa	Mobility	2988	Non-CBO Partner	Education of the public regarding alternative forms of transportation.
6/27/2013	La Mesa	Mobility	2989	Non-CBO Partner	Moving away from the automobile.
6/27/2013	La Mesa	Mobility	2990	Non-CBO Partner	The frequency of public transportation is inconvenient right now.
6/27/2013	La Mesa	Mobility	2991	Non-CBO Partner	Needs to be more information about the positive benefits of what can be involved with public transit.
6/27/2013	La Mesa	Mobility	2992	Non-CBO Partner	Expand the perimeter of the car2go program to larger parts of San Diego.
6/27/2013	La Mesa	Mobility	2993	Non-CBO Partner	Access to reasonable priced and healthy food, as well as health care facilities and services is difficult in rural areas.

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6/27/2013	La Mesa	Mobility	2994	Non-CBO Partner	Getting to education is difficult for children besides by means other than the automobile.
6/27/2013	La Mesa	Mobility	2995	Non-CBO Partner	Tribal reservations are areas for collaboration.
6/27/2013	La Mesa	Mobility	2996	Non-CBO Partner	SANDAG should consider opportunities for a binational convergence using a form of smart growth in a rural setting.
6/27/2013	La Mesa	Mobility	2997	Non-CBO Partner	Mobility means being able to get to places comfortably and easily, including access to goods and services, recreation, and socialization.
6/27/2013	La Mesa	Mobility	2998	Non-CBO Partner	Mobility should include healthy ways of moving oneself through walking and biking.
6/27/2013	La Mesa	Mobility	2999	Non-CBO Partner	Having curb cuts and other infrastructure to get from place to place.
6/27/2013	La Mesa	Mobility	3000	Non-CBO Partner	Congestion is an issue when going to work because there are so many cars are on the roads. Transit is not an option because it is not easily available.
6/27/2013	La Mesa	Mobility	3001	Non-CBO Partner	If a person is dependent on transit to go to the doctor (University City area), from El Cajon transfers will end up taking up an entire day.
6/27/2013	La Mesa	Mobility	3002	Non-CBO Partner	Transportation is good here too, the trolleys and accessibility allow for positive opportunities to use transit.
6/27/2013	La Mesa	Mobility	3003	Non-CBO Partner	The quality of transportation depends on local bus services; in East County transit services operate during specified times and you may miss the bus based on the range of service.
6/27/2013	La Mesa	Mobility	3004	Non-CBO Partner	Walking distances to buses are not always close; if a bus line is missed the only other option may be a taxi.
6/27/2013	La Mesa	Mobility	3005	Non-CBO Partner	Transit is much improved, but it needs to be more robust.
6/27/2013	La Mesa	Mobility	3006	Non-CBO Partner	Weekend bus service is slow, and that is when most people want to go out.
6/27/2013	La Mesa	Mobility	3007	Non-CBO Partner	We have a good foundation for transit, but we need to continue expanding it.
6/27/2013	La Mesa	Mobility	3008	Non-CBO Partner	Weekend service is slow for trolleys and buses.
6/27/2013	La Mesa	Mobility	3009	Non-CBO Partner	Communities have been developed in complete isolation (Carmel Valley), this impacts multimodal options as there is usually a lack of transit service; impacts for immobile adults and seniors getting out of their homes is a problem, dependency is not just age-related, we need to plan better for these communities.
6/27/2013	La Mesa	Mobility	3010	Non-CBO Partner	Safety is a concern for bike riding.
6/27/2013	La Mesa	Mobility	3011	Non-CBO Partner	Pedestrian sidewalk widths are too narrow, barriers can eliminate the sidewalk entirely, there are many gaps in sidewalk networks and many are in bad disrepair. This more prevalent in older city communities and is problematic for safety issues and convenience; getting to grocery stores, bus stops, etc.
6/27/2013	La Mesa	Mobility	3012	Non-CBO Partner	Sidewalks and freeway interchanges are unsafe, and wide sidewalks can be unsafe based on vehicle speeds; issues for bicyclists include parked cars on the side of the road and the narrowness of roads. Some roads should eliminate parking to avoid conflicts with biking lanes.
6/27/2013	La Mesa	Mobility	3013	Non-CBO Partner	Grossmont transit center and Fletcher Parkways does not have good connectivity with the bus network (accessing parks for example); older areas have deficient transit access and services; streets have mixed stretches with no stops, entire trip needs balanced stops
6/27/2013	La Mesa	Mobility	3014	Non-CBO Partner	We need to consider elderly people and their individual transportation needs, the elderly may struggle to use public transit due to frailty; volunteer driving programs would benefit this need.

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6/27/2013	La Mesa	Mobility	3015	Non-CBO Partner	SANDAG is taking more responsibility for bike networks, we need to continually focus on maintaining facilities and we need more connectedness for the network between jurisdictions because there is demand for more facilities.
6/27/2013	La Mesa	Mobility	3016	Non-CBO Partner	We need better access to communities, a trolley connecting to East County for example; different avenues to the coast need to be opened up.
6/27/2013	La Mesa	Mobility	3017	Non-CBO Partner	BRT more for east-west routes, I-8 BRT going out east.
6/27/2013	La Mesa	Mobility	3018	Non-CBO Partner	BRT is significantly less expensive than trolleys.
6/27/2013	La Mesa	Mobility	3019	Non-CBO Partner	We need to focus on building accessibility for everyone, consider the ability to walk out of your house and go where you need no matter your age, income, physical ability, etc.; priorities are time, safety, and access.
6/27/2013	La Mesa	Mobility	3020	Non-CBO Partner	It is a mindset in San Diego to drive rather than walk out of the house. We need more information and education regarding the benefits of not using the car.
6/27/2013	La Mesa	Mobility	3021	Non-CBO Partner	Consider the opinions of people based on what they need to make smarter decisions.
6/27/2013	La Mesa	Mobility	3022	Non-CBO Partner	Older communities are behind the curve. Consider community beautification as a way of improving communities; there are people who are dependent on the bus system in older communities.
6/27/2013	La Mesa	Mobility	3023	Non-CBO Partner	Is there a way to consider the value of a project by its provision of benefits to the most people, connectivity between areas for example? Consider the top ten needs for communities (economic, travel time, etc.) and which projects provide the most value.
6/27/2013	La Mesa	Mobility	3024	Non-CBO Partner	When evaluating projects, include public health indicators; focus investments on transportation facilities where there is more access for healthy living to offset obesity, asthma, etc.; provide services for care of the elderly, use data to look at all of these issues, consider whether communities in need are being served similar as younger communities, focus on indicators outside of the planning field like health.
6/27/2013	La Mesa	Mobility	3025	Non-CBO Partner	Get away from using freeways, encourage more transit, bike, and walking; There is too much push back when attempting to focus away from cars.
6/27/2013	La Mesa	Mobility	3026	Non-CBO Partner	If active transportation becomes more convenient people will consider other options than just using their cars.
6/27/2013	La Mesa	Mobility	3027	Non-CBO Partner	Need to plan accordingly because of traffic when driving in the region because schedules are impacted by congestion.
6/27/2013	La Mesa	Mobility	3028	Non-CBO Partner	Spend a lot of time on the freeway due to congestion.
6/27/2013	La Mesa	Mobility	3029	Non-CBO Partner	Children are spending a lot of time in congestion going to school.
6/27/2013	La Mesa	Mobility	3030	Non-CBO Partner	The transportation system limits choices; restricts to using a car.
6/27/2013	La Mesa	Mobility	3031	Non-CBO Partner	Buses and trolleys are limited due to service cut backs.
6/27/2013	La Mesa	Mobility	3032	Non-CBO Partner	We are dependent on the car because of spread out development; other countries such as Japan use bullet-trains; another reason for dependency on the car is the need to access jobs; we need to become more innovative and flexible, to effectively transition out of cars.
6/27/2013	La Mesa	Mobility	3033	Non-CBO Partner	Even when choosing to live closer to work it takes 40 minutes by bus to go 3.5 miles; other issues include only being able to get tokens at the transit store to ride bus, we need stored value compass cards.
6/27/2013	La Mesa	Mobility	3034	Non-CBO Partner	Consider the downtown San Diego area truly being bikeable where families can access downtown from a variety of adjacent areas, 35 mph or less speed limits for cars; would provide more flexibility and take cars off the road.

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6/27/2013	La Mesa	Mobility	3035	Non-CBO Partner	Access will be an issue with the aging of baby boomers, elderly populations should still have good access to walk, not need to depend on driving, to live close to friends without the need of a car; these are family related issues.
6/27/2013	La Mesa	Mobility	3036	Non-CBO Partner	Getting to the doctor is an issue without a car.
6/27/2013	La Mesa	Mobility	3037	Non-CBO Partner	Traffic light density is a problem, too much stop and go, car movement is regulated by spacing and separation.
6/27/2013	La Mesa	Mobility	3038	Non-CBO Partner	Affordability of bus passes is an issue, certain people cannot afford bus passes, hours of transit systems are not accessible or convenient.
6/27/2013	La Mesa	Mobility	3039	Non-CBO Partner	If you choose transit you are forced to sacrifice time.
6/27/2013	La Mesa	Mobility	3040	Non-CBO Partner	Obtaining a disabled bus pass takes two days.
6/27/2013	La Mesa	Mobility	3041	Non-CBO Partner	Grocery stores sell regular passes monthly, but a discounted pass takes longer.
6/27/2013	La Mesa	Mobility	3042	Non-CBO Partner	Walking to grocery store is difficult, over a mile without adequate sidewalks; this is very uncomfortable.
6/27/2013	La Mesa	Mobility	3043	Non-CBO Partner	Streets are one dimensional, no options other than driving.
6/27/2013	La Mesa	Mobility	3044	Non-CBO Partner	People are not going to consider using the bus to carry groceries.
6/27/2013	La Mesa	Mobility	3045	Non-CBO Partner	Another challenge with using the car is health-related issues; black soot comes from cars into houses and creates health issues such as lung inflammation, traffic pollutants caused by cars idling at intersection.
6/27/2013	La Mesa	Mobility	3046	Non-CBO Partner	Air quality is a concern when biking, under freeways emissions from cars are breathed in, what will happen to health of lungs by riding over the long-term.
6/27/2013	La Mesa	Mobility	3047	Non-CBO Partner	We need to consider bike facilities/amenities to accommodate biking commutes (bike lockers, showers, etc.), more complete networks to make bike trips.
6/27/2013	La Mesa	Mobility	3048	Non-CBO Partner	What maintenance options are there if a biker gets a flat tire, lockers and storage, maintenance, monthly programs, if you ride from the suburbs you must ride the trolley; consider how well bike connections fit with modes.
6/27/2013	La Mesa	Mobility	3049	Non-CBO Partner	Consider an environmental lane from out east to downtown along SR 94; access to everyone with 35 mph or less speed limits.
6/27/2013	La Mesa	Mobility	3050	Non-CBO Partner	It is difficult to find information regarding who is in charge, or who has money, who has control; is it the state, county, SANDAG; where is the major responsibility for each part, it seems things are hidden; specifically where is the money for bike paths crossing city lines and the County.
6/27/2013	La Mesa	Mobility	3051	Non-CBO Partner	All agencies are involved at some level.
6/27/2013	La Mesa	Mobility	3052	Non-CBO Partner	Agencies don't seem to work together, and don't provide transparency for the community.
6/27/2013	La Mesa	Mobility	3053	Non-CBO Partner	Published/print material would be helpful, how does a citizen find the information for a mobility area of interest.
6/27/2013	La Mesa	Mobility	3054	Non-CBO Partner	Some responsibilities fall on cities some the county, there is a lot of information, who is the collaborator of this information.
6/27/2013	La Mesa	Mobility	3055	Non-CBO Partner	Safety is a way to prioritize projects, unsafe roadways/interchanges will cause problems for the long-term, focus on transportation to job centers and neighborhood centers, look for the biggest bang for the buck, we need mobility and flexibility of different options; weekends necessitate more recreational trips, prioritize that everyone has a choice.
6/27/2013	La Mesa	Mobility	3056	Non-CBO Partner	If someone has an inability to drive, there is no way to get to places like the doctor, or even the bus; consider temporary registered disability needs too, taxi too expensive and access is an issue.

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6/27/2013	La Mesa	Mobility	3057	Non-CBO Partner	Prioritization of dollars funds should be based on transportation improvements and population demographics among others; needs of both elderly and young should be factored into prioritization (varying groups); priority should be being able to serve aging population, or other populations not as well off needing assistance.
6/27/2013	La Mesa	Mobility	3058	Non-CBO Partner	To promote healthy people using roads, start with person scale before anything else.
6/27/2013	La Mesa	Mobility	3059	Non-CBO Partner	Understand the economic part of supply and demand for roads, roads need to support commerce so consider the size of goods that are moved; need for different vehicles to compensate for future demand including baby boom generation needs to be considered.
6/27/2013	La Mesa	Mobility	3060	Non-CBO Partner	Use what we have more efficiently (Managed Lanes); Broadway there are eight buses running down the street, make the transit service more smooth and frequent, without backups.
6/27/2013	La Mesa	Mobility	3061	Non-CBO Partner	Consider multi-use areas, live, work and shop, integration of mobility within communities, certain areas it is more conducive than others.
6/27/2013	La Mesa	Mobility	3062	Non-CBO Partner	Need for mobility overall, but we will still will need to get across town due to the sprawled nature of the region.
6/27/2013	La Mesa	Mobility	3063	Non-CBO Partner	Articulated buses in La Mesa are wasting energy and carrying very few people. We need smaller transit vehicles which are more responsive (frequent) to serve the community.
6/27/2013	La Mesa	Mobility	3064	Non-CBO Partner	Public transit is not what it should be. There is too much focus on freeways. Consider looking more at light rail, rapid buses; 92 percent of vehicles driving are SOV. It is not viable to use transit and most people would rather drive than spend time on transit.
6/27/2013	La Mesa	Mobility	3065	Non-CBO Partner	While it is not practical to take transit, there is a sense of feeling guilty when driving daily.
6/27/2013	La Mesa	Mobility	3066	Non-CBO Partner	Mental health side effects can be produced from driving too much.
6/27/2013	La Mesa	Mobility	3067	Non-CBO Partner	Transportation options inform plans and inform life decisions, where to live work, etc.
6/27/2013	La Mesa	Mobility	3068	Non-CBO Partner	It is frustrating when considering transportation choices, would be happy to take transit but it takes 15 minutes just to get to trolley; as a result decisions to drive are made .
6/27/2013	La Mesa	Mobility	3069	Non-CBO Partner	Last mile trip is a challenge and needs to be considered.
6/27/2013	La Mesa	Mobility	3070	Non-CBO Partner	The car allows you to go wherever you need to go, only time transit is used is for football games to offset parking issues.
6/27/2013	La Mesa	Mobility	3071	Non-CBO Partner	London Olympics as an example of successful transportation shuttles for people allowing them to get off/on when/where desired; we are built with sprawl, consider future developments allowing people to work and live in the same place.
6/27/2013	La Mesa	Mobility	3072	Non-CBO Partner	Choosing to live along a trolley line, to work near the trolley line, gives alternatives, can take trolley, bike or drive; from La Mesa City hall, it is an easy trolley ride to downtown, can read on the trolley to maximize work time; this works based on modeling life around the transportation system; a shortcoming of using the trolley is it's a fixed line and you need to live close to it.
6/27/2013	La Mesa	Mobility	3073	Non-CBO Partner	Flexibility to make choices where you live and work is not equal.
6/27/2013	La Mesa	Mobility	3074	Non-CBO Partner	Flexibility sometimes does not work for everyone's needs.
6/27/2013	La Mesa	Mobility	3075	Non-CBO Partner	How do we resolve issues of flexibility needs.
6/27/2013	La Mesa	Mobility	3076	Non-CBO Partner	Consider Europe tax rates for fuel use.

Date	Location	Table_Topic	Comment_ID	CBO Partner	Comments
6/27/2013	La Mesa	Mobility	3077	Non-CBO Partner	5/805 merge is a challenge for multimodal improvement, keeps getting bigger, not well served by transit.
6/27/2013	La Mesa	Mobility	3078	Non-CBO Partner	We need to change the allocation of revenues from freeways to transit, things are not working anymore, and things can and need to change. It has been 20 years.
6/27/2013	La Mesa	Mobility	3079	Non-CBO Partner	There are a lot of people who don't have a car in east county, there are no buses, no trolley, a lot of people walk a long way to get to transit; need to look at making transit more accessible, first and last mile access.
6/27/2013	La Mesa	Mobility	3080	Non-CBO Partner	Turkey has a system where private car owners use their car like a taxi; a system like this could help last mile issues.
6/27/2013	La Mesa	Mobility	3081	Non-CBO Partner	There are serious issues with populated areas not having the access for public transportation.
6/27/2013	La Mesa	Mobility	3082	Non-CBO Partner	Rideshare programs have several hundred vans, but people want to use the service when it is convenient for them, people also feel they are entitled to drive cars; we need to compromise in some instances.
6/27/2013	La Mesa	Mobility	3083	Non-CBO Partner	Affordability of transportation is a problem for certain populations, transportation costs are subsidized for certain groups but is expensive to provide, additionally, lack of bus shelters are a problem, especially for the elderly, how do we improve these situations.
6/27/2013	La Mesa	Mobility	3084	Non-CBO Partner	We need to determine where the major workforce requirements are, Sorrento Valley for instance; consider merging MTS And NCTD for efficiency.
6/27/2013	La Mesa	Mobility	3085	Non-CBO Partner	The economy is important, but some things may not be economically feasible, this may pose contradictions for certain populations needing more transportation affordability.
6/27/2013	La Mesa	Mobility	3086	Non-CBO Partner	Reform the bus system.
6/27/2013	La Mesa	Mobility	3087	Non-CBO Partner	Recognize population by demographics, people with biggest challenge to access transit should get first priority for projects, provide improvements for work commutes, we need to make sure we understand the demographics.
6/27/2013	La Mesa	Healthy Communities	3088	Non-CBO Partner	With the population of La Mesa, I am concerned with the aging population. It would be great if elderly could age in place, but there aren't enough quality facilities.
6/27/2013	La Mesa	Healthy Communities	3089	Non-CBO Partner	Healthy Communities means being able to age in place.
6/27/2013	La Mesa	Healthy Communities	3090	Non-CBO Partner	Elderly are afraid to walk to the post office due to dangerous street layouts, which encourages them to drive a two-block trip rather than walk.
6/27/2013	La Mesa	Healthy Communities	3091	Non-CBO Partner	Synchronized traffic signals would improve traffic flow in La Mesa.
6/27/2013	La Mesa	Healthy Communities	3092	Non-CBO Partner	The aging population will need places to live and mobility within their community.
6/27/2013	La Mesa	Healthy Communities	3093	Non-CBO Partner	Cities need to identify at risk elderly and support fraud prevention programs.
6/27/2013	La Mesa	Healthy Communities	3094	Non-CBO Partner	Healthy community means feeling safe on the street.
6/27/2013	La Mesa	Healthy Communities	3095	Non-CBO Partner	It's not enough to have just sidewalks, there needs to be safe sidewalks with good lighting.
6/27/2013	La Mesa	Healthy Communities	3096	Non-CBO Partner	There are gaps in sidewalk maintenance based on city or county authority.
6/27/2013	La Mesa	Healthy Communities	3097	Non-CBO Partner	Sidewalks and potholes must be maintained regularly.
6/27/2013	La Mesa	Healthy Communities	3098	Non-CBO Partner	We need to plan from mother-in-law flats so that elderly and disabled or ill can age in place or be cared for by their families.
6/27/2013	La Mesa	Healthy Communities	3099	Non-CBO Partner	Planning for 27,000 new housing units in La Mesa by 2020, and it's all infill; it will be a real challenge without changing development patterns to accommodate more growth in the future.
6/27/2013	La Mesa	Healthy Communities	3100	Non-CBO Partner	Perceptions trump reality. If people don't perceive they are safe, they won't believe they are.

Date	Location	Table_Topic	Comment_ID	CBO Partner	Comments
6/27/2013	La Mesa	Healthy Communities	3101	Non-CBO Partner	Everyone has a responsibility to be informed about where they live.
6/27/2013	La Mesa	Healthy Communities	3102	Non-CBO Partner	Citizens should voice their concerns to local government.
6/27/2013	La Mesa	Healthy Communities	3103	Non-CBO Partner	We have a terrible transportation system. Busses don't use freeways. Studies show that 93% of all cars on freeways are SOV. Congestion is an issue day in and day out. The consequences are gridlock, idling cars, emissions, and it impacts all communities.
6/27/2013	La Mesa	Healthy Communities	3104	Non-CBO Partner	A healthy community means having good public services in place like police and fire.
6/27/2013	La Mesa	Healthy Communities	3105	Non-CBO Partner	Cleanliness is a sign of safety and health in a community.
6/27/2013	La Mesa	Healthy Communities	3106	Non-CBO Partner	Getting to transportation and transit to begin with is a challenge.
6/27/2013	La Mesa	Healthy Communities	3107	Non-CBO Partner	The first and last mile for transit becomes a greater challenge due to hilly topography.
6/27/2013	La Mesa	Healthy Communities	3108	Non-CBO Partner	We have the wrong type of transportation. Telecommuting studies show that productivity increases by 40% when people work from home.
6/27/2013	La Mesa	Healthy Communities	3109	Non-CBO Partner	We need to preserve open spaces because they link to the health of communities.
6/27/2013	La Mesa	Healthy Communities	3110	Non-CBO Partner	Water is expensive, so it is important to consider new sources such as toilet-to-tap.
6/27/2013	La Mesa	Healthy Communities	3111	Non-CBO Partner	SANDAG should support and encourage rain water collection.
6/27/2013	La Mesa	Healthy Communities	3112	Non-CBO Partner	Access to healthy foods is important.
6/27/2013	La Mesa	Healthy Communities	3113	Non-CBO Partner	It is preferable to live with a grocery store within walking distance. La Mesa residents are concerned about the emergence of 7-11 and the sale of alcohol, cigarettes and unhealthy foods. We can't require 7-11 to carry healthy foods, and we can't force people to buy it either.
6/27/2013	La Mesa	Healthy Communities	3114	Non-CBO Partner	The public dictates the products sold in a community. Providing healthy food will attract consumer.
6/27/2013	La Mesa	Healthy Communities	3115	Non-CBO Partner	Farmer's Market are so popular in La Mesa that they had to be relocated to accommodate the crowd, which is indicative that people really care about having healthy, fresh food.
6/27/2013	La Mesa	Healthy Communities	3116	Non-CBO Partner	There is a tension between small businesses and Farmer's Markets because small business owners are concerned it will hurt their profits.
6/27/2013	La Mesa	Healthy Communities	3117	Non-CBO Partner	There needs to be more affordable housing to support the large refugee population in San Diego. Overcrowding is a consequence of lack of affordable housing. Refugees need a voice in housing to make communities healthy.
6/27/2013	La Mesa	Healthy Communities	3118	Non-CBO Partner	Translation and accommodation for refugees is important to community health.
6/27/2013	La Mesa	Healthy Communities	3119	Non-CBO Partner	A healthy community means the ability to get places without having to get in a car.
6/27/2013	La Mesa	Healthy Communities	3120	Non-CBO Partner	Walkability is key to health. Safe streets can support walkability. Healthy communities are not disproportionately exposed to uses that have negative impacts on the health of residents. This can be solved with smarter land use planning.
6/27/2013	La Mesa	Healthy Communities	3121	Non-CBO Partner	Natural gas busses are a step in the right direction for healthy communities
6/27/2013	La Mesa	Healthy Communities	3122	Non-CBO Partner	Smoke free parks in areas and cities would support a healthy community. Secondhand smoke inhibits the health of others and is a big problem.
6/27/2013	La Mesa	Healthy Communities	3123	Non-CBO Partner	No smoking signs are ineffective.
6/27/2013	La Mesa	Healthy Communities	3124	Non-CBO Partner	Accessibility, safety, and engagement are important in a community. People need destinations and a sense of place to feel safe.

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6/27/2013	La Mesa	Healthy Communities	3125	Non-CBO Partner	SANDAG should encourage cities and counties to regulate smoking in public places.
6/27/2013	La Mesa	Healthy Communities	3126	Non-CBO Partner	Smoking in and around Trolley stations is a problem.
6/27/2013	La Mesa	Healthy Communities	3127	Non-CBO Partner	In order for people to engage with a community, they need access to services and activities that they want and need, and to feel safe.
6/27/2013	La Mesa	Healthy Communities	3128	Non-CBO Partner	Farmer's Market creates better access to healthy foods and can be a great solution to bridging gaps in access.
6/27/2013	La Mesa	Healthy Communities	3129	Non-CBO Partner	The ability to grow your own healthy food could support a healthy community. Since not everyone has a yard, community gardens and urban agriculture regulation reform can improve access.
6/27/2013	La Mesa	Healthy Communities	3130	Non-CBO Partner	People need access to parks and recreation to be healthy.
6/27/2013	La Mesa	Healthy Communities	3131	Non-CBO Partner	Decreasing the number of cars on the road improves community health by reducing emissions and air pollution.
6/27/2013	La Mesa	Healthy Communities	3132	Non-CBO Partner	Better connectivity is important to ensure that all of the places people need to go, like schools and jobs, would help. Improve the network.
6/27/2013	La Mesa	Healthy Communities	3133	Non-CBO Partner	Invest in bike paths to support Healthy Communities.
6/27/2013	La Mesa	Healthy Communities	3134	Non-CBO Partner	It is a challenge to get from point A to point B on a bike without taking your life in your hands. Cars and bikes are a dangerous mix.
6/27/2013	La Mesa	Healthy Communities	3135	Non-CBO Partner	Children are too afraid to ride in the bike lanes.
6/27/2013	La Mesa	Healthy Communities	3136	Non-CBO Partner	We need to build safer bike infrastructure. Painted bike lanes and other techniques could help here.
6/27/2013	La Mesa	Healthy Communities	3137	Non-CBO Partner	Bike lanes aren't enough. There needs to be education and outreach to everyone about sharing the road with bicyclists.
6/27/2013	La Mesa	Healthy Communities	3138	Non-CBO Partner	I depend on MTS, so when I go to see the Doctor, many busses discontinue by the time I need a ride home. We need more weekend service for residents who rely on transit to get around the region for access to healthcare.
6/27/2013	La Mesa	Healthy Communities	3139	Non-CBO Partner	Increased access via frequent and quality transit is important to support healthcare visits because specialists are not located in neighborhoods. This is especially pertinent to people who are limited by physical ailments and cannot drive.
6/27/2013	La Mesa	Healthy Communities	3140	Non-CBO Partner	The design of buildings should fit the neighborhoods they are in to blend in with the community.
6/27/2013	La Mesa	Healthy Communities	3141	Non-CBO Partner	Social aspect of design, such as housing that encourages interaction, could be good for people.
6/27/2013	La Mesa	Healthy Communities	3142	Non-CBO Partner	Beach communities should have more roof decks to encourage social interaction.
6/27/2013	La Mesa	Healthy Communities	3143	Non-CBO Partner	We need to target communities equally when it comes to providing safe infrastructure around schools.
6/27/2013	La Mesa	Healthy Communities	3144	Non-CBO Partner	There needs to be safety for children in order for parents to allow them to walk or bike to school.
6/27/2013	La Mesa	Healthy Communities	3145	Non-CBO Partner	Walking school busses are brilliant. Encourage more ideas like this.
6/27/2013	La Mesa	Healthy Communities	3146	Non-CBO Partner	In the future, if we build our communities to be walkable, we can build areas where cars aren't allowed and place schools in those areas so they are safe for children to walk.
6/27/2013	La Mesa	Healthy Communities	3147	Non-CBO Partner	Do we know why people choose to bike on "bike-to-work day" and if they ride on a regular basis after the event?
6/27/2013	La Mesa	Healthy Communities	3148	Non-CBO Partner	Is there any overlap between SANDAG and the planning of CicloSDias? If so, these types of events can help encourage healthy mobility options.

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6/27/2013	La Mesa	Healthy Communities	3149	Non-CBO Partner	East County is not doing very well with decent walking and biking paths. There are dangerous conflicts between bikes, pedestrians and vehicles. Walking paths are unpleasant and not readily available. We need some nice places to get outside and enjoy our communities.
6/27/2013	La Mesa	Healthy Communities	3150	Non-CBO Partner	East County isn't very progressive, but we need change to improve walkability.
6/27/2013	La Mesa	Healthy Communities	3151	Non-CBO Partner	East County has polluted air because of Gillespie Field, where planes use leaded gas. The airport inefficiently uses land.
6/27/2013	La Mesa	Healthy Communities	3152	Non-CBO Partner	The pilot training at Gillespie field is a health and security threat because it flies over the water supply.
6/27/2013	La Mesa	Healthy Communities	3153	Non-CBO Partner	Gillespie Field needs to be relocated. There is opportunity there, but the leadership isn't supportive.
6/27/2013	La Mesa	Healthy Communities	3154	Non-CBO Partner	For the inner-city and other urban areas of the region, Tuk-tuks (three-wheeled motorized vehicles) could be used as an alternative form of transportation and help mitigate air pollution.
6/27/2013	La Mesa	Healthy Communities	3155	Non-CBO Partner	We need progressive thinking and SANDAG should encourage more compact development.
6/27/2013	La Mesa	Healthy Communities	3156	Non-CBO Partner	The closure of San Onofre has caused a push for increased fossil fuel power plants. SANDAG should try to oversee this to ensure that fossil fuel plants don't pop up as a result.
6/27/2013	La Mesa	Healthy Communities	3157	Non-CBO Partner	San Diego has the worst atmospheric conditions in the country. We've done a good job of cleaning up, but it is still an issue for air pollution. We need to continue monitoring this.
6/27/2013	La Mesa	Healthy Communities	3158	Non-CBO Partner	San Diego is lagging behind other cities when it comes to bike infrastructure. We need to make safer bike facilities and provide more bike paths.
6/27/2013	La Mesa	Healthy Communities	3159	Non-CBO Partner	Painted bike lanes make a huge difference in the safety. We need to implement more painted bike lanes.
6/27/2013	La Mesa	Healthy Communities	3160	Non-CBO Partner	Connectivity in La Mesa is important. Freeways break up communities. We need to provide better pedestrian access to circumvent freeways and reconnect communities.
6/27/2013	La Mesa	Healthy Communities	3161	Non-CBO Partner	We need interregional connectivity. There should be a comprehensive bike network connecting the region.
6/27/2013	La Mesa	Healthy Communities	3162	Non-CBO Partner	Attractive walking paths will encourage more walking.
6/27/2013	La Mesa	Healthy Communities	3163	Non-CBO Partner	Is there a comprehensive map of walking trails?
6/27/2013	La Mesa	Healthy Communities	3164	Non-CBO Partner	Lake Murray is a good example of why we need to separate bike and walking trails to avoid bike and pedestrian conflicts.
6/27/2013	La Mesa	Healthy Communities	3165	Non-CBO Partner	Don't build any more freeways. We need to use what we have more wisely and increase our rail, transit, and bikeways.
6/27/2013	La Mesa	Healthy Communities	3166	Non-CBO Partner	We need a trolley to connect directly to the airport.
6/27/2013	La Mesa	Healthy Communities	3167	Non-CBO Partner	No Aerotropolis at Gillespie Field. SANDAG, do not support an Aerotropolis in East County. We should consolidate into a single regional airport.
6/27/2013	La Mesa	Healthy Communities	3168	Non-CBO Partner	We appreciate the improvements on the 15 and the 78. It's nice to not have to sit in traffic for hours at a time.
6/27/2013	La Mesa	Healthy Communities	3169	Non-CBO Partner	Whatever SANDAG can do to help inner-city and other areas that don't have access to healthy fresh produce, whether it be a Farmer's Market or other, they should examine transportation networks to connect people to healthy food resources.
6/27/2013	La Mesa	Healthy Communities	3170	Non-CBO Partner	We have public transportation, but not enough people use it. How do we get people to use the transit we have?
6/27/2013	La Mesa	Healthy Communities	3171	Non-CBO Partner	Charge more for parking and people will use transit more.

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6/27/2013	La Mesa	Healthy Communities	3172	Non-CBO Partner	If you use transit, you have to allot more time to your trip, which not everyone can afford.
6/27/2013	La Mesa	Healthy Communities	3173	Non-CBO Partner	Create parks for all ages. Encourage the cities to develop exercise parks with equipment and infrastructure to support the health of aging seniors. Facilitate access to airports by coordinating routes with airports and communities.
6/27/2013	La Mesa	Healthy Communities	3174	Non-CBO Partner	Support policies and programs that integrate health in the planning process. Transportation planners should interact with health care districts to educate the public on how vehicle emissions affect personal health and community health.
6/27/2013	La Mesa	Healthy Communities	3175	Non-CBO Partner	Implement effective and informative signage, especially that which transcends language barriers. Signage needs to be large enough to view from a distance. SANDAG should collaborate with other organizations to leverage funds for accessible transportation.
6/27/2013	La Mesa	Healthy Communities	3176	Non-CBO Partner	Implement crosswalk lighting that provides safety to pedestrians so they feel comfortable walking as a means of transportation.
6/27/2013	La Mesa	Healthy Communities	3177	Non-CBO Partner	Support complete streets development so that it promotes physical activity.
6/27/2013	La Mesa	Healthy Communities	3178	Non-CBO Partner	"I don't feel safe as a driver because I don't see pedestrians and I don't feel safe as a pedestrian because cars don't see me when they make right turns."
6/27/2013	La Mesa	Healthy Communities	3179	Non-CBO Partner	Implement more bicycle facilities, including bike racks and Class 1 routes.
6/27/2013	La Mesa	Healthy Communities	3180	Non-CBO Partner	Educate both the drivers and the bicyclists on safe travel.
6/27/2013	La Mesa	Healthy Communities	3181	Non-CBO Partner	Encourage buffers that separate vehicle travel from bicyclists.
6/27/2013	La Mesa	Healthy Communities	3182	Non-CBO Partner	Reduce the number of lanes for cars and convert lanes to bike lanes.
6/27/2013	La Mesa	Healthy Communities	3183	Non-CBO Partner	Properly manage and control the vegetation so it does not impede the pedestrian/driver's sight of the signage.
6/27/2013	La Mesa	Healthy Communities	3184	Non-CBO Partner	Enhancing the street aesthetics to promote health by encouraging walking. The public should be involved in aesthetic design to add character and a sense of ownership to the community.
6/27/2013	La Mesa	Healthy Communities	3185	Non-CBO Partner	Encourage more bike share programs.
6/27/2013	La Mesa	Healthy Communities	3186	Non-CBO Partner	Consider placing distance markers along trails and sidewalks to encourage pedestrians to monitor their physical activity. For example, some seniors set a pedometer goal of 10,000 steps each day.
6/27/2013	La Mesa	Healthy Communities	3187	Non-CBO Partner	Support accessible and available transportation for seniors. The lack of transportation options leads to an increase in depression for seniors.
6/27/2013	La Mesa	Healthy Communities	3188	Non-CBO Partner	Create a more walkable space along busy intersections that encourages pedestrian usage. Break up long blocks by placing more crosswalks or pedestrian bridges along a long and busy street/arterial.
6/27/2013	La Mesa	Healthy Communities	3189	Non-CBO Partner	Create complete streets that include buffer zones so pedestrians and bicyclists feel safe.
6/27/2013	La Mesa	Healthy Communities	3190	Non-CBO Partner	Separate bicycle and automobile traffic via the use of buffers.
6/27/2013	La Mesa	Healthy Communities	3191	Non-CBO Partner	Decrease the distance to and from transit stops or develop a feeder system to better access transit.
6/27/2013	La Mesa	Healthy Communities	3192	Non-CBO Partner	Address climate goals and stop building highways. Allocate more money to transit.
6/27/2013	La Mesa	Healthy Communities	3193	Non-CBO Partner	Green spaces should be accessible by walking and accessible to all demographics. Parks are important because there is a correlation between access to green spaces and mental health.
6/27/2013	La Mesa	Healthy Communities	3194	Non-CBO Partner	Increase the availability of sidewalks in East County to encourage walking.
6/27/2013	La Mesa	Healthy Communities	3195	Non-CBO Partner	Make public transportation more affordable for all people; the bus pass isn't affordable to lower income people.

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6/27/2013	La Mesa	Healthy Communities	3196	Non-CBO Partner	Increase the frequency of public transportation in East County.
6/27/2013	La Mesa	Healthy Communities	3197	Non-CBO Partner	Better connect the transit system to the locations where people live in East County.
6/27/2013	La Mesa	Healthy Communities	3198	Non-CBO Partner	Market public transportation to people from all socioeconomic backgrounds to gain interest.
6/27/2013	La Mesa	Healthy Communities	3199	Non-CBO Partner	Acknowledge the health-wealth disparity in transportation planning; Public policies should reflect the fact that some people are more impacted by policy decisions.
6/27/2013	La Mesa	Healthy Communities	3200	Non-CBO Partner	SANDAG does not satisfy the State's emissions reduction target.
6/27/2013	La Mesa	Healthy Communities	3201	Non-CBO Partner	Consider access to healthy food as public transportation networks are being devised.
6/27/2013	La Mesa	Healthy Communities	3202	Non-CBO Partner	Support more local food systems through policies and programs.
6/27/2013	La Mesa	Healthy Communities	3203	Non-CBO Partner	Locate green spaces in a more evenly distributed manner in areas that are easily accessible by walking.
6/27/2013	La Mesa	Healthy Communities	3204	Non-CBO Partner	Consider more compatible land uses that promote walking.
6/27/2013	La Mesa	Healthy Communities	3205	Non-CBO Partner	Focus emissions detection from stationary sources.
6/27/2013	La Mesa	Healthy Communities	3206	Non-CBO Partner	There should be a push for local solar, not power plants located far away in the desert.
6/27/2013	La Mesa	Healthy Communities	3207	Non-CBO Partner	Support a financial incentive to change building codes to encourage clean energy. Support strategies that ultimately decrease the number of vehicles on the road
6/27/2013	La Mesa	Healthy Communities	3208	Non-CBO Partner	Create more dense communities that can be easily accessed via walkable connections.
6/27/2013	La Mesa	Healthy Communities	3209	Non-CBO Partner	Promote public transportation in lower income neighborhoods.
6/27/2013	La Mesa	Healthy Communities	3210	Non-CBO Partner	Better connect public transit with destinations.
6/27/2013	La Mesa	Healthy Communities	3211	Non-CBO Partner	Promote bike share and Carshare programs that promote transit use and address the "first mile, last mile" problem.
6/27/2013	La Mesa	Healthy Communities	3212	Non-CBO Partner	Make public transit economically attractive and time efficient. The current bus rate is too expensive.
6/27/2013	La Mesa	Healthy Communities	3213	Non-CBO Partner	Develop a regional model that generates trip distribution.
6/27/2013	La Mesa	Healthy Communities	3214	Non-CBO Partner	Update the iCommute webpage so that it is more user-friendly.
6/27/2013	La Mesa	Healthy Communities	3215	Non-CBO Partner	A healthy community is a viable community. How are you going to travel via public transit at night? How is that a healthy community if we can't enjoy our city at night? It's easier to move to other communities in New York and Pennsylvania, whereas it takes several hours to travel between communities in San Diego.
6/27/2013	La Mesa	Healthy Communities	3216	Non-CBO Partner	Support local and regional strategies to address homelessness in San Diego. A healthy community includes everyone. Several homeless centers should be created throughout the region, with funds leveraged among County supervisors, state, and federal actors. County supervisors should provide the majority of funds.
6/27/2013	La Mesa	Healthy Communities	3217	Non-CBO Partner	Support a concentrated effort to provide mental health support to homeless people.
6/27/2013	La Mesa	Healthy Communities	3218	Non-CBO Partner	Decrease the travel time on transit.
6/27/2013	La Mesa	Healthy Communities	3219	Non-CBO Partner	Increase transit frequency, especially on nights and weekends.
6/27/2013	La Mesa	Healthy Communities	3220	Non-CBO Partner	Encourage late night transit service to promote a healthier economy. For those that are transit dependent or would like to travel without the use of taxi, public transit should be made accessible at night and especially during weekend nights. Service needs to be reliable and effective.

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6/27/2013	La Mesa	Healthy Communities	3221	Non-CBO Partner	Removing vehicles from the city center would promote walking.
6/27/2013	La Mesa	Healthy Communities	3222	Non-CBO Partner	Support a cost-effective transit system that makes transit competitive with driving.
6/27/2013	La Mesa	Healthy Communities	3223	Non-CBO Partner	Create greater accessibility of affordable healthy foods
6/27/2013	La Mesa	Healthy Communities	3224	Non-CBO Partner	Encourage communities to coordinate transportation services (example, interfaith communities that provide shuttles for nearby social service agencies).
6/27/2013	La Mesa	Healthy Communities	3225	Non-CBO Partner	Consider mitigation strategies to address the noise and air pollution near Gillespie Field.
6/27/2013	La Mesa	Healthy Communities	3226	Non-CBO Partner	The new regional plan should meet State emission standards.
6/27/2013	La Mesa	Healthy Communities	3227	Non-CBO Partner	Address overcrowding in affordable housing.
6/27/2013	La Mesa	Healthy Communities	3228	Non-CBO Partner	Encourage programs and policies that promote community gardens and parks.
6/27/2013	La Mesa	Healthy Communities	3229	Non-CBO Partner	Encourage the use of mixed-use to expand the number of affordable housing sites and also to promote the walkability of an area.
6/27/2013	La Mesa	Healthy Communities	3230	Non-CBO Partner	The Compass card should be consistent and stop changing vendors (from Albertsons to Vons).
6/27/2013	La Mesa	Healthy Environment	3231	Non-CBO Partner	Hazardous waste often gets put near people with lower incomes.
6/27/2013	La Mesa	Healthy Environment	3232	Non-CBO Partner	Preserve canyon lands. This is especially important for underserved communities, like City Heights, who need recreational spaces. Open space has positive psychological benefits, too.
6/27/2013	La Mesa	Healthy Environment	3233	Non-CBO Partner	The local and state trails are disconnected. We need a forest system to link everything together.
6/27/2013	La Mesa	Healthy Environment	3234	Non-CBO Partner	Concern that businesses and developers will try to undo habitat preservation efforts established through programs like the Multiple Species Conservation Program (MSCP). We need to balance competing interests.
6/27/2013	La Mesa	Healthy Environment	3235	Non-CBO Partner	The issue of water supply, and not just quality, is important.
6/27/2013	La Mesa	Healthy Environment	3236	Non-CBO Partner	We need to be conserving water every day. This involves education, which water districts could do a better job of. For example, they could discourage the use of grass lawns and instead promote drought tolerant landscaping. We need education and incentives to change mindsets and promote conservation.
6/27/2013	La Mesa	Healthy Environment	3237	Non-CBO Partner	Shoreline is important for our regional economy, but it sounds like we're destroying one ecosystem for ours through the beach sand replenishment program. We need to have better land use controls upstream – we let people build so close to the shoreline that it degrades environment.
6/27/2013	La Mesa	Healthy Environment	3238	Non-CBO Partner	It's important to improve the transportation system so more people can use transit, walking, and biking to cut down on air pollution, single occupancy vehicles, and gasoline.
6/27/2013	La Mesa	Healthy Environment	3239	Non-CBO Partner	SANDAG controls where public transit goes – make sure it serves the places people want to travel to.
6/27/2013	La Mesa	Healthy Environment	3240	Non-CBO Partner	Make biking, walking, etc. more widespread.
6/27/2013	La Mesa	Healthy Environment	3241	Non-CBO Partner	Ensure bus access for older populations to the places that they want to go to, such as community gardens and healthcare facilities.
6/27/2013	La Mesa	Healthy Environment	3242	Non-CBO Partner	Bus passes should be more affordable for low income individuals (\$70 is too much). Disability passes are \$18, but require a doctor's note, which is sometimes hard to get.

Date	Location	Table_Topic	Comment_ID	CBO Partner	Comments
6/27/2013	La Mesa	Healthy Environment	3243	Non-CBO Partner	There is a high number of car-related deaths in El Cajon and the air pollution is horrible. A highway cuts the city in half and you will see cars covered in soot every few days. People in El Cajon die up to 14 years earlier than in other cities.
6/27/2013	La Mesa	Healthy Environment	3244	Non-CBO Partner	Access to the trolley should be better. People still choose to drive because access to the trolley station is not good.
6/27/2013	La Mesa	Healthy Environment	3245	Non-CBO Partner	People want to walk around their city and don't want to smell heavy polluted air filled with exhaust.
6/27/2013	La Mesa	Healthy Environment	3246	Non-CBO Partner	All new roads that get built should accommodate all modes of transportation – New Jersey has implemented a law like this.
6/27/2013	La Mesa	Healthy Environment	3247	Non-CBO Partner	I grew up in NYC and never had health issues. Since I moved here I've gotten both asthma and cancer. I don't have a car and spend most of my time waiting for transit and inhaling pollution.
6/27/2013	La Mesa	Healthy Environment	3248	Non-CBO Partner	The transit system should be more reliable and frequent.
6/27/2013	La Mesa	Healthy Environment	3249	Non-CBO Partner	It would be helpful if SANDAG was more truthful with how it spends money. \$2 billion in current RTP is being spent on cancer and pollution causing transportation. We need to more options to shift funding to cleaner modes.
6/27/2013	La Mesa	Healthy Environment	3250	Non-CBO Partner	Provide more funding for active transportation projects and invest in systems (like BRT) and technologies that produce less exhaust
6/27/2013	La Mesa	Healthy Environment	3251	Non-CBO Partner	Build bike paths and promote walkability instead of expanding access to freeways.
6/27/2013	La Mesa	Healthy Environment	3252	Non-CBO Partner	People don't want to spend their time waiting for transportation. It's important to have supermarkets and other necessities close by. We need to encourage people who build stores to place in neighborhoods where people live. Encourage complete communities so that access to goods and services is not a problem.
6/27/2013	La Mesa	Healthy Environment	3253	Non-CBO Partner	The continuing emphasis on Single Occupancy Vehicles needs to change. Get leadership to look at cities who are doing things better. Don't look at expanding freeways. Leave that whole mentality behind.
6/27/2013	La Mesa	Healthy Environment	3254	Non-CBO Partner	Runoff from roads impacts shoreline, habitat, water quality
6/27/2013	La Mesa	Healthy Environment	3255	Non-CBO Partner	There's limited public transportation to the airport. Would like to see trolley access in the future, but MTS does not allow baggage over a certain size.
6/27/2013	La Mesa	Healthy Environment	3256	Non-CBO Partner	We need to make sure that the money we spend on infrastructure helps both the economy and the environment. Build a good transit system instead of building more parking lots.
6/27/2013	La Mesa	Healthy Environment	3257	Non-CBO Partner	Put a moratorium on new lanes use the savings to fund alternative modes of transportation
6/27/2013	La Mesa	Healthy Environment	3258	Non-CBO Partner	I like the current habitat preservation goals, and would like to see a greater emphasis on that as the plan develops.
6/27/2013	La Mesa	Healthy Environment	3259	Non-CBO Partner	Preservation is important and provides many benefits, air quality, shade & tree coverage, etc.
6/27/2013	La Mesa	Healthy Environment	3260	Non-CBO Partner	It's important to maintain San Diego's canyon system. City Heights has a ton.
6/27/2013	La Mesa	Healthy Environment	3261	Non-CBO Partner	Urban settings also need access to open space and places for education and physical activity.
6/27/2013	La Mesa	Healthy Environment	3262	Non-CBO Partner	We need more shade trees that cool the environment.
6/27/2013	La Mesa	Healthy Environment	3263	Non-CBO Partner	City governments could be more proactive using native plants and water conserving landscaping with open space.
6/27/2013	La Mesa	Healthy Environment	3264	Non-CBO Partner	Need better access to the beaches and open space by transit.

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6/27/2013	La Mesa	Healthy Environment	3265	Non-CBO Partner	Need an urban forest system. Example of Philadelphia's Fairmount Park ("forest in the city") – multiple locations around the town and offers venues, classes, restaurants, etc. People can get there by walking, biking, or taking transit.
6/27/2013	La Mesa	Healthy Environment	3266	Non-CBO Partner	In Downtown San Diego you can walk a lot, but would nice to be able to have benches to sit down, relax, and absorb the environment around you
6/27/2013	La Mesa	Healthy Environment	3267	Non-CBO Partner	Mass transit needs to serve the open spaces that we have, including the beach
6/27/2013	La Mesa	Healthy Environment	3268	Non-CBO Partner	Climate change will be a major disaster for beach communities and coastal infrastructure – need to plan for sea level rise.
6/27/2013	La Mesa	Healthy Environment	3269	Non-CBO Partner	Need better public access to open space preserves
6/27/2013	La Mesa	Healthy Environment	3270	Non-CBO Partner	Need better shade tree coverage in the region and more natural v. artificial open spaces (i.e. not an overwatered grass lawn)
6/27/2013	La Mesa	Healthy Environment	3271	Non-CBO Partner	Despite the great goals included in existing plans and efforts, I haven't seen any positive changes over the past 20-30 years...only decline.
6/27/2013	La Mesa	Healthy Environment	3272	Non-CBO Partner	Need for better education in school systems to foster understanding and stewardship for natural resources.
6/27/2013	La Mesa	Healthy Environment	3273	Non-CBO Partner	There was a recent fire in Mission Trails Regional Park. We need to better inform the public on wildfire risks
6/27/2013	La Mesa	Healthy Environment	3274	Non-CBO Partner	Concentrate future development on the urban core and focus on walkable, mixed-use neighborhoods – don't build in areas that are difficult for first responders to access.
6/27/2013	La Mesa	Healthy Environment	3275	Non-CBO Partner	Trees can protect residences from fires, but insurance companies often won't allow this.
6/27/2013	La Mesa	Healthy Environment	3276	Non-CBO Partner	Use porous materials for roads and sidewalks, which will replenish aquifers.
6/27/2013	La Mesa	Healthy Environment	3277	Non-CBO Partner	The beaches are important for bringing people to the San Diego region.
6/27/2013	La Mesa	Healthy Environment	3278	Non-CBO Partner	We need to restore our watersheds as much as possible. Watersheds that have been compromised have a higher occurrence of natural disasters (ex: Louisiana). Ultimately, how long will you have the resources to keep dredging?
6/27/2013	La Mesa	Healthy Environment	3279	Non-CBO Partner	We can think about maintaining strips of coastal lands to use as buffers. When the sea level rises, we need some place for it to go. Provide a conservancy.
6/27/2013	La Mesa	Healthy Environment	3280	Non-CBO Partner	The coastline is vulnerable. Maintain existing plant life and dunes to prevent the loss of sand.
6/27/2013	La Mesa	Healthy Environment	3281	Non-CBO Partner	Address shoreline preservation through a larger scale, such as the watershed-level.
6/27/2013	La Mesa	Healthy Environment	3282	Non-CBO Partner	Water and energy are related.
6/27/2013	La Mesa	Healthy Environment	3283	Non-CBO Partner	A lot of energy goes into making potable water – use it appropriately.
6/27/2013	La Mesa	Healthy Environment	3284	Non-CBO Partner	Secure the local water supply by including desalinization.
6/27/2013	La Mesa	Healthy Environment	3285	Non-CBO Partner	Rain water cisterns look expensive but are effective and provide long-term savings.
6/27/2013	La Mesa	Healthy Environment	3286	Non-CBO Partner	Conserve and recycle water (keep it in situ) - don't use clean water where we can use gray water
6/27/2013	La Mesa	Healthy Environment	3287	Non-CBO Partner	It's critical to have more a more affordable public transportation system rather than widen freeways and add more space for cars
6/27/2013	La Mesa	Healthy Environment	3288	Non-CBO Partner	Need innovative & flexible means to move people around.
6/27/2013	La Mesa	Healthy Environment	3289	Non-CBO Partner	There is nothing other than the automobile that currently connects East County to Downtown. We need better and safer bike access.

Date	Location	Table_Topic	Comment_ID	CBO Partner	Comments
6/27/2013	La Mesa	Healthy Environment	3290	Non-CBO Partner	Encourage complete communities and ensure access to affordable local produce so that less energy and emissions are used for transporting goods. This is especially important for disadvantaged communities.
6/27/2013	La Mesa	Healthy Environment	3291	Non-CBO Partner	More walkable communities.
6/27/2013	La Mesa	Healthy Environment	3292	Non-CBO Partner	Communities where people can get around without the use of a car.
6/27/2013	La Mesa	Healthy Environment	3293	Non-CBO Partner	Some people live in places where stores are close to their houses, but they are still unable to walk to there do to the safety risks involved.
6/27/2013	La Mesa	Healthy Environment	3294	Non-CBO Partner	There are not enough sidewalks in La Mesa
6/27/2013	La Mesa	Healthy Environment	3295	Non-CBO Partner	A healthy environment means clean air.
6/27/2013	La Mesa	Healthy Environment	3296	Non-CBO Partner	Transportation, industries, and the chemicals that people put on their lawns affect the air quality
6/27/2013	La Mesa	Healthy Environment	3297	Non-CBO Partner	There are a lot of pollutants in everyday household items
6/27/2013	La Mesa	Healthy Environment	3298	Non-CBO Partner	Air quality is a priority. Poor air quality and dirty water means that the city is dirty.
6/27/2013	La Mesa	Healthy Environment	3299	Non-CBO Partner	A healthy environment means good water quality.
6/27/2013	La Mesa	Healthy Environment	3300	Non-CBO Partner	There is a lot of chemical pollution occurring in San Diego waters
6/27/2013	La Mesa	Healthy Environment	3301	Non-CBO Partner	People use too many household items with chemicals in them
6/27/2013	La Mesa	Healthy Environment	3302	Non-CBO Partner	Personal anecdote from attendee: Uses a dog shampoo that says that it cannot go down the drain. Then what are you supposed to do with it?
6/27/2013	La Mesa	Healthy Environment	3303	Non-CBO Partner	What do you think of when you think of habitat preservation and shoreline protection?
6/27/2013	La Mesa	Healthy Environment	3304	Non-CBO Partner	There are not enough trash cans at the beach and sometimes there are not any recycling bins.
6/27/2013	La Mesa	Healthy Environment	3305	Non-CBO Partner	There needs to be a push to reduce the use of plastic water bottles and encourage more reuse of them especially since the water in bottles is often no better than what comes out of the faucet.
6/27/2013	La Mesa	Healthy Environment	3306	Non-CBO Partner	Plastic bags should be banned.
6/27/2013	La Mesa	Healthy Environment	3307	Non-CBO Partner	Polystyrene should also be banned.
6/27/2013	La Mesa	Healthy Environment	3308	Non-CBO Partner	People often take whatever they are given, so if there is an alternative material than they will adjust to that.
6/27/2013	La Mesa	Healthy Environment	3309	Non-CBO Partner	Developers should be more limited in where they can build house
6/27/2013	La Mesa	Healthy Environment	3310	Non-CBO Partner	They should be built away from the habitat and away from the back country.
6/27/2013	La Mesa	Healthy Environment	3311	Non-CBO Partner	Developers need to leave the rivers and the oak groves alone.
6/27/2013	La Mesa	Healthy Environment	3312	Non-CBO Partner	Most people don't like to see high rises or live in them, but if San Diego continues to grow, then high rises are going to be the best option.
6/27/2013	La Mesa	Healthy Environment	3313	Non-CBO Partner	Higher density is better for mobility and people can walk to stores.
6/27/2013	La Mesa	Healthy Environment	3314	Non-CBO Partner	San Diego is behind the times when it comes to bike paths.
6/27/2013	La Mesa	Healthy Environment	3315	Non-CBO Partner	In other cities people are able to bike all the way from home to work.
6/27/2013	La Mesa	Healthy Environment	3316	Non-CBO Partner	There are not enough bike paths and many of the existing ones are too narrow to be comfortable and safe.
6/27/2013	La Mesa	Healthy Environment	3317	Non-CBO Partner	There needs to be better enforcement of the bike lanes.
6/27/2013	La Mesa	Healthy Environment	3318	Non-CBO Partner	What can San Diego change to be better?
6/27/2013	La Mesa	Healthy Environment	3319	Non-CBO Partner	Cities should be doing what they can do to designate what is going to be a bike path or not.
6/27/2013	La Mesa	Healthy Environment	3320	Non-CBO Partner	Implementing is a challenge at the regional level.
6/27/2013	La Mesa	Healthy Environment	3321	Non-CBO Partner	We approach preservation from a project by project view point which seems to be inefficient.
6/27/2013	La Mesa	Healthy Environment	3322	Non-CBO Partner	Need to steer away from the piecemeal approach.

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6/27/2013	La Mesa	Healthy Environment	3323	Non-CBO Partner	Informing people and getting them excited about something is important.
6/27/2013	La Mesa	Healthy Environment	3324	Non-CBO Partner	People don't want to see density focused development, but new and future growth needs to be accommodated somehow.
6/27/2013	La Mesa	Healthy Environment	3325	Non-CBO Partner	Site planning is important.
6/27/2013	La Mesa	Healthy Environment	3326	Non-CBO Partner	Permeable parking lots should be used and constructed.
6/27/2013	La Mesa	Healthy Environment	3327	Non-CBO Partner	They are better for water quality.
6/27/2013	La Mesa	Healthy Environment	3328	Non-CBO Partner	Pavers, permeable concrete, and permeable asphalt are all options.
6/27/2013	La Mesa	Healthy Environment	3329	Non-CBO Partner	Cities and the towns can do great things by educating the landscapers for parks and private properties about swales and ways to protect runoff.
6/27/2013	La Mesa	Healthy Environment	3330	Non-CBO Partner	Water conservation is important.
6/27/2013	La Mesa	Healthy Environment	3331	Non-CBO Partner	San Diego needs to be more efficient with how water is used.
6/27/2013	La Mesa	Healthy Environment	3332	Non-CBO Partner	It is good to have water conservation at the private level, but the whole city and government should be educated on conservation and actively partake in it.
6/27/2013	La Mesa	Healthy Environment	3333	Non-CBO Partner	The City's park and recreation department also needs to be educated in water conservation.
6/27/2013	La Mesa	Healthy Environment	3334	Non-CBO Partner	Climate change is threatening native flora and fauna.
6/27/2013	La Mesa	Healthy Environment	3335	Non-CBO Partner	More native plants should be planted to encourage more butterflies and bees.
6/27/2013	La Mesa	Healthy Environment	3336	Non-CBO Partner	More native plants would also help with water conservation.
6/27/2013	La Mesa	Healthy Environment	3337	Non-CBO Partner	If people saw more native plants in parks and saw how beautiful they can be, then it could be a model in the community that people would want to replicate at their private residences.
6/27/2013	La Mesa	Healthy Environment	3338	Non-CBO Partner	Shoreline protection needs to be sustainable.
6/27/2013	La Mesa	Healthy Environment	3339	Non-CBO Partner	Cannot keep bringing in sand from remote locations.
6/27/2013	La Mesa	Healthy Environment	3340	Non-CBO Partner	There needs to be a comprehensive long-term solution.
6/27/2013	La Mesa	Healthy Environment	3341	Non-CBO Partner	Was SANDAG the organization that decided to put more lanes on the freeway?
6/27/2013	La Mesa	Healthy Environment	3342	Non-CBO Partner	That is totally the wrong direction for SANDAG.
6/27/2013	La Mesa	Healthy Environment	3343	Non-CBO Partner	Healthy environment means blue skies for air quality and oceans I can swim in for water quality.
6/27/2013	La Mesa	Healthy Environment	3344	Non-CBO Partner	Breathable air is important.
6/27/2013	La Mesa	Healthy Environment	3345	Non-CBO Partner	Noise pollution is something that is often overlooked.
6/27/2013	La Mesa	Healthy Environment	3346	Non-CBO Partner	Many La Mesa residents are below the fly paths of helicopters that fly right over the house.
6/27/2013	La Mesa	Healthy Environment	3347	Non-CBO Partner	Are there any height requirements for the flight path?
6/27/2013	La Mesa	Healthy Environment	3348	Non-CBO Partner	Natural space is an important part of a healthy environment (beaches, oceans, water, mountains, lakes, rivers, etc.).
6/27/2013	La Mesa	Healthy Environment	3349	Non-CBO Partner	People are not able to enjoy the open space if they are not able to get to it. However, the idea of people driving to the natural spaces is very unfavorable. People driving to these locations means that the fresh mountain air that is so valued will become polluted.
6/27/2013	La Mesa	Healthy Environment	3350	Non-CBO Partner	Even have a nice community park enhances citizens' appreciation of the environment.
6/27/2013	La Mesa	Healthy Environment	3351	Non-CBO Partner	Need to protect the conserved lands.
6/27/2013	La Mesa	Healthy Environment	3352	Non-CBO Partner	There needs to be open space that is open to the public, but there also needs to be areas that are a little more protected and restricted when it is an area with sensitive species.

Date	Location	Table_Topic	Comment_ID	CBO Partner	Comments
6/27/2013	La Mesa	Healthy Environment	3353	Non-CBO Partner	There should be areas designated primarily for recreation and areas designated primarily for preservation.
6/27/2013	La Mesa	Healthy Environment	3354	Non-CBO Partner	There should be no more sprawl.
6/27/2013	La Mesa	Healthy Environment	3355	Non-CBO Partner	There is a big noise and air pollution problem in La Mesa due to Gillespie Field.
6/27/2013	La Mesa	Healthy Environment	3356	Non-CBO Partner	The aircraft use leaded fuels that cause pollution.
6/27/2013	La Mesa	Healthy Environment	3357	Non-CBO Partner	Flight training should not be conducted over a city.
6/27/2013	La Mesa	Healthy Environment	3358	Non-CBO Partner	Some of the people that are conducting the flight training are from other countries and do not have clearance.
6/27/2013	La Mesa	Healthy Environment	3359	Non-CBO Partner	A healthy environment starts with education.
6/27/2013	La Mesa	Healthy Environment	3360	Non-CBO Partner	People need to understand that there needs to be a balance.
6/27/2013	La Mesa	Healthy Environment	3361	Non-CBO Partner	San Diego is an area with some of the highest biodiversity in the country and still has the largest area of black oak forest. A number of policy makers that do not believe in climate change
6/27/2013	La Mesa	Healthy Environment	3362	Non-CBO Partner	The Scripps Institute of Oceanography has large amounts of data that the ice caps are melting and some people just ignore that.
6/27/2013	La Mesa	Healthy Environment	3363	Non-CBO Partner	San Diego and much of the country is in the middle of a heat wave, and last year was the hottest year on record.
6/27/2013	La Mesa	Healthy Environment	3364	Non-CBO Partner	Need to have a balance with climate planning, good living conditions for residents, and a healthy economy.
6/27/2013	La Mesa	Healthy Environment	3365	Non-CBO Partner	None of the aircraft flying about La Mesa has any noise mufflers.
6/27/2013	La Mesa	Healthy Environment	3366	Non-CBO Partner	San Diego needs to use water more responsibly.
6/27/2013	La Mesa	Healthy Environment	3367	Non-CBO Partner	Why is rice grown in California?
6/27/2013	La Mesa	Healthy Environment	3368	Non-CBO Partner	San Diego needs to use more native plants species and have more open space so that developments do not sprawl out even more and use more water that San Diego does not have.
6/27/2013	La Mesa	Healthy Environment	3369	Non-CBO Partner	75% of the water in San Diego comes from the Colorado River and has to go through several states to get to San Diego.
6/27/2013	La Mesa	Healthy Environment	3370	Non-CBO Partner	Every year that amount of water that San Diego is entitled to is decreasing.
6/27/2013	La Mesa	Healthy Environment	3371	Non-CBO Partner	The water supply is decreasing.
6/27/2013	La Mesa	Healthy Environment	3372	Non-CBO Partner	San Diego needs to think about water supply in a smart way and consider how jobs are affected.
6/27/2013	La Mesa	Healthy Environment	3373	Non-CBO Partner	It takes four gallons of water for every avocado gown.
6/27/2013	La Mesa	Healthy Environment	3374	Non-CBO Partner	San Diego farmers are given crop subsidies.
6/27/2013	La Mesa	Healthy Environment	3375	Non-CBO Partner	People in the agriculture industry in San Diego pay more to grow crops than anywhere else in the West.
6/27/2013	La Mesa	Healthy Environment	3376	Non-CBO Partner	Those farms have underlying residential zoning, so if the prices to grow their crops are too high and they go out of business, then there may be more housing created.
6/27/2013	La Mesa	Healthy Environment	3377	Non-CBO Partner	San Diego needs to move away from the car-centered city and have more mixed use places.
6/27/2013	La Mesa	Healthy Environment	3378	Non-CBO Partner	Some people insist on trying to build 18 story hotels in La Mesa when there is a 14 story limit.
6/27/2013	La Mesa	Healthy Environment	3379	Non-CBO Partner	You could still maintain the sense of community with a two story mixed-use building with businesses on the bottom level and residences on top.
6/27/2013	La Mesa	Healthy Environment	3380	Non-CBO Partner	The water in San Diego comes from the Sa Diego County Water Authority, and they have said that they will never supply water east of the water service line. That will prevent sprawl past that point and anyone who appreciates that should let the water authority know.

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6/27/2013	La Mesa	Healthy Environment	3381	Non-CBO Partner	Only 5-10% of water is produced locally, and that is why there is a push in San Diego towards desalination.
6/27/2013	La Mesa	Healthy Environment	3382	Non-CBO Partner	There are 26 water agencies in the county and each one has their own board which means that a lot of money is requested by the water agencies.
6/27/2013	La Mesa	Healthy Environment	3383	Non-CBO Partner	The agencies promote conservation. The last conservation goal that they set was a savings of 10-12%, but San Diegans conserved 33%. Instead of praising the citizens for their savings, they increased the prices so that they wouldn't lose revenue. This means that San Diegans were actually punished for their conservation efforts.
6/27/2013	La Mesa	Healthy Environment	3384	Non-CBO Partner	Air quality is important.
6/27/2013	La Mesa	Healthy Environment	3385	Non-CBO Partner	Connected trails or urban routes would enable people to bike or walk to open spaces.
6/27/2013	La Mesa	Healthy Environment	3386	Non-CBO Partner	There should be more bike routes on the streets.
6/27/2013	La Mesa	Healthy Environment	3387	Non-CBO Partner	More bike routes would help out all around.
6/27/2013	La Mesa	Healthy Environment	3388	Non-CBO Partner	The routes would encourage people to be more active.
6/27/2013	La Mesa	Healthy Environment	3389	Non-CBO Partner	Bike routes need to go to all destinations and not just parks and lakes, but also to shops and restaurants.
6/27/2013	La Mesa	Healthy Environment	3390	Non-CBO Partner	Transportation planning can affect building and zoning.
6/27/2013	La Mesa	Healthy Environment	3391	Non-CBO Partner	More public transportation should be built to get more people off of the road.
6/27/2013	La Mesa	Healthy Environment	3392	Non-CBO Partner	Physical safety is even a concern in daylight for cyclists and pedestrians.
6/27/2013	La Mesa	Healthy Environment	3393	Non-CBO Partner	Creating built environments that create healthy choices is important.
6/27/2013	La Mesa	Healthy Environment	3394	Non-CBO Partner	There should be more agricultural lands for crop production in San Diego.
6/27/2013	La Mesa	Healthy Environment	3395	Non-CBO Partner	Farmers markets are enjoyed by many. They help to create a sense of community and allow people a chance to experiment with healthy options.
6/27/2013	La Mesa	Healthy Environment	3396	Non-CBO Partner	The long-term problem for agriculture in San Diego is that San Diego is basically a desert and water supply is questionable.
6/27/2013	La Mesa	Healthy Environment	3397	Non-CBO Partner	There is the Carlsbad desalination plant coming online in 2015.
6/27/2013	La Mesa	Healthy Environment	3398	Non-CBO Partner	Desalination is not a radically new process, and San Diego should make more use of the whole ocean that is a resource right at its doorstep.
6/27/2013	La Mesa	Healthy Environment	3399	Non-CBO Partner	San Diego is still dependent on the Colorado River and the Owens Valley for its water supply.
6/27/2013	La Mesa	Healthy Environment	3400	Non-CBO Partner	People need to be educated on the need for conservation efforts.
6/27/2013	La Mesa	Healthy Environment	3401	Non-CBO Partner	Save water by cutting down on the time in the shower and other lifestyle changes.
6/27/2013	La Mesa	Healthy Environment	3402	Non-CBO Partner	More grey water should be used for watering plants.
6/27/2013	La Mesa	Healthy Environment	3403	Non-CBO Partner	Education is important for grey water use since many people would say that it is unsanitary and say that they do not want to use dirty water to water their plants.
6/27/2013	La Mesa	Healthy Environment	3404	Non-CBO Partner	Cuyamaca College promotes their native plant garden.
6/27/2013	La Mesa	Healthy Environment	3405	Non-CBO Partner	It should be a requirement for new housing developments to use drought tolerant and native plants.
6/27/2013	La Mesa	Healthy Environment	3406	Non-CBO Partner	The drinking water quality in La Mesa is good and using a Britta filter is a convenient and cost effective way to improve the water quality.
6/27/2013	La Mesa	Healthy Environment	3407	Non-CBO Partner	More receptacles should be available and people should be educated on what materials go in which receptacle.
6/27/2013	La Mesa	Healthy Environment	3408	Non-CBO Partner	The more people in a community, the more pollution that community will have.

Date	Location	Table_Topic	Comment_ID	CBO Partner	Comments
6/27/2013	La Mesa	Healthy Environment	3409	Non-CBO Partner	There should be more livable communities that harmonize the business and residential sector.
6/27/2013	La Mesa	Healthy Environment	3410	Non-CBO Partner	Vancouver is an example of a City that encourages livable communities and physical activity.
6/27/2013	La Mesa	Healthy Environment	3411	Non-CBO Partner	If people want fresh fruits daily, then they should be able to walk to the grocery store every day and not be forced to drive there.
6/27/2013	La Mesa	Healthy Environment	3412	Non-CBO Partner	Communities should be created with a more European walkable community in mind.
6/27/2013	La Mesa	Healthy Environment	3413	Non-CBO Partner	In Europe there are timers on the shower that automatically turn it off after a certain amount of time.
6/27/2013	La Mesa	Healthy Environment	3414	Non-CBO Partner	People get used to things and would eventually adapt if this was the norm.
6/27/2013	La Mesa	Healthy Environment	3415	Non-CBO Partner	People listen to celebrities.
6/27/2013	La Mesa	Healthy Environment	3416	Non-CBO Partner	Jennifer Aniston says that she takes a one minute shower.
6/27/2013	La Mesa	Healthy Environment	3417	Non-CBO Partner	Celebrities should be encouraged to share those facts with people.
6/27/2013	La Mesa	Healthy Environment	3418	Non-CBO Partner	Educating at a very young age is important.
6/27/2013	La Mesa	Healthy Environment	3419	Non-CBO Partner	Parents can learn a lot about recycling and other topics from their children when it is taught in class.
6/27/2013	La Mesa	Healthy Environment	3420	Non-CBO Partner	Children should be taught to modify their water consumption, and if they are taught how much it can save, then they will share that with their parents and encourage them to make a change.
6/27/2013	La Mesa	Healthy Environment	3421	Non-CBO Partner	Organizations are always losing their grants and funding, so environmental education should be a permanent thing that is part of the school curriculum.
6/27/2013	La Mesa	Healthy Environment	3422	Non-CBO Partner	Climate change has affected the shoreline erosion.
6/27/2013	La Mesa	Healthy Environment	3423	Non-CBO Partner	The climate changes that have occurred in the last five years certainly have a human element.
6/27/2013	La Mesa	Healthy Environment	3424	Non-CBO Partner	More public transportation is needed to reduce the cars on the road and the pollution in the air.
6/27/2013	La Mesa	Healthy Environment	3425	Non-CBO Partner	The increase in automotive emissions increases the heat index.
6/27/2013	La Mesa	Healthy Environment	3426	Non-CBO Partner	San Diego needs to increase the convenience of the alternative transportation
6/27/2013	La Mesa	Healthy Environment	3427	Non-CBO Partner	Communities need to be planned more for transit.
6/27/2013	La Mesa	Healthy Environment	3428	Non-CBO Partner	More trolleys should have underground parking structures and include parking for restaurants. That allows restaurant goers the convenience of alternative transportation.
6/27/2013	La Mesa	Healthy Environment	3429	Non-CBO Partner	Food trucks are becoming trendy. They are sometimes placed in parking lot of other businesses and sort of create their own environment.
6/27/2013	La Mesa	Healthy Environment	3430	Non-CBO Partner	Transportation to the food truck areas would be nice.
6/27/2013	La Mesa	Healthy Environment	3431	Non-CBO Partner	Maybe people in assisted living would be interested in the food trucks if they had a means of getting there.
6/27/2013	La Mesa	Healthy Environment	3432	Non-CBO Partner	The trolley line could change once a month for special events.
6/27/2013	La Mesa	Healthy Environment	3433	Non-CBO Partner	The trolleys and buses should stop at locations where there are farmers markets.
6/27/2013	La Mesa	Healthy Environment	3434	Non-CBO Partner	Methane gas, a green-house gas, is added from livestock-specific agriculture.
6/27/2013	La Mesa	Healthy Environment	3435	Non-CBO Partner	It is important to keep the open spaces staffed so that they stay maintained.
6/27/2013	La Mesa	Healthy Environment	3436	Non-CBO Partner	There need to be brush management to prevent fires.
6/27/2013	La Mesa	Healthy Environment	3437	Non-CBO Partner	Zoos have a lot of education programs for children, but the zoo is too expensive. It may be a better idea to hold these education programs are parks and open spaces around the county.

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6/27/2013	La Mesa	Healthy Environment	3438	Non-CBO Partner	National, state, and regional parks are learning experience that people should enjoy. That is why there needs to be people out there to preserve those areas.
6/27/2013	La Mesa	Energy & Climate Change	3439	Non-CBO Partner	Lagging behind, we need to be really stretching ourselves to alternative energy
6/27/2013	La Mesa	Energy & Climate Change	3440	Non-CBO Partner	There is not one answer to this problem, there are many solutions and we're not using them all
6/27/2013	La Mesa	Energy & Climate Change	3441	Non-CBO Partner	Think less about fossil fuels and more about alternatives – movement called Solar Done Right: solar cells in the urban area – discouraged by the movement to push it out into the desert
6/27/2013	La Mesa	Energy & Climate Change	3442	Non-CBO Partner	Lack of natural tree scape in San Diego – worst performing region in the US in terms of where our tree canopy needs to be and where it is – this is the missing link àplanting trees in vacant space (small specimens) and keep them maintained as the solution to this problem
6/27/2013	La Mesa	Energy & Climate Change	3443	Non-CBO Partner	Regional water supplies are another concern
6/27/2013	La Mesa	Energy & Climate Change	3444	Non-CBO Partner	Public agencies should electrify their car fleets
6/27/2013	La Mesa	Energy & Climate Change	3445	Non-CBO Partner	Need to put money into alternative energy to counter big oil companies
6/27/2013	La Mesa	Energy & Climate Change	3446	Non-CBO Partner	How many people can charge electric cars in the evening at one time?
6/27/2013	La Mesa	Energy & Climate Change	3447	Non-CBO Partner	Combustible engine airplanes (burning leaded fuel) – the county has a 2020 plan to encourage more infrastructure in the city but then puts this airport (Gillespie field) in the urban area
6/27/2013	La Mesa	Energy & Climate Change	3448	Non-CBO Partner	Need to get people engaged and behind the effort to fund these strategies
6/27/2013	La Mesa	Energy & Climate Change	3449	Non-CBO Partner	Comparison between SD plan and Seattle – reliance on auto; Seattle looks at options (transit) and is a friendlier place to not have to use auto
6/27/2013	La Mesa	Energy & Climate Change	3450	Non-CBO Partner	Why can't we after all these years have a direct line from San Diego to the airport (Portland)
6/27/2013	La Mesa	Energy & Climate Change	3451	Non-CBO Partner	Why are we focusing on cars? Need to focus on mass transit; smaller vehicles – learn from other countries
6/27/2013	La Mesa	Energy & Climate Change	3452	Non-CBO Partner	Parking lots with solar; commercial roofs with solar
6/27/2013	La Mesa	Energy & Climate Change	3453	Non-CBO Partner	Leadership in San Diego needs to make these things happen and stop talking about it – need the leadership to come to consensus
6/27/2013	La Mesa	Energy & Climate Change	3454	Non-CBO Partner	Standardize code to make permitting easier for solar technology
6/27/2013	La Mesa	Energy & Climate Change	3455	Non-CBO Partner	Better advocacy and outreach for alternative energy programs
6/27/2013	La Mesa	Energy & Climate Change	3456	Non-CBO Partner	SANDAG should encourage local agencies to follow green building codes through incentives
6/27/2013	La Mesa	Energy & Climate Change	3457	Non-CBO Partner	Change from business as usual to looking forward
6/27/2013	La Mesa	Energy & Climate Change	3458	Non-CBO Partner	Solar energy incentives.
6/27/2013	La Mesa	Energy & Climate Change	3459	Non-CBO Partner	Need to get people truly aware of how big of an issue this is but at the same time not making them feel like we are too far gone.
6/27/2013	La Mesa	Energy & Climate Change	3460	Non-CBO Partner	If you can't measure it, it doesn't exist – we need to have systems that recognize the intrinsic value.
6/27/2013	La Mesa	Energy & Climate Change	3461	Non-CBO Partner	SANDAG needs to increase public perception of these issues to get them to have the will to change.
6/27/2013	La Mesa	Energy & Climate Change	3462	Non-CBO Partner	Specifically, water. SANDAG needs to take water conservation as a major initiative – and influence the public at large.
6/27/2013	La Mesa	Energy & Climate Change	3463	Non-CBO Partner	Backyard gardening and permaculture – concept of an intact system that can be sustainable – better food distribution (more local).
6/27/2013	La Mesa	Energy & Climate Change	3464	Non-CBO Partner	Incentives for not driving.
6/27/2013	La Mesa	Energy & Climate Change	3465	Non-CBO Partner	Need to consider social equity.

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6/27/2013	La Mesa	Energy & Climate Change	3466	Non-CBO Partner	Incentives for businesses to use alternative energy.
6/27/2013	La Mesa	Energy & Climate Change	3467	Non-CBO Partner	Public awareness that we don't need more power plants.
6/27/2013	La Mesa	Energy & Climate Change	3468	Non-CBO Partner	The expression of changing a lifestyle scares people but to do small changes/make life healthier or better.
6/27/2013	La Mesa	Energy & Climate Change	3469	Non-CBO Partner	Reach younger audiences.
6/27/2013	La Mesa	Energy & Climate Change	3470	Non-CBO Partner	Waste production.
6/27/2013	La Mesa	Energy & Climate Change	3471	Non-CBO Partner	Recycle bank – Santee – earn points.
6/27/2013	La Mesa	Energy & Climate Change	3472	Non-CBO Partner	Live well initiative – a chance to link health with energy and climate change strategies.
6/27/2013	La Mesa	Energy & Climate Change	3473	Non-CBO Partner	Educate people on how our local systems integrate with regional, state, and national issues.
6/27/2013	La Mesa	Energy & Climate Change	3474	Non-CBO Partner	SANDAG's website isn't enough to just have it available – need to tell people it's there and show it to them over and over.
6/27/2013	La Mesa	Energy & Climate Change	3475	Non-CBO Partner	Need bike share program in communities.
6/27/2013	La Mesa	Energy & Climate Change	3476	Non-CBO Partner	Incentivize electric vehicles.
6/27/2013	La Mesa	Energy & Climate Change	3477	Non-CBO Partner	Need to own a car in San Diego – can't rely on public transportation.
6/27/2013	La Mesa	Energy & Climate Change	3478	Non-CBO Partner	Climate change should have been addressed in the last RTP – not gloss it over.
6/27/2013	La Mesa	Energy & Climate Change	3479	Non-CBO Partner	SANDAG needs to assist on climate change – getting youth involved – reaching out to schools/children.
6/27/2013	La Mesa	Energy & Climate Change	3480	Non-CBO Partner	Educating by visiting classes and talking about these issues (districts).
6/27/2013	La Mesa	Energy & Climate Change	3481	Non-CBO Partner	Incentives for roof top solar .
6/27/2013	La Mesa	Energy & Climate Change	3482	Non-CBO Partner	San Onofre – how are we going to prepare for this.
6/27/2013	La Mesa	Energy & Climate Change	3483	Non-CBO Partner	SDG&E has fought solar – by charging customers more for this.
6/27/2013	La Mesa	Energy & Climate Change	3484	Non-CBO Partner	Hybrid vehicle incentives should continue.
6/27/2013	La Mesa	Energy & Climate Change	3485	Non-CBO Partner	Cross border issues – Mexico air pollution and sewage.
6/27/2013	La Mesa	Energy & Climate Change	3486	Non-CBO Partner	Make it more expensive in higher tiers of use.
6/27/2013	La Mesa	Energy & Climate Change	3487	Non-CBO Partner	Promote xeriscape..
6/27/2013	La Mesa	Energy & Climate Change	3488	Non-CBO Partner	Need to emphasize what an issue water is in the region.
6/27/2013	La Mesa	Energy & Climate Change	3489	Non-CBO Partner	Show current regional greenhouse gas (GHG) statistics / we can't move forward if we don't know where we are at.
6/27/2013	La Mesa	Energy & Climate Change	3490	Non-CBO Partner	We have a failing Plan [2050 RTP]; our GHG emissions exceed state goals / do not come close to achieving the State's climate regulations.
6/27/2013	La Mesa	Energy & Climate Change	3491	Non-CBO Partner	SANDAG needs to be truthful with the public.
6/27/2013	La Mesa	Energy & Climate Change	3492	Non-CBO Partner	SANDAG models are invalid.
6/27/2013	La Mesa	Energy & Climate Change	3493	Non-CBO Partner	Why wasn't SANDAG forthcoming about the lawsuit when advertising for the workshops? / SANDAG doesn't talk about it at all.
6/27/2013	La Mesa	Energy & Climate Change	3494	Non-CBO Partner	The perception is that we are just tweaking the old Plan [2050 RTP].
6/27/2013	La Mesa	Energy & Climate Change	3495	Non-CBO Partner	Feels like you are presenting this like it is a done deal.
6/27/2013	La Mesa	Energy & Climate Change	3496	Non-CBO Partner	Concerned about whether or not our concerns are going to be heard.
6/27/2013	La Mesa	Energy & Climate Change	3497	Non-CBO Partner	Counterpoint: How do you propose it be changed?
6/27/2013	La Mesa	Energy & Climate Change	3498	Non-CBO Partner	Focus on higher density areas; right now San Diego is auto-centric. Need to focus on bike infrastructure and ways for people to get around in the concentrated urban zones.
6/27/2013	La Mesa	Energy & Climate Change	3499	Non-CBO Partner	Counterpoint: Need to be receptive to the diversity of people and that some people don't want to be forced into a dense area.
6/27/2013	La Mesa	Energy & Climate Change	3500	Non-CBO Partner	Clarification: Make areas that are already densely populated more walkable.

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6/27/2013	La Mesa	Energy & Climate Change	3501	Non-CBO Partner	Need to make it more convenient to utilize alternative modes (other than a car) – lessen headway between bus stops (increase frequency), more direct routes and better connection between routes and modes. “As long as it takes too much to get somewhere (too many transfers or duration of time between stops), I will drive my car”.
6/27/2013	La Mesa	Energy & Climate Change	3502	Non-CBO Partner	Focus on walkability and bikeability – most of the places in San Diego are NOT walkable/bikeable.
6/27/2013	La Mesa	Energy & Climate Change	3503	Non-CBO Partner	Support the 50-10 plan that pushes public transit and active transportation up to the first 10 years of the 50 year plan.
6/27/2013	La Mesa	Energy & Climate Change	3504	Non-CBO Partner	Need to convince people that they will save money by abandoning their cars.
6/27/2013	La Mesa	Energy & Climate Change	3505	Non-CBO Partner	We need safer biking.
6/27/2013	La Mesa	Energy & Climate Change	3506	Non-CBO Partner	Do not need to make more freeways / there needs to be a moratorium on freeway construction to force people out of their cars.
6/27/2013	La Mesa	Energy & Climate Change	3507	Non-CBO Partner	Cars promote development which isn’t sustainable; widening freeways encourages longer routes for local residents which promotes more driving; it isn’t sustainable.
6/27/2013	La Mesa	Energy & Climate Change	3508	Non-CBO Partner	New York is probably the most sustainable city because everything is so dense and resources are piggy-backed, etc.
6/27/2013	La Mesa	Energy & Climate Change	3509	Non-CBO Partner	Transportation is responsible for 60% of the region’s GHG emissions, why aren’t we planning to reduce transportation growth? / Public transit is the answer.
6/27/2013	La Mesa	Energy & Climate Change	3510	Non-CBO Partner	Opposition toward better bike infrastructure comes from parking (don’t want to substitute/lose car parking for bike parking) and traffic i.e. El Cajon Boulevard has six lanes (which is not necessary for a residential/commercial area) / opposition is that they don’t want to inconvenience drivers.
6/27/2013	La Mesa	Energy & Climate Change	3511	Non-CBO Partner	Freeway construction takes up land – land that is should be preserved as natural habitat; biodiversity is decreasing.
6/27/2013	La Mesa	Energy & Climate Change	3512	Non-CBO Partner	Need to think of social equity.
6/27/2013	La Mesa	Energy & Climate Change	3513	Non-CBO Partner	Transit users cost the public less than drivers; transit riders pay for 54% of transit costs, 34% of freeway costs are offset by drivers. Much of the TransNet funds go to highways in North County / therefore poorer people [transit users] are subsidizing car infrastructure.
6/27/2013	La Mesa	Energy & Climate Change	3514	Non-CBO Partner	Health inequity - Worst polluted areas in the region are lower-income neighborhoods. Asthma and cancer rates are higher in sensitive populations, including: lower-income, elderly, and disabled populations.
6/27/2013	La Mesa	Energy & Climate Change	3515	Non-CBO Partner	Personal account: waiting for the bus, breathing in the exhaust of all of the buses [most public buses are CNG now].
6/27/2013	La Mesa	Energy & Climate Change	3516	Non-CBO Partner	How much power does SANDAG really have on affecting these kinds of changes?
6/27/2013	La Mesa	Energy & Climate Change	3517	Non-CBO Partner	In Israel, there is a regulation that every home has to have solar hot-water – why don’t we have that here? / Why not require all new housing development to pre-plumb for solar, solar hot water, electric vehicle, and other energy efficiencies...? Incentivize these activities.
6/27/2013	La Mesa	Energy & Climate Change	3518	Non-CBO Partner	Promote health through city design / get people to use transportation as a part of healthy habits.
6/27/2013	La Mesa	Energy & Climate Change	3519	Non-CBO Partner	Want to move Gillespie field: give the land back to the residents of East County, develop it; it is the highest polluting airport.
6/27/2013	La Mesa	Energy & Climate Change	3520	Non-CBO Partner	Want every house in San Diego to have solar panels.
6/27/2013	La Mesa	Energy & Climate Change	3521	Non-CBO Partner	Use less water.

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6/27/2013	La Mesa	Energy & Climate Change	3522	Non-CBO Partner	Focus on reduction of energy use, not just changing/shifting fuel and energy sources, especially in regards to every-day stuff / need greater reductions than just what energy companies do with flex days / there is no such thing as clean energy / we need to focus on - in addition to finding cleaner fuels - reducing energy consumption/ build houses.
6/27/2013	La Mesa	Energy & Climate Change	3523	Non-CBO Partner	Currently there is a big discussion on how to replace SONGS / SANDAG should remind the PUC of the Loading Order / PUC CA Energy Strategy for all residential buildings to have zero energy use by 2020.
6/27/2013	La Mesa	Energy & Climate Change	3524	Non-CBO Partner	There are incentive programs for energy efficiency retrofit/upgrades (window dressing).
6/27/2013	La Mesa	Energy & Climate Change	3525	Non-CBO Partner	Next "RTP" needs to have better GHG reduction alternatives to fully comply with state law.
6/27/2013	La Mesa	Energy & Climate Change	3526	Non-CBO Partner	Tax leaded fuels / Carbon tax.
6/27/2013	La Mesa	Energy & Climate Change	3527	Non-CBO Partner	Planes / Gillespie field – leaded fuels still being used in aviation (planes). Flight schools burn extreme quantities of fuel and surrounding areas have twice the amount of carbon emissions (other regions have regulations so more schools are moving to CS/SD - no regulation here) > people need to be aware of what is flying over.
6/27/2013	La Mesa	Energy & Climate Change	3528	Non-CBO Partner	SANDAG should work with APCD to bring the County into compliance with state air standards and should support federal and local carbon taxes.
6/27/2013	La Mesa	Energy & Climate Change	3530	Non-CBO Partner	There is no pollution monitor in Santee and Lakeside – need to fix that.
6/27/2013	La Mesa	Energy & Climate Change	3531	Non-CBO Partner	Lead monitors within a five-mile radius of airports and institute a fine for lead levels over acceptable quantities.
6/27/2013	La Mesa	Energy & Climate Change	3532	Non-CBO Partner	Generate more power/energy locally instead of outsourcing / the region should be more self-sufficient and self-generating.
6/27/2013	La Mesa	Energy & Climate Change	3533	Non-CBO Partner	Allow more use of grey-water.
6/27/2013	La Mesa	Energy & Climate Change	3534	Non-CBO Partner	A freeway runs right through the middle of El Cajon – community is covered with black dust / trolley should go to/through El Cajon.
6/27/2013	La Mesa	Energy & Climate Change	3535	Non-CBO Partner	Electric powered three-wheelers (tuk-tuks) for one to three people / it could be a private enterprise/ for people to get around for errands / make them limited to inside the city (legal in the city of Coronado).
6/27/2013	La Mesa	Energy & Climate Change	3536	Non-CBO Partner	CA is the only state that doesn't allow for older vehicles to be retrofitted with newer/cleaner technology for use of E-85 fuels .
6/27/2013	La Mesa	Energy & Climate Change	3537	Non-CBO Partner	Against getting methane from composting – not efficient or effective.
6/27/2013	La Mesa	Energy & Climate Change	3538	Non-CBO Partner	Better landfill models; switch to anaerobic digestion-model which better captures methane and gets more organics out of the landfills.
6/27/2013	La Mesa	Energy & Climate Change	3539	Non-CBO Partner	Organics need to be kept out of landfills, either aerobically or anaerobically .
6/27/2013	La Mesa	Energy & Climate Change	3540	Non-CBO Partner	SANDAG needs to work with cities to decentralize composting and waste diversion (local centers composted soil for local landscaping instead of stripping soils from forest-lands).
6/27/2013	La Mesa	Energy & Climate Change	3541	Non-CBO Partner	Waste Management should be: one truck picks up everything and then sorts all waste for separation and diversion (Dick's – private company that contracts with an east county city? To do this.
6/27/2013	La Mesa	Energy & Climate Change	3542	Non-CBO Partner	Convert all trash trucks to CNG.
6/27/2013	La Mesa	Energy & Climate Change	3543	Non-CBO Partner	Eradicate landfills.
6/27/2013	La Mesa	Energy & Climate Change	3544	Non-CBO Partner	De-emphasize travel by car, promote active transportation.
6/27/2013	La Mesa	Energy & Climate Change	3545	Non-CBO Partner	Stop focusing on single-occupancy vehicles (freeway construction and new lanes) even if they are electric, still promoting individual driving – it is built into our culture.

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6/27/2013	La Mesa	Energy & Climate Change	3546	Non-CBO Partner	We don't have rapid transit straight to the airport / one of the few cities that lack easy access to the airport - other cities have this, we don't need to re-invent the wheel (e.g., Portland / The DC area's metro).
6/27/2013	La Mesa	Energy & Climate Change	3547	Non-CBO Partner	Climate is conducive to active transportation / we need to make more bike lanes / make it easier for people to get out and walk.
6/27/2013	La Mesa	Energy & Climate Change	3548	Non-CBO Partner	Personal Account (not verbatim): "There is an Albertsons not too far from me but I would take my life into my own hands if I tried to walk there..."
6/27/2013	La Mesa	Energy & Climate Change	3549	Non-CBO Partner	Personal Account (not verbatim): "I am capable of riding my bike... and there are some really great bike lanes out there, but they don't always connect (i.e., San Diego River walk/bike path).
6/27/2013	La Mesa	Energy & Climate Change	3550	Non-CBO Partner	Missing cross-walks.
6/27/2013	La Mesa	Energy & Climate Change	3551	Non-CBO Partner	Consistent and more connected system of transportation options; better connecting destinations; regional connectivity of pedestrian cross-walks, side-walks, bike lanes, etc. (current disconnect between city responsibilities and planning efforts) / make the connections.
6/27/2013	La Mesa	Energy & Climate Change	3552	Non-CBO Partner	Bike-sharing: renting bicycles at mass-transit centers so that when you get off the trolley you can rent a bike to get where you need to go.
6/27/2013	La Mesa	Energy & Climate Change	3553	Non-CBO Partner	Personal account: her friends don't use the trolley because they would still need another mode of transportation to get them where they need to go...
6/27/2013	La Mesa	Energy & Climate Change	3554	Non-CBO Partner	Need to make it easier to use the trolley.
6/27/2013	La Mesa	Energy & Climate Change	3555	Non-CBO Partner	More rooftop solar. Currently, there are disincentives to putting generated energy back onto grid. SANDAG should stand up against the utility.
6/27/2013	La Mesa	Energy & Climate Change	3556	Non-CBO Partner	Parking lots – solar panel parking lots (ex. North Island and San Diego Zoo).
6/27/2013	La Mesa	Energy & Climate Change	3557	Non-CBO Partner	Electric vehicle charging stations at solar panel covered parking lots which will encourage people to buy electric cars (e.g., San Diego Zoo parking lot).
6/27/2013	La Mesa	Energy & Climate Change	3558	Non-CBO Partner	Increase number of electric vehicle charging stations.
6/27/2013	La Mesa	Energy & Climate Change	3559	Non-CBO Partner	Set up a zip-car system in the region / car-sharing / car-pooling system.
6/27/2013	La Mesa	Energy & Climate Change	3560	Non-CBO Partner	More investment in local solar manufacturing companies / reduce outsourcing and increase local businesses (good for local economy).
6/27/2013	La Mesa	Energy & Climate Change	3561	Non-CBO Partner	Educate people on water/energy nexus (embedded energy in water).
6/27/2013	La Mesa	Energy & Climate Change	3562	Non-CBO Partner	Cities need to lead by example and use drought tolerant landscaping and water efficient fixtures/practices > develop policies for public implementation to reduce water (e.g., no lawns in new developments).
6/27/2013	La Mesa	Energy & Climate Change	3563	Non-CBO Partner	Personal Account: there was a park and it appeared like such a sterile environment with the grass / grass doesn't attract butterflies or bees, etc. / need to promote biodiversity.
6/27/2013	La Mesa	Energy & Climate Change	3564	Non-CBO Partner	Incentivize water reduction/water efficiency.
6/27/2013	La Mesa	Energy & Climate Change	3565	Non-CBO Partner	Look into companies that provide solar panels for free to hospitals.
6/27/2013	La Mesa	Energy & Climate Change	3566	Non-CBO Partner	Community choice aggregation (CCA) – where cities can ban together to buy energy / gives consumers a choice in what kind of energy they want.
6/27/2013	La Mesa	Energy & Climate Change	3567	Non-CBO Partner	Build parklets – little areas where people can gather and be active / exercise machines outside.
6/27/2013	La Mesa	Energy & Climate Change	3568	Non-CBO Partner	Is SANDAG doing these workshops in good faith? Or are they only doing this so that it appears like they are soliciting public input? And because of the lawsuit?
6/27/2013	La Mesa	Energy & Climate Change	3569	Non-CBO Partner	Pass along statistics from workshops to public – people are interested.
6/27/2013	La Mesa	Economic Prosperity & Borders	3570	Non-CBO Partner	The new crossing on the Mexico side does not connect well.
6/27/2013	La Mesa	Economic Prosperity & Borders	3571	Non-CBO Partner	Small business development needs to be promoted so that money can be reinvested into the community. An example would be hiring a local chef or consultant. Hiring locally boosts the local economy.

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6/27/2013	La Mesa	Economic Prosperity & Borders	3572	Non-CBO Partner	Economic prosperity needs to be tied with transit investments. Too many people live far away from where they work; South Bay residents are a perfect example. Entry level jobs are located north of I-8 where it's difficult to access via transit. Additionally, these jobs either start very early or end late and the current transit network does not support this schedule.
6/27/2013	La Mesa	Economic Prosperity & Borders	3573	Non-CBO Partner	Small businesses are important because they make San Diego a unique place. We need to create spaces that foster small businesses.
6/27/2013	La Mesa	Economic Prosperity & Borders	3574	Non-CBO Partner	We need to foster a creative class of young professionals as many leave San Diego due to lack of affordability coupled with the lack of job choices. For example, many young film and theatre professionals leave the region for opportunities in Los Angeles.
6/27/2013	La Mesa	Economic Prosperity & Borders	3575	Non-CBO Partner	Border wait times are too long - at least two hours. We can't continue to allow this time barrier to exist as many people who live in Tijuana are commuting to San Diego (many via SENTRI Pass).
6/27/2013	La Mesa	Economic Prosperity & Borders	3576	Non-CBO Partner	The Trolley reaches San Ysidro but are there any plans for transit to travel into Mexico? Washington State and Canada have a train that crosses their border but the idea hasn't really materialized here.
6/27/2013	La Mesa	Economic Prosperity & Borders	3577	Non-CBO Partner	What about outlying areas in the eastern portion of the region - can transportation improvements reach these places? Many low income residents live out there but route 833 only runs once per hour, for example.
6/27/2013	La Mesa	Economic Prosperity & Borders	3578	Non-CBO Partner	Transit and transportation affect economic prosperity.
6/27/2013	La Mesa	Economic Prosperity & Borders	3579	Non-CBO Partner	A SANDAG report states that a majority of new jobs will be in the hospitality/service industry yet the cost of living here is rising while transit service remains inconvenient.
6/27/2013	La Mesa	Economic Prosperity & Borders	3580	Non-CBO Partner	What can we do about education so people can acquire a better job that earns more than minimum wage?
6/27/2013	La Mesa	Economic Prosperity & Borders	3581	Non-CBO Partner	College training programs and the like are helpful but if there aren't any jobs available afterward then what's the use?
6/27/2013	La Mesa	Economic Prosperity & Borders	3582	Non-CBO Partner	People with long commutes don't always have the time or energy to communicate the importance of education to their families.
6/27/2013	La Mesa	Economic Prosperity & Borders	3583	Non-CBO Partner	There is a lack of diversity in the job market. Lower paying jobs go to minority communities and we must change this imbalance. Latinos are not encouraged to go to college in the same way as other groups are and it's very divisive.
6/27/2013	La Mesa	Economic Prosperity & Borders	3584	Non-CBO Partner	Career /technical programs in local high schools are growing across the state. In East County, these programs have been extended to the middle schools - English, math and science are integrated with career-oriented paths such as medical assisting or engineering.
6/27/2013	La Mesa	Economic Prosperity & Borders	3585	Non-CBO Partner	This reminds me of tracking and limits options for children. The idea of placing 11 - 12 year olds into certain tracks is disturbing and it will result in low income and minority students to be left out as they are forced into a pre-determined track.
6/27/2013	La Mesa	Economic Prosperity & Borders	3586	Non-CBO Partner	International students follow a track that is pre-determined for them and this contributes to a shorter academic path and less expensive educational process in the long run.
6/27/2013	La Mesa	Economic Prosperity & Borders	3587	Non-CBO Partner	Perhaps shorter paths like this can be offered in high school as it may be too late to choose a career path by the time a child reaches college.
6/27/2013	La Mesa	Economic Prosperity & Borders	3588	Non-CBO Partner	Prosperity is also based on creativity, not just technical training so the arts, music, and architecture must also be incorporated.

Date	Location	Table_Topic	Comment_ID	CBO Partner	Comments
6/27/2013	La Mesa	Economic Prosperity & Borders	3589	Non-CBO Partner	Recognize the tie between economic prosperity and the international border. We can tie biotech to Mexico and capitalize on manufacturing opportunities near the border in order to create a symbiotic relationship between the two regions.
6/27/2013	La Mesa	Economic Prosperity & Borders	3590	Non-CBO Partner	Promote smaller business over big box stores which are typically accessed via car. This leads to a "texture issue". New York City has small shops throughout the city to encourage walking.
6/27/2013	La Mesa	Economic Prosperity & Borders	3591	Non-CBO Partner	As a resident of Spring Valley, I support smaller markets that can be accessed without a car. However, the quality of food in those markets is also important and the prices can be expensive. If we move toward smaller stores, we would need to establish standards or a policing system to ensure fresh and affordable food.
6/27/2013	La Mesa	Economic Prosperity & Borders	3592	Non-CBO Partner	There are many farmers markets now, but the products are a bit out of reach despite SNAP acceptance. More healthy food can be purchased at a conventional grocery store for the same amount of money.
6/27/2013	La Mesa	Economic Prosperity & Borders	3593	Non-CBO Partner	Access to local food is linked to healthy communities – it may not cost more to produce but it costs more to purchase it.
6/27/2013	La Mesa	Economic Prosperity & Borders	3594	Non-CBO Partner	The Fresh Fund program should be promoted in other markets.
6/27/2013	La Mesa	Economic Prosperity & Borders	3595	Non-CBO Partner	Fresh food and big box stores should be combined so that healthy food is both cheaper and easier to access.
6/27/2013	La Mesa	Economic Prosperity & Borders	3596	Non-CBO Partner	If there is no local prosperity, there is no culture or street activity.
6/27/2013	La Mesa	Economic Prosperity & Borders	3597	Non-CBO Partner	It would be nice to have a more diversified economy in San Diego. For example, action sports (e.g. surfing and skating) can play a larger role.
6/27/2013	La Mesa	Economic Prosperity & Borders	3598	Non-CBO Partner	The local job market can be diversified to go beyond biotech and hospitality.
6/27/2013	La Mesa	Economic Prosperity & Borders	3599	Non-CBO Partner	Strengthen business activity near the border.
6/27/2013	La Mesa	Economic Prosperity & Borders	3600	Non-CBO Partner	A new casino is proposed in Jacumba which will contribute to economic development. However, the Jacumba Town Council has concerns regarding the casino's traffic and environmental impacts.
6/27/2013	La Mesa	Economic Prosperity & Borders	3601	Non-CBO Partner	Casinos are large facilities that attract many people (e.g. concerts, outlet malls) and they certainly contribute to economic prosperity, but is it the right type of economic development?
6/27/2013	La Mesa	Economic Prosperity & Borders	3602	Non-CBO Partner	Cities thrive on sales tax and they welcome big box stores. From a regional perspective it doesn't matter where big box stores are located, but local communities care about the placement due to the traffic and noise they potentially generate.
6/27/2013	La Mesa	Economic Prosperity & Borders	3603	Non-CBO Partner	Tribal reservations have existing health issues. Perhaps they can create programs to facilitate increased physical activity, like walking. Programs offered to youth and seniors in La Mesa could be modeled.
6/27/2013	La Mesa	Economic Prosperity & Borders	3604	Non-CBO Partner	Is there an allocation of research and development funds for the rural communities? There are little economic development opportunities in the rural areas. We don't support sprawl but we want something self-contained to elevate our standard of living, as 87% of our communities are living in poverty.
6/27/2013	La Mesa	Economic Prosperity & Borders	3605	Non-CBO Partner	Regarding the Tecate/border area – Perhaps ecotourism, clean industry, and clean water access can be supported there. Could SANDAG assist with acquiring research and development funds to do this?
6/27/2013	La Mesa	Economic Prosperity & Borders	3606	Non-CBO Partner	An opportunity for new jobs that can contribute to an increased standard of living is in-home assistance for the aging and disabled. It is critical to have someone care for their needs as even small tasks are overwhelming to homebound people such as scheduling and traveling to appointments.

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6/27/2013	La Mesa	Economic Prosperity & Borders	3607	Non-CBO Partner	The City of La Mesa is a troubled island of nine square miles. We are afraid to lose our quality of life to big box retail. I support the development of a microbrewery in La Mesa.
6/27/2013	La Mesa	Economic Prosperity & Borders	3608	Non-CBO Partner	Big box retail removed many small businesses beginning in the 1960s/70s. The ability to shop local has diminished. We want money to circulate locally in La Mesa, not go out of state where big box retail is headquartered.
6/27/2013	La Mesa	Economic Prosperity & Borders	3609	Non-CBO Partner	The big box retail issue is a real dilemma with no quick solution. One can save 25 cents on toilet paper at a big box store but it doesn't justify lower wages and the lack of employee benefits. There are repercussions associated with a decreased quality of life.
6/27/2013	La Mesa	Economic Prosperity & Borders	3610	Non-CBO Partner	There is a correlation between low education and low income.
6/27/2013	La Mesa	Economic Prosperity & Borders	3611	Non-CBO Partner	Those who do not have a college degree will be professionally handicapped and the rest of us will pay for it. Education has a large impact on so many things.
6/27/2013	La Mesa	Economic Prosperity & Borders	3612	Non-CBO Partner	There needs to be an emphasis on programs that offer certifications besides college degrees, like orthopedic technician.
6/27/2013	La Mesa	Economic Prosperity & Borders	3613	Non-CBO Partner	Create positions that require less education but need specific skill sets while also providing a livable wage.
6/27/2013	La Mesa	Economic Prosperity & Borders	3614	Non-CBO Partner	A living wage and affordable housing are sorely needed as people resort to living with roommates or in their cars.
6/27/2013	La Mesa	Economic Prosperity & Borders	3615	Non-CBO Partner	We need programs to help people familiarize themselves with technology but even Internet access can be a costly privilege.
6/27/2013	La Mesa	Economic Prosperity & Borders	3616	Non-CBO Partner	It takes three hours to cross the border at Tecate because of the Mexican Army. There needs to be more integration between the Border Patrol and the Mexican Army to help reduce wait times. The new immigration bill will add 700,000 new border patrol staff along the entire international border and SANDAG should lobby to bring as much funding to San Diego as possible.
6/27/2013	La Mesa	Economic Prosperity & Borders	3617	Non-CBO Partner	We tend to build new roads to connect to new businesses when we really need improved public transit access.
6/27/2013	La Mesa	Economic Prosperity & Borders	3618	Non-CBO Partner	Invest in active transportation, transit, and progressive companies (e.g. clean technology).
6/27/2013	La Mesa	Economic Prosperity & Borders	3619	Non-CBO Partner	The only way to travel to Temecula is by car. Let's extend transit beyond San Diego by coordinating with neighboring regions. Adding more freeway lanes only encourages sprawl.
6/27/2013	La Mesa	Economic Prosperity & Borders	3620	Non-CBO Partner	We have enough capacity here without having to change zoning to accommodate the entire population through 2035 – we don't need to build farther out.
6/27/2013	La Mesa	Economic Prosperity & Borders	3621	Non-CBO Partner	Besides accommodating Temecula commuters, we also need to improve transit access for commuters originating from El Cajon and Chula Vista.
6/27/2013	La Mesa	Economic Prosperity & Borders	3622	Non-CBO Partner	Most modern cities have a sophisticated light rail system. SANDAG has this type of network in its plans, but it's hidden in the appendices and will not be implemented.
6/27/2013	La Mesa	Economic Prosperity & Borders	3623	Non-CBO Partner	Smart growth is a term created by developers. San Diego has "stupid growth" characterized by infill and sprawl (e.g. Del Sur in North County) or TODs along with Otay Mesa subdivisions. SANDAG can't veto zoning plans but the agency can call out "stupid growth" at city council meetings.
6/27/2013	La Mesa	Economic Prosperity & Borders	3624	Non-CBO Partner	SANDAG can plan and build transportation to facilitate smart growth, but it's the public who should communicate about development projects with their elected officials, not SANDAG.

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6/27/2013	La Mesa	Economic Prosperity & Borders	3625	Non-CBO Partner	The SANDAG RTP places smart growth nodes too far out (e.g. Ramona) due to the political process.
6/27/2013	La Mesa	Economic Prosperity & Borders	3626	Non-CBO Partner	Los Angeles is building fixed rail subways and the price per square foot has increased by hundreds of dollars around each station, thereby increasing economic viability. Meanwhile, SANDAG is implementing bus rapid transit (BRT). However, BRT can change routes at any time, causing a small business that was initially located near the route to lose economic viability. BRT needs to lead to fixed rail.
6/27/2013	La Mesa	Economic Prosperity & Borders	3627	Non-CBO Partner	Most cities have moved away from BRT. In San Diego, it is used to glorify freeways.
6/27/2013	La Mesa	Economic Prosperity & Borders	3628	Non-CBO Partner	SANDAG will construct and implement BRT in the next few months when it could have enhanced the Blue Line. The Blue Line has high ridership and boasts a 70% cost recovery rate yet it does not receive the financial support it deserves.
6/27/2013	La Mesa	Economic Prosperity & Borders	3629	Non-CBO Partner	New lanes are not needed for buses – just add new paint.
6/27/2013	La Mesa	Economic Prosperity & Borders	3630	Non-CBO Partner	The next big thing will be the Aerotropolis that will involve a network of roads centered upon the airport to attract manufacturing and training. Gillespie Field will be the driving force in this endeavor and smog will stay in the valley because of continued fuel use containing lead. Flight schools for overseas students are utilizing Gillespie field and this could either promote economic prosperity or cause environmental damage.
6/27/2013	La Mesa	Economic Prosperity & Borders	3631	Non-CBO Partner	Economic prosperity means having jobs with a living wage. There aren't very many jobs in East County and people are forced to commute to North County just to earn a minimum wage.
6/27/2013	La Mesa	Economic Prosperity & Borders	3632	Non-CBO Partner	The border is important to the economy – In Hong Kong after it was turned back to China, they opened the border more and the economy "skyrocketed".
6/27/2013	La Mesa	Economic Prosperity & Borders	3633	Non-CBO Partner	What is economic Prosperity?
6/27/2013	La Mesa	Economic Prosperity & Borders	3634	Non-CBO Partner	"Growth". Meeting the needs of society – jobs that come from demand.
6/27/2013	La Mesa	Economic Prosperity & Borders	3635	Non-CBO Partner	Increasing the prosperity of the low-income neighborhoods.
6/27/2013	La Mesa	Economic Prosperity & Borders	3636	Non-CBO Partner	Prosperity is focused in the center, and has you spread farther out where cheaper real estate is, the workers have to travel more. You have to create smooth transit for those workers that live on the outside (25-mile radius) of the city. As their income goes up they can move closer inside where the jobs are focused.
6/27/2013	La Mesa	Economic Prosperity & Borders	3637	Non-CBO Partner	Education – the educated already have the tools to maintain their prosperity, so we have to give education and those tools to lower income people.
6/27/2013	La Mesa	Economic Prosperity & Borders	3638	Non-CBO Partner	Prosperity is hugely dependent on availability of jobs – some jobs don't pay well, others do. Need to focus on education and provide a climate for entrepreneurs to invest. Ex) Consortium Program – Federal gov't wouldn't invest in San Diego b/c of lacking infrastructure, poor education, high land value.
6/27/2013	La Mesa	Economic Prosperity & Borders	3639	Non-CBO Partner	More access to good-paying jobs.
6/27/2013	La Mesa	Economic Prosperity & Borders	3640	Non-CBO Partner	What are good things that are growing or improving the economy?
6/27/2013	La Mesa	Economic Prosperity & Borders	3641	Non-CBO Partner	Flex hours in work schedule.
6/27/2013	La Mesa	Economic Prosperity & Borders	3642	Non-CBO Partner	Military is helping because they are going to work earlier than rush-hour traffic.
6/27/2013	La Mesa	Economic Prosperity & Borders	3643	Non-CBO Partner	Balance budgets. To have a city that is working.
6/27/2013	La Mesa	Economic Prosperity & Borders	3644	Non-CBO Partner	The healthcare is working pretty well in the region.
6/27/2013	La Mesa	Economic Prosperity & Borders	3645	Non-CBO Partner	What are areas that could need improvement?

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6/27/2013	La Mesa	Economic Prosperity & Borders	3646	Non-CBO Partner	Transportation – Highway 52 is too backed up (especially west-bound) – only 2 lanes at parts; bridges need to be widened.
6/27/2013	La Mesa	Economic Prosperity & Borders	3647	Non-CBO Partner	More public transportation on outer regions – Too many transfers.
6/27/2013	La Mesa	Economic Prosperity & Borders	3648	Non-CBO Partner	Environmentally friendly lane – 35 mile-an-hour below lane that connects to downtown.
6/27/2013	La Mesa	Economic Prosperity & Borders	3649	Non-CBO Partner	There is no means to travel out of East County other than car or trolley.
6/27/2013	La Mesa	Economic Prosperity & Borders	3650	Non-CBO Partner	What comes to mind when you think of Borders?
6/27/2013	La Mesa	Economic Prosperity & Borders	3651	Non-CBO Partner	San Ysidro – Not working. It's bad for people that are coming. Leakage in border wall – people come through but it's dangerous to their health.
6/27/2013	La Mesa	Economic Prosperity & Borders	3652	Non-CBO Partner	A hard issue – Homeland Security needs to ask questions; Are there sufficient lanes to allow traffic and allow the trucks that bring commerce? That's how we improve prosperity and bring jobs and commerce, by improving the flow of traffic.
6/27/2013	La Mesa	Economic Prosperity & Borders	3653	Non-CBO Partner	Are there areas where the border region can bring more investment here in San Diego?
6/27/2013	La Mesa	Economic Prosperity & Borders	3654	Non-CBO Partner	There are products here in America that Mexicans want to buy. They want American products b/c they trust them.
6/27/2013	La Mesa	Economic Prosperity & Borders	3655	Non-CBO Partner	Our attempts to regulate movement across the border are self-defeating. Look at East/West Germany – they had landmines, military...when the wall came down the ppl who lived in East Germany didn't have a need to move.. Like telling a little kid not to smoke cigarettes... if you tell people not to cross the border or try to stop them, they're going to try to do it anyway; Like prohibition – gov't was wasting money, failing miserably to try stop alcohol.
6/27/2013	La Mesa	Economic Prosperity & Borders	3656	Non-CBO Partner	Can't open the border completely.
6/27/2013	La Mesa	Economic Prosperity & Borders	3657	Non-CBO Partner	If you think about prosperity, what is your vision of what needs to happen? What does it look like?
6/27/2013	La Mesa	Economic Prosperity & Borders	3658	Non-CBO Partner	Taking away the health-wealth disparity – lower income neighborhoods should be made more prosperous.
6/27/2013	La Mesa	Economic Prosperity & Borders	3659	Non-CBO Partner	Focusing on the underserved communities.
6/27/2013	La Mesa	Economic Prosperity & Borders	3660	Non-CBO Partner	The gov't should take a stronger hand in new industries; build schools and factories.
6/27/2013	La Mesa	Economic Prosperity & Borders	3661	Non-CBO Partner	We are sending jobs down south b/c there is cheaper labor.
6/27/2013	La Mesa	Economic Prosperity & Borders	3662	Non-CBO Partner	Prosperity is sustained through innovation; remove dependencies of automobile - things will change politically.
6/27/2013	La Mesa	Economic Prosperity & Borders	3663	Non-CBO Partner	Convenient, safe, sustainable border.
6/27/2013	La Mesa	Economic Prosperity & Borders	3664	Non-CBO Partner	People only change when it's cool to love something – we're all at the bottom.
6/27/2013	La Mesa	Economic Prosperity & Borders	3665	Non-CBO Partner	People in San Diego often think backwards.
6/27/2013	La Mesa	Economic Prosperity & Borders	3666	Non-CBO Partner	What does economic Prosperity mean to you?
6/27/2013	La Mesa	Economic Prosperity & Borders	3667	Non-CBO Partner	Having the funds to support the community (find way to support service organizations). Need more innovation to find funds to support the community – needs to come from the local level.
6/27/2013	La Mesa	Economic Prosperity & Borders	3668	Non-CBO Partner	The city can support itself and businesses w/ sales tax, revenue. You should be able to support your own community so that you can have your own amenities and services such as grocery stores.
6/27/2013	La Mesa	Economic Prosperity & Borders	3669	Non-CBO Partner	Large population of San Diego is youth and there should be more availability to youth – transportation. Lots of youth use public transportation to cross the border – need to make it easier for them to cross. In Tijuana for example, they offer less price.

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6/27/2013	La Mesa	Economic Prosperity & Borders	3670	Non-CBO Partner	SANDAG needs to set a better role model as a whole for individual cities – what the cities do – what La Mesa does affects El Cajon. The County needs to set an example. SANDAG needs to Advocate. Healthcare, transportation, food justice.
6/27/2013	La Mesa	Economic Prosperity & Borders	3671	Non-CBO Partner	SANDAG can get involved w/ issue of City taxi cabs.
6/27/2013	La Mesa	Economic Prosperity & Borders	3672	Non-CBO Partner	Supporting the community within instead of buying things from South America and China. Staying local and trying to minimize transportation.
6/27/2013	La Mesa	Economic Prosperity & Borders	3673	Non-CBO Partner	We need better mass transit systems.
6/27/2013	La Mesa	Economic Prosperity & Borders	3674	Non-CBO Partner	You can't get from your house to public transit.
6/27/2013	La Mesa	Economic Prosperity & Borders	3675	Non-CBO Partner	"I tried to go to Balboa Park and it took an hour and 20 minutes on a weekday in the middle of the day to try and park and get to a meeting.. It's only going to get worse. If I tried to take transit, it took 3 hours to get from La Mesa to Kearny Mesa."
6/27/2013	La Mesa	Economic Prosperity & Borders	3676	Non-CBO Partner	Take the shopping areas and spread it out to the areas that don't have it.
6/27/2013	La Mesa	Economic Prosperity & Borders	3677	Non-CBO Partner	Urban greening comes into play. San Diego is not designed well, not maintained well. The trees are cut down, there's no shade. Landscaping reduced stress, increases health – there are case studies that people who live w/ more landscaping are living better quality of life. From 1985-2002 24% of the canopy has been lost.
6/27/2013	La Mesa	Economic Prosperity & Borders	3678	Non-CBO Partner	No access to healthy food – need more community gardens in La Mesa.
6/27/2013	La Mesa	Economic Prosperity & Borders	3679	Non-CBO Partner	In La Mesa condo complex, 36 trees were cut down and at the same time air condition costs increased.
6/27/2013	La Mesa	Economic Prosperity & Borders	3680	Non-CBO Partner	Not enough employment opportunities to youth.
6/27/2013	La Mesa	Economic Prosperity & Borders	3681	Non-CBO Partner	Not enough trade schools that teach auto-mechanic, etc.
6/27/2013	La Mesa	Economic Prosperity & Borders	3682	Non-CBO Partner	Zoning laws that allow multi-use/mixed use.
6/27/2013	La Mesa	Economic Prosperity & Borders	3683	Non-CBO Partner	Growing businesses (Mom and Pop but no more antique shops!) locally so that people don't have to commute.
6/27/2013	La Mesa	Economic Prosperity & Borders	3684	Non-CBO Partner	Improving access and opportunities for youth to express and get civic engagements; more internships; SANDAG should be more involved & engage with the youth, schools.
6/27/2013	La Mesa	Economic Prosperity & Borders	3685	Non-CBO Partner	Got to address water; cannot lose water; cannot afford to flush the water; Santee lakes as success story for water reclamation project.
6/27/2013	La Mesa	Economic Prosperity & Borders	3686	Non-CBO Partner	Integrating immigrants in our society.
6/27/2013	La Mesa	Economic Prosperity & Borders	3687	Non-CBO Partner	More social equity – everyone has fair access to parks, education, jobs.
6/27/2013	La Mesa	Economic Prosperity & Borders	3688	Non-CBO Partner	Whatever the Median-Household income is.
6/27/2013	La Mesa	Economic Prosperity & Borders	3689	Non-CBO Partner	Livable wage.
6/27/2013	La Mesa	Economic Prosperity & Borders	3690	Non-CBO Partner	Good healthcare.
6/27/2013	La Mesa	Economic Prosperity & Borders	3691	Non-CBO Partner	Education has brought high tech jobs to San Diego. We need to invest in education facilities; We need to train for skills, ROP, need to have a variety of usable skills.
6/27/2013	La Mesa	Economic Prosperity & Borders	3692	Non-CBO Partner	Healthy community – if you're too sick to get to work, you can't work.
6/27/2013	La Mesa	Economic Prosperity & Borders	3693	Non-CBO Partner	More of a walkable community improves health, better for environment.
6/27/2013	La Mesa	Economic Prosperity & Borders	3694	Non-CBO Partner	Job skills that can serve the aging population, Alzheimer's, disease.
6/27/2013	La Mesa	Economic Prosperity & Borders	3695	Non-CBO Partner	Better educations that focuses on teaching languages like Chaldeans and more supportive of different cultures and language barriers. Need to focus on various immigrant groups and training them to take care of people.
6/27/2013	La Mesa	Economic Prosperity & Borders	3696	Non-CBO Partner	Different immigrant groups – even though there's no physical border (like w/ Mexico) there is direct connection to the involvement of the economy.

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6/27/2013	La Mesa	Economic Prosperity & Borders	3697	Non-CBO Partner	Participation of immigrant groups.
6/27/2013	La Mesa	Economic Prosperity & Borders	3698	Non-CBO Partner	Need to foster more tolerance of different cultures such as Chaldean communities.
6/27/2013	La Mesa	Economic Prosperity & Borders	3699	Non-CBO Partner	Freeway sometimes creates borders – South of the 8 has poorer statistics in terms of health; I-94 create borders; Very hard for people to survive that live west of the 5.
6/27/2013	La Mesa	Economic Prosperity & Borders	3700	Non-CBO Partner	Sign that our transportation system divides us rather than integrates us – with car you drive right thru neighborhoods.
6/27/2013	La Mesa	Economic Prosperity & Borders	3701	Non-CBO Partner	Transportation system needs to be more serviceable.
6/27/2013	La Mesa	Economic Prosperity & Borders	3702	Non-CBO Partner	Often borders between cities – “I live in La Mesa which is better than El Cajon”.
6/27/2013	La Mesa	Economic Prosperity & Borders	3703	Non-CBO Partner	Often within cities – the parks in National City are concentrated in one area; auto shops are concentrated in other side.
6/27/2013	La Mesa	Economic Prosperity & Borders	3704	Non-CBO Partner	Funds should be focused on communities that need them; how do you create more economic investment? Need to have more local jobs. Need more high-tech jobs in East County. Have to travel too far for jobs.
6/27/2013	La Mesa	Economic Prosperity & Borders	3705	Non-CBO Partner	Local leaders should be trying to focus on Health Care and High-Tech Jobs.
6/27/2013	La Mesa	Economic Prosperity & Borders	3706	Non-CBO Partner	Incentivize companies to move to the community.
6/27/2013	La Mesa	Economic Prosperity & Borders	3707	Non-CBO Partner	Everyone should be able to find a job within their own community.
6/27/2013	La Mesa	Economic Prosperity & Borders	3708	Non-CBO Partner	The more localized communities get, the less need for creating freeways traffic.
6/27/2013	La Mesa	Economic Prosperity & Borders	3709	Non-CBO Partner	Find new industries – future computing, robotics, fusion, cutting-age, cloning, etc.
6/27/2013	La Mesa	Economic Prosperity & Borders	3710	Non-CBO Partner	Greener.
6/27/2013	La Mesa	Economic Prosperity & Borders	3711	Non-CBO Partner	Less homelessness.
6/27/2013	La Mesa	Economic Prosperity & Borders	3712	Non-CBO Partner	Mixed-Use.
6/27/2013	La Mesa	Economic Prosperity & Borders	3713	Non-CBO Partner	More feel for community – know your neighbors, say hi.
6/27/2013	La Mesa	Economic Prosperity & Borders	3714	Non-CBO Partner	Active transportation – more bicycles, transit-oriented-development.
6/27/2013	La Mesa	Economic Prosperity & Borders	3715	Non-CBO Partner	Safe community.
6/27/2013	La Mesa	Economic Prosperity & Borders	3716	Non-CBO Partner	Integrated community – income, culturally.
6/27/2013	La Mesa	Economic Prosperity & Borders	3717	Non-CBO Partner	Good mental and physical health.
6/27/2013	La Mesa	Economic Prosperity & Borders	3718	Non-CBO Partner	Community gardens.
6/27/2013	La Mesa	Written Comments	3719	Non-CBO Partner	Continue to expand the SD Trolley system.
6/27/2013	La Mesa	Written Comments	3720	Non-CBO Partner	We need a regional plan to address effect of ocean rise on our Beach communities.
6/27/2013	La Mesa	Written Comments	3721	Non-CBO Partner	Is it true that flight training planes are burning leaded fuel from Gillespie Field? WHY?
6/27/2013	La Mesa	Written Comments	3722	Non-CBO Partner	SD Trolley loop in and out of Lindbergh Field.
6/27/2013	La Mesa	Written Comments	3723	Non-CBO Partner	Emphasize solar PV installations on roof tops and over parking lots (rather than in deserts).
6/27/2013	La Mesa	Written Comments	3724	Non-CBO Partner	SR52 Westbound needs improvement at the junction of SR125 and SR52; 6 lanes of traffic must merge into 2 lanes in a ¼ mile. 4 Bridges must be widened teal soon to allow the pavement that has been already laid to be use, and relieve a big bottleneck. This is planned to be done in 2040; 27 years from today. It must be done right now.
6/27/2013	La Mesa	Written Comments	3725	Non-CBO Partner	SANDAG needs to model alternatives which will reduce GHG emissions to meet State Goals (Gov. Executive Order, S-03-05) and show the health effects of a more transit oriented community.

Date	Location	Table_Topic	Comment_ID	CBO Partner	Comments
6/27/2013	La Mesa	Written Comments	3726	Non-CBO Partner	As a San Diego City resident who does not have a car, I am at the mercy of public transportation and it clearly affects my lifestyle and my personal needs. While I want increased personal mobility, I want it to be responsible and thorough. I never had asthma until I moved to San Diego and I grew up in New York City. My understanding is this is largely due to pollution from car emissions and public transportation emissions.
6/27/2013	La Mesa	Written Comments	3727	Non-CBO Partner	Invest in local solar.
6/27/2013	La Mesa	Written Comments	3728	Non-CBO Partner	No freeway expansions so we can meet the emissions targets required under CA executive order S-3-05.
6/27/2013	La Mesa	Written Comments	3729	Non-CBO Partner	Do not allow lawns in any new housing developments; allow native plants only.
6/27/2013	La Mesa	Written Comments	3730	Non-CBO Partner	I think it's really important for SANDAG to take climate change seriously and meet state Greenhouse gas emission targets. SANDAG should stop appealing the lawsuit and instead fix the plan. Also, SANDAG needs to stop building highways and instead focus on much more transit, safe biking, and walking, and the land use planning to make it easier.
6/27/2013	La Mesa	Written Comments	3731	Non-CBO Partner	Motor fuel carbon dioxide offsets at current prices only cost \$.10 (ten cents) per gallon. So put a tax or surcharge on gasoline and use the money for carbon dioxide reduction projects.
6/27/2013	La Mesa	Written Comments	3732	Non-CBO Partner	SANDAG should stop appealing the lawsuit against it and get moving on public transit, instead of stalling. At 400 parts per million of greenhouse gasses, business as usual is totally unethical.
6/27/2013	La Mesa	Written Comments	3733	Non-CBO Partner	In order to see the emissions target of Executive Order met, I do not want to see any freeway expansions. We must prioritize investment in public transit instead.
6/27/2013	La Mesa	Written Comments	3734	Non-CBO Partner	Casino development on Tribal Land has both economic and environmental impacts. Microbreweries and wineries are emerging in the San Diego region. The future of RETAIL SALES is CHNAGING. Less retail space is needed because it is being replaced by online shopping.
6/27/2013	La Mesa	Written Comments	3735	Non-CBO Partner	People have so many issues that are of concern to them related to land use and transportation. Giving them a voice is great and your facilitators did a good job listening and rarely redirected folks. Perhaps having a forum with cities and SANDAG to have those (land use) issues heard. Please continue these dialogues.
6/27/2013	La Mesa	Written Comments	3736	Non-CBO Partner	SANDAG needs to provide the public more specific data on the negative impacts of additional freeway lanes to sensitive populations (low income and seniors).
6/27/2013	La Mesa	Written Comments	3737	Non-CBO Partner	There was a lot of great input in each session. Please act on it and show us we have as much influence as a wealthy developer.
6/27/2013	La Mesa	Written Comments	3738	Non-CBO Partner	Great turnout! Thanks for food and drink. Good organization and exchange of ideas. Way to go SANDAG!! Shows you care!
6/27/2013	La Mesa	Written Comments	3739	Non-CBO Partner	Lighting, connected sidewalks, and safety are needed for people to feel comfortable to walk in their neighborhoods. SANDAG should study telecommuting to determine whether it improves productivity or not.
6/27/2013	La Mesa	Written Comments	3740	Non-CBO Partner	MOVE GILLESPIE FIELD. Unhealthy, unsecure, expensive.
6/27/2013	La Mesa	Written Comments	3741	Non-CBO Partner	Leadership in moving San Diego Forward. Look to some model cities in our country that are already realistically dealing with threats to our environment and our city/county's well-being. How about solar panels above car stalls in parking lots? How about no more additional lanes on the 805, 15, etc. UNTIL money has been put to other options than single occupancy vehicles! We do not want more of the same—does SANDAG understand that?

Date	Location	Table_Topic	Comment_ID	CBO Partner	Comments
6/27/2013	La Mesa	Written Comments	3742	Non-CBO Partner	Enjoyed very much my participation. Please do more of these meetings for the general public's benefit. Thank you for your interest on our behalf.
6/27/2013	La Mesa	Written Comments	3743	Non-CBO Partner	I would like to see more use of native plants in parks versus grass. I would like to see more walkable and bikeable communities.
6/27/2013	La Mesa	Written Comments	3744	Non-CBO Partner	More funding toward efficient Transit Systems!
6/27/2013	La Mesa	Written Comments	3745	Non-CBO Partner	Transportation Concern: limited public transportation in rural areas and affordable bus passes.
6/27/2013	La Mesa	Written Comments	3746	Non-CBO Partner	Environment pollution: All aircraft in question use AvGas (leaded gas) and practicing idling of engines and revving up again causes exhausting lead particles over our houses and schools. There is an urgent need for an installation of air quality monitoring stations under their flight patterns. I understand, that since there are none in Santee, the flights over east Santee towards Lakeside increased many fold recently. The fact that Aviation Gas is not going to be phased out before 2018 is great concern and it is only because the public seems uninformed, Gillespie's Flight Schools are able to get away with it. There are two citizens groups, ASAP based in El Cajon and CAGElfa forming in Santee/Lakeside, which are doing exactly that-educating the public and trying to make our representatives aware.
6/27/2013	La Mesa	Written Comments	3747	Non-CBO Partner	Safety: or rather the lack of it. Just recently, an instructor and student crash landed on Rt-52 and only by miracle no one was hurt. Recent crash of plane at Wheeling, just missing an apartment complex is another example. The fact that most of the students are foreign and lacking understanding and speaking English only adds to the potential of disaster. The flight schools are increasing in numbers and increasing the number of student pilots every year. Again, they can do the T&G runs over densely populated area such as El Cajon, Santee and Lakeside only because the public is not informed.
6/27/2013	La Mesa	Written Comments	3748	Non-CBO Partner	Noise: one only needs to sit on his/her patio or even just leaving the windows open and you find that there is no break and respite from the loud aircraft noise. The quality of life is really hard to speak of here. And it is us, the citizens on the ground who pay high real estate taxes to own a home here. And I understand that El Cajon/Santee/Lakeside or the county for that matter, receive little if any revenue from Gillespie and Flight Schools.
6/27/2013	Potrero	All Topics	4592	Mountain Empire	Improving infrastructure/economies around the Tecate border region would benefit all of us.
6/27/2013	Potrero	All Topics	4593	Mountain Empire	Promote tourism and local, back country community trips like in Jacumba or Campo.
6/27/2013	Potrero	All Topics	4594	Mountain Empire	Encourage bus routes on local roads rather than just Highway 94.
6/27/2013	Potrero	All Topics	4595	Mountain Empire	More linkages/express routes from the El Cajon trolley station.
6/27/2013	Potrero	All Topics	4596	Mountain Empire	Create a Mobility Newsletter so people know how to access transportation options.
6/27/2013	Potrero	All Topics	4597	Mountain Empire	Need to maintain local, rural character and keep out sprawl.
6/27/2013	Potrero	All Topics	4598	Mountain Empire	Need to improve education and employment opportunities in the area.
6/27/2013	Potrero	All Topics	4599	Mountain Empire	SANDAG should include the Tecate/Potrero/Campo region in the Border Planning Activities.
6/29/2013	National City	All Topics	3749	Non-CBO Partner	Live in a clean environment, free of toxins, with free transit and green areas.
6/29/2013	National City	All Topics	3750	Non-CBO Partner	We need green areas for children (there are no parks).
6/29/2013	National City	All Topics	3751	Non-CBO Partner	In front of the church there is a plot of land that could be converted into a green area since behind the school in the community center there is only a small center.

Date	Location	Table_Topic	Comment_ID	CBO Partner	Comments
6/29/2013	National City	All Topics	3752	Non-CBO Partner	We need traffic safety for kids (the school on 18th Street at Highland); the cars do not stop at the stoplight behind the school. Respect for pedestrians has to be reinforced, especially because the pedestrian signal does not last long. The culvert blocking the crosswalk.
6/29/2013	National City	All Topics	3753	Non-CBO Partner	The gas mine is located at the foot of the street at the gas station and is dangerous due to crashes and accidents, or intoxicated drivers.
6/29/2013	National City	All Topics	3754	Non-CBO Partner	We need traffic safety for kids (the school on 18th Street at Highland); the cars do not stop at the stoplight behind the school. Respect for pedestrians has to be reinforced, especially because the pedestrian signal does not last long. The culvert blocking the crosswalk.
6/29/2013	National City	All Topics	3755	Non-CBO Partner	Speed limits should be determined by zone for the safety of children who go to school.
6/29/2013	National City	All Topics	3756	Non-CBO Partner	We need lighting in our zone. There is also a lack of lighting in Old Town and National City.
6/29/2013	National City	All Topics	3757	Non-CBO Partner	At 16th and D Street we need improvements, including a sidewalk for pedestrians. There are always accidents in this area.
6/29/2013	National City	All Topics	3758	Non-CBO Partner	A community garden should be implemented; there are no stores where people can buy healthy good like fruits and vegetables.
6/29/2013	National City	All Topics	3759	Non-CBO Partner	It is not safe to ride bicycles in the avenues, but in the neighborhood streets it is.
6/29/2013	National City	All Topics	3760	Non-CBO Partner	Bike lanes are not respected because people park their cars in them.
6/29/2013	National City	All Topics	3761	Non-CBO Partner	Garages and factories pollute all aspects of the community.
6/29/2013	National City	All Topics	3762	Non-CBO Partner	We need greater access to markets, gyms and communal areas.
6/29/2013	National City	All Topics	3763	Non-CBO Partner	At the intersection of Civic Center and Wilson, we don't want just any business, but a business that helps the community, such as a supermarket.
6/29/2013	National City	All Topics	3764	Non-CBO Partner	We need employment resources near the community.
6/29/2013	National City	All Topics	3765	Non-CBO Partner	At the intersection of Civic Center and Wilson, we don't want just any business, but a business that helps the community, such as a supermarket.
6/29/2013	National City	All Topics	3766	Non-CBO Partner	We need employment resources near the community.
6/29/2013	National City	All Topics	3767	Non-CBO Partner	We need a bicycle area in the Trolley (a special section for people with bikes).
6/29/2013	National City	All Topics	3768	Non-CBO Partner	The public transportation information should be updated.
6/29/2013	National City	All Topics	3769	Non-CBO Partner	There are not many routes available on the weekends (Route 961).
6/29/2013	National City	All Topics	3770	Non-CBO Partner	The bus stop at 18th and Highland does not have sun protection (roof).
6/29/2013	National City	All Topics	3771	Non-CBO Partner	There are not many routes available on the weekends (Route 961).
6/29/2013	National City	All Topics	3772	Non-CBO Partner	SANDAG staff should come to Kimball Park on Wednesdays and Thursdays to conduct surveys and ask for people's opinions.
6/29/2013	National City	All Topics	3773	Non-CBO Partner	There are no connections between North Park and National City.
6/29/2013	National City	All Topics	3774	Non-CBO Partner	There are no public transportation routes to the beach.
6/29/2013	National City	All Topics	3775	Non-CBO Partner	We need access to regional places of interest such as Balboa Park and its museums; a special weekend transportation line, for example.
6/29/2013	National City	All Topics	3776	Non-CBO Partner	All streets should have safe bike lanes and sidewalks, especially along routes to schools to promote walking and biking to schools.
6/29/2013	National City	All Topics	3777	Non-CBO Partner	Should start near schools and expand outward to create safer and more accessible bike paths.
6/29/2013	National City	All Topics	3778	Non-CBO Partner	Promote and educate children on walking and biking options to get them active and help decrease obesity rates.

Date	Location	Table_Topic	Comment_ID	CBO Partner	Comments
6/29/2013	National City	All Topics	3779	Non-CBO Partner	Implement more engaging and participatory outreach to promote Safe Route to schools – there is an opportunity for SANDAG to have a presence in schools and educate children.
6/29/2013	National City	All Topics	3780	Non-CBO Partner	SANDAG staff should come to each school and educate children on health, walking, and biking. Moreover, hold programs where children have Bike to School or Walk to School weeks and are escorted and shown which paths are safe.
6/29/2013	National City	All Topics	3781	Non-CBO Partner	These should more than just one day of the year.
6/29/2013	National City	All Topics	3782	Non-CBO Partner	Expand incentives program for walking and biking – similar to iCommute program for adults traveling to work and Reading programs at schools, children can have the number of days and times they walk or bike to school tracked and be rewarded.
6/29/2013	National City	All Topics	3783	Non-CBO Partner	Improve water quality in schools– currently children are discouraged from drinking water as it tastes like drinking from corroded pipelines.
6/29/2013	National City	All Topics	3784	Non-CBO Partner	Update overall infrastructure of water delivery systems.
6/29/2013	National City	All Topics	3785	Non-CBO Partner	Air quality is worse than in the past as there are more vehicles which result in more emissions.
6/29/2013	National City	All Topics	3786	Non-CBO Partner	Pollution from industrial buildings also contributes to poor air quality in National City.
6/29/2013	National City	All Topics	3787	Non-CBO Partner	Smokers contributing to poor air quality and polluting storm drains that runoff into the ocean.
6/29/2013	National City	All Topics	3788	Non-CBO Partner	Encourage use of new fuel types for vehicles.
6/29/2013	National City	All Topics	3789	Non-CBO Partner	Convert all buses to run on compressed natural gas.
6/29/2013	National City	All Topics	3790	Non-CBO Partner	Debris, particles, and noise are getting closer to homes as freeways are widened which impacts air quality.
6/29/2013	National City	All Topics	3791	Non-CBO Partner	Everyone knows that on the west side of National City, asthma rates are higher because homes there are closer to the freeway.
6/29/2013	National City	All Topics	3792	Non-CBO Partner	Need to find a way to minimize electricity usage as costs are increasing.
6/29/2013	National City	All Topics	3793	Non-CBO Partner	There needs to be better incentives for current homeowners to make energy efficient improvements to their homes – many of the incentives are for new home developers.
6/29/2013	National City	All Topics	3794	Non-CBO Partner	Technology for solar panels is improving and costs for materials have gone down, but installing solar is still cost prohibitive and homeowners discouraged by cost-benefit and return on investment.
6/29/2013	National City	All Topics	3795	Non-CBO Partner	There are hidden costs with retrofitting homes to become energy efficient such as upgrading roof to be able to accommodate installation of solar panels.
6/29/2013	National City	All Topics	3796	Non-CBO Partner	Opportunity to promote sustainable energy and water use practices through education outreach at schools to elementary age children.
6/29/2013	National City	All Topics	3797	Non-CBO Partner	Promote education at residential level of programs as light-bulb exchanges and of the larger energy infrastructure additions to the regions like the wind energy farms that are being developed.
6/29/2013	National City	All Topics	3798	Non-CBO Partner	Should have policy to invest in and install existing technology that helps reduce energy uses – for example motion-sensor lights in all publicly owned areas, schools, private offices, and even old and new homes.
6/29/2013	National City	All Topics	3799	Non-CBO Partner	Don't cut down trees if unnecessary, but if do need to cut down, should be required to plant two more trees.
6/29/2013	National City	All Topics	3800	Non-CBO Partner	Should create opportunities to reuse materials – there are benches at a park in National City that were built from trees that were cut down. Should have policy to promote sustainable practices like this.

Date	Location	Table_Topic	Comment_ID	CBO Partner	Comments
6/29/2013	National City	All Topics	3801	Non-CBO Partner	Need border crossing for economic prosperity.
6/29/2013	National City	All Topics	3802	Non-CBO Partner	Create an easier process for border crossing for people and goods that regularly move to and from our region can move more efficiently.
6/29/2013	National City	All Topics	3803	Non-CBO Partner	Should incentivize using proper process to be able to work legally in the U.S.
6/29/2013	National City	All Topics	3804	Non-CBO Partner	Need military for economic prosperity.
6/29/2013	National City	All Topics	3805	Non-CBO Partner	Strengthen relationship with military – reason why many families in region are from military personnel who were stationed in San Diego returned to the region and their children have grown up and stayed here.
6/29/2013	National City	All Topics	3806	Non-CBO Partner	Walking and biking cities have to happen.
6/29/2013	National City	All Topics	3807	Non-CBO Partner	Education of residents is necessary because in National City there are walkable areas.
6/29/2013	National City	All Topics	3808	Non-CBO Partner	Mind-set needs to change that accessibility for biking is just as important as cars.
6/29/2013	National City	All Topics	3809	Non-CBO Partner	Ensure that sound barriers and walls are factored into cost of expanding freeways.
6/29/2013	National City	All Topics	3810	Non-CBO Partner	Bullet train is going to be necessary in future and should be built in center of the freeway with a station every 4-5 miles underneath.
6/29/2013	National City	All Topics	3811	Non-CBO Partner	Need to determine what to do with parking.
6/29/2013	National City	All Topics	3812	Non-CBO Partner	Create a stronger public transit network so it's more connected, timely, and frequent.
6/29/2013	National City	All Topics	3813	Non-CBO Partner	Should be able to walk to transit options in less than 20 minutes.
6/29/2013	National City	All Topics	3814	Non-CBO Partner	Bus system needs to be expanded.
6/29/2013	National City	All Topics	3815	Non-CBO Partner	Figuring out how to use and get from point A to B on various modes of transit should be more user-friendly.
6/29/2013	National City	All Topics	3816	Non-CBO Partner	Trolley has been a wonderful add-on and is used heavily for events at Qualcomm, need east-west connection.
6/29/2013	National City	All Topics	3817	Non-CBO Partner	Need expansion of current transit network within National City.
6/29/2013	National City	All Topics	3818	Non-CBO Partner	Need expansion of current transit network within National City.
6/29/2013	National City	All Topics	3819	Non-CBO Partner	No pollution – air quality.
6/29/2013	National City	All Topics	3820	Non-CBO Partner	La Jolla – good infrastructure, less traffic, the look of the city is nice.
6/29/2013	National City	All Topics	3821	Non-CBO Partner	National City used to be nice and it's dramatically changed.
6/29/2013	National City	All Topics	3822	Non-CBO Partner	If seniors and children are healthy the community is healthy.
6/29/2013	National City	All Topics	3823	Non-CBO Partner	Air quality, water quality.
6/29/2013	National City	All Topics	3824	Non-CBO Partner	Open space – we're sandwiched in between 4 freeways.
6/29/2013	National City	All Topics	3825	Non-CBO Partner	Lots of overcrowding – any small space that we can cram a building into.
6/29/2013	National City	All Topics	3826	Non-CBO Partner	Don't want to look like Los Angeles.
6/29/2013	National City	All Topics	3827	Non-CBO Partner	We (National City) have a bad rap, bad name – "Nasty City".
6/29/2013	National City	All Topics	3828	Non-CBO Partner	We have lots of rentals.
6/29/2013	National City	All Topics	3829	Non-CBO Partner	Businesses don't keep their storefronts clean/sidewalks.
6/29/2013	National City	All Topics	3830	Non-CBO Partner	Hard for businesses to keep the back ends of stores clean.
6/29/2013	National City	All Topics	3831	Non-CBO Partner	Less crowded streets, cleaner streets, more code enforcement.
6/29/2013	National City	All Topics	3832	Non-CBO Partner	EDCO does a good job but they can't clean everything.
6/29/2013	National City	All Topics	3833	Non-CBO Partner	Improve landscaping, have programs to encourage businesses, residents.
6/29/2013	National City	All Topics	3834	Non-CBO Partner	How do you feel about pedestrian access?
6/29/2013	National City	All Topics	3835	Non-CBO Partner	Nicer shading, nicer flowering trees – people walk more if there's more shade.
6/29/2013	National City	All Topics	3836	Non-CBO Partner	Less grass because it wastes more water.

Date	Location	Table_Topic	Comment_ID	CBO Partner	Comments
6/29/2013	National City	All Topics	3837	Non-CBO Partner	Medians are nice along National City Blvd.
6/29/2013	National City	All Topics	3838	Non-CBO Partner	More information on what we can be doing better.
6/29/2013	National City	All Topics	3839	Non-CBO Partner	Overcrowding is a concern. Some areas have inadequate housing, or there are too many families in one household.
6/29/2013	National City	All Topics	3840	Non-CBO Partner	We need more housing in National City, the right kind where people can walk instead of always moving to Chula Vista or the more affluent communities.
6/29/2013	National City	All Topics	3841	Non-CBO Partner	Not enough programs in South Bay to promote ridership/ride-share.
6/29/2013	National City	All Topics	3842	Non-CBO Partner	More health services centrally located.
6/29/2013	National City	All Topics	3843	Non-CBO Partner	Many people don't want to change doctors and have trouble.
6/29/2013	National City	All Topics	3844	Non-CBO Partner	Combined uses senior housing and health & preventative services.
6/29/2013	National City	All Topics	3845	Non-CBO Partner	Sweetwater authority has a program to give funds to - more incentives and education.
6/29/2013	National City	All Topics	3846	Non-CBO Partner	To conserve water, need to focus on xeriscaping, giving incentives.
6/29/2013	National City	All Topics	3847	Non-CBO Partner	More walkable communities.
6/29/2013	National City	All Topics	3848	Non-CBO Partner	On West-Side of National City, bring more shops, businesses.
6/29/2013	National City	All Topics	3849	Non-CBO Partner	Less pay day loan, pawn shops, taco shops more diversity in business.
6/29/2013	National City	All Topics	3850	Non-CBO Partner	Not enough access to buying healthy foods.
6/29/2013	National City	All Topics	3851	Non-CBO Partner	Famers Markets in National City.
6/29/2013	National City	All Topics	3852	Non-CBO Partner	Closer to have them to the seniors.
6/29/2013	National City	All Topics	3853	Non-CBO Partner	Need to have more stores in walking distance – Wal-Mart is close by walking improves health.
6/29/2013	National City	All Topics	3854	Non-CBO Partner	Less homelessness.
6/29/2013	National City	All Topics	3855	Non-CBO Partner	More jobs.
6/29/2013	National City	All Topics	3856	Non-CBO Partner	Having healthy people.
6/29/2013	National City	All Topics	3857	Non-CBO Partner	National City needs more health education programs, workshops, health fairs, more employment health centers.
6/29/2013	National City	All Topics	3858	Non-CBO Partner	Better public transit so that people can get to jobs.
6/29/2013	National City	All Topics	3859	Non-CBO Partner	Attracting more businesses, and not fast food or taco shops.
6/29/2013	National City	All Topics	3860	Non-CBO Partner	Have to drive to Chula Vista just for healthy food.
6/29/2013	National City	All Topics	3861	Non-CBO Partner	Getting enough revenues so that the city can attract more businesses, provide more services to the residents.
6/29/2013	National City	All Topics	3862	Non-CBO Partner	National City has high rates of obesity and unhealthiness, so getting past that.
6/29/2013	National City	All Topics	3863	Non-CBO Partner	Need to develop more sites in the city.
6/29/2013	National City	All Topics	3864	Non-CBO Partner	Less crime, getting over stereotypes, better image.
6/29/2013	National City	All Topics	3865	Non-CBO Partner	More focus on youth – they don't have enough programs or safe place.
6/29/2013	National City	All Topics	3866	Non-CBO Partner	No safe places to ride bikes.
6/29/2013	National City	All Topics	3867	Non-CBO Partner	More youth activities.
6/29/2013	National City	All Topics	3868	Non-CBO Partner	Bringing more schools, higher education, facilities that bring in more opportunities.
6/29/2013	National City	All Topics	3869	Non-CBO Partner	Encouraging more home-ownership rates.
6/29/2013	National City	All Topics	3870	Non-CBO Partner	Up-keep of rental properties.
6/29/2013	National City	All Topics	3871	Non-CBO Partner	More programs for first-time homebuyers, and more promotion/outreach.
6/29/2013	National City	All Topics	3872	Non-CBO Partner	Pollution in San Ysidro because of all the cars in the border.
6/29/2013	National City	All Topics	3873	Non-CBO Partner	Cars made in Mexico don't comply with CA air rules/regulations.

Date	Location	Table_Topic	Comment_ID	CBO Partner	Comments
6/29/2013	National City	All Topics	3874	Non-CBO Partner	Need to make it easier/faster to cross the border.
6/29/2013	National City	All Topics	3875	Non-CBO Partner	Cheaper public transportation.
6/29/2013	National City	All Topics	3876	Non-CBO Partner	There was a plan for the airport that would straddle the border.
6/29/2013	National City	All Topics	3877	Non-CBO Partner	Place to park, safely store bicycles – too much bicycle theft.
6/29/2013	National City	All Topics	3878	Non-CBO Partner	General consensus that Safety is a number one problem in National City, as it relates to homelessness, crime, racial discrimination, and a mistrust of local law enforcement.
6/29/2013	National City	All Topics	3879	Non-CBO Partner	A healthy community means friendly people and an inclusive community where people feel safe out in public.
6/29/2013	National City	All Topics	3880	Non-CBO Partner	Physical health (clinics, diet) of residents is important to community health.
6/29/2013	National City	All Topics	3881	Non-CBO Partner	Racial tensions make a community unwelcoming and threatening.
6/29/2013	National City	All Topics	3882	Non-CBO Partner	People feel afraid to go out or go to certain parts of town based on their skin color.
6/29/2013	National City	All Topics	3883	Non-CBO Partner	High obesity and diabetes rates for children are a primary concern.
6/29/2013	National City	All Topics	3884	Non-CBO Partner	Residents are scared to walk along certain streets because of the people who live there.
6/29/2013	National City	All Topics	3885	Non-CBO Partner	Implement grant programs for safe routes to school.
6/29/2013	National City	All Topics	3886	Non-CBO Partner	Kids should be able to walk to school, but parents and kids are concerned with safety.
6/29/2013	National City	All Topics	3887	Non-CBO Partner	Walking to school allows children to exercise.
6/29/2013	National City	All Topics	3888	Non-CBO Partner	Encouraging kids to walk to school will reduce the amount of car traffic created by parents trying to drop off children.
6/29/2013	National City	All Topics	3889	Non-CBO Partner	Schools should design loading/unloading zones to support a safe environment for pedestrians.
6/29/2013	National City	All Topics	3890	Non-CBO Partner	There should be more bike lanes and better signage for bikes and pedestrians.
6/29/2013	National City	All Topics	3891	Non-CBO Partner	Community gardens are a good way to improve community health.
6/29/2013	National City	All Topics	3892	Non-CBO Partner	Wider sidewalks would help calm traffic and make streets safer.
6/29/2013	National City	All Topics	3893	Non-CBO Partner	There needs to be outreach to the community because community efforts make a significant difference.
6/29/2013	National City	All Topics	3894	Non-CBO Partner	It is important to focus on children and seniors who are more dependent and at risk.
6/29/2013	National City	All Topics	3895	Non-CBO Partner	There should be more options for children who receive meals at schools.
6/29/2013	National City	All Topics	3896	Non-CBO Partner	Our community suffers from high obesity and diabetes, high asthma rates, and exposure to chemicals.
6/29/2013	National City	All Topics	3897	Non-CBO Partner	Residents never moved out of industrial areas as was hoped when the industrial businesses opened and this is a health risk.
6/29/2013	National City	All Topics	3898	Non-CBO Partner	Increase walkability.
6/29/2013	National City	All Topics	3899	Non-CBO Partner	Improve infrastructure.
6/29/2013	National City	All Topics	3900	Non-CBO Partner	Community organizations achieve success when they work together.
6/29/2013	National City	All Topics	3901	Non-CBO Partner	SANDAG should focus their funding on infrastructure to mitigate air pollution, especially around freeways.
6/29/2013	National City	All Topics	3902	Non-CBO Partner	National City is disproportionately affected by air pollution due to the high number of freeways bordering the area. As a result, more kids have asthma. There needs to be a wall built to mitigate noise and air pollution. Also, it would help to get more cars off the road.
6/29/2013	National City	All Topics	3903	Non-CBO Partner	Bus routes have been reduced, people will just take their car if they have to walk far to get to a bus.
6/29/2013	National City	All Topics	3904	Non-CBO Partner	Poor bus connections to Southwestern College.

Date	Location	Table_Topic	Comment_ID	CBO Partner	Comments
6/29/2013	National City	All Topics	3905	Non-CBO Partner	Improve transit to the Airport.
6/29/2013	National City	All Topics	3906	Non-CBO Partner	We need better transportation to key destinations throughout the county.
6/29/2013	National City	All Topics	3907	Non-CBO Partner	It is difficult to get to grocery stores.
6/29/2013	National City	All Topics	3908	Non-CBO Partner	A lot of people in National City cannot afford to have vehicles, however many people still don't have access to the public transportation system.
6/29/2013	National City	All Topics	3909	Non-CBO Partner	Transit networks need to be expanded in communities with higher dependency, such as low-income and senior residency areas.
6/29/2013	National City	All Topics	3910	Non-CBO Partner	More routes would help increase ridership.
6/29/2013	National City	All Topics	3911	Non-CBO Partner	Transit network needs to be closer to the places where people are.
6/29/2013	National City	All Topics	3912	Non-CBO Partner	Operate transit into the evening so that people can attend night events.
6/29/2013	National City	All Topics	3913	Non-CBO Partner	Increase transit in National City and use it as a model for the rest of the county.
6/29/2013	National City	All Topics	3914	Non-CBO Partner	SANDAG needs to use demographic trends to increase bus routes and tailor increased service to communities that are most dependent on transit.
6/29/2013	National City	All Topics	3915	Non-CBO Partner	High number of seniors and low-income residents in National City.
6/29/2013	National City	All Topics	3916	Non-CBO Partner	Residents need to get to their jobs throughout the county.
6/29/2013	National City	All Topics	3917	Non-CBO Partner	Students need to get to the colleges.
6/29/2013	National City	All Topics	3918	Non-CBO Partner	Proximity to where they are and proximity to where they need to go.
6/29/2013	National City	All Topics	3919	Non-CBO Partner	Study where people need to go and live.
6/29/2013	National City	All Topics	3920	Non-CBO Partner	Identify needs.
6/29/2013	National City	All Topics	3921	Non-CBO Partner	Increase the welcoming aspects of National City.
6/29/2013	National City	All Topics	3922	Non-CBO Partner	Use National City for a model to study – transit, freeways, pollution, industrial – all in a small area with not too huge a population.
6/29/2013	National City	All Topics	3923	Non-CBO Partner	Focus on transit projects rather than automobile infrastructure.
6/29/2013	National City	All Topics	3924	Non-CBO Partner	Economic prosperity means jobs and lower taxes.
6/29/2013	National City	All Topics	3925	Non-CBO Partner	National City has the highest taxes in the county, but is the most impoverished.
6/29/2013	National City	All Topics	3926	Non-CBO Partner	We need more jobs in National City.
6/29/2013	National City	All Topics	3927	Non-CBO Partner	National City isn't seen as a business environment. It's somewhere you live, but you have to go other places to work.
6/29/2013	National City	All Topics	3928	Non-CBO Partner	High taxes drive people away to live and shop.
6/29/2013	National City	All Topics	3929	Non-CBO Partner	Need better jobs, not just more jobs.
6/29/2013	National City	All Topics	3930	Non-CBO Partner	National City's bad reputation hurts the economy.
6/29/2013	National City	All Topics	3931	Non-CBO Partner	Unclean and unattractive streets that have garbage, as well as homelessness and crime deter business.
6/29/2013	National City	All Topics	3932	Non-CBO Partner	There should be more educational opportunities in National City, such as trade Schools.
6/29/2013	National City	All Topics	3933	Non-CBO Partner	Improve the cleanliness and aesthetics of the city to attract more employers/businesses. The way things look can drive people away.
6/29/2013	National City	All Topics	3934	Non-CBO Partner	Increase street sweeping frequencies and remove dumped trash.
6/29/2013	National City	All Topics	3935	Non-CBO Partner	Bring more events, collector shows, etc. that can attract people from throughout the county.
6/29/2013	National City	All Topics	3936	Non-CBO Partner	Jurisdictional responsibilities should be more clearly distinguished between Cities and the County.
6/29/2013	National City	All Topics	3937	Non-CBO Partner	No one (between the city and the county) take responsibility for many issues. The powers at be do nothing about it.
6/29/2013	National City	All Topics	3938	Non-CBO Partner	Governance needs a better system of communication.

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6/29/2013	National City	All Topics	3939	Non-CBO Partner	Improve responsiveness and oversight of local and regional government.
6/29/2013	National City	All Topics	3940	Non-CBO Partner	South County is lacking tourism.
6/29/2013	National City	All Topics	3941	Non-CBO Partner	National City has a high number of rental properties with owners that lack pride of ownership.
6/29/2013	National City	All Topics	3942	Non-CBO Partner	National City lacks services and activities for residents to partake in.
6/29/2013	National City	All Topics	3943	Non-CBO Partner	Too many liquor stores and fast foods, but no new parks.
6/29/2013	National City	All Topics	3944	Non-CBO Partner	Only one movie theatre.
6/29/2013	National City	All Topics	3945	Non-CBO Partner	National City needs to be more welcoming and create destinations and events to attract business and activity. People don't want to visit a dirty city that makes them feel unsafe and uncomfortable.
6/29/2013	National City	Written Comments	3946	Non-CBO Partner	Offer service for bus #963 on Saturdays for people who work.
6/29/2013	Linda Vista	Mobility	4548	Linda Vista	We need more frequent, affordable, and reliable transit routes to health care and job centers
6/29/2013	Linda Vista	Mobility	4549	Linda Vista	Information in certain transit centers and bus stops should be translated to Vietnamese.
6/29/2013	Linda Vista	Mobility	4550	Linda Vista	Improve local sidewalks that are unsafe.
6/29/2013	Linda Vista	Mobility	4551	Linda Vista	SANDAG should develop more safe bike routes connecting Linda Vista to other communities and amenities in San Diego.
6/29/2013	Linda Vista	Healthy Communities	4552	Linda Vista	We need safer, cleaner, and better lighting in parks.
6/29/2013	Linda Vista	Healthy Communities	4553	Linda Vista	Develop more green space in the neighborhood.
6/29/2013	Linda Vista	Healthy Communities	4554	Linda Vista	Healthy communities provide safety for pedestrians, especially in early morning and evenings.
6/29/2013	Linda Vista	Healthy Communities	4555	Linda Vista	SANDAG should continue to offer the senior discounted transit passes.
6/29/2013	Linda Vista	Healthy Communities	4556	Linda Vista	Bus and trolley stops need to be cleaned and maintained better.
6/29/2013	Linda Vista	Economic Prosperity	4557	Linda Vista	Linda Vista needs a "merchant association" between local businesses so that they have an outlet to communicate.
6/29/2013	Linda Vista	Economic Prosperity	4558	Linda Vista	We need a better mix of business in the area.
6/29/2013	Linda Vista	Economic Prosperity	4559	Linda Vista	Discourage liquor stores & fast food; encourage healthy food.
6/29/2013	Linda Vista	Economic Prosperity	4560	Linda Vista	Need improved access to affordable education.
7/19/2013	Caltrans	Borders	3947	Non-CBO Partner	Borders include cultural, environmental and economic, connections and movements.
7/19/2013	Caltrans	Borders	3948	Non-CBO Partner	California Environmental Protection Agency has a borders division.
7/19/2013	Caltrans	Borders	3949	Non-CBO Partner	We need to figure out a better way to calculate border wait times in order to identify and address impacts.
7/19/2013	Caltrans	Borders	3950	Non-CBO Partner	Shorter wait times at the border will help economy, reduce pollution.
7/19/2013	Caltrans	Borders	3951	Non-CBO Partner	International travel and business can be better utilized once the wait times at the border are reduced.
7/19/2013	Caltrans	Borders	3952	Non-CBO Partner	Tijuana is projected to experience economic growth; expedited border transitions will spread this growth to San Diego.
7/19/2013	Caltrans	Borders	3953	Non-CBO Partner	The amount of money that is lost due to border wait times is estimated in the billions of dollars.
7/19/2013	Caltrans	Borders	3954	Non-CBO Partner	There is a huge market for large companies in Mexico.
7/19/2013	Caltrans	Borders	3955	Non-CBO Partner	If there was a way to minimize travel time between San Diego and Imperial Valley it would be a great opportunity for San Diego to help capitalize on renewable energy effort that is occurring in Imperial County.
7/19/2013	Caltrans	Borders	3956	Non-CBO Partner	There is a jobs/housing imbalance in Temecula/Fallbrook area. Many people have to look for jobs in San Diego.

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7/19/2013	Caltrans	Borders	3957	Non-CBO Partner	There should be a focus on weekend public transportation especially to and from Orange and Riverside Counties.
7/19/2013	Caltrans	Borders	3958	Non-CBO Partner	San Diego is a unique region and there are a lot of opportunities due to our proximity with the border.
7/19/2013	Caltrans	Borders	3959	Non-CBO Partner	It is important to connect to eastern region as well.
7/19/2013	Caltrans	Borders	3960	Non-CBO Partner	It is an enormous opportunity for San Diego to take advantage of funding that is directed at the international border.
7/19/2013	Caltrans	Borders	3961	Non-CBO Partner	There are a number of inequalities at the border and there is a lot that can be done, there needs to be a lot of thoughtful planning.
7/19/2013	Caltrans	Borders	3962	Non-CBO Partner	There is a lack of rail connections between the San Diego airport and Tijuana airport.
7/19/2013	Caltrans	Borders	3963	Non-CBO Partner	There needs to be a cross border rail line.
7/19/2013	Caltrans	Borders	3964	Non-CBO Partner	The COASTER needs to extend all the way to the border.
7/19/2013	Caltrans	Borders	3965	Non-CBO Partner	There needs to be further planning on the north side of the border that will support the growth that is projected to occur south of the border.
7/19/2013	Caltrans	Borders	3966	Non-CBO Partner	There should be a trans-border freight rail that will reduce truck traffic and alleviate pollution.
7/19/2013	Caltrans	Borders	3967	Non-CBO Partner	Fixing border problems also fixes pollution issues.
7/19/2013	Caltrans	Borders	3968	Non-CBO Partner	Trans-border water issues need to be addressed.
7/19/2013	Caltrans	Borders	3969	Non-CBO Partner	Legalize marijuana in order to cut down on trans-border drug trade.
7/19/2013	Caltrans	Borders	3970	Non-CBO Partner	The Border Master plan is important and should be included for public knowledge in the Regional Plan.
7/19/2013	Caltrans	Borders	3971	Non-CBO Partner	Pedestrians and kids at schools in San Ysidro are exposed to very poor air quality.
7/19/2013	Caltrans	Borders	3972	Non-CBO Partner	North to south goods movement facilities should be built in the vicinity of Tecate. It should be both rail and freeway.
7/19/2013	Caltrans	Borders	3973	Non-CBO Partner	There is inequality and poor economy on the eastern end of San Diego County, El Centro etc. There is a need for better transportation connections.
7/19/2013	Caltrans	Borders	3974	Non-CBO Partner	Use topography to reduce border pollution, have cars drive up a slope, turn off their engine then coast the rest of the way to the border crossing.
7/19/2013	Caltrans	Borders	3975	Non-CBO Partner	There is a lot of economic opportunity to market this binational mega region.
7/19/2013	Caltrans	Borders	3976	Non-CBO Partner	Wait times are a huge issue.
7/19/2013	Caltrans	Borders	3977	Non-CBO Partner	The border should be user friendly, safe and efficient.
7/19/2013	Caltrans	Borders	3978	Non-CBO Partner	There needs to be better movement of goods across the border, not just passengers.
7/19/2013	Caltrans	Borders	3979	Non-CBO Partner	All border regions are important and must be considered in any planning effort.
7/19/2013	Caltrans	Borders	3980	Non-CBO Partner	We need to decentralize border-crossing POE. For example allowing people to go through customs at Santa Fe Depot and board a direct train across the border.
7/19/2013	Caltrans	Borders	3981	Non-CBO Partner	The trans-border terminal is essential for our region and shows innovative leadership.
7/19/2013	Caltrans	Borders	3982	Non-CBO Partner	SANDAG blurs borders which help to promote sprawl.
7/19/2013	Caltrans	Borders	3983	Non-CBO Partner	SANDAG should focus on getting people from major center to major center, not making excessive stops.
7/19/2013	Caltrans	Borders	3984	Non-CBO Partner	The development community needs to have better information regarding developing on tribal lands, and the benefits to our economy.
7/19/2013	Caltrans	Borders	3985	Non-CBO Partner	There should be cross border collaboration between institutes of learning.

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7/19/2013	Caltrans	Borders	3986	Non-CBO Partner	There needs to be more middle income jobs, San Diego needs to train people for skilled labor jobs.
7/19/2013	Caltrans	Borders	3987	Non-CBO Partner	There should be coordination with Tijuana EDCs.
7/19/2013	Caltrans	Borders	3988	Non-CBO Partner	Teachers south of the border could help teach skilled labor classes in San Diego.
7/19/2013	Caltrans	Borders	3989	Non-CBO Partner	Use economic statistics to drive change at the border.
7/19/2013	Caltrans	Borders	3990	Non-CBO Partner	It takes too much time to get anywhere in San Diego.
7/19/2013	Caltrans	Borders	3991	Non-CBO Partner	San Diego is behind with public transportation.
7/19/2013	Caltrans	Borders	3992	Non-CBO Partner	Public transportation costs too much in San Diego.
7/19/2013	Caltrans	Borders	3993	Non-CBO Partner	There needs to be more safety on public transportation, especially by the border.
7/19/2013	Caltrans	Borders	3994	Non-CBO Partner	There is a lack of efficiencies with goods and people movement.
7/19/2013	Caltrans	Borders	3995	Non-CBO Partner	There is currently no movement of goods by truck from south of the border through the port of San Diego.
7/19/2013	Caltrans	Borders	3996	Non-CBO Partner	There needs to be more multi-modal forms of transportation especially in San Ysidro.
7/19/2013	Caltrans	Borders	3997	Non-CBO Partner	The word Borders makes us think about high security, border crossings, Immigration, pollution, Freight, and Congestion.
7/19/2013	Caltrans	Borders	3998	Non-CBO Partner	Borders can refer to County borders such as Riverside, San Bernardino, Orange, and Imperial; Military borders; Tribal borders; and the ocean as a border.
7/19/2013	Caltrans	Borders	3999	Non-CBO Partner	There needs to be collaboration between borders.
7/19/2013	Caltrans	Borders	4000	Non-CBO Partner	The public wants to make sure that SANDAG is listening to them.
7/19/2013	Caltrans	Borders	4001	Non-CBO Partner	If the public listens to what SANDAG says, then SANDAG should listen to them.
7/19/2013	Caltrans	Borders	4002	Non-CBO Partner	Freight mobility.
7/19/2013	Caltrans	Borders	4003	Non-CBO Partner	Road accessibility.
7/19/2013	Caltrans	Borders	4004	Non-CBO Partner	Long waits at the Border lead to idling cars and air pollution.
7/19/2013	Caltrans	Borders	4005	Non-CBO Partner	Regarding mobility choices, different borders have different mobility options.
7/19/2013	Caltrans	Borders	4006	Non-CBO Partner	There should be bicycle and pedestrian facilities for crossing in addition to transit.
7/19/2013	Caltrans	Borders	4007	Non-CBO Partner	There is not enough transit in San Diego. There are a few buses and the trolley, but San Diego is car-centered.
7/19/2013	Caltrans	Borders	4008	Non-CBO Partner	Expanding transit and making it more efficient is the only way to get more people using transit options. This can be done through more lines and more express buses between South County to North County and between East County and West County.
7/19/2013	Caltrans	Borders	4009	Non-CBO Partner	Many people live and work on different sides of the US-Mexico border. There should be electric buses that help transport workers across the border and there should be some sort of fast pass for them to shorten the border wait.
7/19/2013	Caltrans	Borders	4010	Non-CBO Partner	SENTRI (Secure Electronic Network for Travelers Rapid Inspection) is a special privilege pass that can cut a 2 hour border wait to just ten minutes. A background check is needed before receiving one and recipients must be clear of any fines, violations, or convictions. Recipient receives two stickers for their car and they pay a yearly fee.
7/19/2013	Caltrans	Borders	4011	Non-CBO Partner	There is SENTRI for pedestrians as well.

Date	Location	Table_Topic	Comment_ID	CBO Partner	Comments
7/19/2013	Caltrans	Borders	4012	Non-CBO Partner	Ready Lane is for people who have a passport with a Ready ID; it is a different lane at the border that has two customs officials instead of one to shorten the wait.
7/19/2013	Caltrans	Borders	4013	Non-CBO Partner	FAST (Free and Secure Trade) is for commercial trucks; security comes first and ease of access comes second.
7/19/2013	Caltrans	Borders	4014	Non-CBO Partner	The border wait programs do not work together and the lack of coordination is frustrating. For example, SENTRI, FAST, and Ready Lane all work separately. There needs to be some sort of coordination for a unified vision.
7/19/2013	Caltrans	Borders	4015	Non-CBO Partner	There needs to be a common goal regarding the Border.
7/19/2013	Caltrans	Borders	4016	Non-CBO Partner	Regarding domestic transportation, nothing connects and the lines between jurisdictions are evident. For example, going to Los Angeles and back in one day is difficult.
7/19/2013	Caltrans	Borders	4017	Non-CBO Partner	California's railroad track is not well utilized. The Coaster stops one stop short of San Clemente.
7/19/2013	Caltrans	Borders	4018	Non-CBO Partner	The LOSSAN Corridor needs to be utilized more.
7/19/2013	Caltrans	Borders	4019	Non-CBO Partner	A good example of city transit is San Francisco's BART (Bay Area Rapid Transit).
7/19/2013	Caltrans	Borders	4020	Non-CBO Partner	7 pm is the cutoff time for some transit and that is not practical.
7/19/2013	Caltrans	Borders	4021	Non-CBO Partner	There needs to be a more flexible schedule for transit.
7/19/2013	Caltrans	Borders	4022	Non-CBO Partner	More people need to use transit.
7/19/2013	Caltrans	Borders	4023	Non-CBO Partner	If you build transit, people will come.
7/19/2013	Caltrans	Borders	4024	Non-CBO Partner	Crime is a deterrent for many potential riders; some people do not feel safe taking the bus at night. If more people are using transit, then it will be safer
7/19/2013	Caltrans	Borders	4025	Non-CBO Partner	Marketing has been poor for transit in San Diego. San Francisco is an example of better marketing strategies.
7/19/2013	Caltrans	Borders	4026	Non-CBO Partner	The lower the amount of transit users there are, the less money there is to get people to take transit through marketing or other means.
7/19/2013	Caltrans	Borders	4027	Non-CBO Partner	The trolley is unattractive; the wires on top look bad. There should be a way to charge the trolley beforehand so that the cables are not necessary.
7/19/2013	Caltrans	Borders	4028	Non-CBO Partner	Many tribe members cannot get to and from their reservation without driving there due to a lack of connection.
7/19/2013	Caltrans	Borders	4029	Non-CBO Partner	Some tribes have their own bus systems, but that doesn't always work.
7/19/2013	Caltrans	Borders	4030	Non-CBO Partner	The tribes have more to offer than just casinos; tourism prospects are good for them and for the county. Tourists will go to the casinos, but most likely will use other facilities in the region as well.
7/19/2013	Caltrans	Borders	4031	Non-CBO Partner	There is not any connection between the colleges; students without cars do not have equal mobility.
7/19/2013	Caltrans	Borders	4032	Non-CBO Partner	Gearing transit towards the campuses is a big potential opportunity.
7/19/2013	Caltrans	Borders	4033	Non-CBO Partner	The schools help with transit, but they only do what the students want so students need get their thoughts out there.
7/19/2013	Caltrans	Borders	4034	Non-CBO Partner	The LEED program was used to overlap facilities, so maybe there is an opportunity to use the buses that don't get used on the weekends in other areas.
7/19/2013	Caltrans	Borders	4035	Non-CBO Partner	We need to stop thinking about Borders as "Dead Ends" and change the mindset to benefit both sides of the border.
7/19/2013	Caltrans	Borders	4036	Non-CBO Partner	There is an economic opportunity if jobs can increase across the US-Mexico border.
7/19/2013	Caltrans	Borders	4037	Non-CBO Partner	With the trolley not much help, it makes commuting difficult.
7/19/2013	Caltrans	Borders	4038	Non-CBO Partner	We need to support high ridership on BRT (Bus Rapid Transit) that creates a corridor to stimulate the Border economy.

Date	Location	Table_Topic	Comment_ID	CBO Partner	Comments
7/19/2013	Caltrans	Borders	4039	Non-CBO Partner	Encourage businesses and employees to locate in Border corridors.
7/19/2013	Caltrans	Borders	4040	Non-CBO Partner	The bike lane that was across the border was closed, but that should be a form of border crossing available for all borders.
7/19/2013	Caltrans	Borders	4041	Non-CBO Partner	The word Borders makes us think of everything surrounding San Diego County, the relationship with Mexico and the binational border, County borders, local city jurisdictions, unincorporated areas, Federal and state borders Military borders preserved land, and tribes.
7/19/2013	Caltrans	Borders	4042	Non-CBO Partner	Recreational use, parks, and national parks cross borders.
7/19/2013	Caltrans	Borders	4043	Non-CBO Partner	Water distribution is a cross border issue; water comes from outside of the state or the State Water Project to San Diego.
7/19/2013	Caltrans	Borders	4044	Non-CBO Partner	There is a lot of paperwork and red tape when you work with borders; Government entities don't always talk together and that is difficult. Government entities should coordinate more.
7/19/2013	Caltrans	Borders	4045	Non-CBO Partner	The different budgets for binational, state, and at the city level are a challenge.
7/19/2013	Caltrans	Borders	4046	Non-CBO Partner	Strangled by the federal government, plans have difficulty going forward.
7/19/2013	Caltrans	Borders	4047	Non-CBO Partner	Language and cultural influences are a challenge.
7/19/2013	Caltrans	Borders	4048	Non-CBO Partner	Air quality is a problem; idling cars spew exhaust at the US-Mexico Border.
7/19/2013	Caltrans	Borders	4049	Non-CBO Partner	Borders issues such as air pollution aren't restricted to geographic borders; health issues and different diseases cross the borders.
7/19/2013	Caltrans	Borders	4050	Non-CBO Partner	Employers have concerns over logistics when they work in Mexico.
7/19/2013	Caltrans	Borders	4051	Non-CBO Partner	Ports of Entry are a challenge for the commercial sector.
7/19/2013	Caltrans	Borders	4052	Non-CBO Partner	Regarding the federal government, Border issues are so dependent on what the government is going to do. The region is always waiting on the federal government, which is an issue when you are trying to make a plan. So much is out of our hands.
7/19/2013	Caltrans	Borders	4053	Non-CBO Partner	Border Plans set aside millions of dollars for border patrol and fences, but hardly anything for ports of entry.
7/19/2013	Caltrans	Borders	4054	Non-CBO Partner	Collaboration with people in other counties is a challenge.
7/19/2013	Caltrans	Borders	4055	Non-CBO Partner	Bike lane border crossing is a great idea to alleviate the pressure at the border and would allow more people to get across quicker.
7/19/2013	Caltrans	Borders	4056	Non-CBO Partner	Light rail that crosses the border would be great.
7/19/2013	Caltrans	Borders	4057	Non-CBO Partner	Interregional transit should be a priority.
7/19/2013	Caltrans	Borders	4058	Non-CBO Partner	There should be a border airport where passengers could board on either side.
7/19/2013	Caltrans	Borders	4059	Non-CBO Partner	Otay Mesa is developing an airport.
7/19/2013	Caltrans	Borders	4060	Non-CBO Partner	Pedestrian bridge border crossing.
7/19/2013	Caltrans	Borders	4061	Non-CBO Partner	There are many health issues related to the border.
7/19/2013	Caltrans	Borders	4062	Non-CBO Partner	Sewage treatment from TJ River.
7/19/2013	Caltrans	Borders	4063	Non-CBO Partner	How can tribal lands be included in the whole county?
7/19/2013	Caltrans	Borders	4064	Non-CBO Partner	Many Riverside residents commute for work in San Diego, so some form of transportation for them would be beneficial.
7/19/2013	Caltrans	Borders	4065	Non-CBO Partner	There are traffic bottlenecks near the San Diego Riverside border, but there are ways to alleviate that without expending the highway. There could be Bus Rapid Transit (BRT), vanpools, etc.
7/19/2013	Caltrans	Borders	4066	Non-CBO Partner	Many people wait in long lines to cross the border and then end up smelling like car exhaust when they are finally across.
7/19/2013	Caltrans	Borders	4067	Non-CBO Partner	City to City there are different laws; this is a border.

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7/19/2013	Caltrans	Borders	4068	Non-CBO Partner	It would be nice to see a bicycle connection between the jurisdictions.
7/19/2013	Caltrans	Borders	4069	Non-CBO Partner	There are different fire departments, police, and other things that stop at the border.
7/19/2013	Caltrans	Borders	4070	Non-CBO Partner	Regarding US suppliers and international purchasers. Problems occur at the border due to ignorance. Other than the people that use the border, people do not understand the problem and the economic effects. A 15 minutes delay cost the US economy \$1 billion.
7/19/2013	Caltrans	Borders	4071	Non-CBO Partner	Open space connections between borders, wildlife, fires, energy with the international border and the county borders.
7/19/2013	Caltrans	Borders	4072	Non-CBO Partner	Connections seem more problematic than they were five years ago.
7/19/2013	Caltrans	Borders	4073	Non-CBO Partner	The international airport in San Diego and international connections are important in the region.
7/19/2013	Caltrans	Borders	4074	Non-CBO Partner	The relationship between San Diego and Imperial County is important for resources, assembling, factories, products and economic benefit.
7/19/2013	Caltrans	Borders	4075	Non-CBO Partner	Borders are our neighbors.
7/19/2013	Caltrans	Borders	4076	Non-CBO Partner	Military and tribal borders are important.
7/19/2013	Caltrans	Borders	4077	Non-CBO Partner	The ports are underutilized; they are completely their own entities.
7/19/2013	Caltrans	Borders	4078	Non-CBO Partner	The port in San Diego could be improved with double tracking, particularly in regard to bulk shipments.
7/19/2013	Caltrans	Borders	4079	Non-CBO Partner	There could be a pipeline across the border.
7/19/2013	Caltrans	Borders	4080	Non-CBO Partner	Natural corridors, open spaces are important to consider. They are important to the native tribes and should be maintained and coordinated with fire and forest management.
7/19/2013	Caltrans	Borders	4081	Non-CBO Partner	Cougars and big cats don't recognize the border and same with the big horn sheep.
7/19/2013	Caltrans	Borders	4082	Non-CBO Partner	There are long waits at the US-Mexico border south of San Diego.
7/19/2013	Caltrans	Borders	4083	Non-CBO Partner	Needs to be peeled back for air quality, economic prosperity, and housing.
7/19/2013	Caltrans	Borders	4084	Non-CBO Partner	Would be nice to see the border commuters taking the trolley and then jumping on their bike for the last mile or two to their jobs. In order to achieve this, people would need a safe place to keep their bikes.
7/19/2013	Caltrans	Borders	4085	Non-CBO Partner	Healthy, better air quality, allows people to live in a place they can afford, helps ease traffic, and has economic benefits. We still need to think about the waits for the trucking industry.
7/19/2013	Caltrans	Borders	4086	Non-CBO Partner	Socio-Economic borders are important because some people have to turn down shifts on Sundays since there are not enough transit options on Sundays. The system does not support it.
7/19/2013	Caltrans	Borders	4087	Non-CBO Partner	There is not enough connection between employment locations and affordable housing.
7/19/2013	Caltrans	Borders	4088	Non-CBO Partner	High speed rail would connect all of the major airports in California; there should be one between the borders.
7/19/2013	Caltrans	Borders	4089	Non-CBO Partner	Regarding Light rail, there is a totally inadequate bus feeder system and the "backbone system" is decent but needs to be expanded. Money was taken from bus feeders routes in working class neighborhoods and given to USD light rail.
7/19/2013	Caltrans	Borders	4090	Non-CBO Partner	Rail is only as good as feeder system; San Diego had a decent system, but it has been crippled.
7/19/2013	Caltrans	Borders	4091	Non-CBO Partner	Stronger and more bus connections are needed between the cities.
7/19/2013	Caltrans	Borders	4092	Non-CBO Partner	More alternate transportation options, such as biking and walking, are needed.
7/19/2013	Caltrans	Borders	4093	Non-CBO Partner	People would take the train to Los Angeles from San Diego if it was better.

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7/19/2013	Caltrans	Borders	4094	Non-CBO Partner	Publicity is a big reason ridership is low; awareness campaigns would help encourage more riders.
7/19/2013	Caltrans	Borders	4095	Non-CBO Partner	The connections between Los Angeles and San Diego are good, but there are not any connections to Temecula where a large amount of people commute from. There isn't a way to get there without a car.
7/19/2013	Caltrans	Borders	4096	Non-CBO Partner	Temecula is a very important economic border; goods coming out of the ports will start moving towards I-15, and moving them to Temecula will be more important.
7/19/2013	Caltrans	Borders	4097	Non-CBO Partner	High speed buses would help.
7/19/2013	Caltrans	Borders	4098	Non-CBO Partner	High speed internet to cross borders.
7/19/2013	Caltrans	Borders	4099	Non-CBO Partner	More telecommuting opportunities.
7/19/2013	Caltrans	Borders	4100	Non-CBO Partner	Spend more money on telecommuting and high speed internet.
7/19/2013	Caltrans	Borders	4101	Non-CBO Partner	Satellite offices would serve as an internet hub.
7/19/2013	Caltrans	Borders	4102	Non-CBO Partner	In Houston rather than having a community center, they have a community light industrial building with an internet hub where people can work in an office setting. People are still connecting with one another and are accountable to show up.
7/19/2013	Caltrans	Borders	4103	Non-CBO Partner	Even telecommuting two or three times a week helps, giving a person a few extra hours to spend with family and improving their quality of life.
7/19/2013	Caltrans	Borders	4104	Non-CBO Partner	People should be more interested and focused on building out what the younger generation wants and is asking for; we need to ask ourselves if the wants of the people are being answered by the planners or are they doing things according to their wants.
7/19/2013	Caltrans	Borders	4105	Non-CBO Partner	Energy generation south of the border should be addressed.
7/19/2013	Caltrans	Public Facilities	4106	Non-CBO Partner	Landfills, roads, pipelines, schools, libraries, open spaces, and parks are important public facilities.
7/19/2013	Caltrans	Public Facilities	4107	Non-CBO Partner	Fire prevention infrastructure should be considered a public facility. Fire prevention infrastructure should be available, particularly in the rural and eastern areas of San Diego.
7/19/2013	Caltrans	Public Facilities	4108	Non-CBO Partner	Perform road maintenance on poorly maintained roads and construct sidewalks to make communities more walkable.
7/19/2013	Caltrans	Public Facilities	4109	Non-CBO Partner	Allocate funds for public facility maintenance in the fiscal year budget. Implement measures to make it easier to obtain maintenance funding at the local level.
7/19/2013	Caltrans	Public Facilities	4110	Non-CBO Partner	Emphasis should be placed on maintaining public facilities rather than building new facilities in order to sustain population growth.
7/19/2013	Caltrans	Public Facilities	4111	Non-CBO Partner	Take social equity into consideration when planning construction on new public facilities. In the planning phase, SANDAG should note what communities have and/or lack in terms of public facilities and build appropriately based on that information.
7/19/2013	Caltrans	Public Facilities	4112	Non-CBO Partner	Collaborate with the cities to ensure that the Regional Plan matches the values of each city.
7/19/2013	Caltrans	Public Facilities	4113	Non-CBO Partner	Solve the issue of lack of highway maintenance by working with CALTRANS and other pertinent agencies.
7/19/2013	Caltrans	Public Facilities	4114	Non-CBO Partner	Implement sustainable landscaping techniques in order to reduce maintenance costs and improve fire safety prevention.
7/19/2013	Caltrans	Public Facilities	4115	Non-CBO Partner	Management should reduce its role in city land-use planning and allow city governments more control over land-use plans.
7/19/2013	Caltrans	Public Facilities	4116	Non-CBO Partner	Provide regional coordination and implement transit-oriented development to account for future growth forecasts.

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7/19/2013	Caltrans	Public Facilities	4117	Non-CBO Partner	SANDAG wields too much authority over city land-use plans. Collaborate more closely with communities with respect to land-use planning.
7/19/2013	Caltrans	Public Facilities	4118	Non-CBO Partner	Provide planning at the "complete streets" level. For instance, the design for the Mid-City Rapid project in North Park contains service stops in locations that do not contain complete streets.
7/19/2013	Caltrans	Public Facilities	4119	Non-CBO Partner	Educate people on water issues in the region to increase quality of life, rather than relying on public utilities to use water pricing to promote water conservation.
7/19/2013	Caltrans	Public Facilities	4120	Non-CBO Partner	Place more emphasis on planning at the local level rather than the regional level.
7/19/2013	Caltrans	Public Facilities	4121	Non-CBO Partner	Provide public restrooms in transit corridors in the evenings.
7/19/2013	Caltrans	Public Facilities	4122	Non-CBO Partner	Listen to community groups, public input, and previous studies conducted on border management. For instance, the Intermodal Transportation Center concept at the San Ysidro Port of Entry doesn't have community support.
7/19/2013	Caltrans	Public Facilities	4123	Non-CBO Partner	Water, bridges, roads, parks, sewers, clean air, and streets are considered public facilities.
7/19/2013	Caltrans	Public Facilities	4124	Non-CBO Partner	Coordinate with the Port of San Diego to provide efficient movement of goods and services.
7/19/2013	Caltrans	Public Facilities	4125	Non-CBO Partner	Develop new public facilities to provide enough water and power to increasing populations.
7/19/2013	Caltrans	Public Facilities	4126	Non-CBO Partner	Outline sources of maintenance funds for public facilities in the budget.
7/19/2013	Caltrans	Public Facilities	4127	Non-CBO Partner	Facilitate conversations for funding so cities don't have to "re-create the wheel" and spend a lot of time searching for funding sources.
7/19/2013	Caltrans	Public Facilities	4128	Non-CBO Partner	Consider a holistic approach to planning that links public facilities to the needs of communities.
7/19/2013	Caltrans	Public Facilities	4129	Non-CBO Partner	Collaborate with communities and coordinate regional and local policies that focus on more than transportation. If SANDAG focuses on other types of policies, those policies will become part of the regional mentality.
7/19/2013	Caltrans	Public Facilities	4130	Non-CBO Partner	Consider charging a toll on freeways and incentivize travelers to use public transit.
7/19/2013	Caltrans	Public Facilities	4131	Non-CBO Partner	Provide the grand vision to cities and allow cities flexibility in their land-use plans.
7/19/2013	Caltrans	Public Facilities	4132	Non-CBO Partner	SANDAG's approach to planning can be described as "one-size-fits-all." However, all communities are different. For instance, not all communities prefer transit-oriented development.
7/19/2013	Caltrans	Public Facilities	4133	Non-CBO Partner	Improve coordination with local agencies.
7/19/2013	Caltrans	Public Facilities	4134	Non-CBO Partner	Establish flexible policies that allow cities to plan according to their needs. For instance, airport projects do not fit well with the housing element of SANDAG's smart growth design guidelines.
7/19/2013	Caltrans	Public Facilities	4135	Non-CBO Partner	Provide local utilities with data and information that will allow them to educate the public on energy and water issues.
7/19/2013	Caltrans	Public Facilities	4136	Non-CBO Partner	Provide adequate transportation infrastructure and access to transportation for all people. Currently, the handicapped population does not have access to Balboa Park due to a lack of handicap accessible shuttles.
7/19/2013	Caltrans	Public Facilities	4137	Non-CBO Partner	Provide an update on emerging technologies and alternative fuel sources in the region, including implementation logistics.
7/19/2013	Caltrans	Public Facilities	4138	Non-CBO Partner	Develop a land-use plan by matching new development patterns with adequate public facilities.
7/19/2013	Caltrans	Public Facilities	4139	Non-CBO Partner	Provide infill development and adequate public facilities for older urban communities.
7/19/2013	Caltrans	Public Facilities	4140	Non-CBO Partner	Provide parks, pedestrian sidewalks, and community centers in urban areas.

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7/19/2013	Caltrans	Public Facilities	4141	Non-CBO Partner	Airports, cargo facilities, manufacturing facilities, transit facilities, water and wastewater, electricity, ports, border crossings, and energy sources are considered public facilities.
7/19/2013	Caltrans	Public Facilities	4142	Non-CBO Partner	Provide strong public infrastructure to allow for business growth in the region.
7/19/2013	Caltrans	Public Facilities	4143	Non-CBO Partner	Provide water utilities with population and other necessary data so water utilities can accurately price water.
7/19/2013	Caltrans	Public Facilities	4144	Non-CBO Partner	Consider the use of water desalination in the region.
7/19/2013	Caltrans	Public Facilities	4145	Non-CBO Partner	Promote conservation of public utilities at a greater level.
7/19/2013	Caltrans	Public Facilities	4146	Non-CBO Partner	Focus on maintaining aging infrastructure before the infrastructure gets worse and requires greater maintenance costs.
7/19/2013	Caltrans	Public Facilities	4147	Non-CBO Partner	Prioritize water and energy needs on a regional level.
7/19/2013	Caltrans	Public Facilities	4148	Non-CBO Partner	Coordinate with businesses to develop business streamlining strategies that will attract new businesses and make San Diego more economically competitive.
7/19/2013	Caltrans	Public Facilities	4149	Non-CBO Partner	Implement a holistic approach to planning for public infrastructure to solve "nimby" issues.
7/19/2013	Caltrans	Public Facilities	4150	Non-CBO Partner	Prioritizing maintenance funding for public facilities is more effective than fixing broken infrastructure.
7/19/2013	Caltrans	Public Facilities	4151	Non-CBO Partner	Solar panels located at parking lots encourage greater quality of life.
7/19/2013	Caltrans	Public Facilities	4152	Non-CBO Partner	Devise solutions to infrastructure issues, such as utilizing compost heat for energy generation.
7/19/2013	Caltrans	Public Facilities	4153	Non-CBO Partner	Cities can use data and information given by SANDAG as tools for planning. Facilitate greater information and expertise sharing so cities can use the information accordingly.
7/19/2013	Caltrans	Public Facilities	4154	Non-CBO Partner	SANDAG should not tell my city what to do.
7/19/2013	Caltrans	Public Facilities	4155	Non-CBO Partner	Provide stronger collaboration among cities to implement better regional policies that do not create roadblocks for cities.
7/19/2013	Caltrans	Public Facilities	4156	Non-CBO Partner	Provide regional coordination to prohibit housing development in fire-prone areas.
7/19/2013	Caltrans	Public Facilities	4157	Non-CBO Partner	Regarding Public Facilities, police, fire-stations, transportation networks, library facilities, expansion of storm water projects, and water supply are important issues which drive San Diego's economic engine.
7/19/2013	Caltrans	Public Facilities	4158	Non-CBO Partner	Community organizations and community gardens are public facilities that are important to keep clean and well-maintained.
7/19/2013	Caltrans	Public Facilities	4159	Non-CBO Partner	It is important to have well maintained parks and areas for recreation, and proper roads and access to them. This allows these public facilities to be used to its full value and potential, and gives residents the opportunity to enjoy these facilities available to them.
7/19/2013	Caltrans	Public Facilities	4160	Non-CBO Partner	Develop bike paths and promote Active Transportation to reduce congestion and air pollution.
7/19/2013	Caltrans	Public Facilities	4161	Non-CBO Partner	Members of the public would like to get away from the suburban sprawl and have a denser urban core with mass transportation.
7/19/2013	Caltrans	Public Facilities	4162	Non-CBO Partner	As there are multiple projects that are ongoing simultaneously within SANDAG, it would be most cost efficient for SANDAG to coordinate with various other agencies and infrastructure providers to deliver the best to our county.
7/19/2013	Caltrans	Public Facilities	4163	Non-CBO Partner	SANDAG should collaborate with the Water Authority, Navy, as well as other associations to get and give feedback. This can ensure that the plans line up with to the populous' needs.

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7/19/2013	Caltrans	Public Facilities	4164	Non-CBO Partner	In the near future Rosecrans will be under construction, and while in the process of rebuilding, SANDAG should include environmentally friendly uses. Have more cross projects between organizations.
7/19/2013	Caltrans	Public Facilities	4165	Non-CBO Partner	From a Water perspective, San Diego is highly dependent on imports, so it should be within SANDAG's power to reduce this dependence, and to find a safe, sufficient cost-effective alternative. Could use reclaimed water to reduce our reliance.
7/19/2013	Caltrans	Public Facilities	4166	Non-CBO Partner	When deciding upon and building projects, it is important to consider environmentally and economically friendly biking facilities to encourage Active Transportation.
7/19/2013	Caltrans	Public Facilities	4167	Non-CBO Partner	There needs to be better and more adequate parks and paths.
7/19/2013	Caltrans	Public Facilities	4168	Non-CBO Partner	Although there is criticism when parking lanes are sacrificed for bike lanes, in terms of the health and well-being of the county, it is an important trade-off to have.
7/19/2013	Caltrans	Public Facilities	4169	Non-CBO Partner	SANDAG's work on the Bayshore Bikeway is commendable. The installation of the fiber-optic cable will attract many people and users. This can help reduce traffic and increase usage.
7/19/2013	Caltrans	Public Facilities	4170	Non-CBO Partner	SANDAG needs to change the paradigm on its approach to public facilities, and add road diets, urban furniture (benches), and make business districts a more outdoor friendly area.
7/19/2013	Caltrans	Public Facilities	4171	Non-CBO Partner	We need to rethink transit development and add more parks and bicycle facilities. San Diego is blessed with great weather, and should take full advantage of the opportunities that comes with this.
7/19/2013	Caltrans	Public Facilities	4172	Non-CBO Partner	Public facilities are areas where people gather, from parks to public buildings. It includes facilities that promote safety (police stations and fire-trucks), promote education (schools and libraries) and promote health and hygiene (public restrooms, parks, waste management, etc).
7/19/2013	Caltrans	Public Facilities	4173	Non-CBO Partner	There needs to be better oversight on pollution control. There are many cities in the US in which pollution laws are visible and enforced.
7/19/2013	Caltrans	Public Facilities	4174	Non-CBO Partner	Trash disrespects the landscape, so it is important that the parks are cleaned and properly taken care of in our county. Needs to be better public education and maintenance.
7/19/2013	Caltrans	Public Facilities	4175	Non-CBO Partner	To promote more walkable communities, we must install more trash cans. San Francisco has composting, and San Diego should follow its example.
7/19/2013	Caltrans	Public Facilities	4176	Non-CBO Partner	SANDAG should champion to educate the public, and encourage volunteer groups to gather to keep the highways and overall region clean.
7/19/2013	Caltrans	Public Facilities	4177	Non-CBO Partner	The FDA has rules in place regarding donating food that restaurants normally would waste. Instead of allowing the waste from restaurants to fill landfills, SANDAG should encourage good use of the food to help people in need. This can better serve the environment, and the remaining biodegradable waste that is present should be sent to farms.
7/19/2013	Caltrans	Public Facilities	4178	Non-CBO Partner	The piping network in San Diego needs to be given more attention. Corrugated metal pipes are outdated, and as the Regional Planning Agency, SANDAG needs to find funding sources for cities for its maintenance.
7/19/2013	Caltrans	Public Facilities	4179	Non-CBO Partner	SANDAG should encourage organizations and other agencies to pay close attention to the public facilities that no one sees but affects everyone.
7/19/2013	Caltrans	Public Facilities	4180	Non-CBO Partner	Trucks play an immensely important role within our region, and SANDAG should make the roads more truck accessible. There should be more access points as the only ones are currently in Mira Mar and El Cajon.

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7/19/2013	Caltrans	Public Facilities	4181	Non-CBO Partner	Within the discussion of exports, San Diego is the largest exporter of various commodities. Due to the time sensitivities of some products, the railway system is too slow and needs to be better developed to account for this. Consumer demand does not fit with the railway system.
7/19/2013	Caltrans	Public Facilities	4182	Non-CBO Partner	Rail and truck traffic needs to be addressed, and there needs to be more improvements to the roads to improve access. The largest economic driver during recession is long beach because of their connectivity and access.
7/19/2013	Caltrans	Public Facilities	4183	Non-CBO Partner	The SANDAG website should have an easily accessible web format to see the resources available to the public, as aggregate information should be available.
7/19/2013	Caltrans	Public Facilities	4184	Non-CBO Partner	One of the most important roles SANDAG can have to better serve our region is to encourage the maintenance, and delivery of water facilities. This is a critical area and SANDAG should find a research role to delve into these issues and provide solutions.
7/19/2013	Caltrans	Public Facilities	4185	Non-CBO Partner	Libraries, community clinics, efficient energy, water, sidewalks, open spaces, public parking spots, waste management, cycling and recycling are important public facilities.
7/19/2013	Caltrans	Public Facilities	4186	Non-CBO Partner	Water usage is critical but not given enough focus. There should be more water fountains downtown.
7/19/2013	Caltrans	Public Facilities	4187	Non-CBO Partner	There needs to be better sidewalks and better access to facilities around the county.
7/19/2013	Caltrans	Public Facilities	4188	Non-CBO Partner	Safety needs to be assured for bikers, so more pedestrian and bike focused efforts should be underway. Work on more bike transportation projects.
7/19/2013	Caltrans	Public Facilities	4189	Non-CBO Partner	Although transportation is SANDAG's main focus, it should be expanded to discuss the overlap between mobility, access and equity. SANDAG does a great job on Transnet, but it should venture out of its mobility centered focus.
7/19/2013	Caltrans	Public Facilities	4190	Non-CBO Partner	SANDAG should collaborate on all levels to discuss water retention from the storm water. It should be reused instead of it going to waste
7/19/2013	Caltrans	Public Facilities	4191	Non-CBO Partner	SANDAG should collaborate and coordinate with other agencies, community based organizations to better provide and promote public facilities. SANDAG should be the glue that brings people, organizations, and cities together.
7/19/2013	Caltrans	Public Facilities	4192	Non-CBO Partner	Collaborate and deal with the Bayside Community Center.
7/19/2013	Caltrans	Public Facilities	4193	Non-CBO Partner	Should look at best practices to avoid reinventing the wheel and to see different examples and methods from across the country.
7/19/2013	Caltrans	Public Facilities	4194	Non-CBO Partner	Public facilities include schools, and it is important to provide safe routes to school.
7/19/2013	Caltrans	Public Facilities	4195	Non-CBO Partner	SANDAG can look to electric vehicle infrastructure and promote electric car usage.
7/19/2013	Caltrans	Public Facilities	4196	Non-CBO Partner	Promote green infrastructure by collaborating with clean water and air agencies, and by creating transportation choices that better serve our region's needs, this can result in an increased quality of water, air and ultimately life.
7/19/2013	Caltrans	Economic Prosperity	4197	Non-CBO Partner	A strong economy means jobs and employment.
7/19/2013	Caltrans	Economic Prosperity	4198	Non-CBO Partner	The living wage is important – many people work many jobs and have a hard time affording to live in San Diego.
7/19/2013	Caltrans	Economic Prosperity	4199	Non-CBO Partner	It is important for families to be able to save for the future.
7/19/2013	Caltrans	Economic Prosperity	4200	Non-CBO Partner	People need assistance to learn new skills and increase their economic prosperity.

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7/19/2013	Caltrans	Economic Prosperity	4201	Non-CBO Partner	We need training programs for people who may have lost their job and no longer have the skills needed for the new economy.
7/19/2013	Caltrans	Economic Prosperity	4202	Non-CBO Partner	Support affordable training programs.
7/19/2013	Caltrans	Economic Prosperity	4203	Non-CBO Partner	Ensure access to training programs through transportation.
7/19/2013	Caltrans	Economic Prosperity	4204	Non-CBO Partner	Support populations at risk such as people who do not speak English.
7/19/2013	Caltrans	Economic Prosperity	4205	Non-CBO Partner	Public transportation is not available on the weekends for families and younger populations that need to work to survive and build their skills to get a good job (and increase their prosperity).
7/19/2013	Caltrans	Economic Prosperity	4206	Non-CBO Partner	Human and financial capital is needed to launch a Silicon Valley and fuel business incubators.
7/19/2013	Caltrans	Economic Prosperity	4207	Non-CBO Partner	We are homogenous and need to open communities to the mix.
7/19/2013	Caltrans	Economic Prosperity	4208	Non-CBO Partner	We need to work towards supporting "high tolerance communities" - diverse, college-bound communities with no ethnic barriers.
7/19/2013	Caltrans	Economic Prosperity	4209	Non-CBO Partner	A region needs to address the needs of different demographics.
7/19/2013	Caltrans	Economic Prosperity	4210	Non-CBO Partner	Santee has a large Hispanic population and needs to embrace education and training.
7/19/2013	Caltrans	Economic Prosperity	4211	Non-CBO Partner	Many immigrants and refugees are highly educated and we need to know how to tap into this population to support our economy.
7/19/2013	Caltrans	Economic Prosperity	4212	Non-CBO Partner	Many immigrants and refugees qualify for similar positions (here as in their originating country).
7/19/2013	Caltrans	Economic Prosperity	4213	Non-CBO Partner	We need opportunities for transportation and opportunities for young adults.
7/19/2013	Caltrans	Economic Prosperity	4214	Non-CBO Partner	We should find a grant program so that students can have subsidized bus passes to get between jobs, home, and school.
7/19/2013	Caltrans	Economic Prosperity	4215	Non-CBO Partner	Support local food and our local economy.
7/19/2013	Caltrans	Economic Prosperity	4216	Non-CBO Partner	Sell food outside our region to help our prosperity grow.
7/19/2013	Caltrans	Economic Prosperity	4217	Non-CBO Partner	There are no groceries stores in some areas (such as poorer areas) and this can affect community and public health.
7/19/2013	Caltrans	Economic Prosperity	4218	Non-CBO Partner	Mobile grocery stores (was a suggestion on how to combat the above problem in poorer communities).
7/19/2013	Caltrans	Economic Prosperity	4219	Non-CBO Partner	North County health currently offers transportation and bus passes to get people around and to appointments.
7/19/2013	Caltrans	Economic Prosperity	4220	Non-CBO Partner	We should have more collaboration with other organizations, such as non-profits in the county and the city, and this collaboration should outweigh competition and personalities.
7/19/2013	Caltrans	Economic Prosperity	4221	Non-CBO Partner	Baja and Ensenada have lots of perishable food that cross the border. We should create better opportunities for food on both sides of the border. We are working at this but are losing opportunities because the borders (POEs) aren't working efficiently. This relates to economics, trade, and transportation.
7/19/2013	Caltrans	Economic Prosperity	4222	Non-CBO Partner	The cost of water will be going up. San Diego needs cost-effective ways to incentivize a consistent water supply for the region in the future.
7/19/2013	Caltrans	Economic Prosperity	4223	Non-CBO Partner	We should set-up mechanisms (tools) to keep track of how much water and electricity people are using so people could help monitor themselves.
7/19/2013	Caltrans	Economic Prosperity	4224	Non-CBO Partner	When prices of water go up, farmers and businesses suffer (for example, avocados need a lot of water).
7/19/2013	Caltrans	Economic Prosperity	4225	Non-CBO Partner	All of the downtown area in Santee filters water. To accomplish this, they had to get across many different hurdles such as environmental health, street sweeping, and fighting a lot of regulatory hurdles. We should have better coordination and less hurdles to accomplish this.

Date	Location	Table_Topic	Comment_ID	CBO Partner	Comments
7/19/2013	Caltrans	Economic Prosperity	4226	Non-CBO Partner	There are a lot of commuters in South Bay. We need more job centers in South Bay and this will help improve social equity. It will take people off the freeway to have people work where they live.
7/19/2013	Caltrans	Economic Prosperity	4227	Non-CBO Partner	The region needs opportunities for high paying professional jobs: we have a lot of young talent that needs a job and a good place to live.
7/19/2013	Caltrans	Economic Prosperity	4228	Non-CBO Partner	San Diego needs balanced and sustainable jobs: we need to be flexible as economic development changes and not focus all in one area.
7/19/2013	Caltrans	Economic Prosperity	4229	Non-CBO Partner	San Diego was the aerospace hub of the world 5 years ago and now we need to create a rebalanced economy.
7/19/2013	Caltrans	Economic Prosperity	4230	Non-CBO Partner	Make sure education is available and that people can get to school (via public or other transportation). Sometimes this is not attainable for other factors. Having access and the ability to get places is important.
7/19/2013	Caltrans	Economic Prosperity	4231	Non-CBO Partner	Be aware and get prepared for the younger generation and the creative class (high tech, hospitality). This generation wants an attractive place to live and to contribute to society. The younger generations want to get around without a car. We should build up bicycle infrastructure like Boston. This would help promote businesses, a rising tide, more taxes, and help invest more in the community.
7/19/2013	Caltrans	Economic Prosperity	4232	Non-CBO Partner	We have great amenities, weather, and infrastructure. We should increase urban density by making the center of the city attractive to the younger generation and support a paradigm change/ new demands and wants from them.
7/19/2013	Caltrans	Economic Prosperity	4233	Non-CBO Partner	We tend to compare our cities to smaller cities since we recognize we have beautiful amenities. We should pump money into employment centers and major arteries and create job centers on outlying areas.
7/19/2013	Caltrans	Economic Prosperity	4234	Non-CBO Partner	San Diego is focused on goods and we're a major hub for other areas. We should partner with other regions for regional goods movement coordination with other nearby areas. We need to partner with other regions for improvements.
7/19/2013	Caltrans	Economic Prosperity	4235	Non-CBO Partner	We need to focus on local neighborhoods for economic prosperity.
7/19/2013	Caltrans	Economic Prosperity	4236	Non-CBO Partner	Bike parking should be supported in the business districts. There's been some pushback from BID representatives because they are afraid to give up parking. However, we should include more urban furniture, forestry, traffic calming, etc. to bring people to areas and increase economic prosperity. This should serve the local community first and then help grow to accommodate tourism and others.
7/19/2013	Caltrans	Economic Prosperity	4237	Non-CBO Partner	Education and safe routes to school for the local neighborhood communities is important for economic prosperity.
7/19/2013	Caltrans	Economic Prosperity	4238	Non-CBO Partner	Getting to all the universities should be an area of focus. It costs a fortune to afford a car to get to school so alternative transportation modes and infrastructure should be supported.
7/19/2013	Caltrans	Economic Prosperity	4239	Non-CBO Partner	Infrastructure may include neighborhood bike infrastructure to make it easier for bicycles to stop and shop. New studies show that bicycle commuters are more likely to stop and shop at stores more frequently than cars (but may not spend or buy as much).
7/19/2013	Caltrans	Economic Prosperity	4240	Non-CBO Partner	When you bike, you recognize the community and are more likely to stop and contribute to the community.
7/19/2013	Caltrans	Economic Prosperity	4241	Non-CBO Partner	DOT pushbacks mean we need to increase revenue and cut back costs.
7/19/2013	Caltrans	Economic Prosperity	4242	Non-CBO Partner	A Denmark study showed that there is a \$0.22 cost to drive per mile and a \$0.44 gain by biking.

Date	Location	Table_Topic	Comment_ID	CBO Partner	Comments
7/19/2013	Caltrans	Economic Prosperity	4243	Non-CBO Partner	Economic prosperity is very broad; let's talk about what SANDAG can do specifically.
7/19/2013	Caltrans	Economic Prosperity	4244	Non-CBO Partner	SANDAG should go one step further with the clusters: What infrastructure do they need? How do we nurture them and make them grow? If World conditions change would some just disappear? It is easier to develop what you have then to start from scratch. What are the businesses looking for? Why aren't more businesses moving to San Diego?
7/19/2013	Caltrans	Economic Prosperity	4245	Non-CBO Partner	We should improve transportation infrastructure and strengthen corridors.
7/19/2013	Caltrans	Economic Prosperity	4246	Non-CBO Partner	Improve ecotourism.
7/19/2013	Caltrans	Economic Prosperity	4247	Non-CBO Partner	Create cutting-edge policies that have developed in other regions.
7/19/2013	Caltrans	Economic Prosperity	4248	Non-CBO Partner	Promote better competition in the global economy.
7/19/2013	Caltrans	Economic Prosperity	4249	Non-CBO Partner	The region needs to be able to sustain itself to support infrastructure so the private sector can prosper.
7/19/2013	Caltrans	Economic Prosperity	4250	Non-CBO Partner	All people should have a high quality of life (our region has the potential for that but not lot is happening).
7/19/2013	Caltrans	Economic Prosperity	4251	Non-CBO Partner	The region needs to choose between long-term quality projects (parks, highways) or a quick and easy solution (car lanes).
7/19/2013	Caltrans	Economic Prosperity	4252	Non-CBO Partner	Our region needs quality and sustainable projects that are efficient and meet long-term needs. Ex. Put a bus in that doesn't run when people need it. People sit at the border in a truck for 3 hours. Need to figure out a better option such as using a beeper for more efficient border crossings and creating better boarder infrastructure.
7/19/2013	Caltrans	Economic Prosperity	4253	Non-CBO Partner	Support good connections and infrastructure for businesses to work together.
7/19/2013	Caltrans	Economic Prosperity	4254	Non-CBO Partner	We need to weigh short-term versus long-term planning projects and compare this to paying additional taxes.
7/19/2013	Caltrans	Economic Prosperity	4255	Non-CBO Partner	We all want a more expensive transportation system but how will we fund and allocate this?
7/19/2013	Caltrans	Economic Prosperity	4256	Non-CBO Partner	We shouldn't support moving trucks to the carpool lane or moving trucks to the side because this will slow down traffic.
7/19/2013	Caltrans	Economic Prosperity	4257	Non-CBO Partner	We are anticipating an influx of people to the region by 2050. Our region has a unique dependency and urgency of needing water and we need to make sure we have clean water for employment in the region to prosper.
7/19/2013	Caltrans	Economic Prosperity	4258	Non-CBO Partner	Quality, well-paying jobs are essential. We need a variety of skill sets in the region to keep growth equitable.
7/19/2013	Caltrans	Economic Prosperity	4259	Non-CBO Partner	Are we investing in industries that will be economically and environmentally sustainable?
7/19/2013	Caltrans	Economic Prosperity	4260	Non-CBO Partner	SANDAG should provide a leadership role to maintain infrastructure and work with private industries responsible for infrastructure (electricity, water, etc.). This will dictate how we'll support and do economically. Therefore, businesses will provide jobs, people can eat, and this will support the economy.
7/19/2013	Caltrans	Economic Prosperity	4261	Non-CBO Partner	Businesses and clusters need to plan long-term and need to coordinate with infrastructure.
7/19/2013	Caltrans	Economic Prosperity	4262	Non-CBO Partner	If someone takes a wrong turn on the border, it takes 1 hour to turn around. We need developers to finish the streets to alleviate this and SANDAG should work with the local government to correct this.
7/19/2013	Caltrans	Economic Prosperity	4263	Non-CBO Partner	One community member was charged for a toll and shouldn't have been. We need to create better technology to prevent this from happening.

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7/19/2013	Caltrans	Economic Prosperity	4264	Non-CBO Partner	Libraries, universities, large well-known businesses, and other supporting businesses bring more businesses to an area and increases economic prosperity. Creating this climate will bring clusters and other people together.
7/19/2013	Caltrans	Economic Prosperity	4265	Non-CBO Partner	The workforce needs to be viable, well-educated, and skill driven.
7/19/2013	Caltrans	Economic Prosperity	4266	Non-CBO Partner	There are not as many opportunities in East County.
7/19/2013	Caltrans	Economic Prosperity	4267	Non-CBO Partner	Enhance opportunities for disadvantaged populations.
7/19/2013	Caltrans	Economic Prosperity	4268	Non-CBO Partner	Create more equity and more support for small businesses.
7/19/2013	Caltrans	Economic Prosperity	4269	Non-CBO Partner	Facilitate small businesses by creating collaborative workspace and facilities (Ex. business incubators).
7/19/2013	Caltrans	Economic Prosperity	4270	Non-CBO Partner	All counties are fighting for the 18-24 age demographic and want these people to live and contribute to their local economy. San Diego should support small business-to-business services that may not be getting the services they need (Ex. small trucking companies do not have the facilities they need and may not have parking to support their business to deliver things). Shipments should be re-arranged to the night and other traffic and people can get in the way and makes business harder. SANDAG should have more of a leadership role.
7/19/2013	Caltrans	Economic Prosperity	4271	Non-CBO Partner	San Diego doesn't like trucks and we need to change this and be more accommodating for trucks.
7/19/2013	Caltrans	Economic Prosperity	4272	Non-CBO Partner	Trucking and transportation are difficult in the region. If we can't get goods and people around, the economy won't be prosperous.
7/19/2013	Caltrans	Economic Prosperity	4273	Non-CBO Partner	Do something with the border, so much depends on the federal government, we lost two "Googles" because of border wait times and this has many implications.
7/19/2013	Caltrans	Economic Prosperity	4274	Non-CBO Partner	San Diego needs a self-sustaining economy.
7/19/2013	Caltrans	Economic Prosperity	4275	Non-CBO Partner	We need to be closer to full-employment.
7/19/2013	Caltrans	Economic Prosperity	4276	Non-CBO Partner	We need to align the cost of housing with types of income and stimulate more middle-income jobs for more people to afford to live here.
7/19/2013	Caltrans	Economic Prosperity	4277	Non-CBO Partner	Despite San Diego's strong educational institutions, entry level housing is not affordable and recent graduates can't afford to live in the region.
7/19/2013	Caltrans	Economic Prosperity	4278	Non-CBO Partner	We need sustainable wages.
7/19/2013	Caltrans	Economic Prosperity	4279	Non-CBO Partner	Promote the development of multiple economic hubs to allow people to live close to work.
7/19/2013	Caltrans	Economic Prosperity	4280	Non-CBO Partner	Graduates generally choose a place to live first, and then find a job. San Diego is too car-oriented to attract this demographic. Promote multi modal transportation options to attract an educated young population.
7/19/2013	Caltrans	Economic Prosperity	4281	Non-CBO Partner	We need access to a range of education.
7/19/2013	Caltrans	Economic Prosperity	4282	Non-CBO Partner	There should be flexibility in master planning.
7/19/2013	Caltrans	Economic Prosperity	4283	Non-CBO Partner	There is not enough job-training for middle income jobs, yet there are plenty of jobs that don't produce a living wage.
7/19/2013	Caltrans	Economic Prosperity	4284	Non-CBO Partner	Infrastructure in the region is ahead of the curve and keeps people moving.
7/19/2013	Caltrans	Economic Prosperity	4285	Non-CBO Partner	Congestion and long commutes diminish quality of life.
7/19/2013	Caltrans	Economic Prosperity	4286	Non-CBO Partner	Land use and development patterns in the last 50 years haven't been economically sustainable.
7/19/2013	Caltrans	Economic Prosperity	4287	Non-CBO Partner	Plan for moving goods in all contexts, including the border, the port, and by air.
7/19/2013	Caltrans	Economic Prosperity	4288	Non-CBO Partner	Chicken and the Egg – City of SD – disconnect with SANDAG's RTP and aggressive land planning – how do they intersect in the future?
7/19/2013	Caltrans	Economic Prosperity	4289	Non-CBO Partner	

Date	Location	Table_Topic	Comment_ID	CBO Partner	Comments
7/19/2013	Caltrans	Economic Prosperity	4290	Non-CBO Partner	SANDAG needs to communicate more closely with the city planners in local jurisdictions.
7/19/2013	Caltrans	Economic Prosperity	4291	Non-CBO Partner	Broaden the definition of Smart Growth to provide for more flexibility.
7/19/2013	Caltrans	Economic Prosperity	4292	Non-CBO Partner	Develop transit oriented development in areas that really need it.
7/19/2013	Caltrans	Economic Prosperity	4293	Non-CBO Partner	Old assumptions don't include newer trends – transit usage, active trans higher, peak travel patterns changing.
7/19/2013	Caltrans	Economic Prosperity	4294	Non-CBO Partner	Some communities are change adverse, but some aren't; don't assume communities are one way or the other.
7/19/2013	Caltrans	Economic Prosperity	4295	Non-CBO Partner	Our region can't continue to widen streets. We need to reverse this trend.
7/19/2013	Caltrans	Economic Prosperity	4296	Non-CBO Partner	Coordinate community plans at the regional level.
7/19/2013	Caltrans	Economic Prosperity	4297	Non-CBO Partner	Economic prosperity depends on having higher paying jobs.
7/19/2013	Caltrans	Economic Prosperity	4298	Non-CBO Partner	We need innovation with fewer restrictions to keep jobs from being killed.
7/19/2013	Caltrans	Economic Prosperity	4299	Non-CBO Partner	Transit oriented development should be paired with job development to help prepare for a growing population.
7/19/2013	Caltrans	Economic Prosperity	4300	Non-CBO Partner	Encourage livable wages and more opportunities for young people, like internships.
7/19/2013	Caltrans	Economic Prosperity	4301	Non-CBO Partner	Promote a diversified workforce and provide opportunities for training.
7/19/2013	Caltrans	Economic Prosperity	4302	Non-CBO Partner	There needs to be a better standard of living, especially for seniors.
7/19/2013	Caltrans	Economic Prosperity	4303	Non-CBO Partner	There should be a balance of regional growth geographically.
7/19/2013	Caltrans	Economic Prosperity	4304	Non-CBO Partner	We need infrastructure to take advantage of opportunities we do have.
7/19/2013	Caltrans	Economic Prosperity	4305	Non-CBO Partner	Improve regional alliances and unify local governments.
7/19/2013	Caltrans	Economic Prosperity	4306	Non-CBO Partner	Don't leave communities behind when planning infrastructure, especially those with the most need.
7/19/2013	Caltrans	Economic Prosperity	4307	Non-CBO Partner	When planning for future development, we need to expedite plans in communities that have greater needs to close gaps in infrastructure.
7/19/2013	Caltrans	Economic Prosperity	4308	Non-CBO Partner	The urban form of San Diego has subsidized suburban growth, but general plans around the region have improved on old ideas.
7/19/2013	Caltrans	Economic Prosperity	4309	Non-CBO Partner	Although the RTP transit plans are improving, transit in outer areas have poor service, and there are still gaps in urban areas as well.
7/19/2013	Caltrans	Economic Prosperity	4310	Non-CBO Partner	Extend the trolley into the areas that would utilize them the best.
7/19/2013	Caltrans	Economic Prosperity	4311	Non-CBO Partner	Economic prosperity means high paying jobs and lower unemployment rates.
7/19/2013	Caltrans	Economic Prosperity	4312	Non-CBO Partner	Transit options should allow people to not have to drive.
7/19/2013	Caltrans	Economic Prosperity	4313	Non-CBO Partner	There need to be resources close to where people live, like medical, food services.
7/19/2013	Caltrans	Economic Prosperity	4314	Non-CBO Partner	Implement connected transportation for bikes, pedestrians, and to transit with better service.
7/19/2013	Caltrans	Economic Prosperity	4315	Non-CBO Partner	Support improving regional air quality.
7/19/2013	Caltrans	Economic Prosperity	4316	Non-CBO Partner	Fill up empty storefronts to support economic development.
7/19/2013	Caltrans	Economic Prosperity	4317	Non-CBO Partner	Focus on communities that are rundown and have potential for increased economic activities. For example, near the trolley in San Ysidro.
7/19/2013	Caltrans	Economic Prosperity	4318	Non-CBO Partner	The commercial and healthcare industries are underexploited in the region and could grow in the future.
7/19/2013	Caltrans	Economic Prosperity	4319	Non-CBO Partner	Promote complete streets with transit oriented development, but emphasize safety in the design.
7/19/2013	Caltrans	Economic Prosperity	4320	Non-CBO Partner	Canyons divide communities and make "Villages".
7/19/2013	Caltrans	Economic Prosperity	4321	Non-CBO Partner	Density doesn't have to mean a high-rise, but can be moderate with 3-4 stories.

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7/19/2013	Caltrans	Economic Prosperity	4322	Non-CBO Partner	Cross border family life could be increased with better crossing time and by providing the infrastructure on the US side.
7/19/2013	Caltrans	Economic Prosperity	4323	Non-CBO Partner	The current ITC plan at the US-Mexico border does not take into account uses other than businesses. In order to have true transit oriented development, a mix of uses should be considered.
7/19/2013	Caltrans	Economic Prosperity	4324	Non-CBO Partner	Not all areas have a maintenance assessment district. SANDAG should fund these to expand coverage in the region.
7/19/2013	Caltrans	Economic Prosperity	4325	Non-CBO Partner	Connect farmers and agriculture with the people through Farmers Markets. Encourage cities to support local farmers.
7/19/2013	Caltrans	Economic Prosperity	4326	Non-CBO Partner	Make schools accessible by the community in the evenings as a reservoir available to the public as a park.
7/19/2013	Caltrans	Economic Prosperity	4327	Non-CBO Partner	Allow for joint-use of government spaces for public uses.
7/19/2013	Caltrans	Economic Prosperity	4328	Non-CBO Partner	Create a staff person that liaises with neighborhood planners and groups throughout the region.
7/19/2013	Caltrans	Economic Prosperity	4329	Non-CBO Partner	Buses are passing up riders due to lack of space.
7/19/2013	Caltrans	Economic Prosperity	4330	Non-CBO Partner	Hospitality comprises too much of the jobs available in the region; we need to diversify the options for employment.
7/19/2013	Caltrans	Economic Prosperity	4331	Non-CBO Partner	The Border zone has opportunity for improving the economy.
7/19/2013	Caltrans	Economic Prosperity	4332	Non-CBO Partner	We need to place higher priority on local communities and listen less to affluent communities.
7/19/2013	Caltrans	Economic Prosperity	4333	Non-CBO Partner	SANDAG doesn't seem to be listening.
7/19/2013	Caltrans	All Topics	4334	Non-CBO Partner	We need help with problems related to trash, drainage and landfills.
7/19/2013	Caltrans	All Topics	4335	Non-CBO Partner	Emergency response to natural disasters.
7/19/2013	Caltrans	All Topics	4336	Non-CBO Partner	Climate change; how to use transportation in order to mitigate pollution.
7/19/2013	Caltrans	All Topics	4337	Non-CBO Partner	Check for regional plans in Tijuana and other Metropolitan areas.
7/19/2013	Caltrans	All Topics	4338	Non-CBO Partner	Include the voice of the youth in schools in order to take the opinion of future generations into account.
7/19/2013	Caltrans	All Topics	4339	Non-CBO Partner	Coordinate with border agencies to be able to establish common links regarding solutions to current problems.
7/19/2013	Caltrans	All Topics	4340	Non-CBO Partner	Create an entity that coordinates on the issue of the border.
7/19/2013	Caltrans	All Topics	4341	Non-CBO Partner	Public health, water, air, borders, trash, drainage.
7/19/2013	Caltrans	All Topics	4342	Non-CBO Partner	Natural disaster and emergency response and emergency facilities for neighborhoods.
7/19/2013	Caltrans	All Topics	4343	Non-CBO Partner	Borders: Water, drainage, recycling and border crossings.
7/19/2013	Caltrans	All Topics	4344	Non-CBO Partner	Make plans shareable with neighbors.
7/19/2013	Caltrans	All Topics	4345	Non-CBO Partner	Involve youth and go to schools to hear their opinions.
7/19/2013	Caltrans	All Topics	4346	Non-CBO Partner	Drugs affect the economy, health and the border.
7/19/2013	Caltrans	All Topics	4347	Non-CBO Partner	Due to the fact there is no sole agency in charge of the border, and the lack of a focal point on the border issue, we need coordination of agencies.
7/19/2013	Caltrans	All Topics	4348	Non-CBO Partner	Involving young people leads to other topics such as sports facilities. Young people can also realize work projects and concepts in the form of social work (thesis, school projects) related to regional planning.
7/19/2013	Caltrans	All Topics	4349	Non-CBO Partner	Waste management in Tijuana is working on the implementation of composting centers.
7/19/2013	Caltrans	All Topics	4350	Non-CBO Partner	As for common plans and emergency response notification due to natural disasters, a binational risk atlas should be prepared (geological faults, flood zones, landslides, etc.).

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7/19/2013	Caltrans	All Topics	4351	Non-CBO Partner	To harmonize the plans, the Metropolitan Area (Tijuana, Tecate and Rosarito) should consider the creation of a Binational Planning Committee, with the participation of planning agencies, interested organizations, etc.
7/19/2013	Caltrans	All Topics	4352	Non-CBO Partner	Prosperity first starts within the family, then the community, each company, organization, and city.
7/19/2013	Caltrans	All Topics	4353	Non-CBO Partner	Even if cost of living fluctuates, the person or individual should be able to pay their bills and buy the things that they need.
7/19/2013	Caltrans	All Topics	4354	Non-CBO Partner	Economic prosperity is getting a good job, and having a good job also helps better the overall community.
7/19/2013	Caltrans	All Topics	4355	Non-CBO Partner	Economic prosperity is related to individuals, but also locally within the community and companies and organizations that come into the area.
7/19/2013	Caltrans	All Topics	4356	Non-CBO Partner	We find that in El Cajon, a lower income community, local, state, and county regulations are difficult for small business; our job is to help the community members understand the regulations and heavy legalese.
7/19/2013	Caltrans	All Topics	4357	Non-CBO Partner	Small local economies drive the larger economies and this gets overlooked.
7/19/2013	Caltrans	All Topics	4358	Non-CBO Partner	Planning for housing poses a challenge to economic prosperity in San Diego because the cost of housing is too high for new family arrivals as the population continues to increase.
7/19/2013	Caltrans	All Topics	4359	Non-CBO Partner	When people first arrive, such as highly educated and experienced Iraqi refugees, they are very limited in their jobs and housing. Oftentimes they move to areas such as City Heights and El Cajon as housing is cheaper.
7/19/2013	Caltrans	All Topics	4360	Non-CBO Partner	However, as more people move to El Cajon, the housing conditions are deteriorating while rent is increasing.
7/19/2013	Caltrans	All Topics	4361	Non-CBO Partner	There needs to be more affordable housing throughout the San Diego region in order to distribute the population and rising rent cost evenly.
7/19/2013	Caltrans	All Topics	4362	Non-CBO Partner	A lack of affordable housing is affecting both American citizens and refugees; people are forced out of their home because the rent increases too much.
7/19/2013	Caltrans	All Topics	4363	Non-CBO Partner	One person had to leave his furniture behind to cover his missed rent costs. Now he lives in Mexico, but commutes to San Diego for work.
7/19/2013	Caltrans	All Topics	4364	Non-CBO Partner	Santee has worked hard to maintain a modicum of affordable housing – they do not allow increased prices for people to park their mobile homes.
7/19/2013	Caltrans	All Topics	4365	Non-CBO Partner	There is currently no rent control in San Diego, but is something the region should consider implementing.
7/19/2013	Caltrans	All Topics	4366	Non-CBO Partner	Empty lots throughout San Diego should be used for farming and agriculture.
7/19/2013	Caltrans	All Topics	4367	Non-CBO Partner	Even plants that are currently planted are not being used to fullest potential such as fruit trees that are non-fruit yielding trees.
7/19/2013	Caltrans	All Topics	4368	Non-CBO Partner	An area that is lacking should be viewed as an opportunity to provide all residents with access to education and workforce development.
7/19/2013	Caltrans	All Topics	4369	Non-CBO Partner	While there are several workforce and development programs, there are transportation barriers such as cost of fuel for cars that prevent people from going to these programs. Some programs provide gas cards as incentives, but not all. Additionally, people aren't familiar with how to use transit system to get to these programs.
7/19/2013	Caltrans	All Topics	4370	Non-CBO Partner	Parks and beaches are part of public facilities. There are several agencies, offices, and organizations that maintain and manage parks. There doesn't seem to be enforcement of rules at the parks – for example no smoking at a park.
7/19/2013	Caltrans	All Topics	4371	Non-CBO Partner	The structure and planning for parks aren't well allocated. While dog parks and open space portions are large, the actual playground portions for children are small.

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7/19/2013	Caltrans	All Topics	4372	Non-CBO Partner	There are not enough benches for elderly people who want to just sit at the beach.
7/19/2013	Caltrans	All Topics	4373	Non-CBO Partner	There are not enough benches and seating available to enjoy public spaces in El Cajon and downtown.
7/19/2013	Caltrans	All Topics	4374	Non-CBO Partner	There should be partnerships developed such as those in New York City where indoor and outdoor public spaces such as atriums are privately owned, but the public has free access to these areas.
7/19/2013	Caltrans	All Topics	4375	Non-CBO Partner	In general, the public services and infrastructure in San Diego is good, but there is room for improvement.
7/19/2013	Caltrans	All Topics	4376	Non-CBO Partner	In San Diego, we're in relatively good shape for water, waste water, and recycling. The recycling plants and reclaimed water actually implement innovative technologies.
7/19/2013	Caltrans	All Topics	4377	Non-CBO Partner	Need more de-centralized public composting for waste management.
7/19/2013	Caltrans	All Topics	4378	Non-CBO Partner	Need more recycling bins in public spaces and along sidewalks.
7/19/2013	Caltrans	All Topics	4379	Non-CBO Partner	At parks there are trash bins, but no recycling bins.
7/19/2013	Caltrans	All Topics	4380	Non-CBO Partner	Facilities that sort out recycling from trash only sort out the CRV products.
7/19/2013	Caltrans	All Topics	4381	Non-CBO Partner	It is too confusing for people to put different recyclables into each different bin; there should be better signage to make it easy to place recyclables into appropriate bins.
7/19/2013	Caltrans	All Topics	4382	Non-CBO Partner	SANDAG should coordinate with other infrastructure organizations by providing them suggestions, briefing them about what SANDAG is hearing at meetings like today's workshop, and following-up for planning to make sure information has been heard.
7/19/2013	Caltrans	All Topics	4383	Non-CBO Partner	SANDAG has good coordination for transportation and transit, but needs more community workshops and demonstration projects for water.
7/19/2013	Caltrans	All Topics	4384	Non-CBO Partner	Each infrastructure service like water, electricity, recycling, etc. should have their own individual meetings in the community, then hold a joint meeting together.
7/19/2013	Caltrans	All Topics	4385	Non-CBO Partner	At planning meetings all representatives from water, recycling, transportation, waste services, etc., should be available to discuss several different topics with the public and promote cooperative joint planning.
7/19/2013	Caltrans	All Topics	4386	Non-CBO Partner	Currently planning for these infrastructures is very de-centralized.
7/19/2013	Caltrans	All Topics	4387	Non-CBO Partner	Planning is multi-disciplinary so should coordinate with everyone.
7/19/2013	Caltrans	All Topics	4388	Non-CBO Partner	When thinking of borders, we think of smuggling goods and people.
7/19/2013	Caltrans	All Topics	4389	Non-CBO Partner	Violators that are smuggling, drugs, anything illegal across the border.
7/19/2013	Caltrans	All Topics	4390	Non-CBO Partner	There is a need for cooperation with borders – for example, I have to decide whether or not to work with my neighbor to maintain a fence along our property border.
7/19/2013	Caltrans	All Topics	4391	Non-CBO Partner	Biggest challenges facing US-Mexico border is traffic on the way back from Mexico –the number of lanes should be increased at the checkpoint and border crossing. Going to Mexico is easy, but returning to the US takes more than 3 hours.
7/19/2013	Caltrans	All Topics	4392	Non-CBO Partner	Mexico is known as being dangerous, but many refugees cross the border for cheaper medical and dental services.
7/19/2013	Caltrans	All Topics	4393	Non-CBO Partner	If there were more affordable medical and dental services in the San Diego region, then people wouldn't go across the border as frequently.
7/19/2013	Caltrans	All Topics	4394	Non-CBO Partner	The perception of traffic makes a lot of people in San Diego choose to fly to Mexico instead of crossing at the border. For example, went once across the border, but flew 3-4 times.
7/19/2013	Caltrans	All Topics	4395	Non-CBO Partner	Envision no border between US and Mexico in the future.

Date	Location	Table_Topic	Comment_ID	CBO Partner	Comments
7/19/2013	Caltrans	All Topics	4396	Non-CBO Partner	Agriculture and industrial projects should be built along the border to provide jobs for both sides.
7/19/2013	Caltrans	All Topics	4397	Non-CBO Partner	Social interaction between Mexicans and Americans such as interracial marriages.
7/19/2013	Caltrans	All Topics	4398	Non-CBO Partner	When we think of the border, we think of foot traffic from people that travel via public transit to the border and cross by foot – this mode even takes 2 hours to cross.
7/19/2013	Caltrans	All Topics	4399	Non-CBO Partner	The main issue needing to be solved is the traffic at the border.
7/19/2013	Caltrans	All Topics	4400	Non-CBO Partner	Do not believe that the border is more secure if enforcing a check on every person that enters the US at San Diego-Tijuana border crossing post-9/11. It used to be that San Diego and Tijuana was one large city.
7/19/2013	Caltrans	All Topics	4401	Non-CBO Partner	Economic prosperity and borders go together – a tight border and heavy congestion at border is currently detracting from the economy. If more lanes were added, then more efficient crossings would improve the economies of both regions.
7/19/2013	Caltrans	All Topics	4402	Non-CBO Partner	Family and social aspect to borders and economic prosperity.
7/19/2013	Caltrans	All Topics	4403	Non-CBO Partner	Missing the voices of people at the border and Tijuana.
7/19/2013	Caltrans	All Topics	4404	Non-CBO Partner	The main issue is drugs.
7/19/2013	Caltrans	All Topics	4405	Non-CBO Partner	There needs to be better coordination of schedules for people traveling to and from San Diego to Los Angeles on public transit.
7/19/2013	Caltrans	All Topics	4406	Non-CBO Partner	Extend the links to public transit down south to Tijuana, and then from there link even further south to Rosarita, etc.
7/19/2013	Caltrans	All Topics	4407	Non-CBO Partner	Metrolink is \$5 roundtrip on the weekends. The COASTER should encourage use on weekends by implementing similar lower costs and connectivity to Metrolink.
7/19/2013	Caltrans	Written Comments	4408	Non-CBO Partner	“Smart Growth” and “Transit Oriented Design” should always be identified for what they are: the means to concentrate density in poor areas in order to avoid adding density in affluent areas. It’s a conscious effort on the part of SANDAG and other planning organizations.
7/19/2013	Caltrans	Written Comments	4409	Non-CBO Partner	I think SANDAG has done a better job combatting the “one-size fits all” approach. SANDAG has reached out to maintain quality partnerships with the 11 CBOs to gain their insight about the different areas/cities in San Diego. I would encourage continued and more partnerships like these.
7/19/2013	Caltrans	Written Comments	4410	Non-CBO Partner	Expand the definition of Smart Growth to connect living centers to employment centers; a solid connection between the two can be smart growth connected centers.
7/19/2013	Caltrans	Written Comments	4411	Non-CBO Partner	Increase public facility planning and provisions in existing communities to support infill development.
7/19/2013	Caltrans	Written Comments	4412	Non-CBO Partner	Be the policy planner to promote the region to adopt policies and infrastructure to facilitate LNG/CNG as a transportation model for movement of goods/services/people with trucks/rail/roads/marine/aircraft.
7/19/2013	Caltrans	Written Comments	4413	Non-CBO Partner	How can we infill residential (mixed use or not) near employment centers to reduce the need for workforce transportation? Doing so would attract young educated workers/residents.
7/19/2013	Caltrans	Written Comments	4414	Non-CBO Partner	Establish policy and strategic planning/infrastructure for natural gas to move goods and services via trucks on roadways, goods on railroads, people and goods on marine vessels, and airplanes— all which can be powered by CNG/LNG but do not have the proper infrastructure to compete in the burgeoning new economy.

Date	Location	Table_Topic	Comment_ID	CBO Partner	Comments
7/19/2013	Caltrans	Written Comments	4415	Non-CBO Partner	AIR QUALITY: Trucking and Auto pollution from idling engines while waiting must stop. Issue parking stickers for frequent crossers and truckers to eliminate idling engines and truck pollution/diesel particulates at the border.
7/19/2013	Caltrans	Written Comments	4416	Non-CBO Partner	More bike lanes with less wait times.
7/19/2013	Caltrans	Written Comments	4417	Non-CBO Partner	Promote solar power for homes near Otay Mesa— no fossil fuel plant! We need a local energy cooperative for solar on every roof rather than big arrays in the desert.
7/19/2013	Caltrans	Written Comments	4418	Non-CBO Partner	Use electric buses to shuttle people back and forth across the border. Make a compass card for border crossers and make it affordable.
7/19/2013	Caltrans	Written Comments	4419	Non-CBO Partner	City of Villages.
7/19/2013	Caltrans	Written Comments	4420	Non-CBO Partner	Complete streets.
7/19/2013	Caltrans	Written Comments	4421	Non-CBO Partner	Multiple modes of transportation.
7/19/2013	Caltrans	Written Comments	4422	Non-CBO Partner	Transit Oriented Development and increased density so we can walk and bike to work, food, entertainment, etc.
7/19/2013	Caltrans	Written Comments	4423	Non-CBO Partner	More buses for carless future lies in Bart Co.
7/19/2013	Caltrans	Written Comments	4424	Non-CBO Partner	Liaison to all neighborhood planning groups.
7/19/2013	Caltrans	Written Comments	4425	Non-CBO Partner	Please support local solar jobs.
7/19/2013	Caltrans	Written Comments	4426	Non-CBO Partner	Phase out of all fossil fuels and natural gas. Natural gas is a dirty fossil fuel which is dangerous and destroys our quality of life.
7/19/2013	Caltrans	Written Comments	4427	Non-CBO Partner	Please make your plan comply with the law and required emissions reductions as requested by the lawsuits. You must require reduced emissions.
7/19/2013	Caltrans	Written Comments	4428	Non-CBO Partner	Include trucking and train companies in discussion.
7/19/2013	Caltrans	Written Comments	4429	Non-CBO Partner	Border area as destination; attractive, healthy, and walkable.
7/19/2013	Caltrans	Written Comments	4430	Non-CBO Partner	Transit is connected across the Border.
7/19/2013	Caltrans	Written Comments	4431	Non-CBO Partner	Connect all regional airports, including Tijuana, to public transportation.
7/19/2013	Caltrans	Written Comments	4432	Non-CBO Partner	We need better local transit connections and more affordable transit for all.
7/19/2013	Caltrans	Written Comments	4433	Non-CBO Partner	Better wage local jobs in solar, reuse centers, and zero waste jobs.
7/19/2013	Caltrans	Written Comments	4434	Non-CBO Partner	Solar panels on apartment buildings; give apartment owners incentive to go solar on their roofs.
7/19/2013	Caltrans	Written Comments	4435	Non-CBO Partner	Buy and trade local to support local businesses.
7/19/2013	Caltrans	Written Comments	4436	Non-CBO Partner	Green our public spaces. Plant more trees and drought tolerant vegetation. Encourage community gardens.
7/19/2013	Caltrans	Written Comments	4437	Non-CBO Partner	I came to 2 meetings and have not been involved in SANDAG planning before. Hope all these great ideas can be added to the new plan.
7/19/2013	Caltrans	Written Comments	4438	Non-CBO Partner	North-South Goods Movement should be built in the vicinity of Tecate, then to Los Angeles. It should be both freeway and rail. Passengers can continue N/S on the present freeway system until a better plan emerges.

8/5/2013 Online

All comments are for the Draft Transit Service Eval Criteria: Criteria 1-3 Innovative Mobility & Planning - should consider a performance measure for the multimodal nature of a project Performance measure for future transit boardings at stations (under Innovative Mobility & Planning) Criteria 7A - Performance measure on projected job growth in adjacent areas impacted by corridor I don't understand the rationale behind 7C and 7D being separate instead of and/or? Would a project serving Native American reservations not serve communities of concern and potentially lose 3/15 points? Seniors - once included in previous 2050 RTP (TA 4-33), has been removed from Accessibility - a performance measure looking at percentage of route in areas with high senior populations (preferably at age 60+ or 65+ level, not 75+) could be useful here.

Date	Location	Table_Topic	Comment_ID	CBO Partner	Comments
8/5/2013		Online			Veterans - a performance measure for percentage of route in areas with high populations of active duty military and military veterans Performance measure for transportation connections focused on activity centers (covered somewhat with 7A and 7B) Criteria 1A Innovative Mobility & Planning should consider traffic delivered from major collector roads in proposed calculation if route is in arterial lane. Performance measure for analysis/percentage of transit facility equipped with ADA accessibility features(audible/visual messaging, tactile platforms, signage, etc.)
8/14/2013	Vista	Healthy Communities	4600	Vista	Encourage homes comes to schools, education facilities.
8/14/2013	Vista	Healthy Communities	4601	Vista	Health services need to be located close to residents and easy to access by transit.
8/14/2013	Vista	Healthy Communities	4602	Vista	Local residents need more options to get health coverage.
8/14/2013	Vista	Healthy Communities	4603	Vista	Invest more funds in repairing sidewalks and increasing walkability.
8/14/2013	Vista	Healthy Communities	4604	Vista	Having more jobs in the area increases access to health insurance.
8/14/2013	Vista	Healthy Communities	4605	Vista	Improving safety, lighting, police presence would increase walking and exercise.
8/14/2013	Vista	Healthy Communities	4606	Vista	Police should focus on areas where more people visit so they feel safer.
8/14/2013	Vista	Healthy Communities	4607	Vista	Increase traffic enforcement to improve street safety and increase walkability.
8/14/2013	Vista	Healthy Communities	4608	Vista	Schools should provide more crosswalk aides for children.
8/14/2013	Vista	Healthy Communities	4609	Vista	Sprinter stations need more security; residents don't feel safe and don't walk.
8/14/2013	Vista	Healthy Communities	4610	Vista	Increase nutrition initiatives that show youth healthy habits.
8/14/2013	Vista	Healthy Communities	4611	Vista	Encourage programs to adults and parents for responsible diets.
8/14/2013	Vista	Healthy Communities	4612	Vista	Decrease car use to reduce emissions and improve air quality, health.
8/14/2013	Vista	Healthy Communities	4613	Vista	Encourage walking, biking, skating to increase exercise.
8/14/2013	Vista	Healthy Communities	4614	Vista	Plant more trees to help clean the air.
8/14/2013	Vista	Healthy Communities	4615	Vista	Encourage carpooling to reduce emissions and air pollution.
8/14/2013	Vista	Healthy Communities	4616	Vista	Promote recreation to create healthy communities/families.
8/14/2013	Vista	Healthy Communities	4617	Vista	Improve access to healthy food.
8/14/2013	Vista	Healthy Communities	4618	Vista	Promote a clean city that looks presentable and residents will want to walk more.
8/14/2013	Vista	Healthy Communities	4619	Vista	We need clean transportation systems.
8/14/2013	Vista	Healthy Communities	4620	Vista	SANDAG should promote/advertise proposed transportation routes in the community.
8/14/2013	Vista	Healthy Communities	4621	Vista	Improve the streets/sidewalks (areas look rural).
8/14/2013	Vista	Healthy Communities	4622	Vista	Reduce the number of alleys and narrow streets which are unsafe.
8/14/2013	Vista	Healthy Communities	4623	Vista	Poor lighting creates safety concerns and should be addressed by the city.
8/14/2013	Vista	Healthy Communities	4624	Vista	SANDAG should invest more money in cities that are not well-kept like Vista, instead of Carlsbad and Oceanside.
8/14/2013	Vista	Healthy Communities	4625	Vista	Need more affordable grocery outlets like Northgate and Food for Less.
8/14/2013	Vista	Healthy Communities	4626	Vista	Invest in more parks.
8/14/2013	Vista	Mobility	4627	Vista	More weekend transportation should be added.
8/14/2013	Vista	Mobility	4628	Vista	Transportation should be more efficient and speedy.
8/14/2013	Vista	Mobility	4629	Vista	Improve access to route information through different media.
8/14/2013	Vista	Mobility	4630	Vista	Improve maintenance.
8/14/2013	Vista	Mobility	4631	Vista	Improve accessibility for single-parent-low-income-families.

Date	Location	Table_Topic	Comment_ID	CBO Partner	Comments
8/14/2013	Vista	Mobility	4632	Vista	Reduce cost of public transportation.
8/14/2013	Vista	Mobility	4633	Vista	Youth should have discount rate for public transit.
8/14/2013	Vista	Mobility	4634	Vista	Gas prices should be regulated by federal government.
8/14/2013	Vista	Mobility	4635	Vista	Enhance/improve the Compass pass.
8/14/2013	Vista	Mobility	4636	Vista	Reduce cost of student passes.
8/14/2013	Vista	Mobility	4637	Vista	Improve bus and school bus security.
8/14/2013	Vista	Mobility	4638	Vista	Improve school routes to be made safer; some routes don't include sidewalks.
8/14/2013	Vista	Mobility	4639	Vista	Increase the number of Crosswalk aides in school routes.
8/14/2013	Vista	Mobility	4640	Vista	Improve enforcement of traffic regulations in school zones.
8/14/2013	Vista	Mobility	4641	Vista	Increase public transportation routes.
8/14/2013	Vista	Mobility	4642	Vista	Reduce the amount of Sprinter delays, changes.
8/14/2013	Vista	Mobility	4643	Vista	Make transit information accessible in different ways.
8/14/2013	Vista	Mobility	4644	Vista	Create more bicycle infrastructure.
8/14/2013	Vista	Mobility	4645	Vista	Small streets need to be expanded or improved for bike lanes.
8/14/2013	Vista	Mobility	4646	Vista	Bike lanes should be safer for kids that commute to school.
8/14/2013	Vista	Mobility	4647	Vista	More transit like the Sprinter.
8/14/2013	Vista	Mobility	4648	Vista	Add capacity to the Sprinter; it has only one lane and only one train car.
8/14/2013	Vista	Mobility	4649	Vista	Decrease cost of Coaster and improve hours.
8/14/2013	Vista	Mobility	4650	Vista	Need more space in the Sprinter, Coaster and buses for disabled, strollers and bikes.
8/14/2013	Vista	Mobility	4651	Vista	We need buses that cover the needs of disabled people.
8/14/2013	Vista	Mobility	4652	Vista	Public transportation helps to improve physical activity.
8/14/2013	Vista	Mobility	4653	Vista	Reduce bus emissions to improve air quality.
8/14/2013	Vista	Mobility	4654	Vista	Improve cleanliness of bus/Sprinter stops; increase the number of trash cans.
8/14/2013	Vista	Mobility	4655	Vista	Offer more workshops and information session in regards to city planning; promote workshops like this at schools to have more participants.
8/14/2013	Vista	Mobility	4656	Vista	Reduce traffic on the streets and freeways by promoting public transit.
8/14/2013	Vista	Mobility	4657	Vista	Communicate changes in the bus routes or other information through magazines and booklets.
8/14/2013	Vista	Mobility	4658	Vista	Increase information about using public transportation.
8/14/2013	Vista	Mobility	4659	Vista	Transit brings together the community.
8/14/2013	Vista	Mobility	4660	Vista	SANDAG needs to focus on equality in different cities; Oceanside and Carlsbad have more resources than Vista.
8/14/2013	Vista	Mobility	4661	Vista	Create safe routes for bicycles.
8/14/2013	Vista	Mobility	4662	Vista	Many undocumented residents don't use public transportation because "immigration" (INS) sometimes has a presence.
8/14/2013	Vista	Mobility	4663	Vista	The community would like to see a public transportation system that benefits the everyone.
8/14/2013	Vista	Mobility	4664	Vista	INS should not be allowed at transit stops because it decreases ridership in the Latino community.
8/14/2013	Vista	Mobility	4665	Vista	Streets need to be improved in Vista including: Indian Rock, Melrose, North Citrus, Nevada, and Massachusetts.
8/14/2013	Vista	Mobility	4666	Vista	Create bike lanes to Rancho Minerva school.
8/14/2013	Vista	Mobility	4667	Vista	Create bike lanes on Emerald and Oceanside Boulevard.
8/14/2013	Vista	Mobility	4668	Vista	Improve sidewalks on Santa Fe.

Date	Location	Table_Topic	Comment_ID	CBO Partner	Comments
8/14/2013	Vista	Mobility	4669	Vista	Need sidewalks and lights from Bobier to Vale Terrace.
8/14/2013	Vista	Mobility	4670	Vista	Increase driver signage and awareness of pedestrians.
8/14/2013	Vista	Mobility	4671	Vista	Speed up development of the 2050 Regional Plan.
8/14/2013	Vista	Mobility	4672	Vista	Create programs for low income to access public transportation.
8/14/2013	Vista	Economic Prosperity/Borders	4673	Vista	Vista needs more jobs.
8/14/2013	Vista	Economic Prosperity/Borders	4674	Vista	Raise the minimum wage to improve the economy.
8/14/2013	Vista	Economic Prosperity/Borders	4675	Vista	Need more jobs for migrant communities.
8/14/2013	Vista	Economic Prosperity/Borders	4676	Vista	Improve working conditions for household workers, landscapers, etc to help their productivity.
8/14/2013	Vista	Economic Prosperity/Borders	4677	Vista	Increase wages.
8/14/2013	Vista	Economic Prosperity/Borders	4678	Vista	Need more fair working environments.
8/14/2013	Vista	Economic Prosperity/Borders	4679	Vista	Need to create more local jobs.
8/14/2013	Vista	Economic Prosperity/Borders	4680	Vista	Need to hold Employers accountable for poor working conditions.
8/14/2013	Vista	Economic Prosperity/Borders	4681	Vista	Encourage more grocery stores.
8/14/2013	Vista	Economic Prosperity/Borders	4682	Vista	Decrease the wait time to Tijuana.
8/14/2013	Vista	Economic Prosperity/Borders	4683	Vista	Address traffic going to and from the border.
8/14/2013	Vista	Economic Prosperity/Borders	4684	Vista	Open up more fast service lanes.
8/14/2013	Vista	Economic Prosperity/Borders	4685	Vista	Relax regulations on merchandise; people can't take things to their families.
8/14/2013	Vista	Economic Prosperity/Borders	4686	Vista	Increase Low interest business loans.
8/14/2013	Vista	Economic Prosperity/Borders	4687	Vista	Encourage smaller business, but also need lower prices.
8/14/2013	Vista	Economic Prosperity/Borders	4688	Vista	Educate people on how to open a business.
8/14/2013	Vista	Economic Prosperity/Borders	4689	Vista	Relax social security number requirements to work, start a business.
8/14/2013	Vista	Economic Prosperity/Borders	4690	Vista	Improve border wait times.
8/14/2013	Vista	Economic Prosperity/Borders	4691	Vista	Increase SENTRI and other security measures to speed up the crossing.
8/14/2013	Vista	Economic Prosperity/Borders	4692	Vista	Create buses that can cross the border quickly.
8/14/2013	Vista	Economic Prosperity/Borders	4693	Vista	San Diego should work with Tijuana to reduce pollution - their pollution affects us too.
8/14/2013	Vista	Economic Prosperity/Borders	4694	Vista	Create project to focus on public awareness and motivate people to participate.
8/14/2013	Vista	Economic Prosperity/Borders	4695	Vista	Improve the long waiting periods in the border.
8/14/2013	Vista	Economic Prosperity/Borders	4696	Vista	Encourage banks to give more loans for small businesses.
8/14/2013	Vista	Economic Prosperity/Borders	4697	Vista	The City of Vista needs to improve the architecture of the homes and it need to maintain a neighborhoods.
8/14/2013	Vista	Economic Prosperity/Borders	4698	Vista	Create beautification projects in the community, homes, and schools, will bring more business and will improve the community and the neighborhoods.
8/14/2013	Vista	Economic Prosperity/Borders	4699	Vista	Improve relations with bordering cities to have more economic prosperity.
8/14/2013	Vista	Economic Prosperity/Borders	4700	Vista	Create more transit connections between cities would reduce traffic, pollution.
8/14/2013	Vista	Economic Prosperity/Borders	4701	Vista	Immigration Reform will make life better for many Vista residents.
8/14/2013	Vista	Economic Prosperity/Borders	4702	Vista	Decrease welfare for those who don't want to work to save money.
8/14/2013	Vista	Economic Prosperity/Borders	4703	Vista	Create more free health clinics for the community.
8/14/2013	Vista	Energy and Climate Change	4704	Vista	Increase Solar panels.
8/14/2013	Vista	Energy and Climate Change	4705	Vista	People need to be more careful with how they use energy, like turning off lights.
8/14/2013	Vista	Energy and Climate Change	4706	Vista	We need more parks (in good conditions) and open spaces.
8/14/2013	Vista	Energy and Climate Change	4707	Vista	Increase park hours.

Date	Location	Table_Topic	Comment_ID	CBO Partner	Comments
8/14/2013	Vista	Energy and Climate Change	4708	Vista	Parents need to help maintain streets.
8/21/2013	Jacobs Center	Economic Prosperity/Borders	4709	Non-CBO Partner	When we think of "border" the focus is on the County border w/ Mexico.
8/21/2013	Jacobs Center	Economic Prosperity/Borders	4710	Non-CBO Partner	We do not cross border as much as we used to because it's too much hassle; too much traffic.
8/21/2013	Jacobs Center	Economic Prosperity/Borders	4711	Non-CBO Partner	The border was a safer, more fun place before; we used to go to racetrack, nightclubs, shopping.
8/21/2013	Jacobs Center	Economic Prosperity/Borders	4712	Non-CBO Partner	Violence deters people from crossing border.
8/21/2013	Jacobs Center	Economic Prosperity/Borders	4713	Non-CBO Partner	Tijuana used to be a tourist attraction; we would take family, friends from out of town to visit.
8/21/2013	Jacobs Center	Economic Prosperity/Borders	4714	Non-CBO Partner	Years ago, everyone wanted to go to Tijuana.
8/21/2013	Jacobs Center	Economic Prosperity/Borders	4715	Non-CBO Partner	Tijuana/Mexico is now off limits to military.
8/21/2013	Jacobs Center	Economic Prosperity/Borders	4716	Non-CBO Partner	Younger people cross more often than older; they don't know fears of safety.
8/21/2013	Jacobs Center	Economic Prosperity/Borders	4717	Non-CBO Partner	We should create check points leading up to the border crossing with special dedicated lanes, pre-checking of documentation in order to speed up crossing.
8/21/2013	Jacobs Center	Economic Prosperity/Borders	4718	Non-CBO Partner	We need more public transportation to and from border.
8/21/2013	Jacobs Center	Economic Prosperity/Borders	4719	Non-CBO Partner	We need more SENTRI (Secure Electronic Network for Travelers Rapid Inspection) card access and easier travel.
8/21/2013	Jacobs Center	Economic Prosperity/Borders	4720	Non-CBO Partner	The wait time at border is an economic barrier.
8/21/2013	Jacobs Center	Economic Prosperity/Borders	4721	Non-CBO Partner	Security and passport requirements can also be barriers.
8/21/2013	Jacobs Center	Economic Prosperity/Borders	4722	Non-CBO Partner	A prosperous economy is when you're not struggling.
8/21/2013	Jacobs Center	Economic Prosperity/Borders	4723	Non-CBO Partner	There aren't enough community residents (Blacks/African Americans in particular) working on transportation/construction projects in the community/region.
8/21/2013	Jacobs Center	Economic Prosperity/Borders	4724	Non-CBO Partner	Our educational system is flawed and doesn't support enough trade jobs.
8/21/2013	Jacobs Center	Economic Prosperity/Borders	4725	Non-CBO Partner	Kids graduate high school not knowing enough about jobs, how to get by in life.
8/21/2013	Jacobs Center	Economic Prosperity/Borders	4726	Non-CBO Partner	Schools need a new focus on simple personal budgeting techniques, innovation on basic skills.
8/21/2013	Jacobs Center	Economic Prosperity/Borders	4727	Non-CBO Partner	Schools need more focus on apprenticeships.
8/21/2013	Jacobs Center	Economic Prosperity/Borders	4728	Non-CBO Partner	The current welfare system needs to be improved.
8/21/2013	Jacobs Center	Economic Prosperity/Borders	4729	Non-CBO Partner	Schools should teach self-sufficiency, earning money, skill-building.
8/21/2013	Jacobs Center	Economic Prosperity/Borders	4730	Non-CBO Partner	The region needs to build more "social capital" or work on building more relationships with each other.
8/21/2013	Jacobs Center	Economic Prosperity/Borders	4731	Non-CBO Partner	US/Mexico governments need more relationships with each other – more collaboration which will help economy.
8/21/2013	Jacobs Center	Economic Prosperity/Borders	4732	Non-CBO Partner	The government/community needs to advocate more public transportation projects, workforce housing, business development.
8/21/2013	Jacobs Center	Economic Prosperity/Borders	4733	Non-CBO Partner	The region needs more mixed-income housing.
8/21/2013	Jacobs Center	Economic Prosperity/Borders	4734	Non-CBO Partner	We need to improve the Mexican crossing.
8/21/2013	Jacobs Center	Economic Prosperity/Borders	4735	Non-CBO Partner	The process to crossing the border hasn't improved, and the wait time are too long.
8/21/2013	Jacobs Center	Economic Prosperity/Borders	4736	Non-CBO Partner	The Artist communities on both sides of the border want to visit but it's very difficult to cross or take students.
8/21/2013	Jacobs Center	Economic Prosperity/Borders	4737	Non-CBO Partner	Safety and Border wait times are major barriers.
8/21/2013	Jacobs Center	Economic Prosperity/Borders	4738	Non-CBO Partner	Cultural barriers exist such as language barriers.

Date	Location	Table_Topic	Comment_ID	CBO Partner	Comments
8/21/2013	Jacobs Center	Economic Prosperity/Borders	4739	Non-CBO Partner	There are also borders within our region – the biggest one is the I-8, North & South.
8/21/2013	Jacobs Center	Economic Prosperity/Borders	4740	Non-CBO Partner	There are safety issues south of I-8.
8/21/2013	Jacobs Center	Economic Prosperity/Borders	4741	Non-CBO Partner	Southeast San Diego is still not safe.
8/21/2013	Jacobs Center	Economic Prosperity/Borders	4742	Non-CBO Partner	There is a difference in development between North & South.
8/21/2013	Jacobs Center	Economic Prosperity/Borders	4743	Non-CBO Partner	Communities north of the I-8 have more aesthetic amenities, better health.
8/21/2013	Jacobs Center	Economic Prosperity/Borders	4744	Non-CBO Partner	Economic Prosperity is very slow in southeast San Diego.
8/21/2013	Jacobs Center	Economic Prosperity/Borders	4745	Non-CBO Partner	Southeast San Diego doesn't have enough good jobs because of a lack or limited access to Golden Triangle, Sorrento Valley, and other communities with good-paying jobs.
8/21/2013	Jacobs Center	Economic Prosperity/Borders	4746	Non-CBO Partner	Local businesses don't hire from community.
8/21/2013	Jacobs Center	Economic Prosperity/Borders	4747	Non-CBO Partner	There are mostly minimum-wage jobs in our community.
8/21/2013	Jacobs Center	Economic Prosperity/Borders	4748	Non-CBO Partner	It is very hard for families to survive on minimum wage jobs; families would need to work 3 minimum wage jobs just to reach the median income level.
8/21/2013	Jacobs Center	Economic Prosperity/Borders	4749	Non-CBO Partner	There is a lack of infrastructure in Southeast San Diego.
8/21/2013	Jacobs Center	Economic Prosperity/Borders	4750	Non-CBO Partner	We need to invest in transportation, our creeks, and roads.
8/21/2013	Jacobs Center	Economic Prosperity/Borders	4751	Non-CBO Partner	There are often too many hurdles to development in this area; too many environmental hurdles, bureaucracy, infrastructure issues.
8/21/2013	Jacobs Center	Economic Prosperity/Borders	4752	Non-CBO Partner	We should re-evaluate environmental, health, land-use requirements, and other hurdles in order to encourage more private investment in our neglected communities; but not completely throw all of them out.
8/21/2013	Jacobs Center	Economic Prosperity/Borders	4753	Non-CBO Partner	Community residents (specifically Blacks/African Americans) are not being hired for local jobs
8/21/2013	Jacobs Center	Economic Prosperity/Borders	4754	Non-CBO Partner	More high school internships are needed.
8/21/2013	Jacobs Center	Economic Prosperity/Borders	4755	Non-CBO Partner	More technical college classes in high school are needed in order to prepare young people for jobs.
8/21/2013	Jacobs Center	Economic Prosperity/Borders	4756	Non-CBO Partner	We need to invest more in education.
8/21/2013	Jacobs Center	Economic Prosperity/Borders	4757	Non-CBO Partner	We need more trade schools, job training in high schools.
8/21/2013	Jacobs Center	Economic Prosperity/Borders	4758	Non-CBO Partner	We need more summer jobs for youth.
8/21/2013	Jacobs Center	Economic Prosperity/Borders	4759	Non-CBO Partner	We need more government, business, and community investment in our youth.
8/21/2013	Jacobs Center	Economic Prosperity/Borders	4760	Non-CBO Partner	SANDAG should provide more money for youth jobs.
8/21/2013	Jacobs Center	Economic Prosperity/Borders	4761	Non-CBO Partner	We need Rapid Transit for the US-Mexico border.
8/21/2013	Jacobs Center	Economic Prosperity/Borders	4762	Non-CBO Partner	We need faster crossings.
8/21/2013	Jacobs Center	Economic Prosperity/Borders	4763	Non-CBO Partner	Public Safety is a big barrier to crossing.
8/21/2013	Jacobs Center	Economic Prosperity/Borders	4764	Non-CBO Partner	Human Trafficking a major problem.
8/21/2013	Jacobs Center	Economic Prosperity/Borders	4765	Non-CBO Partner	We need an improved relationship with people on other side of border, and people who cross.
8/21/2013	Jacobs Center	Economic Prosperity/Borders	4766	Non-CBO Partner	We need to allow people to cross more often.
8/21/2013	Jacobs Center	Economic Prosperity/Borders	4767	Non-CBO Partner	We need to address Mexico's problems.
8/21/2013	Jacobs Center	Economic Prosperity/Borders	4768	Non-CBO Partner	We need more collaboration between governments, communities.
8/21/2013	Jacobs Center	Economic Prosperity/Borders	4769	Non-CBO Partner	The movement of people is a good thing.
8/21/2013	Jacobs Center	Economic Prosperity/Borders	4770	Non-CBO Partner	When public officials on both sides of the border go to border region meetings, they need to report the findings/results of meeting to community in an open fashion.
8/21/2013	Jacobs Center	Economic Prosperity/Borders	4771	Non-CBO Partner	We need to have more arts and culture exchange.

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8/21/2013	Jacobs Center	Economic Prosperity/Borders	4772	Non-CBO Partner	The Bi-national Olympics might help foster more arts and cultural exchange between San Diego & Tijuana.
8/21/2013	Jacobs Center	Economic Prosperity/Borders	4773	Non-CBO Partner	We need more economic tourism to border region.
8/21/2013	Jacobs Center	Economic Prosperity/Borders	4774	Non-CBO Partner	There are Baja traveling alerts due to safety.
8/21/2013	Jacobs Center	Economic Prosperity/Borders	4775	Non-CBO Partner	Businesses need to connect between borders.
8/21/2013	Jacobs Center	Economic Prosperity/Borders	4776	Non-CBO Partner	We need to address negative stigmas and stereotypes, such as the thought that Mexicans who cross illegally don't contribute to economy and take from it.
8/21/2013	Jacobs Center	Economic Prosperity/Borders	4777	Non-CBO Partner	The region is segregated by community, and there are borders within.
8/21/2013	Jacobs Center	Economic Prosperity/Borders	4778	Non-CBO Partner	We need to explore other areas of county; many residents have never been to beach, natural parks, etc.
8/21/2013	Jacobs Center	Economic Prosperity/Borders	4779	Non-CBO Partner	SANDAG should encourage community visiting/ interchanging.
8/21/2013	Jacobs Center	Economic Prosperity/Borders	4780	Non-CBO Partner	Businesses need to employ more local community members; local jobs for local people.
8/21/2013	Jacobs Center	Economic Prosperity/Borders	4781	Non-CBO Partner	We need more meaningful jobs for youth, more internships/stipends.
8/21/2013	Jacobs Center	Economic Prosperity/Borders	4782	Non-CBO Partner	PETCO Park should hire more youth.
8/21/2013	Jacobs Center	Economic Prosperity/Borders	4783	Non-CBO Partner	Chambers of Commerce should work to get more local youth hired.
8/21/2013	Jacobs Center	Economic Prosperity/Borders	4784	Non-CBO Partner	There is a lack of community awareness/knowledge.
8/21/2013	Jacobs Center	Economic Prosperity/Borders	4785	Non-CBO Partner	College students are dependent on public transit and that needs to be improved.
8/21/2013	Jacobs Center	Economic Prosperity/Borders	4786	Non-CBO Partner	There is a lack of jobs in Southeast San Diego.
8/21/2013	Jacobs Center	Economic Prosperity/Borders	4787	Non-CBO Partner	Community residents need to start more businesses, hire more local residents; we need more entrepreneurship; more involvement with Chambers of Commerce.
8/21/2013	Jacobs Center	Mobility	4788	Non-CBO Partner	When we think of mobility, we think of access around the community, pedestrians.
8/21/2013	Jacobs Center	Mobility	4789	Non-CBO Partner	Public transit is time-consuming.
8/21/2013	Jacobs Center	Mobility	4790	Non-CBO Partner	Public Transit runs often.
8/21/2013	Jacobs Center	Mobility	4791	Non-CBO Partner	Traffic is high.
8/21/2013	Jacobs Center	Mobility	4792	Non-CBO Partner	Where you live impacts your mobility decisions.
8/21/2013	Jacobs Center	Mobility	4793	Non-CBO Partner	It is hard to get anywhere during peak periods.
8/21/2013	Jacobs Center	Mobility	4794	Non-CBO Partner	You have to take several buses to get to one place.
8/21/2013	Jacobs Center	Mobility	4795	Non-CBO Partner	I tried riding a bike but realized it was dangerous – bike lanes are not visible; there are not a lot of safe options going towards 32nd Street Naval Station.
8/21/2013	Jacobs Center	Mobility	4796	Non-CBO Partner	70% of patients from the Family Health Center take public transportation.
8/21/2013	Jacobs Center	Mobility	4797	Non-CBO Partner	This area (Southeast) is not safe to walk in.
8/21/2013	Jacobs Center	Mobility	4798	Non-CBO Partner	The lack of lighting keeps me from using a bike.
8/21/2013	Jacobs Center	Mobility	4799	Non-CBO Partner	There is a lack of bicycle signage and no big notifications for bicycle riders.
8/21/2013	Jacobs Center	Mobility	4800	Non-CBO Partner	The cost is a big mobility challenge.
8/21/2013	Jacobs Center	Mobility	4801	Non-CBO Partner	Toll roads, bus, trolley and, buses run slow on Sundays.
8/21/2013	Jacobs Center	Mobility	4802	Non-CBO Partner	Convenience and safety are challenges to effective mobility.
8/21/2013	Jacobs Center	Mobility	4803	Non-CBO Partner	There can be bad experiences while taking the bus; bus drivers do not do anything to handle fighting that goes on, especially toward the back of the bus.
8/21/2013	Jacobs Center	Mobility	4804	Non-CBO Partner	Cost is a huge challenge for those not working or on SSI (Social Security Income); the economy is a huge factor.
8/21/2013	Jacobs Center	Mobility	4805	Non-CBO Partner	We would like to see more efficient metro system...rail is fast.

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8/21/2013	Jacobs Center	Mobility	4806	Non-CBO Partner	We would like to see SANDAG address issues of rail.
8/21/2013	Jacobs Center	Mobility	4807	Non-CBO Partner	Buses are more flexible and easier to add routes – they are dynamic and adaptable.
8/21/2013	Jacobs Center	Mobility	4808	Non-CBO Partner	We have a lot of hills and trucks have to be very careful around cars.
8/21/2013	Jacobs Center	Mobility	4809	Non-CBO Partner	We need to have an express bus for kids to school, inner city kids.
8/21/2013	Jacobs Center	Mobility	4810	Non-CBO Partner	We need more student bus passes.
8/21/2013	Jacobs Center	Mobility	4811	Non-CBO Partner	We need better bike lanes on our major streets; it is scary and dangerous to ride bikes.
8/21/2013	Jacobs Center	Mobility	4812	Non-CBO Partner	Bumps on Market & Euclid have popped tires on bikes.
8/21/2013	Jacobs Center	Mobility	4813	Non-CBO Partner	To determine which projects get funding we have to support projects that support existing communities.
8/21/2013	Jacobs Center	Mobility	4814	Non-CBO Partner	To address safety issues, engage stakeholders from start to finish.
8/21/2013	Jacobs Center	Mobility	4815	Non-CBO Partner	In communities where projects will be built, the residents should be involved so they feel their input is valuable and they have to be involved from beginning to end.
8/21/2013	Jacobs Center	Mobility	4816	Non-CBO Partner	We spend too much on cosmetic fixes as opposed to changing the land use.
8/21/2013	Jacobs Center	Mobility	4817	Non-CBO Partner	As a community, stop putting jobs where people are not; put jobs where people are.
8/21/2013	Jacobs Center	Mobility	4818	Non-CBO Partner	We need to support job centers, not housing projects in North County.
8/21/2013	Jacobs Center	Mobility	4819	Non-CBO Partner	We need to support projects that directly support the people in the community.
8/21/2013	Jacobs Center	Mobility	4820	Non-CBO Partner	We need to have more voices and more grass-roots outreach, promote door-to-door, and go to trolley locations or schools where people are.
8/21/2013	Jacobs Center	Mobility	4821	Non-CBO Partner	When we hear Mobility, we think of buses, moving around, bikes, cars, electric cars, and walking.
8/21/2013	Jacobs Center	Mobility	4822	Non-CBO Partner	I'm retired, so I can avoid traffic.
8/21/2013	Jacobs Center	Mobility	4823	Non-CBO Partner	It's important to manage your time when traveling in the San Diego region.
8/21/2013	Jacobs Center	Mobility	4824	Non-CBO Partner	Prices keep going up on bus/trolley.
8/21/2013	Jacobs Center	Mobility	4825	Non-CBO Partner	To find transportation information, we use 511, Google transit, City sign closures, and non-profit groups send info.
8/21/2013	Jacobs Center	Mobility	4826	Non-CBO Partner	We need more highway development.
8/21/2013	Jacobs Center	Mobility	4827	Non-CBO Partner	We need more flexible bus routes.
8/21/2013	Jacobs Center	Mobility	4828	Non-CBO Partner	Monthly passes for trolley and bus are expensive; youth passes are also expensive.
8/21/2013	Jacobs Center	Mobility	4829	Non-CBO Partner	There is not enough trees, too many shrubs.
8/21/2013	Jacobs Center	Mobility	4830	Non-CBO Partner	Poor transportation affects family life – less time w/ family.
8/21/2013	Jacobs Center	Mobility	4831	Non-CBO Partner	It is hard to use transportation in Southeast San Diego, especially if you do not live on the bus route.
8/21/2013	Jacobs Center	Mobility	4832	Non-CBO Partner	It's nearly impossible to shop when you can't walk with all your groceries.
8/21/2013	Jacobs Center	Mobility	4833	Non-CBO Partner	Current transportation system does not meet our needs.
8/21/2013	Jacobs Center	Mobility	4834	Non-CBO Partner	If we want to make it more walkable, make more destinations to walk.
8/21/2013	Jacobs Center	Mobility	4835	Non-CBO Partner	Streets are dark, and there are not enough sidewalks in the community.
8/21/2013	Jacobs Center	Mobility	4836	Non-CBO Partner	Olivera and Euclid is a pretty area in the community, but still dark and hard to walk.
8/21/2013	Jacobs Center	Mobility	4837	Non-CBO Partner	Bikes are hard to see.
8/21/2013	Jacobs Center	Mobility	4838	Non-CBO Partner	Many of us have almost hit people on bikes in our cars.
8/21/2013	Jacobs Center	Mobility	4839	Non-CBO Partner	There should be a program that pays for reflective jackets for bike riders.

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8/21/2013	Jacobs Center	Mobility	4840	Non-CBO Partner	We should get more reports from SANDAG to keep issues in people's minds.
8/21/2013	Jacobs Center	Mobility	4841	Non-CBO Partner	If more people knew about transportation was available, they would be more likely to take it.
8/21/2013	Jacobs Center	Mobility	4842	Non-CBO Partner	For this workshop, I'm interested in having a healthy community, people having access to jobs, safe routes to school, access to health care, and improved pedestrian access.
8/21/2013	Jacobs Center	Mobility	4843	Non-CBO Partner	When we hear the word mobility, we think of safety, economic mobility, transportation, people's economic status improving, motorized wheelchairs.
8/21/2013	Jacobs Center	Mobility	4844	Non-CBO Partner	SANDAG should focus on sustainability and be an advocate on change.
8/21/2013	Jacobs Center	Mobility	4845	Non-CBO Partner	We need to create an enterprise zone.
8/21/2013	Jacobs Center	Mobility	4846	Non-CBO Partner	We should look at quality of life indicator, not always the cost when making transportation decisions.
8/21/2013	Jacobs Center	Mobility	4847	Non-CBO Partner	There is not enough info (about routes, transit options) at bus stops.
8/21/2013	Jacobs Center	Mobility	4848	Non-CBO Partner	More information exchange would be helpful (texts).
8/21/2013	Jacobs Center	Mobility	4849	Non-CBO Partner	We need more awareness, more campaigns promoting public transportation.
8/21/2013	Jacobs Center	Mobility	4850	Non-CBO Partner	We need to increase the use of google maps, facebook, posting info at grocery stores, and traffic reports.
8/21/2013	Jacobs Center	Mobility	4851	Non-CBO Partner	UCSD provides vans & takes employees to work (carpool).
8/21/2013	Jacobs Center	Mobility	4852	Non-CBO Partner	It is amazing how a bridge can be taken down in 18 hours to put in ramps; costs less money to do it quicker.
8/21/2013	Jacobs Center	Mobility	4853	Non-CBO Partner	If people know which freeways are packed in the morning and evening, they can determine how to prioritize which route to take.
8/21/2013	Jacobs Center	Mobility	4854	Non-CBO Partner	We need greater coordination between business community and government agencies.
8/21/2013	Jacobs Center	Mobility	4855	Non-CBO Partner	All we talk about is spending billions to create freeways instead of mobility culture.
8/21/2013	Jacobs Center	Mobility	4856	Non-CBO Partner	We need to spend more money on bus drivers.
8/21/2013	Jacobs Center	Mobility	4857	Non-CBO Partner	Everyone's kids now get a car at 16.
8/21/2013	Jacobs Center	Mobility	4858	Non-CBO Partner	If the experience of riding the trolley is improved more people might want to use it (example: trolley to downtown).
8/21/2013	Jacobs Center	Mobility	4859	Non-CBO Partner	Sidewalks in Southeast SD are dangerous.
8/21/2013	Jacobs Center	Mobility	4860	Non-CBO Partner	We need more senior transportation.
8/21/2013	Jacobs Center	Mobility	4861	Non-CBO Partner	More door-to-door transportation options, sharing plans.
8/21/2013	Jacobs Center	Mobility	4862	Non-CBO Partner	The only time we have those discussion is when a freeway closes (temporarily) that forces people to think about their travel plans and the transportation options available to them.
8/21/2013	Jacobs Center	Mobility	4863	Non-CBO Partner	We just move (drive) wherever we like instead of thinking of the impacts of driving "mobility" (public transportation).
8/21/2013	Jacobs Center	Mobility	4864	Non-CBO Partner	We are never going to get to a point where we have a solution for the masses because we love our vehicles.
8/21/2013	Jacobs Center	Mobility	4865	Non-CBO Partner	After 3:30pm, Freeway congestion is horrible in this community.
8/21/2013	Jacobs Center	Mobility	4866	Non-CBO Partner	The 94 Freeway is often backed up.
8/21/2013	Jacobs Center	Mobility	4867	Non-CBO Partner	Interchanges are a challenge.
8/21/2013	Jacobs Center	Mobility	4868	Non-CBO Partner	Other freeways have major challenges.
8/21/2013	Jacobs Center	Mobility	4869	Non-CBO Partner	Every day there is a war with cars, especially if you are a pedestrian; we need to coexist peacefully.
8/21/2013	Jacobs Center	Mobility	4870	Non-CBO Partner	Bikes act like they are cars; they are not respectful of each other's space.
8/21/2013	Jacobs Center	Mobility	4871	Non-CBO Partner	SANDAG needs to commit to creating a mass transportation culture.

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8/21/2013	Jacobs Center	Mobility	4872	Non-CBO Partner	Our culture is about freeways, and not investing in mass transit like buses.
8/21/2013	Jacobs Center	Mobility	4873	Non-CBO Partner	Buses should run frequently, so you can catch a bus and go to a job up north and make it on time.
8/21/2013	Jacobs Center	Mobility	4874	Non-CBO Partner	All jobs are in Sorrento Valley – tech jobs, hotel jobs, etc.
8/21/2013	Jacobs Center	Healthy Communities	4875	Non-CBO Partner	SANDAG should create more mixed use, walkable communities, and destinations for people to walk to.
8/21/2013	Jacobs Center	Healthy Communities	4876	Non-CBO Partner	To encourage walking, SANDAG can add sidewalks, plant trees, and incentivize healthy grocery stores to create businesses in low-income communities.
8/21/2013	Jacobs Center	Healthy Communities	4877	Non-CBO Partner	SANDAG should form more collaborative efforts with other organizations to improve air quality within the Region
8/21/2013	Jacobs Center	Healthy Communities	4878	Non-CBO Partner	Organizations that promote better health and safety.
8/21/2013	Jacobs Center	Healthy Communities	4879	Non-CBO Partner	SANDAG should support community activism by using its influence to help build and repair infrastructure.
8/21/2013	Jacobs Center	Healthy Communities	4880	Non-CBO Partner	SANDAG should fund community development/training to educate residents on getting involved with the public process.
8/21/2013	Jacobs Center	Healthy Communities	4881	Non-CBO Partner	By employing community residents, money is being circulated back into the Region.
8/21/2013	Jacobs Center	Healthy Communities	4882	Non-CBO Partner	Southeast San Diego lacks access and mobility to critical locations like grocery stores and medical facilities.
8/21/2013	Jacobs Center	Healthy Communities	4883	Non-CBO Partner	There are not enough healthy food options within the community.
8/21/2013	Jacobs Center	Healthy Communities	4884	Non-CBO Partner	We need a Trader Joe's and other types of health food stores in the 4th district.
8/21/2013	Jacobs Center	Healthy Communities	4885	Non-CBO Partner	There should be equity in grocery store options throughout the region.
8/21/2013	Jacobs Center	Healthy Communities	4886	Non-CBO Partner	A current health challenge in Southeast San Diego is a diminishing school focus on healthy eating and gardening.
8/21/2013	Jacobs Center	Healthy Communities	4887	Non-CBO Partner	Safety within schools must be addressed.
8/21/2013	Jacobs Center	Healthy Communities	4888	Non-CBO Partner	Project Safeway is a former program which ensured the safety of children commuting to and from school, but was cut due to budget cuts.
8/21/2013	Jacobs Center	Healthy Communities	4889	Non-CBO Partner	We need more programs that promote well-being and they should be self-sustaining.
8/21/2013	Jacobs Center	Healthy Communities	4890	Non-CBO Partner	There is a lack of community involvement.
8/21/2013	Jacobs Center	Healthy Communities	4891	Non-CBO Partner	Residents don't know their own neighbors
8/21/2013	Jacobs Center	Healthy Communities	4892	Non-CBO Partner	More publicity is needed to get communities together to jointly improve health.
8/21/2013	Jacobs Center	Healthy Communities	4893	Non-CBO Partner	We should incentivize communities to garden and rewarding members/businesses who practice sustainability.
8/21/2013	Jacobs Center	Healthy Communities	4894	Non-CBO Partner	We should promote active transportation, walking and biking to get to places.
8/21/2013	Jacobs Center	Healthy Communities	4895	Non-CBO Partner	In healthy communities, people have the ability and opportunity to access healthy grocery stores, medical care, and hiking trails.
8/21/2013	Jacobs Center	Healthy Communities	4896	Non-CBO Partner	Healthy communities are close-knit, and provide a safe environment.
8/21/2013	Jacobs Center	Healthy Communities	4897	Non-CBO Partner	We need to promote community engagement to bond families and neighbors together.
8/21/2013	Jacobs Center	Healthy Communities	4898	Non-CBO Partner	We need marketing strategies to bring awareness about convenient mobility options and encourage sustainability.
8/21/2013	Jacobs Center	Healthy Communities	4899	Non-CBO Partner	Farmers markets have a positive economic impact in the community and we should promote them more.
8/21/2013	Jacobs Center	Healthy Communities	4900	Non-CBO Partner	Healthy Communities have the accessibility to healthy produce.

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8/21/2013	Jacobs Center	Healthy Communities	4901	Non-CBO Partner	Healthy communities are safe, as neighbors know each other and are involved in community activities.
8/21/2013	Jacobs Center	Healthy Communities	4902	Non-CBO Partner	To establish and create healthy communities, there must be a focus on kids, health education programs regarding sanitation and healthy eating.
8/21/2013	Jacobs Center	Healthy Communities	4903	Non-CBO Partner	There is lack of pedestrian-friendly areas in South East San Diego.
8/21/2013	Jacobs Center	Healthy Communities	4904	Non-CBO Partner	We need to invest more in infrastructure projects, such as wider sidewalks.
8/21/2013	Jacobs Center	Healthy Communities	4905	Non-CBO Partner	There is a lack of engagement of the citizens and they are important to get input to guide their communities.
8/21/2013	Jacobs Center	Healthy Communities	4906	Non-CBO Partner	We need to create more community gathering spaces.
8/21/2013	Jacobs Center	Healthy Communities	4907	Non-CBO Partner	We need more plots of land designated for community gardens and playgrounds.
8/21/2013	Jacobs Center	Healthy Communities	4908	Non-CBO Partner	Funds should be allocated for maintenance of trails for running and walking.
8/21/2013	Jacobs Center	Healthy Communities	4909	Non-CBO Partner	We should promote activities to get the community out and to exercise.
8/21/2013	Jacobs Center	Healthy Communities	4910	Non-CBO Partner	The younger generations should be trained to get more involved and invested in their communities.
8/21/2013	Jacobs Center	Healthy Communities	4911	Non-CBO Partner	SANDAG should serve as an information broker and provide information to share with the public.
8/21/2013	Jacobs Center	Healthy Communities	4912	Non-CBO Partner	SANDAG should keep the concerns of its citizens at the forefront, and make the website user-friendly.
8/21/2013	Jacobs Center	Healthy Communities	4913	Non-CBO Partner	SANDAG should address the homeless population by using federal money to provide the homeless with housing units.
8/21/2013	Jacobs Center	Healthy Communities	4914	Non-CBO Partner	SANDAG should address traffic and congestion within San Diego County.
8/21/2013	Jacobs Center	Healthy Communities	4915	Non-CBO Partner	Healthy communities are designed to promote Active Transportation, especially walk-friendly areas, with ample solar lighting.
8/21/2013	Jacobs Center	Healthy Communities	4916	Non-CBO Partner	There is an inequitable distribution of healthy food stores within San Diego County.
8/21/2013	Jacobs Center	Healthy Communities	4917	Non-CBO Partner	Big retailers are exploiting the community members by keeping inferior, cheaper products for sale.
8/21/2013	Jacobs Center	Healthy Communities	4918	Non-CBO Partner	More fresh produce should be brought in, and the quality of produce available in stores in Southeast San Diego should be equitable in quality to produce in other stores.
8/21/2013	Jacobs Center	Healthy Communities	4919	Non-CBO Partner	We need more gentrification occur at new BRT/trolley stations.
8/21/2013	Jacobs Center	Healthy Communities	4920	Non-CBO Partner	We need walkability and accessibility, especially around the 47th Street Trolley/BRT station to make it more appealing.
8/21/2013	Jacobs Center	Healthy Communities	4921	Non-CBO Partner	SANDAG should promote the idea of community.
8/21/2013	Jacobs Center	Healthy Communities	4922	Non-CBO Partner	Highways have separated communities, and it is important to reverse the trend by encouraging people to get to know one another including elected officials, business owners, and residents.
8/21/2013	Jacobs Center	Healthy Communities	4923	Non-CBO Partner	SANDAG needs to be the glue that brings people together, to build trust.
8/21/2013	Jacobs Center	Healthy Communities	4924	Non-CBO Partner	SANDAG should run a farmers garden and community garden.
8/21/2013	Jacobs Center	Healthy Communities	4925	Non-CBO Partner	SANDAG should assist in finding empty spaces to provide San Diego residents healthier food options, so the people can strive to make San Diego a Healthy Community.
8/21/2013	Jacobs Center	Environment/Energy/Climate Change	4926	Non-CBO Partner	Use reclaimed water for landscaping.
8/21/2013	Jacobs Center	Environment/Energy/Climate Change	4927	Non-CBO Partner	Promote the use of solar energy to help create local "green collar" jobs.
8/21/2013	Jacobs Center	Environment/Energy/Climate Change	4928	Non-CBO Partner	Producing renewable energy will provide economic benefits for low-income and minority communities that have had to deal with environmental justice issues.

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8/21/2013	Jacobs Center	Environment/Energy/Climate Change	4929	Non-CBO Partner	Invest money in electric car charging infrastructure.
8/21/2013	Jacobs Center	Environment/Energy/Climate Change	4930	Non-CBO Partner	Use solar panels.
8/21/2013	Jacobs Center	Environment/Energy/Climate Change	4931	Non-CBO Partner	There needs to be better education for our youth about climate change.
8/21/2013	Jacobs Center	Environment/Energy/Climate Change	4932	Non-CBO Partner	Youth need to know the processes that contaminate the environment and cause climate change.
8/21/2013	Jacobs Center	Environment/Energy/Climate Change	4933	Non-CBO Partner	Community members need to be educated about their own impacts on climate change and how to change their individual behaviors.
8/21/2013	Jacobs Center	Environment/Energy/Climate Change	4934	Non-CBO Partner	Too much traffic and the resulting exhaust are issues for our community.
8/21/2013	Jacobs Center	Environment/Energy/Climate Change	4935	Non-CBO Partner	We need more transportation choices to get around beyond cars and transit.
8/21/2013	Jacobs Center	Environment/Energy/Climate Change	4936	Non-CBO Partner	Make communities more walkable and bikeable.
8/21/2013	Jacobs Center	Environment/Energy/Climate Change	4937	Non-CBO Partner	We need a system that protects land from contamination that disproportionately impacts low-income and minority areas.
8/21/2013	Jacobs Center	Environment/Energy/Climate Change	4938	Non-CBO Partner	There needs to be better maintenance and cleaning for the streets for our community.
8/21/2013	Jacobs Center	Environment/Energy/Climate Change	4939	Non-CBO Partner	Right now, there's too much trash and we need more waste and recycling receptacles placed throughout the area.
8/21/2013	Jacobs Center	Environment/Energy/Climate Change	4940	Non-CBO Partner	Better maintenance and cleaning would help with neighborhood beautification and promote community pride.
8/21/2013	Jacobs Center	Environment/Energy/Climate Change	4941	Non-CBO Partner	We need a composting program.
8/21/2013	Jacobs Center	Environment/Energy/Climate Change	4942	Non-CBO Partner	Composting waste would be more environmentally friendly and divert trash from landfills.
8/21/2013	Jacobs Center	Environment/Energy/Climate Change	4943	Non-CBO Partner	Compost can be used to grow local produce and support the local food system.
8/21/2013	Jacobs Center	Environment/Energy/Climate Change	4944	Non-CBO Partner	Partner with the development community to incentivize brownfield redevelopment.
8/21/2013	Jacobs Center	Environment/Energy/Climate Change	4945	Non-CBO Partner	The burden of paying for mitigation measures and removing contaminants falls on the developer and makes these sites less attractive for investment.
8/21/2013	Jacobs Center	Environment/Energy/Climate Change	4946	Non-CBO Partner	Make sure community members are aware of whom they can contact regarding their environmental concerns.
8/21/2013	Jacobs Center	Environment/Energy/Climate Change	4947	Non-CBO Partner	SANDAG needs to partner with community advocacy groups to help educate and spread awareness.
8/21/2013	Jacobs Center	Environment/Energy/Climate Change	4948	Non-CBO Partner	We need to balance transportation funding decisions with environmental impacts.
8/21/2013	Jacobs Center	Environment/Energy/Climate Change	4949	Non-CBO Partner	We need to reduce public transportation wait times.
8/21/2013	Jacobs Center	Environment/Energy/Climate Change	4950	Non-CBO Partner	We need to make the transit system more viable for day-to-day trips and provide a comfortable riding experience.
8/21/2013	Jacobs Center	Environment/Energy/Climate Change	4951	Non-CBO Partner	We need a change in culture to encourage communities to embrace mass transit.
8/21/2013	Jacobs Center	Environment/Energy/Climate Change	4952	Non-CBO Partner	Spread Car2Go.
8/21/2013	Jacobs Center	Environment/Energy/Climate Change	4953	Non-CBO Partner	Provide good connections so that people can change modes quickly and conveniently (i.e. walk/bike to a transit stop; take transit and then use Car2Go, etc.).

Date	Location	Table_Topic	Comment_ID	CBO Partner	Comments
8/21/2013	Jacobs Center	Environment/Energy/Climate Change	4954	Non-CBO Partner	Let's create more walkable communities with better neighborhood design, well-lit streets, and better access to daily goods and services.
8/21/2013	Jacobs Center	Environment/Energy/Climate Change	4955	Non-CBO Partner	Grocery stores, social services, green space, etc. should be walking distance for everyone.
8/21/2013	Jacobs Center	Environment/Energy/Climate Change	4956	Non-CBO Partner	Whenever there is a chance to redevelop a community, we need to make sure that it is designed to be walkable.
8/21/2013	Jacobs Center	Environment/Energy/Climate Change	4957	Non-CBO Partner	There should be better lighting so that people can feel safe in their communities and walk around at night.
8/21/2013	Jacobs Center	Environment/Energy/Climate Change	4958	Non-CBO Partner	There needs to be more park and green space.
8/21/2013	Jacobs Center	Environment/Energy/Climate Change	4959	Non-CBO Partner	We need to create more fresh-food producing areas, especially in low-income and minority communities, and protect these lands from contamination, pollution, exhaust, etc. and the effects of climate change.
8/21/2013	Jacobs Center	Environment/Energy/Climate Change	4960	Non-CBO Partner	Our community needs better access to high-quality produce.
8/21/2013	Jacobs Center	Environment/Energy/Climate Change	4961	Non-CBO Partner	Produce at the Food 4 Less is low quality, but it's the only grocery store in this community for 150,000 people.
8/21/2013	Jacobs Center	Environment/Energy/Climate Change	4962	Non-CBO Partner	People have to go out of the neighborhood for high-quality groceries such as the Sprouts in Lemon Grove.
8/21/2013	Jacobs Center	Environment/Energy/Climate Change	4963	Non-CBO Partner	It would be nice to walk to the grocery store and have more choices where to buy.
8/21/2013	Jacobs Center	Environment/Energy/Climate Change	4964	Non-CBO Partner	Right now, there are more liquor stores than grocery stores.
8/21/2013	Jacobs Center	Environment/Energy/Climate Change	4965	Non-CBO Partner	We would like to have more Farmers Markets serve our community with affordably priced produce.
8/21/2013	Jacobs Center	Healthy Communities	4966	Non-CBO Partner	A healthy community means having a safe community where there is access to healthy food as safe recreational parks.
8/21/2013	Jacobs Center	Healthy Communities	4967	Non-CBO Partner	A healthy community means to feel secure, have good parks to keep us safe, good hygiene, change our thinking and our food to be healthier, and access to healthy food.
8/21/2013	Jacobs Center	Healthy Communities	4968	Non-CBO Partner	We need physical activity programs for children.
8/21/2013	Jacobs Center	Healthy Communities	4969	Non-CBO Partner	We need schools safer for children to walk without fear.
8/21/2013	Jacobs Center	Healthy Communities	4970	Non-CBO Partner	We need more security in the parks because there are things that happen in the park like people having sex, doing drugs, and homeless people.
8/21/2013	Jacobs Center	Healthy Communities	4971	Non-CBO Partner	In the parks there are people who do things they should not see our children, but also includes people who are not your dogs needs.
8/21/2013	Jacobs Center	Healthy Communities	4972	Non-CBO Partner	We need community involvement to improve and prosper.
8/21/2013	Jacobs Center	Healthy Communities	4973	Non-CBO Partner	It is important to keep families safe.
8/21/2013	Jacobs Center	Healthy Communities	4974	Non-CBO Partner	Tell those who rent if they rent to thugs they are going to be fined.
8/21/2013	Jacobs Center	Mobility	4975	Non-CBO Partner	It's cheaper to go in the car to go on the bus ... it's a matter of money and time, not worth it.
8/21/2013	Jacobs Center	Mobility	4976	Non-CBO Partner	They have to take more of a trolley and a bus for the trip lasts a long time.
8/21/2013	Jacobs Center	Mobility	4977	Non-CBO Partner	On weekends the trucks run every half hour and is too long to wait.
8/21/2013	Jacobs Center	Mobility	4978	Non-CBO Partner	Before you could take the trolley and bus for \$ 2.50, but now charge double.
8/21/2013	Jacobs Center	Mobility	4979	Non-CBO Partner	The Compass Card comes out about the same for the days you do not get to use them.
8/21/2013	Jacobs Center	Mobility	4980	Non-CBO Partner	Family is more expensive and less comfortable riding the bus or trolley.
8/21/2013	Jacobs Center	Mobility	4981	Non-CBO Partner	The advantage of being older person is better.
8/21/2013	Jacobs Center	Mobility	4982	Non-CBO Partner	The price of the Compass Card is good for elderly people.

Date	Location	Table_Topic	Comment_ID	CBO Partner	Comments
8/21/2013	Jacobs Center	Mobility	4983	Non-CBO Partner	Maybe put another criterion rule based on socioeconomic for rates.
8/21/2013	Jacobs Center	Mobility	4984	Non-CBO Partner	For college students there should also be cheaper passes.
8/21/2013	Jacobs Center	Mobility	4985	Non-CBO Partner	It feels unfair because there is no discount for families.
8/21/2013	Jacobs Center	Mobility	4986	Non-CBO Partner	There is no incentive for parents to use public transit.
8/21/2013	Jacobs Center	Mobility	4987	Non-CBO Partner	Perhaps it would be worthwhile to wait as long as two hours if outside for a discount, but not worth discount.
8/21/2013	Jacobs Center	Mobility	4988	Non-CBO Partner	On the roads of Euclid Street, there is a part that is always full of plants ... Before cleaned the sticks, but not anymore.
8/21/2013	Jacobs Center	Mobility	4989	Non-CBO Partner	Children have to get off the street because they can not walk down the sidewalk and are at risk to do so.
8/21/2013	Jacobs Center	Mobility	4990	Non-CBO Partner	To go to museums etc. is like a luxury or adventure.
8/21/2013	Jacobs Center	Mobility	4991	Non-CBO Partner	Transportation price rose much more for people who have families.
8/21/2013	Jacobs Center	Mobility	4992	Non-CBO Partner	Walking to school buses would be a good suggestion to experience it.
8/21/2013	Jacobs Center	Mobility	4993	Non-CBO Partner	It is very important to interact and meet neighbors.
8/21/2013	Jacobs Center	Mobility	4994	Non-CBO Partner	We need to create more bicycle routes.
8/21/2013	Jacobs Center	Mobility	4995	Non-CBO Partner	We need to lower the cost of the bike.
8/21/2013	Jacobs Center	Mobility	4996	Non-CBO Partner	We need safe roads between choosing the trolley-cart and bicycle.
8/21/2013	Jacobs Center	Mobility	4997	Non-CBO Partner	It would be better to lower the bike also medical costs.
8/21/2013	Jacobs Center	Mobility	4998	Non-CBO Partner	If there are more routes for bicycles cyclists could go to work by bicycle.
8/21/2013	Jacobs Center	Mobility	4999	Non-CBO Partner	It takes less time to bike in the trolley and sometimes faster than the car.
8/21/2013	Jacobs Center	Mobility	5000	Non-CBO Partner	We have to change the culture of driving, and give fines to people in car to get into cycling routes.
8/21/2013	Jacobs Center	Mobility	5001	Non-CBO Partner	Raven and Market Street are dangerous - car from Baja did not stop and killed two people.
8/21/2013	Jacobs Center	Economic Prosperity/Borders	5002	Non-CBO Partner	It's frustrating how things are different ... Here you ask around just to get paid \$ 8.50 an hour.
8/21/2013	Jacobs Center	Economic Prosperity/Borders	5003	Non-CBO Partner	The jobs are very poorly paid for the cost of living.
8/21/2013	Jacobs Center	Economic Prosperity/Borders	5004	Non-CBO Partner	Some people do not really have the interest or vocation to pursue certain careers and they get into a career that pays well because they know
8/21/2013	Jacobs Center	Economic Prosperity/Borders	5005	Non-CBO Partner	There are factories or other jobs that can make them into more populated areas or in the community, as in these areas.
8/21/2013	Jacobs Center	Economic Prosperity/Borders	5006	Non-CBO Partner	Some people spend money on anything you do not really need.
8/21/2013	Jacobs Center	Economic Prosperity/Borders	5007	Non-CBO Partner	The crime problem is also because there is almost no work.
8/21/2013	Jacobs Center	Economic Prosperity/Borders	5008	Non-CBO Partner	Here around (Euclid and Market) no jobs, so we have to travel far to drive to get to work.
8/21/2013	Jacobs Center	Economic Prosperity/Borders	5009	Non-CBO Partner	As there is a system to verify legal status and sometimes do not use it.
8/21/2013	Jacobs Center	Economic Prosperity/Borders	5010	Non-CBO Partner	We know how to look and see the opportunities.
8/21/2013	Jacobs Center	Economic Prosperity/Borders	5011	Non-CBO Partner	Gasoline prices rise but wages do not ... also the cost of living.
8/21/2013	Jacobs Center	Economic Prosperity/Borders	5012	Non-CBO Partner	The quality of work is very low, but ask about any work and they tell you that you're over-qualified.
8/21/2013	Jacobs Center	Economic Prosperity/Borders	5013	Non-CBO Partner	The region should look clean industries that could be inserted in our community.
8/21/2013	Jacobs Center	Economic Prosperity/Borders	5014	Non-CBO Partner	Maybe bring software factories and cellular, but not harm the community.
8/21/2013	Jacobs Center	Economic Prosperity/Borders	5015	Non-CBO Partner	We need jobs where it looks clean or training opportunities to access and make those work
8/21/2013	Jacobs Center	Economic Prosperity/Borders	5016	Non-CBO Partner	Dirty industries attract a lot of crime. We have to get out and put these clean industries.

Date	Location	Table_Topic	Comment_ID	CBO Partner	Comments
8/21/2013	Jacobs Center	Economic Prosperity/Borders	5017	Non-CBO Partner	We need an industry that can educate employees-for example Motorola taught the men how to work with women.
8/21/2013	Jacobs Center	Economic Prosperity/Borders	5018	Non-CBO Partner	We have to create certain incentives to mobilize and push the economy into another direction.
8/21/2013	Jacobs Center	Economic Prosperity/Borders	5019	Non-CBO Partner	The cleanliness of the community, more people there constantly apply the laws more patrols.
8/21/2013	Jacobs Center	Economic Prosperity/Borders	5020	Non-CBO Partner	Self also has to work with what we have.
8/21/2013	Jacobs Center	Economic Prosperity/Borders	5021	Non-CBO Partner	One has to create a culture of cultivating ourselves our environment.
8/21/2013	Jacobs Center	Economic Prosperity/Borders	5022	Non-CBO Partner	Public transport and hybrid cars should be more accessible to people with limited resources.
8/21/2013	Jacobs Center	Economic Prosperity/Borders	5023	Non-CBO Partner	The SENTRI is very good and easy to cross.
8/21/2013	Jacobs Center	Economic Prosperity/Borders	5024	Non-CBO Partner	We must build a bigger place so they know where to go when going to overflow.
8/21/2013	Jacobs Center	Economic Prosperity/Borders	5025	Non-CBO Partner	Which roads are wider.
8/21/2013	Jacobs Center	Economic Prosperity/Borders	5026	Non-CBO Partner	There are many dumb laws in Mexico and San Diego, must be reviewed for you may not bring weapons.
8/21/2013	Jacobs Center	Written Comments			The talk we had was very interesting: everyone at the table, all the topics, and I hope everything gets accomplished.
8/21/2013	Jacobs Center	Written Comments			Everything was very interesting.
8/21/2013	Jacobs Center	Written Comments			Very good process, good ideas, bring industry real jobs, crime prevention, bus pass is too high
8/21/2013	Jacobs Center	Written Comments			Very thorough. I enjoyed the talk.
8/21/2013	Jacobs Center	Written Comments			Everything was great, thank you for everything.
8/22/2013	Expert Panel- Eval Criteria Workshop	Written Comments			Would the panel's recommendation (indecipherable)
8/22/2013	Expert Panel- Eval Criteria Workshop	Written Comments			We support the PWG's recommendation to combine "Highway Corridors," "HOV," and "Freeway Connectors" into one category. We'd appreciate it if the recommendation would be accepted by SANDAG.
8/22/2013	Expert Panel- Eval Criteria Workshop	Written Comments			You recommended fewer measures so which would you take out or which would you leave in?
8/22/2013	Expert Panel- Eval Criteria Workshop	Written Comments			Will cost/benefit analysis consider health impacts?
8/22/2013	Expert Panel- Eval Criteria Workshop	Written Comments			Could you please elaborate on the comment related to superimposing highway projects and subtracting transit projects and how this will help create better performance measures.
8/22/2013	Expert Panel- Eval Criteria Workshop	Written Comments			Why active transportation has evaluation for consistency with local plans but other modes do not.
Total Comments:		5059			

2013 Comment Totals

Total CBO Count	Forum	Comment Count per Forum
	Caltrans (5/17, 6/21, 7/19)	2062
CBO	Campo	31
CBO	Chula Vista	7
CBO	City Heights	82
	Expert Panel	6
	Escondido	289
CBO	Jacobs Center	323
	La Mesa	850
CBO	Linda Vista	13
	National City	198
	Oceanside	425
CBO	Potrero	8
CBO	San Marcos	20
	San Ysidro	633
CBO	Vista	109
	Online	3

2014 Public Comments

Number	Date	Forum	Comment
1	8/1/2014	Letter Submitted to the Transportation and Regional Plan Committee	San Diego Forward: The Regional Plan offers a unique opportunity to impact child health through its capacity to influence the types of transportation projects that get built. As you consider the two draft transportation network scenarios at your upcoming meetings, we are writing to urge the board to consider developing a third scenario that heavily invests in active transportation projects ahead of freeway expansions. Doing so will result in a healthier future for our children and communities. In closing, we thank you for your work to date and urge SANDAG to consider a third scenario that prioritizes active transportation investments and utilizes a health modeling tool to evaluate the scenarios in terms of health outcomes and impacts to our children's health.
2	8/4/2014	Public Workshop	Takes jobs/housing, and future development into account.
3	8/4/2014	Public Workshop	It's straightforward.
4	8/4/2014	Public Workshop	Would like more built in capacity for Qualcomm after Chargers game. Love the 805 Trolley.
6	8/4/2014	Public Workshop	Less Managed Lanes for some time.
7	8/4/2014	Public Workshop	I like Scenario 1 because it may help to bring down the total cost.
8	8/4/2014	Public Workshop	Investing in what already exists to make it better makes sense and in the long run save us money.
5	8/4/2014	Public Workshop	Simple- existing corridors.
9	8/4/2014	Public Workshop	Focus on what is being done now.
10	8/4/2014	Public Workshop	Same as Scenario 2.
11	8/4/2014	Public Workshop	Trolley projects
12	8/4/2014	Public Workshop	Using the existing routes but limiting the number of stops. Currently there is so much better time to get to one place to another by car that it is a major deterrent to using public transit.
13	8/4/2014	Public Workshop	Better than Scenario 2 on transit development.
14	8/4/2014	Public Workshop	Strengthens existing transit corridors and express service.
15	8/4/2014	Public Workshop	I really like the Mid-Coast extension to Mira Mesa. Currently, there is no transit access to the Sorrento Valley/Mira Mesa area and while a Trolley line is being built on Carol Canyon Rd, the main boulevard lacks efficient access to job centers and stores.
16	8/4/2014	Public Workshop	Strengthening existing transit corridors. Don't like Managed Lanes over transit but if we do this right we won't need 2 more.
17	8/4/2014	Public Workshop	My experience with extensive mass transit NYC/DC is as the routes get longer, express routes become important demand. Acquiring ROW later, just drives up the costs, or makes double tracking cost prohibitive. Do the express routes while you still can.
18	8/4/2014	Public Workshop	2 Managed Lanes instead of 4, not due to phasing but due to fewer lanes in general. But should try converting general operation to HOV lanes before building new.
19	8/4/2014	Public Workshop	Expanding Trolley services are good.
20	8/4/2014	Public Workshop	Improvement over previous RTP. Makes system more capable. Better connected service.
21	8/4/2014	Public Workshop	Prefer Trolley versus bus transportation.
22	8/4/2014	Public Workshop	Trolley service strengthened and added to Pacific Beach.
23	8/4/2014	Public Workshop	COASTER to Mira Mesa connection to Blue Line rapid train
24	8/4/2014	Public Workshop	There are some good transit projects but they need to be built in the next 10 years.
25	8/4/2014	Public Workshop	Me gusto por las lineas express menos tiempo para llegar a donde se quiere llegar. I like it because of the express lanes. Which means I will spend less time commuting.
26	8/4/2014	Public Workshop	Trolleys are fun to ride. They will go to places. Slightly less vehicle delay than Scenario 2.
27	8/4/2014	Public Workshop	What I like is how they do have projects that are geared towards City Heights, the surrounding areas, and near SDSU.
28	8/4/2014	Public Workshop	I-805 North at SR 52 to merge - BRT to help that area.
29	8/4/2014	Public Workshop	Extension of public transit.
30	8/4/2014	Public Workshop	Reduces congestion on 805, 5, and 15 earlier.
31	8/4/2014	Public Workshop	Trolley is more appealing than bus use.
32	8/4/2014	Public Workshop	I like the investment in rail. Dedicated track is the best way to make public transportation faster.
33	8/4/2014	Public Workshop	Freeway connectors are pushed forward.
34	8/4/2014	Public Workshop	Not much.
35	8/4/2014	Public Workshop	More transit options.
36	8/4/2014	Public Workshop	None
37	8/4/2014	Public Workshop	That it builds out a better Trolley network by increasing frequency on invested transportation corridors.
38	8/4/2014	Public Workshop	Eh. More Trolley, even distribution of Managed Lanes.

Number	Date	Forum	Comment
39	8/4/2014	Public Workshop	Less Trolleys, rapid trains (land & rail costs money). More rapid (rubber) buses, even "train buses" (multi-car) that can divide out to use as community transit during mid-day for: school, college, senior uses.
40	8/4/2014	Public Workshop	I liked the idea of the express routes that for some people will be beneficial and you can get there faster instead of having to stop numerous times.
41	8/4/2014	Public Workshop	The UTC to Mira Mesa Trolley extension.
42	8/4/2014	Public Workshop	Scenarios do not look materially different when cast against your population growth forecast changes. You show very high growth in the Oceanside/Carlsbad areas but not additional.
43	8/4/2014	Public Workshop	Faster possible to implement.
44	8/4/2014	Public Workshop	Strengthening existing transit corridors. Blue Line from Otay to San Ysidro. Additional rails to go from San Ysidro to San Diego.
45	8/4/2014	Public Workshop	Good info sharing.
46	8/4/2014	Public Workshop	We need earlier phasing of transit projects. Too much money into freeway widening.
47	8/4/2014	Public Workshop	Need more mass transit, particularly on I-5 corridor.
48	8/4/2014	Public Workshop	No new communities are offered expanded transit options. North County needs more options to get to east San Diego City. I-5 expansion is considered a given, with no option for alternatives.
49	8/4/2014	Public Workshop	The Trolley is too small to handle the Chargers. It would be a huge waste to invest in such an inadequate system.
50	8/4/2014	Public Workshop	Does not address the needs for elderly and others desiring to travel from points North/to/South at all hours. Same for East/West.
51	8/4/2014	Public Workshop	It emphasizes freeways over transit and active.
52	8/4/2014	Public Workshop	It only brings down the emission 3%.
53	8/4/2014	Public Workshop	Emissions don't seem to be reduced by much.
54	8/4/2014	Public Workshop	Too much focus on old service areas.
55	8/4/2014	Public Workshop	Does not meet environment goals set by California governor. Emission standards are not met.
56	8/4/2014	Public Workshop	Widening highways. Too similar to scenario 2.
57	8/4/2014	Public Workshop	Filling in the gaps but again, very little on active transportation.
58	8/4/2014	Public Workshop	Too much highway focus.
59	8/4/2014	Public Workshop	Lack of service to areas in the East County- Poway, Ramona, etc.
60	8/4/2014	Public Workshop	Not much about east/west connections (transit, bus improvements) especially North County areas. Not enough change from past priorities on funding allocation. It has been calculated that we need to reduce VMT by 15% of current levels if we are to meet SO3-05 goals (80% reduction of GHG from 1990 levels) Even when taking into account we will have electric cars. So why build more freeway lanes. We need a third scenario.
61	8/4/2014	Public Workshop	Too much emphasis too much money on Highways. Not enough on Bike Paths, shared use.
62	8/4/2014	Public Workshop	Limited availability of transit for those living outside area of existing corridors.
63	8/4/2014	Public Workshop	Lack of connectors.
64	8/4/2014	Public Workshop	Rapid bus through La Jolla: No room on 2 lane road. Delete bus #30 instead.
65	8/4/2014	Public Workshop	Phases Managed Lanes on 805, but not the 78-it only offers full 78 build out. Why not phase the 78 and the 805 in this scenario.
66	8/4/2014	Public Workshop	But a future Trolley expansion from Mira Mesa to Escondido along the 1-15 should be included. Also need more information on local bus/shuttle routes.
67	8/4/2014	Public Workshop	Need to speed up implementation, to reach goals much sooner, e.g., by 2030 rather than 2050.
68	8/4/2014	Public Workshop	Not enough options. Would like to see more coverage, stops, locations added.
69	8/4/2014	Public Workshop	Limited BRT.
70	8/4/2014	Public Workshop	Long time horizon.
71	8/4/2014	Public Workshop	Too many freeway widenings.
72	8/4/2014	Public Workshop	Que implementen mas buses rapidos y transportacion economica. I also want to see more implementation of fast service buses and decent fares.
73	8/4/2014	Public Workshop	The projects in Mid City only amount to 56 million. And there are only 4 of them.
74	8/4/2014	Public Workshop	Do not widen I-5.
75	8/4/2014	Public Workshop	Not enough focus on public transit-public transit network is too small (does not extend enough).
76	8/4/2014	Public Workshop	Do we need that much capacity? technology change is rapidly altering alternatives. For example autonomous cars
77	8/4/2014	Public Workshop	52 more.
78	8/4/2014	Public Workshop	Does not expand transit in job centers.
79	8/4/2014	Public Workshop	Increases too much dependence on car traffic.
80	8/4/2014	Public Workshop	Freeway expansions encourage folks to drive over using transit service improvements. Bus needs to be more competitive.
81	8/4/2014	Public Workshop	No multimodal planning. Nothing changes for bikes/walking in 14 out of 26 projects overall by 2050? In the meantime, the push for job growth and affordable multi-housing goes on at surge pace.
82	8/4/2014	Public Workshop	

Number	Date	Forum	Comment
83	8/4/2014	Public Workshop	They aren't built sooner!! We don't want highways.
84	8/4/2014	Public Workshop	Not enough Trolley expansion. Connect LRT from UTC- Kearny Mesa sooner.
85	8/4/2014	Public Workshop	Too high cost versus usage. Will North County people really use mass transit?? Can we afford to continue to bring in "cheap labor" from south with this comes lots of other government costs.
86	8/4/2014	Public Workshop	Not enough info regarding finances to evaluate all scenarios. We spend over \$100 billion and travel times don't improve- hard to get excited about that!
87	8/4/2014	Public Workshop	Travel times.
88	8/4/2014	Public Workshop	Services until 2050- too late. A third scenario which brings the bus rapid transit expansions into the 2030 at the expense of some of the Trolley projects seems warranted. This would give you a way to test your Trolley ridership assumptions.
89	8/4/2014	Public Workshop	The Trolley corridors don't serve North Park at all, they only serve a small portion of the county.
90	8/4/2014	Public Workshop	Doesn't modify people's automobile ownership as much as scenario 2
91	8/4/2014	Public Workshop	"Reasonably expected success" - do not spend money before you are sure that you have it.
92	8/4/2014	Public Workshop	SD Trolley already underserves entire 805 corridor and east. Why focus of speeding up service over expansion?
93	8/4/2014	Public Workshop	Connectivity web - takes jobs/housing future development into account.
94	8/4/2014	Public Workshop	This provides more widespread option of transit for communities. However, more transit options need to be given for North county.
95	8/4/2014	Public Workshop	Love the 805 Trolley.
96	8/4/2014	Public Workshop	I like the street cars.
97	8/4/2014	Public Workshop	Rapid bus-BRT
98	8/4/2014	Public Workshop	Use of streetcar lines. Helps north cities.
99	8/4/2014	Public Workshop	More widespread transit.
100	8/4/2014	Public Workshop	More flexible.
101	8/4/2014	Public Workshop	As our county grows, we will have to add new transits routes, sites, hubs, etc. to accommodate everyone.
102	8/4/2014	Public Workshop	Adding three more BRT to transit.
103	8/4/2014	Public Workshop	Mission beach to La Jolla streetcar.
104	8/4/2014	Public Workshop	Same as scenario 1.
105	8/4/2014	Public Workshop	Trolley projects.
106	8/4/2014	Public Workshop	The expanded service to areas currently underserved.
107	8/4/2014	Public Workshop	Trolley connections to beaches.
108	8/4/2014	Public Workshop	Better east/west connections. Better than Scenario 1.
109	8/4/2014	Public Workshop	Beach access but needs access to Ocean Beach
110	8/4/2014	Public Workshop	More widespread network of rapid transit.
111	8/4/2014	Public Workshop	Lots of connections!
112	8/4/2014	Public Workshop	I like the beach street car (Mission Beach to La Jolla) could be extended south to become an Ocean Beach to La Jolla route.
113	8/4/2014	Public Workshop	BRT could be good.
114	8/4/2014	Public Workshop	Improvement over previous RTP. Makes system more capable. Improves system by serving more areas.
115	8/4/2014	Public Workshop	Prefer Trolley over bus transportation. Excellent coverage. Many stops which is great.
116	8/4/2014	Public Workshop	Immediate BRT implementation.
117	8/4/2014	Public Workshop	Street car Mission Beach, La Jolla, seems like it would be a great opportunity to connect non-users to transit.
118	8/4/2014	Public Workshop	There are some good transit projects but they need to be built in the next 10 years.
119	8/4/2014	Public Workshop	Mas rapido de San Ysidro hasta San Diego/ I can get from San Ysidro to San Diego faster
120	8/4/2014	Public Workshop	There is more coverage - the buses go to more areas than the Trolleys do. Its more flexible. Bus routes can be changed according to need and ridership.
121	8/4/2014	Public Workshop	There will be a lot of projects invested in City Heights. Especially in a shorter time period.
122	8/4/2014	Public Workshop	Mission Beach Trolley and La Jolla Street Car. We hope it can increase ridership of the Mid-Coast Trolley and reduce congestion in Mission Beach and Pacific Beach.
123	8/4/2014	Public Workshop	Extension of public transit and rail.
124	8/4/2014	Public Workshop	Serves more people sooner to support transit. Better serves communities of concern. Most flexible strategy, easy to adapt to changing conditions.
125	8/4/2014	Public Workshop	More services for more people to support Transit Oriented Development.
126	8/4/2014	Public Workshop	Expand BRT/Transit to job centers.
127	8/4/2014	Public Workshop	Improves access from neighborhoods to main transit arteries.
128	8/4/2014	Public Workshop	That it creates a better "network."
129	8/4/2014	Public Workshop	Not much. Why does this scenario create a BRT for LRT? Why are you doubling up?

Number	Date	Forum	Comment
			Not enough real connectivity with loops that connect people in rapid circles of connections. We really need to know if people will use 20 car vs. 35 bus/rail commute with 10 minutes on each end. At what costs \$15 per day pass plus \$20 per day subsidy= how can we afford??
130	8/4/2014	Public Workshop	Business needs to help more.
131	8/4/2014	Public Workshop	The expansion of more lines.
132	8/4/2014	Public Workshop	More widespread transit.
133	8/4/2014	Public Workshop	More public transportation, less dependence upon existing roads/cars.
134	8/4/2014	Public Workshop	SDSU-south area by 2035 Rapid/Express. Pacific Beach to Grossmont. Better access to East County.
135	8/4/2014	Public Workshop	Good details.
136	8/4/2014	Public Workshop	It's mass transit and it has Trolley and shuttle to beach
137	8/4/2014	Public Workshop	Trolley line along 805. HOV lanes shouldn't be front loaded
138	8/4/2014	Public Workshop	We need earlier phasing of transit projects. Too much money in freeway widening.
139	8/4/2014	Public Workshop	Traffic for drivers.
140	8/4/2014	Public Workshop	Need more mass transit, particularly on I-5 corridor.
141	8/4/2014	Public Workshop	See above comment regarding I-5.
142	8/4/2014	Public Workshop	What will we give up on existing buses? Does not modify work or life activities to reduce travel trips. Does not have bridging to socioeconomic users. Neither show potential of new technologies and zero undergrounding.
143	8/4/2014	Public Workshop	
144	8/4/2014	Public Workshop	Emphasis on freeways over transit and active transit.
145	8/4/2014	Public Workshop	It brings down the emission 3%. More cost.
146	8/4/2014	Public Workshop	Cost and turn around times.
147	8/4/2014	Public Workshop	Does not meet environment goals set by California governor. Emission standards are not met.
148	8/4/2014	Public Workshop	Widening highways. Too similar to scenario 1.
149	8/4/2014	Public Workshop	Length of time to wait for the expansion.
150	8/4/2014	Public Workshop	Lack of Trolley service to Point Loma/Ocean beach. Rosecrans is major problem with congestion, pollution.
151	8/4/2014	Public Workshop	Both
152	8/4/2014	Public Workshop	It is too far out. Need short term solution to beach access.
153	8/4/2014	Public Workshop	Depends mostly on buses which have higher GHG emission profile than Trolleys.
154	8/4/2014	Public Workshop	Investing PB/Mission beach street car on the Mira Mesa COASTER connector. Don't spread transit as we don't have a lot of funds. Love street car in beach areas but wont fit in La Jolla. Overhead electric won't fly, Cable cars? Self-propelled?
155	8/4/2014	Public Workshop	
156	8/4/2014	Public Workshop	But unsure if ridership would be the same as Trolley. Also need more information on local bus/shuttle routes.
157	8/4/2014	Public Workshop	Need to speed up implementation, to reach goals much sooner, e.g., by 2030 rather than 2050.
158	8/4/2014	Public Workshop	I would like to see more Trolley light rail incorporated.
159	8/4/2014	Public Workshop	Limited Trolley.
160	8/4/2014	Public Workshop	Chula Vista to Palomar Airport Road, badly needed.
161	8/4/2014	Public Workshop	Too many freeway widenings.
162	8/4/2014	Public Workshop	The plan will take a long time for the scenarios to truly play a huge role in the present.
163	8/4/2014	Public Workshop	Do not widen I-5. Concerned about bike and pedestrian access to transit stations. Need to widen existing underpasses or implement road diet to allow for wider sidewalks and separated cycle ways-safety for bike and ped.
164	8/4/2014	Public Workshop	
165	8/4/2014	Public Workshop	Will people use the bus system? Will cities support Transit Oriented Development with their general plan/zoning/authority?
166	8/4/2014	Public Workshop	I don't like "band aid" solutions and then sour public on buses that are not as efficient and time saving as Trolley's and rail.
167	8/4/2014	Public Workshop	Freeway connectors are pushed back.
168	8/4/2014	Public Workshop	Managed Lanes are not needed for BRT. Do it to shoulders first.
169	8/4/2014	Public Workshop	3 Trolley projects gone. The very essence of your current "multimodal" model. There is no real difference in plans or budget for next 20 years. By supplementing rapid Trolley service with rapid bus service, you lose your investment in light rail centered, mix use neighborhoods which would make more money with the increase in ridership. Where along the highways are local businesses, job centers, and housing options???
170	8/4/2014	Public Workshop	
171	8/4/2014	Public Workshop	Not enough transit LRT, less distribution of Managed Lanes.
172	8/4/2014	Public Workshop	What would happen if work locations changed and/or home/housing locations changed. What if housing costs too high and wages continue to decrease compared to costs of living. Using EVs, E-bikes, with solar charging can help to make low income wage earners more independent.

Number	Date	Forum	Comment
173	8/4/2014	Public Workshop	How frequently are the stops going to be? Would it be longer than usual buses?
174	8/4/2014	Public Workshop	I would like to see a scenario which eliminates a few of the high money projects in favor of quickly doing many of the lower, or new, money projects.
175	8/4/2014	Public Workshop	More costly to implement. Longer/more invasive implementation.
176	8/4/2014	Public Workshop	Investing outside of already established, environment/temporary congestion. Too much highway expansion, too many new constructions. No bike access from Balboa or Clairemont Trolley Stations for bikes to cross highway 5, East Mission Bay. Drive and get to the Mission Bay bike paths.
177	8/4/2014	Public Workshop	Subtotals of financial info would provide crucial insight into investment priorities - this should be called out in handouts.
178	8/4/2014	Public Workshop	I know you all are trying to reduce emissions and traffic, all that. But what about drivers who work in multiple locations?
179	8/4/2014	Public Workshop	The process did not allow for open discussion - I have no confidence that my opinion matters to SANDAG.
180	8/4/2014	Public Workshop	They were essentially identical-how could they have a strong influence? Not enough detail.
181	8/4/2014	Public Workshop	More bike capacity on buses, please. We need to be able to see out the windows on the bus, it is too bright inside the buses.
182	8/4/2014	Public Workshop	BRT and Rapid needs better clarification.
183	8/4/2014	Public Workshop	
184	8/4/2014	Public Workshop	There sure is! Where is a third alternative that spends major money now on transit and "hubs," expands transit now and makes it efficient. As we discuss the two scenarios, we must consider where we are going to get the construction aggregate (i.e., sand, gravel and crushed stone) to build the proposed infrastructure projects. San Diego County currently is experiencing an aggregate supply shortage. There are about 14 mining sites, but many are exhausting their reserves. Unfortunately, additional permitting for new mining sites are slow and costly. Shipping construction aggregate for making concrete and asphalt is much more expensive than the local supply, it adds more truck traffic to our roads and highways, and increases fuel consumption and air pollution. The irony is that the County has plenty of aggregate, but the industry can't get the permits to mine for it. Please consider the local construction aggregates industry when developing the Regional Transportation Plan.
185	8/4/2014	Public Workshop	The Scorecard is vague, doesn't actually show how to compare the two except for in a couple questions.
186	8/4/2014	Public Workshop	More explanation on scenarios.
187	8/4/2014	Public Workshop	
188	8/4/2014	Public Workshop	I did not like either plan. Rail transportation needs to go where residents and tourists want to go. 1) airport 2) the beach 3) Balboa Park 4) Sea World 5) malls 6) hospitals and schools and needs to travel distances to Tierrasanta, Rancho Bernardo, Del Mar, Temecula. Palm Ave. west of freeway clogged with traffic- Saturn and Palm shopping center. Palm Ave. west- through traffic horrible! To move and ease traffic flow: 1) connect Saturn Blvd. (north) to Main St. traffic can then catch freeway. Currently there is only one way in/out of Home Depot and Walmart at Saturn Blvd. Traffic backs up getting on and off freeway. 2) build a freeway alternate route over salt flats- east/west- to carry through traffic to and from highway 75. Also put on/off ramps at 13th street and 9th street in Imperial Beach to move traffic in and out of area to connect up with freeway alternate over salt flats. Waiting at lights and traffic going east and west to get to freeway adds 20 minutes to a person's commute. Thank you.
189	8/4/2014	Public Workshop	Although it comes from a shout, a third option has merit too. Focus effort and resources on expanding transit and active transportation faster rather than improving motor vehicle transportation. We can't expect people to give up their car use to any extent if we continue to accommodate that mode with expanded freeways and managed lanes. Make transit, bicycling and walking more convenient, faster, and cheaper-now.
190	8/4/2014	Public Workshop	Please seriously consider scenario 3. Jack Shu is proposing that will reduce emissions and meet the mandate set by the governor.
191	8/4/2014	Public Workshop	Both scenarios are very much alike, and both rely on widening highways. We would like to see a scenario 3- a scenario that puts transit first. A scenario 3 wouldn't rely on widening highways with more managed lanes. Widening highways will likely mean more cars on the road, and that will ultimately mean more GHG.
192	8/4/2014	Public Workshop	Both scenarios are very similar, it would be great to see another scenario with more options. There is no clear description of the active transportation improvements in the scenarios and by when they will be completed.
193	8/4/2014	Public Workshop	Please consider including a faster build out of all active transportation projects by 2035. Difficult to tell when the build out will occur as it's not presented!
194	8/4/2014	Public Workshop	Place priority on active transportation projects first. Expand and accelerate bike/ped projects to create cleaner and healthier transportation choices.
195	8/4/2014	Public Workshop	Far more emphasis must be placed on transit. Both plans are too auto centric. Trolley and rail service must be emphasized and plans put in place to fund and enhance both systems. See Baby Bullet concept on Caltrain is the SF Bay Area. Cross county connections must be enhanced in North county. This too can be done with enhanced Trolley and rail.
196	8/4/2014	Public Workshop	

Number	Date	Forum	Comment
197	8/4/2014	Public Workshop	Please incorporate universal design into your new transit stops. Example: if there is an elevator to aid those with limited mobility get to an elevated Trolley stop, have elevator in same spot at each stop. So, if one gets on a Trolley nearest the elevator, then exits at another stop, then when they exit the elevator it will be in same location as when they used it at the first stop.
198	8/4/2014	Public Workshop	Transit connection between Escondido BRT for Wild Animal Park. Useful for transit from Downtown SD for those who don't have a car and want to go to the Park. Could take BRT to Escondido then connect. Useful for San Diego residents who want to use public transit.
199	8/4/2014	Public Workshop	SANDAG'S planning process does not give participants real choices. There is not real change offered if funding allocations are kept the same. We are also missing information on the health impacts between the different scenarios. Which scenarios will reduce cancer. Will a 3rd alternative which places transit first reduce health impacts? If so, how much? All information should be included in a CEQA so that the public can make informed choices.
200	8/4/2014	Public Workshop	We need more emphasis on Active Transportation. Support the communities that support smart growth and active transport.
201	8/4/2014	Public Workshop	The food was good.
202	8/4/2014	Public Workshop	Thanks for holding this meeting and soliciting my thoughts and preferences.
203	8/4/2014	Public Workshop	Bike accelerate master plan say 2020/2035 not 2050, no corridor through Rose Canyon.
204	8/4/2014	Public Workshop	I would want to see the 510 Mid Coast Trolley extension 2020, replaced by the Mid City Trolley 2050. We know the demand is there for the 560. There would be less need to create demand with high density development. The 560 already is surrounded by high density.
205	8/4/2014	Public Workshop	Regional Bike Maps-label 2050, not 2010 active transportation build out to 2050 is too little too late.
206	8/4/2014	Public Workshop	Include nice bikeway in regional bike network and maps.
207	8/4/2014	Public Workshop	Speed up transit. Transit works but when a system has lots of service with easy connections with frequent service.
208	8/4/2014	Public Workshop	Rapid bussing does not work for military commuter. (See MURPH express results which had a miserable 1% participation). I would like to see the development/consideration of the hypothetical transit 1st scenario as a way of encouraging public discourse about our priorities.
209	8/4/2014	Public Workshop	We need a 3rd scenario. We don't need any more freeway widening.
210	8/4/2014	Public Workshop	Highway 76 conversion from an Expressway to a freeway. Reasons Southwest Riverside County (1 million people in 2050) access to coast, new community at 76/I-15 and Indian tribal casinos, commuters to south Orange County from southwest Riverside County.
211	8/4/2014	Public Workshop	The person who was at the station I went to could not answer my questions.
212	8/4/2014	Public Workshop	Both plans are so similar. They do not provide the public with the choice between different options-rather, an opportunity to weigh in between small differences or to agree/disagree with the entire plan leaving some feeling disenfranchised. I would support a 3rd scenario, one that had further emphasis on mass transit (and public transit in a timely manner) and a transition away from single occupancy vehicles- something than neither plan achieves.
213	8/4/2014	Public Workshop	Neither of these plans address GHG.
214	8/4/2014	Public Workshop	Needs to be a third scenario that demonstrates the network building transit and active transportation first. Active transportation options are need between scenarios to be able to weigh the benefits and compare. Need a map that shows the whole active transportation network, not just the bike network.
215	8/4/2014	Public Workshop	Explanation was confusing.
216	8/4/2014	Public Workshop	Buses are bad, tardy, and very old school and inefficient. Don't worry about express lines until you can get everywhere.
217	8/4/2014	Public Workshop	What were the community based organizations from Downtown included in the initial outreach?
218	8/4/2014	Public Workshop	The Scorecard was not very clear or specific. It was difficult to understand since it made both scenarios appear exactly the same.
219	8/4/2014	Public Workshop	Also consider scenario 3 with heavy emphasis on active and transit projects- at the very least to see how this scenario performs against the others.
220	8/4/2014	Public Workshop	Build out EAP in next 10 years and entire program by 2035
221	8/4/2014	Public Workshop	Bring back streetcars!
222	8/4/2014	Public Workshop	Performance measures too confusing.
223	8/4/2014	Public Workshop	Not enough information on the differences in scenarios 1 and 2.
224	8/4/2014	Public Workshop	Remove grandfather highway projects we are smarter now.
225	8/4/2014	Public Workshop	Maps should show 2020, 2035, and 2050 phasing for all modes highway, transit and active transportation.
226	8/4/2014	Public Workshop	Navy reported that a new idea called "Remote front gate" is the most powerful idea they have heard to mitigate military commute traffic, but the Navy does not have money to implement it.
227	8/4/2014	Public Workshop	More discussion information on transit operations needed. How do these plans address service cutbacks from past 6 years, how can we ensure adequate operations to extend frequency and hours of service.
228	8/4/2014	Public Workshop	Transit does not specify exactly how to relieve congestion. So instead of proposing more widening, start converting existing lanes, please.
229	8/4/2014	Public Workshop	Thank you.

Number	Date	Forum	Comment
230	8/4/2014	Public Workshop	HOV lanes on I-5 from Oceanside to San Clemente versus Toll lanes. HOV lanes on I-15 from Escondido to Temecula versus Toll lanes (Social Equity Issue) . Inclusion of 241 Toll roads in plans. Is the routing changed to connect near Vista Hermosa?
231	8/4/2014	Public Workshop	Maybe pie charts comparing prior RTP to scenario 1 and 2.
232	8/4/2014	Public Workshop	Given tie score number, drill down more for us to understand differences.
233	8/4/2014	Public Workshop	I am very concerned that the issue of GHG emissions is not given it's due. Expanding the I-5 corridor to allow more GHG emitting vehicles only encourages more cars and more drivers. We do not need more freeways or managed lanes. They will just fill with cars. Transit will not work until it can "compete" with trips by car. That is where the major investment needs to be.
234	8/4/2014	Public Workshop	Tunnel to Coronado
235	8/4/2014	Public Workshop	Healthy people healthy economy. Accelerate Active transportation reduces pollution in communities of concern, reduce GHG sooner, promote smart growth.
236	8/4/2014	Public Workshop	None of the scenarios show how the Managed Lanes will be operated (HOV, HOT, Carpool) I support carpool but not additional single occupancy vehicle lanes. Not enough toll lanes, pay as you drive.
237	8/4/2014	Public Workshop	How can a SANDAG future vision have not a single plan to minimize military commute?
238	8/4/2014	Public Workshop	More investment in Active Transportation modeling. We can't really group minutes of physical activity or injury exposure without better inputs. Extension of the SPRINTER line along the 76 to the I-15 with TOD in the San Luis Rey Valley of Oceanside and in Bonsall and the new town at 76/I-15 to reduce commutes and concentrate new population for new job centers such as Ocean Ranch, traffic and social equity issue. Why force people to drive to Escondido (78) then back to the I-15 when going to the beach or OC? Google maps indicates only 4 minutes longer in time but 19 miles longer travel distance/greenhouse gas emissions/energy issue.
239	8/4/2014	Public Workshop	The GHG emission on your thumbs up chart did not define how it would measure compared to what is needed, not just mandated, to keep our climate within livable margins.
240	8/4/2014	Public Workshop	Take some of the 2050 funds and spend it now on Trolleys and electric bikes and we won't need those additional freeways in 2050.
241	8/4/2014	Public Workshop	BRT Downtown no issues.
242	8/4/2014	Public Workshop	Use a health scenario modeling tool.
243	8/4/2014	Public Workshop	Where is the detailed information on active transportation, safe routes to transit, social equity, public health, GHG 2050.
244	8/4/2014	Public Workshop	SANDAG should initiate an active, focused effort to get DOT and DOD support money to implement the "Remote Front Gate (RFG)." Inclusion of SPRINTERs grade separation at College Avenue in Oceanside. Prioritization of grade separations; Delete Mar Vista, North Avenue and Los Angeles Avenues in Vista, low volumes, elevate Vista Village Drive and Melrose Drive in priority to the top ten. Add Pacific Street/Mission Avenue in San Marcos, Buena Creek Road in Vista. Add a crossing at Vista Way and the coastal rail lines in Oceanside for fire life safety access.
245	8/4/2014	Public Workshop	Could you spend a few bucks on Juan Street? So riding here on my bike would not completely rattle my brain, not to mention safety. Many more people would bike with simply better streets.
246	8/4/2014	Public Workshop	Increase night frequency of loop services.
247	8/4/2014	Public Workshop	We have the time to do this plan right. Thanks to staff for their good work and holding two meetings.
248	8/4/2014	Public Workshop	SANDAG should stay on top of geographic resources like Qualcomm stadium so as to ensure their future potential uses (i.e. mobility hubs) and not as yet another shopping center.
249	8/4/2014	Public Workshop	Delete the downtown subway and the Del Mar tunnel, both are elitist projects costing proportionately much more than their value to the communities and transportation system. Both plans are San Diego centric leaving North County as an afterthought.
250	8/4/2014	Public Workshop	Que agregaran o consideraran a los estudiantes de rebajar las tarifas a un mas y apoyaran al proyecto de Mid-City-Can pases gratis de transportacion. I want students to continue to have a discounted fare and if possible, reduce the fare even more. I want support for the Mid-City-Can project so that people can have free bus passes.
251	8/4/2014	Public Workshop	There is a great need for bus transportation to and from the airport. Why can't there be at least a limited number of buses that go into the airport from Downtown and from Point Loma?
252	8/4/2014	Public Workshop	The performance measure Scorecard was meaningless to me because you give no criterion.
253	8/4/2014	Public Workshop	Shuttle from airport to Trolley.
254	8/4/2014	Public Workshop	We would really like to explore/support a transit hub at the Mid-Coast Trolley station at Balboa avenue.
255	8/4/2014	Public Workshop	Continue expanding Trolley/rail transit.
256	8/4/2014	Public Workshop	Emphasis on phasing between scenarios not reflected in printed boards for 2035 transit.
257	8/4/2014	Public Workshop	I am extremely concerned that all the Rapid lines will be feeding from North Mid and South County and converging down Broadway to ultimately layover in one of the now 5 proposed locations under the Regional Transit Plan in the core Columbia neighborhood.
258	8/4/2014	Public Workshop	Need better publicity for these meetings.
259	8/4/2014	Public Workshop	

Number	Date	Forum	Comment
			Bump up transit projects to the earlier years-for example, combine #1A & 1B COASTER double tracking so that we have 20 min peak and 60 min peak by 2020. It seems we would save time by doing all double tracking projects together. Overall, transit projects should be completed earlier than freeway expansions. With a solid up front investment earlier in rail/Trolley we may need less of the freeway expansion projects.
262	8/4/2014	Public Workshop	
263	8/4/2014	Public Workshop	How can you prioritize transit over highways? 33rd Street between Meade and Orange has naturally become a bicycle highway between Normal Heights and North Park. I see a hundred bikes a day. The road is wide enough to accommodate a nice comfortable bike lane with a signal trigger for bikes at El Cajon Blvd. Just two blocks of bike lane would make such a huge difference.
264	8/4/2014	Public Workshop	
265	8/4/2014	Public Workshop	We are looking toward our rapidly approaching retirement and aging in place in Shadowridge in Vista. We will need more close to home rapid, convenient and frequent transportation options that will link with rail transport centers of interest, Downtown, the beach, San Diego, UCSD, etc. Presently, there is no quick, easy, and elegant way to do this.
266	8/4/2014	Public Workshop	There must be a paradigm shift. If we can't get huge reductions in CO2 emissions the development of civilization itself will not be sustainable.
267	8/4/2014	Public Workshop	The plan should consider the impact on the plan of a carbon tax which is inevitable. No more freeways until completion of major transit projects.
268	8/4/2014	Public Workshop	As a respiratory therapist, and community health educator for a major San Diego county health system, I feel like this was a thoughtful effort that focuses on cars and an assumption that we will select that first. Healthy People 2020 directly looks at improving local, non vehicular access in our communities. I see two things missing in these scenarios.
269	8/4/2014	Public Workshop	Both plans look like short term fixes. There is not long term vision to build a regional system. Other large cities rail or subway connectivity different areas with bus lines feeding into them. San Diego's plan buses running to squash the need to do it right. Sooner, rather than later we have to look at SD like a real city and design a system to grow.
270	8/4/2014	Public Workshop	LA has a 30 in 10 plan where they build 30 years of metro service projects in 10 years. We can add another half-cent sales tax if need be but by expanding highways first defeats any and all investments in making transit services more efficient than driving a car!
271	8/4/2014	Public Workshop	Why can LA, Denver, Seattle, Portland, and countless other cities develop more mass transit options quicker, and we have to wait 40+ years for 3 Trolley lines? I get a sense that we are being conservative and trying to balance, but where is the bold innovation, which San Diego apparently represents?
272	8/4/2014	Public Workshop	Please entice people with free Wi-Fi. This will really help low income.
273	8/4/2014	Public Workshop	Manage truck traffic- incentivize to off-peak travel times.
274	8/4/2014	Public Workshop	Consider a scenario without highway construction. It's time to be bold- the environment shapes people's behavior. If you keep expanding highways -people will keep driving. We need to disincentivize driving- getting people out of the car is better for people's health, the communities' health, and environment.
275	8/4/2014	Public Workshop	It doesn't matter what is built if it doesn't work in sync with existing lines. Example- I live in Mira Mesa and even though there is a COASTER station not far away, it's near impossible to get to, or faster to just ask a friend for a ride because of lack of connecting services/no connection from Route 921.
276	8/4/2014	Public Workshop	It would have been nice to have a copy of the slides depicting the differences between the 2 plans!
277	8/4/2014	Public Workshop	I would like to see Oceanside be more integrated with the whole Regional Plan and more frequent train times as population density increases.
278	8/4/2014	Public Workshop	I would like to see more bike lanes and public transportation options for the South County. It appears that both scenarios are focused on San Diego city and north county.
279	8/4/2014	Public Workshop	Final mile issues don't seem to be addressed. Ridership on transit won't increase until transit is convenient. More bike capacity on buses and later run times, for example.
280	8/4/2014	Public Workshop	Without exception, complete 2 lane projects without breaks; traffic always backs up when lanes end.
281	8/4/2014	Public Workshop	You are not going to reach your bike safety goal until bike riders learn to obey traffic laws. Need enforcement and education.
282	8/4/2014	Public Workshop	Buses should go to the end of Rosecrans, not stop at Shelter Island. Then the huge number of people who work at the Navy facility would commute to work, greatly reducing congestion and GHG emissions on Rosecrans. Use smaller buses if they can't turn around the gate.
283	8/4/2014	Public Workshop	Possible Old Town Transit Center?
284	8/4/2014	Public Workshop	Make sure rail is serving lower income communities (South and East areas) not only wealthy (North).
285	8/4/2014	Public Workshop	Project list is too much information for workshop of this length.

Number	Date	Forum	Comment
			A greater number of buses than ever before will be traveling further south on Broadway than ever before under the current proposal. Up to 38 buses including the new enormous 60 ft. Rapids will be laying over in core Columbia 21 hours a day. This will leave to an unprecedented concentration of air pollution in one neighborhood. It will increase noise defeating the hard work done on the quiet zone. Buses will be circulating our streets nearly all day creating safety concerns and negatively impacting the walkability of our neighborhood in core Columbia. This is not an environmentally just proposal for any neighborhood. Please advise whom the community may meet with so we can offer mitigated alternatives for consideration.
286	8/4/2014	Public Workshop	
287	8/4/2014	Public Workshop	Take time to better explain during presentation.
288	8/4/2014	Public Workshop	The current plan needs to phase out GHG, at least by 2050. How can we build systems for zero emissions?
289	8/4/2014	Public Workshop	We are in dire need of protected bikeways from our neighborhood to surrounding areas, Melrose Drive, South Melrose drive, Shadowridge Dr, Sycamore, Palomar Airport Rd, North and Central Vista etc.
290	8/4/2014	Public Workshop	Price congestion, Managed Lanes out of general purpose lanes increased cost of pricing.
291	8/4/2014	Public Workshop	Early, first 10 years focuses on walk/bike projects
292	8/4/2014	Public Workshop	Disconcerting that transit travel times aren't reduced from 2035-2050.
293	8/4/2014	Public Workshop	If you approved another Transnet tax, could transit project move forward more quickly, or will I be dead by the time SD gets a complete transit network? (P.S. I'm 25).
294	8/4/2014	Public Workshop	More rubber wheel/tire vehicles rather than fixed rail. What about 52/805/I-5/I-8 rapid bus loop? How about "train buses" that can be split up for mid-day use.
295	8/4/2014	Public Workshop	Improve freight rail service as a priority to get trucks off freeways.
296	8/4/2014	Public Workshop	Also, please look at what Los Angeles did with their 30/10 initiative- they got 30 years worth of work done in 10 years by hiring three times the work force, and the city is really benefitting from it.
297	8/4/2014	Public Workshop	Bike lanes in National City. Bike from San Ysidro to Downtown? Bike/public transportation from San Ysidro/Chula Vista to Otay.
298	8/4/2014	Public Workshop	Increase COASTER to 15-20 minutes all day. Until you do, you will only have 8-5 commuters. To build ridership you must have frequent trains. Run buses to meet COASTER (in North county) on East-> West roads. North county has about 30% of the population- there is almost no service between 5 and 15/ 56 and 78. Make UTC a mobility hub for COASTER, Trolley, shuttles (UCSD, etc.).
299	8/4/2014	Public Workshop	Allow MTS/Trolley cards to carry cash balance instead of having to put a 3-day or 1-month pass.
300	8/4/2014	Public Workshop	Bus and Trolley fares are fair for seniors and students but too expensive for many adults. Reduce fares and you will gain riders!
301	8/4/2014	Public Workshop	Promote public transit in positive light, look to LA Metro marketing as an example.
302	8/4/2014	Public Workshop	Trolley stations should be in more convenient locations, airports, beaches, work environment.
303	8/4/2014	Public Workshop	More frequent COASTER service with much more connection, hours, and frequency to UCSD.
304	8/4/2014	Public Workshop	Raise Taxes
305	8/4/2014	Public Workshop	Logic models from data on public health impact like Urban footprint Emissions in traffic corridors damage lungs. Most multiple dwelling affordable housing is less than 1/2 mile from these systems. There are no changes on these issues in either plan until 2035. I don't like either plan because the focus is traffic management, not multimodal options that support development. Please think of a 3rd plan that separates car/bus building/operation and unlinks Transnet money from your budget.
306	8/4/2014	Public Workshop	Also, create retail around hubs so I don't have to get in car at home to do shopping and meet friends, etc. EV/electric bike solar array charge stations with lockers. EV solar charging at retail centers for free (shop lounge). Solar tree lighting with revenue generation for phone/table recharge.
307	8/4/2014	Public Workshop	Give us cost per passenger mile for the proposed improvements in each scenario.
308	8/4/2014	Public Workshop	Is there any way to encourage more public transportation? Allocate funds from highway to bike lanes and public transit.
309	8/4/2014	Public Workshop	Negotiate bus/transit passes for all colleges built into fees.
310	8/4/2014	Public Workshop	Glad to hear you are planning to increase bus frequency.
311	8/4/2014	Public Workshop	Promote health, sustainability, safety, traffic reduction, all positives for expanding public transit.
312	8/4/2014	Public Workshop	Safe bikeways from Sorrento Valley COASTER station to UCSD.
313	8/4/2014	Public Workshop	We need to get more jobs near the population/living areas. North county people traveling to Downtown and inner city going far north or south wastes gas, vehicle miles, excess pollution, affordable (market place) housing, commute times. Include free (by Co.) mixed use parks, transit hubs and retail/mixed use schools: JRT/light university school mixed use.
314	8/4/2014	Public Workshop	Help the South Bay. Do not pollute areas where majority of people are low income.
315	8/4/2014	Public Workshop	Use "all way" cross walks for UCSD and high traffic crosswalks!!
316	8/4/2014	Public Workshop	Bike share and Car 2 go in our area.
317	8/4/2014	Public Workshop	We need more Stop N Shop programs (like 805/15) Stop-n-Shop North Park/City Heights during commute times to lessen congestion and frustration won't build economy in poor areas. More use of Imperial Beach through Coronado corridor: connecting to I-5. We need many more tax advantages to live near work and job creators to move where homes are. Industrial/commercial with housing.

Number	Date	Forum	Comment
318	8/4/2014	Public Workshop	Protected bikeways- you will greatly increase ridership.
319	8/4/2014	Workshop Comments	Later bus service (until 3AM Friday, Saturday) to downtown and beaches - at least occasional night service
320	8/4/2014	Workshop Comments	Better bicycle and ped access from North Park/Normal Heights through Mission Valley
321	8/4/2014	Workshop Comments	Ellison Canyon ped path
			A fair amount (of time, energy, \$) has been/is being/will be invested in the planning/development of an intermodal transit center in San Ysidro, to receive pedestrian traffic that moves through the San Ysidro Port of Entry. Pedestrian infrastructure leading to the POE is at present inadequate for the quantity of persons that move through the boundary daily. It is of great importance to coordinate with the SIDUE of Baja California - to advocate for ped infrastructure that adequately serves the population who crosses on a daily basis.
322	8/4/2014	Workshop Comments	Exchange lots: where riders can carpool, bike to Uber pickups, and vanpools
323	8/4/2014	Workshop Comments	Allow all bike riders on Trolley, do not limit access for bike riders
324	8/4/2014	Workshop Comments	Coordinate stations with Car2Go and Decobike or other carshare/bike share programs
325	8/4/2014	Workshop Comments	
326	8/4/2014	Workshop Comments	Connect bike routes and focus on making them separated; many new riders won't commute via bike if they aren't "safe" feeling bike lanes. Put pressure on employers to allow flexible start times to account for odd public transit arrival times (8:07AM, for example) and provide showers.
327	8/4/2014	Workshop Comments	Charge everybody \$35 every time they park their car anywhere
328	8/4/2014	Workshop Comments	The La Jolla to Mission Beach streetcar can increase ridership of the Mid-Coast Trolley once the Pacific Beach to Grossmont Trolley is constructed.
329	8/4/2014	Workshop Comments	Connection between UCSD/UTC/Sorrento Valley and intercity rail possible new intermodal hub (Amtrak)
330	8/4/2014	Workshop Comments	Beaches, beaches, beaches
331	8/4/2014	Workshop Comments	Make sure that our transit system addresses the fact that highways expansion/bus-heavy transit actually INCREASES air GHG emissions. That affects public health and our environment so negatively.
332	8/4/2014	Workshop Comments	Add solar panels on all Caltrans property, add solar charging stations @ all park and rides, now
333	8/4/2014	Workshop Comments	Job centers
334	8/4/2014	Workshop Comments	Add more park and ride lots
335	8/4/2014	Workshop Comments	Open space
336	8/4/2014	Workshop Comments	No \$ for freeway car lanes - use rapid buses on existing lanes
337	8/4/2014	Workshop Comments	Offer Caltrans \$ to shift to e-vehicles that don't use highways
338	8/4/2014	Workshop Comments	Convert landscape to solar generation to generate \$ and save water.
339	8/4/2014	Workshop Comments	Delay 2050 plans for 15 years to better optimize for reality
340	8/4/2014	Workshop Comments	Shift dates to 2020 and 2030, forget 2050 for now
341	8/4/2014	Workshop Comments	3rd scenario that puts Active Transportation and transit 1st in the next 10 years
342	8/4/2014	Workshop Comments	No more freeway widenings
343	8/4/2014	Workshop Comments	More travel lane to transit only lane conversions on freeways
344	8/4/2014	Workshop Comments	Do not expand highways or increase lanes
345	8/4/2014	Workshop Comments	Stop people from buying the right to use carpool lane without carpooling
346	8/4/2014	Workshop Comments	Must comply with state requirements for pollution reduction
347	8/4/2014	Workshop Comments	Analyze where people work and where they live and put a mobility hub
348	8/4/2014	Workshop Comments	Scenario 3 - no highway expansion
349	8/4/2014	Workshop Comments	3rd scenario - transit/active transportation first
350	8/4/2014	Workshop Comments	Keep 94 ramp connection tol-15
351	8/4/2014	Workshop Comments	Speed up the process - 2050 is too long to wait!
352	8/4/2014	Workshop Comments	Detailed active transportation map w/ Safe Routes to Transit, other programs
353	8/4/2014	Workshop Comments	All new roadway must include solar generation
354	8/4/2014	Workshop Comments	Fund electric bikes now and note reduction in traffic counts
355	8/4/2014	Workshop Comments	Present cost to users of doing projects in segments us all at once
356	8/4/2014	Workshop Comments	Offer 3rd option to install mobility ASAP - rapid bus last
357	8/4/2014	Workshop Comments	We need a glossary of terms "basic" terms w/ pictures. Our constituents may not be familiar with all the transportation system that may be available.
358	8/4/2014	Workshop Comments	We need to develop a "transportation literacy" program to enable us to communicate their issues within and among our grassroots community members who rely heavily on mass transit/transportation system.
359	8/4/2014	Workshop Comments	We need faster trains - if the Trolley doesn't move faster than BRT keep the BRT (don't replace).
360	8/4/2014	Workshop Comments	

Number	Date	Forum	Comment
361	8/4/2014	Workshop Comments	Make transit run earlier/later
362	8/4/2014	Workshop Comments	Traffic signals MUST be coordinated with the Trolleys so the Trolley and the cars move through downtown. Currently, it is ridiculous.
363	8/4/2014	Workshop Comments	Do your RTP scenarios reduce GHG emissions according to s-03-os? Are we reducing GHG emissions by 80% from 1990 levels? (I think not). Consider accelerating the schedule of the Pacific Beach to Grossmont Trolley (at least beach to Balboa station segment) to provide 'last mile' solution for the beach areas.
364	8/4/2014	Workshop Comments	Managed Lane: lock in long commuter cars
365	8/4/2014	Workshop Comments	Please consider providing better connectivity/accessibility at the future Mid-Coast Trolley station at Balboa Avenue, heading west across I-5 to the beach.
366	8/4/2014	Workshop Comments	Your GHG emission reduction plans are really vague and do not do enough.
367	8/4/2014	Workshop Comments	Multi-modal means using multiple modes of transportation in the same trip - ex: home>bike>bus>bike>work
368	8/4/2014	Workshop Comments	Account for changing mode preferences due to shifting generations.
369	8/4/2014	Workshop Comments	Pacific Beach to Grossmont Trolley, combined with the La Jolla to Mission Beach streetcar and a mobility hub at the Mid-Coast Balboa Trolley station would provide a great integrated solution for the beach areas.
370	8/4/2014	Workshop Comments	These comments are prompted by a "Circulate San Diego" promotional notice about the Aug.4 public meetings about future transportation. That organization's litany for one size fits all mass transit dominated transportation, after 25+ years has experienced public rejection. The health detriments from congestion it causes are being ignored. SANDAG's analysis shows, at unacceptable cost, it creates more congestion, is not competitive with rapidly improving autos to reduce energy use and emissions including GHG. Re-scheduling the same factors is unlikely to help. It is time to benefit from future developments, and plan for a shifted economy and Regional demographics.
371	8/4/2014	Email	A revolution is underway that promises public transportation for all that provides the on-demand, personal no transfer direct to destination now preferred and provided to all but non-drivers in autos. And at acceptable cost, considering subsidies with current modes. Phase in is feasible starting with on-call for increasingly light and efficient autos. Then incorporating combinations and options using self driving cars and still more efficient vehicles on narrow electrified guideways. This instead of roads to absorb growth and density increases.
372	8/4/2014	Email	The Region needs to help recovery by the nation to global leadership, including economic. Support to innovative productivity priority needs to be the basis for community designs. Originated in the 15 or so years ago era of prosperity we can no longer afford the comfortable leisure-style basis, spending for non-essentials. Thus all modes of transportation need to be included in evaluations for optimum community designs. Within and between there is a wide spectrum of community facilities and functions and operations, including housing. Density determinations expected to absorb growth and interact with transportation should be an outcome rather than dictated. Hopefully multi-phase planning interactions and iterations with the public will be reviewed considering the disputed arisen as the rubber hits the road attempting to implement current community plans.
373	8/4/2014	Email	Some issues: More representative participation and interactive involvement in all phases for both formal and informal gatherings. Two sides of the coin; EOs energize constituents at all levels. Citizen interest improved before decisions. Continuing objective facts-based comparison of several likely options rather than emphasis and limited public interaction about a preference. "We are going to build transit. It is the public's fault if they do not use" Why the approved current Regional Plan is not supported by Staff analysis needs to be examined in numerical performance terms.
374	8/4/2014	Email	
375	8/4/2014	Economic Competitiveness Focus Group - Hospital Assoc. of SD and Imp. Counties	Transportation is a "huge issue." Workforce, client/patient, EMS are all affected by transportation problems, especially traffic. Physical clustering of hospitals is important, despite competition for patients.
376	8/4/2014	Economic Competitiveness Focus Group - Hospital Assoc. of SD and Imp. Counties	The hospitals generally are not well-served by transit. There are conflicts with neighbors and UCSD on traffic and parking. Parking in particular is a big issue at all hospitals, due to client needs and physician demands.
377	8/4/2014	Economic Competitiveness Focus Group - Hospital Assoc. of SD and Imp. Counties	ACA and other factors are causing hospitals "to be more strategic about where services are provided... care is moving beyond hospital walls." Customer needs, gov't requirements, and economic forces are leading to new thoughts on where to provide care. Parking and transportation is a current and future constrain on growth.
378	8/4/2014	Economic Competitiveness Focus Group - SD BID Council	The street is an asset.
379	8/4/2014	Economic Competitiveness Focus Group - SD BID Council	Construction impacts are big issue for small businesses.
380	8/4/2014	Economic Competitiveness Focus Group - SD BID Council	The infrastructure is old and crumbling.

Number	Date	Forum	Comment
381	8/4/2014	Economic Competitiveness Focus Group - SD BID Council	Residential growth and creative uses of streetscapes (e.g., town center/promenade) are helpful to local businesses, but it is often difficult to convince business owners and the public of the need for investment – education is needed.
382	8/4/2014	Economic Competitiveness Focus Group - SD BID Council	Landscaped streets improve business.
383	8/4/2014	Economic Competitiveness Focus Group - SD BID Council	The regulatory environment is terrible.
384	8/4/2014	Economic Competitiveness Focus Group - SD BID Council	There is a desperate need for investment in street infrastructure.
385	8/4/2014	Economic Competitiveness Focus Group - SDGE	Increased density is a better utilization of our assets.
386	8/4 - 8/9/2014	Economic Competitiveness Focus Groups	Overall support for the plan and its investments was very high. Few expressed any preference for either scenario (based on general ideas, not specifics).
387	8/4 - 8/9/2014	Economic Competitiveness Focus Groups	General agreement that denser development and revitalization of city and town centers is a positive. Support for denser development, which is seen as the future. These groups are generally educated about the region, understand that the region is going to change and grow, and recognize that managing growth better is key to economic prosperity.
388	8/4 - 8/9/2014	Economic Competitiveness Focus Groups	General support of transit investment – but also a general sense that the transit system is not robust enough at this point to seriously compete with cars outside of a few areas. Increasing transit access is attractive for employers.
389	8/4 - 8/9/2014	Economic Competitiveness Focus Groups	Much interest generally in improving the border and connection with Baja. Tourism, freight.
390	8/4 - 8/9/2014	Economic Competitiveness Focus Groups	High interest in mobility hubs; airports (Lindbergh, Gillespie, TJ, Brown, Palomar) mentioned as obvious choices, due to high transportation service and job center potential.
391	8/4 - 8/9/2014	Economic Competitiveness Focus Groups	Wide support for increased rail and freight capacity, including rail line east.
392	8/4 - 8/9/2014	Economic Competitiveness Focus Groups	Good support for active transportation as a part of the transportation system.
393	8/5/2014	CBO Workshop -El Cajon Collaborative	Increased + improved highways would be beneficial to 2 car families like mine.
394	8/5/2014	CBO Workshop -El Cajon Collaborative	I liked Scenario 2.
395	8/5/2014	CBO Workshop -El Cajon Collaborative	Orange Line express El Cajon to San Diego International airport. 20- El Cajon to Sorrento Mesa via SR52, Kearny Mesa. 26- La Mesa to Ocean Beach via Southwest San Diego.
396	8/5/2014	CBO Workshop -El Cajon Collaborative	Express services of all kinds would be an asset to communities, specifically El Cajon to future ITC Trolley express.
397	8/5/2014	CBO Workshop -El Cajon Collaborative	Current lines would be improved upon perhaps sooner. Trolley transportation is more effective, less traffic, convenience.
398	8/5/2014	CBO Workshop -El Cajon Collaborative	Trolley will take commuters to SD airport.
399	8/5/2014	CBO Workshop -El Cajon Collaborative	Good for the average commutes.
400	8/5/2014	CBO Workshop -El Cajon Collaborative	Seems that 1 & 2 are very similar.
401	8/5/2014	CBO Workshop -El Cajon Collaborative	It looks about the same each scenario.
402	8/5/2014	CBO Workshop -El Cajon Collaborative	More options.
403	8/5/2014	CBO Workshop -El Cajon Collaborative	For clients leaving east county to SD & go elsewhere , improved Trolley is helpful.
404	8/5/2014	CBO Workshop -El Cajon Collaborative	More cost effective.
405	8/5/2014	CBO Workshop -El Cajon Collaborative	Improve and expand Trolley.
406	8/5/2014	CBO Workshop -El Cajon Collaborative	As for as East County is concerned, there isn't much difference between the scenarios.

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407	8/5/2014	CBO Workshop -El Cajon Collaborative	Trolley seem cleaner than the buses.
408	8/5/2014	CBO Workshop -El Cajon Collaborative	No traffic involved, less travel time, more accurate on departure and arrival, cheaper, safer, environmental friendly.
409	8/5/2014	CBO Workshop - El Cajon Collaborative	Not all families have a car, so this scenario would not increase their access to health, education, employment opportunities, etc.
410	8/5/2014	CBO Workshop - El Cajon Collaborative	I felt that it did not reach very many people.
411	8/5/2014	CBO Workshop - El Cajon Collaborative	Doesn't account for other transit services needed such as more routes/times of bus services.
412	8/5/2014	CBO Workshop - El Cajon Collaborative	Doesn't reach out to more communities.
413	8/5/2014	CBO Workshop - El Cajon Collaborative	We need more Trolley stops in the east region.
414	8/5/2014	CBO Workshop - El Cajon Collaborative	Looks like it will take a long time till it comes to fruition.
415	8/5/2014	CBO Workshop - El Cajon Collaborative	Cost.
416	8/5/2014	CBO Workshop - El Cajon Collaborative	Clients will still have trouble getting on a bus to get to a Trolley.
417	8/5/2014	CBO Workshop - El Cajon Collaborative	Length of time to build transportation plan.
418	8/5/2014	CBO Workshop - El Cajon Collaborative	Doesn't provide enough public transit options - bus and rapid bus.
419	8/5/2014	CBO Workshop - El Cajon Collaborative	Another addresses the " last mile " issue.
420	8/5/2014	CBO Workshop - El Cajon Collaborative	Not a widespread a Scenario 2.
421	8/5/2014	CBO Workshop - El Cajon Collaborative	Complicated system for new comers. Not much options & locations, limited location.
422	8/5/2014	CBO Workshop - El Cajon Collaborative	None
423	8/5/2014	CBO Workshop - El Cajon Collaborative	Increasing rapid transit bus lines. This seems like it would service the people who need it most.
424	8/5/2014	CBO Workshop - El Cajon Collaborative	More people had access to it.
425	8/5/2014	CBO Workshop - El Cajon Collaborative	Widespread network of services is great
426	8/5/2014	CBO Workshop - El Cajon Collaborative	Spreading access and better schedules
427	8/5/2014	CBO Workshop - El Cajon Collaborative	More options if willing to take the bus
428	8/5/2014	CBO Workshop - El Cajon Collaborative	Seems that 1&2 are very similar
429	8/5/2014	CBO Workshop - El Cajon Collaborative	There is still close access
430	8/5/2014	CBO Workshop - El Cajon Collaborative	For my clients improvements to rapid bus lines is more beneficial as they tend to stay in the area they live. May need more access to closer, shorter transportation.
431	8/5/2014	CBO Workshop - El Cajon Collaborative	More versatility to move around the city
432	8/5/2014	CBO Workshop - El Cajon Collaborative	More choices to communities to East County.

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433	8/5/2014	CBO Workshop - El Cajon Collaborative	Scenario 2 covers more territory
434	8/5/2014	CBO Workshop - El Cajon Collaborative	More availability to people, friendly system to new-comers, no need to wait long distance to get into or out.
435	8/5/2014	CBO Workshop - El Cajon Collaborative	Would focusing on bus lines mean that highways not be improved?
436	8/5/2014	CBO Workshop - El Cajon Collaborative	Time it would take for changes to occur.
437	8/5/2014	CBO Workshop - El Cajon Collaborative	Buses less efficient, take longer, cause traffic.
438	8/5/2014	CBO Workshop - El Cajon Collaborative	But no East County direct benefits. Will people take the bus more often if there are more BRTs.
439	8/5/2014	CBO Workshop - El Cajon Collaborative	Spend too much money to serve a few.
440	8/5/2014	CBO Workshop - El Cajon Collaborative	Access.
441	8/5/2014	CBO Workshop - El Cajon Collaborative	Costs for bus passes is already expensive, will it get worse.
442	8/5/2014	CBO Workshop - El Cajon Collaborative	Time consuming + traffic issues during the lanes being built.
443	8/5/2014	CBO Workshop - El Cajon Collaborative	Too slow.
444	8/5/2014	CBO Workshop - El Cajon Collaborative	Whether the buses are zero-emission. Also due this require more roads.
445	8/5/2014	CBO Workshop - El Cajon Collaborative	Safety, traffic, not available in many areas, costly, longer travel time, less environment friendly. Major obstacle facing immigrant and new comers even local citizens in transportation and understanding the system more friendly system to non-English speakers & required as well as expanding transportation services to more locations to have better access to services especially health, legal, education, and job system.
446	8/5/2014	CBO Workshop - El Cajon Collaborative	We need transfers available on all transportation options, so people can afford it. Being sensitive to those working late night hours is important, so safety + fairness is recognized with community members diversity + family needs.
447	8/5/2014	CBO Workshop - El Cajon Collaborative	
448	8/5/2014	Economic Competitiveness Focus Group - Biocom	Sustainability is part of the Biocom ethos.
449	8/5/2014	Economic Competitiveness Focus Group - Biocom	Biocom is supportive of increased density and improved public transit, and Biocom would like to see data on how transit and other improvements make travel easier.
450	8/5/2014	Economic Competitiveness Focus Group - Biocom	The physical clustering of biocom businesses is critical, even to the point of synced schedules. While there is a general "desire to be a part of the urban environment", current location and lab space needs make that difficult. Younger employees want more city life.
451	8/5/2014	Economic Competitiveness Focus Group - SD Tourism Authority	Accessibility is a key to success.
452	8/5/2014	Economic Competitiveness Focus Group - SD Tourism Authority	More air travel options are needed. Key to link new TJ airport access to downtown with transit. The majority of tourism growth will be international, many of whom want to also visit Mexico.
453	8/5/2014	Economic Competitiveness Focus Group - SD Tourism Authority	Must connect tourists and employees to other coastal cities too (better COASTER/rail options).
454	8/5/2014	Economic Competitiveness Focus Group - SD Tourism Authority	Better transit and increased density are the right concepts for the tourism industry's needs.
455	8/5/2014	Economic Competitiveness Focus Group - SD Port Tenants Assoc.	Parking is a major constraint at the waterfront, and it needs a SANDAG effort. Improve truck connections to Port to reduce impacts on neighbors. Rail improvements are critical. Younger workers may have different transportation preferences.

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456	8/5/2014	Economic Competitiveness Focus Group - SD Workforce Partnership	San Diego Workforce Partnership is looking to shift to transit accessible training locations to better serve their customers, many of whom rely on transit.
457	8/5/2014	Economic Competitiveness Focus Group - SD Housing Federation	Community perceptions of growth, density, and affordable housing need to change.
458	8/5/2014	Economic Competitiveness Focus Group - SD Housing Federation	The connection between housing and the economy need to be clarified: less money spent on housing means more spent elsewhere in the economy.
459	8/5/2014	Economic Competitiveness Focus Group - SD Housing Federation	Transit is key to creating affordable housing; better transit means less traffic, boosting the economy, including tourism.
460	8/6/2014	Working Group Workshop	2 Managed Lanes plus highway improvements by 2035
461	8/6/2014	Working Group Workshop	I like this one better
462	8/6/2014	Working Group Workshop	Scenario 1 for Managed Lanes is preferable, being that the Managed Lanes are more interconnected comes earlier (as transit improvements develop).
463	8/6/2014	Working Group Workshop	Focuses on utilizing existing resources and consistent land-use trends.
464	8/6/2014	Working Group Workshop	Scenario 1 does not create bottlenecks - make sure design of Scenario 1 accommodates ML north of 78 (should be 2 only) - get rid of tolls for SR-11
465	8/6/2014	Working Group Workshop	More efficient use of Trolley and transit infrastructure
466	8/6/2014	Working Group Workshop	To improve what we do have is the key to implement change.
467	8/6/2014	Working Group Workshop	Improves express service on transit network which helps areas that need these additional services on Blue Line and Orange Line. Rapid bus project along SR-905 route.
468	8/6/2014	Working Group Workshop	Concentrates and improves service in already existing systems - focuses funding where it is needed much. Focusing funding in these areas promotes efficiency and community equity.
469	8/6/2014	Working Group Workshop	More reduction of travel time
470	8/6/2014	Working Group Workshop	Like the Trolley express service
471	8/6/2014	Working Group Workshop	Bus rapid transit Palomar Airport Rd. corridor to San Diego- airport express from north county - 2 Managed Lanes earlier in the plan on parts of SR-78 - 4 Managed Lanes from SR-78 south to I-5/805 merge
472	8/6/2014	Working Group Workshop	Trolley service seems more engaged for first time transit users - the ride is smoother than buses - and buses can be caught in traffic and are less reliable.
473	8/6/2014	Working Group Workshop	I think scenario 1 is more acceptable to todays driver's. I don't think people are ready to replace their cars with buses but they would for express Trolley service.
474	8/6/2014	Working Group Workshop	Differences seem very minor and performance is the same, so difficult to provide input.
475	8/6/2014	Working Group Workshop	Projects are available earlier
476	8/6/2014	Working Group Workshop	I like scenario 1 as it provides 2 Managed Lanes and provides service to the SR-78 corridor.
477	8/6/2014	Working Group Workshop	Investment in rail transit - people who will never ride buses will ride trains.
478	8/6/2014	Working Group Workshop	For both scenarios I would like to see the safe routes to transit retrofit projects included in lieu of future transit projects. This would be for the active transportation component.
479	8/6/2014	Working Group Workshop	4 Managed Lanes on I-5
480	8/6/2014	Working Group Workshop	Scenario 1 for transit is not preferred, does not create web of opportunities in shorter term which will encourage transit use over freeway. Maintains some transit disconnects (i.e. no direct connections early on). No east/west directness compared to Scenario 2. Need to consider impact of phased construction over plan - construction activities also cause delay.
481	8/6/2014	Working Group Workshop	Remove tolls from SR-11 to encourage usage - remove tolls from SR-125 (stop punishing poor users) - Build 2ML on I-5 from SR-905 to Palomar in Scenario 1
482	8/6/2014	Working Group Workshop	Doesn't serve enough of the commuting needs to employment areas
484	8/6/2014	Working Group Workshop	Transit system does not help underserved areas
485	8/6/2014	Working Group Workshop	I fear the ability to fund all the transit investment.
486	8/6/2014	Working Group Workshop	Seems easier to establish BRT than expanded Trolley lines - whichever scenario is chosen, please prioritize active transportation and bicycle networks and connectivity with bike networks and transit.
487	8/6/2014	Working Group Workshop	Transit-wise it focuses on strengthening the existing Trolley service.
488	8/6/2014	Working Group Workshop	Transit - a more widespread network scenario

Number	Date	Forum	Comment
489	8/6/2014	Working Group Workshop	Transit web much better than Scenario 1.
490	8/6/2014	Working Group Workshop	Provides direct connections from coast to I-15
491	8/6/2014	Working Group Workshop	SR-54 needs the Managed Lanes
492	8/6/2014	Working Group Workshop	More transit provided to employment areas such as Sorrento Mesa is great! We need a more widespread network for people to commute on transit.
493	8/6/2014	Working Group Workshop	Provides more spread out system. BRT along I-5 and SR-163 route to cover areas not served directly by existing LRT system. Year 2035 scenario helps I-5 and I-805 by providing HOV lanes in South County.
494	8/6/2014	Working Group Workshop	More networks
495	8/6/2014	Working Group Workshop	Promotes suburban sprawl - takes away funding from other areas. Spreads funds too thinly and represents inefficient use of funds.
496	8/6/2014	Working Group Workshop	Greater outreach/less capital expenses
497	8/6/2014	Working Group Workshop	Rapid bus across Palomar Airport Rd. corridor - Carlsbad to Escondido
498	8/6/2014	Working Group Workshop	Wider reach - on highways more Managed Lanes and east/west connection - all BRTs are to downtown, but not everyone wants to go there.
499	8/6/2014	Working Group Workshop	The more widespread of rapid transit services - it provides access to more people.
500	8/6/2014	Working Group Workshop	Does not provide a connected service on the SR-78 corridor
501	8/6/2014	Working Group Workshop	Spreads Managed Lanes more broadly.
502	8/6/2014	Working Group Workshop	Spreads out investments in the region - at least there is BRT between Carlsbad and San Marcos.
503	8/6/2014	Working Group Workshop	A greater emphasis on rapid systems. Much more cost-effective, flexible and adaptable to how ridership grows and changes.
504	8/6/2014	Working Group Workshop	The express service on the Blue Line should be considered in scenario 2
505	8/6/2014	Working Group Workshop	Feels like too much! Encourages sprawl? Focus routes more.
506	8/6/2014	Working Group Workshop	4 Managed Lanes on I-5
507	8/6/2014	Working Group Workshop	Managed Lanes too aggressive to promote transit use.
508	8/6/2014	Working Group Workshop	Determining true cost of bus services over the long term - could be higher than cost of rail improvements
509	8/6/2014	Working Group Workshop	I-805 needs to be connected all the way through - SR-78 needs to be connected otherwise it is creating unnecessary bottlenecks
510	8/6/2014	Working Group Workshop	Express/BRT line paralleling the Orange Line from El Cajon to Downtown SD seems duplicative/unnecessary - would prefer to see transit service from east county to Sorrento Mesa employment area.
511	8/6/2014	Working Group Workshop	Operation cost will be very expensive we may not need it. Evaluate in the future. Will the projects on this scenario be highly utilized in the early years of service? Is the funding for Scenario 2 better spent on projects that resolve bottleneck problems?
512	8/6/2014	Working Group Workshop	Spreads too much into outlying areas.
513	8/6/2014	Working Group Workshop	Plans that don't have built infrastructure are easy to change in times of economic hardship
514	8/6/2014	Working Group Workshop	Phasing of the SR-78 Managed Lanes - prefer completing as a single phase. Timing of I-5 Managed Lanes from 2-4 north of SR-78
515	8/6/2014	Working Group Workshop	Trolley in La Jolla - MB seems unnecessary because #s living and relative to affluence. Whichever scenario is chosen, please prioritize active transportation and bicycle networks and connectivity with bike network and transit.
516	8/6/2014	Working Group Workshop	People use buses so seldom, East County has eliminated many bus stops and routes.
517	8/6/2014	Working Group Workshop	The delay in projects.
518	8/6/2014	Working Group Workshop	Push the EAP bike projects - it's only 5% of the funding. If we do all this first, then less need for freeway expansion - can't we get more SANDAG staff to take on capacity?
519	8/6/2014	Working Group Workshop	There should be an emphasis in completing the entire bike network by 2035, to encourage an opportunity for mode change throughout the region.
520	8/6/2014	Working Group Workshop	City of San Diego is interested in expediting the interchange of SR-905/SR-125
521	8/6/2014	Working Group Workshop	
522	8/6/2014	Working Group Workshop	Further consideration of the old bay-to-bay link concept should be explored. Maybe the time has come to make this water connection.
523	8/6/2014	Working Group Workshop	Circulation including "emergency management." The 2035 transit project 'Trolley' along I-805 corridor is a good proposal. More detailed analysis of specific route will be needed. May consider a BRT route initially.
524	8/6/2014	Working Group Workshop	Keeping in mind active transport capacity on rapid transit options - i.e. increasing # of bikes on Trolley and busses.
525	8/6/2014	Working Group Workshop	SR-52 Managed Lanes should be moved up on the priority list. It's one of the most congested freeways in the county. Part of the reason is the elimination of SR-125 connection to Poway.
526	8/6/2014	Working Group Workshop	Route 52 bike lane route should be placed further north through Santee (Mast Blvd.)
527	8/6/2014	Working Group Workshop	Will criteria be identified for the location of mobility hubs? Consider including them as part of smart growth opportunity areas so that they can be planned for
528	8/6/2014	Working Group Workshop	
529	8/6/2014	Working Group Workshop	Implement active transportation projects up front.

Number	Date	Forum	Comment
530	8/6/2014	Working Group Workshop	Bike share projects in Escondido
531	8/6/2014	Working Group Workshop	Why couldn't the airport connectors to the north county be implemented sooner than 2020?
532	8/6/2014	Working Group Workshop	Please make sure we do a great job marketing all this - people won't change habits if they don't know they have options.
533	8/6/2014	Working Group Workshop	For all the highway and transit projects to improve walkability and bikability around projects and to complete at the same time as project.
534	8/6/2014	Working Group Workshop	Include funds to improve Otay Mesa truck route to Britannia Road.
535	8/6/2014	Working Group Workshop	Does it make sense to explore ferry service (again) in San Diego Bay and the Pacific Ocean?
536	8/6/2014	Working Group Workshop	Complete High Street (La Mesa) - this would connect Spring street LRT station with Navy housing.
537	8/6/2014	Working Group Workshop	Any possibility of extending the SPRINTER to Poway?
538	8/6/2014	Working Group Workshop	We need to be able to change the culture around transportation - active and public transit! I wish to thank you and SANDAG, as well as the other speaker for a very interesting meeting on August 4, 2014. I have attached the suggestion that I discussed with you on the creation of a Trolley stop, bus and I-15 rapid transit bus intermodal transfer point. I believe that this will save money and provide employment and other opportunities for the people of South Eastern San Diego. I hope that you and others at SANDAG find this of interest.
539	8/6/2014	Email	
540	8/6/2014	Economic Competitiveness Focus Group - SANDAG CBO Group	The Trolley into San Ysidro is at capacity, and the corridor itself is unattractive through South County – could be used for active transportation.
541	8/6/2014	Economic Competitiveness Focus Group - SANDAG CBO Group	Construction at the border is disruptive to local businesses, but the border itself is, and can be, “a huge economic engine.” Cross-border tourism has potential. The economic benefits of the border need to be better integrated with the surrounding community.
542	8/6/2014	Economic Competitiveness Focus Group - SANDAG CBO Group	Poor air quality is a particular concern, but lack of active transportation facilities, both in San Ysidro and in Tijuana, is a hindrance.
543	8/6/2014	Economic Competitiveness Focus Group - SANDAG CBO Group	Lack of non-service jobs for majority of the people in the community that are of lower economic/educational status.
544	8/6/2014	Economic Competitiveness Focus Group - SANDAG CBO Group	Lack of active transportation investment and connections to other neighborhoods (i.e. South Park) in Logan Heights.
545	8/6/2014	Economic Competitiveness Focus Group - SANDAG CBO Group	Air quality issues (from the I-5 and I-15). Lack of consistent city leadership is frustrating.
546	8/6/2014	Economic Competitiveness Focus Group - SANDAG CBO Group	City Heights lacks investment in public transit and other infrastructure, particularly north of I-8. Neighborhood has the most non-car households in the city.
547	8/6/2014	Economic Competitiveness Focus Group - SANDAG CBO Group	Eager to use active transportation options and mobility hubs.
548	8/6/2014	Economic Competitiveness Focus Group - City Economic Development Staff	The five cities along SR 78 are engaged in cooperative economic development.
549	8/6/2014	Economic Competitiveness Focus Group - City Economic Development Staff	Poway is seeking transit connections to employment centers like the business park (~ 17,000 jobs there). Also seeking additional town center development along Poway Rd.
550	8/6/2014	Economic Competitiveness Focus Group - City Economic Development Staff	Del Mar is “an island without transit,” reliant on cars, which hurts the tourist industry. Lack of East-West connections is a problem for seniors and the service industry employees.
551	8/6/2014	Economic Competitiveness Focus Group - City Economic Development Staff	Santee is successfully encouraging development in the town center, everything from local to “big box” is accessible there. Need to encourage job growth, especially at Gillespie Field.

Number	Date	Forum	Comment
			I am very disgusted that you are still prioritizing single use cars and added freeway lanes. Neither plans 1 or 2 will adequately comply with state requirements for emissions/pollution reduction. So, I am requesting a Plan 3 to do the following, starting ASAP.
552	8/7/2014	Letter	1) Use the money earmarked for the north coast corridor to buy hundreds of bicycles - all types and sizes. Distribute them in all urban areas, starting with low-income areas, and including all areas. Increase bicycle lanes and bicycle parking areas. 2) Make public transit affordable and accessible to all residents and visitors. Include safe waiting areas with benches. 3) Add more late night trips and weekend trips on all bus routes, starting with heavy use routes. 4) Add more express buses, not more lanes. 5) Offer tax incentives to car-free families and residents. Prioritize pedestrians, simple living and quality of life. 6) Offer incentives to companies that encourage their workers to work from home, as well as incentives for car and van pools. Offer incentives to companies that subsidize their employee's transit costs. 7) Provide a "rent a bike" service (like Car2Go) only using regular bicycles, especially in urban areas of heavy traffic and pollution. Great for tourists. 8) Encourage living locally - more public friendly spaces (no bars please) and green areas. 9) Plant more trees and care for them lovingly.
553	8/7/2014	Letter	10) Encourage more responsible energy consumption, solar panels on rooftops, and more trees and urban gardens. Please encourage leg use; not cars. Walking and cycling improve health, coordination, and quality of life for all. It is your duty to support the earth and a clean energy future for all, our children will hold us accountable, so we must act responsibly.
554	8/7/2014	Letter	South County needs to improve goods movement and truck capacity; streets in Otay Mesa and San Ysidro are insufficient. Rail needs to be expanded north and connected east. The Tijuana airport and Brown Field need transit connections. Bi-national economic development "does not register" with people as it should.
555	8/7/2014	Economic Competitiveness Focus Group - EDCs	
556	8/7/2014	Economic Competitiveness Focus Group - EDCs	City neighborhoods like Encanto have no connectivity to jobs, education, the rest of the city.
557	8/7/2014	Economic Competitiveness Focus Group - EDCs	The airport (Lindbergh) is insufficient for a "global gateway city."
558	8/7/2014	Economic Competitiveness Focus Group - EDCs	Must bring transit to current job centers (border via COASTER, SPAWAR), while developing downtown employment as well.
559	8/7/2014	Economic Competitiveness Focus Group - EDCs	Transit system is not robust enough to forgo cars/parking, even downtown. Mobility Hubs are attractive concept.
560	8/7/2014	Economic Competitiveness Group - SANDAG Borders Group	Much of San Diego doesn't understand the economic connection to Baja. Planning must be cross-border.
561	8/7/2014	Economic Competitiveness Group - SANDAG Borders Group	Border wait times are a massive problem, hurts exports-imports, tourism, and the local border-area economy.
562	8/7/2014	Economic Competitiveness Group - SANDAG Borders Group	COASTER needs to extend to San Ysidro.
563	8/7/2014	Economic Competitiveness Group - SANDAG Borders Group	Lack of an active East-West rail line is a critical weakness.
564	8/8/2014	Online	Slightly lower levels of vehicle delay.
565	8/8/2014	CBO Workshop - Vista Community Clinic	Common transit project moving lots of people from across the border to downtown. Managed Lanes and Hwy projects for 2035. 78 Fwy needs widening. The traffic is the worst in the county.
566	8/8/2014	CBO Workshop - Vista Community Clinic	It may help lower the number of people driving their cars across the border: decreasing crossing time.
567	8/8/2014	CBO Workshop - Vista Community Clinic	I like this scenario. I like everything.
568	8/8/2014	CBO Workshop - Vista Community Clinic	Increased access on the 78. Increased access to downtown.
569	8/8/2014	CBO Workshop - Vista Community Clinic	2035 I don't like travel that much to Otay or down to Mexico, but I think It will be a great idea for the people that live near the that area.
570	8/8/2014	CBO Workshop - Vista Community Clinic	Does not impact my commune, but can reduce # of cars for this area. Limited Managed Lanes preferred. Expanded Trolley route will expand commute options.

Number	Date	Forum	Comment
571	8/8/2014	CBO Workshop - Vista Community Clinic	Any sort of transportation building is a great idea. I like the focus of Trolley and rail. I like the Managed Lanes on the 78.
572	8/8/2014	CBO Workshop - Vista Community Clinic	2035 -This scenario doesn't impact my county, so very little knowledge re: this area. No impact. 2050 - No input/public transit.
573	8/8/2014	CBO Workshop - Vista Community Clinic	I like the fact that with rails you wouldn't have to worry about traffic 2050.
574	8/8/2014	CBO Workshop - Vista Community Clinic	The Trolley from San Ysidro to San Diego would benefit people living close to the border.
575	8/8/2014	CBO Workshop - Vista Community Clinic	I don't live near the border. I don't have feedback or concerns.
576	8/8/2014	CBO Workshop - Vista Community Clinic	I would like Scenario 1 because it would facilitate the commute of people that walk on our side of the border & reduce wait time for those who travel to vacation.
577	8/8/2014	CBO Workshop - Vista Community Clinic	2035 is only one project.
578	8/8/2014	CBO Workshop - Vista Community Clinic	I don't live in the area. I feel both are great ideas for our patients that come from San Diego.
579	8/8/2014	CBO Workshop - Vista Community Clinic	2035 - It will help the South Bay. 2050 -Rails will decrease the amount of cars on the street.
580	8/8/2014	CBO Workshop - Vista Community Clinic	I don't like the proposal for Scenario 1. Scenario 1 doesn't help me mobilize in my area now. Yeah it would help some traffic but I wouldn't be able to participate.
581	8/8/2014	CBO Workshop - Vista Community Clinic	2035 Increase in public transportation in this high transited area near the Mexico border.
582	8/8/2014	CBO Workshop - Vista Community Clinic	I like that it increases access from Otay to San Diego.
583	8/8/2014	CBO Workshop - Vista Community Clinic	I think it might be actually work.
584	8/8/2014	CBO Workshop - Vista Community Clinic	Don't live anywhere near the border. 2050 expansion in North County. Good idea 78 and 5.
585	8/8/2014	CBO Workshop - Vista Community Clinic	There aren't as many stops. Less traffic on the road/road off the road.
586	8/8/2014	CBO Workshop - Vista Community Clinic	I don't like this scenario. More time consuming. 2050 - I don't like the rail system. It would be the same thing and if it in need of changing routes it's almost impossible to do it with this scenario.
587	8/8/2014	CBO Workshop - Vista Community Clinic	2035 - This is not in my area/does not affect or benefit me. It sounds like a great idea. 2050 not sure this is relevant to me.
588	8/8/2014	CBO Workshop - Vista Community Clinic	I don't like Scenario 1 because there is already enough public transportation in that area.
589	8/8/2014	CBO Workshop - Vista Community Clinic	Intermodal Transportation Center around the airport will help airport traffic.
590	8/8/2014	CBO Workshop - Vista Community Clinic	I like this scenario because I have 78 traffic. Don't live near South Bay area. Improvements don't apply to me.
591	8/8/2014	CBO Workshop - Vista Community Clinic	Serves the very popular border area. Rail Focus. Increasing access for North County 78.
592	8/8/2014	CBO Workshop - Vista Community Clinic	2035 project proposed interesting. 2050 don't like idea investing more and rail.
593	8/8/2014	CBO Workshop - Vista Community Clinic	2035 I think it is a good idea to address commute concerns near border. Increasing the use of Otay border may be a good alternative. 2050 -I think rail systems are more likely to be considered.
594	8/8/2014	Online	Transit options should be built out first, before highway enhancements, which are much more expensive. This will show the benefits of improving transit, with increased ridership and more cars taken off the road.
595	8/8/2014	CBO Workshop - Vista Community Clinic	CTP doesn't address entire county. MLNP needs more lanes on the 5. Don't like scenario 1 as it doesn't address North County.
596	8/8/2014	CBO Workshop - Vista Community Clinic	By 2035 only focuses on South County. By 2050 No North County projects.

Number	Date	Forum	Comment
597	8/8/2014	CBO Workshop - Vista Community Clinic	Scenario 1 overall is too slow I feel it's not enough of county.
598	8/8/2014	CBO Workshop - Vista Community Clinic	It may take away single passenger lanes to insert Managed Lanes on the 78 Fwy.
599	8/8/2014	CBO Workshop - Vista Community Clinic	About the travel times and air quality.
600	8/8/2014	CBO Workshop - Vista Community Clinic	Impact on the 78. No additions or enhancements were made to North County.
601	8/8/2014	CBO Workshop - Vista Community Clinic	No concerns (2035)
602	8/8/2014	CBO Workshop - Vista Community Clinic	No concerns. How will expanded Trolley impact streets traffic?
603	8/8/2014	CBO Workshop - Vista Community Clinic	Not a lot of changes happening in North County.
604	8/8/2014	CBO Workshop - Vista Community Clinic	2035 -no input 2050 -no input/public transit.
605	8/8/2014	CBO Workshop - Vista Community Clinic	This scenario only takes you to own place. 2050 - delay and availability is a problem.
606	8/8/2014	CBO Workshop - Vista Community Clinic	Space for Trolley/stations. I don't understand Managed Lanes.
607	8/8/2014	CBO Workshop - Vista Community Clinic	I don't use public transit.
608	8/8/2014	CBO Workshop - Vista Community Clinic	I feel for scenario 1 it would be much more efficient to spend more on bus routes because don't feel people would use train or COASTER as much.
609	8/8/2014	CBO Workshop - Vista Community Clinic	2035 - I don't live in Otay area how is it going to help me. 2050 cost.
610	8/8/2014	CBO Workshop - Vista Community Clinic	Would single rider lanes be taken away?
611	8/8/2014	CBO Workshop - Vista Community Clinic	Downtown has many public transportation options already.
612	8/8/2014	CBO Workshop - Vista Community Clinic	How long it would take to complete.
613	8/8/2014	CBO Workshop - Vista Community Clinic	Very limited regional services. 2050. No real expansion in North County.
614	8/8/2014	CBO Workshop - Vista Community Clinic	There aren't many stops. Less vegetation.
615	8/8/2014	CBO Workshop - Vista Community Clinic	N/A Will they be adding additional lanes to the 78 or simply taking over single driver lanes?
616	8/8/2014	CBO Workshop - Vista Community Clinic	There aren't any changes for North County SD 2050.
617	8/8/2014	CBO Workshop - Vista Community Clinic	It doesn't really impact North County as far as Trolley system. Need more Managed Lanes on 5 rather than 78.
618	8/8/2014	CBO Workshop - Vista Community Clinic	Worried about cutting into single driver lanes. If you do this traffic will be worse. What about North County? No rails in North City?
619	8/8/2014	CBO Workshop - Vista Community Clinic	Limited area does not impact my area (North County). Not enough flexibility. Taking away current lanes of 78 for Managed Lanes.
620	8/8/2014	CBO Workshop - Vista Community Clinic	If there are going to be single lanes.
621	8/8/2014	CBO Workshop - Vista Community Clinic	2035 -none 2050 -the cost -but I think it will outweigh the negatives since we need to change our transit mentality.
622	8/8/2014	Online	I prefer scenario 2 because there are more extensive bus routes, reaching more neighborhoods. More people riding public transit means more cars off the clogged roads.

Number	Date	Forum	Comment
623	8/8/2014	CBO Workshop - Vista Community Clinic	CTP address to transportation needs to more residents. MLNP helps with Coastal and LA traffic. Really like Scenario 2 as it address the county as a whole and North County.
624	8/8/2014	CBO Workshop - Vista Community Clinic	By 2035 projects more spread out in county. By 2050 projects spread out in county.
625	8/8/2014	CBO Workshop - Vista Community Clinic	I like how Scenario 2 is spread out to reach out to more of the county. I would like 78 fully managed as long as it is expanded.
626	8/8/2014	CBO Workshop - Vista Community Clinic	It focuses on North County as well. NC needs more options that may be less costly to get to SD.
627	8/8/2014	CBO Workshop - Vista Community Clinic	I like the communication between Fwy 5 and FWY 15.
628	8/8/2014	CBO Workshop - Vista Community Clinic	Increase access I-5 will help 78 traffic express or rapid services in North County.
629	8/8/2014	CBO Workshop - Vista Community Clinic	Nothing. 2035 -I like how we will have more open lanes and less traffic.
630	8/8/2014	CBO Workshop - Vista Community Clinic	Rapid bus will greatly impact traffic in reduction of cars. Not sure about Managed Lanes.
631	8/8/2014	CBO Workshop - Vista Community Clinic	I like the focus taken away from buses. I don't like this.
632	8/8/2014	CBO Workshop - Vista Community Clinic	Same as Scenario 1. Located in Oceanside very little knowledge re: these areas. 2050 bus rapid service in North County/public transit.
633	8/8/2014	CBO Workshop - Vista Community Clinic	I like the fact that it has rapid buses to different locations. 2050 - I like it will have more stations in order to facilitate travel.
634	8/8/2014	CBO Workshop - Vista Community Clinic	The BRT services from Chula Vista would be beneficial.
635	8/8/2014	CBO Workshop - Vista Community Clinic	The proposed additional lanes on the I-5 and SR 78 interstates.
636	8/8/2014	CBO Workshop - Vista Community Clinic	More frequency of the public transportation with less time spent at each stop.
637	8/8/2014	CBO Workshop - Vista Community Clinic	2035 different projects cover more area.
638	8/8/2014	CBO Workshop - Vista Community Clinic	I think Scenario 2 is much better because people have more resources to get around to more or wherever it is they're going. Scenario 2 I like using more bus for people in 2050 because it would be less traffic.
639	8/8/2014	CBO Workshop - Vista Community Clinic	2050 -More buses will decrease single drivers.
640	8/8/2014	CBO Workshop - Vista Community Clinic	I think Scenario 2 would be more effective at decreasing traffic.
641	8/8/2014	CBO Workshop - Vista Community Clinic	2035 Increase of transportation where none exist is great. 2050 I like the increase of the bus lines. Managed Lanes will diminish traffic/travel time.
642	8/8/2014	CBO Workshop - Vista Community Clinic	More lanes on SR 78.
643	8/8/2014	CBO Workshop - Vista Community Clinic	I don't think it would take care of the traffic problem.
644	8/8/2014	CBO Workshop - Vista Community Clinic	Expand services to additional regions. 2050 more rapid bus services in North County.
645	8/8/2014	CBO Workshop - Vista Community Clinic	There are more frequent stops.
646	8/8/2014	CBO Workshop - Vista Community Clinic	This idea seems to be more convenient for people. 2050 - I think this is a better scenario because it will be easier to adapt if any changes occur.
647	8/8/2014	CBO Workshop - Vista Community Clinic	2035 - I believe this is a great idea and is needed. 2050 - I like the idea of having transportation from Chula Vista to Carlsbad and also three rapid services in North County.
648	8/8/2014	CBO Workshop - Vista Community Clinic	They involve North County cities within their plan in 2050. It's important to bring public transit buses to be more common to use and accessible. 78 East gets horrible. I encourage more Managed Lanes.

Number	Date	Forum	Comment
649	8/8/2014	CBO Workshop - Vista Community Clinic	It focuses on North County as well. NC needs more options that maybe less costly to get to SD.
650	8/8/2014	CBO Workshop - Vista Community Clinic	The increase in Managed Lanes on I-5 and on 78 West and East ends. Lots of traffic in these areas and increase commute by 5-10 minutes when using these routes now. Also like the BRT option to increase use of public transportation easier commutes and less traffic.
651	8/8/2014	CBO Workshop - Vista Community Clinic	Changes more widespread and will affect more citizens. More equitable spread of taxpayer money.
652	8/8/2014	CBO Workshop - Vista Community Clinic	Spread out across the county available to more neighborhoods. Streetcars; increasing access for North County.
653	8/8/2014	CBO Workshop - Vista Community Clinic	2035 That it is going to extend transit to locations that are close to walking areas and will be able to commute. 2050 like the bus idea.
654	8/8/2014	CBO Workshop - Vista Community Clinic	2035 -It increases access to more of the county. 2050 It focuses in N. County which is my area of living. The buses do not reach all localities. For example, there is no bus to the end of Point Loma. Transit options should be built first, not after the highway projects, which are more expensive. More people need and will use public transit if it is convenient and reaches the areas where they live and work, and cars will be taken off the crowded roads and GHG emissions will be reduced. We need to do everything we can to reduce greenhouse gas emissions, and that means getting California's primary source of CO2 emissions, automobiles, off the road. Please prioritize facilitating the efficient use of public transportation and bicycle and pedestrian enhancements over freeway expansion.
655	8/8/2014	Online	CPT doesn't address the extremely heavy traffic in the 78. MLHP still favor the over Scenario 1.
656	8/8/2014	CBO Workshop - Vista Community Clinic	Not sure if the Fwy 78 project should be delayed much longer.
657	8/8/2014	CBO Workshop - Vista Community Clinic	Does not increase downtown access.
658	8/8/2014	CBO Workshop - Vista Community Clinic	Express lanes (2035) takes too much time to build. Maybe a lot of accidents.
659	8/8/2014	CBO Workshop - Vista Community Clinic	Too many Managed Lanes reduces options for drivers.
660	8/8/2014	CBO Workshop - Vista Community Clinic	Nothing. I don't think we should invest in bus. Doesn't seem effective.
661	8/8/2014	CBO Workshop - Vista Community Clinic	2035 -No input 2050 -Traffic/public transit. Highway-single lane availability on 78/Space availability to expand the highway on 78 & 5.
662	8/8/2014	CBO Workshop - Vista Community Clinic	No concerns. Don't understand Managed Lanes. Don't take away single driver lanes.
663	8/8/2014	CBO Workshop - Vista Community Clinic	I want to go for 2nd scenario. The 76 and 5 should be widened.
664	8/8/2014	CBO Workshop - Vista Community Clinic	2050 -Cost of bus passes.
665	8/8/2014	CBO Workshop - Vista Community Clinic	My concerns are for the prices of the rapid lines; must be accessible to community for optimal use.
666	8/8/2014	CBO Workshop - Vista Community Clinic	Don't reduce single rider lanes on 78.
667	8/8/2014	CBO Workshop - Vista Community Clinic	I think it will make more trouble in 78 freeway.
668	8/8/2014	CBO Workshop - Vista Community Clinic	Still very limited services enforcement in North County. 2050 limited expansion services.
669	8/8/2014	CBO Workshop - Vista Community Clinic	Whatever location a person is going to, it will take longer. Fuel/smoke.
670	8/8/2014	CBO Workshop - Vista Community Clinic	Don't take away any single rider lanes to put Managed Lanes.
671	8/8/2014	CBO Workshop - Vista Community Clinic	Cost of bus passes. Still a lot of space to cover and not as easy to get around as a car.
672	8/8/2014	CBO Workshop - Vista Community Clinic	

Number	Date	Forum	Comment
673	8/8/2014	CBO Workshop - Vista Community Clinic	Still does not improve access in North County. Length of bus trip will make it unpopular (Chula Vista to Carlsbad) Taking away current lanes of 78 for Managed Lanes.
674	8/8/2014	CBO Workshop - Vista Community Clinic	How busy it will get and the stops. It will have to get to certain locations. If there are going to be single lanes?
675	8/8/2014	CBO Workshop - Vista Community Clinic	2035 - None 2050 -Bus systems are not convenient and slow.
676	8/8/2014	Online	Please restore the #28 bus route so that the buses run to the end of Rosecrans Street. This would relieve the extreme congestion on Rosecrans from workers commuting to the military installation at the end of Rosecrans. I was told that the route now terminates at Shelter Island Drive because the buses can't enter the base and they can't turn around at the entrance of the base. This could be resolved by using smaller buses...maybe van-sized, running more frequently. This is done in other countries. Buses on Rosecrans should run every 10 to 15 minutes, especially during times when people working at the base are traveling to and from work.
677	8/8/2014	Online	Please also have at least some of the buses that travel on Harbor Drive stop at the airport terminals. Much of the traffic on Harbor Drive could be relieved if passengers could take public transit to the airport. I believe the bus is #923, from Ocean Beach. Young people may be able to walk a few blocks from the bus stop on Harbor Drive, but this is difficult with luggage, and impossible for most seniors and disabled. I would appreciate a response to these concerns. Thank you.
678	8/8/2014	CBO Workshop - Vista Community Clinic	The 78 Freeway is a horrendous commute. This needs to be a 1st Priority. The rapid transit to the airport from North County Inland would be great.
679	8/8/2014	CBO Workshop - Vista Community Clinic	Like the idea of double tracking SPRINTER trains. Will increase in Managed Lanes reduce # of single driver lanes?
680	8/8/2014	CBO Workshop - Vista Community Clinic	Double tracking the SPRINTER in SD North County is a great idea.
681	8/8/2014	CBO Workshop - Vista Community Clinic	I support eco-friendly modes. More bike paths. Improvement to current ones. Safety & beautification.
682	8/8/2014	CBO Workshop - Vista Community Clinic	Managed Lanes need clarification on impact to single driver lanes. Will they be reduced?
683	8/8/2014	CBO Workshop - Vista Community Clinic	Invest more on highways and bus routes expansion.
684	8/8/2014	CBO Workshop - Vista Community Clinic	I think they need to work on the SR 78 yesterday, then we can worry about the rest.
685	8/8/2014	CBO Workshop - Vista Community Clinic	Has anyone thought about the effects of all this construction for the next 30 years? What about the current traffic? Should we just assume it's going to be awful the next 30 years? If that's the case, I would support only minimal changes or else everyone who currently commutes will be very angry for the next several decades.
686	8/8/2014	CBO Workshop - Vista Community Clinic	Don't use car lanes for bike lanes.
687	8/8/2014	Economic Competitiveness Group - Economic Research Group	The locations of industry clusters will not move. Job centers need to be built/re-built to be transit-friendly/transit-ready.
688	8/8/2014	Economic Competitiveness Group - Higher Education	At CSU San Marcos, parking is not an issue. Campus is growing, focusing growth around the SPRINTER and their connection to private development in town.
689	8/8/2014	Economic Competitiveness Group - Higher Education	Point Loma Nazarene University is not really served by transit. Parking is difficult, and growth is constrained. The satellite campuses at Liberty Station and Mission Valley are better served by transit.
690	8/8/2014	Economic Competitiveness Group - Higher Education	UCSD is eagerly anticipating the Trolley, and planning new growth around the Trolley station.
691	8/11/2014	CBO Workshop - El Cajon Collaborative	Less Congestion. Possibly shorter commute times.
692	8/11/2014	CBO Workshop - El Cajon Collaborative	Makes transportation more accessible for jobs and education but getting to the existing line is often difficult.
693	8/11/2014	CBO Workshop - El Cajon Collaborative	Improve freeway traffic due to carpool lanes.
694	8/11/2014	CBO Workshop - El Cajon Collaborative	I like that carpool lanes will expand and improve traffic and travel times. I like that people may carpool more this way.
695	8/11/2014	CBO Workshop - El Cajon Collaborative	Rapid Trolley.

Number	Date	Forum	Comment
696	8/11/2014	CBO Workshop - El Cajon Collaborative	How will people be encouraged to carpool? If they don't, how will more lanes help? More cars on the road.
697	8/11/2014	CBO Workshop - El Cajon Collaborative	Need more lines to create more independent drivers so it increases number of vehicles on the road.
698	8/11/2014	CBO Workshop - El Cajon Collaborative	Less people will use public transportation due to increase in carpool lanes.
699	8/11/2014	CBO Workshop - El Cajon Collaborative	I am concerned about more cars on the road and the push for more car travel instead of public transport.
700	8/11/2014	CBO Workshop - El Cajon Collaborative	Unless there was reliable public transportation to a transit center this would be ok. But as it stands it's a 45 minute drive to the nearest transit center. I might as well drive the rest of the way.
701	8/11/2014	CBO Workshop - El Cajon Collaborative	It creates expanded lines so it is easier for families to access them.
702	8/11/2014	CBO Workshop - El Cajon Collaborative	I like that transportation time is planned to be faster.
703	8/11/2014	CBO Workshop - El Cajon Collaborative	I like that it will push for public transportation and encourage people to use it. I think in the long run it is better for the environment to get cars off the road.
704	8/11/2014	CBO Workshop - El Cajon Collaborative	More connected bus routes and Trolley and public transportation.
705	8/11/2014	CBO Workshop - El Cajon Collaborative	It must be utilized unless it is really well planned and geared towards peoples actual needs not the needs of the people benefiting from building it.
706	8/11/2014	CBO Workshop - El Cajon Collaborative	Will people use public transportation- Safe stops and time with increased stops.
707	8/11/2014	CBO Workshop - El Cajon Collaborative	I still have concerns if people plan to take advantage of public transportation.
708	8/11/2014	CBO Workshop - El Cajon Collaborative	I am concerned that rural East County San Diego will be overlooked and left out.
709	8/11/2014	CBO Workshop - El Cajon Collaborative	El Cajon transit center is not user friendly. It is rundown and takes forever to get downtown.
710	8/11/2014	CBO Workshop - El Cajon Collaborative	It is hard for teens to live in Mountain Empire because there is not access to the nearest mall or any other place. This causes them to get bored and get into trouble. We need rural East County to stop being overlooked. Our kids in Mountain Empire cant get to after school activities.
711	8/11/2014	CBO Workshop - El Cajon Collaborative	El Cajon bus routes need to be improved. Most bus stops in El Cajon are not friendly. Bus stops do not even have a bench or shade. El Cajon is hot and some of the bus stops just have a pole with the bus route. Better lights, shade, and benches to sit. The performance measures card seems to be identical for scenarios 1 and 2. Anyway, I read through the document, and they're for the most part the same as far as I'm concerned. It seems like more of an engineering decision than a matter of opinion.
712	8/12/2014	Online	But I like the earlier phasing in of Managed Lanes on the 5/805.
713	8/12/2014	Online	The only positive I can see that isn't in #2 is the Mira Mesa Trolley connection.
714	8/12/2014	Online	There should be no increase in highway and freeway capacity.
715	8/12/2014	Online	Nothing
716	8/12/2014	Online	Too much emphasis on individual commuting and not enough concentration on mass transit. Way too much money spent on highway construction when the only acceptable plan would mean to stop all new highway construction.
717	8/12/2014	CBO Workshop - Bayside - Vietnamese	There will be faster transit, a better environment, money saving, and less accidents.
718	8/12/2014	CBO Workshop - Bayside - Vietnamese	Fast transit and better environment.
719	8/12/2014	CBO Workshop - Bayside - Vietnamese	Living a well social life
720	8/12/2014	CBO Workshop - Bayside - Vietnamese	Fast transit, economy grow, and clean environment
721	8/12/2014	CBO Workshop - Bayside - Vietnamese	Communities closer together and better environment

Number	Date	Forum	Comment
722	8/12/2014	CBO Workshop - Bayside - Vietnamese	Communities closer together clean environment. Fast transit less expensive economy grow and more jobs. Educational growth.
723	8/12/2014	CBO Workshop - Bayside - Vietnamese	Comfortable and more saving becomes less expensive
724	8/12/2014	CBO Workshop - Bayside - Vietnamese	Communities closer together clean environment. Fast transit less expensive economy grow
725	8/12/2014	CBO Workshop - Bayside - Vietnamese	Fast transit, comfortable economy - More jobs. Environment better, more social life
726	8/12/2014	CBO Workshop - Bayside - Vietnamese	Ride bus, ride Trolley
727	8/12/2014	CBO Workshop - Bayside - Vietnamese	space
728	8/12/2014	CBO Workshop - Bayside - Vietnamese	Fast transit, less accidents, clean environment, comfortable, saving less expensive
729	8/12/2014	CBO Workshop - Bayside - Vietnamese	Communities closer together, clean environment .Fast transit, less expensive, economy grow, education growth
730	8/12/2014	CBO Workshop - Bayside - Vietnamese	Fast transit, less accidents, clean environment, comfortable, saving- less expensive, less accidents
731	8/12/2014	CBO Workshop - Bayside - Vietnamese	Best Community Transportation, very fast saving the money.
732	8/12/2014	CBO Workshop - Bayside - Vietnamese	Communities closer together clean environment. Fast transit less expensive economy grow Education growth equality
733	8/12/2014	CBO Workshop - Bayside - Vietnamese	Fast transit less accidents clean environment Saving money and electric economy grow
734	8/12/2014	CBO Workshop - Bayside - Vietnamese	Fast transit Comfortable Environment better Gas saving
735	8/12/2014	CBO Workshop - Bayside - Vietnamese	less polluting Comfortable Money saving .Fast transit
736	8/12/2014	CBO Workshop - Bayside - Vietnamese	Economy grow clean environment. Fast transit
737	8/12/2014	CBO Workshop - Bayside - Vietnamese	Communities closer together, clean environment .Fast transit, less expensive, economy grow, educational growth, equality, less accident
738	8/12/2014	CBO Workshop - Bayside - Vietnamese	People become closer economy grow
739	8/12/2014	CBO Workshop - Bayside - Vietnamese	Communities closer together clean environment .Fast transit less expensive economy grow educational growth equality less accident
740	8/12/2014	CBO Workshop - Bayside - Vietnamese	There are roads to use immediately .Fast, comfortable Environment (good) Economic (more) More social
741	8/12/2014	CBO Workshop - Bayside - Vietnamese	Communities closer together clean environment .Fast transit less expensive less accident
742	8/12/2014	CBO Workshop - Bayside - Vietnamese	Communities closer together clean environment .Fast transit
743	8/12/2014	CBO Workshop - Bayside - Vietnamese	Comfortable clean environment .Fast transit less accident
744	8/12/2014	CBO Workshop - Bayside - Vietnamese	Fast transit less expensive
745	8/12/2014	CBO Workshop - Bayside - Vietnamese	Comfortable transportation Safety system less expensive Save times Communities are closer
746	8/12/2014	CBO Workshop - Bayside - Vietnamese	Fast transit Comfortable transportation Safety system less expensive Save times Communities are closer
747	8/12/2014	CBO Workshop - Bayside - Vietnamese	Fast transit clean environment

Number	Date	Forum	Comment
748	8/12/2014	CBO Workshop - Bayside - Vietnamese	Fast transit
749	8/12/2014	CBO Workshop - Bayside - Vietnamese	I'll being on the bus better
750	8/12/2014	CBO Workshop - Bayside - Vietnamese	Fast transportation Cheaper Better environment
751	8/12/2014	CBO Workshop - Bayside - Vietnamese	Fast transit Comfortable
752	8/12/2014	CBO Workshop - Bayside - Vietnamese	Fast transit less costly economy grow Better environment
753	8/12/2014	CBO Workshop - Bayside - Vietnamese	Fast transit less costly less accidents Better environment
754	8/12/2014	CBO Workshop - Bayside - Vietnamese	Like local buses less expensive
755	8/12/2014	CBO Workshop - Bayside - Vietnamese	Less costly
756	8/12/2014	CBO Workshop - Bayside - Vietnamese	Fast transit clean environment less costly
757	8/12/2014	CBO Workshop - Bayside - Vietnamese	Fast transit clean environment less costly
758	8/12/2014	CBO Workshop - Bayside - Vietnamese	Space
759	8/12/2014	CBO Workshop - Bayside - Vietnamese	Easily transport clean environment
760	8/12/2014	CBO Workshop - IRC- Arabic	Good
761	8/12/2014	CBO Workshop - IRC- Arabic	Good
762	8/12/2014	CBO Workshop - IRC- Arabic	It is good for a new Trolley
763	8/12/2014	CBO Workshop - IRC- Arabic	Good
764	8/12/2014	CBO Workshop - IRC- Arabic	The fast Trolley; safety; [some projects] close to the El Cajon area
765	8/12/2014	CBO Workshop - IRC- Arabic	I like this best; faster and more safe
766	8/12/2014	CBO Workshop - IRC- Arabic	I like projects near my area
767	8/12/2014	CBO Workshop - IRC- Arabic	More Trolley lines
768	8/12/2014	CBO Workshop - IRC- Arabic	None
769	8/12/2014	CBO Workshop - IRC- Arabic	None
770	8/12/2014	CBO Workshop - IRC- Arabic	Nothing
771	8/12/2014	CBO Workshop - IRC- Arabic	More Trolley lines are easy to transport from place to place. Express line from El Cajon to Airport. Trolley also solves our problems because it's very important
772	8/12/2014	CBO Workshop - IRC- Arabic	More Trolley lines; Express line from El Cajon to Airport; new bus from downtown to Temecula; SDSU to Spring Valley
773	8/12/2014	CBO Workshop - IRC- Arabic	More Trolley lines
774	8/12/2014	CBO Workshop - IRC- Arabic	More Trolley lines
775	8/12/2014	CBO Workshop - IRC- Arabic	More Trolley lines
776	8/12/2014	CBO Workshop - IRC- Arabic	I don't know because I have my own car
777	8/12/2014	CBO Workshop - IRC- Arabic	I like this idea
778	8/12/2014	CBO Workshop - IRC- Arabic	Easy to move
779	8/12/2014	CBO Workshop - IRC- Arabic	It is easy to go to the airport by Trolley without taxi
780	8/12/2014	CBO Workshop - IRC- Arabic	El Cajon to airport
781	8/12/2014	CBO Workshop - City Heights CDC	Scenario 1 has express Trolley from Santa Fe Depot to San Ysidro and express Trolley from El Cajon to future ITC
782	8/12/2014	CBO Workshop - City Heights CDC	Nothing. We have enough freeways - we do not need anymore.
783	8/12/2014	CBO Workshop - City Heights CDC	Nothing except is saves money for the city

Number	Date	Forum	Comment
784	8/12/2014	CBO Workshop - City Heights CDC	Better than nothing
785	8/12/2014	CBO Workshop - City Heights CDC	I like the additions and routes The "express" concept. Getting to destinations quicker.
786	8/12/2014	CBO Workshop - Chula Vista CC	Will improve what is already there
787	8/12/2014	CBO Workshop - Chula Vista CC	Faster transportation options, express services faster.
788	8/12/2014	CBO Workshop - Chula Vista CC	The idea of improving what we have able to get faster to the places we go, time is very important, express lines would create more uses due to time saving
789	8/12/2014	CBO Workshop - Chula Vista CC	Faster serving time; the transit system is more in the south region connection to the east/north site.
790	8/12/2014	CBO Workshop - Chula Vista CC	Faster services to direct places, express service.
791	8/12/2014	CBO Workshop - Chula Vista CC	This scenario will create less confusion about taking public transportation
792	8/12/2014	CBO Workshop - Chula Vista CC	The new rapid transit is very good option for non stops, if is more of my convenience
793	8/12/2014	CBO Workshop - Chula Vista CC	Take you to rapid and direct to a place you going.
794	8/12/2014	CBO Workshop - Chula Vista CC	None
795	8/12/2014	CBO Workshop - Chula Vista CC	Commuting faster long distances
796	8/12/2014	CBO Workshop - Chula Vista CC	More rapid movement from place to places
797	8/12/2014	CBO Workshop - Chula Vista CC	It looks like if it's going to benefit south area a little bit more
798	8/12/2014	CBO Workshop - Chula Vista CC	Quick Routes
799	8/12/2014	CBO Workshop - Chula Vista CC	Get to places quicker
800	8/12/2014	CBO Workshop - Chula Vista CC	Faster Services
801	8/12/2014	CBO Workshop - Chula Vista CC	Needs improvement
802	8/12/2014	CBO Workshop - Chula Vista CC	Even though I do not use the Trolley often, that's what I am used to
803	8/12/2014	CBO Workshop - Chula Vista CC	
804	8/12/2014	CBO Workshop - Jacobs Center	The idea that more accessible transportation will create a culture of awareness on where we can go.
805	8/12/2014	CBO Workshop - Jacobs Center	Economy, healthy environment - by increasing connections, reducing travel times.
806	8/12/2014	CBO Workshop - Jacobs Center	I like the ML on the 94 Fwy, I also agree with the 2050 draft 1 Transit System.
807	8/12/2014	CBO Workshop - Jacobs Center	Expansion of mass transit Euclid Trolley must become a transit hub. Strengthening existing transportation corridors by creating express to cut commute time. Euclid Trolley is a diverse community that is gaining access to opportunity for education and training to have better skills that will help them qualify for jobs up north. Access and mobility is needed.
808	8/12/2014	CBO Workshop - Jacobs Center	I like that the Express Trolley from El Cajon passes through Southeast San Diego.
809	8/12/2014	CBO Workshop - Jacobs Center	It added the express lines through and in Encanto.
810	8/12/2014	CBO Workshop - Jacobs Center	Inclusiveness of the varieties of transportation.
811	8/12/2014	CBO Workshop - Jacobs Center	Like the route from El Cajon to ITC
812	8/12/2014	CBO Workshop - Jacobs Center	The express Trolley will part through Southeast San Diego. This can bring more people through the neighborhood and create option to have an awesome mobility hub at the Euclid & Market Trolley station.
813	8/12/2014	CBO Workshop - Jacobs Center	

Number	Date	Forum	Comment
814	8/12/2014	CBO Workshop - Jacobs Center	The possibility that travelling through Trolley will be fast and that traffic will lessen.
815	8/12/2014	CBO Workshop - Jacobs Center	More buses.
816	8/12/2014	CBO Workshop - Jacobs Center	Honestly, I am not in favor of this option.
817	8/12/2014	Community Based Organization Workshop	Interesting option - it currently takes 1 hour to travel from Euclid to Old Town, costing 5 dollars. By vehicle it takes 10 minutes for about the same cost. If travel time is less, then I think people would opt to travel by Trolley.
818	8/12/2014	CBO Workshop - Jacobs Center	Its important because there would be less congestion on the highway, but I prefer scenario 2.
819	8/12/2014	CBO Workshop - Jacobs Center	It looks good but I agree that scenario 2 presents a better plan for my communities needs.
820	8/12/2014	CBO Workshop - Jacobs Center	The express Trolley.
821	8/12/2014	CBO Workshop - Jacobs Center	Extending the lines to make it quicker traveling from one area to the other. It seems to me that the main problem is more that there are not enough links than that existing links are too slow. The main hassle with taking the bus is the several connections you need to make to get from A to B, not the time spent on each connection.
822	8/12/2014	Online	The Trolley isn't emphasized enough. I am a Rapid bus rider and rode it the first day it opened on the I-15. It's better than nothing, but the travel times are still barely tolerable compared to driving, it's about twice as long as driving the same route and busses often arrive before their scheduled arrival times... resulting in lots of wasted time idling in the station. The rapid bus is better than nothing, but we shouldn't plan our 35 year future around this solution.
823	8/12/2014	Online	
824	8/12/2014	Online	There should be no increase in highway or freeway capacity.
825	8/12/2014	Online	This entire project here and throughout the United States, is all about Agenda 21. Orchestrated by the United Nations. I do not see much in the way of automobiles. THERE IS NO HUMAN CAUSED CLIMATE CHANGE!! It is all a huge LIE. Your current scenarios are based on the 2050 Regional Transportation Plan that has been challenged in court and was found to be illegal (i.e.: it does not meet CO2 level guidelines for the state laws meaning if grants are provided to SANDAG to implement the 2050 plan SANDAG might be sued for fraud and have to return the funds). Nowhere in your presentation did you say that both scenarios are based on the unlikely assumption that your appeal to the current lost legal suit will be upheld. I consider this at a bare minimum an intentional misleading of the public to possible felony fraud.
826	8/12/2014	Online	
827	8/12/2014	CBO Workshop - Bayside - Vietnamese	No benefit to community
828	8/12/2014	CBO Workshop - Bayside - Vietnamese	Does the economy will be increased? Does the GHG emission will be reduced?
829	8/12/2014	CBO Workshop - Bayside - Vietnamese	Good environment
830	8/12/2014	CBO Workshop - Bayside - Vietnamese	Does the economy will be increased? equality?
831	8/12/2014	CBO Workshop - Bayside - Vietnamese	More Freeway, more car, more GHG emission
832	8/12/2014	CBO Workshop - Bayside - Vietnamese	Costly
833	8/12/2014	CBO Workshop - Bayside - Vietnamese	Fast
834	8/12/2014	CBO Workshop - Bayside - Vietnamese	More car, air pollution
835	8/12/2014	CBO Workshop - Bayside - Vietnamese	Has enough buses during the day
836	8/12/2014	CBO Workshop - Bayside - Vietnamese	Need local buses
837	8/12/2014	CBO Workshop - Bayside - Vietnamese	Need more buses
838	8/12/2014	CBO Workshop - IRC - Arabic	Nothing
839	8/12/2014	CBO Workshop - IRC - Arabic	Nothing
840	8/12/2014	CBO Workshop - IRC - Arabic	Nothing
841	8/12/2014	CBO Workshop - IRC - Arabic	No concerns
842	8/12/2014	CBO Workshop - IRC - Arabic	Nothing
843	8/12/2014	CBO Workshop - IRC - Arabic	Nothing
844	8/12/2014	CBO Workshop - IRC - Arabic	Nothing
845	8/12/2014	CBO Workshop - IRC - Arabic	Nothing

Number	Date	Forum	Comment
846	8/12/2014	CBO Workshop - IRC - Arabic	Nothing
847	8/12/2014	CBO Workshop - IRC - Arabic	I think it will make it crowded with people
848	8/12/2014	CBO Workshop - IRC - Arabic	I don't think this is more safe
849	8/12/2014	CBO Workshop - IRC - Arabic	No concerns
850	8/12/2014	CBO Workshop - IRC - Arabic	May always be late
851	8/12/2014	CBO Workshop - IRC - Arabic	I think about time. Hopefully the time is shorter and not take longer
852	8/12/2014	CBO Workshop - IRC - Arabic	High Cost
853	8/12/2014	CBO Workshop - City Heights CDC	Not soon enough
854	8/12/2014	CBO Workshop - City Heights CDC	Does not provide too much Trolley stops and takes too long to construct
855	8/12/2014	CBO Workshop - City Heights CDC	My concern is that while the rest of the world changes its focus from a car-based transportation system to one that prioritizes pedestrians, transit users, and cyclists
856	8/12/2014	CBO Workshop - City Heights CDC	It dos not solve any transportation concerns. It just reinforces the existing challenges.
857	8/12/2014	CBO Workshop - City Heights CDC	Cost high for benefits
858	8/12/2014	CBO Workshop - City Heights CDC	They still won't be here soon enough. They still are addressing the areas that need it the most
859	8/12/2014	CBO Workshop - City Heights CDC	Freeway expansion and the timeline, which are both very concerning! No more transportation "options", less Managed Lanes
860	8/12/2014	CBO Workshop - Chula Vista CC	Limited to just certain areas
861	8/12/2014	CBO Workshop - Chula Vista CC	It doesn't expand to previously unreachable locations by transit
862	8/12/2014	CBO Workshop - Chula Vista CC	Less places
863	8/12/2014	CBO Workshop - Chula Vista CC	What we need at this moment is more transit, but the time that is taking is very distress for people who has one stop, is would be of more beneficent to set to that place quicker.
864	8/12/2014	CBO Workshop - Chula Vista CC	The time that connect you with another route that it's really synchronized. Because if it's not you going to lose the connection and take more time to go to your final destination
865	8/12/2014	CBO Workshop - Chula Vista CC	We have to get to our place faster and more direct.
866	8/12/2014	CBO Workshop - Chula Vista CC	Limitation in coverage of transportation areas
867	8/12/2014	CBO Workshop - Chula Vista CC	Not enough options
868	8/12/2014	CBO Workshop - Chula Vista CC	The increase of public transportation cost
869	8/12/2014	CBO Workshop - Chula Vista CC	No access to more locations
870	8/12/2014	CBO Workshop - Chula Vista CC	Less routes for families w/out transportation
871	8/12/2014	CBO Workshop - Chula Vista CC	Limits part of the population to reach needed services
872	8/12/2014	CBO Workshop - Chula Vista CC	Over population not enough transportation
873	8/12/2014	CBO Workshop - Chula Vista CC	No transportation to other "options" of careers and employment
874	8/12/2014	CBO Workshop - Jacobs Center	Connections.
875	8/12/2014	CBO Workshop - Jacobs Center	Access to local communities
876	8/12/2014	CBO Workshop - Jacobs Center	It does not stop at Euclid & Market. It is unsafe: harassment.
877	8/12/2014	CBO Workshop - Jacobs Center	

Number	Date	Forum	Comment
878	8/12/2014	CBO Workshop - Jacobs Center	It does not address which communities will have access.
879	8/12/2014	CBO Workshop - Jacobs Center	Add Orange Line express to option 1. It is unclear how fast the Trolley or SPRINTER will go.
880	8/12/2014	CBO Workshop - Jacobs Center	There should be a stop that comes through Southeast San Diego so it can create a transportation hub here.
881	8/12/2014	CBO Workshop - Jacobs Center	Limits the project to only Trolley when neighborhood needs more options for transportation - including much more accessible buses that connect them throughout the city and county.
882	8/12/2014	CBO Workshop - Jacobs Center	Construction time - we need it now.
883	8/12/2014	CBO Workshop - Jacobs Center	If there are more Trolleys they will have excess buses.
884	8/12/2014	CBO Workshop - Jacobs Center	Much more expensive.
885	8/12/2014	CBO Workshop - Jacobs Center	That transportation will be expensive. The same distance from Euclid to Old Town costs you \$5 and it is 55 minutes of time difference than if you were to drive.
886	8/12/2014	CBO Workshop - Jacobs Center	I think this would be very costly and that if we would decide to use more public transportation, it would create less congestion on the freeways and there would be no traffic issues.
887	8/12/2014	CBO Workshop - Jacobs Center	The hopefully it is a good idea to have more public transportation so we can not use our cars and cause less air contamination.
888	8/12/2014	Online	More connections. The fact that there is no public transit connection for the 6 mile stretch from Carmel Valley to Mira Mesa (where everybody in Carmel Valley works) is a bit ridiculous.
889	8/12/2014	Online	The street car through Ocean Beach, Mission Beach, and La Jolla connecting to a new Trolley line is brilliant. These are some of the hardest places to reach in the region by car, and walkability in the area would be a tremendous improvement. It appears the SPRINTER is extended south to Rancho Bernardo but that's not indicated as a difference between the two scenarios. If this is true, this is a very positive development because the I-15 corridor needs as much light rail as it can get.
890	8/12/2014	Online	Mission Beach Streetcar
891	8/12/2014	Online	Nothing
892	8/12/2014	Online	Too much emphasis on individual commuting and not enough concentration on mass transit. Way too much money spent on highway construction when the only acceptable plan would mean to stop all new highway construction.
893	8/12/2014	CBO Workshop - Bayside-Vietnamese	Economy grow, educational growth, easily transport
894	8/12/2014	CBO Workshop - Bayside-Vietnamese	Economy grow, educational grow, equality, more jobs
895	8/12/2014	CBO Workshop - Bayside-Vietnamese	Economy grow, educational growth, equality, money saving
896	8/12/2014	CBO Workshop - Bayside-Vietnamese	Economy grow, educational grow, equality
897	8/12/2014	CBO Workshop - Bayside-Vietnamese	Freeway expansion, more Buses and Trolleys encourages residents to walk and bike.
898	8/12/2014	CBO Workshop - Bayside-Vietnamese	Saving ,equality, and educational growth
899	8/12/2014	CBO Workshop - Bayside-Vietnamese	Saving and equality
900	8/12/2014	CBO Workshop - Bayside-Vietnamese	Saving , equality, educational growth, and economy growth
901	8/12/2014	CBO Workshop - Bayside-Vietnamese	More buses, economic development, saving, educational growth, and equality
902	8/12/2014	CBO Workshop - Bayside-Vietnamese	Ride bus and the Trolley
903	8/12/2014	CBO Workshop - Bayside-Vietnamese	Public transportation expands more housing & social order
904	8/12/2014	CBO Workshop - Bayside-Vietnamese	Economy growth and educational growth
905	8/12/2014	CBO Workshop - Bayside-Vietnamese	Saving and equality
906	8/12/2014	CBO Workshop - Bayside-Vietnamese	Economy growth, educational growth, equality, and money saving
907	8/12/2014	CBO Workshop - Bayside-Vietnamese	Economic saving benefit due to more buses

Number	Date	Forum	Comment
908	8/12/2014	CBO Workshop - Bayside-Vietnamese	Saving and equality
909	8/12/2014	CBO Workshop - Bayside-Vietnamese	Saving and equality
910	8/12/2014	CBO Workshop - Bayside-Vietnamese	Bus system
911	8/12/2014	CBO Workshop - Bayside-Vietnamese	Economy growth and equality
912	8/12/2014	CBO Workshop - Bayside-Vietnamese	Saving and equality
913	8/12/2014	CBO Workshop - Bayside-Vietnamese	Economy growth, access to education system will be expanded
914	8/12/2014	CBO Workshop - Bayside-Vietnamese	Economy growth, educational growth, equality, and money saving
915	8/12/2014	CBO Workshop - Bayside-Vietnamese	Economy growth, educational growth, equality, and money saving
916	8/12/2014	CBO Workshop - Bayside-Vietnamese	Economy growth, educational growth, equality, and money saving
917	8/12/2014	CBO Workshop - Bayside-Vietnamese	Economy growth, educational growth, equality, and money saving
918	8/12/2014	CBO Workshop - Bayside-Vietnamese	Economy growth, educational growth, equality, and money saving
919	8/12/2014	CBO Workshop - Bayside-Vietnamese	Economy growth, educational growth, equality, and money saving
920	8/12/2014	CBO Workshop - Bayside-Vietnamese	Fast transit, less accidents, and clean environment
921	8/12/2014	CBO Workshop - Bayside-Vietnamese	Economy growth, educational growth, equality, and money saving.
922	8/12/2014	CBO Workshop - Bayside-Vietnamese	Easy transit around city economy grow
923	8/12/2014	CBO Workshop - Bayside-Vietnamese	Many ways to transport
924	8/12/2014	CBO Workshop - Bayside-Vietnamese	Saving
925	8/12/2014	CBO Workshop - Bayside-Vietnamese	Economy grows and families are happier
926	8/12/2014	CBO Workshop - Bayside-Vietnamese	Economy grow
927	8/12/2014	CBO Workshop - Bayside-Vietnamese	Can walk to the bus stations because having more buses in many places, good health.
928	8/12/2014	CBO Workshop - Bayside-Vietnamese	Bus, inside and outside local economy grow, educational growth.
929	8/12/2014	CBO Workshop - Bayside-Vietnamese	I'd like to go to the medical office that is located very far from home, so more Trolleys or buses are very good
930	8/12/2014	CBO Workshop - Bayside-Vietnamese	More buses is good transportation
931	8/12/2014	CBO Workshop - Bayside-Vietnamese	Economy grow, educational growth, equality
932	8/12/2014	CBO Workshop - Bayside-Vietnamese	Economy grow, (more buses), educational growth, equality
933	8/12/2014	CBO Workshop - Bayside-Vietnamese	Bus system

Number	Date	Forum	Comment
		CBO Workshop - Bayside-	
934	8/12/2014	Vietnamese	More buses creates a better economy and happy families
935	8/12/2014	CBO Workshop - IRC-Arabic	Good
936	8/12/2014	CBO Workshop - IRC-Arabic	Good
937	8/12/2014	CBO Workshop - IRC-Arabic	Expand bus network, more connections. I like the express bus from El Cajon to Downtown on I-94
938	8/12/2014	CBO Workshop - IRC-Arabic	Very good
939	8/12/2014	CBO Workshop - IRC-Arabic	I like for me, bus on freeway is the best
940	8/12/2014	CBO Workshop - IRC-Arabic	I like that some projects are near my area
941	8/12/2014	CBO Workshop - IRC-Arabic	I like projects near my area
942	8/12/2014	CBO Workshop - IRC-Arabic	More buses
943	8/12/2014	CBO Workshop - IRC-Arabic	More buses/connections between bus stops; express bus to downtown from El Cajon
944	8/12/2014	CBO Workshop - IRC-Arabic	Nothing
945	8/12/2014	CBO Workshop - IRC-Arabic	I like Scenarios 2 more because of more bus connections between bus stops
946	8/12/2014	CBO Workshop - IRC-Arabic	More bus connections between stops
947	8/12/2014	CBO Workshop - IRC-Arabic	More bus connections
948	8/12/2014	CBO Workshop - IRC-Arabic	More bus connections
949	8/12/2014	CBO Workshop - IRC-Arabic	More bus connections between stops
950	8/12/2014	CBO Workshop - IRC-Arabic	I have my own car
951	8/12/2014	CBO Workshop - IRC-Arabic	I like both ideas
952	8/12/2014	CBO Workshop - IRC-Arabic	Save time
953	8/12/2014	CBO Workshop - IRC-Arabic	There are many buses, of course, is better and serve many people at the same time, save in gas compared to using our own cars.
954	8/12/2014	CBO Workshop - IRC-Arabic	Express bus from El Cajon to Downtown
		CBO Workshop - City Heights	
955	8/12/2014	CDC	The 54th Street project
		CBO Workshop - City Heights	
956	8/12/2014	CDC	It provides rapid bus through multiple communities
		CBO Workshop - City Heights	
957	8/12/2014	CDC	Earlier rapid transit
		CBO Workshop - City Heights	
958	8/12/2014	CDC	Nothing. A third Transit First (not composed of buses) approach needs to be presented and implemented - dedicated transit lines and no more freeway expansions.
		CBO Workshop - City Heights	
959	8/12/2014	CDC	It's more inclusive. Reaches many reasonable destinations. Solves the transport crisis for more residents. It'll ease congestion on the freeways during rush hours.
		CBO Workshop - City Heights	
960	8/12/2014	CDC	54th St BRT in 2035 not 2050. I prefer the more widespread network of rapid buses over existing Trolley strengthening.
		CBO Workshop - City Heights	
961	8/12/2014	CDC	I like that it has much more additions.
		CBO Workshop - Chula Vista CC	
962	8/12/2014	CBO Workshop - Chula Vista CC	The fact that there will be "more" options (transportations) to more areas, this is needed for the families we serve, more Managed Lanes. Will benefit more communities, public transportation will be used more and this will benefit people with limited transportation and the environment.
963	8/12/2014	CBO Workshop - Chula Vista CC	
964	8/12/2014	CBO Workshop - Chula Vista CC	More links to North County
965	8/12/2014	CBO Workshop - Chula Vista CC	Wide spread, get to more places
966	8/12/2014	CBO Workshop - Chula Vista CC	Improve transportation in more places in the community
967	8/12/2014	CBO Workshop - Chula Vista CC	Increase ability to have more options/areas
968	8/12/2014	CBO Workshop - Chula Vista CC	Scenario 2 will give you more access to transportation to different locations
969	8/12/2014	CBO Workshop - Chula Vista CC	More route options

Number	Date	Forum	Comment
970	8/12/2014	CBO Workshop - Chula Vista CC	Access to more places
971	8/12/2014	CBO Workshop - Chula Vista CC	Easier to get where you want to
972	8/12/2014	CBO Workshop - Chula Vista CC	It looks like if it's going to benefit were the city area as well as the
973	8/12/2014	CBO Workshop - Chula Vista CC	More locations options
974	8/12/2014	CBO Workshop - Chula Vista CC	More options accessibility for families in need
975	8/12/2014	CBO Workshop - Chula Vista CC	That it will be giving a broader services to citizens are not able to reach them otherwise
976	8/12/2014	CBO Workshop - Chula Vista CC	Needs to prepare for the over population
977	8/12/2014	CBO Workshop - Chula Vista CC	It has more routes available
978	8/12/2014	CBO Workshop - Jacobs Center	I see it as a process and inevitable positive growth.
979	8/12/2014	CBO Workshop - Jacobs Center	Cost savings, fewer people driving, smog decreases.
980	8/12/2014	CBO Workshop - Jacobs Center	It expands transit services and area.
981	8/12/2014	CBO Workshop - Jacobs Center	Not that likeable.
982	8/12/2014	CBO Workshop - Jacobs Center	The variety of transportation options in greater here. Also creates more of a reason for a transit hub. The rapid and express buses will make it easier for people to access the services they need.
983	8/12/2014	CBO Workshop - Jacobs Center	It would be much quicker.
984	8/12/2014	CBO Workshop - Jacobs Center	More Trolley express, less freeways because there would be more transportation. Get to your destination in less time and less waiting.
985	8/12/2014	CBO Workshop - Jacobs Center	I like this because I personally use the bus and it would benefit me and my neighbors.
986	8/12/2014	CBO Workshop - Jacobs Center	At the same time it would leave less cars on the highway because people would be using mass transit. People would feel comfortable using public transportation.
987	8/12/2014	CBO Workshop - Jacobs Center	I like this scenario, especially for people that do not have the option of driving. It gives them an option that is fast and more economical. Transportation would be much quicker and that in turn would make people use public transportation more often. This would free up congestion on the freeways, as there would be less people driving.
988	8/12/2014	CBO Workshop - Jacobs Center	Express buses.
989	8/12/2014	CBO Workshop - Jacobs Center	Express buses.
990	8/12/2014	CBO Workshop - Jacobs Center	Extending the areas of reach by extending the lines. Hoping that it will make travel by bus much less time consuming by having to wait less. It's definitely the better of the two, but still doesn't seem to be ambitious enough. Also seems that the most important developments are too far off, there is very little to look forward to in the first 10 years.
991	8/12/2014	Online	There should be no increased highway or freeway capacity.
992	8/12/2014	Online	You can take your "smart" growth, and your Communist social, economic and environmental justice, and shove it.
993	8/12/2014	Online	Your current scenarios are based on the 2050 Regional Transportation Plan that has been challenged in court and was found to be illegal (i.e.: it does not meet CO2 level guidelines for the state laws meaning if grants are provided to SANDAG to implement the 2050 plan SANDAG might be sued for fraud and have to return the funds). Nowhere in you presentation did you say that both scenarios are based on the unlikely assumption that your appeal to the current lost legal suit will be upheld. I consider this at a bare minimum an intentional misleading of the public to possible felony fraud.
994	8/12/2014	Online	If this scenario can be implemented, this will be very good.
995	8/12/2014	CBO Workshop - Bayside-Vietnamese	More cost expanse because it builds too many projects at the same time. Take a long time to finish.
996	8/12/2014	CBO Workshop - Bayside-Vietnamese	Cost to residents
997	8/12/2014	CBO Workshop - Bayside-Vietnamese	Cost to residents
998	8/12/2014	CBO Workshop - Bayside-Vietnamese	Take a long time to commute

Number	Date	Forum	Comment
999	8/12/2014	CBO Workshop - Bayside-Vietnamese	More freeways
1000	8/12/2014	CBO Workshop - Bayside-Vietnamese	Good transportation, how ever, it's costly.
1001	8/12/2014	CBO Workshop - Bayside-Vietnamese	Costly
1002	8/12/2014	CBO Workshop - IRC-Arabic	Express bus to Downtown from El Cajon
1003	8/12/2014	CBO Workshop - IRC-Arabic	New bus from downtown to Temecula; Express bus to downtown from El Cajon
1004	8/12/2014	CBO Workshop - IRC-Arabic	There are no fears because it is a good plan for the future
1005	8/12/2014	CBO Workshop - IRC-Arabic	I have no problem
1006	8/12/2014	CBO Workshop - IRC-Arabic	I don't think this is more safe
1007	8/12/2014	CBO Workshop - IRC-Arabic	No concerns
1008	8/12/2014	CBO Workshop - IRC-Arabic	Crowded
1009	8/12/2014	CBO Workshop - IRC-Arabic	Also the time issue
1010	8/12/2014	CBO Workshop - IRC-Arabic	High Cost
1011	8/12/2014	CBO Workshop - City Heights CDC	It takes too long to construct
1012	8/12/2014	CBO Workshop - City Heights CDC	That no community input was included. The entire thing was a farce.
1013	8/12/2014	CBO Workshop - City Heights CDC	They are adding to areas that might not need it as much. Prioritize!
1014	8/12/2014	CBO Workshop - City Heights CDC	Same as Scenario 1 No express routes
1015	8/12/2014	CBO Workshop - Chula Vista CC	Still will have the need to be more efficient regarding time.
1016	8/12/2014	CBO Workshop - Chula Vista CC	More connections to places out here (Chula Vista).
1017	8/12/2014	CBO Workshop - Chula Vista CC	Traffic, smoke, more complex
1018	8/12/2014	CBO Workshop - Chula Vista CC	Traffic in small streets and pollution
1019	8/12/2014	CBO Workshop - Chula Vista CC	The traffic will increase more time for transportation from A to B
1020	8/12/2014	CBO Workshop - Chula Vista CC	It's beneficial because it takes you to a lot more places, we have the options.
1021	8/12/2014	CBO Workshop - Chula Vista CC	About the time that is wasted
1022	8/12/2014	CBO Workshop - Chula Vista CC	Limited to short distances and not saving time
1023	8/12/2014	CBO Workshop - Chula Vista CC	Increase of public transportation cost
1024	8/12/2014	CBO Workshop - Chula Vista CC	May get clogged down with people waiting for connections
1025	8/12/2014	CBO Workshop - Chula Vista CC	Congestion
1026	8/12/2014	CBO Workshop - Chula Vista CC	No rapid systems
1027	8/12/2014	CBO Workshop - Chula Vista CC	The high cost of fuel
1028	8/12/2014	CBO Workshop - Chula Vista CC	
1029	8/12/2014	CBO Workshop - Jacobs Center	Still no other options to other communities to assist financial growth, only to sustain.
1030	8/12/2014	CBO Workshop - Jacobs Center	Savings.

Number	Date	Forum	Comment
1031	8/12/2014	CBO Workshop - Jacobs Center	Overall we need transportation hubs located at Euclid or Southeast San Diego.
1032	8/12/2014	CBO Workshop - Jacobs Center	It is not green & it makes as much stops as the Trolley does.
1033	8/12/2014	CBO Workshop - Jacobs Center	The limited options for residents.
1034	8/12/2014	CBO Workshop - Jacobs Center	There's not much transportation points coming through Southeast San Diego.
1035	8/12/2014	CBO Workshop - Jacobs Center	Does not include the Trolley express that could bring more people to the neighborhood.
1036	8/12/2014	CBO Workshop - Jacobs Center	So there won't be express buses or either buses travelling fast.
1037	8/12/2014	CBO Workshop - Jacobs Center	None. All positive to me.
1038	8/12/2014	CBO Workshop - Jacobs Center	If it really is express. If it says it will be express transportation, make it fast unlike how it currently is.
1039	8/12/2014	CBO Workshop - Jacobs Center	It concerns me that it can be made and then fail. I hope it's a good idea because it would hopefully cause less traffic and have much less air contamination. Although I am looking forward to living the futuristic dream of being able to take the bus up the 805 by 2035, I don't see why we couldn't have it by 2020, or tomorrow, for that matter. If there were a bus that got from where I live (North Park) to where I work (Mira Mesa) in only twice the time it takes to drive, I would never drive. You can read, work, and be productive in busses, so long as you don't have to keep looking out for stops and transferring to new busses. At present, you need to take 3 connecting busses, and it takes at least 1h48 minutes for what is a 17m drive at off-peak times.
1040	8/12/2014	Online	I cannot see from the plan that there are any plans for new bike paths where there were none before. Highways are often much more direct than the shortest bike route, and until this changes, bicycling is not going to be a major form of commuting. Bicycle paths along highways are great because 1) They take a much more direct route than you'd take by going along roads. 2) They're using land that nobody can build on anyway, since it's right next to a highway. 3) Few lights, stop-signs, etc., especially if you have tunnels under onramps. 4) They self-advertise to drivers who are stuck in traffic. So it's unfortunate that, at least from the map, it doesn't look like new paths are being built.
1041	8/12/2014	Online	It's hard to believe that we'll never have light rail in the I-15 corridor. I'm bummed my neighborhood (4S + Del Sur) will never have a light rail connection.
1042	8/12/2014	Online	A regional transportation plan should look like spokes on a wheel, with the center being San Diego. Regional transit goes from City Center to City Center with few (or no) stops in between. Eventually, it will begin to look like a spider web when smaller city centers connect to other smaller city centers. Local transportation serves local communities.
1043	8/12/2014	Online	This plan encourages sprawl and bad land use by trying to serve all areas. That is not the goal or responsibility of a Regional Transit System, and is contributing to a declining quality of life and environment in San Diego County.
1044	8/12/2014	Online	There will come a time, when I get to leave this rotten Communist (left leaning) state of California. By the way, your "slogan" SD-Forward is a communist slogan. Some of us actually read and comprehend history.
1045	8/12/2014	Online	Many people on this project will be dead by 2050. This project needs to move ahead by 30 years. Scenario 1 & 2: Street Car/Trolleys can be eliminated by electrified buses, that are able to avoid obstacles. Being they are more mobile.
1046	8/12/2014	Online	Stop misleading the public. Accept the need to deal with global warming and actually follow the science. Teach the public that global warming is real and that is why you are suggesting changes that are based on science.
1047	8/12/2014	CBO Workshop - Bayside-Vietnamese	It Needs to be implemented soon
1048	8/12/2014	CBO Workshop - IRC-Arabic	I like the express bus to Downtown from El Cajon. I would like a bus on Mollison Ave.
1049	8/12/2014	CBO Workshop - IRC-Arabic	Yes, in my opinion, there are many area haven't active (active bus routes like Chase, Mollison. These areas are very crowded with people and it is a problem to transport them from their places to work or college or any place.
1050	8/12/2014	CBO Workshop - IRC-Arabic	We need the fast ways for cars
1051	8/12/2014	CBO Workshop - IRC-Arabic	Hopefully these plan can exist soon to serve people easily. Thank you
1052	8/12/2014	CBO Workshop - City Heights	I would like to see youth bus passes be free if not affordable to youth. My daughter is a high school now and having quicker access routes to local universities is what we need (SDSU, UCSD, USD, and CSUSM).
1053	8/12/2014	CBO Workshop - City Heights	Transit First! Do not expand freeways.
1054	8/12/2014	CBO Workshop - City Heights	This update is a sham. Any SANDAG planner who supports this should realize that they have zero integrity. Their own future is being sacrificed in the name of job security instead of doing the right thing.
1055	8/12/2014	CBO Workshop - City Heights	We need more transportation routes sooner than 2035 and 2050.
1056	8/12/2014	CBO Workshop - City Heights	I support pushing for a Transit First Scenario!
1057	8/12/2014	CBO Workshop - Chula Vista CC	I would like to use better what we already have such as SR 125 south (very expensive for everyday travel) if it was cheaper I would use it more often.

Number	Date	Forum	Comment
1058	8/12/2014	CBO Workshop - Chula Vista CC	Expand Freeway 163
1059	8/12/2014	CBO Workshop - Chula Vista CC	The scenario we have now communication need to improve we tell them where we are going time we need to be there and there part the wrong time to the drivers I held the driver that I have, the way the communication is.
1060	8/12/2014	CBO Workshop - Chula Vista CC	The present system is confusing for people who are not familiar with it, this could be improved at little cost.
1061	8/12/2014	CBO Workshop - Chula Vista CC	We need to learn from European countries where there are so many public transportation options and walkable communities, bullet trains.
1062	8/12/2014	CBO Workshop - Jacobs Center	We need incentives to want to use public transportation.
1063	8/12/2014	CBO Workshop - Jacobs Center	Need more time to be informed of both projects, too little time and too much to decide.
1064	8/12/2014	CBO Workshop - Jacobs Center	Fair mix of mass transit and automobile.
1065	8/12/2014	CBO Workshop - Jacobs Center	Euclid Trolley must become transportation hub for express. There is not enough expansion to other communities with job and career opportunities. Everyone should have access to San Diego, not just a neighborhood.
1066	8/12/2014	CBO Workshop - Jacobs Center	There should be a rapid Trolley stop in Southeast San Diego to create more money, business, and jobs (Euclid & Market).
1067	8/12/2014	CBO Workshop - Jacobs Center	I say if buses are useful to get to places faster than Trolleys.
1068	8/12/2014	CBO Workshop - Jacobs Center	Thank you for giving us the opportunity to give our opinion on a decision that effects our community.
1069	8/12/2014	CBO Workshop - Jacobs Center	Thank you for your time to help increase quality of life. Many families do not own cars and must use public transportation, but we need it to be fast and economical.
1070	8/13/2014	Online	Nothing specific.
1071	8/13/2014	Online	Nothing
1072	8/13/2014	CBO Workshop - Able Disabled Advocacy	Safety new bus line
1073	8/13/2014	CBO Workshop - Able Disabled Advocacy	No preference
1074	8/13/2014	CBO Workshop - Able Disabled Advocacy	Not much
1075	8/13/2014	CBO Workshop - Able Disabled Advocacy	Rapid bus
1076	8/13/2014	CBO Workshop - Able Disabled Advocacy	Express Trolley to San Ysidro to Santa Fe Depot, Trolley Extension to Mira Mesa
1077	8/13/2014	CBO Workshop - Able Disabled Advocacy	Express Trolley
1078	8/13/2014	CBO Workshop - Able Disabled Advocacy	Phasing of Managed Lanes (5, 805, 78)
1079	8/13/2014	CBO Workshop - Able Disabled Advocacy	Trolley expansion to Del Mar
1080	8/13/2014	CBO Workshop - Able Disabled Advocacy	Orange Line improvements
1081	8/13/2014	CBO Workshop - El Cajon Collaborative	Seems to offer more options in mobility although in east county it still shows a lack of mobility.
1082	8/13/2014	CBO Workshop - Operation Samahan	Quicker & more direct Trolley lines.
1083	8/13/2014	CBO Workshop - Operation Samahan	Lesser traffic; accident rates decrease.
1084	8/13/2014	CBO Workshop - Operation Samahan	Express Trolley.
1085	8/13/2014	CBO Workshop - Operation Samahan	Trolley system.
1086	8/13/2014	CBO Workshop - Operation Samahan	It is a lot simpler to do than Scenario 2. It would be great to expand the Trolley.
1087	8/13/2014	CBO Workshop - Operation Samahan	Improvement of Trolley system.

Number	Date	Forum	Comment
1088	8/13/2014	CBO Workshop - Operation Samahan	Express Trolley makes it easier for those who work.
1089	8/13/2014	CBO Workshop - Operation Samahan	I like the proposal of transit corridors in Chula Vista because it makes the commute time to go to my children's homes who live in Otay Ranch.
1090	8/13/2014	CBO Workshop - Operation Samahan	Trolley in Highland to downtown.
1091	8/13/2014	CBO Workshop - Operation Samahan	I am satisfied with the transportation in my place to where I live. I'm lucky to have two options: Bus 704 and & 701.
1092	8/13/2014	CBO Workshop - Operation Samahan	Not much.
1093	8/13/2014	CBO Workshop - Operation Samahan	Scenario 1 can bring a lot of benefits towards our community because a lot of people use the Trolley to go to work/home.
1094	8/13/2014	CBO Workshop - Operation Samahan	The expansion of the Trolley system.
1095	8/13/2014	CBO Workshop - Operation Samahan	The fact that they would strengthen the Trolley system/express Trolley.
1096	8/13/2014	CBO Workshop - Operation Samahan	(1) A cleaner system; (2) Creates less traffic; (3) Less variables to deal with--e.g. number of drivers, number of buses, infrastructure to sustain the bus system; (4) less dependence on freeway improvement; (5) Establishes more permanent routines that can drive and define the commuters' mode & pattern of travel.
1097	8/13/2014	Online	The difference from Scenario 2 is not great enough to be significant. There should be at least one more, substantially different, scenario, showing more transit improvements sooner throughout the system.
1098	8/13/2014	Online	No forward thinking. Uses only traditional methods. Portends a future with still only 1 driver in a car.
1099	8/13/2014	CBO Workshop - Able Disabled Advocacy	Need more transit, reduce costs
1100	8/13/2014	CBO Workshop - Able Disabled Advocacy	Concern traffic flow
1101	8/13/2014	CBO Workshop - Able Disabled Advocacy	Concerned with traffic flow
1102	8/13/2014	CBO Workshop - Able Disabled Advocacy	My concerns are the lack of east county mobility as well as the time frame in which this takes place. East county is in immediate need of more mobility.
1103	8/13/2014	CBO Workshop - Operation Samahan	It's still overwhelming to see how it will benefit me.
1104	8/13/2014	CBO Workshop - Operation Samahan	Longer waiting time.
1105	8/13/2014	CBO Workshop - Operation Samahan	I don't believe that scenario 1 will make a big difference. I think more bus lines would help.
1106	8/13/2014	CBO Workshop - Operation Samahan	Freeway expansion & delay improvements for transit.
1107	8/13/2014	CBO Workshop - Operation Samahan	What concerns me is this takes too long to finish.
1108	8/13/2014	CBO Workshop - Operation Samahan	My concerns about scenario 1 is about the time that the buses run through their route. Some buses are not on time. Some buses run 5-10 minutes late for some reason or another.
1109	8/13/2014	CBO Workshop - Operation Samahan	I am happy that we have bus in our place in 3rd Ave. and F Street going to the Trolley and Trolley to downtown.
1110	8/13/2014	CBO Workshop - Operation Samahan	I am pleased I have two choices of buses to take: 704 & & 701 which both go to the Trolley station.
1111	8/13/2014	CBO Workshop - Operation Samahan	The concentration is on the freeways and expanding the transit system.
1112	8/13/2014	CBO Workshop - Operation Samahan	Expense/ keep low and affordable to the communities.
1113	8/13/2014	CBO Workshop - Operation Samahan	Limited coverage in terms of geographic reach.
1114	8/13/2014	Online	Nothing specific.

Number	Date	Forum	Comment
1115	8/13/2014	Online	Nothing
		CBO Workshop - Able Disabled	
1116	8/13/2014	Advocacy	More route locations
		CBO Workshop - Able Disabled	
1117	8/13/2014	Advocacy	Emphasis on more widespread network
		CBO Workshop - Able Disabled	
1118	8/13/2014	Advocacy	No Preference
		CBO Workshop - Able Disabled	
1119	8/13/2014	Advocacy	SR 54
		CBO Workshop - Able Disabled	
1120	8/13/2014	Advocacy	Trolley lines that connect
		CBO Workshop - Able Disabled	
1121	8/13/2014	Advocacy	Bus rapid to El Cajon
		CBO Workshop - Able Disabled	
1122	8/13/2014	Advocacy	BRT El Cajon to Downtown
		CBO Workshop - Able Disabled	
1123	8/13/2014	Advocacy	Solana Beach to Sabre Springs Rapid Bus
		CBO Workshop - El Cajon	
1124	8/13/2014	Collaborative	I am not in favor of this plan as it is much more constrained.
		CBO Workshop - Operation	
1125	8/13/2014	Samahan	Nothing
		CBO Workshop - Operation	
1126	8/13/2014	Samahan	Shorter travel time; more accessible places; less traffic; accident rates decrease.
		CBO Workshop - Operation	
1127	8/13/2014	Samahan	More routes.
		CBO Workshop - Operation	
1128	8/13/2014	Samahan	Bus system. Better for seniors to have more bus services.
		CBO Workshop - Operation	
1129	8/13/2014	Samahan	New routes will help all who use the bus Trolley.
		CBO Workshop - Operation	
1130	8/13/2014	Samahan	Bus rapid transit.
		CBO Workshop - Operation	
1131	8/13/2014	Samahan	What I like about Scenario 2 is that there are many buses to go around the city.
		Community Based Organization	
1132	8/13/2014	Workshop	Same as scenario 1. However, I would like to suggest that all bus stops should have a waiting shelter built to protect commuters from rain and sun. Just in case rain comes which does not usually occur except when there is a storm.
		Community Based Organization	
1133	8/13/2014	Workshop	It will be good if the Trolley will be built going to Mira Mesa.
		CBO Workshop - Operation	
1134	8/13/2014	Samahan	Getting more options is really good for the community and the riders.
		CBO Workshop - Operation	
1135	8/13/2014	Samahan	Adding more avenue and modes of transportation to transit throughout the city.
		CBO Workshop - Operation	
1136	8/13/2014	Samahan	There will be less stops.
		CBO Workshop - Operation	
1137	8/13/2014	Samahan	Expansions of transportation: freeways in the North.
		CBO Workshop - Operation	
1138	8/13/2014	Samahan	Using money for bus fast tracks that is also useful and faster.
		CBO Workshop - Operation	
1139	8/13/2014	Samahan	BRT can cover areas that Trolleys may not be able to reach.
			The difference from Scenario 1 is not great enough to be significant. There should be at least one more, substantially different, scenario, showing more transit improvements sooner throughout the system.
1140	8/13/2014	Online	
1141	8/13/2014	Online	No forward thinking. Uses only traditional methods. Portends a future with still only 1 driver in a car.

Number	Date	Forum	Comment
1142	8/13/2014	CBO Workshop - Able Disabled Advocacy	Safety in new bus lines
1143	8/13/2014	CBO Workshop - Able Disabled Advocacy	Looks more connectivity with transit
1144	8/13/2014	CBO Workshop - Able Disabled Advocacy	Concerned with Traffic flow
1145	8/13/2014	CBO Workshop - Able Disabled Advocacy	Not finishing SR 78 early
1146	8/13/2014	CBO Workshop - Able Disabled Advocacy	Concerned with traffic flow
1147	8/13/2014	CBO Workshop - Able Disabled Advocacy	No need for La Jolla/PB Streetcar
1148	8/13/2014	CBO Workshop - El Cajon Collaborative	My concerns lie with mobility concerns and time constraints.
1149	8/13/2014	CBO Workshop - Operation Samahan	Too many bus lines and multiple stops will definitely congest traffic. I know we are moving towards public transportation but if I have multiple places to go to, I cannot afford to wait so long.
1150	8/13/2014	CBO Workshop - Operation Samahan	Too many transfers.
1151	8/13/2014	CBO Workshop - Operation Samahan	More traffic.
1152	8/13/2014	CBO Workshop - Operation Samahan	It costs more. The Trolley is a lot easier to use.
1153	8/13/2014	CBO Workshop - Operation Samahan	Freeway expansion & delay improvement to transit.
1154	8/13/2014	CBO Workshop - Operation Samahan	Go ahead and do the rapid services to help commuters reach their destination ASAP. Thank you!
1155	8/13/2014	CBO Workshop - Operation Samahan	Good for the community.
1156	8/13/2014	CBO Workshop - Operation Samahan	Cost of the uses of all the different transportations.
1157	8/13/2014	CBO Workshop - Operation Samahan	Scenario 2 should not focus only on rapid transit services but should also on bike lanes and more bus routes.
1158	8/13/2014	CBO Workshop - Operation Samahan	Expense/keep cost low and affordable.
1159	8/13/2014	CBO Workshop - Operation Samahan	Too many variables to deal with which in the long-run may be costly compared to Scenario 1. The overall infrastructure to sustain the buses that run the BRT may be more costly in the long-run relative to establishing a very strong Trolley system.
1160	8/13/2014	Online	Overall, much larger investments should be made in transit and in active transportation improvements at a much earlier point in time. Too many of those improvements are pushed decades out. The regional transit system will not be functional unless more links are established and service frequency is substantially increased. TransNET in particular does not prioritize spending among eligible categories. Highway-related improvements have long taken priority over other modes, and continue to do so in the current plan (including the managed freeway lanes). What is needed from SANDAG is emphasis on transportation systems based upon new non-traditional methods and technologies, not only on new highway cement.
1161	8/13/2014	Online	The existing SANDAG scenarios are aimed at expanding existing highways and adding new roads, buses, and Trolleys with a "Build it, and they will use it" type of thinking. Although there is a brief mention of advanced transportation management projects such as Mobility Hubs, there seem to be no active plans for exploiting new technology through the next 50 years. The result is that drivers will continue to commute by driving only themselves between their homes and their workplaces. Just because there is a new bus route, does not mean that people will use it enough to pay for it. A recent example of this was the SANDAG/Navy project called the "Murph Express" which was an experimental non-stop express bus service from Navy housing in the Murphy Canyon. The Murph Express was set up to carry military personnel door-to-door from their residences to their places of work -- pretty neat for them, hmm? Well guess what -- only 1% of the military commuters took advantage of it! This is just another example which seems to prove that, in general, using traditional methods, "You can't get people out of their cars!".
1162	8/13/2014	Online	

Number	Date	Forum	Comment
			SANDAG's visionary Mobility Hub idea is long overdue, and is still relegated to be an afterthought in the present SANDAG plans for the next 50 years. A well-designed Mobility Hub Network (MHN) may be the best long-term solution for the San Diego area. SANDAG planners should begin immediately to find potential MHN sites, before these sites disappear (as has happened historically with Miramar air field). Will SANDAG stand by and watch Qualcomm Stadium be sold to developers so that all we get is another shopping center? -- or will SANDAG do some visionary planning which would transform Qualcomm into a dynamic Mobility Hub Network component? The same argument holds for the future use of military properties which may become eligible for reuse -- will SANDAG stand by helplessly to watch the Marine Recruit Depot suffer the same fate?
1163	8/13/2014	Online CBO Workshop - Able Disabled	The present 50-year SANDAG plans seem oblivious to the above ideas and concerns. Let's go SANDAG! The people of San Diego are counting on you for creating our streamlined future! Let's think Outside the Box!
1164	8/13/2014	Advocacy CBO Workshop - Able Disabled	Safety Concerns Bus Line in Otay, daughter uses bus for SW College.
1165	8/13/2014	Advocacy CBO Workshop - Able Disabled	Add Trolley to airport
1166	8/13/2014	Advocacy CBO Workshop - Able Disabled	Reduce cost of rides and increase connectivity
1167	8/13/2014	Advocacy CBO Workshop - Able Disabled	Bike Lanes are important
1168	8/13/2014	Advocacy CBO Workshop - Able Disabled	Transit to Poway, Mira Mesa, no way to get there.
1169	8/13/2014	Advocacy CBO Workshop - Able Disabled	More transit options
1170	8/13/2014	Advocacy	High Speed Rail and more affordable
1171	8/13/2014	CBO Workshop - El Cajon Collaborative	East County transit system has had many bus routes cancelled which leaves seniors or those who do not drive unable to get around after 4:00 pm. This is unacceptable to those of us that have doctors appointments or other necessities that need to be accomplished. We in the East County need an immediate change and addition to our transit center. Not in 2050!!
1172	8/13/2014	CBO Workshop - El Cajon Collaborative	My desire is to have back important bus routes that were taken away, Back running again so people who are in need of Doctor apps , shopping areas, especially in East County (Santee) they took away Route 854 which used to go in the heart of the city. Which was about 14 to 15 years ago. I live in a huge housing complex and I have disability which makes it much harder for me to get around these days. This Rte affects people who go to college. Also keeps some of the business we have running longer rte 834 runs only 4 times a day and is used for high school time. Please notice this. People are in need for this. Our life goes on. Some can't wait till 2050. It needs to be updated to accommodate for peoples needs.
1173	8/13/2014	CBO Workshop - Operation Samahan	SANDAG should really consider having a video that really breaks down the scenarios because it is too confusing. And with all the money spent, we should be able to really break it down - we can't understand it.
1174	8/13/2014	CBO Workshop - Operation Samahan	The needs of low-income family or elderly people who don't drive/cannot drive or don't have cars are more important than the needs of those people who have cars. Example: 1. It will take low-income, elderly people anywhere from 1-3 hours to get to their destination when using public transportation. 2. it will delay the commute of people who have cars anywhere from 10 minutes to 1 hour because of heavy traffic. I would try to put more effort to meet the needs of low-income elderly people because they are affected more.
1175	8/13/2014	CBO Workshop - Operation Samahan	National City needs increased public transit & active transportation. we don't need more freeways or freeway expansion.
1176	8/13/2014	CBO Workshop - Operation Samahan	(1) Change the time in which 968 bus route from one hour to 30 mins.; (2) Put back the bus stop on Highland Ave in front of the Baptist Church.
1177	8/13/2014	CBO Workshop - Operation Samahan	(1) Bike lanes should be made; (2) Bikers should be safer if they are to use the bike lane; (3) Buses should have clean seats; (4) Waiting sheds should be built for the protection of commuters from rain or shine; (5) Resume the 701 bus from H Trolley station to Palomar on Sunday; (6) Resume 709 bus going to Otay Ranch on Sundays. Bus #703 does the route and it takes a lot of time to reach Otay Ranch and the South Bay places. I usually visit my 2 children's families on Sundays. Thank you!
1178	8/13/2014	CBO Workshop - Operation Samahan	Sorry. I have arthritis in both hands. I have difficulty writing.
1179	8/13/2014	CBO Workshop - Operation Samahan	Work with the community
1180	8/13/2014	CBO Workshop - Operation Samahan	(1) Increase frequency of buses on Sundays; (2) Increase bike lanes; (3) Make bike lanes wide enough so cars won't hit the riders.

Number	Date	Forum	Comment
1181	8/13/2014	CBO Workshop - Operation Samahan	(1) Why wait till 2035 and 2050 to have these changes happen? I really think it's something that would be very successful & needed for the community; (2) Drinking fountains (maybe); (3) rest rooms at Trolley stations; (4) Improve public transit on Sundays.
1182	8/13/2014	CBO Workshop - Operation Samahan	(1) We would like to create a scenario that's community-focused. Our community in National City is overlooked! (2) Overall, we need a strong Trolley system to enable our commuters to connect outside National City. In addition, we like to strengthen our local bus system and/or improve our current bus system to lessen travel time among our low-income commuters.
1183	8/14/2014	Online	The COASTER is expanded as well as the Trolley system.
1184	8/14/2014	CBO Workshop - El Cajon Collaborative	#13 El Cajon Transit Center to Downtown Via SR 94 (Peak County).
1185	8/14/2014	CBO Workshop - El Cajon Collaborative	Additional Transportation in areas.
1186	8/14/2014	CBO Workshop - El Cajon Collaborative	The improvement in our transportation. Rail, Bus, and Trolley.
1187	8/14/2014	CBO Workshop - El Cajon Collaborative	I am very interested in the focus on improving the existing trans system.
1188	8/14/2014	CBO Workshop - El Cajon Collaborative	Sounds good. Probably faster and easier to access.
1189	8/14/2014	CBO Workshop - Alliance for Regional Solutions	Very glad we're expanding/adding Managed Lanes on the 5 and 805 since I come from North Park to Encinitas.
1190	8/14/2014	CBO Workshop - Alliance for Regional Solutions	Strengthening current infrastructure but prefer scenario 2.
1191	8/14/2014	CBO Workshop - Alliance for Regional Solutions	Express Trolley/SPRINTER between Escondido and Oceanside
1192	8/14/2014	CBO Workshop - Alliance for Regional Solutions	Express Trolley lane; smog pollutants decreased; better globally
1193	8/14/2014	CBO Workshop - Alliance for Regional Solutions	I like the Rapid from Oceanside to UTC/ UCSD as I see the commute determining the education my clients choose.
1194	8/14/2014	CBO Workshop - Alliance for Regional Solutions	I think that a more widespread network (rapid) is important to connect people w/o transportation to other areas. Expanding lanes are also important.
1195	8/14/2014	CBO Workshop - Alliance for Regional Solutions	Scenario 1 covers more high traffic areas. In 2050 the transportation coverage increases but North County benefits more from Scenario 2.
1196	8/14/2014	CBO Workshop - Alliance for Regional Solutions	What I like about scenario 1 is that it is completed fully. I believe it will make it easier for people to commute. Less traffic, and less people commuting alone.
1197	8/14/2014	CBO Workshop - Alliance for Regional Solutions	78 corridor
1198	8/14/2014	CBO Workshop - Alliance for Regional Solutions	Both scenarios will be chaos in the making.
1199	8/14/2014	CBO Workshop - Alliance for Regional Solutions	The biggest concerns are the 2 lanes. Why not develop 4 lanes.
1200	8/14/2014	CBO Workshop - Alliance for Regional Solutions	Phase 1 will have less traffic detours because the other lanes are not in place or in construction.
1201	8/14/2014	CBO Workshop - Alliance for Regional Solutions	Scenario one appears to have less traffic and therefore less of an impact on existing traffic thus inconveniencing commuters less during the time of construction.
1202	8/14/2014	CBO Workshop - Alliance for Regional Solutions	Scenario 1 (78) adding Managed Lanes earlier in the plan along 78 as most jobs in North County are along the 78.
1203	8/14/2014	CBO Workshop - Alliance for Regional Solutions	Improvements to 78; assisting commuters between coast and inland communities.
1204	8/14/2014	CBO Workshop - Alliance for Regional Solutions	Open up North County across for job seekers/workers.
1205	8/14/2014	CBO Workshop - Alliance for Regional Solutions	More lanes being opened up on the 78 helping with the major traffic jams during peak hours. 2050- Express Trolley from Escondido to Oceanside. High Speed Rail from Inland North County to SD. It would be nice sooner.
1206	8/14/2014	CBO Workshop - Alliance for Regional Solutions	Managed Lanes on the 78. Tends to be overcrowded now but Managed Lanes might help. Managed Lanes for I-5, as it hasn't had any improvements unlike the I-15.

Number	Date	Forum	Comment
1207	8/14/2014	CBO Workshop - Alliance for Regional Solutions	I like that the 78 corridor will have 2 Managed Lanes at two different parts.
1208	8/14/2014	CBO Workshop - Chula Vista CC - Spanish	Transportation investment
1209	8/14/2014	CBO Workshop - Chula Vista CC - Spanish	Get there fast
1210	8/14/2014	CBO Workshop - Chula Vista CC - Spanish	More express lanes
1211	8/14/2014	CBO Workshop - Chula Vista CC - Spanish	More bus or Trolley -1-2050 carpool
1212	8/14/2014	CBO Workshop - Chula Vista CC - Spanish	Transportation investment
1213	8/14/2014	CBO Workshop - Chula Vista CC - Spanish	Add more transportation
1214	8/14/2014	CBO Workshop - Chula Vista CC - Spanish	Need more safety
1215	8/14/2014	CBO Workshop - Chula Vista CC - Spanish	Faster
1216	8/14/2014	CBO Workshop - Chula Vista CC - Spanish	Its fine but if we count from here to there will be more people.
1217	8/14/2014	CBO Workshop - Chula Vista CC - Spanish	Faster
1218	8/14/2014	CBO Workshop - Chula Vista CC - Spanish	Without stops and faster its direct to where you are going
1219	8/14/2014	CBO Workshop - Chula Vista CC - Spanish	Transportation is fine there is still not enough transportation to certain places
1220	8/14/2014	CBO Workshop - Chula Vista CC - Spanish	The faster transportation will be with faster express lanes
1221	8/14/2014	CBO Workshop - Chula Vista CC - Spanish	It saves time when you arrive faster
1222	8/14/2014	CBO Workshop - Chula Vista CC - Spanish	The speed, but during peak times there is not enough capacity for everyone.
1223	8/14/2014	CBO Workshop - Chula Vista CC - Spanish	Too many people, its too complicated
1224	8/14/2014	CBO Workshop - Chula Vista CC - Spanish	Has more advantages and disadvantages
1225	8/14/2014	CBO Workshop - Chula Vista CC - Spanish	Faster
1226	8/14/2014	CBO Workshop - Chula Vista CC - Spanish	There lines are smaller
1227	8/14/2014	Online	It ignores North County. It only focuses on running north and south. Eastern North County is completely ignored and having public transit there would relieve a lot of congestion.
1228	8/14/2014	CBO Workshop - El Cajon Collaborative	No East County Projects.
1229	8/14/2014	CBO Workshop - El Cajon Collaborative	Need to expand rail system to east county Alpine, Blossom Valley. And Viejas Casino.
1230	8/14/2014	CBO Workshop - El Cajon Collaborative	Although many improvements would come from the improvements made the probability of availability for remote areas still remains.
1231	8/14/2014	CBO Workshop - El Cajon Collaborative	Not the biggest fan of car travel over public trans. So I don't like how car travel would be even more encouraged than public trans.
1232	8/14/2014	CBO Workshop - Alliance for Regional Solutions	We should prioritize scenario 2 to create wider network on services. Need more bus services to North City.

Number	Date	Forum	Comment
1233	8/14/2014	CBO Workshop - Alliance for Regional Solutions	A lot more emphasis on more freeway lanes. We don't need that. We need alternatives to driving alone on the freeway. Devoted highway lanes to only bus/shuttles.
1234	8/14/2014	CBO Workshop - Alliance for Regional Solutions	Need more linkages between major and minor routes especially to areas or high density/business employer locations.
1235	8/14/2014	CBO Workshop - Alliance for Regional Solutions	No/limited change for additional corridors.
1236	8/14/2014	CBO Workshop - Alliance for Regional Solutions	Bus ride to transport center could be simplified allowing riders to have a less complicated ride- possibly having less stops with more frequent p/u times.
1237	8/14/2014	CBO Workshop - Alliance for Regional Solutions	Certain lanes not covered
1238	8/14/2014	CBO Workshop - Alliance for Regional Solutions	The creation of HOV that do not seem to be useful in other areas and not focusing on the congestion created around 4:30-6:30 Eastbound Oceanside to Escondido.
1239	8/14/2014	CBO Workshop - Alliance for Regional Solutions	The time frame- North County is huge and citizens need to be able to have access to other county regions quickly to access jobs that pay livable wage.
1240	8/14/2014	CBO Workshop - Alliance for Regional Solutions	Scenario one doesn't cover shopping tourist attractions. Less smog, less car theft.
1241	8/14/2014	CBO Workshop - Alliance for Regional Solutions	The cost of building, commuting concerns believe it would be a drastic change.
1242	8/14/2014	CBO Workshop - Alliance for Regional Solutions	Traffic, more pollution due to traffic and construction. Will the traffic be relieved in the long run- 2035 and 2050 deadline.
1243	8/14/2014	CBO Workshop - Alliance for Regional Solutions	Traffic/congestion
1244	8/14/2014	CBO Workshop - Alliance for Regional Solutions	Once the construction starts, it will be ongoing until 2035-2050. There will be ongoing construction and congested in most areas. More pollutions once more lanes, buses. Etc.,. Are in place.
1245	8/14/2014	CBO Workshop - Alliance for Regional Solutions	Is it going to resolve traffic issues in the long run or will 2 more lanes have to be added after scenario 1 is completed thus continuing construction and elongating traffic problems for San Diego County.
1246	8/14/2014	CBO Workshop - Alliance for Regional Solutions	The 1st phase only effects people who drive to work when the barrier is still there for clients who need an alternative way to work.
1247	8/14/2014	CBO Workshop - Alliance for Regional Solutions	No mass (public) transportation options for many residents without personal vehicles. More lanes=more vehicles= more construction
1248	8/14/2014	CBO Workshop - Alliance for Regional Solutions	All about transportation for people who do not have cars or reliable transportation.
1249	8/14/2014	CBO Workshop - Alliance for Regional Solutions	The mess it will make while doing it causing more traffic than there already is. That it will not be complete for quite some time. It would be very beneficial for emissions on our environment as well as raise a significant amount of money for future projects.
1250	8/14/2014	CBO Workshop - Alliance for Regional Solutions	Phase 1 is only focusing on private vehicle, not public transportation.
1251	8/14/2014	CBO Workshop - Alliance for Regional Solutions	Highway 78- what about I5 to College? Why can't the whole thing be done by 2035?
1252	8/14/2014	CBO Workshop - Alliance for Regional Solutions	I don't like that it will only strengthen existing transit corridors doesn't expand to rural areas.
1253	8/14/2014	CBO Workshop - Chula Vista CC - Spanish	Need alternate buses to go farther the city
1254	8/14/2014	CBO Workshop - Chula Vista CC - Spanish	No stops
1255	8/14/2014	CBO Workshop - Chula Vista CC - Spanish	No stops
1256	8/14/2014	CBO Workshop - Chula Vista CC - Spanish	Needs to just have the buses to go farther into the city
1257	8/14/2014	CBO Workshop - Chula Vista CC - Spanish	Buses should be more often and need to figure out where stops will be
1258	8/14/2014	CBO Workshop - Chula Vista CC - Spanish	Seems sufficient for that time

Number	Date	Forum	Comment
1259	8/14/2014	CBO Workshop - Chula Vista CC - Spanish	Has lots of services
1260	8/14/2014	CBO Workshop - Chula Vista CC - Spanish	That if I want to go closer there are no stops since its more direct
1261	8/14/2014	CBO Workshop - Chula Vista CC - Spanish	We need more transportation options and routes
1262	8/14/2014	CBO Workshop - Chula Vista CC - Spanish	It does not go to a lot of places y not as many stops and stations, the cost
1263	8/14/2014	CBO Workshop - Chula Vista CC - Spanish	Not enough routes, and there are areas not covered
1264	8/14/2014	CBO Workshop - Chula Vista CC - Spanish	It's faster but people have no respect
1265	8/14/2014	CBO Workshop - Chula Vista CC - Spanish	It really does not have a lot of options and need more transportation options from more points
1266	8/14/2014	CBO Workshop - Chula Vista CC - Spanish	No stops
1267	8/14/2014	CBO Workshop - Chula Vista CC - Spanish	Less transport to various places from the main hub and not a lot of options
1268	8/14/2014	CBO Workshop - Chula Vista CC - Spanish	Limits ability to go out Sundays by bus and no safety at bus stations
1269	8/14/2014	Online	The COASTER is expanded as well as the Trolley system.
1270	8/14/2014	CBO Workshop - El Cajon Collaborative	I find the mobility hub very useful as it branches out into areas where transit systems are scarce.
1271	8/14/2014	CBO Workshop - El Cajon Collaborative	Still do not really understand but I like this one better.
1272	8/14/2014	CBO Workshop - Alliance for Regional Solutions	Prioritizes expansion of network.
1273	8/14/2014	CBO Workshop - Alliance for Regional Solutions	Less traffic congestion due to construction improvements to Palomar Airport Road region between San Marcos and Carlsbad. Improvements between Carlsbad and Bonsall/Fallbrook/East Pendleton.
1274	8/14/2014	CBO Workshop - Alliance for Regional Solutions	Expansion of the current network.
1275	8/14/2014	CBO Workshop - Alliance for Regional Solutions	High speed rail ability to move from San Diego to uppermost North County.
1276	8/14/2014	CBO Workshop - Alliance for Regional Solutions	Better flow of traffic/ flow of transportation
1277	8/14/2014	CBO Workshop - Alliance for Regional Solutions	The focus on improvement of the Trolley systems.
1278	8/14/2014	CBO Workshop - Alliance for Regional Solutions	Scenario 2 is more beneficial to mid-high income levels, those living in poverty without transportation (car) need access to faster transportation to commute to work.
1279	8/14/2014	CBO Workshop - Alliance for Regional Solutions	Scenario 2 covers more of North County. The coverage fee should be affordable to low income families.
1280	8/14/2014	CBO Workshop - Alliance for Regional Solutions	It would be a nice transition for community. It would allow people to get use to it.
1281	8/14/2014	CBO Workshop - Alliance for Regional Solutions	I like the fact that Scenario 2 has more lanes however I'm concerned about the traffic that construction may cause.
1282	8/14/2014	CBO Workshop - Alliance for Regional Solutions	More bus lines in North County by 2050.
1283	8/14/2014	CBO Workshop - Alliance for Regional Solutions	It will benefit my grandchildren. The traffic concerns seem to be planned out and alleviated according to the planning.
1284	8/14/2014	CBO Workshop - Alliance for Regional Solutions	Four lanes added to the freeway.
1285	8/14/2014	CBO Workshop - Alliance for Regional Solutions	There are more options for transportation and commuters. More opportunities to get to one place to another.

Number	Date	Forum	Comment
1286	8/14/2014	CBO Workshop - Alliance for Regional Solutions	Scenario two will give more lanes resolving all traffic issues and facilitating public transportation or add lanes in the future.
1287	8/14/2014	CBO Workshop - Alliance for Regional Solutions	In the 2050 transit system it does cover other forms of transit. Do not like less Managed Lanes along 78.
1288	8/14/2014	CBO Workshop - Alliance for Regional Solutions	More options for Rapid transit inland in North County.
1289	8/14/2014	CBO Workshop - Alliance for Regional Solutions	None of this helps immediately for my clients who need transportation for work or to find a job.
1290	8/14/2014	CBO Workshop - Alliance for Regional Solutions	Didn't really see the difference.
1291	8/14/2014	CBO Workshop - Alliance for Regional Solutions	From scenario 2, I like the 2nd phase (2050) because it includes both private vehicles and public transportation (especially for clients).
1292	8/14/2014	CBO Workshop - Alliance for Regional Solutions	I like from Scenario 2 it's widespread.
1293	8/14/2014	CBO Workshop - Chula Vista CC - Spanish	Fewer people drive alone
1294	8/14/2014	CBO Workshop - Chula Vista CC - Spanish	Has different places
1295	8/14/2014	CBO Workshop - Chula Vista CC - Spanish	More options to get to various places
1296	8/14/2014	CBO Workshop - Chula Vista CC - Spanish	There should be more stops
1297	8/14/2014	CBO Workshop - Chula Vista CC - Spanish	Fewer people drive alone, more convenient and gives more options towards destination
1298	8/14/2014	CBO Workshop - Chula Vista CC - Spanish	I like that it takes me more places and more often
1299	8/14/2014	CBO Workshop - Chula Vista CC - Spanish	Has more options
1300	8/14/2014	CBO Workshop - Chula Vista CC - Spanish	More options because the population is increasing fast
1301	8/14/2014	CBO Workshop - Chula Vista CC - Spanish	More services and options
1302	8/14/2014	CBO Workshop - Chula Vista CC - Spanish	More options
1303	8/14/2014	CBO Workshop - Chula Vista CC - Spanish	There are more routes and maybe more often
1304	8/14/2014	CBO Workshop - Chula Vista CC - Spanish	More transportation options to more places
1305	8/14/2014	CBO Workshop - Chula Vista CC - Spanish	More time efficient options
1306	8/14/2014	CBO Workshop - Chula Vista CC - Spanish	More people more transportation
1307	8/14/2014	CBO Workshop - Chula Vista CC - Spanish	It's better than scenario 1
1308	8/14/2014	CBO Workshop - Chula Vista CC - Spanish	There are more advantages because it has more options from East to West
1309	8/14/2014	CBO Workshop - Chula Vista CC - Spanish	More options
1310	8/14/2014	CBO Workshop - Chula Vista CC - Spanish	More options from the main hub
1311	8/14/2014	CBO Workshop - Chula Vista CC - Spanish	There are more options faster and more efficient trips.

Number	Date	Forum	Comment
1312	8/14/2014	Online CBO Workshop - El Cajon	It ignores North County. It only focuses on running north and south. Eastern North County is completely ignored and having public transit there would relieve a lot of congestion.
1313	8/14/2014	Collaborative CBO Workshop - El Cajon	No East County projects.
1314	8/14/2014	Collaborative CBO Workshop - El Cajon	If this plan is not laid out in a comprehensive manner it could be rather confusing for new users to manage.
1315	8/14/2014	Collaborative CBO Workshop - Alliance for Regional Solutions	A lot of people depend on public trans. But a lot just use cars. I don't think people will take advantage of it.
1316	8/14/2014	Regional Solutions CBO Workshop - Alliance for Regional Solutions	Cost of rapid bus trips. Need lower rates for nonprofits to buy passes for clients. Need to expand smaller bus routes so people can get from rapid transit routes to their offices and homes.
1317	8/14/2014	Regional Solutions CBO Workshop - Alliance for Regional Solutions	Too much emphasis on "rapid" - we need more comprehensive.
1318	8/14/2014	Regional Solutions CBO Workshop - Alliance for Regional Solutions	Same concerns as scenario 1
1319	8/14/2014	Regional Solutions CBO Workshop - Alliance for Regional Solutions	Delay in some services in completion. Longer construction times over the time period to 2050.
1320	8/14/2014	Regional Solutions CBO Workshop - Alliance for Regional Solutions	Break in Managed Lane along entire 78 corridor.
1321	8/14/2014	Regional Solutions CBO Workshop - Alliance for Regional Solutions	Alternate route- i.e. feeder road running parallel.
1322	8/14/2014	Regional Solutions CBO Workshop - Alliance for Regional Solutions	The intense focus on way too many (4 million) that will not necessarily work as planned in the future.
1323	8/14/2014	Regional Solutions CBO Workshop - Alliance for Regional Solutions	Need lower rates for non-profit partners need to be sure that we are not cutting routes that serve low-income communities. Need public transportation closer to business hubs- need businesses to pay for lower-wage workers transportation.
1324	8/14/2014	Regional Solutions CBO Workshop - Alliance for Regional Solutions	More traffic and accidents.
1325	8/14/2014	Regional Solutions CBO Workshop - Alliance for Regional Solutions	No public transportation to Rancho Bernardo area where good paying jobs may be esp. in service areas. (The people there may not want these jobs.)
1326	8/14/2014	Regional Solutions CBO Workshop - Alliance for Regional Solutions	Traffic- too much construction planning to alleviate transportation.
1327	8/14/2014	Regional Solutions CBO Workshop - Alliance for Regional Solutions	Traffic/congestion in downtown San Diego
1328	8/14/2014	Regional Solutions CBO Workshop - Alliance for Regional Solutions	The freeways are going to be more busier with traffic. Air quality is going to be more active for transportation. Fees for transportation might be more expensive with all the construction going on.
1329	8/14/2014	Regional Solutions CBO Workshop - Alliance for Regional Solutions	Traffic problems during construction time frame.
1330	8/14/2014	Regional Solutions CBO Workshop - Alliance for Regional Solutions	Hours of public transportation should allow for all work schedules.
1331	8/14/2014	Regional Solutions CBO Workshop - Alliance for Regional Solutions	There are less improvements.
1332	8/14/2014	Regional Solutions CBO Workshop - Alliance for Regional Solutions	Phase 1 tends to focus on improvements in South County. Most clients live, work and make use of services in North County.
1333	8/14/2014	Regional Solutions CBO Workshop - Chula Vista CC - Spanish	Not so much expansion for the North, all in the south.
1334	8/14/2014	Spanish CBO Workshop - Chula Vista CC - Spanish	People should take buses to avoid strangers in their own vehicle.
1335	8/14/2014	Spanish CBO Workshop - Chula Vista CC - Spanish	Some people should take the bus to avoid strangers in their car.
1336	8/14/2014	Spanish CBO Workshop - Chula Vista CC - Spanish	There should be transportation to Vista, by car its too expensive.
1337	8/14/2014	Spanish CBO Workshop - Chula Vista CC - Spanish	Takes longer to get to destination

Number	Date	Forum	Comment
1338	8/14/2014	CBO Workshop - Chula Vista CC - Spanish	To do it, since economy changes depending on who is in government
1339	8/14/2014	CBO Workshop - Chula Vista CC - Spanish	Takes longer to get to destination
1340	8/14/2014	CBO Workshop - Chula Vista CC - Spanish	Takes longer
1341	8/14/2014	CBO Workshop - Chula Vista CC - Spanish	More availability in transportation schedules specially weekends and costs should not be so high.
1342	8/14/2014	CBO Workshop - Chula Vista CC - Spanish	Contamination, safety, and cost for citizens.
1343	8/14/2014	CBO Workshop - Chula Vista CC - Spanish	It should be more efficient in time and cost. It's too costly.
1344	8/14/2014	CBO Workshop - Chula Vista CC - Spanish	It's a more positive option
1345	8/14/2014	CBO Workshop - Chula Vista CC - Spanish	Cost
1346	8/14/2014	CBO Workshop - Chula Vista CC - Spanish	Schedules are less available
1347	8/14/2014	CBO Workshop - Chula Vista CC - Spanish	Add more safety personnel
1348	8/14/2014	Online	I honestly believe with all the money that will be raised we could have an amazing transit system similar to other metropolitan areas. Don't waste time and money expanding the freeways, instead move commuters onto a metro or Trolley in North County where there is a huge population of San Diegians.
1349	8/14/2014	CBO Workshop - El Cajon Collaborative	For less used routes it will be good to have small buses or vans and for more used routes it will be good to have more frequent buses. A survey about the buses and rush hours will be great to use when planning the different frequency of the buses during the day.
1350	8/14/2014	CBO Workshop - El Cajon Collaborative	My friend Kan does not drive. He depends on the bus system to get to his VA medical appointments. It takes him 6-8 hours to get to and from his appointments. As our population ages we are going to need a much improved system.
1351	8/14/2014	CBO Workshop - El Cajon Collaborative	An example of time spent on MTS: Doctor appt. in University City on Genesee Ave. Leave location of Broadway and Mollison Ave in El Cajon. Appt time 10 am. Leave house at 7 am and travel time approx. 2 and 1/2 hours to University City. After appt. 2 and 1/2 back. Five to six hours travel time.
1352	8/14/2014	CBO Workshop - El Cajon Collaborative	The bus stop on Broadway and Mollison route 848 and 875 goes to Trolley. It is always busy maybe revisit and improve bus stop.
1353	8/14/2014	CBO Workshop - El Cajon Collaborative	It would be great if we could focus on both increasing the rapid flow of traffic. I find it extremely important to branch out the trans system to areas where it is limited and or non-existent.
1354	8/14/2014	CBO Workshop - Alliance for Regional Solutions	SANDAG video was too technical, too much info, scenarios not explained well. Our local person running the meeting was very helpful in explaining everything.
1355	8/14/2014	CBO Workshop - Alliance for Regional Solutions	I like the toll road fee to be added if/when used. Do individual cities/communities have empowerment to expand/improve and/or more quickly move the bicycle/walking/jogging paths.
1356	8/14/2014	CBO Workshop - Alliance for Regional Solutions	Can the congestion that starts from San Marcos to Escondido after work hours be efficiently addressed? The congestion is very high.
1357	8/14/2014	CBO Workshop - Alliance for Regional Solutions	I think it is to identify business hubs and create fast commutes from low-income communities. The fares need to be lower so more people are able to purchase bus fares. Provide incentives to businesses to purchase passes for employees. Create fast (rapid) bus line to connect North County residents to downtown, East region, South region, Sorrento Valley/Mira Mesa.
1358	8/14/2014	CBO Workshop - Alliance for Regional Solutions	Thank you for having this meeting. It was a bit confusing but my main concern is how bad traffic will be, but at the same time I want to see more lanes.
1359	8/14/2014	CBO Workshop - Alliance for Regional Solutions	How about the fees for these transportation options. Are they reasonable? Is the distance or travel time faster? Are there going to be programs to help communities - buses? Trolleys? COASTER?
1360	8/14/2014	CBO Workshop - Alliance for Regional Solutions	There needs to be a rapid plan to address public transportation for folks without cars. Other major cities have public transportation systems that do not rely on vehicles.
1361	8/14/2014	CBO Workshop - Alliance for Regional Solutions	Shuttle for Cal State from SPRINTER; more frequent shuttles for Mira Costa College. A hub would be nice in either locations. Valley Center needs help!

Number	Date	Forum	Comment
1362	8/14/2014	CBO Workshop - Alliance for Regional Solutions	Suggesting a new highway be built half way between I-5 & I-15 stretching from SR 76 or SR 78 straight down to I-805 and SR 163. This would be utilized more by the locals thus reducing the congestion on I-5 and SR 78.
1363	8/14/2014	CBO Workshop - Alliance for Regional Solutions	We would like to see expansion into the rural areas such as Valley Center and Ramona.
1364	8/14/2014	CBO Workshop - Alliance for Regional Solutions	The question should not be "which of these two pathways to the same 2050 end should we follow, but rather "is this the right end plan we should pursue." Consider true comprehensive concepts and plans- include the FAST/Quick way plan- a comprehensive multi modal, capital and operating system plan which has been costed out and model tested- indicates that a much more effective system can result which will increase riders up, increase fare capture and reduce subsidy for operations.
1365	8/14/2014	CBO Workshop - Chula Vista CC - Spanish	Not many people can make it to bus stops because of either night or being disabled, so they wont be able to go up hills either, so having buses in streets would be better for everyone.
1366	8/14/2014	CBO Workshop - Chula Vista CC - Spanish	Cheaper fares for students and bus service on the weekends.
1367	8/14/2014	CBO Workshop - Chula Vista CC - Spanish	More transportation for students.
1368	8/14/2014	CBO Workshop - Chula Vista CC - Spanish	Hours of operation need to be longer and bus stops need to be located in places where more people can access them.
1369	8/14/2014	CBO Workshop - Chula Vista CC - Spanish	Cheaper fares.
1370	8/14/2014	CBO Workshop - Chula Vista CC - Spanish	Community members need to become involved and support Chula Vista.
1371	8/14/2014	CBO Workshop - Chula Vista CC - Spanish	Bus routes need to run more frequently especially in Otay Ranch and Southwestern College
1372	8/14/2014	CBO Workshop - Chula Vista CC - Spanish	There needs to be more options when considering bus routes without harming neighborhoods. Also, longer hours of operation.
1373	8/14/2014	CBO Workshop - Chula Vista CC - Spanish	Secure bike lanes, there have been too many bike accidents in my neighborhood due to lack of bike lanes.
1374	8/14/2014	CBO Workshop - El Cajon Collaborative	As a mother who has a teenage daughter who rides the bus and Trolley by herself, safety (who rides and how they behave) is always of utmost importance to me
1375	8/15/2014	Online	Airport Express. Increase in regional bicycle corridors. SPRINTER double-tracking with express service. COASTER double-tracking. Inland rail trail. Comprehensive mobility improvements at transit hubs (SGOAs).
1376	8/15/2014	Online	Still lacks connectivity between all areas of the County.
1377	8/15/2014	Online	No improvements to Highway 76 (grade separation at existing signalized intersections could significantly improve traffic flow without additional lanes). No bicycle or pedestrian facilities linking the Highway 78 corridor to the coast. Phased expansion of I-5 north of Highway 78 will not sufficiently reduce pass-through traffic on Coast Highway through Oceanside; this segment of I-5 should be fully expanded in a single phase. Inland Rail Trail could include a spur from Vista Village to the coast within the Highway 78 corridor.
1378	8/15/2014	Online	Airport express. More connectivity via public/rapid transit throughout the County. Increase in regional bicycle corridors.
1379	8/15/2014	Online	SPRINTER double-tracking with express service. COASTER double-tracking. Inland rail trail. Comprehensive mobility improvements at transit hubs (SGOAs).
1380	8/15/2014	Online	Too many lanes being built on the freeway.
1381	8/15/2014	Online	No improvements to Highway 76 (grade separation at existing signalized intersections could significantly improve traffic flow without additional lanes). No bicycle or pedestrian facilities linking the Highway 78 corridor to the coast. Relative to expanded trolley service, how likely is it that expanded rapid bus service will spur smart growth along the new rapid bus routes? Inland rail trail could include a spur from Vista Village to the coast within the Highway 78 corridor.
1382	8/15/2014	Online	Please work with public transportation organizations throughout the County to increase the frequency and efficiency of current local public transit. This should be first and foremost, rather than continuing to build more freeway lanes.
1383	8/15/2014	Online	What about double-tracking through Camp Pendleton? What about Coast Highway circulators providing 15 minute headways within each coastal jurisdiction? Any prospect of removing the 15 minute digression the COASTER now takes through Sorrento Valley/Miramar/San Clemente Canyon? Can we improve connectivity between the COASTER, the SPRINTER, and Metrolink? North Coastal San Diego County and South Orange County are becoming increasingly interconnected economically; we need to improve transit connections between these two sub-regions.
1384	8/15/2014	Online	

Number	Date	Forum	Comment
1385	8/15/2014	Letter Submitted at the Board of Directors Meeting	This neighborhood [Bay Ho] is truly frightened! Various groups have organized: fighting re-zoning; eliminating the Morena Boulevard Trolley stations; and even opposing the Trolley extension altogether! Many neighbors are proposing alternative routes for the Trolley that, frankly, seem to better serve a larger population. The idea of Trolley stations seems intuitively beneficial to our community. What is not obvious, and what confuses and frightens us is the entanglement with San Diego County's SB 375 compliance plan.
1386	8/15/2014	Letter Submitted at the Board of Directors Meeting	It is not too late for SANDAG and the community to achieve some level of partnership! Together let's design a "Trolley Benefit Demonstration Project". A [mini-bus?] shuttle service along Morena Boulevard, with frequent coordinated service to the Old Town Trolley Station, could mimic the Trolley for our south-bound neighborhood commuters. Obviously this idea is in its infancy. Details, milestones, and deliverables need to be agreed upon — that's an opportunity for community partnership. Actual implementation of the demonstration might be simple. Funding would likely be nominal, involving a subsidy to MTS partially offset by fares.
1387	8/15/2014	Board of Directors Meeting	I urge you to consider a third scenario to the present staff recommendations- one that has received significant public support. Given the lag in SANDAG proposed projects, it is vital to the health and security of our San Diego region that you develop a robust mass transit plan, one that connects riders to their homes, one that offers rides on an integrated system that operates days, nights and week-ends. The choices offered to us so far-the constrained scenarios- do little to address the ongoing preferential treatment of the car to other modes of travel. Both continue to underserve the East County and northern sections between the coast and the mountains. It doesn't improve the social inequity, where the taxes of working people are unfairly used to subsidize car drivers. It continues to force people to buy expensive cars in order to get to work.
1388	8/15/2014	Board of Directors Meeting	RTP needs measureable goals: Clearly defined goals will provide an objective means to evaluate whether transportation investments are achieving our regional vision. Scenarios with distinct characteristics: Develop scenarios that, by presenting clear choices to the public, foster a conversation about our priorities as a region.
1389	8/15/2014	Letter Submitted at the Board of Directors Meeting	We are calling for an additional scenario to be modeled to directly address health, equity and economic issues, the "Healthy People and Economy" Scenario. We respectfully request a separate transportation scenario to be modeled to test the potential outcomes associated with lifting the constraints of TransNet restrictions. We believe this scenario could show superior performance per the SANDAG adopted performance metrics.
1390	8/15/2014	Letter Submitted at the Board of Directors Meeting	The organizations listed [in the letter] request that SANDAG consider directing staff to model a "Healthy People and Economy" scenario that removes the restrictions of the TransNet project list. It should respond as an iteration to the adopted compact regional land uses of the Series 13 growth forecast which call for adding 350,000 homes to the existing urban fabric, and aim to continue reducing per capita GHG emissions beyond 2035, out to the 2050 horizon of the plan. We believe that scenario will best demonstrate the public health, equity, environment and economic outcomes of the transportation investments, and ensure stronger consistency with the goals of SB 375.
1391	8/15/2014	Letter Submitted at the Board of Directors Meeting	Include transit revenue from a sales tax ballot measure programmed for 2016 rather than postponing to 2020. Maximize existing and new funding for local transit operations to achieve the highest transit level of service envisioned. Prioritize capital funds that cannot be shifted or swapped to transit operations for maintenance of the existing transit system rather than capital expansion.
1392	8/15/2014	Letter Submitted at the Board of Directors Meeting	Don't expand transit at the expense of existing transit operations and avoid transit projects that don't support smart growth principles. Model the full build-out of the unconstrained Transit network, before building out the future highway network in order to reveal the magnitude of benefits from a transit-first approach. Since SANDAG has already modeled theoretical Land Use Scenarios, we believe it is only prudent to do the same for transportation networks, in order to uncover ways we can maximize the health and prosperity of our region's residents.
1393	8/15/2014	Letter Submitted at the Board of Directors Meeting	"Un-Grandfather" the list of TransNet highway projects included in the RTP (currently grandfathered due to passage four years prior to SB 375) in order for the highway network to truly reflect the significant changes of recently-adopted land use regulations, as well as local policy changes. This should prioritize investments in transit ahead of projects that expand capacity for single occupancy vehicles. Consider converting select general purpose lanes to HOT lanes, and using the revenue for transit and vanpooling, before costly expansions are included.
1394	8/15/2014	Letter Submitted at the Board of Directors Meeting	Prioritize transit operating assistance for those communities in which lower-income populations are concentrated, or for job centers which commit providing more lower-cost and/or affordable housing, with a goal of increasing transit operating funding substantially.
1395	8/15/2014	Letter Submitted at the Board of Directors Meeting	Include the entire unconstrained Active Transportation network in the first decade of the plan.
1396	8/15/2014	Letter Submitted at the Board of Directors Meeting	Prioritize active transportation capital projects over freeway and roadway expansion, with a focus on improving public health and safety, especially in communities of concern
1397	8/15/2014	Letter Submitted at the Board of Directors Meeting	Impacts of the scenario should be modeled using the Integrated Transportation and Health Impact Model (ITHIM) in conjunction with improved information on mode split from the active transportation inputs to the Activity Based Model.

Number	Date	Forum	Comment
1398	8/15/2014	Letter Submitted at the Board of Directors Meeting	Set aside a portion of TransNet Local Streets and Roads and other funds to reward local jurisdictions that accommodate- through zoning and financial support- a significant portion of the region's lower-income/affordable housing need in Transit Priority Areas and Smart Growth opportunity areas.
1399	8/15/2014	Letter Submitted at the Board of Directors Meeting	Calculate the jobs created in the region and the transportation cost savings that will be accrued because of the investment strategies described above, compared with expanded investments in highway and single occupancy vehicle infrastructure.
1400	8/15/2014	Letter Submitted at the Board of Directors Meeting	We respectfully request both the Integrated Transport and Health Impact Model (ITHIM) and Urban Footprint Model, developed by Calthorpe and Associates, be used to evaluate health outcomes and transportation performance, for all of the scenarios.
1401	8/16/2014	Online	I don't like it as an option.
1402	8/16/2014	Online	It is too focused on central and South San Diego, largely ignoring the North County and the key connections to Riverside and Orange Counties and the connection of Highway 76. It also ignores providing more concentration of jobs and growth in Oceanside/San Luis Rey Valley. It does not address the MAJOR jobs destinations of Camp Pendleton, Southwest Riverside County (1 million people) and South Orange County (1 million people) along with the Indian Casinos along highway 76 and in Temecula, both as work centers and tourist destinations.
1403	8/16/2014	Online	Scenario 2 provides more options to more people.
1404	8/16/2014	Online	If fails with the same issues as Scenario 1, except it does provide some better access to outlying areas. As I suggested in written comments at the Workshops on August 4, the 78 Corridor managed lanes should be completed at one time, not piecemeal, trade the cost with one of the projects in the South or Central County. Make 76 a Freeway or at least add several interchanges to increase driving and pedestrian access and flow. Extend the SPRINTER from Oceanside downtown to the I-15/76 New Community and add TOD in Bonsall and the San Luis Rey Valley of Oceanside. Revise the priorities of the SPRINTER Grade Separations in Vista/Oceanside and San Marcos. Delete the downtown SD subway and the Del Mar Tunnel to free up funding for the other items. Provide managed lanes versus toll "Lexus" lanes on the I-5 to OC and the I-15 to Riverside County. Add a grade separation at Vista Way and the COASTER rail line for emergency access to coastal neighborhoods during emergencies when the trains may block access, this is a life safety issue.
1405	8/16/2014	Online	As several workshop participants noted, SANDAG/Caltrans has developed a plan that is downtown San Diego oriented and fails to acknowledge the 3/4 million people in North County and the two million in the adjacent counties to the North. The plans seem to cater to the big money areas of Downtown, UTC and the Border/Tijuana, creating what seems to be a Social Inequity Issue.
1406	8/17/2014	CBO Workshop - El Cajon Collaborative	Not much I prefer expanding of system.
1407	8/17/2014	CBO Workshop - El Cajon Collaborative	All great. No problems really
1408	8/17/2014	CBO Workshop - El Cajon Collaborative	Project one is limited and not broad enough.
1409	8/17/2014	CBO Workshop - El Cajon Collaborative	Accessible means of transportation with less time and traffic.
1410	8/17/2014	CBO Workshop - El Cajon Collaborative	Utilize existing infrastructure.
1411	8/17/2014	CBO Workshop - El Cajon Collaborative	Transit to airport
1412	8/17/2014	CBO Workshop - El Cajon Collaborative	Improvements available to a limited number of neighborhoods.
1413	8/17/2014	CBO Workshop - El Cajon Collaborative	Limited more to cars than public transit!
1414	8/17/2014	CBO Workshop - El Cajon Collaborative	Not enough bus routes
1415	8/17/2014	CBO Workshop - El Cajon Collaborative	Not enough public transportation for those who need it
1416	8/17/2014	CBO Workshop - El Cajon Collaborative	It is a limited scenario
1417	8/17/2014	CBO Workshop - El Cajon Collaborative	The time frame to accommodate the average working class person from early morning to late night.
1418	8/17/2014	CBO Workshop - El Cajon Collaborative	Missing new connections/range is still limited.

Number	Date	Forum	Comment
1419	8/17/2014	CBO Workshop - El Cajon Collaborative	It doesn't help Spring Valley transit.
1420	8/17/2014	CBO Workshop - El Cajon Collaborative	Provides improvements that can be enjoyed by more people.
1421	8/17/2014	CBO Workshop - El Cajon Collaborative	More accessible to people that need to use the transit system.
1422	8/17/2014	CBO Workshop - El Cajon Collaborative	The expansion of bus routes for people who needed.
1423	8/17/2014	CBO Workshop - El Cajon Collaborative	The expansion of the bus routes and more transit for those who don't want to drive or can't. It will also alleviate some traffic.
1424	8/17/2014	CBO Workshop - El Cajon Collaborative	Scenario two looks like a great way to help create a more transit friendly County.
1425	8/17/2014	CBO Workshop - El Cajon Collaborative	It gives you a better aspect with more mass transit.
1426	8/17/2014	CBO Workshop - El Cajon Collaborative	There are more efficient means of travel, faster commute time.
1427	8/17/2014	CBO Workshop - El Cajon Collaborative	More destinations
1428	8/17/2014	CBO Workshop - El Cajon Collaborative	It actually has something for East County/Spring Valley.
1429	8/17/2014	CBO Workshop - El Cajon Collaborative	None really. We need better public transportation in East County.
1430	8/17/2014	CBO Workshop - El Cajon Collaborative	They need more expansion to East County
1431	8/17/2014	CBO Workshop - El Cajon Collaborative	Not expanding to East County
1432	8/17/2014	CBO Workshop - El Cajon Collaborative	Expensive
1433	8/17/2014	CBO Workshop - El Cajon Collaborative	Would definitely ride public transport more if there were less transfers I have to make to go to work! I think the way the rules are enforced should be better. The safety on buses are not what they used to be. People on the buses bring dogs on that aren't service dogs, play loud music, cussing. And 95% of drivers do nothing. I ride public transit every day to work and for recreation.
1434	8/17/2014	CBO Workshop - El Cajon Collaborative	Weekend buses in Spring Valley area. 856 needs to run on Sundays
1435	8/17/2014	CBO Workshop - El Cajon Collaborative	I would like to have better connections.
1436	8/17/2014	CBO Workshop - El Cajon Collaborative	This meeting was very informative for me as I drive on a daily basis with more than 20 miles one way to and from work. This meeting opened my eyes to the possibility of utilizing public transportation due to the stress of high traffic I encounter on a daily basis. If I can finalize a more direct route to and from work I am open to moving forward based on the information presented today.
1437	8/17/2014	CBO Workshop - El Cajon Collaborative	Fuerte Road needs routes to serve laborers in the Mount Helix neighborhood. No way to get from Spring Valley to N. County by 6:30 AM – jobs are killed because there is no overnight bus route.
1438	8/17/2014	CBO Workshop - El Cajon Collaborative	Fuerte Drive bisects [highway] 8 and 94 needs shuttle. If not Fuerte Drive, come up Helix and Avocado to meet Fuerte then return to Trolley or Chase Avenue. More use of small shuttles as opposed to double buses or combinations of double buses at peak hours, and small shuttles at slow hours and nights. San Diego needs 24-hour public transportation!! COASTER needs to run at night! Fuerte Drive needs a bus!
1439	8/17/2014	CBO Workshop - El Cajon Collaborative	I can drive to work in 20 – 25 min. Public transit takes over an hour, with transfers. The route does not quote "feel" safe. My employer willfully pay for mass transit, but I don't use it because my time is more valuable than this. And I work right next to the Trolley station! There are currently no good mass transit options from Spring Valley to Old Town.
1440	8/17/2014	CBO Workshop - El Cajon Collaborative	I appreciate the idea of building on existing infrastructure.
1441	8/18/2014	Online	Expand freeway lanes. It does not require much time to do it.
1442	8/18/2014	CBO Workshop - Vista Community Clinic - Spanish	

Number	Date	Forum	Comment
1443	8/18/2014	CBO Workshop - Vista Community Clinic - Spanish	Train services and rail system from West to East. Better pacing in the development of the freeway lanes. Train service means less cars on the road.
1444	8/18/2014	CBO Workshop - Vista Community Clinic - Spanish	It is a good proposal that would work if there are improvements in the frequency, days of service, and routes. Promote its use by helping people with disabilities, students and seniors.
1445	8/18/2014	CBO Workshop - Vista Community Clinic - Spanish	I would like the project to be slowly expanded. Emphasize on affordability and bus schedules. Keep the community constantly informed.
1446	8/18/2014	CBO Workshop - Vista Community Clinic - Spanish	It is going to be crowded if it is affordable , which will make it uncomfortable.
1447	8/18/2014	CBO Workshop - Vista Community Clinic - Spanish	Public transportation Express.
1448	8/18/2014	CBO Workshop - Vista Community Clinic - Spanish	Public transportation Express.
1449	8/18/2014	CBO Workshop - Vista Community Clinic - Spanish	Strengthens the existing public transportation.
1450	8/18/2014	CBO Workshop - Vista Community Clinic - Spanish	Managed Lanes.
1451	8/18/2014	CBO Workshop - Vista Community Clinic - Spanish	It is good as it is planned.
1452	8/18/2014	CBO Workshop - Vista Community Clinic - Spanish	Implementation of 2 Managed Lanes.
1453	8/18/2014	CBO Workshop - Vista Community Clinic - Spanish	Implement Scenario 2 to Scenario 1.
1454	8/18/2014	CBO Workshop - Vista Community Clinic - Spanish	I like the rail system. We are a prosperous community, so we need trains as in Europe. I like a lot the double tracking and the expansion of the rail track.
1455	8/18/2014	Online CBO Workshop - Vista	I feel that in many ways this plan simply repeats and reinforces the gaps between under-resourced communities and the car-driving residents. I don't think a few rapid transit buses will address the inequities in transportation. It also seems like the unique elements in Plan 1 will take a long time to construct. That it would not work.
1456	8/18/2014	CBO Workshop - Vista Community Clinic - Spanish	Train services can be limiting, if so, people might continue to prefer driving and the number of cars on the road won't diminish enough. Not enough improvements in North County.
1457	8/18/2014	CBO Workshop - Vista Community Clinic - Spanish	It focuses more in the City of San Diego Area. North County is not considered.
1458	8/18/2014	CBO Workshop - Vista Community Clinic - Spanish	That it won't be realistic. That it is a long term project.
1459	8/18/2014	CBO Workshop - Vista Community Clinic - Spanish	The time and cost.
1460	8/18/2014	CBO Workshop - Vista Community Clinic - Spanish	The cost. Bus rides should be affordable.
1461	8/18/2014	CBO Workshop - Vista Community Clinic - Spanish	Two Managed Lanes will not be enough for community needs.
1462	8/18/2014	CBO Workshop - Vista Community Clinic - Spanish	I am concerned that it will not be real.
1463	8/18/2014	CBO Workshop - Vista Community Clinic - Spanish	The bus routes from East County to the coast would greatly assist and positively impact some of the people I work with. There seem to be more options for the people who rely on transit systems every day.
1464	8/18/2014	Online CBO Workshop - Vista	Wide network of service (bus routes).
1465	8/18/2014	CBO Workshop - Vista Community Clinic - Spanish	It is a very long-term plan. Though, it might help to reduce the traffic on our freeways.
1466	8/18/2014	CBO Workshop - Vista Community Clinic - Spanish	I like it. I would like the bus to provide a guide of bus route.
1467	8/18/2014	CBO Workshop - Vista Community Clinic - Spanish	I like it. I would like the bus to provide a guide of bus route.
1468	8/18/2014	CBO Workshop - Vista Community Clinic - Spanish	It is complicated.

Number	Date	Forum	Comment
1469	8/18/2014	CBO Workshop - Vista Community Clinic - Spanish	Implementation of 2 Managed Lanes.
1470	8/18/2014	CBO Workshop - Vista Community Clinic - Spanish	Implementation of 2 Managed Lanes.
1471	8/18/2014	CBO Workshop - Vista Community Clinic - Spanish	The implementation of 4 Managed Lanes.
1472	8/18/2014	CBO Workshop - Vista Community Clinic - Spanish	Double tracking for SPRINTER.
1473	8/18/2014	CBO Workshop - Vista Community Clinic - Spanish	I do not like that it is going to take so long to become real. We need it as soon as possible.
1474	8/18/2014	Online	I wish it could happen sooner.
1475	8/18/2014	CBO Workshop - Vista Community Clinic - Spanish	Too much time to be accomplished. It focuses a lot in South San Diego.
1476	8/18/2014	CBO Workshop - Vista Community Clinic - Spanish	More cars on the roads.
1477	8/18/2014	CBO Workshop - Vista Community Clinic - Spanish	It is a long-term plan. It is possible that it might not work in the future and maybe not enough money.
1478	8/18/2014	CBO Workshop - Vista Community Clinic - Spanish	That is a very slow project.
1479	8/18/2014	CBO Workshop - Vista Community Clinic - Spanish	It will change the economy. It will be difficult. It will be better to invent a system with flying cars. It will be in the future.
1480	8/18/2014	CBO Workshop - Vista Community Clinic - Spanish	Time and cost.
1481	8/18/2014	CBO Workshop - Vista Community Clinic - Spanish	Public transportation would be affordable and comfortable.
1482	8/18/2014	CBO Workshop - Vista Community Clinic - Spanish	It is going to take too long.
1483	8/18/2014	CBO Workshop - Vista Community Clinic - Spanish	To be done until 2050. If it can be accomplished sooner, it would be better.
1484	8/18/2014	Online	By far the biggest complaint I hear from the families in our area is that bus and Trolley transit represent too much of a time investment, and too many transfers. Plan 2 seems to address these issues more effectively for East County residents. The other barrier frequently sited is limited hours for transit. Many San Diegans, particularly in hospitality and tourism jobs, don't work 9-to-5 shifts---they need buses after midnight. Safety on the Trolley and buses is also a concern. I think these scenarios do not focus their efforts on this region. I would like to know about carpooling lanes (cost). I think many people are single drivers, so traffic congestion will continue. There should be discounts for students on the COASTER, carpool lanes, (single) and buses.
1485	8/18/2014	CBO Workshop - Vista Community Clinic - Spanish	
1486	8/19/2014	CBO Workshop - Linda Vista Collaborative - Spanish	Projects are more environmentally conscious
1487	8/19/2014	CBO Workshop - Linda Vista Collaborative - Spanish	Services are faster and more direct
1488	8/19/2014	CBO Workshop - Linda Vista Collaborative - Spanish	The Trolley is faster
1489	8/19/2014	CBO Workshop - Linda Vista Collaborative - Spanish	Faster service
1490	8/19/2014	CBO Workshop - Linda Vista Collaborative - Spanish	I agree that there should be more bus routes and rapid bus routes
1491	8/19/2014	CBO Workshop - Linda Vista Collaborative - Spanish	The project is fine but there are places lacking access
1492	8/19/2014	CBO Workshop - Linda Vista Collaborative - Spanish	Faster service
1493	8/19/2014	CBO Workshop - Linda Vista Collaborative - Spanish	Faster service

Number	Date	Forum	Comment
1494	8/19/2014	CBO Workshop - Linda Vista Collaborative - Spanish	Better routes
1495	8/19/2014	CBO Workshop - Linda Vista Collaborative - Spanish	Better Trolley routes
1496	8/19/2014	CBO Workshop - Linda Vista Collaborative - Spanish	The expansion of the Blue Trolley line and running more frequently
1497	8/19/2014	CBO Workshop - Linda Vista Collaborative - Spanish	Both scenarios are necessary but scenario 1 I like how far the routes are
1498	8/19/2014	CBO Workshop - Linda Vista Collaborative - Spanish	I like it, but not a lot .
1499	8/19/2014	CBO Workshop - Linda Vista Collaborative - Spanish	New Trolleys and better routes
1500	8/19/2014	CBO Workshop - Linda Vista Collaborative - Spanish	The fact that they considered what already exists
1501	8/19/2014	CBO Workshop - Linda Vista Collaborative - Spanish	It is good but there is a greater difference here, with more routes
1502	8/19/2014	CBO Workshop - Linda Vista Collaborative - Spanish	I like that this scenario will make service faster
1503	8/19/2014	CBO Workshop - Linda Vista Collaborative - Spanish	More Trolley service and there will be less Trolley congestion
1504	8/19/2014	CBO Workshop - Linda Vista Collaborative - Spanish	Better use of the transportation. Accessible Trolley routes. Better hours of operation, more express lines on highways.
1505	8/19/2014	CBO Workshop - Linda Vista Collaborative - Spanish	More routes
1506	8/19/2014	CBO Workshop - Linda Vista Collaborative - Spanish	We need energy efficient transportation
1507	8/19/2014	CBO Workshop - Linda Vista Collaborative - Spanish	Transportation system reaches more communities
1508	8/19/2014	CBO Workshop - Linda Vista Collaborative - Spanish	In some areas, there is access
1509	8/19/2014	CBO Workshop - Linda Vista Collaborative - Spanish	We don't have much access to the Trolley and it is a valuable resources because it is much faster to get to stores or other places
1510	8/19/2014	CBO Workshop - Linda Vista Collaborative - Spanish	We will have less access to other parts of the region
1511	8/19/2014	CBO Workshop - Linda Vista Collaborative - Spanish	It is important to consider the environment when planning for projects
1512	8/19/2014	CBO Workshop - Linda Vista Collaborative - Spanish	The bus routes need to start at an earlier time even on weekends.
1513	8/19/2014	CBO Workshop - Linda Vista Collaborative - Spanish	It would stop growing and then become slower
1514	8/19/2014	CBO Workshop - Linda Vista Collaborative - Spanish	I do not think these ideas are beneficial because all the people will be cluttered into one area. The routes should focus on getting people to other parts of the region.
1515	8/19/2014	CBO Workshop - Linda Vista Collaborative - Spanish	I am concerned about the impact of the environment
1516	8/19/2014	CBO Workshop - Linda Vista Collaborative - Spanish	There needs to be more express routes
1517	8/19/2014	CBO Workshop - Linda Vista Collaborative - Spanish	It is good because it is more ecological
1518	8/19/2014	CBO Workshop - Linda Vista Collaborative - Spanish	Now what worries me, is that the service becomes faster.
1519	8/19/2014	CBO Workshop - Linda Vista Collaborative - Spanish	More express routes

Number	Date	Forum	Comment
1520	8/19/2014	CBO Workshop - Linda Vista Collaborative - Spanish	Considering existing transit is necessary but communities grow and transit needs to extend to other parts of the region.
1521	8/19/2014	CBO Workshop - Linda Vista Collaborative - Spanish	There is more service to coastal areas.
1522	8/19/2014	CBO Workshop - Linda Vista Collaborative - Spanish	The constraints that the Trolley service creates is lack of accessibility
1523	8/19/2014	CBO Workshop - Linda Vista Collaborative - Spanish	More routes outside of the County. The quality of the environment. Is there enough space for more express Trolley routes?
1524	8/19/2014	CBO Workshop - Linda Vista Collaborative - Spanish	Bicycle routes
1525	8/19/2014	CBO Workshop - Linda Vista Collaborative - Spanish	The physical cost of transportation in the future.
1526	8/19/2014	CBO Workshop - Linda Vista Collaborative - Spanish	Bicycle routes
1527	8/19/2014	CBO Workshop - Linda Vista Collaborative - Spanish	Extended Trolley routes
1528	8/19/2014	CBO Workshop - Linda Vista Collaborative - Spanish	There needs to be two types of transportation
1529	8/19/2014	CBO Workshop - Linda Vista Collaborative - Spanish	There will be more public transit and the buses and Trolley will be extended to more areas
1530	8/19/2014	CBO Workshop - Linda Vista Collaborative - Spanish	The use of safe bicycle routes
1531	8/19/2014	CBO Workshop - Linda Vista Collaborative - Spanish	Greater access to other areas
1532	8/19/2014	CBO Workshop - Linda Vista Collaborative - Spanish	The Trolley extensions
1533	8/19/2014	CBO Workshop - Linda Vista Collaborative - Spanish	The bicycle routes and more space to create bus routes
1534	8/19/2014	CBO Workshop - Linda Vista Collaborative - Spanish	I like that the bus routes are more beneficial to taking people to other parts of the region. I really like the San Ysidro to Mission Valley line.
1535	8/19/2014	CBO Workshop - Linda Vista Collaborative - Spanish	The bus needs to go further inland.
1536	8/19/2014	CBO Workshop - Linda Vista Collaborative - Spanish	There are more connections to other places and this will benefit those who do not drive.
1537	8/19/2014	CBO Workshop - Linda Vista Collaborative - Spanish	I like how fast I will be able to get from place to place because right now it takes about 2-3 hours to get from Escondido to Linda Vista to Oceanside, and it is a lot of time lost.
1538	8/19/2014	CBO Workshop - Linda Vista Collaborative - Spanish	Scenario 2 is needed more than Scenario 1.
1539	8/19/2014	CBO Workshop - Linda Vista Collaborative - Spanish	Better bus routes and express routes
1540	8/19/2014	CBO Workshop - Linda Vista Collaborative - Spanish	More bus routes
1541	8/19/2014	CBO Workshop - Linda Vista Collaborative - Spanish	I hope San Ysidro and Mira Mesa are secured.
1542	8/19/2014	CBO Workshop - Linda Vista Collaborative - Spanish	I like the bus routes because it can reach greater areas. New bus routes can exist and more and more people will begin using public transportation rather than driving.
1543	8/19/2014	CBO Workshop - Linda Vista Collaborative - Spanish	More bus routes
1544	8/19/2014	CBO Workshop - Linda Vista Collaborative - Spanish	It is better for the environment.
1545	8/19/2014	CBO Workshop - Linda Vista Collaborative - Spanish	I like that there will be more routes to access more parts of the region. Scenario 2 is the most promising to me.

Number	Date	Forum	Comment
1546	8/19/2014	CBO Workshop - Linda Vista Collaborative - Spanish	Pollution, There needs to be a new way to create transportation methods that are less harmful to the environment.
1547	8/19/2014	CBO Workshop - Linda Vista Collaborative - Spanish	The harm that it may cause to the environment
1548	8/19/2014	CBO Workshop - Linda Vista Collaborative - Spanish	I worry about the environment
1549	8/19/2014	CBO Workshop - Linda Vista Collaborative - Spanish	The impacts on the environment
1550	8/19/2014	CBO Workshop - Linda Vista Collaborative - Spanish	Schedule times on the weekends
1551	8/19/2014	CBO Workshop - Linda Vista Collaborative - Spanish	The impact on the environment
1552	8/19/2014	CBO Workshop - Linda Vista Collaborative - Spanish	Bus drivers should be well educated on all the laws pertaining to driving on the road. That way, people can feel safer.
1553	8/19/2014	CBO Workshop - Linda Vista Collaborative - Spanish	Once a project begins, other routes disappear or service stops on the weekends for example, service on Plaza Bonita Rd. People need service on the weekends, even if it is just twice a day.
1554	8/19/2014	CBO Workshop - Linda Vista Collaborative - Spanish	The projects should start right away because it is important for those who do not drive
1555	8/19/2014	CBO Workshop - Linda Vista Collaborative - Spanish	There needs to be more shared busses
1556	8/19/2014	CBO Workshop - Linda Vista Collaborative - Spanish	Are both projects worth the same? I believe we will have more but the quality will be less.
1557	8/19/2014	CBO Workshop - Linda Vista Collaborative - Spanish	Bicycle routes are necessary in order to decrease obesity
1558	8/19/2014	CBO Workshop - Linda Vista Collaborative - Spanish	Longer hours of operation
1559	8/19/2014	CBO Workshop - Vista Community Clinic - Spanish	We need the train as it is in big cities. This will bring tourists.
1560	8/19/2014	CBO Workshop - Linda Vista Collaborative - Spanish	I valued all the activities that all of you put together to better inform the people, thank you very much.
1561	8/19/2014	CBO Workshop - Linda Vista Collaborative - Spanish	A bike lane/route is very important in order to keep our community members active.
1562	8/19/2014	CBO Workshop - Linda Vista Collaborative - Spanish	I do not own a car and I solely depend on the Trolley and bus. It is important to continue focusing on public transportation.
1563	8/19/2014	CBO Workshop - Linda Vista Collaborative - Spanish	I really like the idea of the Trolley going up to La Jolla.
1564	8/19/2014	CBO Workshop - Linda Vista Collaborative - Spanish	The fare should be lowered.
1565	8/19/2014	CBO Workshop - Linda Vista Collaborative - Spanish	The people that conducted the workshop were really helpful, an applause to them. Thank you to the government for taking us into consideration.
1566	8/19/2014	CBO Workshop - Linda Vista Collaborative - Spanish	I just hope these projects keep in mind community members and the environment. I hope the bus fares decrease and that bus service runs on the weekends.
1567	8/19/2014	CBO Workshop - Linda Vista Collaborative - Spanish	I am worried that this will make fares increase. Service should not be taken away on the weekends.
1568	8/20/2014	Online	The highway plan to complete the 2 Managed Lanes on SR 78 by 2035 (wish it could be done sooner!) The 78 has some of the highest congestion in the county and is primarily a locally traveled freeway - our local resources should be spent here first.
1569	8/20/2014	BAME - Logan Heights	Keeping safety first
1570	8/20/2014	BAME - Logan Heights	Improve drive time
1571	8/20/2014	BAME - Logan Heights	Improving bus time and Trolley times
1572	8/20/2014	BAME - Logan Heights	This appears to be a more conservative approach
1573	8/20/2014	BAME - Logan Heights	Don't like that much about Scenario 1
1574	8/20/2014	BAME - Logan Heights	Saves time. Is more frequent.
1575	8/20/2014	BAME - Logan Heights	Has access to travel short or long distances. Would be an example for other cities.

Number	Date	Forum	Comment
1576	8/20/2014	BAME - Logan Heights	Maintains same cost to user.
1577	8/20/2014	Online	The limited transit investments in North County.
1578	8/20/2014	BAME - Logan Heights	Safety and traffic
1579	8/20/2014	BAME - Logan Heights	Making everybody safe
1580	8/20/2014	BAME - Logan Heights	Appears to be too limited. Too much for an auto
1581	8/20/2014	BAME - Logan Heights	Cost
1582	8/20/2014	BAME - Logan Heights	Safety
1583	8/20/2014	Online	More transit investments throughout the County.
1584	8/20/2014	CBO Workshop - BAME - Logan Heights	I don't want to pay more for the bus or Trolley
1585	8/20/2014	CBO Workshop - BAME - Logan Heights	It has service for North County and it provides more transportation for the San Diego area and will provide more room on the already overcrowded buses and trains.
1586	8/20/2014	CBO Workshop - BAME - Logan Heights	More options. More routes
1587	8/20/2014	CBO Workshop - BAME - Logan Heights	Buses and Trolleys would be faster because it would save transfer times.
1588	8/20/2014	CBO Workshop - BAME - Logan Heights	Faster times
1589	8/20/2014	Online	The delayed completion of SR 78
1590	8/20/2014	CBO Workshop - BAME - Logan Heights	Need Plan C. Safety, timing, fairness for all San Diegans & not just considering the tourist attractions. We live here and we are impacted by the improvements. We need affordable, reliable, safe & well thought out plans for work, home, and play- recreation.
1591	8/20/2014	CBO Workshop - BAME - Logan Heights	Make it easy for the people with no income
1592	8/20/2014	CBO Workshop - BAME - Logan Heights	Cost. Appears not to benefit local neighborhoods in center city. Don't like freeway expansion
1593	8/20/2014	CBO Workshop - BAME - Logan Heights	Cost to user Plan C needs to be considered. Safety, air quality, lighting, roads, crosswalks, detour routes, consider how an area is impacted at a time, create jobs for a better economy. Use electric vehicles. Like the idea of BRT-make a street dedicated for them. Make projects happen sooner dedicate more funds affordable for biking or walking after one exits a multi transit there is safety for one to complete their journey to their dwelling or to work place one was traveling to. Please consider many of us will be dead & gone with your vision we would use to see this in our time & especially for our children- we want less pollution & a plan C considered.
1594	8/20/2014	CBO Workshop - BAME - Logan Heights	
1595	8/20/2014	CBO Workshop - BAME - Logan Heights	Neighborhoods need to be considered in all regions impact. Do not forget our aging people.
1596	8/20/2014	CBO Workshop - BAME - Logan Heights	Plan C more walkway & stop sign, bike lane, need more
1597	8/20/2014	CBO Workshop - BAME - Logan Heights	Put more lights on at the bus route and Trolley. Make it easy for people to walk at the crosswalk.
1598	8/20/2014	CBO Workshop - BAME - Logan Heights	I would like to expand and promote non-auto transportation I would love to have more inland Trolley system. A Trolley line somewhere beside the I-805 freeway. I would like more sidewalks and bike lanes. A Trolley through North Park & City Heights would be great. Bigger bike racks on the bus and more bikes allowed on the Trolley. More spending of allotted funds for walking or biking than the small percent that is spent now.
1599	8/20/2014	CBO Workshop - BAME - Logan Heights	Put a Trolley or rapid transit bus on El Cajon ASAP. No need for expanded freeways if BRT and increased bus lines are put in-people will use mass transit instead of cars. 4 bicycle racks on the bus. More bicycles allowed on Trolley. Lower the price of the COASTER and Amtrak to L.A. Lower the monthly bus pass for the average person (not just those on disability and seniors).
1600	8/20/2014	CBO Workshop - BAME - Logan Heights	
1601	8/20/2014	CBO Workshop - BAME - Logan Heights	Would like to see route 6 come back. It ran on 32nd Street & 28th Street and connected Logan to North Park.
1602	8/20/2014	CBO Workshop - BAME - Logan Heights	Integrated communities where a person can do his/her daily business/needs without an unreasonable amount of time waiting for public transportation. Less driving more public transportation and alternatives.

Number	Date	Forum	Comment
1603	8/20/2014	CBO Workshop - BAME - Logan Heights	We need more Rapid Transit Buses from the most populated and lowest income areas to the areas where most of these people work (i.e. City Heights to Downtown). Create/build elevated/above the street corridors where bicycles/skateboards/roller-blades/skaters can travel without commuting with cars and having to stop for lights/traffic signs. People will choose this option, especially in younger communities or more environmentally conscious and educated areas of the city. Less emphasis on easing current automobile traffic problems and more emphasis on alternative transport and/or living arrangements where people can have an easier way to live and work without relying so heavily on extended commutes between home/work/shopping/recreation.
1604	8/27/2014	Online	I like the Trolley connections to Mira Mesa. I think having a Trolley line will help link Mira Mesa to the rest of the community, and provide opportunities for infill growth and higher density in the area.
1605	8/27/2014	Online	The express Trolley (from San Ysidro to Downtown San Diego); also, from El Cajon to the future International Airport Intermodal Center will save time for passengers who live in South County or in the City of Tijuana and work in Downtown or in areas farther north, as well as for passengers who live in East County and work in employment centers further west or north of where they live./Los servicios exprés del trolley (desde San Ysidro al Centro de San Diego; también, desde El Cajon hacia el futuro Centro de transporte público intermodal del aeropuerto internacional de San Diego) iban a traer un ahorro de tiempo para los usuarios que viven en el sur de condado o en el municipio de Tijuana y que trabajan en el centro de San Diego o en partes más al norte del condado, como para los usuarios que viven en las comunidades al este del condado y trabajan en los centros laborales más al oeste o al norte de donde viven.
1606	8/27/2014	CBO Workshop - Casa Familiar	Eases the current overcrowding on Trolley through the addition of the express Trolley line.
1607	8/27/2014	CBO Workshop - Casa Familiar	Quicker commuting times to/from San Ysidro with the Express Trolley
1608	8/27/2014	CBO Workshop - Casa Familiar	Increased public transportation that reaches San Ysidro
1609	8/27/2014	Online	That it will take too long to implement, or that it won't be done correctly.
1610	8/27/2014	Online	The increase in Trolley service could result in increased demand for energy to operate the additional lines. I think it's important to consider the source of the energy resources necessary to operate the additional Trolley lines; and what environmental and social impacts it will have on the energy production for Scenario 1. El aumento de los servicios del trolley podría resultar en el incremento de demanda energética para operar las líneas adicionales. Me parece muy importante al considerar de qué fuente(s) conseguirán los recursos necesarios de energía para operar las líneas adicionales del trolley; y qué impactos (ambientales y sociales) tendrá la producción de energía para la operación del trolley bajo del escenario 1.
1611	8/27/2014	Online	I like the Streetcar from Mission Beach to La Jolla, which is essential to helping to limit traffic traveling in that area.
1612	8/27/2014	Online	As a concept, the Rapid Bus services proposed in North County could reduce the congestion from cars on the highways during peak period. It seems important to develop the necessary infrastructure to promote intermodal travel in that area./ Como concepto, parece que los servicios de Rapid Bus planteados en el norte del condado podrían aliviar las autopistas de la cantidad de autos particulares que viajan sobre ellas durante las horas pico. Parece importante a desarrollar la infraestructura necesaria para promover la intermodalidad de viajes en esta zona.
1613	8/27/2014	CBO Workshop - Casa Familiar	Increased public transportation that reaches San Ysidro
1614	8/27/2014	CBO Workshop - Casa Familiar	Faster commuting times with the Bus Rapid Transit coming to San Ysidro.
1615	8/27/2014	Online	I would just suggest adding parking structures at the freeway exits heading into the Pacific Beach area, so people can just park right off the freeway and jump on a light-rail. That will eliminate the need for large parking lots.
1616	8/27/2014	Online	It will be important to improve the image of public transit in North County as an intelligent way to get around; in addition to having the necessary infrastructure to promote intermodal transportation (bikeways, bike facilities for trips that combine bike and bus; promoting carpool networks; promoting parking in multimodal hubs for transfer) so that this scenario really has the chance to reduce the number of cars on the streets and highways. /Será importante, el fomentar la imagen del transporte público en el norte del condado, como opción inteligente a trasladarse; además de tener preparada la infraestructura necesaria para facilitar viajes intermodales (e.g. un sistema de ciclovías + bici-estacionamientos para los viajes que combinan el uso de la bici con el transporte en autobús; la creación/el formento de redes de carpool + estacionamientos para los autos privados cerca de los hubs de los autobuses, etc.) para que este escenario realmente tendrá el impacto de disminuir la cantidad de autos privados en las calles y carreteras.
1617	8/27/2014	Online	Something struck my attention regarding the definition of 'Border Access (Bicycle) Corridor' shown in the map titled 'Regional Bike Network Corridors.' The definition of the route (for San Ysidro Blvd-East Beyer Blvd-Beyer Blvd-Coronado Ave-Saturn Ave) makes sense; however it is not clear to me whether it reflects any federal-sponsored project that has the purpose of facilitating border crossing by bike. Me llama la atención la definición del "Border Access (Bicycle) Corridor" ilustrada en el mapa titulada "Regional Bike Network Corridors." La definición de la ruta (por San Ysidro Boulevard-East Beyer Boulevard-Beyer Boulevard-Coronado Ave-Saturn Ave) tiene sentido; sólo no me queda claro si refleja algún proyecto a nivel federal que tiene la intención de agilizar los cruces fronterizos en bicicleta.

Number	Date	Forum	Comment
1618	8/27/2014	CBO Workshop - Casa Familiar	Price: Community members are worried that ticket prices are going to increase with the transit renovations. They voice that the Trolley are already too expensive for the people in this community. They wonder why free bus transportation to Coronado is offered in the summer months for tourists, while prices remain the same for people living in lower socioeconomic areas of the city.
1619	8/27/2014	CBO Workshop - Casa Familiar	Service hours: Community members express the need for increased service hours on the weekends. They would like services to run later into the night, especially on Sundays.
1620	8/27/2014	CBO Workshop - Casa Familiar	Service routes: Community members express concern that bus service to Sharp Hospital was cut. They are worried about how they would get to the hospital in an emergency situation. They would also like increased services from San Ysidro to Eastlake on the weekends.
1621	8/27/2014	CBO Workshop - Casa Familiar	Inequality of service: Community members identify that there are few public transportation options that reach all the way down to San Ysidro. They are also unhappy over the discrepancy between the city offering free public transportation in more prosperous areas, while the rest of the city continues to pay at the regular price.
1622	8/28/2014	Online	Focus on Trolley line expansion and decreased transit time.
1623	8/28/2014	Online	Cost
1624	8/28/2014	Online	BRT expansions.
1625	8/28/2014	Online	Not enough Trolley line expansion.
1626	8/28/2014	Online	1) More Trolley lines + grade separations + increased safety and access = less transit time = significantly less cars on the road 2) Compass Card can be developed more like a NY metro card with funds attached to a card 3) Streetcar on the 30th Street corridor is important
1627	8/29/2014	Online	I liked that it brought some good transit ideas to key corridors. Like the idea of express Trolley services. My favorite so far is extending the Mid Coast Trolley line to Mira Mesa.
1628	8/29/2014	Online	That it mainly focuses on freeway expansion in favor of additional rapid services. I think a blended scenario would work. Plus I think Scenario 2 would have less GHG emissions.
1629	8/29/2014	Online	Having a more transit focused plan with extra Rapid services. I also like that Carmel Valley and possibly new areas could get Rapid buses. That the Trolley Express would become a Rapid bus line, seems illogical. Not sure how SANDAG could accommodate Park and Rides for all the additional routes, and that funding might not be available for all the routes. I like the idea of extra Rapid Routes, but some of the proposed routes might have very long travel times, which might hinder success of the routes.
1630	8/29/2014	Online	We want to thank those Board members that spoke eloquently at your August 15, 2014 hearing on the need to accomplish more with the RP, to begin to move away from auto-centric transportation, and to embrace a vision for a healthier transportation future the community has long been asking for. The human toll of our car dependent society includes asthma attacks and respiratory illness, obesity, diabetes and heart disease. The options SANDAG and municipalities provide for the public's mobility can translate directly to improving the public's health.
1631	8/29/2014	Letter, also submitted at the Transportation Committee Meeting and Regional Planning Committee Meeting	
1632	8/29/2014	Letter, also submitted at the Transportation Committee Meeting and Regional Planning Committee Meeting	We are grateful that the Board took the important step to pursue the proposed Scenario 3, "Healthy People and Economy." We remain resolute on the importance of Scenario 3 to accomplish our air quality, public health, active transportation, and climate goals and commit to working with Staff to analyze and develop Scenario 3 in parallel with the Preferred Scenario. In the short term, we ask that the analysis move quickly in order to inform the preparation of the EIR and the ultimate decision in 2015. In the long term, we will continue to advocate for the "Healthy People and Economy" Scenario to be a significant element in not major driver of the Preferred Scenario in the next RP update.
1633	8/29/2014	Letter, also submitted at the Transportation Committee Meeting and Regional Planning Committee Meeting	We must focus our efforts to make real progress on these performance measures in the current and future scenarios: increased transit mode split, increased active transportation mode split, increased transportation-related physical activity.

Number	Date	Forum	Comment
1634	8/29/2014	Letter, Also submitted at the Transportation Committee Meeting and Regional Planning Committee Meeting	As we and many others noted in our testimony on August 15, the performance measures for Scenarios 1 and 2 both fall far short in key metrics for public health outcomes. The land use plans of the County and most of the 18 cities have been dramatically oriented to consolidate growth along transportation corridors and yet the projected increases in transit and active transportation are minimal. Over the next 36 years, the two scenarios increase transportation-related physical activity by only 2 minutes, increase transit trips by only 1.5 percentage points, from 2% to 3.5%, and reduce single occupancy vehicle trips by only 2 percentage points. Additionally, daily travel times on transit will continue to be nearly double those of driving alone. These scenarios clearly do not embrace the goals of SB 375 and will have a minimal benefit to air quality and public health. We recognize that these metrics are averages across the entire region; reflecting urban and suburban land uses, small cities, and decentralized employment centers. Accordingly, we encourage SANDAG to drill deeper to provide more meaningful performance metrics to inform the public, transportation planners, and decision-makers.
1635	8/29/2014	Letter, also submitted at the Transportation Committee Meeting and Regional Planning Committee Meeting	Recognizing that transit is the backbone of a good active transportation network, and if we want to affect positive public health outcomes through mobility choices, we must focus our efforts to make real progress on these performance measures in the current and future scenarios: <ul style="list-style-type: none"> • Increased transit mode split • Increased active transportation mode split • Increased transportation-related physical activity
1636	8/29/2014	Letter, also submitted at the Transportation Committee Meeting and Regional Planning Committee Meeting	We also ask that Staff move quickly to forward the appropriate data on the preferred scenario selected as well as the Healthy People and Economy Scenario to County Health and Human Services for the Integrated Transport and Health Impact Modelling (ITHIM). The results from the ITHIM will provide critical information to the public to highlight the public health benefits of active transportation and what is possible to achieve through greater options for transportation-related physical activity. This information will inform future decision-making as SANDAG moves to prioritize public health outcomes through mobility choices. Furthermore, with the inclusion of the ITHIM output in the Plan EIR, we believe it will highlight the need to refine the Preferred Scenario toward better health outcomes.
1637	8/29/2014	Letter, Also submitted at the Transportation Committee Meeting and Regional Planning Committee Meeting	We ask you to pursue the following goals in the scenario planning process: <ol style="list-style-type: none"> 1) Pursue the Healthy People and Economy Scenario and use the data and analysis of this third scenario to inform and improve on the preferred scenarios in the current San Diego Forward Process. 2) Strengthen the importance of transit and active transportation in the preferred scenario by assuring high quality transit service is provided as well as increased biking and walking infrastructure. 3) Move transit and active transportation investments earlier in the planning process rather than decades away. 4) Pursue increased revenue to meet enhanced transit and active transportation objectives. 5) Provide meaningful health analysis of scenarios using ITHIM and update the health and other performance metrics to clearly quantify outcomes. We look forward to your continued leadership in helping to achieve the community's vision for a healthier transportation future for our region.
1638	8/29/2014	Letter, Also submitted at the Transportation Committee Meeting and Regional Planning Committee Meeting	We must and can do better; the community has been asking for a visionary transportation future and the public's health and our economy demand it. As the Board discussions highlighted, what 2050 will look like starts with the discussions and decisions of today. With healthier planning, children can grow up breathing cleaner air with healthier places to play and seniors can have more opportunities to successfully age in place and lead more independent and healthy lives. We look forward to your continued leadership in helping to achieve the community's vision for a healthier transportation future for our region.
1639	8/29/2014	Online	I like the SPRINTER Double Tracking and I think either plan would work, but I think a blended plan could really work well for San Diego. Not sure if the people in the suburbs would want good transit, but I like scenario 2 with a few of the scenario 1 items like Trolley Express and more rapid buses all around. I think the plans should make transit more accessible to San Diego and allow people to actually get to places without needing a car. I don't drive and don't have a car, so having good rapid and local transit would help the citizens of San Diego and those who don't have a car. People who don't have a car should be a part of the planning process. I urge that SANDAG develop and model a third transportation network scenario which would reflect the following: <ul style="list-style-type: none"> • Development of transit and active transportation projects first over the next ten-year period which postpones any freeway expansion until the transit system is fully built and operational; • Focuses on specific transit corridors and geographic areas beginning with the San Diego urban core (which includes the Trolley ring and south to National City), COASTER, and SPRINTER to maximize ridership growth and increase the productivity of our investments in service and infrastructure; and • Prioritizes transit and active transportation investment in the most overburdened communities.
1640	9/2/2014	Online	

Number	Date	Forum	Comment
1641	9/5/2014	Letter Submitted at the Transportation Committee Meeting and Regional Planning Committee Meeting	The Environmental Health Coalition stands in solidarity with many other organizations across the region for transportation justice. We want to ensure that overburdened communities have increased access to transportation, improvements to public health and safety and equity in transportation planning, policies and investment. The two proposed scenarios by SANDAG do not call for any significant change from previously adopted regional transportation plans. We urge that SANDAG develop and model a third transportation network that phases public transit and biking/walking infrastructure projects first in the plan before any more freeway expansion. We are actively engaged in advocating with the community for transportation justice. Transportation Justice is important for our members and the communities we serve because: -Communities that have been historically underserved bear additional and disproportionate negative impacts, such as asthma, resulting from poor air quality due to the proximity to freeways; -The current transportation system does not allow access to efficient transportation options and a complete transit system for many residents in the communities we serve which makes getting to work, school, healthcare facilities, etc. difficult to travel to; and -Due to the lack of adequate infrastructure investments, policies, and planning to improve pedestrian and bicycle rider safety in these underserved communities puts residents at greater risk of being hit by a car.
1642	9/5/2014	Letter Submitted at the Transportation Committee Meeting and Regional Planning Committee Meeting	Therefore, having plans, policies, and investment that lead to the reduction of disproportionate health and safety impacts and lead to greater access is vital.
1643	9/5/2014	Letter Submitted at the Transportation Committee Meeting and Regional Planning Committee	We urge that SANDAG develop and model a third transportation network scenario that would reflect the following: - Development of transit and active transportation projects first over the next ten-year period which postpones any freeway expansion until the transit system is fully built and operational; - Focuses on specific transit corridors and geographic areas beginning with the San Diego urban core (which includes the Trolley ring and south to National City), COASTER, and SPRINTER to maximize ridership growth and increase the productivity of our investments in service and infrastructure; and - Prioritizes transit and active transportation investment in the most overburdened communities.
1644	9/5/2014	Letter Submitted at the Transportation Committee Meeting and Regional Planning Committee	We believe funding for the third scenario is available and should be pursued, and modeled.
1645	9/5/2014	Letter Submitted at the Transportation Committee Meeting and Regional Planning Committee	MAAC, a multipurpose nonprofit social service organization employing nearly 500 staff members and serving approximately 35,000 people throughout San Diego County, stands in solidarity with many other organizations across the region for transportation justice. We want to ensure that overburdened communities have increased access to transportation, improvements to public health and safety and equity in transportation planning, policies, and investment. The two proposed scenarios by SANDAG do not call for any real change from previous plans. They are inadequate to ensuring transportation justice for all in our region. We urge that SANDAG develop and model a third transportation network that phases public transit and biking/walking infrastructure projects first in the plan before any more freeway expansion. Transportation Justice is important for the low and moderate income individuals, families and communities MAAC serves because they need: - Access to sustainable, safe, healthy, affordable, and efficient transportation options and a complete transit system to get from their homes to school and work; - Improved pedestrian and bicycle rider safety, particularly for the students at MAAC Community Charter School; - Reduced air pollution since a disproportionate number of our families suffer from asthma and cancer which may in part be due to the proximity of their houses to major freeways; - Equitable distribution of transportation benefits, providing high-quality services to those who are not able or do not wish to drive cars, such as the senior citizens in MAAC affordable housing communities.
1646	9/5/2014	Letter Submitted at the Transportation Committee Meeting and Regional Planning Committee Meeting	We have had numerous conversations about transportation with a diverse group of residents and have heard stories of 2-hour bus commutes to Clairemont Mesa, frequent pedestrian and bicyclist collisions on Market Street, and fear of walking to the bus and Trolley stops at night due to insufficient lighting and uneven pavement. Stories, such as these, and many others, clearly demonstrate that we still have a long way to go to ensure transportation justice in our city.
1647	9/5/2014	Letter Submitted at the Transportation Committee Meeting and Regional Planning Committee Meeting	
1648	9/5/2014	Letter Submitted at the Transportation Committee Meeting and Regional Planning Committee Meeting	We believe funding for the third scenario is available. Please help San Diego go forward by changing how we move around rather than just considering old and backward methods, which is what the current scenarios offer.

Number	Date	Forum	Comment
1649	9/5/2014	Letter Submitted at the Transportation Committee Meeting and Regional Planning Committee Meeting	BAME Community Development Corporation (BAME CDC) representing the Greater Logan Heights community stands in solidarity with many other organizations across the region for transportation justice. We want to ensure that overburdened1 communities have increased access to transportation, improvements to public health and safety and equity in transportation planning, policies and investment. The two proposed scenarios by SANDAG do not call for any real change from previous plans. They are inadequate to ensuring transportation justice for all in our region. We urge that SANDAG develop and model a third transportation network that phases public transit and biking/walking infrastructure projects first in the plan before any more freeway expansion.
1650	9/5/2014	Letter Submitted at the Transportation Committee Meeting and Regional Planning Committee Meeting	BAME CDC believes that ordinary people living in our communities have gifts, talents and abilities to solve our community problems. We have had numerous conversations about transportation with a diverse group of residents and have heard stories of 2-hour bus commutes to Clairemont Mesa, frequent pedestrian and bicyclist collisions on Market Street, and fear of walking to the bus and trolley stops at night due to insufficient lighting and uneven pavement. Stories such as these, and many others, clearly demonstrate that we still have a long way to go to ensure transportation justice in our city.
1651	9/5/2014	Letter Submitted at the Transportation Committee Meeting and Regional Planning Committee Meeting	We urge that SANDAG develop and model a third transportation network scenario which would reflect the following: -Development of transit and active transportation projects first over the next ten-year period which postpones any freeway expansion until the transit system is fully built and operational; -Focuses on specific transit corridors and geographic areas beginning with the San Diego urban core (which includes the trolley ring and south to National City), Coaster, and Sprinter to maximize ridership growth and increase the productivity of our investments in service and infrastructure; and -Prioritizes transit and active transportation investment in the most overburdened communities.
1652	9/5/2014	Letter Submitted at the Transportation Committee Meeting and Regional Planning Committee Meeting	We believe funding for the third scenario is available and should be pursued, and modeled. Please help San Diego go forward by changing how we move around rather than just considering old and backward methods, which is what the current scenarios offer. Thank you for the opportunity to comment today. We appreciate many components of the Blended Scenario:
1653	9/5/2014	Letter Submitted at the Transportation Committee Meeting and Regional Planning Committee Meeting	<ul style="list-style-type: none"> • New Bus, heavy and light rail capital projects in the Urban Areas • Increase of transit operations frequency to 15 minutes by 2020 and 10 min by 2035 in key travel corridors • Full build out of the Active Transportation network (though we ask that it can be completed more quickly than 35 years) • Safe Routes to transit projects included for all new transit stations and stations undergoing improvements
1654	9/5/2014	Letter Submitted at the Transportation Committee Meeting and Regional Planning Committee Meeting	From the scenarios, it is clearly evident that we are impeded by revenue constraints for transit and Active transportation.
1655	9/5/2014	Letter Submitted at the Transportation Committee Meeting and Regional Planning Committee Meeting	As the first MPO to go through the second round of developing a Sustainable Communities Strategy, we are still looking for more information as these scenarios develop. Circulate SD has questions regarding the Network Scenarios that are not addressed in the staff report: • GHG- During the development of the Performance Metrics SANDAG voted to remove VMT (Vehicle Miles Traveled) as a Metric, and instead only use green house gas emissions as a metric for evaluating the plan's sustainability in accordance with SB 375.
1656	9/5/2014	Letter Submitted at the Transportation Committee Meeting and Regional Planning Committee Meeting	As you may know, SANDAG's Scenarios readily meet and exceed the SB 375 GHG targets (with each scenario, no matter the difference in project mode or phasing, achieving 19 and 22% reductions). In fact compared to the plan adopted in 2011 where we exceeded the 7% 2020 target, and just squeaked by with 14% for the 2035, these scenarios offer are huge gains in GHG reductions. In essence, this is great. But so far there has been little to no explanation (and thus very little transparency) as to how updates to the transportation/ land use network achieves these huge gains. • Is it from changes to adopted land use plans over the last 3 years? • Are we seeing gains mostly from congestion reduction? • Are those gains attributes mostly to highway and road capacity increases with faster traffic speed, or due to the mode shift of increasing travel choices? • How much have the changes to our model and moving to an Activity based model contributed to capturing additional trips? Please clarify the above questions in preparation of the Board's adoption of a preferred Network scenario.
1657	9/5/2014	Letter Submitted at the Transportation Committee Meeting and Regional Planning Committee Meeting	NCTD would like to thank the SANDAG team for the ongoing collaboration and good faith effort to ensure that our agency has the opportunity to provide meaningful input into the development of the regional plan. We recognize the difficulty in meeting all of the region's transportation needs given the uncertainty of current funding sources and the need to increase federal, state and local transportation funding.

Number	Date	Forum	Comment
1658	9/5/2014	Letter Submitted at the Transportation Committee Meeting and Regional Planning Committee Meeting	NCTD would like to put forward some thoughts for your consideration as the Regional Plan proceeds. Specifically, NCTD suggests that SANDAG channel planning efforts and capital dollars toward the following: 1) San Dieguito Bridge Double Track and Seasonal Platform. The replacement of this bridge is critical to the continued operations of passenger and freight service in the region. NCTD and SANDAG staff are working collaboratively to explore options to advance this critical project as quickly as possible. The options for consideration include a phased construction that replaces the current single track bridge. The current project cost estimate is \$178 million for the full double tracking and construction of the seasonal platform. Unfortunately, the project is not funded through construction and the current plans assume its replacement in the 2030 timeframe. NCTD urges SANDAG to continue to proactively manage the increasing maintenance needs of this bridge to include improvements to extend the life of the bridge by an additional ten (10) years.
1659	9/5/2014	Letter Submitted at the Transportation Committee Meeting and Regional Planning Committee Meeting	2) SPRINTER Efficiency Improvements. NCTD and SANDAG staff have worked collaboratively on a phased approach to achieve increased ridership in a cost efficient manner. NCTD supports the approach that has been included in the Blended Scenario. 3) Mobility Hubs. NCTD applauds the "Mobility Hub" concept and incorporation of this idea into the Regional Plan. This multi-modal approach recognizes the valuable role that active transportation plays in addressing the first and last mile challenge that exists in our regional transportation paradigm. The time is ripe to advance a number of Mobility Hubs. NCTD recommends that Mobility Hub funding be prioritized for future joint development opportunities.
1660	9/5/2014	Letter Submitted at the Transportation Committee Meeting and Regional Planning Committee Meeting	4) Public-Private Partnerships. NCTD supports public-private partnerships as a financing and project delivery approach. Within this framework, there exists opportunities for NCTD, SANDAG, local agencies, and the private sector to collaborate on projects that meet our regional needs and also provide an opportunity for new revenue to support transit operations. NCTD is currently working with a number of local agencies that may be willing to commit funds to support the advancement of projects. NCTD encourages SANDAG to establish an "opportunity fund" within San Diego Forward that will support the provision of matching funds toward initiatives that are already included in our plans under the premise that the project(s) reduces the financial burden to taxpayers and advances the schedule for implementation.
1661	9/9/2014	Email and Submitted at the SANDAG Board of Directors Meeting	On behalf of the Surfrider Foundation San Diego County Chapter, I urge you to prioritize public transit, bicycling, and walking by moving forward with a network scenario that calls for no more freeway expansion in the Regional Transportation Plan. Our auto congestion in San Diego greatly contributes to climate change, a major source of sea level rise, and negatively impacts our ocean and beaches. San Diego needs this type of prioritization, for our health, safety, quality of life, economy, and future.
1662	9/12/2014	Letter Submitted at the SANDAG Board of Directors Meeting	We have reviewed SANDAG's proposed revenue constrained transportation scenario for the use in developing the draft San Diego Forward: The Regional Plan (RTP). The proposed scenarios make it clear that SANDAG merely seeks to continue the approach set forth in the 2050 RTP rather than move the region in a sustainable direction. Indeed there is very little difference from the transportation scenario included in the 2050 RTP and the currently proposed transportation scenarios. Nor is there sufficient substantive difference between each of the transportation scenarios that the SANDAG Board is currently considering. Each scenario includes a substantial allocation of transportation funding for highway-oriented projects. Consequently, as the following SANDAG table shows, none of the scenarios result in a noticeable reduction in VMT or a noticeable increase in transit, bike and walk mode share. Even more striking, the non-auto mode shares change little over the life of the plan.
1663	9/12/2014	Letter Submitted at the SANDAG Board of Directors Meeting	The 2050 RTP resulted in a "backsliding" in greenhouse gas ("GHG") emissions whereby emissions decrease through 2020 then begin to rise again. At the same time, SANDAG's prior plan lacked transparency making it impossible for the public to verify the accuracy of the Plan's conclusions regarding the Plan's contribution toward climate stabilization. The current Blend transportation scenario would purportedly emit 4.5 million fewer tons of GHG over the life of the RTP, as compared to a No Build scenario. This project, in isolation, is almost meaningless, and the staff report provides no explanation for this figure. Consequently, it is not possible for the public or even the SANDAG Board to evaluate the validity of this conclusion. It is critical that each and every step of SANDAG's planning process for the forthcoming RTP be transparent.
1664	9/12/2014	Letter Submitted at the SANDAG Board of Directors Meeting	Unfortunately, we have come to expect that SANDAG will not create a visionary, integrated, long-range active transportation plan that will achieve our region's transportation and environmental needs. We are incredulous though, that SANDAG is taking only baby steps when a giant leap forward is needed, as we stated in our climate change letter, in order to move the region toward compact urban growth with transit, bike and walk as the dominant mobility choice. Revising a decades-long commitment to the automobile and sprawling patterns of land use requires taking immediate action to shift from highways to alternative modes of transportation (transit, walk and bike).
1665	9/12/2014	Letter Submitted at the SANDAG Board of Directors Meeting	It is important to note here that these mobility/infrastructure modes and challenges are generic to regions and cities worldwide. The demands of resource limitations, climate change, functional city life are universal in scope and effect numerous regions across the globe. And it is an undeniable fact that leaders and planners worldwide are aiming at significantly higher transit, bike, walk mobility share as one of the most important steps to meet both urgent goal of climate stabilization and the other looming resource challenges of the modern world.

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1666	9/12/2014	Letter Submitted at the SANDAG Board of Directors Meeting	Consider, for example, what urban planners and modelers are forecasting in Portland, America's greenest city. Portland has, as its mobility goal, a bike and walk mode share equal or greater than transit mode share and prioritizes pedestrian activity. The year 2030 goals from the Portland Climate Action Plan are: "Create vibrant neighborhoods where 90 percent of Portland residents and 80 percent of Multnomah County residents can easily walk or bicycle to meet all basic daily, non-work needs and have safe pedestrian or bicycle access to transit." ... and: "Reduce per capita daily vehicle-miles traveled (VMT) by 30 percent from 2008 levels."
1667	9/12/2014	Letter Submitted at the SANDAG Board of Directors Meeting	What is surprising here is SANDAG's recently adopted Urban Area Transit Strategy (UATS) images the Portland model, at least in theory. In fact, SANDAG calls the UATS "the foundation of the 2050 RTP/SCS transit planning process." According to SANDAG, the goals of this transit strategy were twofold: first, maximize transit ridership in the greater urbanized area of the region; and second, test the role of the transit network to reduce vehicle miles traveled and greenhouse gas emissions. The second goal will help SANDAG comply with Senate Bill 375, which mandates that Metropolitan Planning Organizations develop a Sustainable Communities Strategy to align their transportation, housing, and regional land-use plans with the goal of reducing greenhouse gas emissions.
1668	9/12/2014	Letter Submitted at the SANDAG Board of Directors Meeting	The reality is that SANDAG has turned the Portland Mobility triangle upside down and even in the best scenario autos continue to dominate. Unfortunately, instead of following the lead of the Portland model and indeed of SANDAG's own directives in the UATS, SANDAG is, once again, ignoring the fundamental fact that a sizeable increase in transit, bike, walk mode share cannot occur under the proposed transportation scenarios.
1669	9/12/2014	Letter Submitted at the SANDAG Board of Directors Meeting	We have been here before. CNFF's 2007 Settlement Agreement with SANDAG called for SANDAG to prepare 5- and 10 year action plans that would identify the necessary actions to make transit competitive with the automobile in the urban core. SANDAG's UATS identified transit mode share in specific urban centers and corridors, documenting the possibility of increased transit, bike and walk. The "Infill Study" commissioned by CNFF demonstrated that there is sufficient land within the County's urbanized areas to accommodate all growth until 2030. The San Diego Superior Court ruled that SANDAG has abused its authority in not revealing the enormous climate change implications of the 2050 RTP/SCS plan.
1670	9/12/2014	Letter Submitted at the SANDAG Board of Directors Meeting	California has clearly identified the GHG emission reductions that are necessary to meet the global threat of climate change. California is suffering from the worst drought in its history. Study after study has demonstrated that severe public health impacts caused by living or working too close to major highways and freeways.
1671	9/12/2014	Letter Submitted at the SANDAG Board of Directors Meeting	Here we go again; after all these alarming warnings and proclamations that require SANDAG to steer the region towards sustainable transit-based land use, the agency once again appears to be failing to even consider a 2007 RTP before that, in spite of all the evidence to change course, SANDAG still proposes to implement a transportation scenario that would construct every freeway and highway project identified in TransNet.
1672	9/12/2014	Letter Submitted at the SANDAG Board of Directors Meeting	SANDAG once again has failed to consider the feasibility of a transit first scenario. SANDAG has looked at two so-called balanced scenarios that include all freeway projects and a mix of transit projects spread out over decades. What's missing in these scenarios is a transit first plan that activates bike and walk mode share and higher mixed use zoning in the urban core within the next decade.
1673	9/12/2014	Letter Submitted at the SANDAG Board of Directors Meeting	In order to begin to understand the environmental implications of the proposed transportation scenarios - and indeed the next RTP - SANDAG must disclose the following: 1) How much GHG emissions will the Blended scenario produce in 2050, and how does that compare with the reduction goal of 80% below 1990 levels by 2050? 2) How much will per capita VMT increase in the year 2050 in the Blended scenario? 3) Which of the proposed transportation scenarios are capable of achieving the transit mode share goals identified in SANDAG's UATS (ranging from 15% to 20% in high density urban areas)? 4) Why is SANDAG not including one transportation scenario that would identify the projects necessary to make transit time competitive with the automobile over a ten-year period? Again, CNFF's settlement agreement with SANDAG over the 2007 RTP called for such a 10-year action plan.
1674	9/12/2014	Letter Submitted at the SANDAG Board of Directors Meeting	5) Looking at the mode share map from UATS, in the SPRINTER-COASTER-Urban Core and the Blue line-Corridor, with a million-plus people and concentrated destination points, why doesn't SANDAG consider building transit first for these areas over the next ten years, instead of waiting until 2050? 6) Has SANDAG considered modeling the draft CAP mode shares for different cities in the region? 7) The UATS states, "The goals of the transit strategy are twofold: first, maximize transit ridership in the greater urbanized area of the region; and second, test the role of the transit network to reduce vehicle miles traveled and greenhouse gas emissions. The second goal will help SANDAG comply with Senate Bill 375, which mandates that Metropolitan Planning Organizations develop a Sustainable Communities Strategy to align their transportation, housing, and regional land-use plans with the goal of reducing greenhouse gas emissions." Why can SANDAG not realize this goal now, rather than waiting until 2050?
1675	9/12/2014	Letter Submitted at the SANDAG Board of Directors Meeting	We urge SANDAG Board Members to demand answers to these critical questions before they unwittingly approve yet another "business as usual approach" and continue to "kick the can down the road." The urgency of climate stabilization demands an answer now.

Number	Date	Forum	Comment
1676	9/12/2014	Letter Submitted at the SANDAG Board of Directors Meeting	EHC has members throughout the region and is actively engaged in communities advocating with the community for transportation justice. We want to ensure that overburdened communities have increased access to transportation, improvements to public health and safety, and equity in transportation planning, policies and investment.
1677	9/12/2014	Letter Submitted at the SANDAG Board of Directors Meeting	The two proposed scenarios and blended scenario do not call for any significant change from previously adopted regional transportation plans. They are inadequate to ensuring transportation justice for all in our region. Therefore, we do not support the blended scenario that is being recommended by the Transportation Committee and Regional Planning Committee. Instead, we urge that the SANDAG Board take the following actions: - Develop and model a third transportation network that phases public transit and biking/walking infrastructure projects first in the plan before any more freeway expansion; and - Evaluate a transit and bike/walk first scenario in this Regional Transportation Plan (RTP) process and not in a separate parallel process.
1678	9/12/2014	Letter Submitted at the SANDAG Board of Directors Meeting	WE DO NOT SUPPORT THE BLENDED SCENARIO BEING PROPOSED. The blended network scenario is inadequate in moving the region forward on a path towards transportation justice because it still heavily invests in freeway expansion. As a result, it will negatively impact the region's health, safety, quality of life, economy, and future. The blended network scenario will increase vehicle miles traveled, which will in turn increase the amount of pollution in the air, disproportionately overburdening low-income communities and contributing to environmental effects of climate change.
1679	9/12/2014	Letter Submitted at the SANDAG Board of Directors Meeting	DEVELOP AND MODEL A THIRD TRANSPORTATION NETWORK THAT PHASES PUBLIC TRANSIT AND BIKING/WALKING INFRASTRUCTURE PROJECTS FIRST IN THE PLAN BEFORE ANY MORE FREEWAY EXPANSION. Specifically, we call for analysis of a transit-first plan like the 50-10 Transit Plan as one of the alternatives to be analyzed in the environmental review process for the Regional Plan. Moving cars doesn't mean moving people, and freeway expansion does not reduce automobile congestion in the long run. A well-connected transit network is a more efficient, effective, and healthy way to permanently accommodate large transportation needs. Additionally, without adequate bike and pedestrian infrastructure, such as sidewalks, bike lanes and crosswalks, families cannot get around safely in their own communities and pedestrian accidents become more common.
1680	9/12/2014	Letter Submitted at the SANDAG Board of Directors Meeting	EVALUATE A TRANSIT AND BIKE/WALK FIRST SCENARIO IN THIS RTP PROCESS AND NOT IN A SEPARATE PARALLEL PROCESS. If the transit and bike/walk first scenario is not evaluated as part of this current RTP process, it wouldn't be on the table for consideration to be implemented for at least another four years. Meanwhile, freeways are expanded and billions of dollars are dedicated to such expansions, thus, making it harder to invest in public transit and active transportation. The community simply does not have the luxury of waiting, as current transit access is poor, bike/pedestrian infrastructure is lacking, and as air pollution and greenhouse gas increases. Also, if it is not analyzed in the Environmental Impact Review as part of the RTP process, then we will not be able to truly see how a transit and bike/walk first scenario will compare to other proposed network scenarios. Additionally, if developed and modeled outside of the RTP process, what will prevent it from becoming another document that sits on the shelf collecting dust?
1681	9/12/2014	Letter Submitted at the SANDAG Board of Directors Meeting	WE SUPPORT A TRANSPORTATION JUSTICE THIRD NETWORK SCENARIO. The benefits of a transportation justice network scenario, based upon the 50-10 plan, include: shorter automobile trips on average, reduction in transportation costs and traffic congestion, more housing and transportation choices, many more walk and bicycle trips, and improved public health and overall quality of life. A transportation justice approach is essential to making transit time competitive with the automobile and a comprehensive, well-integrated transit system that will be able to meet the region's transportation mobility needs, while helping our region meet AB 32 greenhouse gas emission reductions.
1682	9/12/2014	Letter Submitted at the SANDAG Board of Directors Meeting	We urge the SANDAG Board to develop and model a transportation justice network scenario which would reflect the following: - Development of transit and active transportation projects first over the next ten-year period which halt any freeway expansion until the transit system is fully built and operational; - Focuses on specific transit corridors and geographic areas beginning with the San Diego urban core (which includes the Trolley ring and south to National City), COASTER, and SPRINTER to maximize ridership growth and increase the productivity of our investments in service and infrastructure; - Uses existing transit projects listed in the constrained network scenarios in the first phases of the RTP and further strengthen the transit projects included in the constrained scenarios with those listed in the unconstrained network to make transit more efficient and attractive; and - Prioritizes transit and active transportation investment in the most overburdened communities.
1683	9/12/2014	Letter Submitted at the SANDAG Board of Directors Meeting	We believe that one critical step to ensuring transportation justice starts with developing and modeling a transit/active transportation first network scenario and analyzing it in the environmental review process for the Regional Plan. We need a transportation plan that puts people first and the blended network scenario and other scenarios proposed puts vehicles first.
1684	9/12/2014	Letter Submitted at the SANDAG Board of Directors Meeting	On behalf of the San Diego Housing Federation, I am writing to urge SANDAG to develop and model a transportation scenario that prioritizes public transit and active transportation investments prior to freeway expansion or other vehicle-reliant transportation as you adopt a transportation scenario for San Diego Forward: The Regional Plan. It is imperative that SANDAG prioritize health, sustainability, and equity in all of the agency's transportation planning, policy-setting, and investment.

Number	Date	Forum	Comment
1685	9/12/2014	Letter Submitted at the SANDAG Board of Directors Meeting	Founded in 1990, the San Diego Housing Federation serves as the collective voice of those who support, build, and finance affordable homes in the San Diego region. We support opportunities that will allow San Diegans to drive less by living in affordable homes near to transit, services and jobs. We believe that, with the right transportation and land use planning and investment, San Diego can achieve these goals to create healthy, vibrant and sustainable communities.
1686	9/12/2014	Letter Submitted at the SANDAG Board of Directors Meeting	Recent reports have found that housing affordability in the San Diego region is exacerbated by the need to depend on a car for transportation. Reliance on individual vehicles for transportation not only places additional pressure on a family's household budget, but also contributes to congested freeways and increased greenhouse gas emissions. The impacts of car dependency have long-term effects on individual health, quality of life, and our shared environment. These impacts add costs to already strained public resources for emergency room visits, environmental remediation, and lost productivity.
1687	9/12/2014	Letter Submitted at the SANDAG Board of Directors Meeting	By equitably investing in transit and active transportation options, SANDAG will not only be making wise decision for local planning that will improve community health and reduce costs, but will also place our region in a leading role to attract additional investments that accompany this type of planning. This year, California passed an investment strategy for revenues from the state's cap-and-trade program that identifies affordable and sustainable homes near transit as a measure to reach greenhouse gas reduction goals. Prioritizing transit ahead of vehicle-dependent transportation will place San Diego at a competitive advantage for this funding that is expected to reach levels near \$200 million annually starting in 2015.
1688	9/12/2014	Letter Submitted at the SANDAG Board of Directors Meeting	We are pleased to join the numerous organizations, including the Environmental Health Coalition and Circulate San Diego, who have advocated for a transportation scenario that prioritizes transit and active transit over freeway expansion and auto-centric investment. As has been noted by those groups, the decisions that are made today will determine what San Diego looks like decades from now. Our vision is a San Diego region that prioritizes people over cars, utilizes land use and transportation planning to create healthy communities, invests equitably in all San Diego neighborhoods and communities, and promotes regional economic opportunity.
1689	10/17/2014 and 10/24/2014	Letter Submitted at the Transportation Committee Meeting and Board of Directors Meeting	The Environmental Health Coalition (EHC) is a non-profit organization in the San Diego-Tijuana region that educates, organizes and advocates for a healthy and equitable region. EHC's works to improve the health and environment of low-income communities of color adversely affected by pollution and discriminatory land use policies. EHC has members throughout the region and is actively engaged in advocating with the community for transportation justice. We want to ensure that overburdened communities have increased access to transportation, improvements to public health and safety, and equity in transportation planning, policies and investment.
1690	10/17/2014 and 10/24/2014	Letter Submitted at the Transportation Committee Meeting and Board of Directors Meeting	The "SANDAG Preferred Scenario" (AKA, Blended Scenario) is inadequate to increase access and affordability to transit, improve public health and safety, and ensure equity in planning and investments. The Transportation Committee (on September 5, 2014) and the SANDAG Board (on September 12, 2014) made a commitment to developing and modeling a "third network scenario" which puts transit, biking, and walking first before freeway expansion. A work plan is supposed to be developed and stakeholders need to be able to be engaged in the process in developing the specifics of the "third network scenario" to be evaluated.
1691	10/17/2014 and 10/24/2014	Letter Submitted at the Transportation Committee Meeting and Board of Directors Meeting	EHC, along with many other organizations, stand in solidarity for Transportation Justice and request that a Transportation Justice Network Scenario be developed, evaluated and modeled as an alternative to SANDAG's current "preferred scenario" under the requirements of a CEQA review. Such an alternative, which will put transit development ahead of freeways, should not be a separate parallel process in the next Regional Transportation Plan (RTP).
1692	10/17/2014 and 10/24/2014	Letter Submitted at the Transportation Committee Meeting and Board of Directors Meeting	EHC, in partnership with a core group of Transportation Justice Allies, have developed a set of criteria and outcomes for a Transportation Justice Network Scenario. The Transportation Justice Network Scenario criteria and outcomes set the parameters and goals for the type of scenario we request be developed, modeled, and evaluated. As a first step in engagement, we urge the Transportation Committee to pay the proper attention this commitment requires and include this item for discussion of the development of a work plan for a Transportation Justice Network Scenario that will be evaluated at the next committee agenda.
1693	10/17/2014 and 10/24/2014	Letter Submitted at the Transportation Committee Meeting and Board of Directors Meeting	The benefits of a transportation justice network scenario, based upon the 50-10 Plan, include: shorter automobile trips on average, reduction in transportation costs and traffic congestion, more housing and transportation choices, many more walk and bicycle trips, and improved public health and overall quality of life. A transportation justice approach is essential to making transit time competitive with the automobile and a comprehensive, well-integrated transit system that will be able to meet the region's transportation mobility needs, while helping our region meet AB 32 greenhouse emission reductions.
1694	10/17/2014 and 10/24/2014	Letter Submitted at the Transportation Committee Meeting and Board of Directors Meeting	Criteria: Transit First: Develop and model transit and active transportation projects first over the next 10-15 year period which halts any freeway expansion. A transportation justice network phases public transit and biking/walking infrastructure projects first in the plan before any more freeway expansion. Specifically, we call for analysis of a transit-first plan like the 50-10 Transit Plan as one of the alternatives to be analyzed in the environmental review process for its regional plan.

Number	Date	Forum	Comment
1695	10/17/2014 and 10/24/2014	Letter Submitted at the Transportation Committee Meeting and Board of Directors Meeting	Prioritize Overburdened Communities: Prioritize transit and active transportation investment in the most overburdened communities. The plan and projects within the plan must first benefit overburdened communities, as identified by the CalEnviroScreen Model, particularly communities that have the highest population served per acre.
1696	10/17/2014 and 10/24/2014	Letter Submitted at the Transportation Committee Meeting and Board of Directors Meeting	Focus Areas: Focuses on specific transit corridors and geographic areas beginning with the San Diego urban core (which includes the Trolley ring and south to National City), COASTER, and SPRINTER to maximize ridership growth and increase the productivity of our investments in service and infrastructure. Both housing and transportation costs consume a significant percentage of people's income. Land use development affects how much people pay to live and transport themselves for daily tasks. If homes are too far away from job centers, expenses go up in transportation. Because of a lack of affordable housing and significant amenities in major job centers in the county, people live further away from their jobs in homes they can afford. Therefore, investments that SANDAG makes have to consider both population densities to ensure highest return on investment. Hence, a transportation justice scenario must make investments that will benefit underserved communities including those with low income households, low community engagement, and low mobility or access to transportation systems. Investments have to be made (increase walking, biking, transit use and reduce vehicle miles travelled especially for single occupancy vehicles).
1697	10/17/2014 and 10/24/2014	Letter Submitted at the Transportation Committee Meeting and Board of Directors Meeting	Expand Transit: Use existing transit projects listed in the constrained network scenarios in the first phases of the RTP and further strengthen the transit projects included in the constrained scenarios. If listed constrained projects are not enough to meet the Transportation Justice outcomes, include projects listed in the unconstrained (prioritizing those projects located in the focus areas identified above) network to make transit more efficient and attractive.
1698	10/17/2014 and 10/24/2014	Letter Submitted at the Transportation Committee Meeting and Board of Directors Meeting	General Purpose Lane Conversion for HOV: We do not support freeway widening projects of any kind (i.e., for HOV, HOT, BRT, etc.) We support paint before more pavement. There are more sustainable, efficient, and economical ways to move more people in the region. One such solution is converting a general purpose lane in a freeway corridor for High Occupancy Vehicle (HOV), not HOT, and Bus Rapid Transit (BRT) use. However, it is imperative that overburdened communities are not bypassed, by have access to BRT routes on these lanes that run through their community (i.e., If there were a general purpose land converted on the ST 94 for HOV and BRT use, the communities of Logan Heights and Sherman Heights should have BRT stops in order to gain transit access and benefits.). This approach can save the region billions of dollars by not unnecessarily widening freeways. With the money saved, these funds should be reallocated to bolster transit and active transportation projects, prioritizing corridors in overburdened communities where freeways are located.
1699	10/17/2014 and 10/24/2014	Letter Submitted at the Transportation Committee Meeting and Board of Directors Meeting	Reallocation of Current Funding: Reallocate current funding streams to prioritize transit and active transportation projects for implementation in the first phase of the RTP. Local funding restructuring provides an opportunity to leverage state and federal funds with such mode share shift priorities.
1700	10/17/2014 and 10/24/2014	Letter Submitted at the Transportation Committee Meeting and Board of Directors Meeting	Make Transit More Attractive and Accessible: Make transit more attractive and accessible by improving travel times, prioritizing infrastructure improvements for safe routes to transit, having more direct routes to goods and services, ensuring reliable arrival and departure times, increasing in frequency, and unbundling the cost of parking.
1701	10/17/2014 and 10/24/2014	Letter Submitted at the Transportation Committee Meeting and Board of Directors Meeting	Evaluate Operation and Maintenance Costs: Evaluate operation and maintenance costs for transit and freeways in order to do an appropriate assessment of impacts (i.e., for freeways this would also include CHP costs as security cost is often a factor included in operating costs for transit). Oftentimes, operation and maintenance costs for transit are focused upon without conducting a proper analysis of freeway operation and maintenance costs comparatively. Indirect costs such as healthcare costs due to level of air pollution created by mode of transportation should also be evaluated. As part of this analysis route comparisons should also be conducted. For example, compare the costs of the COASTER versus the 5 freeway; the Blue Line versus the 5 freeway, the Green Line versus the 8 freeway, etc.
1702	10/17/2014 and 10/24/2014	Letter Submitted at the Transportation Committee Meeting and Board of Directors Meeting	Evaluate Secondary Costs: Evaluate secondary costs, such as health impacts, of Transportation Justice Network Scenario and SANDAG preferred scenario of the plan overall and the projects planned for near overburdened communities. Conduct a Health Impact Assessment and Socio-Economic Assessment for the transportation justice scenario and all network scenarios being considered in the Regional Transportation Plan.

Number	Date	Forum	Comment
1703	10/17/2014 and 10/24/2014	Letter Submitted at the Transportation Committee Meeting and Board of Directors Meeting	Evaluate in Current RTP: Evaluate a Transportation Justice Network Scenario in this RTP process and not in a separate parallel process. If the transit and bike/walk first scenario is not evaluated as part of this current RTP process, it will not be on the table for consideration to be implemented for at least another four years. Meanwhile, freeways are expanded and billions of dollars are dedicated to such expansions, thus, making it harder to invest in public transit and active transportation. Community residents and the environment simply do not have the luxury of waiting, as current transit access is poor, bike/pedestrian infrastructure is lacking, and air pollution and greenhouse gases increase. Also, if it is not analyzed in the Environmental Impact Review as part of the RTP process, then we will not be able to truly see how a transit and bike/walk first scenario will compare to other proposed network scenarios.
1704	10/17/2014 and 10/24/2014	Letter Submitted at the Transportation Committee Meeting and Board of Directors Meeting	Outcomes: Transportation justice ensures that overburdened communities have increased access to transportation, improvements to public health and safety and equity in transportation planning, policies and investment. As evident in the Transportation Justice Scenario outcomes listed, cost is not the only variable to be evaluated. Therefore, we would like a holistic Transportation Justice analysis of the Transportation Justice Scenario proposed and other scenarios that are moving forward in the process so that there is a fair and comparable assessment of each. Therefore, develop and model a transportation network scenario that will lead to the following outcomes:
1705	10/17/2014 and 10/24/2014	Letter Submitted at the Transportation Committee Meeting and Board of Directors Meeting	Access: - Increase access to transit by increasing the number of households within 1/4 mile of at least one mode of public transportation to 100%. - Increase transit use to 12% (6x current levels) regionally, 25% in the urban core and Trolley rings, and 35% in downtown San Diego by 2025. - Increase biking and walking mode share to 10% by 2020 and by 18% by 2035 region wide and to 40% in the urban core by 2025. - Reduce travel time on public transit by providing efficient options and a complete transit system that has more direct routes, competitive travel times during nonpeak driving hours and, better travel times on transit during peak driving hours. - Improved transportation access to opportunities (i.e., jobs, schools, affordable housing, etc.) and goods and services (i.e., healthy foods, healthcare, parks, etc.) by developing more convenient and direct routes, and ensuring that these amenities are accessible either through biking, walking, or transit with a travel time of no more than 15-30 minutes.
1706	10/17/2014 and 10/24/2014	Letter Submitted at the Transportation Committee Meeting and Board of Directors Meeting	Public Health and Safety: - Improvement of pedestrian and bicyclist safety and perception of safety in overburdened communities by increasing lighting, developing crosswalks, repairing sidewalks, and installing Class I bike lanes. Completely eliminate the risk of collision and fatalities across the region, prioritizing risk elimination by infrastructure improvements in low-income neighborhoods, where risk is much greater. - The overall plan and individual projects lead to air pollution reductions so that all areas of the region reach attainment with federal and state air quality standards, by 2020. Reduce emissions so that air quality in traffic-impacted neighborhoods, at high traffic intersections, along freight corridors, and other traffic-related hot spot areas is equal to average air quality in the region, as measured by PM2.5, NOx, and ultrafine particle counts and that the calculated cancer risk from air pollutants at traffic impacted locations is equal to the average level in the region. - The Overall plan and individual projects leads to emissions reductions that will meet the GHG standard of 80% below 1990 levels by 2050. Reduce Vehicle Miles Traveled by 35% per capita and 15% overall by 2035.
1707	10/17/2014 and 10/24/2014	Letter Submitted at the Transportation Committee Meeting and Board of Directors Meeting	Equity: Transportation investments prioritized for overburdened neighborhoods by clearly stating in Regional Transportation Plan and as evident by phasing transit and active transportation projects in overburdened neighborhoods first. Transportation cost burden is reduced through keeping rates low and through the implementation of fare discounts and special services for economically and socially marginalized groups. Develop land use policies and transportation plans that allow efficient and affordable access to goods and services via transit, ensuring that housing and transportation costs do not exceed 45% of one's income. If it is greater than 45%, individuals, and youth in these households, will be eligible for transit access assistance through subsidized or free transit passes depending upon need.
1708	10/17/2014 and 10/24/2014	Letter Submitted at the Transportation Committee Meeting and Board of Directors Meeting	All of the performance metrics listed (here and those approved by the SANDAG Board) should not only be evaluated regionally, but also be evaluated in communities identified as overburdened communities in the CalEnviroScreen Model.

Number	Date	Forum	Comment
1709	10/17/2014 and 10/24/2014	Letter Submitted at the Transportation Committee Meeting and Board of Directors Meeting	<p>SANDAG is in the process of composing the RTP which determines how, when and which transportation projects will get funding for the next 35 years. Currently, SANDAG is considering a scenario that prioritizes freeway expansion while community residents have prioritized bicycling, walking and public transit instead. The "Blended Scenario" (also called the "preferred scenario" by SANDAG) that is moving forward in the Regional Transportation process is not acceptable for the following reasons:</p> <ul style="list-style-type: none"> - Community priorities not being met; - There is no shift in funding allocations in any of the scenarios considered; - Mode share shift is insignificant; - Expanding freeways is not a sustainable transit benefit; - Does not improve quality of life and affordability; - Freeway expansion not good for the economy; - Greenhouse gas reduction to meet state mandate not achieved. - Increases negative health impacts; and <p>Community Priorities Not Being Met: There are over 16 different organizations (and growing), with thousands of members, that stand in solidarity for transportation justice that prioritizes transit and active transportation projects first before freeway expansion. Additionally, hundreds of community members have been engaged by a wide range of transportation justice allies. Time and time again what we hear from community members is to prioritize transit and active transportation projects first and halt any freeway expansion. The SANDAG proposed network scenario does not reflect the priorities of the community. The SANDAG proposed network scenario does not provide an avenue for the region to attain transportation justice.</p>
1710	10/17/2014 and 10/24/2014	Letter Submitted at the Transportation Committee Meeting and Board of Directors Meeting	<p>We have not only heard from community members and allied organizations that transit and active transportation projects should be prioritized over freeway expansion, there have been two major surveys conducted in the San Diego region that confirm this. Voters' preferences in the San Diego region between expanding public transit or roads and highways showed that 55% of people surveyed preferred the expansion of public transit (bus and rail) compared to only 32% who favored expansions of roads and highways. In another survey in the San Diego region, 85% of people stated that building a superior public transit system, so that more people have an incentive to use mass transit instead of their cars, ranked among the top priorities for the region.</p>
1711	10/17/2014 and 10/24/2014	Letter Submitted at the Transportation Committee Meeting and Board of Directors Meeting	<p>No Shift in Funding Allocations: There is no change in funding allocation from freeways to transit even though SANDAG has the ability to make such changes. Without changing the amount of funding going to transit and active transportation, this plan will further entrench the San Diego region in an unsustainable car-centric path.</p>
1712	10/17/2014 and 10/24/2014	Letter Submitted at the Transportation Committee Meeting and Board of Directors Meeting	<p>Mode Share Shift is Insignificant: The "Blended Scenario" has an insignificant mode shift, thus demonstrating the continued lack of capacity for a more sustainable and efficient transportation system, which includes biking, walking, transit, and carpooling. SANDAG is proposing to spend approximately \$200 billion on a plan that has virtually no increased efficient and sustainable transportation benefits. The difference between SANDAG not spending a single penny to spending about \$200 billion by 2050 would only decrease the percentage of people not driving alone by less than 1% (0.73%).</p>
1713	10/17/2014 and 10/24/2014	Letter Submitted at the Transportation Committee Meeting and Board of Directors Meeting	<p>Additionally, the minute mode shift to transit, only 1% biking, only 0.03%, and walking, only 0.34%, proves that investment in transit, biking, and walking infrastructure is not enough. Currently, transit ridership constitutes approximately 2%. The region needs to increase transit ridership by at least 6 times (to 12%) if we are to begin to address health, quality of life and environmental goals.</p>
1714	10/17/2014 and 10/24/2014	Letter Submitted at the Transportation Committee Meeting and Board of Directors Meeting	<p>Expanding Freeways is Not a Sustainable Transit Benefit: SANDAG is coupling freeway expansion (for High Occupancy Vehicle use) with transit by adding Bus Rapid Transit (BRT) on the expanded freeway. Freeway expansion, even for HOV and BRT use, is not a very effective, economical, or environmentally sound strategy that will lead to congestion relief in the long run. It is not very economical because freeway expansion is extremely costly (i.e., it is estimated that 1-1.5 miles of freeway expansion on SR-94 will cost about \$500- \$600 million). Such funds can be spent more effectively and efficiently on transit to strengthen and expand existing routes/service rather than freeway expansion. Freeway expansion is also not very environmentally sound. Adding another lane, even an HOV lane will increase vehicle capacity which then in turn increases air pollution and greenhouse gas emissions. As Vehicle Miles Traveled (VMT) increases those communities that are already overburdened by air pollution due to freeway proximity will be even more negatively impacted resulting in more cases of asthma, heart disease, cancer, etc. Freeway expansion has shown to not relieve traffic congestion in the long run, but only increase air pollution and greenhouse gases. A University of California at Berkeley study covering thirty California counties between 1973 and 1990 found that for every 10% increase in roadway capacity, traffic increased 9% with a four years' time. The research shows that building more roads results in more driving. Adding a freeway lane does not lead to congestion relief because more drivers will rush to fill the space and traffic congestion will soon be at previous levels.</p>
1715	10/17/2014 and 10/24/2014	Letter Submitted at the Transportation Committee Meeting and Board of Directors Meeting	<p>Freeway Expansion Not Good For the Economy: A heavy focus on freeway expansion is not good for the economy. Research affirms the significant positive economic impact of transit investment on jobs and business revenues and a variety of broader indirect benefits.</p>
1716	10/17/2014 and 10/24/2014	Letter Submitted at the Transportation Committee Meeting and Board of Directors Meeting	
1717	10/17/2014 and 10/24/2014	Letter Submitted at the Transportation Committee Meeting and Board of Directors Meeting	

Number	Date	Forum	Comment
1718	10/17/2014 and 10/24/2014	Letter Submitted at the Transportation Committee Meeting and Board of Directors Meeting	<p>For example, one study found that:</p> <ul style="list-style-type: none"> - In the year following the transit capital investment 314 jobs are created for each \$10 million invested in transit capital funding; - Over 570 jobs are created for each \$10 million invested in transit operation spending in the short run; A \$10 million investment transit infrastructure results in a \$30 million gain in sales for businesses; - Businesses benefit as well from transit operations spending, with a \$32 million increase in business sales for each \$10 million in transit operations spending; - For every \$10 million invested, over \$15 million is saved in transportation costs to both highway and transit users (these costs include operating costs, fuel costs, and congestion costs); and - On average, a typical state/local government could realize a 4 to 16 percent gain in revenues due to the increases in income and employment generated by investments in transit.
1719	10/17/2014 and 10/24/2014	Letter Submitted at the Transportation Committee Meeting and Board of Directors Meeting	<p>Does Not Improve Quality of Life and Affordability: The "SANDAG Preferred Scenario" implements strategies that increase automobile use. This is problematic because strategies that increase automobile affordability tend to impose indirect costs, such as negative impacts to public health, impacts of climate change, obesity, etc. However, when there are improvements to transit and active transportation travel options it tends to provide co-benefits, such as improved safety, community cohesion, and environmental protection, and so tend to have the greatest overall benefits. Additionally, SANDAG has not analyzed how their preferred plan will account for affordability or conducted a transportation cost burden analysis. Affordable transport means that people can afford to purchase access to basic goods and activities, which typically means that households spend less than 20% of budgets on transport and less than 45% on transport and housing combined. Several factors can affect affordability, including individuals' mobility needs and abilities; the quantity, quality and pricing of transport options; land use factors that affect accessibility; and housing affordability.</p>
1720	10/17/2014 and 10/24/2014	Letter Submitted at the Transportation Committee Meeting and Board of Directors Meeting	<p>Increases Negative Health Impacts: The "SANDAG Preferred Scenario" calls for increasing capacity on freeways and therefore will increase the amount of vehicles on the road which can disproportionately negatively impact overburdened communities along these proposed expansions. An increase of vehicle miles traveled will cause an increase of Particulate Matter (PM) and Greenhouse Gases (GHG). Overburdened communities are disproportionately faced with the consequences of bad transportation investments, which include health cost from asthma, cancer, and cardiovascular disease caused by air pollution from the transportation sector. The most heavily polluted parts of the region and overburdened communities can be identified by the CalEnviroScreen Model.</p>
1721	10/17/2014 and 10/24/2014	Letter Submitted at the Transportation Committee Meeting and Board of Directors Meeting	<p>Greenhouse Gas Reduction Not Achieved: The greenhouse gas reductions goals for the State are a matter of policy set by the Governor's Executive Order S-3-05 in 2005. It calls for an 80% reduction from 1990 levels by 2050. Subsequent State Laws are based on the reductions set by this order which regional planning agencies such as SANDAG must address. By the mode share figures given for the "Blended Scenario" and anticipated increase in the use of vehicles producing less GHGs it appears the scenario will not even come close to reaching the transportation share of the reduction goals for 2050. In order to comply with the policies set by the Executive Order and other laws such as AB 32 and SB 375, SANDAG needs to develop an alternative scenario that meets these reduction goals into 2050. Not doing so will mean that SANDAG is not complying with State policies and CEQA's requirement to consider meaningful alternatives.</p>
1722	10/17/2014 and 10/24/2014	Letter Submitted at the Transportation Committee Meeting and Board of Directors Meeting	<p>It is important to note that simply planning for a reduction in GHG emissions is not sufficient. The plan must consider a scenario which meets or exceed the reduction goals for 2050. These goals may be increased in the future and any delay in trying to meet them makes it even more difficult for future generations to reach them. A transportation justice network scenario, which will significantly reduce VMT from current levels in the region, is the key to reach reduction goals.</p>
1723	10/17/2014 and 10/24/2014	Letter Submitted at the Transportation Committee Meeting and Board of Directors Meeting	<p>We believe that one critical step to ensuring transportation justice starts with developing and modeling a Transportation Justice Network Scenario and analyzing it in the environmental review process in this RTP. We need a transportation plan that puts people first .</p>
1724	10/28/2014	Letter	<p>On August 4, 2014, County of San Diego Department of Public Works- Airports Division (County Airports) staff attended SANDAG's Transportation Scenarios Public Workshop. We appreciated the overview and this opportunity to comment. County Airports owns and operates eight airports in the region and we share an interest in improving the integration of the region's air and ground transportation system. We have taken great interest in SANDAG's multimodal planning efforts alongside the San Diego County Regional Airport Authority per Senate Bill 10 (SB 10) of 2007. The main planning provisions of SB 10 included the development of a Regional Aviation Strategic Plan (RASP) and an Airport Multimodal Accessibility Plan (AMAP). The RASP shows that the annual enplanements for the 12 public use airports in the County will increase 1.9% annual growth from roughly 10 million currently, to 15.6 million by 2035. Meeting the expectations of these travelers will require forward planning to integrate ground and air transportation across local and regional agencies.</p>

Number	Date	Forum	Comment
1725	10/28/2014	Letter	<p>The San Diego Regional Airport Authority explored scenarios in the RASP that would optimize commercial passenger (or airline) activity in the region given anticipated operational constraints at San Diego International Airport (SDIA), where capacity will reach its limit in the 2020 to 2025 timeframe. As the only other FAA-certified airport for commercial airline service, the RASP makes a series of recommendations regarding the enhancement of commercial passenger service at McClellan-Palomar Airport to absorb a portion of the unmet demand at SDIA. The RASP study found that in the next planning period, enplanements at McClellan-Palomar Airport are anticipated to be substantially higher than current conditions. The RASP's findings are incorporated in SANDAG's Regional Transportation Plan 2050 as Technical Appendix 12, and accordingly are a major consideration as County Airports continues to develop a new 20-year Master Plan for McClellan-Palomar Airport. One of the first steps in the Master Plan process is the development of a long-term aviation forecast. Scenarios for the 20-year forecast include a shift of commercial service demand to our airport and we are developing facility alternatives to explore what those additional enplanements would require in terms of capital improvements over the next planning period.</p>
1726	10/28/2014	Letter	<p>The anticipated shift of commercial air service demand will also affect ground-level traffic demand on the surface transportation network surrounding McClellan-Palomar Airport, much of which is under the jurisdiction of the City of Carlsbad. The AMAP recommends improvements at McClellan-Palomar including widening Palomar Airport Road from 6 to 8 lanes between Interstate 5 and Hidden Valley Road; adding additional airport access at Owens Avenue; improvements to the Owens Avenue/Camino Vida Roble intersection; and modification of local bus route 445. We recommend ongoing coordination with the City of Carlsbad, as they are currently in the process of updating their General Plan, including the Mobility Element, which sets forth the priorities for improving multimodal transportation to/from and around McClellan-Palomar Airport.</p>
1727	10/28/2014	Letter	<p>The AMAP sets forth a process to plan for infrastructure improvements that will be needed as regional aviation demand continues to grow into the future, taking into account surface transportation providing ground access to airports. The AMAP also notes that based on anticipated changes in general aviation operations at Gillespie Field noted in Scenario 4C, aviation traffic demand will require roadway and transit improvements to provide improved multimodal access to the airports. AMAP recommends that transportation improvements around Gillespie Field include construction of a Bus Rapid Transit station at Gillespie Field Trolley Station; modification of proposed Bus Rapid Transit routes; modification of Bradley Avenue/SR 67 Interchange; among others. Roadway and transit access improvements described in the AMAP would enhance usability of the airports and better accommodate projected airport-related air and ground traffic increases.</p>
1728	10/28/2014	Letter	<p>In 2013, the East County Economic Development Council was awarded a federal grant to study the Aerotropolis concept for Gillespie Field Airport and the surrounding commercial/industrial area, which they state contributes more that \$400 million and nearly 3,200 jobs to the local economy. East County officials are examining ways to add complementary businesses to the area that would capitalize on Gillespie Field Airport as an economic driver, and new development could include office, industrial, retail and hotel elements. As the airport is primarily located within the cities of El Cajon and Santee, we recommend also coordinating with those jurisdictions on identifying projects in the draft Transportation Scenarios for funding that will facilitate efficient transportation options to and around the airport.</p>
1729	10/28/2014	Letter	<p>Incorporating the RASP and AMAP assumptions into the development of draft Transportation Scenarios is an important part of planning for the region's future transportation needs as aviation travel is expected to grow substantially according to the San Diego Regional Airport Authority and SANDAG's projected levels. The County would like to ensure that the findings and recommendations of these regional planning documents have been fully considered during the preparation of the draft Transportation Scenarios in San Diego Forward: The Regional Plan, particularly in Carlsbad around McClellan-Palomar Airport and in the El Cajon/Santee area around Gillespie Field Airport.</p>
1730	10/28/2014	Letter	<p>The County of San Diego appreciates the opportunity to participate in the review process for this project. County staff is available at your convenience to discuss the items above to ensure consistency between the airport planning documents, and SANDAG's draft Transportation Scenarios, RASP, and the AMAP.</p>

2014 Comment Totals

Forum	Comment Count per Forum
Letter	115
CBO	1011
Public Workshop	317
Working Group	79
Online	93
Email	6
Economic Development	55
BOD	2
Workshop Comments	52
Total	1730

November 4, 2013 Performance Measures Workshop

- 1 We need a modern and comprehensive system that uses good technology, dynamic pricing based on congestion, and energy efficient vehicles
- 2 Options, both paid and non-paid are important
- 3 Bicycle facilities are important, health cost savings, and environmental benefits
- 4 Cater to "smaller" scale transportation options
- 5 Key criteria - VMT reduction per dollar spent
- 6 Affordability – it is cheaper to drive than take public transportation
- 7 Connectivity – having multi-transport nodes to link different transit systems, also filling gaps in the system
- 8 Reducing greenhouse gas emissions has to be the number one priority, identify projects that reduce greenhouse gas emissions
- 9 Increasing density along land use corridors
- 10 Identify the number of collisions and dollar impact on the economy
- 11 Level of Service concerns, multimodal delays, cost benefit scenarios
- 12 Increase in walk, bike, transit and carpool mode share is an essential component
- 13 Look at the demographics of income class on each mode of transportation, VMT per passenger, per income level
- 14 Interested in much more biking and pedestrian use, measures of success - 10%? Bike mode share by 2020, reduction of serious injuries, specific deliverable on bike mode share at schools and universities, and deliverable timeline on project implementation
- 15 Transit is not being integrated as well as it should be, there are gaps in the system there needs to be better links between Trolley and bus.
- 16 There needs to be more options for first and last mile
- 17 Different modes of transit need to better accommodate bicycles
- 18 SANDAG should offer some kind of incentive for people to give up their car and encourage multi-modal travel
- 19 Have "share" or rental options to fill in transit gaps
- 20 Bus to rail is a very important connection
- 21 Fiscal efficiency should not be a major criteria, being effective should be the ultimate goal; this will have residual benefits with the economy and the environment
- 22 There should be ways to measure and value alternative options such as telecommuting
- 23 Look at charging people to drive, especially with lower gas prices
- 24 Good public transportation is the key, without effective transit people will not be inclined to switch modes
- 25 Cost of transportation based on different modes
- 26 Consumer cost and efficiency are the ultimate criteria
- 27 How much energy/pollution is being produced in different modes
- 28 We need to look at real data to make informed decisions
- 29 How walkable and how ride-able are communities
- 30 Bike and pedestrian infrastructure is important in multi-modal links
- 31 Poor communities often get overlooked; safety is essential and should not be overlooked
- 32 Have social justice listed as specific performance measures
- 33 Safety should be considered as a key measure
- 34 Look at the different demographics of users

- 35 How to make the best use of new technologies, such as car-share and other carpooling programs
- 36 Consider the change in demographics and accommodate all ages as well as people with disabilities
Ensure that people aren't left behind with technological changes, look at ways to incorporate technology into low- income transit
- 37 strategy
- 38 Look at ways to incorporate both public and private sectors in meeting needs
Some communities do not report crashes, additionally there are roads that are so dangerous that people will not bike or walk. Quality
- 39 of infrastructure should be included a performance measure.
- 40 Make sure that multimodal trips are valued
- 41 Evaluate mode share in various communities as part of the process
- 42 Remove daily vehicle delay per capita, speed of car travel is overrated and should be worth less when rating
Bicyclists may want to travel from suburbs to downtown to commute from work; measuring how many people are biking in the
- 43 system is an important aspect to consider in evaluating the transportation system
Public transportation takes hours to get from where I live to where I work, therefore measuring travel time (especially by bus or other
- 44 transit method) is very important
- 45 It is shocking that it takes two hours using public transit to get from the San Ysidro Trolley station to San Diego State University
- 46 Offering an Express Service route for the Trolley to key locations would be a good idea
- 47 Having more travel mode choices is important
- 48 It is also important to take environmental consequences into account
Looking at the increase in ride sharing and non-single occupancy vehicles with competitive travel times is very important. More people
- 49 biking and walking and ride sharing is needed, but most transit system choices take longer than driving.
- 50 It's important to reduce the reliance on single occupancy vehicles by encouraging people to use innovative transit methods
Refueling and servicing of Amtrak trains at the Santa Fe station is a problem for residents in the area due to noise and environmental
- 51 pollution
- 52 Average travel time to work destinations by mode is a helpful performance measure to evaluate transportation systems
San Ysidro has infrastructure for many different modes of transportation that is lacking in mobility and is poorly organized. Transportation networks do not stop at the border. Trolleys that begin their route at the San Ysidro station are often too full to stop at the next station because so many people get on in San Ysidro. There need to be more organized mobility choices so that modes of transit are segregated. There should be grade separations at the new San Ysidro Intermodal Transit Center.
- 53
- 54 Measuring delay vehicle times at the border and idling time is very important
Increasing the frequency of the Coaster is important because I prefer not to drive since I see an advantage to my health, stress levels,
- 55 the environment and the community
I live in the Spring Valley-Lemon Grove- San Diego corridor and I wouldn't bike or let my children bike in that community because it is not bicycle friendly. Safety is very important in measuring performance of the networks, so annual projected number of bicyclist/pedestrian injury/fatal collisions per bicycle and pedestrian miles traveled is an important measure of performance.
- 56
- 57 Personal safety is important. Designing transit stations so that they are located in safe areas, or so that they at least feel safer by installing more lighting, would be a good idea.

Trolley fares are quite cost prohibitive, especially for families wanting to take public transit down to Las Americas from North County, 58 for example. Therefore, discount family fares should be offered.

59 Frequency and affordability are important measures to use in evaluating public transit

Offering Compass cards that could be attached to key chains would be a great incentive for people to purchase Compass cards who 60 tend to lose them and have to continually replace them

There is nothing worse than sitting in traffic on the highway, therefore daily vehicle delay per capita is an important performance 61 measure

62 It would be helpful to broaden the "average travel time to work" category to encompass recreational destinations as well

Aside from the traditional work commute times, the after school commute period of time is also important to consider for families 63 and children, especially in terms of personal safety and transportation.

The bottleneck at the border is a big problem. Get people out of their cars and into public transportation by providing more parking 64 at the San Ysidro POE

65 Find a way to evaluate how much people are encouraged to use ride-sharing, and electric vehicles or Cars-to-Go.

Regarding the "system wide vehicle miles traveled (VMT) per day" measurement: It would be better to use time as a measurement 66 since time is the most important factor in evaluating the networks

"Average travel time to work destinations by mode" is a helpful performance measure to evaluate transportation systems because it 67 is one of the main factors I consider when deciding how to travel to my destination

Daily vehicle delay per capita is less important to me than it used to be; I personally would rather plan on using my car some times, 68 despite the delays. However, it is more important to move more people in an efficient, environmentally sound manner. "Throughput" is the greatest priority, especially in terms of social justice so that areas where residents depend most on public transportation have more mobility choices, and ones that are environmentally clean and do not negatively affect public health.

Vehicle delay and reducing VMT are at odds; if we are going to reduce our GHG emissions, VMTs need to be reduced by 15%, 69 meaning daily vehicle delay should not even be considered as a performance measure.

Looking at transportation and housing costs as a percentage of family income makes a lot of sense; both of those factors should be 70 kept low. This will help get away from the model of having to live further and further away to afford housing, and then having to commute a far distance to work.

71 If jobs are closer to where people live, that will improve all of the externalities of transportation in our communities

Because of population growth, looking at the cost of transportation and housing for families and how far they have to travel to work 72 is important

Giving priority to projects that serve those with greater need, such as San Ysidro, is very important. One example is the over-capacity 73 of the Trolleys for the commuters at the border. For this reason, it would be good to give priority to creating Express routes and active transportation such as bike lanes in that community.

In order to measure the performance of the network, we have to consider the land uses that affect them; having a higher share of 74 mixed land use will help increase multi-modal transportation use

75 You have to recognize the inter-relatedness of all of the performance measures

Focus on innovation rather than old-school use of one-car-per-person mode. Don't add more lanes to roads and freeways – that only 76 puts a bandage on an existing hemorrhage.

77 Performance measures should be used to evaluate overall funding allocations not within the modes of transportation.

78 Safer commutes: better utilization of major streets like Fairmount Ave. that is unsafe and under-utilized for pedestrian and bicyclability. And consider the "safety" of major streets and collector streets to allow smoother and safer utilization for bicyclists and pedestrians.

79 There appears to be an over-reliance on outputs, rather than outcomes. The outputs are things like VMT and CO2 emissions per capita. Outcomes are more quality-related. Outcomes should be much more specific. More than just ridership, performance measures should specify who is using which type of system, such as per capita income/mile of Trolley/light rail transit or average calories used/mile of transportation.

80 Innovative mobility planning: daily vehicle delay is a less important aspect/performance measure. Possibly congestion of vehicles should be compared to transit time.

81 The performance measures seem comprehensive

82 Geographic location may shape the types of performance measures SANDAG is looking at for this analysis. While transit may not be available/appropriate in areas such as the Mountain Empire, access to active transportation facilities (biking and walking) are needed to connect to the available social services.

83 Smaller scale projects, such as painting crosswalks near schools, should also be considered in this analysis

84 Safety is a big concern, especially when promoting transit usage, walkability, bike-ability; how is safety (which includes law enforcement) considered in this process

85 The performance measures should include multimodal measurements that encourage safe and healthy communities

86 A measurement should be included that encourages people to reach a minimum transportation-related physical activity level

87 A First-Mile, Last Mile measurement is needed, which also takes into account what the first and last mile look like

88 A reduction of freeway traffic measurement is needed (which would reward transit projects by encouraging SOVs to convert to alternative transportation modes). (The CO2 emissions measure can similarly relate to this concern.)

89 Safety should also be considered in the performance measures, which would include quality pedestrian environments around major transit arterials/corridors

90 A water quality measurement is needed for this analysis. Transportation projects can affect the amount of water- polluted run-off from creeks and streams in urban areas. Standing water can also accommodate mosquitoes and can disproportionately impact communities.

91 Economic justice should be addressed in the measurement tool. The older communities (such as San Ysidro) have not been considered for LRT grade separation; however, in newer transit projects (Mid-Coast), grade separation is being considered.

92 High Density needs to be considered. (This concern is addressed in the existing performance measurements.)

93 Consider a sidewalk measure that encourages biking/walking. (First-Mile, Last-Mile)

94 The constrained lands measurement is too overgeneralized. There are too many effects on protected agriculture lands versus protected sensitive habitat lands. These two items need to be differentiated.

95 What is the average calorie per hour that people expend getting to and from places? Walking? Taking Transit? Total time engaged in transportation related physical activity is a measure that begins to get at this point.

96 Consider identifying which types of populations are being served by which services? A new measurement could make sure that we are serving all income brackets.

97 Consider localized air pollution impacts in the measurement analysis. Poor air quality is a safety and health concern.

Consider a measurement that works to reduce greenhouse gas emissions by means of Vehicle Miles Traveled (VMT). A cost-effectiveness measurement that needs to be considered is VMT per dollar spent.

Consider a measure that sets a target goal to increase the number of individuals who bike to school, with a goal to reduce childhood obesity in mind. We need to be able to quantify these health effects.

A potential measurement could include setting a target of achieving a 10 percent bike mode share by XXXX year

Consider a measurement that captures a reduction in pedestrian/cyclist related injuries. (Safety)

For a mega-region, such as San Diego, consider measuring the air pollutants with a goal to reduce emissions near major transit hubs

Consider looking at a quarter mile for high frequency transit; consider an eighth of a mile for population/employment within X miles of a bike facility

The revenue formula needs to be revisited to encourage transit ridership. The conversation has shifted from what the major issues were 10 years ago and what appears today.

SANDAG needs to work on not only getting information out to underserved communities, but also providing the appropriate staff at these meetings.

Need to determine if transit modes are accessible for those with strollers, wheelchairs, and the visually impaired. Is there a way to track that? For major transit stops GIS should be used to determine if that last mile is walkable.

It is recommended that people get in thirty minutes of walking a day, and transportation-related activity can count for that. However, for people that are visually impaired that may not be an option. Routes may be ranked higher for physical activity, but that might be more difficult for the visually impaired.

The more mass transit available, the more people will use it. The Trolley is a great transit option, yet there is still a small number of San Diegans that use it. There aren't any Trolley stops at the high sought after destinations such as Balboa Park and the beaches.

Higher intensity units and mixed use units need to be emphasized to make neighborhoods as walkable and bikeable as possible

The consolidation of trips should be encouraged to help improve air quality

Public transit is not a low-income or minority thing and should be encouraged across the board, regardless of income level

The frequency of buses or Trolleys at a stop is important. The wait time between buses should be included in time of travel. When the travel time isn't practical people use their cars. If you have a job you aren't going to be able to rely on public transportation if you have to wait forty-five minutes between buses.

The pollution in the air is evident by the amount of dirt/soot on our cars

People want easy mobility and will not give up their cars without it

One attendee took the train into San Diego from Los Angeles. She then took the bus route-7, which comes every twelve minutes, to the workshop. She felt that those transit options were practical. She also commented that the SANDAG performance measures were similar to those used by other communities.

Google maps does a good job providing transit routes and options; better than MTS

San Diego has been going backwards with transit. Bus routes have been cut back. When routes are cut, less people use public transit making it harder to keep the existing routes. A destination that may have taken two bus changes may now take four. The funds need to already be in place to create a great system. The system may eventually be profitable, but profit should not be what initially drives the system.

118 People need/want high frequency and dependable service for buses and Trolleys

Bus/Trolley stops also need time and money put into them, not just the main transit facilitates. The stops in La Jolla are really nice and

119 lit up, but in other areas of the county they are not lit up and that can lead to crime.

There is not enough seating as the bus stops and, sometimes, the only seating that is available puts the rider right near the street. At

120 some stops people lean against walls or sit on the grass of nearby houses when waiting for the bus.

121 Sidewalks should be required in all neighborhoods

Access to healthy foods is very important. In many communities, there is not a nearby supermarket, and the ones that are near are

122 not healthy

Great public transit rates are available if you are a senior or disabled, but if you are a single mom with four kids the rates are too high.

It makes it difficult for riders to take public transit to part-time jobs when they have to spend a large amount of the money earned at

123 that job just getting to their job.

124 Some cities have free public transit or offer free transit in certain corridors near commercial areas

125 Are the criteria going to be used to distinguish where the billion dollars gets spent?

It means many interactions between modes. Citizens should be able to drive and park at the light rail stations, take that transit, and

126 then arrive at a destination where there are more transit options. People want many options to get from point A to point B.

Multimodal means moving away from inefficient systems. People want to be able to attend meetings, like the SANDAG workshop,

127 without having to drive. Public transit options need it to be efficient with time and costs

128 The costs of poor health should be a factor in the performance measures

San Diego hasn't been up to date with health costs. Studies have come out recently on the effects of poor air quality on asthma

129 development rates and other health effects, yet none of that information is included in the planning documents.

The last mile question is very important in a multimodal system. People can travel long distances with mass transit, but it is important

130 that they are really able to arrive at their destinations with public transit options in the last mile

A bike sharing program in San Diego would certainly address some of these issues. It would improve the health of riders, address the

131 last mile issue, and lower the pollutants in the air

Trains are releasing huge amounts of fumes that aren't being addressed the way that they should be. Cars seem to be making

132 headway with cleaning up, but transit vehicles need to clean up.

Some downtown residents are affected by the overnight parking of the trains at the Santa Fe Depot. The trains run throughout the night, even when they are not in use. The noise is terrible and the health issues from the pollutants are even worse.

133

134 The maintenance of the transportation vehicle needs occur in an appropriate area and not in residential areas

A healthy community spends less time in cars. Being sedentary in general is bad, and the emissions people breath in when they are in

135 traffic is very bad.

136 Increasing the amount of people that will be able to walk or bike to their destinations is needed

137 A bike share program would be a great addition at high frequency transit stops

138 As more options become available, hopefully even those who drive cars will begin to use other transit options

Citizens need options for different mode shares. Right now mode share for bikes is 1% and transit is between 3-12%. In order for

San Diego to reach any of its goals, the mode shares will need to increase exponentially. Portland has 40% walking mode share in an

139 urban corridor.

The refusal from SANDAG to do mode share projections is very troubling. The health benefits of additional transit options can't
140 assessed without those projections.

Incidents of asthma can be projected using the current mode trends of the City. If mode share changes, how much will those asthma
141 rates change? SANDAG should come up with a plan that at least gets the City a passing grade from the American Lung Association
instead of its current failing grade.

142 The network needs to connect attractable and high-density destinations

143 Ways to make public transit more appealing with improvements to aesthetics, safety, and other measures need to be considered

Downtown San Diego is a great place to live with its great weather, cultural activities, and ease of access between point A and point
144 B. That ease of access is possible because of the high-density in the downtown neighborhood, but how can other areas be turned
into the downtown model?

145 The airport doesn't have a train or easy transportation. That is something that can be improved.

146 Places like the airport are planning on building larger parking lots, but that money should be invested in better transit options

For many people who are looking for jobs, taking the Trolley to work would be a huge draw. Unfortunately, some people need to
147 drive to the Trolley station due to the lack of easily accessible bus routes.

People pay more for transit in San Diego than in other communities. That means there are reduced lines and the bus lines don't
148 integrate well with the Trolleys.

149 Would be healthier for people if they could walk a quarter mile, or so, to the bus or Trolley

Connectivity and interconnectivity seems important to everybody. There should be a way to measure the density between transit
150 options; similar to a neighborhood's walk score. The score would help to measure the improvement of a city's walkability over time.

151 Walk San Diego did a study similar to that transit options. It has some issues, but it is a great step.

The distance to transit isn't always a good measurement of a neighborhoods transit score since there may be impediments like
152 railroad tracks. A transit stop may be 200 feet away, but people may need to walk a mile to get to it.

Measuring the efficiency of the transit system would be great. Fewer lines make it more efficient fiscally but it may draw in fewer
153 riders, so there is a fine balancing point.

Quality of life should be an important measure. Carbon based modes of transportation tend to pollute more. Commuter times and
154 distances also affect quality of life.

Carpooling used to be an emphasis at the City of San Diego many years ago. That seemed to fade away over time since there wasn't
155 an appropriate conduit to share that information. Now, social media may be able to push carpooling once again.

156 The hours that people work don't seem to work well with others, so carpooling is difficult

157 Jobs with rigid work hours, which may have worked best for carpooling in the past, may be disappearing

158 The occasional carpooler or telecommuter should be captured in studies. There should be a service that makes carpooling convenient.

There is the fear with carpools that something might come up in the day that makes carpooling difficult. However, it might help if
159 there was a bigger pool of people to choose from.

Telecommuting should be encouraged and San Diego should help build the infrastructure for that. The COASTER has Wi-Fi which
160 allows commuters to work on the train and still leave work at a decent time.

- 161 Regional intermodal activity should be measured in some way, especially to promote bridging gaps in existing facilities.
- 162 Bicycle, think Transit Oriented Development
- 163 How are the scenarios determined?
Are there restrictions on where the monies can be spent – freeway, etc.? It seems we have constraints put in place already from the beginning unless we can address that. Should focus only on the flexible funds then.
- 164 Does the \$214 Billion include actual construction costs through the full networks
- 165 Are we just here to discuss the 3-5% of flexible funds then?
- 166 Jobs generated by transportation investments may be a real short term measure that is not that important
- 167 Quality of life issues need to be addressed, commute times/distances, air and water quality
- 168 Ship movement of goods from Mexico is not being discussed. Could help on the border issues.
- 169 Lacking the healthy region points – reducing freeway traffic – there are too many cars. Too many single passenger vehicle trips.
- 170 How to get transit options spread further across the region
- 171 Need many different route options for improving traffic related to goods movement
- 172 The benefit/cost ratio measure may double count issues found/measured in other measures
- 173 Add housing costs to this, including access to more affordable housing options
- 174 Don't see anything about quality of jobs – we need to be encouraging more higher paying jobs
- 175 Access to education and jobs training needs to be addressed. Retraining for those with obsolete skills also needs to be addressed.
- 176 It's important to recognize that greater investment provides more jobs
When you talk about a vibrant economy, communist countries perform poorly. Pay for what you use, don't force people to pay for things they don't use. Make driving a vehicle reflect the true market cost – a free market system for roads. We should incentivize other modes and be more comprehensive. Subsidize mass transit as much as we can subsidize mass transit. We need comprehensive pricing program for vehicles.
- 177 Like how the freight related measures are worked in and parallel with vehicle passenger trips
- 178 Just because freeways are full does not mean we need to build more of them
Integration and coordination of modes to minimize travel time and increase productivity. Coordinate modes! Key transfer point coordination, etc.
Housing costs and affordability not addressed in the current measures. It is extremely relevant. Measure together with transportation costs or as a separate measure.
- 179 Travel time should be considered in travel costs in the percentage of income consumed by transportation costs
How are we addressing the potential for gas prices to sky rocket? It makes our economy vulnerable if we are so reliant on gas/vehicles.
- 180 Don't invest in options that encourage longer commutes/travel time/vehicle miles traveled
- 181 Will these be weighted?
- 182 Need to make sure you capture all the direct and indirect benefits in the cost/benefit ratio measure
Homes near freeways – freeways devalue quality of life (air quality, noise, property values). Would like to see a metric that addresses this.
- 183 Freeways encourage long distance travel, which is not desirable
- 184 There should be a Tijuana representative on the SANDAG Board

191 These seem well thought out. Relation to the smart growth projects and areas. It is important that the network includes the smart growth areas and is focused in the smart growth areas. Connectivity between smart growth areas and connectivity among modes in these areas. Investments should focus in the smart growth areas.

192 Measure increases in population/employment density within a certain distance of major transportation investment. Measure how it increases land value, tax benefits, etc. you can correlate it with specific populations, etc. who gets the value from the investments. Wants a fine grain measure that can understand localized area benefits of investments/choices, etc.

193 How does this capture goods movement?

194 What does the travel time to tribal lands measure get us?

195 How do we measure response times for emergency vehicles to needed areas such as tribal lands or special needs populations?

196 Specify average travel time to Mexico includes train, Trolley, freight movement, and tourism trips

197 The value of time should be considered in user transportation costs

198 Congestion costs cause great loss to our economy – wasted fuel, pollution, value of time. Measure how many billions of dollars/hours did we lose to congestion this year.

199 EJ impacts/costs of freight movement need to be addressed. Pollution, need to look at localized impacts.

200 Are we evaluating different projects altogether or separately?

201 System of evaluating projects is flawed from the very beginning

202 Benefit/cost ratio – if people are biking or on foot, they are more likely to spend money on businesses

203 Need more bike and pedestrian infrastructure, and that would benefit the businesses versus building highways

204 Express lines that get travelers to destination would be most effective. Residents in San Ysidro cannot get to their destinations.

205 Blue Line Trolley improvements are helping residents and travel times

206 Fairmont Avenue could use more pedestrian enhancements, improvements

207 Increased bus lines to Trolley centers

208 Major streets that are geared towards vehicles are under-utilized

209 Grade separation on Trolleys

210 Need infrastructure improvements in San Ysidro – need more development. More pedestrian bridges, ramps.

211 More connections to Mexico as a “mega-region”

212 Economic justice – need to address inequity

213 Invest in lesser-utilized parts of county, encourage growth, redevelop urban core – done cheaper.

214 Benefit/cost ratio of transportation investments – need more elaboration, need to go deeper, mention economic justice on that criteria

215 Look at focusing investments on poorer areas

216 Convenience – without that, people are not going to use it

217 Impact on the environment, emissions

218 Cost that user pays

219 How much time it takes to get from place to place; efficiency

220 What should a future transit network attempt to accomplish

221 Linking communities across the region

222 Giving people options – walking, biking, public transit, cars

- 223 Give people a safe option; make it safe for people to use mass transit
- 224 Has to be an incentive to get people out of their cars
- 225 Financial, money, time – depends on which you have less of
People need to feel safe; there's a stigma of people being scared because of scary-looking people, or people try to steal valuable
- 226 items
- 227 Mass Transit is seen as something you have to take, not choice
- 228 Need more controls of access to board the Trolley to improve safety
- 229 Stops need to be more convenient to access
- 230 Need more grade separations of trolley
- 231 Need more dedicated bike paths separated from cars
- 232 Too much focus on freeway projects, need to invest more money in other transit options
- 233 If you add more choices of transportation, people use these different modes and it will improve congestion on freeways
- 234 Environment needs to be considered when evaluating projects
- 235 Need to extend Trolley to the airport
- 236 Our current transportation system forces people to use cars and doesn't provide enough alternatives
- 237 Making more safe, connected Bike Routes
- 238 Need to connect bike paths to Trolleys, buses
- 239 Have more shared bike programs in the city
Doesn't seem like there's enough emphasis on connecting the San Diego region to North County, Orange County, Los Angeles. There
- 240 should be more thought to putting more mass transit lines.
- 241 Not enough mass transit
- 242 SANDAG should think bigger when it comes to mass transit projects
Example: in 2050 Escondido will be connected to Downtown only by bus rapid transit, but shouldn't there be a rail line as a goal
- 243 instead?
- 244 Instead of building more lanes of traffic, why not just add a lane of rail or bike path
- 245 Can't have piecemeal mass transit
- 246 Other major cities have subway
- 247 Not enough connectivity between communities
- 248 Should focus transit investment on all people, not just low-income & minority populations
Some explanation of how past performance measures have affected current plans and projects would have helped us understand what we are discussing. For example trying to reduce commute time for auto users can encourage more driving, thereby increasing
- 249 VMT.

Total **249**

August 4, 2013 Evaluation Criteria Workshop

1	Access to food, medical care, recreation on weekends/summer
2	Affordability
3	Criteria to identify benefits for bike & ped separately
4	Explicitly from houses to transit stops
5	Safe access, comfortable waiting areas
6	Public facilities/parking at major transit stations, shopping centers, entertainment centers.
7	Access to colleges/universities & military bases
8	Project education
9	Minimizes travel time
10	Employment/employer's involvement/support
11	Peds friendly signals
12	Does the project provide access and/or improvements to locally adopted community trail plans.
13	There should be a criterion that includes public wants i.e., if SANDAG presents a projects & a vast majority of the community living within the project area does not want the project to be constructed, there should be points against it. However, if the public was for the project & want to see it build, than I think more points should be given to that specific project.
14	Weighting: #1 (10 pts), #4 (10 pts), and 10 (25 pts)
15	Active transport – proposed calculations should be based on FTA catchment area guidance – 0.5 mile walking radius; 3 mile bicycle radius.
16	Bike lanes @Virginia Ave.
17	More weight for smart growth areas.
18	Does it include consistency with community plans or city plans? What about community support?
19	Description should also include “community demand.”
20	Make changes as “located in a high crash area and poorly designed corridors.”
21	It may be more useful to use 0.5 mile radius for bike/ped crash etc. if the proposed facility is expected to consolidate trips from adjacent corridors due to improved facilities.
22	Add – does the project support multi users?
23	Modify the description to “balance needs of all users.”
24	Does the project support access to the county's regional trail system (per county adopted general plan)?
25	Define more clearly; and break community of concerns into different groups – low income, disability etc.
26	Storm water re-use
27	Consider life-cycle costs and operations.
28	Prioritize “bang for the buck.”
29	Consider health impacts in the area where the project is built in particular with communities of
30	Connectors should address jobs access for COC.
31	Emphasize goods movement and cost effectiveness.
32	Facility design should encourage active transportation users (ped/bike).
33	Add attractive bike/ped crossings and access to all connectors (HOV/Fwy) projects.
34	Include bike parking at stations.
35	Consider combining the HOV and Freeway connector criteria.
36	Increase “Healthy Community & Environment” weighting.
37	Emphasize GHG/pollutant emissions.
38	Ensure model looks at surface streets (key corridors) & how can we prioritize projects to alleviate congestion on these vital corridors for transit & Active Transport.
39	Calculation does not specify if success will be defined by increase or decrease in % of people accessing Smart Growth Areas using Hwy. Criteria should rank Hwy projects that promote sprawl and easy vehicle access to these areas lower than projects that reduce vehicle trips.
40	Increase “Healthy Community & Environment” weights.
41	Emphasize GHG/pollutant emissions.
42	Consider safety in ped/bike access to HOV connectors and secure bike parking at those transit stations and Park-n-Ride lots.
43	#3 is most important (& automatically impacts #1, #5, #6).
44	Otay Mesa truck routing – treat truck route as “route”. Like Cesar Chavez in Barrio Logan. Treat La Media as trade.
45	Consider emissions from diesel.
46	Route trucks from I-15 via 805/163 (avoid City Heights)
47	Keep trucks off narrowly constrained I-15 through City Heights
48	Otay Mesa – doorway to nation – congestion dangerous for people – CO+PM.

49	Flooding in October: Caltrans contributing - Otay Mesa.
50	Projects that have community support get more points.
51	Desert line – looking for benefits/planning + analysis for freight – existing/future (potential).
52	Mountain empire region – look @ potential for rail – 3 tribal areas in rural east.
53	Include “excursion” line on desert line.
54	Consider multimodal evaluation criteria.
55	Was there a report done about this? (on multimodal criteria) – make this available.
56	Invite Otay Planning group & property owners.
57	Restricting trucks during certain hours.
58	Cleaner trucks in urban areas.
59	Encourage/incentivize smaller electric vehicles – charging stations.
60	Air quality impacts/POE drift, particulates – private industry.
61	Freight train impacts (pollution) to communities – noise, vibration, at grade crossing impacts).
62	Sound walls/quiet zones
63	Recuperate revenue from commercial users on freeways (via commercial license).
64	Fastrack for trucking movement.
65	Include active transport projects in project development.
66	More bikes on Trolley/bike lockers (no inspection needed).
67	Bike lockers at stations.
68	Expansion of Desert Line.
69	Quit fighting the 2050 RTP/SCS lawsuit.
70	Improve La Mesa Road.
71	Residential buffer - more points for bigger buffers
72	Attention to communities of concern
73	Residential buffer - more points for bigger buffers
74	Attention to communities of concern
75	Goods movement – rail: “pedestrian benefits” and “accident history” should be added as criteria if there are crossings that intersect with local streets, arterials or highways.
76	Residential buffer - more points for bigger buffers
77	Attention to communities of concern
78	Rank healthy environment greater than innovative mobility/planning.
79	Increase the weighting for the Healthy Community goal.
80	Safety for all users + ranked highways.
81	Where is system preservation?
82	Hwy RCP Smart Growth Areas not clear, on transit focus on Smart Growth.
83	Hwy construction induces sprawl & each project should be analyzed on this.
84	Hwy projects reduce viability of transit.
85	SR 905 storm water issues need more consideration.
86	Consider a ‘Fastrak’ like fee/charge for trucks on Hwys (commercial users). Also charge trucks by time (more time = higher fee charged)
87	Pay attention to sensitivities of the Mid-City community for I-15 projects in the area.
88	Thank you for meeting and lunch. Please study the impact of lead from airplanes especially Gillespie field. Planes run their engines on “full rich” when practicing touch + Go’s in El Cajon, Santee Lakeside, install monitors in Santee Lakeside
89	Whether planes are hauling cargo or teaching student pilots. The planes are putting out emissions, please study emissions, heavy touch + Go’s put emissions in one spot. Lead does not dissipate.
90	Please give me more information on the status of the Bradley exchange from Highway 67. Also what criteria will be used for that exchange?
91	The HOV’s freeway criteria should include an overriding criterion that provides greater service to low and moderate income areas, even if that means continued congestion for middle and upper-middle class commuters. In particular, the HOV lane project proposed for SR-94 from downtown, SD to the I-805 connectors should be abandoned. The money not spent - \$450 million or so – should be spent in the surrounding communities instead.
92	The highway corridor criteria must have an overriding criterion to propose only projects that conform to the community plans of the communities within which the projects are proposed.
93	A new criterion: Community demand and consistency with local plans.
94	Highways facilitate sprawl. That should be reflected in a criteria.
95	Highways take away from transit ridership, which reduces resources for adequate transit. That should be a criterion.

96	Should be weighted 10 pts.
97	Maximum score should be 5 points.
98	Decrease weight.
99	Should be removed because these increases the likelihood that freeways will be located in communities of concern.
100	A criterion should be "minimize impact to community of concern."
101	What does "facilitate" mean? How is bike/ped access considered? The criteria is not clear.
102	Should be weighted more.
103	Remove "Fastrak"
104	Should be weighed 10 pts.
105	Should be at least 15 pts.
106	Increases in GHG emissions should get negative points.
107	Highway & connectors criteria include how much GHGs & pollutants are avoided. But they should actually get negative number.
108	Should be 10 pts.
109	Should be at least 15 points.
110	Should be weighted higher. Also because it relates (replaces) to #5, #7, #9, #10, #12.
111	Should be weighted 10 pts.
112	Current criterion is not clear how success will be measure to positively impact of community of concern.
113	Make criteria "what is increase in trips by communities of concern" - similar to criteria under transit.
114	Should be removed because these increases the likelihood that freeways will be located in communities of concern. A criterion should be "minimize impact to community of concern."
115	Should be weighed 5 pts.
116	Proposed calculation should be expanded to be multimodal and address how many jobs are accessible by transit, walking and bicycle too.
117	Incorporate transfer speed – station design.
118	Top 4 hours for bikes? Cars?
119	Convert BRT to Rail in future.
120	Add criteria: improvements in rail efficiency.
121	Rail under-crossings: coastal access should be weighted as it is a statewide and statutory goal. Rail under-crossing encourages mode splits to the beach, reducing parking demand and exacerbated traffic. Reductions in auto mode shift with positively influence economy and give business more ability to attract patronage.
122	The points awarded to Board Policy 33 for undercrossing should be low as it does not relate to propensity of undercrossing use. Also, the incentive for housing element compliance should be reconsidered since the state has stepped up the risks to local agencies for noncompliance, and for jurisdictions in San Diego that don't satisfy Board Policy 33 – grant funding is not the silver bullet.
123	Weight of ped/bike = 11 pts, take from PPEI factors
124	Higher weight for ped and bike.
125	Move to Healthy Environment.
126	3B should be separate from 3A.
127	Under mobility – add in connections to other transport services (e.g. Amtrak, medical shuttles).
128	Consider ferry services.
129	Take into account access to transit stops/centers (walk, bike, park-n-ride). First mile concept.
130	Shade and benches at transit stops.
131	Restrooms at transit centers.
132	Better bus feeders (local bus) to large transit centers (Trolley, BRT long dist.).
133	Promotional fares (e.g. Sunday transit for shopping).
134	Lower transit fares, tiered for seniors, students etc.
135	All buses should have racks for 3 bikes (like in North County) – especially ones going to beach areas/Coronado.
136	Peer panel should include person w/expertise in public/population health.
137	Neighborhood integrity – potential impacts.
138	How a transit projects decreases auto trips/VMT should be considered.
139	Serving areas of high senior population.
140	Increase access for seniors (also children) that are dependent on transit.

- 141 More direct service, fewer transfers should score higher.
- 142 Service – more service to rural communities.
- 143 Degree of connectivity w/local/feeder bus.
- 144 Weighting (total max score = 125): #1 (5), #2 (10), #3 (15), #4 (1), #6 (5 pts), #7 (20 pts).
- 145 This format was confusing and difficult to get more suggestions and we could not hear ideas of others.
- 146 I am interested in better access to transport from neighborhoods where people live.
- 147 Safe bike routes.
- 148 Streets and roads that are safe and convenient for pedestrian.
- 149 Cheaper fares for public transportation.
- 150 Trees for shade and beauty at transit stop centers.
- 151 Thanks for having this. I understand better the complexity and magnitude of the issues.
- 152 We need more buses in East County.
- 153 Saturday and Sunday routes in the rural areas.
- 154 Lakeside and further out need buses to add pick-up times.
- 155 The “transit services” require two overriding criteria. 1) to provide services that take low and moderate income workers to the better jobs north of Claremont Mesa Blvd, and 2) the transit planning agency should ask people who don’t use transit to say where they might want a bus trip to begin, to end, at what time(s) of which days. Then we can design an intelligent public transit system.
- 156 Focus on design – easy connections between transit and active transportation modes.
- 157 Could there be a criteria for minutes served in transfer between modes/buses?
- 158 Accommodate bikes.
- 159 Transit concerns: Affordability (low-income); accessibility (seniors and disabled); connectivity to food, healthcare, education and employment.
- 160 There should be a criterion that connects to other transit/bus lines. The more connections, the higher the points. (Side comments: 1) interior of buses are often dirty and MTS needs to clean the bus at the end of the route at-least once a day. 2) many people on the bus do not clean the bus at the end of the route at-least once a day. 2) many people on the bus do not follow the rules. The bus driver should enforce the rule i.e. people putting both feet on the seats. 3) More signs to advise transit riders to respect elders and keep the bus clean, similar to disabled sign. 4) Many people, who are not using a trained aid dog, bring their pets on the bus and Trolley in El Cajon. The dogs sit in the seats allocated for regular riders. There should be some regulation about dogs sitting on the floor of the buses and Trolleys.
- 161 Discuss and develop assessments for transitioning from BRT (fossil fuel) to rail/electric buses.
- 162 Consider higher weighting
- 163 Redundancy between #2 (daily trips) and #7 (accessibility)? Should #7 be a substitute of #2?
- 164 Include weekend and after hours
- 165 Access – add in affordability (fares), medical care & food.
- 166 Connectivity to major job centers (not covered enough with increase in work trips criteria).
- 167 Give more points to this criterion.
- 168 In “access” category, add access to beach areas and transit destinations - airport.
- 169 Proximity to recreational spaces should also consider the intensity of that space. For ex. lagoon w/no active recreation vs. major destination beach.
- 170 Proximity to recreational spaces should also consider: a. the intensity of the potential mode split resulting from project.
- 171 Clarify that his means bike/ped facilities allow bike/ped access.
- 172 Cost effectiveness should also consider: a. Long term effectiveness, not just short b. Maintenance assumed over the life of the project.
- 173 I live in Talmadge (zip code 92115) and it is practically impossible to get to the airport or train station or Trolley, without a private car or taxi...and then there is no parking. What a mess! I suggest more buses, north to South, and vice-versa, going into residential neighborhoods.
- 174 SANDAG should give highest project priority to bicycle transportation projects! Use recreational dollars for recreation projects. These are transportation dollars. Thanks!
- 175 The list of candidates for the expert review panel should be available to the public. Please include an email address to which comments should be returned. Finally, please include a link to the meeting dates/times/locations for the expert review panel. Some of us would like to attend.
- 176 Overlapping criteria. Too many criteria. Private/public match of funds should be considered.

177	Increase maximum available points for active transportation and transit to 125 and leave highway corridor projects at 100.
178	Active transportation criteria should be more comprehensively incorporated into criteria for other modes such as Hwy Corridor.
179	Thank you for lunch. The format of this workshop was not conducive to soliciting public input. The cramped quarters made it difficult to hear comments/responses or give feedback. The criteria sheets should have been distributed first to all participants to digest before proceeding to the boards. The presentation should have summarized content of the criteria, rather than more general information, to prepare and engage the audience. The pens don't work.
180	This format was not very productive. I would have preferred whole group and small group input. The tables were too crowded and the lead person at each table was overly occupied. Perhaps there were more people here than expected.
181	We did not like your format today.
182	Question: How do we evaluate varying factors in ranking future transportation projects?
183	The San Ysidro Trolley Terminal, currently under project expansion study, has the highest ridership volume, by far, in the entire MTS Trolley System. It is reportedly the only light rail platform in the United States serving an international border. Accessibility and mobility surrounding this station has deteriorated due to the largest POE expansion in U.S. history. The San Diego Trolley is an icon at the San Ysidro Pedestrian Port of Entry.
184	Important criteria in planning and ranking future transportation projects must involve a measure of overall benefits to society. An evaluation needs to undergo a comprehensive assessment of all interrelated factors, including intended functions, goals and further reaching issues.
185	Public Safety, Mobility & Accessibility: is project readily and conveniently accessible to its users and community? In high volume locations, does it increase public safety and eliminate vehicle-pedestrian conflicts for efficient flow of public transit-pedestrian-vehicle travel?
186	Economy: how can the project help create jobs, directly and indirectly, and spawn new economic growth? Can public-private collaboration play a key role in beneficial development?
187	Environment: will the project promote mass transportation as a strong alternative to help reduce traffic congestion, concrete highway sprawl and improve the quality of urban life?
188	Public Health: the project should be instrumental in reducing vehicle use/gas emissions by utilizing alternative mixed-uses such as smart parking structures, people movers and pedestrian friendly open spaces in order to encourage non-motorized healthy activity.
189	Social Equity: In underserved communities and regions, does project incorporate new public infrastructure and large scale transit oriented development to stimulate the local economy? Is public infrastructure needed, or is community adversely impacted by public right-of-ways?
190	Smart Growth Planning: It must build on previous research, related studies, reports and modern transportation culture to utilize global best practices that yield future social benefits.
191	National & Local Security: Intelligent design should promote high security technology and surveillance measures in prioritizing law and order for public safety.
192	Bi-national Mega Region: The project should facilitate cross-border travel and access to jobs, business centers, school, shopping and tourism.
193	International Symbolism: The project should showcase our diverse San Diego – Tijuana culture and symbolize our unique reputation as home of the World's Busiest Border Crossing.
194	Historical: The current San Ysidro Intermodal Transportation Center Study involves a historic window of opportunity. It should focus on how best we can celebrate our closest international alliance and brand for the first time a meaningful historic footprint on a cornerstone of the Americas, right here in San Diego, as the World's Finest International Gateway.

Total number of comments:

194

August 23, 2013, Evaluation Criteria Workshop

- 1 Why does the Active Transportation category have an evaluation criterion for consistency with local plans but other modes do not?
2 Would the panel's recommendation be expected to result in a significant shift in the currently projected transportation mode use for the population?
- 3 Could you please elaborate on the comment related to superimposing highway projects and subtracting transit projects and how this will help create better performance measures?
- 4 Will the cost/benefit (cost-effectiveness) analysis consider health impacts?
- 5 You said adverse impacts are not considered, please define "adverse impacts" or how should SANDAG define.
6 The criteria currently awards a highway corridor project points for proximity in communities of concern. Would it be more appropriate for a highway corridor project to be awarded points for minimizing impact on communities of concern? What is the reasoning behind incentivizing highway corridor projects in communities of concern where air quality is the worst?
- 7 You recommended fewer measures so which would you take out and which would you leave in?
8 We support the panel's recommendation to combine the highway corridor, HOV connector, and freeway connector criteria into one category.
- 8 We'd appreciate it if the recommendation would be accepted by SANDAG. City Heights CDC.

Total number of comments: **8**

Draft San Diego Forward: The Regional Plan Public Comments and Draft Responses

COMMENTS RECEIVED BY THE CLOSE OF THE PUBLIC COMMENT PERIOD ON JULY 15, 2015

No.	Name	Agency	Comment	Response	Source
1	Angel Fuerte	Able-Disabled Advocacy – Community Based Organization (CBO) Workshop	San Diego County needs to invest into more crosswalks	The Draft Regional Plan includes funding for pedestrian improvements such as marked crosswalks, through Safe Routes to Transit projects, bicycle and pedestrian improvements at freeway interchanges, Regional Bike Network projects, and through the Active Transportation grant program and Smart Growth Incentive Program. Your comment also has been shared with staff from the County of San Diego.	Comment Card
2	Cindy Lennon	Able-Disabled Advocacy – CBO Workshop	I have two issues I would like to comment on. Transportation plans that involve the use of public transportation/mass transit fail to address one issue of particular importance to persons with disabilities and seniors (growing demographic) - lack of restrooms available. You expect some to take a 1-3 hour ride without restrooms available. Even at the HUBS, there are no public restrooms! You need to incorporate restrooms into the planning. There seems to be a push to incorporate bike lanes. Also not the best choice for persons with disabilities and seniors. Short section of bike routes will do little to relieve traffic congestion. I would view riding a bike with cars around me as dangerous. I don't consider them a good option and would place less emphasis on them.	Restrooms are available at certain Metropolitan Transit System (MTS) transit centers for the use of patrons, including 12th & Imperial, Old Town, El Cajon, and San Diego State University. Hours and access vary by location. Unfortunately, the maintenance and security costs are high due to misuse and vandalism. These expenses reduce funds available for MTS to provide transit services. It is recognized that restrooms are a desirable feature, but until a more cost-effective solution becomes available, adding additional facilities is unlikely. Active transportation improvements pay particular attention to the region's most vulnerable populations: seniors, people with disabilities, and schoolchildren. It is important to note that active transportation projects, such as Safe Routes to Transit projects, will provide safer access for these vulnerable populations, through pedestrian enhancements and traffic calming. Additionally, even Regional Bike Plan projects will include improvements such as traffic calming and streetscape enhancements that will benefit pedestrians, in addition to people who bike.	Comment Card
3	David Dios	Able-Disabled Advocacy – CBO Workshop	I want for my kids to have safe public transportation.	The Draft San Diego Forward: The Regional Plan lays out a future where there is a rich network of transit services available for us and the next generations.	Comment Card
4	E. Carter	Able-Disabled Advocacy – CBO Workshop	Portland, OR Hanau & Frankfurt Germany green/sustainability programs. Earthquake resistant building. Bus & Shuttle programs with DOD and bases for employees to ease congestion.	The SANDAG Transportation Demand Management division (iCommute) works with military bases throughout the region to promote transportation services that reduce single occupancy vehicle trips. For example, iCommute manages the Regional Vanpool Program which provides a \$400 per month subsidy for eligible vanpools. The military is the leading industry sector for vanpools in the program. iCommute also partners with military bases to actively promote the federal Transportation Incentive Program (TIP) to military employees. TIP is a subsidized benefit that provides up to \$130 per month to military personnel that vanpool or take transit.	Comment Card
5	Edward Acosta	Able-Disabled Advocacy – CBO Workshop	I would like it if the connected bike lanes were done soon.	By 2050, the Regional Plan includes full build-out of the entire regional bike network. This includes \$200 million worth of projects that will be implemented within the next ten years, through the Regional Bike Plan Early Action Program.	Comment Card
6	Erica Cresta	Able-Disabled Advocacy – CBO Workshop	It's a pretty good plan	We appreciate your support and feedback. Please continue to follow along in this process by visiting SDForward.com .	Comment Card
7	Gregario	Able-Disabled Advocacy – CBO Workshop	You guys are doing great.	We appreciate your support and feedback. Please continue to follow along in this process by visiting SDForward.com .	Comment Card
8	Jonathan Chase	Able-Disabled Advocacy – CBO Workshop	Buses are cool ;)	We appreciate your comment. We, too, believe that local buses and <i>Rapid</i> transit are a key component to the region's transportation system. Today, buses account for nearly two-thirds of transit ridership and, with this plan, we will invest even more resources for local route improvements as well as the regional <i>Rapid</i> services. By 2020, existing bus services in the urbanized areas will experience increased frequencies to 15 minutes all day, and by 2035, service will increase to 10 minutes all day. By 2050, we will have 32 new bus <i>Rapid</i> services.	Comment Card
9	R. Salas	Able-Disabled Advocacy – CBO Workshop	We should add outlets into the Trolley. They also should add another Trolley because they get packed (Blue Line). The new Trolley (Cars) that they "made" should be changed back to the new (old) one.	There is no plan or proposal at this point to add charging outlets to the Metropolitan Transit System (MTS) buses or Trolleys. The costs of and the time required to manage and maintain such fixtures would likely draw resources from core activities of providing transit service and maintaining other vehicle systems. MTS has increased Blue Line frequencies during the weekday peaks to every 7.5 minutes to address high ridership demand. The ability to add more capacity is limited by block lengths in downtown and constraints of the downtown operating environment. However, better frequencies will still be considered as demand warrants and resources are available. Comment doesn't specify the reason for preferring older Trolley cars, but MTS intends to continue purchase of low floor vehicles as they are substantially more convenient for seniors and the disabled and reduce dwell times at stations, improving schedule reliability and passenger experience.	Comment Card
10	Rebecca Taylor	Able-Disabled Advocacy – CBO Workshop	The 78 is getting more and more congested. HOV lanes are needed.	The Interstate-5 (I-5) to College Avenue segment and the Twin Oaks to Interstate-15 (I-15) segment along the State Route 78 (SR 78) are both anticipated to be complete by 2025, with two new Managed Lanes. The middle portion of SR 78 is planned for completion by 2035. Both SR 78 connectors are included in the Draft Regional Plan by 2025.	Web

No.	Name	Agency	Comment	Response	Source
11	Rebecca Taylor	Able-Disabled Advocacy – CBO Workshop	The transit system needs to be put at the forefront of the plan. The communities of concern depend on public transportation and right now it is failing them.	Improvements to the transit system are a key part of the Draft Regional Plan, with a significant percentage of projected future revenues going to rail, <i>Rapid</i> , and local bus projects. In addition, many of the highway projects are focused on developing a regional network of Managed Lanes facilities that will be used by the <i>Rapid</i> services operating on Managed outlined in the draft plan to bypass congestion in the main freeway lanes.	Web
12	Ricardo Ramirez	Able-Disabled Advocacy – CBO Workshop	It's a really good plan for our future	Thank you for your feedback. Please follow along and participate by visiting the project website, SDForward.com , and joining our e-mailing list.	Comment Card
13	Tihanna Smith	Able-Disabled Advocacy – CBO Workshop	I think they are going to make San Diego a better place	We appreciate your support and feedback. Please continue to follow along in this process by visiting SDForward.com .	Comment Card
14		Able-Disabled Advocacy – CBO Workshop	There is a need to return to collaborative communication between bus lines to assist riders make connections.	The two transit operators (the Metropolitan Transit System and North County Transit District) try to ensure that transfer connection meets are met. Most are "time points" on the system schedule, which means that drivers are not allowed to leave before that scheduled time. Unfortunately, traffic congestion impacts time schedules and some transfer meets are missed. The Draft Regional Plan includes increasing frequencies on most urban bus routes to every ten minutes throughout the day, which will make transfers more convenient since the wait time between buses is reduced.	Comment Card
15		Able-Disabled Advocacy – CBO Workshop	Making sure that the information is user friendly and available.	Regional travel information is available through a number of different venues including the iCommuteSD.com website, 511SD.com website (as well as the mobile app available for iOS and Android), shiftsandiego.com, and the transit operator's websites (SDMTS.com and GONCTD.com). SANDAG, Metropolitan Transit System, and North County Transit District are all active on social media (Facebook and Twitter) and provide travel information updates on a daily basis, as well. Information regarding transportation services and information for seniors, persons with disabilities, and social service recipients can be found on our partner agency's website, FACTSD.com.	Comment Card
16		Able-Disabled Advocacy – CBO Workshop	Very Good information. Thanks for answering questions regarding traffic, Park & Rides and Freeways. - Good Job.	Thank you for your feedback. Please follow along and participate by visiting the project website, SDForward.com , and joining our email list.	Comment Card
17	Bahed Hernandez	Alliance for Regional Solutions – CBO Workshop	The 78 needs to be widened and include carpool lanes asap.	The Interstate 5 to College Avenue segment and the Twin Oaks to Interstate 15 segment along the State Route 78 (SR 78) are both proposed to be complete by 2025, with two new Managed Lanes. The middle portion of SR 78 would be complete following these projects. Both SR 78 connectors are included in the plan by 2025.	Web
18	Barbara Reeves	Alliance for Regional Solutions – CBO Workshop	Better bus service is needed along San Marcos Blvd.	The Draft San Diego Forward: The Regional Plan includes creation of a network of 15 minute service frequencies on bus routes in the urbanized areas by 2020, and every 10 minutes by 2035.	Web
19	Barbara Reeves	Alliance for Regional Solutions – CBO Workshop	More planned preservation is a good thing.	Approximately half of the County of San Diego would be conserved as open space. The local jurisdictions are in various stages of the adoption of regional habitat conservation plans. These plans will protect wildlife and provide for open space throughout the region by identification, conservation and management of an interconnected of habitat lands. SANDAG is assisting in this effort through its <i>TransNet</i> Environmental Mitigation Program (EMP) which has conserved over 3,400 acres to date. Additional acquisitions are planned in the future that will both protect open space, implement regional habitat conservation plans, and satisfy the future mitigation requirements of regional transportation projects.	Web
20	Barbara Reeves	Alliance for Regional Solutions – CBO Workshop	The rapid transit bus lines in North County need to be included sooner in the plan.	The timing of the transit improvements in the Draft San Diego Forward: The Regional Plan is based on project rankings and available funding, among other factors. Unfortunately there are not sufficient funds to implement as many projects as early as we would like.	Web
21	Bill Baker	Alliance for Regional Solutions – CBO Workshop	Focus on open space preservation is critical.	We appreciate your comment and thank you for participating in this planning process. Approximately half of the County of San Diego would be conserved as open space. The local jurisdictions are in various stages of the adoption of regional habitat conservation plans. These plans will protect wildlife and provide for open space throughout the region by identification, conservation and management of an interconnected network of habitat lands. SANDAG is assisting in this effort through its <i>TransNet</i> Environmental Mitigation Program which has conserved over 3,400 acres to date. Additional acquisitions are planned in the future that will both protect open space, implement regional habitat conservation plans, and satisfy the future mitigation requirements of regional transportation projects.	Web
22	Bill Baker	Alliance for Regional Solutions – CBO Workshop	Access to the airport is vital for the county.	Access from/to the airport can be done by taking any Trolley line or bus routes serving downtown San Diego, and then boarding the Route 992 airport bus (which runs every 15 minutes). We are also working to establish a pedestrian link from the Middletown Trolley station that is served by the Green Line and future Mid-Coast Trolley line to a new on-airport shuttle bus (to be operated by the San Diego Regional Airport Authority) that will run from the new rental car facility now under construction along Pacific Highway. This pedestrian link and shuttle stop will be located a short 1/8 mile walk from the Trolley station and is scheduled for completion in mid-2016. Trolley riders will be able to use the shuttle at no cost.	Web

No.	Name	Agency	Comment	Response	Source
23	Cindy Li	Alliance for Regional Solutions – CBO Workshop	The mobility hubs are desperately needed in North County.	Thank you for your comment. SANDAG is in the process of developing a Regional Mobility Hub Implementation Strategy to identify transportation services, amenities, and urban design enhancements that can bridge the distance between transit and an individual's origin or destination. The strategy will recommend improvements, conceptual designs, and implementation options for different communities served by high-frequency transit throughout the San Diego region. Mobility hub locations will be prioritized based on a variety of factors including the mix of land uses and the type and frequency of available transit service. Smart growth opportunity areas will also be leveraged to identify viable sites for mobility hub investments.	Web
24	Cindy Li	Alliance for Regional Solutions – CBO Workshop	The bike access improvements are great.	We appreciate your support and feedback. Please continue to follow along in this process by visiting SDForward.com.	Web
25	David Hernandez	Alliance for Regional Solutions – CBO Workshop	Cost of rapid bus trips must be affordable. Downtown to North County public Transportation is very difficult.	The cost of riding Trolley, <i>Rapid</i> , and local bus services is less than the cost of owning and operating a car. While it is understood that the cost of using transit can be a challenge for some people, fares are an important part of the funding picture for operating transit. Given the limited amount of funding available for transit operations, reducing fares would likely mean that Trolley and bus services would have to be reduced to cover the loss in revenues. Discounts are available for seniors, persons with disabilities, and youth. Many companies will partially or fully subsidize the cost of monthly transit passes.	Web
26	David Hernandez	Alliance for Regional Solutions – CBO Workshop	There needs to be an easier and quicker way to get to Mexico from North County.	Currently transit riders can take the COASTER to downtown San Diego and then connect to the Blue Line Trolley to the San Ysidro Trolley Station. The Draft San Diego Forward: The Regional Plan includes <i>Rapid</i> Express services on the future Interstate 5 Managed Lanes from San Ysidro to Downtown that will be a faster alternative to the Blue Line, as well as increased COASTER service frequencies.	Web
27	Kurt Lemrise	Alliance for Regional Solutions – CBO Workshop	Route 353 is confusing.	Please contact the North County Transit District Customer Service for support with route planning (760-966-6500) or check gonctd.com. A map of this existing route can be found at http://www.gonctd.com/wp-content/uploads/Schedules/353.pdf .	Web
28	Kurt Lemrise	Alliance for Regional Solutions – CBO Workshop	The plan predicts many more jobs in the future. This will be a good thing for San Diego County.	San Diego's economy is projected to remain competitive into the future.	Web
29	Leticia Macias	Alliance for Regional Solutions – CBO Workshop	<i>Rapid</i> service from South County to Palomar Airport road will be great and helpful.	Thank you for your feedback. <i>Rapid</i> service 650, Chula Vista to Palomar Airport Road Business Park, is included in the Draft San Diego Forward: The Regional Plan. New <i>Rapid</i> services are also planned in a number of arterial and freeway corridors to provide higher-speed services for people making longer distance trips. For a full list, please see Appendix A: Transportation Projects, Costs, and Phasing.	Web
30	Lin Wu	Alliance for Regional Solutions – CBO Workshop	I find that many people using the HOV lanes are not commuting. It is people on vacation or families. The HOV should be 3 or more people. They should have to be driving age or above.	Currently, High Occupancy Vehicle (HOV) lanes and Express or Managed Lanes in the San Diego region give priority access to carpools with two or more persons. Other regions in California have increased the occupancy requirement, especially during rush hours. SANDAG monitors the performance of the HOV lanes and if levels of service were to drop below acceptable conditions, increasing occupancy to three or more people would be evaluated.	Web
31	Lin Wu	Alliance for Regional Solutions – CBO Workshop	I like that access to public transportation will improve for communities of concern in this new plan.	Thank you for participating in the process. Please follow along by visiting the project website, SDForward.com and joining our emailing list.	Web
32	Maria Lopez	Alliance for Regional Solutions – CBO Workshop	The high speed rail will be great and is much needed.	Thanks for your comment. SANDAG continues to coordinate with California High-Speed Rail Authority.	Web
33	Martin Ramirez	Alliance for Regional Solutions – CBO Workshop	We need to get managed lanes across the entire 78 freeway.	The Draft San Diego Forward: The Regional Plan includes the addition of Managed Lanes on the State Route 78 corridor from Interstate 5 to Interstate 15.	Web
34	Martin Ramirez	Alliance for Regional Solutions – CBO Workshop	The pick up times for buses need to be expanded to all hours of the day. Many people work at night but no buses are available.	The Draft San Diego Forward: The Regional Plan includes the creation of a 15 minute all-day network of Trolley and bus services in the urban areas of the region by 2020, and a ten-minute all-day network by 2035, including later evening service.	Web

No.	Name	Agency	Comment	Response	Source
35	Mary Aguirre	Alliance for Regional Solutions – CBO Workshop	I like that the open space is being protected even with the growth of the County.	Based upon current plans, approximately half of the County of San Diego will be conserved as open space. Local jurisdictions in the region are in various stages of the adoption of regional habitat conservation plans. These plans will protect wildlife and provide for open space throughout the region by identification, conservation and management of an interconnected network of habitat lands. SANDAG is assisting in this effort through its <i>TransNet</i> Environmental Mitigation Program which has conserved over 3,400 acres to date. Additional acquisitions are planned in the future that will both protect open space, implement regional habitat conservation plans, and satisfy the future mitigation requirements of regional transportation projects.	Web
36	Rich Thompson	Alliance for Regional Solutions – CBO Workshop	The high speed rail will be good to find new and cheaper housing options and new jobs.	The California High-Speed Rail Authority is currently working with local jurisdictions in other corridors to properly integrate high-speed rail stations into the community, including smart growth areas and activity centers that could potentially include affordable housing components. We would expect a similar effort for future stations in the San Diego region.	Web
37	Rich Thompson	Alliance for Regional Solutions – CBO Workshop	Pricing of public transportation needs to be more affordable.	Balancing the cost of transit fares and service levels is the heart of the matter. There are limited operating funds available and all funding is being used to maximize service. While many people would like fare levels to be lowered, this could have a negative impact on the funding available for service. Discounts are available for seniors, persons with disabilities, and youth (18 and under). The \$5 Day Pass allows unlimited use of most rail and bus services (fares for COASTER and <i>Rapid</i> Express are higher).	Web
38	Rosa Quintana	Alliance for Regional Solutions – CBO Workshop	The high speed rail to the airport will be helpful. This needs to be done soon.	Thanks for your comment. The Los Angeles to San Diego segment of the rail line is included as Phase 2 in the California High-Speed Rail Authority plans. SANDAG continues to coordinate with the Authority.	Web
39	Rosa Quintana	Alliance for Regional Solutions – CBO Workshop	The regional bike plan should be implemented soon. This is lacking in San Diego.	By 2050, San Diego Forward: The Regional Plan includes full build-out of the entire regional bike network. This includes \$200 million worth of projects that will be implemented within the next ten years, through the Regional Bike Plan Early Action Program.	Web
40	Tammy Perry	Alliance for Regional Solutions – CBO Workshop	The cost of public transportation needs to be lowered for the communities of concern.	Balancing the cost of transit fares and service levels is the heart of the matter. There are limited operating funds available and all funding is being used to maximize service. While many people would like fare levels to be lowered, this could have a negative impact on the funding available for service. Discounts are available for seniors, persons with disabilities, and youth (18 and under). The \$5 Day Pass allows unlimited use of most rail and bus services (fares for Coaster and <i>Rapid</i> Express are higher).	Web
41	Tammy Perry	Alliance for Regional Solutions – CBO Workshop	The regional bike plan needs to be put in place and implemented soon.	SANDAG adopted the Regional Bike Plan in 2010, as well as a Regional Bike Plan Early Action Program (EAP) in 2013 that will build \$200 million worth of projects over the next ten years. These EAP projects are currently being planned and implemented. By 2050, San Diego Forward: The Regional Plan includes implementation of the entire Regional Bike Network.	Web
42	Teresa Beltran	Alliance for Regional Solutions – CBO Workshop	The double tracking on the Sprinter will definitely help with commute time. This I am looking forward to.	We appreciate your feedback. Efficiency improvements to provide 20-minute frequencies are planned to be implemented first. The <i>SPRINTER</i> Express and the extension to Westfield North County are anticipated to be implemented in later phases of the Regional Plan.	Web
43	Roya Golchoobian	American Public Works Association	We find the main objective of your plan in line with our organization's mission and philosophy in such areas as identifying short- and long-term transportation alternatives that cover all options, including highway, transit, and pedestrian facilities, identifying the strategies for sustainability of growth without jeopardizing future plans, and for keeping our eye on the big picture, while accommodating growth in ways that protect our quality of life. We are very encouraged by your plans for creating mobility choices that protect the environment while stimulating economic growth for protecting -- for projection of an annual increase of 53,000 new jobs in the region, for 14.4 billion dollars increasing our GDP, and 5.9 billion dollars increase in local income, and for accommodating population in housing growth while presenting 55 percent of the region's open space.	We appreciate your feedback and are grateful for your interest in our region's future. Please continue to follow the development of the plan through our project website SDForward.com . In regards to your comment "We are very encouraged by your plans for creating mobility choices that protect the environment while stimulating economic growth for protecting -- ...for 14.4 billion dollars increasing our GDP..." The statistic from our Economic Impact Analysis refers to Gross <i>Regional</i> Product, as opposed to Gross <i>Domestic</i> Product.	Court Reporter

No.	Name	Agency	Comment	Response	Source
44	Robert J. Kard	Air Pollution Control District County of San Diego (APCD)	The San Diego County Air Pollution Control District (District) has reviewed the San Diego Forward Regional Plan (Plan) and the associated Draft Environmental Impact Report (EIR) documents, and provides the following comments: The San Diego County Air Pollution Control District (APCD) supports the regional plan's focus on sustainability, alternative transportation, compact land use, and minimizing and mitigating the effects of climate change. Our region will be greatly challenged over the next 40 years if we are to meet our air quality and greenhouse gas reduction goals and the regional plan will play a key role in ensuring we adequately reduce the emissions of those harmful air pollutants. One of the County's Sustainable Environment Strategic Initiatives is to "Enhance the quality of the environment by focusing on sustainability, pollution prevention and strategic planning." Although we understand the funding and operational constraints outlined in the alternatives analysis, many of the ideas proposed in Alternative 5D that contribute to this strategic initiative must be accomplished. For example, we believe incentivizing denser land use in the urban cores, strengthening and accelerating the construction of the transit and active transportation networks, and implementing strategies for discouraging single occupant vehicle trips are all crucial to achieving this vision. As such, we strongly encourage incorporating as many as possible of the Alternative 5D ideas into the final adopted plan.	Thank you for reviewing the Draft San Diego Forward: The Regional Plan (Regional Plan) and appendices. As noted in the comment, the Draft Regional Plan focuses on sustainability, alternative transportation options, compact land use, and minimizing and mitigating the effects of climate changes. Federal law requires SANDAG to develop a transportation plan built on reasonable assumptions of the revenues that will be available during the time period covered by that plan. The Regional Plan is updated every four years, and with those updates, we continually reassess the region's financial projections for transportation-related investments. Over 50 percent of the projected revenues in this plan are allocated to transit. In addition, our various incentive programs and resources are aimed at smart growth, active transportation, environmental mitigation, habitat planning, energy and climate action planning, and specialized transportation services for seniors. The Regional Plan strives to provide mobility options for all the region's residents within the reality of financial constraints. The SANDAG Board of Directors will consider the Regional Plan and the alternatives evaluated in the Draft Environmental Impact Report when making a decision on approval of the Regional Plan later this fall.	Letter
45	Robert J. Kard	APCD	The District offers the following specific comments on the Plan and the EIR: Air Quality The driving force behind the District's work is our mission to improve air quality to protect public health and the environment. The choices the region makes about our transportation system over the next 35 years will have a great impact, for better or worse, on our air quality. Given the current and future regulatory environment for air quality, the District supports options that minimize emissions of criteria pollutants and toxic air contaminants (TACs). It also encourages strong mitigation measures to minimize impacts of the plan. We have the following comments regarding the EIR's analysis of and impacts to air quality. Plan Appendix H Social Equity: Engagement and Analysis - Although the social equity analysis analyzed the differences in impact between the different scenarios, it does not seem to have analyzed the impacts of the Preferred Scenario to determine if this scenario disproportionately impacts disadvantaged communities compared to non-disadvantaged communities. For example, the analysis for Average Particulate Matter does not specify how the "population vs non-population" were selected and compared. Please provide more details on page 45 to outline how populations for analysis were selected and how the grams-per person measure was obtained for each population.	Based upon your suggestions, additional clarification regarding air quality will be included in the final San Diego Forward: The Regional Plan and appendices. There is a section earlier in Appendix H that discusses how the disadvantaged populations were selected and thresholds for low-income and seniors. In order to obtain the grams-per-person measure for each population, SANDAG staff ran the CT-EMFAC emissions model on scenarios at link level to obtain PM10 emissions. Using geographic information system (GIS) proximity analysis, the buffer of 500 feet on either side of roadways was created. We developed a GIS model using map algebra to calculate the PM10 spatial distribution over the buffer area and the average PM 10 exposure per person for each population group.	Letter
46	Robert J. Kard	APCD	EIR Page 4.3-19 references the attainment date for San Diego meeting the 2008 Eight-Hour Ozone Standard. Due to a recent U.S. Court decision, the attainment date for marginal areas is now July 20, 2015, three years after the designation date under Section 182(a) of the Clean Air Act. The EIR document states the date as December 31, 2015, which was the original date EPA included in their rulemaking.	The date established through a Court decision referenced in your comment will be updated in the final Appendix B and the Environmental Impact Report.	Letter

No.	Name	Agency	Comment	Response	Source
47	Robert J. Kard	APCD	EIR Page 4.3-29 - "As discussed in the Air Quality Planning and Transportation Conformity analysis, there are four federally approved Transportation Control Measures (TCMs) that must be implemented in San Diego, which the SIP refers to as transportation tactics. They include ridesharing, transit improvements, traffic flow improvements, and bicycle facilities and programs . . . The TCMs have been fully implemented." The use of the words "fully implemented" implies that there are no additional projects in these categories that could be implemented. Although these TCMs are currently in place, there is room in the plan to expand on them and increase their effectiveness and impact going forward to 2050. The Plan and EIR should discuss these enhancements, taking credit for going beyond the original measures.	The 1982 SIP established four TCMs, which include ridesharing, transit, bicycling, and traffic flow improvements. While the level of implementation established in the SIP has been surpassed, SANDAG continues to fund and implement projects and programs in all of these four areas. The important role of these projects and programs is highlighted in Chapter 2 and Appendices A, E, and U.16 of the Draft San Diego Forward: The Regional Plan.	Letter
48	Robert J. Kard	APCD	Greenhouse Gas Emissions As Governor Brown states in Executive Order B-30-15 "[C]limate change poses an ever-growing threat to the well-being, public health, natural resources, economy, and the environment of California, including loss of snowpack, drought, sea level rise, more frequent and intense wildfires, heat waves, more severe smog, and harm to natural and working lands, and these effects are already being felt in the state." Moving into the future, these effects, and California's increasingly stringent greenhouse gas emission targets, will require fundamental changes to our transportation system. The District supports SANDAG's efforts to include all measures possible to minimize the greenhouse gas emissions of our region and mitigation measures to ameliorate their effects. Plan Page 24 - It is encouraging to see that the plan shows the region meeting the 2020 and 2035 targets for reducing greenhouse gas emissions from passenger vehicle use. However, it is impossible to assess this conclusion without more details. Specifically, the document should quantify how each strategy in the plan contributes to this GHG reduction. How much of the reductions in GHGs are due to low carbon fuels, more efficient vehicles, fewer miles traveled, more transit, walking, and bicycling, or other strategies? EIR Chapter 2 - The EIR states that no additional improvements related to Goods Movement beyond those identified in phases through 2050 are planned. The California Air Resources Board (CARB) will be adopting a statewide Sustainable Freight Initiative within the next 24 months that will aim to transform the goods movement sector into a zero or near zero emission system by 2050. It would be beneficial to align the objectives within SD Forward to the ideas presented in the Sustainable Freight Initiative White Paper (April 2015). One example of a project that might need to be included in the Regional Plan includes electric charging infrastructure serving zero-emission trucks at the Ports of Entry and Port of San Diego.	Final Regional Plan Appendix C will present the estimated contributions of several strategies toward reducing per capita greenhouse gas (GHG) emissions from passenger vehicles to address the Senate Bill 375 (SB 375) targets. Consistent with California Air Resources Board SB 375 modeling protocols, the per capita GHG emissions reductions do not take credit for reductions due to low carbon fuels or more efficient vehicles. Thank you for bringing the California Air Resource Board's (ARB) Sustainable Freight Strategy (SFS) to our attention as it relates to the Regional Plan. As you may know, the development of the SFS has been conducted with the input of a wide variety of freight stakeholders throughout the entire state including government agencies, environmental and health advocates and private industry, among others. As such, SANDAG has been directly involved in this process and has reviewed and provided feedback to the April 2015 Sustainable Freight: Pathways to Zero and Near-Zero Emissions Discussion Draft document referred to in the comment. SANDAG's Regional Plan is in alignment with ARB's goals and objectives and SANDAG will continue to work closely with ARB to define and advance immediate-term, mid-term and long-term goals and objectives, which will consider the feasibility of a variety of freight projects.	Letter
49	Robert J. Kard	APCD	Transit is one of the important ways the region can minimize vehicle miles traveled (VMT) and the associated air pollution and greenhouse gas production while still providing mobility options. The District supports SANDAG's and the region's efforts to accommodate smart growth and to provide a robust transit system serving our current needs and future growth areas. The District encourages SANDAG to prioritize transit projects as much as possible in this and future planning efforts. Plan Page 51 - New Rapid Service on Arterials - How do the arterial projects listed in Table A-3 relate to these proposed transit projects?	All projects included in the Draft San Diego Forward: The Regional Plan are ranked based on a number of factors, including smog-forming pollutants and greenhouse gas emissions. Major transit capital investments, like arterial <i>Rapid</i> services, are located along key arterial corridors that have the ability to attract high numbers of riders, including new transit users who may be solo drivers today. Table A.3 includes arterial projects under the jurisdiction of the cities and County.	Letter

No.	Name	Agency	Comment	Response	Source
50	Robert J. Kard	APCD	Plan Appendix A, Table A.2 - Some projects under Transit Facilities have \$0 cost, such as a new San Marcos shuttle. If there are additional operational costs associated with these new transit facilities, where are those costs taken into account?	The \$0 cost refers to the capital cost; outside of vehicles which are accounted for in a separate line item, these projects would operate on existing streets with no capital improvements needed to operate. Operational costs for all transit services listed in the Draft Regional Plan are included in Table 3.2 Major Expenditures by Mode. However, for the San Marcos shuttle service, the operating costs would be covered by the City of San Marcos or other sources.	Letter
51	Robert J. Kard	APCD	Active Transportation: Active transportation provides people options that not only minimize air pollution and greenhouse gas emissions but also improve their health, and the livability and economy of their communities, while reducing congestion. As such, the District supports SANDAG's efforts to encourage and prioritize active transportation opportunities in the Plan. Plan Page 58 Active Transportation Improvements Related to Highway and Freeway Interchanges - The plan includes incorporating crossing improvements for active transportation as part of future interchange projects. Is there a list of projects available for this item? For example, Figure 2.14 shows no interchange improvements on the Managed Lane project on SR 94 between Interstate 5 and Interstate 15. Will those interchanges be improved as part of the project but were not included in the map, or does their absence from the map indicate an absence of the interchange improvements?	In accordance with Deputy Directive 64, Caltrans will primarily be responsible for including active transportation improvements at freeway interchanges as part of their projects. Figure 2.14 will be corrected to show active transportation improvements associated with the Managed Lane project on State Route 94 between Interstate 5 and Interstate 15.	Letter
52	Robert J. Kard	APCD	Plan Page 107 - We are concerned that the region may not see \$67 million from the State Active Transportation Funds by 2020, as assumed. Are there other funding strategies SANDAG might turn to if local jurisdictions do not compete as well as expected for these statewide funds? Plan Page 109 - "Three percent of funding is aimed at projects that promote walking, and bicycling, as well as smart growth." Given the emphasis of the plan on encouraging VMT reduction and moving to other modes of transportation, we believe that more of the total funding should be going to support active transportation projects. Plan Page 109 - "More than a third of total expenditures is designated for the operation, maintenance, and rehabilitation of transit, highways, and local streets and roads." Is any of this money designated for maintenance and rehabilitation of the active transportation network, or is that assumed as part of the regular maintenance responsibilities of the various agencies?	The revenue forecast is based on historical data including how successful SANDAG has been in statewide and nationwide competitive processes. There is an opportunity to review and revise as appropriate these forecasts in the next update to the Regional Plan. The Active Transportation Program consists of two competitive programs, a region-wide one and a state-wide one. In the first two cycles alone, the region-wide program distributed \$26.4 million to the San Diego region. In the first state-wide competitive cycle, applicants from the San Diego region secured an additional nearly \$14 million. A second cycle is currently underway. Additional cycles in both programs are anticipated to occur by 2020. The SANDAGs aggressive work to perform preliminary engineering on many Active Transportation corridors to position them to compete in future cycles makes the assumption of \$67 million through 2020 a reasonable one. Once projects are completed, local jurisdictions that benefit from these facilities implement maintenance and operations activities from existing, eligible sources.	Letter
53	Robert J. Kard	APCD	Plan Page 144 - The Air Pollution Control District strongly supports Action 6 "Incorporate regional transportation model enhancements to provide more robust data regarding bicycle and pedestrian travel and public health outcomes."	SANDAG is continuing to expand its tools and techniques to quantify the impacts of investments in active transportation.	Letter
54	Robert J. Kard	APCD	Plan Appendix A Figures A.7, A.8, and A.9 - Please include Safe Routes to Transit projects on these maps, similar to Figure A.17.	Thank you for your comment. Safe Routes to Transit projects will be included as part of the phased Active Transportation Network maps in Appendix U.16, in the more detailed assessment included in the Active Transportation Implementation Strategy.	Letter
55	Robert J. Kard	APCD	Plan Page 75 Building Infrastructure for More Environmentally-Friendly Vehicles - Is there funding in the plan allocated for this infrastructure, or for working with local jurisdictions to create streamlined permitting and changes to building codes?	Related to electric vehicles, the Draft Regional Plan recommends the establishment of a Regional Charger Program by setting aside approximately \$30 million of Congestion Mitigation and Air Quality Improvement Program funds expected between 2020 and 2050 (approximately \$1 million annually) to fund the installation of publicly available electric vehicle charging stations (EVCS). The funding is identified in mitigation measure GHG-4C: Fund Electric Vehicle Charging Infrastructure on page 4.8-40 of the Draft San Diego Forward: The Regional Plan Program Environmental Impact Report. Regarding support for permit streamlining, the San Diego Regional Plug-In Electric Vehicle Readiness Plan referenced on page 76 of the draft Plan identifies some best practices for local jurisdictions on the permitting and inspection of EVCS. Additionally, the California Energy Commission has awarded SANDAG a grant to provide more technical support to local jurisdictions in their permitting and inspection processes. This approximately two-year project began in July 2015.	Letter
56	Robert J. Kard	APCD	Plan Page 110, 111 Figure 3.4 Project Expenditures, and Table 3.2 Expenditures by Mode - Please document how much of each outlined funding source is planned to be dedicated to each mode or project type. For example, how much of the CMAQ funding is proposed to be spent on transit, managed lanes, local streets, and active transportation, respectively?	Specific fund sources are not assigned to specific projects. Flexible funds may be used for either highway, transit, non-motorized or local street and road uses. Some funds are restricted. For example, State Highway Operations and Preservation Program (SHOPP) funds are used to rehabilitate the state highway system. In aggregate form, in the Draft San Diego Forward: The Regional Plan (Regional Plan), over 54 percent of the funding is proposed for transit and non-motorized projects, 15 percent for Managed Lanes and connectors, 6 percent for highway lanes and connectors. Remaining funds are proposed for local agencies and debt service. The typical uses for these funds are documented in Chapter 3 of the Draft Regional Plan.	Letter

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57	Robert J. Kard	APCD	Plan Appendix A Table A.3 Phased Revenue Constrained Arterial Projects - It would be helpful to have cost estimates for these projects also included in this document rather than having to refer to the 2014 RTIP. Are the proposed transit and active transportation improvements in the regional plan for these corridors included in these projects listed in Table A.3? Do all of these projects include improvements for bicycling and walking as recommended in SANDAG's complete streets policy? If bicycle, pedestrian, and transit improvements are included in the arterial projects, they should be included in the project description.	For projects that will be implemented in the near term, the RTIP contains the most up to date project information as projects costs are revised on a frequent basis throughout the implementation of a project. Information on project details and funding for projects programmed in the RTIP can be accessed at https://projecttrak.sandag.org/ . Local jurisdictions are required by the California Complete Streets Act of 2008 to incorporate Complete Streets into their general plans as they revise their circulation elements. In accordance with the SANDAG Complete Streets Policy, SANDAG encourages local agencies to implement Complete Streets principles if a circulation element revision is not planned in the near future, and to include Complete Streets principles in their project implementation.	Letter
58	Brad Barnum	Associated General Contractors	Brad Barnum, board member of the Associated General Contractors, that are building your infrastructure. We support the Regional Plan, and we ask you to stay the course. I'm not sure how many of you know of a Grateful Dead song called, "Truckin," and the quote is, "what a long strange trip it's been." And I'll tell you, if you were all there in 2004 when, two or three weeks after the November election, <i>TransNet</i> won. The coalition that surrounded that was incredible. And thank you for helping make that happen. Since that time, you've had SB 468, the Kehoe Bill. Agency attended the hearing in Solana Beach in 2011 in January and February. I can tell you the opposition from that bill and the opponents of that up the 5 corridor was incredible. You never thought that would come around, and that passed. And that was a big coalition, and that was needed to get you where you are at now. The Coastal commission approval of the North Coast Corridor Project -- can you believe you got that through? That's a great success story for everybody that was involved. Labor was behind you, the business community, and the transportation construction community was behind you. Now you have the EIR. It sounds like you're going to be there in a few weeks, and we wish you the best on that. We will be behind you as you go forward. In 2004, voters wanted you to have a balanced approach, and you're doing that, so we ask you to continue to stay the course. Thank you.	Thank you for your support. We appreciate your comment.	Court Reporter
59	G. Maxes	BAME CDC – CBO Workshop	94 East Expansion does not need to happen. Will only create more eastbound congestion.	Caltrans has been studying the environmental impacts of adding Express Lanes along SR 94 between I-805 and Downtown San Diego. The addition of these Express Lanes would support the planned South Bay <i>Rapid</i> service, as well as carpools and vanpools along the route. Local representatives and community stakeholders along the project alignment have recently requested that Caltrans consider incorporating community-based alternatives into the SR 94 Express Lanes draft Environmental Impact Report (EIR). Among the possibilities proposed is a bus on shoulder alternative. While current law does not allow permanent use of a shoulder for buses along SR 94, the proposed Bus on Shoulder Project is an opportunity to employ this strategy in the interim until the permanent improvements can be constructed. Other feedback from the community is also being considered and as a result Caltrans is evaluating the feasibility of converting existing general purpose lanes into Express Lanes. Another alternative would provide communities along SR 94 with direct access to current and future <i>Rapid</i> service, which would require accelerated evaluation of the future SR 15/SR 94 HOV-to-HOV direct connector project. The draft EIR will be released once additional analysis has been completed.	Web
60		BAME CDC – CBO Workshop	The Bus #10 and #7 on Saturdays and Sundays should have stops every 15 minutes at College and University.	Route 7 operates service through College & University every 12 minutes on Saturday and Sunday. Weekend Route 10 service to College & University was discontinued for budgetary reasons in 2010, but frequent access is still available via Route 7 and a transfer at the City Heights Transit Plaza. MTS will consider extending Route 10 on weekends in the future pending available resources and sufficient ridership demand.	Web
61		BAME CDC – CBO Workshop	The drivers need to have more patience with the passengers and I am in favor of the changes for the prosperity of our communities. More security	MTS encourages riders to contact the Customer Service Department at (619) 557-4555 if they experience any issues with bus operators. Rider safety and security is a priority for MTS. In addition to a large team of enforcement officers and security guards, many MTS buses and Trolley and stations have security camera systems that record activity. Also, MTS encourages riders to contact the Transit Enforcement Department at (619) 595-4960 or text (619) 318-1338 if they witness suspicious or criminal activity on MTS vehicles or property. More information on MTS Safety and Security initiatives can be found on the MTS website on the "MTS Safety & Security" page.	Web

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62		BAME CDC – CBO Workshop	<p>Estoy muy acuerdo en que estén mejorando el servicio. Pero, estoy en desacuerdo con la manera que actúan los choferes. No tienen paciencia y no esperan para que la gente se siente y así empezar el bus. Una vez un chofer no espero para que me bajara y provoco que se me quebraran los lentes. Eduquen a sus empleados.</p> <p>I am very much in favor of improving the transit service. But I do not agree with the way in which the drivers behave. They don't have patience and they don't wait for the people to be seated before they start driving the bus. On one occasion, a driver didn't wait for me to get off the bus and I broke my glasses. Educate your employees.</p>	<p>MTS encourages riders to contact the Customer Service Department at (619) 557-4555 if they experience any issues with bus operators. MTS alienta a los pasajeros a contactar el Departamento de Servicio a Clientes al (619) 557-4555 en caso de tener algún problema con conductores de autobús.</p>	Web
63		BAME CDC – CBO Workshop	<p>The buses on Saturday and Sunday should run every 15 minutes.</p>	<p>Route frequencies are driven by the level of ridership demand. Saturday and Sunday demand is lower on most routes, although some do operate every 15 minutes or better, even on weekends. For example, Routes 7, 8, 9, 30, 201/202, 204, and 215 operate every 12-15 minutes on Sundays (Routes 8 and 9 seasonally). As demand increases on other routes, MTS will consider adding frequencies, pending available resources to do so.</p>	Web
64		BAME CDC – CBO Workshop	<p>Good start it off</p>	<p>Thank you for your feedback. Please continue to follow along in this process by visiting SDForward.com.</p>	Web
65		BAME CDC – CBO Workshop	<p>I like the service, but I would like that services in some routes were more frequent. I would also like more services on Saturday and Sunday and more flexible pricing for monthly passes.</p> <p>Me gusta su servicio pero me gustaría que en algunas líneas fueran más frecuentes los servicios. Sábados y domingo que haya más servicios y precios más flexibles para pases mensuales.</p>	<p>The Draft Regional Plan includes increasing service frequencies on most urban routes to every 10 minutes all day, including higher frequencies on weekends. The next generation of smart cards will make the Compass Card easier to use and simplify fare payment.</p> <p>El borrador del Plan Regional incluye el aumento en la frecuencia de servicios en la mayoría de las rutas urbanas a cada 10 minutos durante todo el día, incluyendo mayor frecuencia los fines de semana. La próxima generación de tarjetas inteligentes hará que la Tarjeta Compass sea más fácil de usar y simplificará las formas de pago.</p>	Web
66		BAME CDC – CBO Workshop	<p>Me gustaría saber más acerca de los cambios y los pases del mes y que haya más pases gratis para los niños o precios reducidos. Y que el sábado y el domingo sean más continuos los autobuses.</p> <p>María Luisa</p> <p>I would like to know more about the changes and the monthly passes and that there were more free passes for children or reduced prices. I would also like more busses on Saturdays and Sundays.</p> <p>Maria Luisa</p>	<p>Children 5 and under ride MTS buses and Trolleys for free, and youth 6-18 can purchase discounted passes. Details of all fares and passes for MTS services are available on-line at www.sdmts.com or by calling the MTS Information and Trip Planning office at (619) 233-3004.</p> <p>Route frequencies and days of service are driven by the level of ridership demand. Saturday and Sunday demand is lower in most areas, and in some it is insufficient to warrant that service. As demand increases in these areas, MTS can add service to match, pending available resources to do so. For more specific requests, riders can contact the Customer Service Department at (619) 557-4555.</p> <p>Niños de 5 años o menores viajan gratis en autobuses de MTS y en el Trolley, y jóvenes de 6 a 18 años pueden adquirir pases con descuento. Detalles de todas las tarifas y pases para servicios de MTS están disponibles en línea en www.sdmts.com o llamando a la oficina de Información y Planificación de Viajes al (619) 233-3004.</p> <p>La frecuencia de las rutas y días de servicio son determinadas por el nivel de demanda de pasajeros. Los sábados y domingos tienen una demanda menor en la mayoría de las áreas, y en algunas otras la demanda no es suficiente para proveer el servicio. Al tiempo que la demanda aumente en dichas áreas, MTS puede añadir servicios para satisfacer la demanda, dependiendo en la disponibilidad de recursos. Para peticiones más específicas, pasajeros pueden contactar el Departamento de Servicio al Cliente al (619) 557-4555.</p>	Web
67		BAME CDC – CBO Workshop	<p>I see no discrepancies in the new expansion plan, I believe that all phases of the plan when executed will significantly improve the pace of transportation, but also the over all tempo of the residents in the community for the better. With this expansion, transit enforcement workers should be retrained in etiquette, work ethics, and restraint. A lot of transit enforcement feel the need to use excessive force when confronting people.</p>	<p>MTS encourages riders to contact the Customer Service Department at (619) 557-4555 if they experience any issues with transit enforcement officers.</p>	Web
68		BAME CDC – CBO Workshop	<p>¿Qué es lo que piensan de nuestra seguridad estando en sus sistemas de transporte públicos? Podrían poner seguridad en los trolleys? Si hubiera seguridades en los trolley producirían más empleos, lo que significa menos pobres y menos desempleados.</p> <p>What do you think of our safety while using your public transportation systems? Could you put safety officers at the trolleys? It would produce more jobs, which means fewer poor people and less unemployment.</p>	<p>Rider safety and security is a priority for MTS. In addition to a large team of enforcement officers and security guards, many MTS buses and Trolley and stations have security camera systems that record activity. Also, MTS encourages riders to contact the Transit Enforcement Department at (619) 595-4960 or text (619) 318-1338 if they witness suspicious or criminal activity on MTS vehicles or property. More information on MTS Safety and Security initiatives can be found on the MTS website on the "MTS Safety & Security" page.</p> <p>La seguridad y protección de los pasajeros son una prioridad para MTS. Aunado al amplio equipo de oficiales de seguridad, muchos autobuses de MTS y Trolley y estaciones tienen sistemas de cámaras de seguridad que graban la actividad de los usuarios. Asimismo, MTS alienta a los pasajeros a contactar al Departamento de Aplicación de Tránsito al (619) 595-4960 o mensaje de texto al (619) 318-1388 si son testigos de actividad sospechosa o criminal en vehículos o propiedad de MTS. Más información sobre Seguridad de MTS e iniciativas de Seguridad puede ser encontrada en el sitio web de MTS en la página "MTS Safety & Security."</p>	Web

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69		BAME CDC – CBO Workshop	Would like to see in the plan an underground train system like in Japan.	Undergrounding rail systems is significantly more expensive than at-grade or even elevated rail alignments. In some areas (e.g. the tunnel on the Green Line at San Diego State University) are justified given the difficulty of implementing an at-grade or elevated line. This type of situation is common in systems like Japan where dense land use development makes underground alignments the only real option available. But where at-grade alignments are feasible, they offer a more cost-effective project and allow limited transit funding to be used to implement additional transit project improvements.	Web
70		BAME CDC – CBO Workshop	Faster service that way there is a smaller chance of someone being late. Also, something that provides shade for every stop.	<p>MTS has been taking steps to increase the speed of service: streamlining routings, consolidating bus stops, and most recently, implementing signal priority measures on <i>Rapid</i> routes. Unfortunately these measures are reduced in effectiveness by increased traffic and congestion, so we are continually evaluating ways to improve our efficiency. Suggestions from riders on specific routes are welcome by contacting our Customer Service Department at (619) 557-4555.</p> <p>Shelter locations are prioritized by the number of daily boardings at each location. MTS endeavors to install shelters at high ridership stops, where space and necessary infrastructure is available. Some locations are not possible for a shelter because there is insufficient width to maintain accessibility requirements, the sidewalk is not level or otherwise suitable for the installation, or the number of rider boardings is too low to warrant a shelter. Although there are a limited number of shelters available, MTS is happy to review any location upon request for a future installation. Such comments can be submitted to the MTS Customer Service Dept. MTS is currently purchasing up to 600 shelters, which will represent a 35 percent increase in the number of shelters provided.</p>	Web
71		BAME CDC – CBO Workshop	To whom it may concern, MTS - The drivers are very aggressive when they drive. They do not wait until they sit down. They are not courteous. Also bus stops are not welcoming, they are dirty and there is no chair or place to sit down and wait for the buses. They also ask to many times for papers and do not put the ramp down for the elderly. - Concerned citizen	MTS encourages riders to contact the Customer Service Department at (619) 557-4555 if they experience any issues with bus operators.	Web
72		BAME CDC – CBO Workshop	I appreciate the upgrade that the transportation system is making but we need more benches and sun/rain protectors on the Oceanview route, Logan, Imperial, Madera Ave, Logan Heights and Encanto Communities. We also need more respect from drivers. They are often rude, disrespectful, and look down on us. They have yelled at me, pulled away before I had even had a chance to hold on to something and have seen others fall-- I don't want this to happen to me. I am over 60 and am very upset at their behavior. Please take action to remedy this. Thank you for your attention to this grave matter.	<p>Shelter locations are prioritized by the number of daily boardings at each location. MTS endeavors to install shelters at high ridership stops, where space and necessary infrastructure is available. Some locations are not possible for a shelter because there is insufficient width to maintain accessibility requirements, the sidewalk is not level or otherwise suitable for the installation, or the number of rider boardings is too low to warrant a shelter. Although there are a limited number of shelters available, MTS is happy to review any location upon request for a future installation. Such comments can be submitted to the MTS Customer Service Dept. MTS is currently purchasing up to 600 shelters, which will represent a 35% increase in the number of shelters provided.</p> <p>MTS encourages riders to contact the Customer Service Department at (619) 557-4555 if they experience any issues with bus operators.</p>	Web
73	Melanie Nally	BIOCOM	We're here in support of the Plan as well. BIOCOM leads the advocacy efforts for the southern California life science community with more than 650 members, including biotechnology and medical device companies, universities, basic research institutions, and support service firms. San Diego's life science cluster employs 60,000 people, and supports another 158,000 jobs, for a total county-wide impact of over 218,000 jobs. This represents 37 -- 37 billion dollars in economic activity. As an advocacy organization, we are engaged in ensuring that the life science industry has every tool for success, including the necessary infrastructure for the transportation of employees and products. SANDAG has worked closely with the public, including BIOCOM, to create a balanced plan that includes both public transit and highway improvements. This balance is a necessary and realistic approach to transportation in our region. Effective, efficient transportation systems are vital to our companies, both as employers and manufacturers, and will be critical to San Diego's economic future.	Thank you for your comment. We encourage you to continue following the development of the plan by visiting SDForward.com.	Court Reporter

No.	Name	Agency	Comment	Response	Source
74	Donna Tisdale	Boulevard Planning Group	At our regular meeting held on July 2nd, after reviewing issues, concerns, and options, the Boulevard Planning Group (BPG) voted unanimously (7-0-0) to authorize the Chair to submit comments on their behalf. The BPG is an elected community land use advisory group, located in fire-prone and groundwater dependent rural eastern San Diego County, under the jurisdiction of San Diego County. County policy requires that our comments be sent to them directly and copied to non-County entities. These comments, focused on rural impacts and concerns, are limited in scale and scope due to a lack of time and other obligations. According to conflicting and erroneous census summaries, Boulevard's population is somewhere between 319, 1,099, and 1,700, with approximately 24 % of our population listed as American Indian. The Campo, Manzanita, and La Posta tribal communities are adjacent to the Boulevard Planning Area and our communities share the same resources and schools. A majority of our school children qualify for free meals. We believe our current predominantly low-income population is between 1,200 and 1,500. We feel that SANDAG'S Regional Plan and key goals (Mobility Choices; Habitat and Open Space Preservation; Regional Economic Prosperity; Environmental Stewardship; Partnerships and Collaboration; and Healthy and Complete Communities) have not really been applied to our area. There seems to be a chronic bias towards urban areas, while shunting the harmful industrial scale projects into our sensitive and scenic rural areas, even though we all pay into the same system.	The Draft Regional Plan supports a greater focus on housing and job growth in the region's urbanized areas with existing and planned infrastructure; protecting sensitive habitat and open space; investing in a transportation network that gives people transportation options and reducing greenhouse gas emissions; addressing the housing needs of all economic segments of the population; and implementing the plan through incentives and collaboration.	Letter
75	Donna Tisdale	Boulevard Planning Group	Our Group generally supports point-of-use generation and storage projects, with proper installation, filters, and clean inverters on new and existing homes, ranches, schools, Border Patrol facilities, tribal casinos, and similar participating facilities. We strongly oppose industrial scale projects that suck up millions of gallons of local sole-source drought-stressed potable groundwater resources, increase traffic on rural roads that were never designed for this type of heavy traffic/abuse, provide few to no local jobs, alter our rural community character and quality of living, increase already significant fire risk and degrade property values, wildlife habitat, and public health and safety. We are unwilling hosts.	The Regional Energy Strategy (RES) includes goals for both distributed generation and large-scale renewable energy, which aligns with the State's preferred loading order for meeting electricity needs and reducing greenhouse gas emissions. The RES, beginning on page 51, acknowledges that siting of large-scale renewable energy infrastructure must be done in a way that considers and minimizes adverse impacts to the surrounding community and environment.	Letter
76	Donna Tisdale	Boulevard Planning Group	Main issues of concern include but are not limited to the following: Limited backcountry outreach, taxation without representation, exploitation of drought - stressed sole-source groundwater resources, renewable energy conversion of rural neighborhoods, scenic and other natural resources and wildlife, disproportionate impacts to predominantly low-income communities, inadequate rural transportation funding.	Several of the community-based organizations in our CBO Outreach Network focused on rural populations, including the El Cajon Collaborative, the Mountain Empire Collaborative, and Vista Community Clinic. The rural population is represented on the SANDAG Board by a rural County Supervisor. The County sits on all Policy Advisory Committees and the Director of Planning sits on the Regional Planning Technical Working Group. San Diego Forward's Sustainable Communities Strategy aims to address the issues mentioned. There were no disproportionate impacts to low-income populations found in the Benefit-Cost analysis of the Plan. Indeed, more benefits accrued to low-income populations than the rest of the population.	Letter
77	Donna Tisdale	Boulevard Planning Group	Mega Region = exploitation of resources with little to no benefits for impacted communities: Boulevard and Jacumba are included in the Mega Region and are targeted for exploitation and conversion of our absentee-owned ranchlands, public lands, and open space, into a commercial industrial renewable energy/transmission sacrifice zone, where no such zoning exists. If allowed to proceed, the planned conversion would overwhelmingly benefit San Diego's urbanized areas at the expense of our fire-prone wildlands, drought-stressed groundwater resources, currently clean air quality, property values, rural and scenic character, wildlife, public health and safety, and rural quality of life. The addition of thousands of acres and hundreds of miles of fire-sparking and fire-fighting electrical obstacles increases already high insurance costs for our impacted residents.	The Regional Energy Strategy, beginning on page 51, acknowledges that siting of large-scale renewable energy infrastructure must be done in a way that considers and minimizes adverse impacts to the surrounding community and environment.	Letter

No.	Name	Agency	Comment	Response	Source
78	Donna Tisdale	Boulevard Planning Group	SANDAG's Regional Energy Planning - From our rural view, the Guiding Principles including Social Equity and Environmental Justice are merely empty catch phrases that have not resulted in additional or noticeable protections/benefits for the disproportionate impacts we have been, and continue to be, subjected to at the hands of SANDAG and other local entities, developers, and organizations. SANDAG should do what they can to prioritize, protect, and incentivize property owners and their rights to install point-of-use renewable energy generation and storage. The 2012 RES update is now outdated due to the <i>Rapid</i> growth/spread of renewable energy. SDG&E's current on-site DG/PV installation rate is much higher than expected. As of May 15, 2015, the San Diego Reader reported that SDG&E claimed a rate of 32% renewable energy including 369MW of rooftop solar, 59MW from 11 solar projects in San Diego County, and 789MW from 6 large-scale solar projects in Imperial County. The article also includes SDG&E's map of projects (below), that show additional in-state and out-of-state energy project locations. SDG&E reports they will be compliant with 33% renewables mandate by the end of 2015.	The Regional Energy Strategy includes goals to increase the total amount of clean distributed generation, support the development of renewable energy resources to meet and exceed the requirements set by the Renewable Portfolio Standard, and implement cost-effective steps and incentives to reduce peak demand, including energy storage. SANDAG works with local governments and other stakeholders to implement these goals by providing assistance and information on financing and incentives, resources on ways to streamline permitting, and education and training on clean energy.	Letter
79	Donna Tisdale	Boulevard Planning Group	On page 64, Recommended Actions that raise concerns for our rural communities and for which no community outreach has taken place in the impacted areas, that we are aware of: RE-1 (Identify potential locations in the region that could accommodate utility-scale renewable energy infrastructure). Disproportionately impacted communities are usually the last to be informed— placing them in an unjust position of trying to catch up and undo what has already been done behind the scenes, with little to know transparency. RE-2 (Explore options to pre-permit zones of appropriate land for renewable energy development – renewable energy parks). § Developers often quietly approach legislators and decision makers, in an ex- party manner, to support changes that place outside interests over community interests, with no notice to those communities. Rural communities then have to belatedly scramble to find a way and funds defend themselves against often publicly funded projects and developers and biased decision makers. RE-3 (Identify existing barriers to siting large-scale renewable energy installations (e.g., renewable energy parks) in the San Diego region). So-called barriers and freedom of speech are often our only defense against well-funded and politically connected crony capitalism and politically driven projects. Rural communities have rights, too, and deserve protection rather than concerted efforts by outsiders to alter long-fought community plans and zoning. Mountain Empire Health/Collaborative was funded by SANDAG for rural community outreach that did not include any meetings in Boulevard or Jacumba. Campo is about an hour round-trip from Boulevard and longer from Jacumba.	RE-1, RE-2, and RE-3 are recommended actions to implement the Renewable Energy goal of the Regional Energy Strategy (RES). While SANDAG has not taken action to implement these measures, a description of the efforts made by other regional entities since the 2009 RES adoption is included on page 4 of the RES Goals Summary Report included in Appendix U.9.	Letter

No.	Name	Agency	Comment	Response	Source
80	Donna Tisdale	Boulevard Planning Group	While we appreciate the services they do provide for rural residents, on the issue of renewable energy projects and San Diego Forward, Mountain Empire Health/Collaborative has a conflict-of-interest because, despite major community opposition, they have accepted potentially quid-pro-quo money from several energy developers in exchange for supporting their projects, including Iberdrola (200MW Tule Wind), Soitec Solar (80 MW Rugged Solar, 60MW Tierra Del Sol Solar, 5MW LanWest and 22MW LanEast), and the Hamann Companies who are absentee hosts to Soitec's Rugged Solar. We strongly oppose any Infrastructure Financing Districts or similar renewable energy overlay zones for our communities. Some recent IFD proposals did not even allow a vote by local residents/property owners. How equitable is that?? Calling them renewable energy "parks" is a misnomer. At ground zero, they are ugly, noisy, water-sucking, dust, glare, and electrical-pollution-generating industrial energy zones enclosed by 6 foot chain link fences topped with barbed wire—converting fragrant chaparral, scenic pasture lands and high meadow habitat and blocking wildlife corridors. o Commercial urban and suburban properties/warehouses with lots of flat roof space and lots of open parking lot spaces can and should be covered with PV parking shade covers. They make far better targets for so-called renewable energy parks, and don't require such extensive, expensive, and destructive transmission projects that generate a high guaranteed rate of return for monopoly utilities and increased rates for consumers.	SANDAG has no role in, nor takes a position on, individual energy plants and projects. The regulatory bodies responsible for decisions pertaining to the energy projects identified in your comment would be the local jurisdiction and the California Public Utilities Commission. Within the proposed regional plan draft environmental impact report (Draft EIR), SANDAG identifies all SDG&E renewable energy projects that are approved, online or in development in Tables 4.6-1 and 4.6-2 on pages 4.6-2 through 4.6-3. The Draft EIR does recommend SANDAG consider PV shading and energy efficiency measures similar to those you suggested for transportation projects on page 4.8-42.	Letter
81	Donna Tisdale	Boulevard Planning Group	Limited Public Transit Choices: Boulevard/Jacumba and other rural communities have very limited public transit options. Our communities are not even included on most of the maps.	Providing cost-effective public transit services in rural areas characterized by low density, auto-oriented development patterns is difficult. The Draft Regional Plan assumes that most transit investments will be in the Urban Area Transit Strategy boundary where land uses are conducive to new and expanded transit services. That being said, there is the possibility for modest service improvements in rural areas like Boulevard and Jacumba, notably for seniors and persons with disabilities using a variety of federal, state, and local funding sources.	Letter
82	Donna Tisdale	Boulevard Planning Group	Senior & Disabled Transportation Services: It is our understanding, through Mountain Empire Health, SANDAG currently provides about \$5,000 towards gas cards for people who are willing to transport disabled and seniors to town and back from rural east county. Those grant funds are appreciated. However, drivers do not get paid anything for their time and they must have Red Cross training which limits participation. SANDAG should consider providing and/or reinstating funds for a transport vehicle and drivers. Rural tribally owned casinos offer an untapped potential win-win opportunity for additional rural transportation and park and ride options (GHG reductions) through sharing casino shuttle buses and parking resources/expenses for non-gaming public transit. Outreach, details, and SANDAG or other funding options would need to be proposed, worked out with, and approved by, willing individual tribal governments/entities.	The Coordinated Public Transit - Human Services Transportation Plan (Coordinated Plan [Appendix U.1]), developed every two years, addresses senior transportation and rural area transportation needs. The Coordinated Plan provides a five-year blueprint for the implementation of public transit and social service transportation concepts described in the current Regional Transportation Plan. It establishes a regional strategy to provide transportation to recognized transportation-disadvantaged groups, including seniors, individuals with disabilities, and persons with limited means. The development of the next Coordinated Plan will begin in September 2015, with extensive outreach later in the fall, including in the rural areas of San Diego. This comment will be revisited during the development of the next Coordinated Plan.	Letter
83	Donna Tisdale	Boulevard Planning Group	Appendix A: The planned Jacumba/Jacume Port of Entry is listed on page 38 and the Desert Line project and \$1.82 billion in 2014 dollars on page 38 seems to be a pie-in-the-sky project based on the current condition of the mostly original cross ties and tracks that are overgrown and filled or eroded in many places. Both are listed as Projects of interest to SANDAG; to be financed by other parties. If they ever come to fruition, both projects will impact our rural communities and resources, and will require a significant amount of water. Where will that water come from?	As you correctly point out, these two projects are listed as Unconstrained Projects since no funding has been identified for them. If these projects were to move toward implementation when funding is identified, environmental reviews would be conducted.	Letter

No.	Name	Agency	Comment	Response	Source
84	Donna Tisdale	Boulevard Planning Group	Table A-5 on page 47; Bicycle/Pedestrian improvements listed for I-8 on-off ramps at a cost of \$500,000 to \$3 million each: I-8 at Pine Valley, Buckman Springs, Kitchen Creek, Crestwood, Boulevard, Jacumba, In ko Pah. Our communities would prefer to have those millions of dollars used for other local improvements that better serve residents. We rarely see bicycles on I-8 in our area, most use Hwy 94 and Historic Route 80. Boulevard does not even have a library or real community center, but we are still trying.	The projects listed in your comment are identified in the Unconstrained Transportation Network as future needs. No funding has been identified for these projects.	Letter
85	Donna Tisdale	Boulevard Planning Group	Appendix H Social Equity: Engagement and Analysis: As of July 1st, Latinos are officially the new majority in California. How will this new majority impact the definition of MINORITY (endnote #2) and the Low-Income Minority data used in the Draft Regional Plan and DEIR? Predominantly low-income rural communities should qualify as "disadvantaged", regardless of their ethnic composition. Large scale energy/transmission projects, meant to serve urban/suburban San Diego, generate lots of heavy traffic, heavy equipment, and heavy water trucks that frequently exceed load limits on local roads and damage roadbeds on our limited number of paved roads, including the concrete bed of Historic Route 80 and Historic Route 94. Rural transportation issues/concerns are not readily evident in the Regional Plan or DEIR. Mountain Empire Health/Collaborative did hold several meetings but none were held in Boulevard or Jacumba, according to the write up @ page 67, which includes several spelling errors. We do support the Highest Priorities listed on page 67: Seniors and our region's youth are most impacted by the lack of mobility. Lack of transportation connectivity further impacts the health conditions of our region's population. Limited transportation options coupled with limited access to food is a challenge. Limited access to technology does not allow our region to be informed on para-transit programs. Reopening the volunteer driver reimbursement program.	<p>The Draft San Diego Forward: The Regional Plan (Regional Plan) follows Title VI of the Civil Rights Act which defines minority populations as a protected class of persons of certain race, ethnicity or national origin; the Title VI definition is not based on majority/minority distinctions. Low-income rural populations are considered disadvantaged in the Social Equity Analysis.</p> <p>The Coordinated Public Transit - Human Services Transportation Plan (Coordinated Plan [Appendix U.1]), developed every two years, addresses senior transportation and rural area transportation needs. The Coordinated Plan provides a five-year blueprint for the implementation of public transit and social service transportation concepts described in the current Regional Transportation Plan. It establishes a regional strategy to provide transportation to recognized transportation-disadvantaged groups, including seniors, individuals with disabilities, and persons with limited means.</p> <p>The development of the next Coordinated Plan will begin in September of 2015, with extensive outreach later in the fall, including in the rural areas of San Diego.</p> <p>Local roadway projects and maintenance are under the purview of the County of San Diego. Your comments have been shared with staff at the County of San Diego.</p>	Letter

No.	Name	Agency	Comment	Response	Source
86	Donna Tisdale	Boulevard Planning Group	<p>Appendix U9 Regional Energy Strategy: Renewable Energy on page 4 of The County's 2013-2015 Strategic Energy Plan appears to focus on streamlining small scale wind and solar and point-of-use generation—not industrial scale projects. The County's Climate Action Plan has been rescinded after court losses. The County's Comprehensive Renewable Energy Plan has apparently stalled with the next meeting date for the Phase One report expected to be in the fall of 2015. The County's Wind Energy Ordinance has unresolved CEQA litigation in the Court of Appeals. Iberdrola's 200MW Tule Wind project was approved in 2012 for approximately 13,000 acres (abutting the Boulevard Planning Area) but has not yet started construction; they have no Power Purchase Agreement and no Eagle Take Permit; they also requested a 2- year extension for BLM's Notice To Proceed. BLM granted a one-year extension to December 2015, saying a 2-year extension may not be in the public interest. o Invenergy's lease with the Campo Kumeyaay Nation for the 160MW Shu'luuk Wind and solar project (abutting Boulevard Planning Area) was terminated after the tribe voted it down due to inadequate lease payments and health concerns. Enel Green Power's 90-150 MW Jewel Valley Wind and solar project in Boulevard was withdrawn after the Wind Energy Ordinance was approved to include low-frequency noise limits and restriction of new wind energy projects to the Wind Resource Area in the NE section of Boulevard near the Tule Wind project in McCain Valley (McCain Valley National Cooperative Land and Wildlife Management Area and McCain Valley Recreation Area). SDG&E withdrew their 57 MW Manzanita Wind project after failing to secure site control from the Manzanita Band of Kumeyaay Nation whose members have complained of adverse health and well being impacts generated by noise and electrical pollution generated by the existing 50MW Kumeyaay Wind turbines located on Campo tribal lands next door.</p> <p>Intermittent wind and solar projects cannot and should not be compared to base load energy that can generally provide energy 24/7 for decades. Wind and solar projects have unproven track records for longevity with some thin film PV projects already having to replace faulty panels. The plan's comparison of the cost of renewable energy to base load gas-fired power does not include the cost of load-following backup generation or energy storage which can significantly increase the costs of renewable. Congress has yet to extend multiple lucrative incentives (PTC-ITC) that artificially reduce the price of wind and solar through billions in tax payer dollars. If not extended, or if the incentives are extended at reduced rates, the cost of renewable energy will increase accordingly. The plan does not appear to address the significant and historic drop in natural gas prices, related to increased domestic production through fracking. The drop in natural gas prices has triggered Sempra's rush to export cheap gas through multiple LNG facilities that are being converted from import to export facilities. That means the gas will still be burned for fuel somewhere, while local energy costs rise to support renewables. The cost of renewable energy also appears to neglect the cost of concrete, the mining of silica sand, rare earth, steel and other materials required for wind and solar components, and the GHG emissions generated for manufacturing and transporting those materials, for the planned transition from fossil fuels. The cost of SDG&E's \$1.9 billion Sunrise Powerlink, \$465 million East County (ECO) Substation east of Jacumba, and other multi-million projects must be included in the cost of renewables, including the disproportionate and unreimbursed costs to impacted communities and resources.</p>	<p>The Regional Energy Strategy (RES) does not make recommendations on specific energy projects (e.g., power plants or transmission lines). It does assess the regional need for energy resources based on data and forecasts developed and adopted by the California Energy Commission. SANDAG uses this information to help determine energy goals that support state and regional sustainability efforts. The RES serves as a voluntary resource for member agencies as they develop their own plans and strategies. That said, SANDAG will continue to monitor the County of San Diego's energy and climate planning efforts, in addition to the efforts of all our member agencies and we expect to include efforts throughout the region in future updates of the Regional Energy Strategy.</p>	Letter

No.	Name	Agency	Comment	Response	Source
87	Donna Tisdale	Boulevard Planning Group	[Draft Regional Plan Appendix U.9] - Progress since Regional Energy Strategy adoption @ page 6: San Diego County has made significant progress on reducing energy/water use at their facilities and meeting LEED standards on new construction. SDG&E's Borrego Microgrid23 project, which has been around since 2010, should be added to UCSD microgrid resource listed.	The County of San Diego's efforts to reduce energy and water use at their facilities support the goals of the Regional Energy Strategy. SDG&E's Borrego Springs Microgrid Demonstration Project is included on page 13 of the Regional Energy Strategy Goals Summary Report included in Appendix U.9.	Letter
88	Donna Tisdale	Boulevard Planning Group	Draft Regional Plan Appendix U.9- 4.4.1 Greenhouse Gas Emissions in the San Diego Region & Table 4-2: It is unclear if the Green House Gas (GHG) Emissions are included for Sempra's Costa Azul LNG import facility, located in the San Diego area, just south of the border. Sempra is transitioning Costa Azul into an export facility. The Costa Azul facility shares San Diego's air basin and within the MEGA REGION. The cooling and heating process required to convert natural gas to and from Liquefied Natural Gas (LNG) is highly energy intensive and should be counted for local emissions. LNG is also transported via diesel run ships and those transportation emissions must also be counted.	The GHG emissions from the energy used by Sempra's Costa Azul LNG import facility are not accounted for in the San Diego Regional GHG Emissions Inventory since the Inventory only covers emission sources within San Diego County. However, emissions associated with the combustion of LNG in San Diego County are accounted for in the Inventory.	Letter
89	Kanani Brown	California Coastal Commission	Given the proximity of significant portions of the County's key regional infrastructure adjacent to the coast, it is imperative that transportation and land use planning carefully anticipate the effects of predicted sea level rise and associated hazards. Ensuring that coastal infrastructure is designed to accommodate for the projected range of sea level rise throughout the life of projects in accordance with the relevant policy and guidelines of the various federal, state, and local agencies is an increasing concern to the Coastal Commission. Although Appendix F (Climate Change Projects, Impacts, and Adaptation) of the DEIR does mention end-of-century climate change projections, it is unclear whether sea level rise conditions have been modeled for the entirety of the expected life of major infrastructure projects, which for most bridges, for example, would be approximately 75-100 years. Projects should be modeled to include both tidal and fluvial hydraulics across this range of projected increases in global mean sea level rise as applied to the local area (e.g. San Diego County open coast) and in the context of storm surge, wave run-up, and erosion and other variables affecting water levels as applicable. Additionally, while Appendix F does list examples of adaptation measures found in other local and regional plans and studies, it is unclear whether these adaptation measures have been incorporated into the Regional Plan. Although the Regional Plan may duplicate other plans' adaptation measures, it should be revised to make clear commitments regarding the suite of adaptation measures that are to be included in the Regional Plan itself. The list of adaptation measures described in the Regional Plan is also brief (Page F-16); and therefore, we recommend that these be augmented with adaptation measures from the California Coastal Commission Sea Level Rise Policy Guidance, the final version which is scheduled to be adopted by the Commission at the August 12-14, 2015 meeting.	SANDAG understands how sea level rise and climate change can threaten public health, the regional economy, and infrastructure investments. This is recognized in the San Diego Forward Chapter 2 - A Strategy for Sustainability. SANDAG considers potential impacts of climate change on transportation projects by designing infrastructure to withstand impacts of sea level rise, extreme heat, and intense rain events. Further, through the Environmental Mitigation Program, SANDAG is studying climate change impacts on regional habitat and species to better understand how to manage habitat preserve areas in the future. Finally, SANDAG has been coordinating regional shoreline preservation to reduce impacts from rising sea levels and has built two regional sand replenishment projects. The California Coastal Commission recognizes shoreline preservation and sand replenishment as a strategy to minimize the impacts of shoreline erosion caused by sea level rise. SANDAG will continue to seek opportunities to maintain the region's shoreline and implement the Regional Shoreline Preservation Strategy.	Email

No.	Name	Agency	Comment	Response	Source
90	Kanani Brown	California Coastal Commission	While this Plan includes more investment in transit and active transportation than any previous RTP, it fails to prioritize public transit and active transportation projects in the first phases (2025 or 2035) and instead defers these projects to later phases of the Plan (2050) to minimize total VMT and GHG emissions. Review of the various alternatives analyzed for comparison indicates that several of the proposed alternatives with increased focus on transit priorities are options that would reduce impacts to numerous coastal resources while still achieving all of the project objectives. For example, under Alternative 5D total VMT would increase by only 7.2 million miles per year, or 9 percent, by 2050 compared to an increase of 15.7 million miles per year, or 20 percent by 2050 under the proposed Regional Plan. We recommend that further investigation into these alternatives is warranted to determine what system of transportation projects is most protective of sensitive coastal and environmental resources while at the same time achieving the project objectives. While there may be existing constraints that make the environmentally superior alternative infeasible today, the Regional Plan is a long-range planning document and there will likely be changes in policy and funding for transit within its planning horizon – especially if SANDAG advocates for such changes. At the very minimum, certain components of the environmentally superior alternative (e.g. prioritization of public transit and active transportation projects) should be seriously considered for inclusion in the final Regional Plan.	<p>The phasing of the Draft Regional Plan 's transit and active transportation investments are consistent with federal and state legal requirements that a Regional Transportation Plan be based upon reasonable assumptions of the revenues available during each time period covered by that plan. Over 50 percent of the plan's investment is allocated toward the operation, maintenance, and development of the transit system for all time periods covered by the plan. SANDAG has included as many transit projects in the 2020 and 2035 phases of the Plan as are feasible given funding restraints and project approval timelines. A large transit project included in the last phase of the Draft Regional Plan is the High-Speed Train service. SANDAG does not control this project as it will be funded by the California High-Speed Rail Authority, which controls the timing of this project. SANDAG has also included nearly \$590 million (in year of expenditure) in active transportation projects in the earliest phase of the Draft Plan and an additional \$1.7 Billion (in year of expenditure) in the second phase of the Draft Plan.</p> <p>To address scoping comments requesting further acceleration of transit and active transportation investments, all of the Draft EIR's action alternatives accelerate transit and active transportation investments to the first ten years of the proposed Plan. The SANDAG Board of Directors will consider the comparative merits of these alternatives and their components, including the environmentally superior alternative (Alternative 5D), before it makes a decision on adopting a final Regional Plan. Although the comment recommends further investigation into the alternatives, it does not recommend a particular alternative that the EIR should have evaluated.</p>	Letter
91	Kanani Brown	California Coastal Commission	The San Diego International Airport is a major visitor-serving facility within the Coastal Zone and the Airport Transit Plan should be referenced and considered as a part of the Regional Plan. The San Diego County Regional Airport Authority is in the process of updating their Airport Transit Plan with its completion anticipated this fall. While some components of this plan are identified in the Regional Plan, including the Intermodal Transit Center, other components such as an express bus or shuttle between the airport and the Old Town Transit Center are lacking and should be included in the document. The airport is an integral part of San Diego's transportation system and it is important that new transit links such as the Old Town Transit Center shuttle and Intermodal Transit Center are included as part of this plan to ensure public access to and along the coast is maximized while minimizing VMT and energy consumption. We look forward to future collaboration on improvements to the transportation system located within the San Diego region, and appreciate the commitments presented within the Regional Plan to preserve and enhance coastal resources. If you have any questions or concerns, please do not hesitate to contact me at our San Diego District Office.	SANDAG works closely with the San Diego County Regional Airport Authority on connecting transit services to the airport. The Draft Regional Plan includes two airport express routes based on their plans from the I-5 and I-15 corridors (the idea here being a service similar to the Flyaway services to LAX). While a shuttle service from Old Town to the airport has been discussed, there are no definitive plans as yet and a number of issues to be worked out. Should these plans progress to a more defined level, we can include in upcoming regional plans (they are updated every 4 years).	Letter

No.	Name	Agency	Comment	Response	Source
92	Bill Figge	California Department of Transportation (Caltrans)	The California Department of Transportation (Caltrans) would like to thank the San Diego Association of Governments (SANDAG) for providing the San Diego Forward: The Regional Plan (Regional Plan) for review. The Regional Plan, including its Sustainable Communities Strategy (SCS), is built on an integrated set of public policies, strategies, and investments to maintain, manage, and improve the transportation system so that it meets the diverse needs of the San Diego region through 2050. The Federal government requires metropolitan planning organizations, such as SANDAG, to complete a long-range transportation plan covering a minimum timeline of 20 years in order to receive Federal transportation funds. Caltrans has reviewed the Regional Plan and found that it has fulfilled all the requirements of the Caltrans 2015 Regional Transportation Plan Guidelines pursuant to California Government Code Section 14522.	Thanks for your review of the Draft Regional Plan and your acknowledgment that the draft Plan meets the state RTP guidelines.	Letter
93	Bill Figge	California Department of Transportation (Caltrans)	Caltrans offers the following comments: For the checklist, when listing where in the document SANDAG met the requirements, it would be more helpful if SANDAG incorporated the required language in the body of the document (Chapters 1-5). A large portion of the checklist refers the reader to the appendices without page numbers which inhibited the process of reviewing the checklist with the draft.	SANDAG will add page numbers to references in the RTP checklist and will make a greater effort to identify more explicitly the location of required language in the final Regional Plan and Appendices.	Letter
94	Bill Figge	California Department of Transportation (Caltrans)	Chapter 1, page 16, we recommend listing the data source for all of the assumptions of the 2050 demographic projects. If the source is the SANDAG Regional Growth Forecast, we recommend referencing it on this page for clarity.	The regional growth forecast is the source of this information and is mentioned on page 15.	Letter
95	Bill Figge	California Department of Transportation (Caltrans)	Caltrans participates in SANDAG's implementation of a comprehensive public outreach and involvement program to support development of a collaborative Regional Plan and SCS. As part of this multi-modal cooperation, Caltrans and SANDAG staff worked closely to align modeling and air quality conformity with specific Caltrans project schedules. The Regional Plan includes SANDAG's efforts to promote alternative modes of transportation beyond single occupant vehicles. The Regional Plan's investment strategy focuses heavily on expanding public transit and active transportation (biking and walking), while also reconfiguring existing highways to promote carpooling, public transit, and other alternatives to driving alone. The Regional Plan includes projects that will use nearly 50 percent of the Regional Plan's revenues toward transit infrastructure and operations. Through its work with regional partners and development of substantial performance measures, SANDAG has shown how its SCS will meet and exceed the California Air Resources Board's targets, reducing GHG emissions by 18 percent in 2020 and 24 percent in 2035. Caltrans appreciates the opportunity to review the Regional Plan and looks forward to working with SANDAG to provide for a multimodal transportation network in the San Diego region, as planned for in the Regional Plan and SCS.	We appreciate Caltrans' collaboration throughout the development of the Draft Regional Plan and also look forward to a continued partnership to implement the final Regional Plan.	Letter

No.	Name	Agency	Comment	Response	Source
96	Michelle Boehm	California High-Speed Rail Authority	Thank you for the opportunity to comment on SANDAG's April 2015 Draft of San Diego Forward: The Regional Plan. The California High-Speed Rail Authority (Authority) is pleased to report that the California High-Speed Rail (HSR) Program will contribute to economic development, enable a cleaner environment, improve air quality, reduce greenhouse gas emissions, support efficient mobility, and increase livability in California and the San Diego region. As such, the HSR Program is broadly consistent with the principles and goals of San Diego Forward including the sustainability principles. San Diego Forward highlights many of the benefits that the San Diego region will receive from the HSR Program. Specifically: <ul style="list-style-type: none"> • The HSR connection to the planned Airport Intermodal Transit Center. This will provide passengers with direct connections between HSR and San Diego International Airport, in addition to Amtrak, COASTER, Trolley, and other local transit services. • Recognition that HSR "could help alleviate problems caused by exhausted capacity at San Diego International [Airport] from 2035 to 2050." 	SANDAG will continue to work with the California High-Speed Rail Authority on the more detailed planning and engineering associated with high-speed rail alignments in the San Diego region.	Letter

No.	Name	Agency	Comment	Response	Source
97	Michelle Boehm	California High-Speed Rail Authority	<p>San Diego Forward notes that the Authority's 2014 Business Plan does not provide a specific timeline for extension of HSR to San Diego. Despite this, the Authority welcomes discussion to begin early planning for service to the San Diego region. The 2014 Business Plan proposes HSR stations in both the Downtown San Diego/Airport and Escondido areas. Beyond the HSR system itself, the Authority-in collaboration with many partner agencies-is also implementing a statewide rail modernization plan that will provide near- and long-term benefits to the regional transportation networks that connect to HSR. Several sections of San Diego Forward discuss improvements to the San Luis Obispo-Los Angeles-San Diego (LOSSAN) rail corridor. Some of these capital improvements contain funding from The Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century (Proposition 1A), which was the original authorizing statute for the HSR Program. This act authorizes \$950 million in bond funds for capital improvements to intercity rail lines, commuter rail lines, and urban rail systems that will provide direct connectivity to the HSR system and its facilities. Of the fifteen Proposition 1A-funded HSR connectivity projects, four are located in SANDAG's jurisdiction: 700 N Alameda, Room 3-532, Los Angeles, CA 90012 • www.hsr.ca.gov</p> <ol style="list-style-type: none"> Blue Line Light Rail Improvements: This project consists of improvements to existing infrastructure, including replacing deteriorated rails and tracks; replacing and rehabilitating switches and signaling; and reconstruction of existing platforms to accommodate low-floor vehicles. The implementing agency is SANDAG, which has received \$57.8 million in Proposition 1A funds for the project through the Urban and Commuter Rail Program. Positive Train Control, San Onofre to San Diego: The project will implement PTC along the LOSSAN corridor between San Onofre and Downtown San Diego. The implementing agency is the North County Transit District, which has received \$24.0 million in Proposition 1A funds from the Intercity Rail Competitive Program. North San Diego County Transit District, Positive Train Control: The project consists of implementing all aspects of PTC along the LOSSAN Corridor. The implementing agency is the North County Transit District, which has received \$17.8 million of Proposition 1A funds for the construction phase through the Urban and Commuter Rail Program. Positive Train Control, Moorpark to San Onofre: The project will implement PTC along the LOSSAN corridor between Moorpark and San Onofre. While this area is mostly north of the San Diego region, the improvements will provide indirect benefits by improving operations and safety for Amtrak and Metrolink trains that serve San Diego. The implementing agency is the Southern California Regional Rail Authority, which has received \$46.6 million in Proposition 1A funds through the Intercity Rail Formula Program for the project. 	<p>SANDAG will continue to work with the California High-Speed Rail Authority, both on specific high-speed train (HST) alignments in the region and improvements to the LOSSAN corridor that will serve as a feeder service to the HST stations in Orange and Los Angeles counties.</p>	Letter

No.	Name	Agency	Comment	Response	Source
98	Michelle Boehm	California High-Speed Rail Authority	<p>Finally, as part of our advanced planning for the Los Angeles-San Diego section of the HSR Program, we have initiated a Strategic Investment Plan with SANDAG and other partners of the Inland Corridor Group. This effort will identify transportation projects planned by SANDAG and local jurisdictions that will improve connectivity to HSR and potentially can be packaged into a comprehensive investment strategy. This plan also will identify regional and local land use plans and strategies that promote optimal land uses that can be supported by HSR.</p> <p>Thank you for considering these comments. The Authority looks forward to ongoing collaboration with SANDAG on issues of shared interest, including passenger rail modernization, expansion of complementary transit services, and station area planning that will leverage the investments being made in multi-modal transit infrastructure at the state, regional and local levels and improve air quality. We invite you to visit our website at www.hsr.ca.gov for additional information. Please contact Mr. David VanDyken, Southern California Planning Liaison, at (916) 669-6631 or david.vandyken@hsr.ca.gov if you have any questions.</p>	SANDAG will continue to participate as a member of the Inland Corridor Group on high-speed train alignments and connectivity projects specific to the San Diego region as well as the larger southern California region.	Letter
99	Barbara Cobb	Cardiff Town Council	I don't like the idea of roundabouts at Birmingham and I-5 especially. It will change the look and feeling of our community from a small town to a busy major intersection and a busy large town like any other. There are many other ways to handle traffic at this intersection. A roundabout feels like surgery when you don't need it.	The Final Environmental Impact Report/Environmental Impact Statement for the I-5 North Coast Corridor Project includes the traditional diamond interchange and a roundabout option at the Birmingham and I-5 Interchange. The roundabout option was included at the request of the City of Encinitas. Proposed modifications to freeway interchanges are subject to the Caltrans Intersection Control Evaluation (ICE) Policy which requires various types of interchange configurations to be considered. Each type of configuration has various benefits and drawbacks which are included in the evaluation. While roundabouts can be effective in calming traffic and better accommodate non-motorized roadway users, they are not necessarily the best solution in all locations. Future improvements at the Birmingham/I-5 interchange will require additional design studies to identify the most functional configuration. The result of these future studies will be shared with the City and the public.	Web
100	Alma Bejarano	Casa Familiar – CBO Workshop	<p>Solicitamos que se construya la central intermodal de San Ysidro más pronto para incrementar la productividad de esta zona y que la población de San Ysidro no esté aislada de la innovación y de los beneficios.</p> <p>We request that the intermodal transit station at San Ysidro be built sooner in order to increase the productivity of this area, and the population of San Ysidro is not isolated from the innovation and benefits.</p>	<p>A study which developed a concept for a potential future San Ysidro Intermodal Transit Center (ITC) was completed in 2014. The study explored different financing strategies for building the facility including potential for public private partnerships. If additional funds are identified this project could be advanced. In addition to the ITC, the draft Regional Plan includes multiple transit projects serving San Ysidro, including <i>Rapid</i> routes 905 from the Iris Street Trolley station to the Otay Mesa POE, 640A from San Ysidro to Old Town Transit Center via City College, 640B from Iris Trolley to Kearny Mesa via City College, 688 from San Ysidro to Sorrento Mesa (peak period), and a new Trolley line - Route 562 from San Ysidro to Kearny Mesa and Carmel Valley along the I-805 corridor.</p> <p>Un estudio que plantea un concepto para una posible Estación Intermodal de Transporte Público en San Ysidro (ITC, por sus siglas en inglés) fue completado en el año 2014. El estudio exploró diversas estrategias financieras para llevar a cabo la construcción de dicho centro intermodal de transporte, incluyendo una posible asociación entre el sector público y privado. Si fondos adicionales son identificados, este proyecto podría implementarse antes de lo previsto.</p> <p>Aunado a la Estación Intermodal, el borrador del Plan Regional incluye múltiples proyectos de transporte público que ofrecen servicios en San Ysidro, incluyendo la Ruta Rápida 905 que va de la estación de Trolley en Iris Street hacia la garita de Otay Mesa, 640A de San Ysidro a Old Town Transit Center vía City College, 640B de la estación Iris a Kearny Mesa vía City College, 688 de San Ysidro a Sorrento Mesa (durante horas pico), y una nueva línea de Trolley – Ruta 562 de San Ysidro a Kearny Mesa y Carmel Valley a lo largo de I-805.</p>	Comment Card
101	Alma Bejarano	Casa Familiar – CBO Workshop	<p>Que los autobuses exprés a San Ysidro 644 y 688 circulen más veces al día.</p> <p>We request that the express buses routes to San Ysidro 644 and 688 circulate more times a day.</p>	<p>Route 640A which will travel from San Ysidro to Old Town Transit Center via City College is planned to have 10 min peak period frequencies and 15 minute off-peak frequencies. Route 688 from San Ysidro to Sorrento Mesa via I-805/I-15/SR 52 corridors is planned to have 15 minute peak-period frequencies.</p> <p>La Ruta 640A, la cual viajará de San Ysidro hacia el Centro de Transito de Old Town a través de City College, está planeada para realizar viajes cada 10 minutos durante horas pico, y cada 15 minutos durante horas de menor demanda. La Ruta 688 que viajará de San Ysidro a Sorrento Mesa a través de las autopistas I-805/I-15/SR 52 está planeada para realizar viajes cada 15 minutos durante horas pico.</p>	Comment Card

No.	Name	Agency	Comment	Response	Source
102	David Flores	Casa Familiar	<p>Casa Familiar through its community workshops and input would request that since the Blue Line Express project was not considered and instead offered Bus Rapid Transit service as an option that it be implemented within the first 5 years of the plan instead of later. The community really uses both the Blue line Trolley and the Bus service and there are many families and individuals that need this service to be more efficient and frequent. It is an inequity a community with high use has to wait much longer to receive any type of express service. While the community supports the Early Bike Action program for connecting bicycle infrastructure from the border to the Bayshore bikeway, much more is needed to deal with active transportation connections and freeway/pedestrian/bicycle improvements. Casa Familiar also supports Alternative 5, the Environmentally Superior Strategy since the community has not and will not be a recipient of freeway/highway infrastructure. It is a lower income community that should be identified as a disadvantaged community by Cal EPA for Greenhouse Gas Reduction Funds and whose projects under this plan should be prioritized. Casa Familiar, as part of the CBO Network, appreciates SANDAG's efforts in reaching out to communities of concern through this network in order to present more information in Spanish to community members.</p>	<p>The Draft Regional Plan includes implementation of express bus service on I-5 from San Ysidro to downtown San Diego, Old Town Transit Center and Kearny Mesa before 2030. Because of the congestion along I-5, the timing of this service is tied to the completion of the Managed Lanes that will allow the express service to bypass the congested main lanes.</p> <p>The SANDAG Board of Directors will consider each of the alternatives analyzed in detail in the Draft EIR - including Alternatives 5A-5D - and make written findings about their feasibility as part of the CEQA environmental review process before taking action on the Final Plan.</p>	Web
103	David Flores	Casa Familiar	<p>As part of the SANDAG CBO Network, the Border Health Equity Study and our seat at the Public Health Stakeholder Group, our work with SANDAG staff continues to grow and has been very productive for the community of San Ysidro and the clients that we serve. Many of our clients are low-income residents of the South Bay that use public transportation on a very frequent, if not daily basis.</p> <p>Overall, for San Ysidro, the following points have been brought to our attention from the presentations and workshops of San Diego Forward - Because San Ysidro's freeway infrastructure is built out, no investment is being made by SANDAG in any scenario or alternative for freeway infrastructure. No managed/toll lanes, Highway projects, Operational Improvements or Freeway Connectors.</p>	<p>The Plan does not include Managed Lane or Highway improvements on corridors surrounding the San Ysidro community. Several new transit routes are planned to serve the area including Route 562 which will run from San Ysidro to Carmel Valley providing access to jobs along the 805 corridor and the <i>Rapid</i> Route 905 which will provide an east-west connection to Otay Mesa and Otay Mesa East. Additionally, <i>Rapid</i> route 688 will provide peak period service to Sorrento Mesa, one of the region's larger employment centers.</p>	Letter
104	David Flores	Casa Familiar	<p>Casa Familiar suggests a social equity process or map be included that identifies how investments are being made for communities of concern. This is a lot of funding over the life of The Regional Plan to not identify this disparity. The current pilot Healthy Communities Assessment Tool presented by U.S. HUD consultants through SANDAG Regional Planner, Stephan Vance, could serve to measure health and other indicators that could clearly serve in a social equity process.</p>	<p>The Healthy Community Index is a pilot project of HUD, but shows promise in demonstrating the current conditions of a community. This concept will be considered in the next update the Regional Plan. The Title VI analysis for the Regional Plan analyses the traveler and their demographic characteristics. The analysis did not find any disparate affects or disproportionate impacts on disadvantaged populations.</p>	Letter
105	David Flores	Casa Familiar	<p>Due to the fact that \$0 in investment is being made for freeway infrastructure projects in San Ysidro and also due to the fact that SANDAG is not considering the Trolley 540 Blue Line Express Project, residents and Casa Familiar urge the SANDAG Board to: a. EXPEDITE Rapid Service - prioritize to be built by the year 2020, instead of 2035, since there will be no other "express" service for such huge transportation ridership. b. INCLUDE the following Active Transportation projects currently in the "Unconstrained" category found on page 45 and page 46 of Appendix A: 1. Calle Primera between Willow Rd and Via de San Ysidro (Safe Routes to Transit) u. Dairy Mart Rd I San Ysidro Blvd at I-5 (Bike & Ped. Improvements) v. Via De San Ysidro at I-5 (Bike & Ped. Improvements) IV. Camino De La Plaza at I-5, 1-805 (Bike & Ped. Improvements) v. E. San Ysidro Blvd at I-805 (Bike & Ped. Improvements)</p>	<p>No freeway investments are proposed in San Ysidro since there is no congestion northbound from the border on either I-5 or I-805 to SR 905 and the southbound traffic delays are dependent on inspections or operations at the border which SANDAG does not control. The <i>Rapid</i> improvements are planned around 2026-2040 timeframe; the timing of these improvements is coordinated with the Managed Lanes improvements along the two freeway corridors that the <i>Rapid</i> services will use.</p> <p>Retrofit projects to improve bike/pedestrian access to existing transit stops and stations are included in the Unconstrained Network. However, these projects will be considered through the implementation of Mobility Hub projects which are included in the Revenue Constrained Plan.</p>	Letter

No.	Name	Agency	Comment	Response	Source
106	David Flores	Casa Familiar	We urge the SANDAG Board to also consider compressing the timeline of the San Ysidro Intermodal Transit Center into one Phase to be completed by 2035, or once again have a more aggressive timeline for this much needed infrastructure. Adjust Phase 1 to 2020 and Phase 2 to 2035. The heavy ridership on the Blue Line Trolley from San Ysidro continues to provide success for SANDAG.	A study which developed a concept for a potential future San Ysidro Intermodal Transit Center was completed in 2014. The study explored different financing strategies for building the facility including potential for public private partnerships. If additional funds are identified this project could be advanced.	Letter
107	David Flores	Casa Familiar	The comment we have heard over and over at our presentations and workshops in San Ysidro continue to revolve around the issue of bringing back "transfers" capability and/or reducing transit fares for seniors and students.	Fare policies at SANDAG and MTS were changed to replace timed transfers and two-hour passes with a Day Pass, valid for unlimited rides all day on most MTS buses and Trolleys for the price of a round trip Trolley ticket. The vast majority of MTS riders already use a multiday or monthly pass to ride the system; cash passengers represent a small percentage of ridership. In part this is because already offers substantial discounts to seniors, youth, and the disabled. Senior/disabled monthly passes are discounted 75 percent; youth monthly passes are priced at 50 percent of the adult pass price. In addition, the senior/disabled cash fare is a 50 percent discount over the adult cash fare. While offering a two-hour pass may provide a discount to some riders, a system wide reduction in fare revenue would result in fewer resources available to provide service or subsidize the other fare discounts.	Letter
108	David Flores	Casa Familiar	We applaud SANDAG for creating the CBO Network, this has provided great input necessary for outreach and advocacy; and for accepting and working with the San Ysidro community on the Border Health Equity Study. Including San Ysidro in the Regional Bike Plan-Early Action Program, and identifying the benefits to the region with the new 562 Trolley are investments that are applauded by the community and Casa Familiar.	Thank you for your continued participation in the process.	Letter
109	Guadalupe Bejarano	Casa Familiar – CBO Workshop	Es un proyecto maravilloso muy ambicioso, pero a muy largo plazo. Por favor, que no se extienda más el tiempo. It is a wonderful and very ambitious project, but it is planned for a very long term. Please do not extend the time.	We thank you for your participation in this planning process. Regarding your comment relating to timing of the projects, federal and state laws requires SANDAG to develop a regional plan built on reasonable assumptions of the revenues that will be available during the period covered by that plan. Projects will be implemented between now and 2050. Please see Appendix A, which includes the lists of transit, highway and managed lanes, and bicycle facility projects that would be built by 2020, by 2035, and by 2050. For more information on the availability of funding, please see Chapter 3: Financing Our Future. Le agradecemos por su participación en el proceso de planificación. En cuanto a su comentario relacionado al tiempo del desarrollo de los proyectos, leyes federales y estatales requieren que SANDAG desarrolle un plan basado en suposiciones razonables de los recursos que estarán disponibles durante el periodo cubierto por el Plan. Los proyectos serán implementados entre el presente y el año 2050. Por favor refiérase al Apéndice A, el cual incluye la lista de proyectos de transporte público, autopistas y Carriles Exprés, e instalaciones para bicicletas que serían construidos para el 2020, 2035, y el 2050. Para más información sobre la disponibilidad de fondos, por favor refiérase al Capítulo 3: Financiando Nuestro Futuro.	Comment Card
110	Guadalupe Bejarano	Casa Familiar – CBO Workshop	Que las rutas 640 y 688 exprés se construyan dentro de los primero 5 años. I hope that the 640 and 688 Express bus routes are constructed within the first five years.	Federal and state laws require SANDAG to develop a regional plan built on reasonable assumptions of the revenues that will be available during the period covered by that plan. Based on projected funding, projects are phased in to the plan depending on when expected funds are available. Both <i>Rapid</i> Routes 640 and 688 are slated for implementation by 2030. Leyes federales y estatales requieren que SANDAG desarrolle un plan regional basado en suposiciones razonables de los recursos que estarán disponibles durante el periodo cubierto por el Plan. Basado en el presupuesto estimado, los proyectos son agendados en el plan dependiendo en la disponibilidad de fondos. Ambas, las Rutas Rápidas 640 y 688, esperan ser implementadas para el año 2030.	Comment Card
111	Luz Camacho	Casa Familiar – CBO Workshop	Please move forward the transportation module at the San Ysidro Border Crossing. We need this project to be finished sooner than it is planned. The current situation is horrible. Also, express bus services in the San Ysidro/Otay region are urgent need.	Improvements to the San Ysidro Intermodal Transit Center (ITC) are included in the Draft Regional Plan, along with <i>Rapid</i> Express services that would connect San Ysidro to the north via both the I-5 and I-805 corridors. the San Ysidro ITC project could be advanced if additional funding, including private/public partnerships are identified.	Comment Card

No.	Name	Agency	Comment	Response	Source
112	Margarita Velázquez	Casa Familiar – CBO Workshop	¿Por qué no involucrar a personas jóvenes con ideas más futuristas en vez de a personas de la tercera edad? Why are you not involving young people with fresh and futuristic ideas instead of seniors?	To support the development of San Diego Forward: The Regional Plan, SANDAG implemented a comprehensive public outreach and involvement program. Early in the planning process, the agency developed a Public Involvement Plan (PIP) to guide the public outreach program. Per Government Code Section 65980(b)(2)(E), Public Involvement Plans for individual projects or plans must draw upon the SANDAG Public Participation Plan, which serves as a guiding framework for all of the agency's PIPs. The Public Participation Plan was adopted by the SANDAG Board of Directors on December 21, 2012, and the PIP was subsequently adopted on February 22, 2013. Information regarding SANDAG's public involvement processes and outreach programs can be found in Appendix F: Public Involvement Program. Outreach events were attended by participants of all ages, and feedback was considered, regardless of age. The Regional Plan workshops welcomed all ages to each event. In addition, the Community-Based Organizations also provided outreach to their communities, including youth. Con el fin de apoyar el desarrollo de San Diego Forward: El Plan Regional, SANDAG implementó un programa de alcance y participación pública. En las etapas tempranas del proceso de planeación, la agencia desarrolló un Plan de Participación Pública (PIP, por sus siglas en inglés) con el fin de guiar el programa de alcance público. Por estipulación del Código Gubernamental Sección 65980(b)(2)(E), Planes de Participación Pública para proyectos o planes deben basarse en el Plan de Participación Pública de SANDAG, el cual sirve de marco de referencia para todos los Planes de Participación Pública de la agencia. El Plan de Participación Pública fue adoptado por la Junta de Directivos de SANDAG en Diciembre 21 de 2012, y el PIP fue adoptado en Febrero 22 de 2013. Información relacionada a los procesos de participación pública y programas de alcance pueden ser encontrados en la Apéndice F: Programas de Participación Pública. Participantes de todas las edades estuvieron presentes en eventos de alcance público y sus comentarios fueron considerados sin importar su edad. Los talleres del Plan Regional dieron la bienvenida a personas de todas las edades. Además, las Organizaciones Comunitarias también proporcionaron alcance público, incluyendo jóvenes.	Comment Card
113	María Jimenez	Casa Familiar – CBO Workshop	Que los proyectos no sean tan a largo plazo y que en los nuevos proyectos de autopistas se construyan amortiguadores de ruido. We need projects that are not long-term, and that the new highway projects include sound walls.	Federal law requires SANDAG to develop a regional plan built on reasonable assumptions of the revenues that will be available during the time period covered by that plan. While we're anticipating around \$204 billion over 35 years, we don't have all the money right now. Also, a majority of the funding sources are tied to certain types of projects (for example, transit infrastructure or highway operations and maintenance) and we don't have the authority to interchange them. These constraints come with specific provisions from Congress or the state Legislature. The "revenue constrained scenario" for transportation investments detailed in our Regional Plan plays by those rules. It's what we can do given the budget we project. The analysis of sound wall mitigation is conducted at the project implementation level and not at the program level for the Regional Plan. Individual environmental analysis is conducted on each project including mitigation.	Comment Card
114	María Swadener	Casa Familiar – CBO Workshop	Más líneas peatonales de Tijuana a San Ysidro, y de San Ysidro a Tijuana. It would be good to have more pedestrian lanes from Tijuana to San Ysidro and from San Ysidro to Tijuana.	Actualmente, la Administración de Servicios Generales de Estados Unidos (GSA, por sus siglas en inglés) está llevando a cabo un proyecto de expansión y reconfiguración para mejorar la Garita de San Ysidro. La reconfiguración de la Garita incluye mejoras para atender vehículos y peatones dirigiéndose hacia ambos lados de la Garita, incluyendo casetas de inspección primarias, área de inspección secundaria, áreas administrativas, así como instalaciones de cruces peatonal en los lados Este y Oeste del cruce fronterizo. El número de líneas peatonales hacia el Norte incrementará de 13 a 22 líneas en el lado Este de la Garita. Aunado a esto, una instalación peatonal en el lado Oeste está actualmente en fase de construcción, la cual proveerá acceso directo a Virginia Avenue en el lado de EE.UU., y abrirá 10 nuevas líneas peatonales hacia el Norte y dos líneas reversibles de acceso peatonal. Una vez que el proyecto sea completado, se espera que disminuyan las largas demoras en el cruce fronterizo. Currently, the U.S. General Services Administration (GSA) is executing an expansion and reconfiguration project to improve the San Ysidro land port of entry (POE). The POE reconfiguration project calls for north and southbound capacity improvements for vehicles and pedestrians, including primary booths, a secondary inspection area, administration space, and pedestrian processing facilities on the western and eastern ends of the port. The number of northbound pedestrian lanes will increase from 13 to 22 lanes on the eastern side of the POE. Additionally, a western pedestrian facility is currently under construction, which will provide direct access to Virginia Avenue on the U.S. side, and will open ten new northbound and two-reversible pedestrian processing lanes. Once the expansion project is complete, the increased capacity is projected to reduce the long border crossing delays at this POE.	Comment Card
115	María Swadener	Casa Familiar – CBO Workshop	To make routes 688 and 640 more frequent. We cannot wait too long to have a better service. Agilizar las rutas 688 y 640. No podemos esperar tanto tiempo para tener mejor servicio.	These two <i>Rapid</i> services operating on Manages Lanes are planned for implementation by 2030. <i>Rapid</i> 640 would operate every 10 minutes in the peak period, 15 minutes in the off-peak. <i>Rapid</i> 688 is a commuter-oriented service that would operate every 15 minutes during the weekday peak periods. La implementación de estos 2 servicios de Autobús Rápidos está planeada para el año 2030. La Ruta Rápida 640 operaría cada 10 minutos durante horas pico, y cada 15 minutos durante horas regulares. La Ruta Rápida 688 es un servicio enfocado en viajes al trabajo, que operaría cada 15 minutos durante horas pico.	Comment Card
116	María Swadener	Casa Familiar – CBO Workshop	No podemos esperar 20 años para tener un mejor servicio de transporte de la garita de Otay al centro de Chula Vista. We cannot wait 20 years to have a better transportation service from the Otay Mesa POE to Chula Vista.	There is currently an express route 950 and local Route 905 that connect the Otay Mesa border crossing to the Iris Street Trolley station, where passengers can then transfer to the Blue Line to travel to western Chula Vista. The South Bay <i>Rapid</i> , now in final design, will connect the Otay Mesa border crossing to Downtown San Diego via Otay Ranch and eastern Chula Vista. The project is scheduled for completion in late 2017/early 2018. Actualmente existe la ruta exprés 950 y la Ruta local 905 que conectan la garita de Otay Mesa con la estación de Trolley en Iris Street, donde pasajeros pueden transferir a la Línea Azul del Trolley para viajar al oeste de Chula Vista. El South Bay <i>Rapid</i> , que se encuentra en su etapa final de diseño, conectará la garita de Otay Mesa con el centro de San Diego vía Otay Ranch y el este de Chula Vista. El proyecto está programado para ser finalizado a finales de 2017/inicios de 2018.	Comment Card

No.	Name	Agency	Comment	Response	Source
117	Pachita Salas	Casa Familiar – CBO Workshop	Necesitamos que las rutas 644, 950, y 688 sean más rápidas para transportarse. Las necesitamos pronto We need the bus routes 644, 950, and 688 to be faster for transportation. We need them sooner.	Route 644 is neither a current or planned bus route within the San Diego region. Local bus route 950 (Iris Trolley station to Otay Mesa), like many other local bus routes in the region, will benefit from a 15-minute frequency increase by 2020, and a ten-minute frequency enhancement in 2035. <i>Rapid</i> route 688 (San Ysidro to Sorrento Mesa) is a peak period only service that is slated for implementation by 2030. This route was ranked 12th out of all transit service projects, with other transit routes scoring higher and therefore prioritized earlier in the plan. For more information on the ranking of each project by mode, please see Appendix M, Transportation Project Evaluation Criteria and Ranking. Actualmente, la Ruta 644 no existe y tampoco está contemplada para su planeación en la región de San Diego. La Ruta de autobús 950 (Iris Trolley Station a Otay Mesa), como muchas otras rutas de autobús en la región, se verán beneficiadas de un incremento en la frecuencia cada 15 minutos para el año 2020, y un aumento a 10 minutos en la frecuencia para el 2035. La Ruta Rápida 688 (San Ysidro a Sorrento Mesa) es un servicio que estará en funcionamiento solamente durante horas pico, y su implementación está planeada para el año 2030. Esta Ruta fue posicionada en el puesto número 12 en la lista de todos los proyectos de transporte público, con otras rutas siendo priorizadas en las etapas más tempranas del plan. Para más información sobre la lista de prioridades en cada proyecto, por favor refiéranse a la Apéndice M, Criterio de Evaluación y Clasificación de Proyectos de Transporte.	Comment Card
118	Steve Otto	Casa Familiar – CBO Workshop	There should be more funds for transit. The “pie chart” is distorted, including a new managed lane referred as transit. It should be more proportional. More money for transit in South County (environmental justice)	San Diego Forward invests over 50 percent in transit. That does not include Managed Lanes/Connectors which would be an additional 15 percent (some used for transit). See Figure 3.4 on page 110 of Chapter 3.	Comment Card
119	Steve Otto	Casa Familiar – CBO Workshop	South County projects should be constructed earlier. High transit demand is happening now, not in 2035. We need to start express bus routes #640 and #688.	The Draft Regional Plan is responding to this demand for increased mobility options by including a rich network of Trolley, <i>Rapids</i> operating on Managed Lanes and arterials, and high frequency local bus improvements over the coming years. Because federal and state laws requires SANDAG to develop a regional plan built on reasonable assumptions of the revenues that will be available during the period covered by that plan, projects are phased in to the plan depending on when expected funds are available. Projects will be implemented between now and 2050. Both <i>Rapid</i> Routes 640 and 688 are slated for implementation by 2030.	Comment Card
120	Steve Otto	Casa Familiar – CBO Workshop	We need <i>Rapid</i> Bus connector from San Ysidro Intermodal Station to the new Eastlake <i>Rapid</i> Bus at Palomar/I-805 intersection. We need re-establish Bus-Trolley-Bus transfers.	The Draft Regional Plan includes <i>Rapid</i> 688 that will provide service from San Ysidro to Sorrento Mesa via the I-805 corridor and includes a stop at the I-805/Palomar St station and tie in to the South Bay <i>Rapid</i> service. Trolley-bus transfers are inefficient and open to fraud. The Day Pass serves this same purpose, allowing the rider access to all Trolley and local/express bus services for the day. Discounted monthly passes also are available.	Comment Card

No.	Name	Agency	Comment	Response	Source
121		Casa Familiar – CBO Workshop	<p>300,000 personas cruzan todos los días de Tijuana a San Diego. Está tomado en cuenta el volumen de cruce peatonal en el plan?</p> <p>300,000 people cross daily from Tijuana to San Diego. Does the plan take into account the volume of pedestrian crossing?</p>	<p>Yes, the Regional Plan takes into account crossborder travel between Baja California and the San Diego region. Please see Appendix U.14: Borders for information related to border crossings.</p> <p>The U.S. General Services Administration (GSA) is executing a major expansion and reconfiguration project to improve the San Ysidro POE, which is the busiest POE in the region. The San Ysidro POE handled an estimated 59 million bidirectional crossings in 2014 (shown in Figure U14.4). The reconfiguration project calls for north and southbound capacity improvements for vehicles and pedestrians, and pedestrian processing facilities on the western and eastern sides of the port. Improvements to southbound capacity also are part of the project. When completed, the POE will increase its capacity from 24 to 34 northbound lanes, with a total of 63 inspection booths. The number of northbound pedestrian lanes will increase from 13 to 22 lanes on the eastern side of the POE. In addition, there is a temporary connection of the I-5 with the El Chaparral POE on the Mexican side. When the realignment of I-5 is complete, it will terminate at Camino de la Plaza to provide direct access to Virginia Avenue on the U.S. side, and will increase the number of southbound vehicle lanes from five to ten, as well as 10 new northbound pedestrian lanes and two southbound reversible lanes. Once the expansion project is complete, the increased capacity is projected to reduce the long border crossing delays at this POE.</p> <p>In addition, an effort to improve pedestrian and bicycle mobility in our border region is a study completed by the Imperial County Transportation Commission (ICTC) to analyze existing conditions and access issues for people walking or bicycling across the six POEs that connect Imperial and San Diego counties with Baja California (Pedestrian and Bicycle Transportation Access Study of the California-Baja California Border Crossings). SANDAG and Caltrans also participated in the study along with Mexican partner agencies. It developed recommendations on how to improve facilities, infrastructure and connectivity for pedestrians and cyclists who travel through the POEs</p> <p>Sí, el Plan Regional toma en consideración los viajes transfronterizos entre Baja California y la región de San Diego. Por favor refiérase al Apéndice U.14: Fronteras para información relacionada a los cruces fronterizos.</p> <p>La Administración de Servicios Generales de Estados Unidos (GSA por sus siglas en inglés) está llevando a cabo un proyecto de expansión y reconfiguración para mejorar la Garita de San Ysidro, la garita más concurrida en la región. La Garita de San Ysidro atendió un estimado de 59 millones de cruces en ambas direcciones en 2014 (mostrado en la Figura U14.4). El proyecto de reconfiguración toma en cuenta las mejoras a la capacidad para atender vehículos y peatones cruzando hacia ambas direcciones, así como también instalaciones para inspección de peatones en el lado Este y Oeste del puerto fronterizo. Las mejoras a la capacidad para atender viajeros hacia el Sur también son parte del proyecto. Cuando sea completado, la Garita incrementará su capacidad para atender viajeros hacia el Norte de 24 a 34 carriles, sumando un total de 63 puestos de inspección. El número de líneas peatonales hacia el sur incrementará de 13 a 22 líneas en el lado Este de la Garita. Así mismo, existe una conexión temporal de la autopista I-5 con la Garita de El Chaparral en el lado Mexicano. Cuando el realineamiento de la autopista I-5 sea completado, terminará en Camino de la Plaza para proveer un acceso directo a Virginia Avenue en el lado Estadounidense, e incrementará el número de carriles viajando hacia el Sur de cinco a diez carriles, así como 10 nuevas líneas peatonales hacia el Norte y dos reversibles hacia el sur. Una vez que el proyecto de expansión sea completado, el aumento en la capacidad proyecta reducir las largas demoras en los cruces fronterizos en esta Garita.</p> <p>Aunado a esto, un esfuerzo para mejorar la movilidad de peatones y bicicletas en nuestra región fronteriza es el estudio completado por la Comisión de Transporte del Condado de Imperial (ICTC por sus siglas en inglés) para analizar condiciones existentes y cuestiones de acceso para personas cruzando caminando o usando bicicleta a través de las seis Garitas que conectan los condados de Imperial y San Diego con Baja California (Pedestrian and Bicycle Transportation Access Study of the California-Baja California Border Crossings). SANDAG y Caltrans también participaron en el estudio junto con agencias Mexicanas. El Estudio desarrolló recomendaciones en cómo mejorar instalaciones, infraestructura y conectividad para peatones y ciclistas que viajan a través de las Garitas.</p>	Comment Card
122		City Heights Community Development Corporation (CDC) / Mid-City CAN – CBO Workshop	<p>Interesting meeting, a lot of info. Enjoyed working in group activity. *Purple Line * Safe Routes.</p>	<p>We are thrilled that you found the public workshop interesting and we appreciate your participation in the draft plan review process. For more information on the Draft transportation networks and Safe Routes to Transit, please see Chapter 2, A Strategy for Sustainability, and Appendix A, Transportation Projects, Costs, and Phasing.</p>	Web
123		City Heights CDC / Mid-City CAN – CBO Workshop	<p>Support purple line Trolley; more safe and well lit walking areas; happy about Blvd Transit Plaza.</p>	<p>Thank you for your comments -- initial advanced planning studies for the Purple Line will begin later this year, and the SR 15 in-line stations are now under construction.</p>	Web
124		City Heights CDC / Mid-City CAN – CBO Workshop	<p>Please listen to our community. We are activists; we are cultured; we are educated. Act upon our decisions quickly. Priority: Purple Line and safe routes for pedestrians on El Cajon Blvd.</p>	<p>We appreciate your involvement in the planning process. The feedback received from the on-going outreach process influences and helps guide the development of the draft plan. Comments submitted on the draft plan will be included in Appendix F: Public Involvement Program, along with a staff response to each comment.</p> <p>For more information on the Draft transportation networks and Safe Routes to Transit, please see Chapter 2, A Strategy for Sustainability, and Appendix A, Transportation Projects, Costs, and Phasing.</p>	Web

No.	Name	Agency	Comment	Response	Source
125		City Heights CDC / Mid-City CAN – CBO Workshop	I believe the 54th <i>Rapid</i> is a priority. The 955 takes too long and the drivers are slow. Bus passes for youth.	<i>Rapid</i> 550 is one of the highest ranked <i>Rapid</i> services in the Draft Regional Plan given its projected high ridership. Discounted youth monthly passes are already available.	Web
126		City Heights CDC / Mid-City CAN	My top priorities are: 1) Purple line Trolley; 2) 54th Street <i>Rapid</i> ; 3) Mid-City bikeways.	These are all top-ranked projects in the Draft Regional Plan. Appendix A of the draft Plan shows the proposed phasing of these projects.	Web
127		City Heights CDC / Mid-City CAN – CBO Workshop	Prioritize transit over freeways and highways 1. Trolleys; 2. safe routes; 3. centerlines.	Much of the highway improvements are to create a system of Managed Lanes facilities, which give priority access to <i>Rapid</i> services and carpools/vanpools. These facilities provide time-competitive travel for alternatives to single-occupant vehicle travel. Transit capital and operations account for half of the investment plan in the Regional Plan. A good portion of the remaining investment is proposed for services and programs that support travel by transit. The Regional Plan calls for five new trolley lines, 32 new <i>Rapid</i> transit services, continued COASTER double tracking, SPRINTER Express service, as well as an extension to Westfield North County, four new streetcar lines, and three new intermodal transit centers. A "Safe Routes to Transit" program is included in the Plan to fund improvements designed to make it easier and safer to access new transit stations. The Mid-City centerline stations on the SR 15 corridor currently are under implementation.	Web
128		City Heights CDC / Mid-City CAN – CBO Workshop	Please advance the purple line to 2025. Thank you so much	The proposed Purple Line is the highest ranked transit project in the Draft Regional Plan, and initial planning studies will begin later this year. Because of the magnitude of constructing a trolley line of this length and the extensive environmental review and public outreach involved, implementation by 2025 would be a challenge. There will be better idea of the project timeline once these initial planning studies are completed in 2016. Funding will also need to be identified.	Web
129		City Heights CDC / Mid-City CAN – CBO Workshop	1. I want more street lighting at Azalea Park. Can we get solar/wind lighting to lower cost of operating? 2. more community gardens. Fruit trees	Your comment has been shared with City of San Diego staff.	Web
130		City Heights CDC / Mid-City CAN – CBO Workshop	We need a better bike route because the street bike road isn't working for me and need room for cars and a bike route for the riders. I think that 15 and 94 freeways would be better option for those people	Many of the Regional Bicycle Plan Early Action Program projects, which are included in San Diego Forward: The Regional Plan, will build separate, dedicated facilities for people who ride bikes (through cycletracks and class I facilities).	Web
131		City Heights CDC / Mid-City CAN – CBO Workshop	Trolley lines; bike & walking; carpooling Support local taxi drivers by providing community vouchers. They are part of our public transport system. Support free youth bus passes.	The San Diego Forward: The Regional Plan (Regional Plan) is based on the concept of creating a wide range of transportation choices to driving alone, including increased transit services, carpooling/vanpooling, bicycling, and walking. Taxi vouchers are included in the Coordinated Plan (Appendix U.1) as an implementation strategy to provide access for low income, senior and disabled persons. Discounted fares are available for seniors, persons with disabilities, and youth (18 and under).	Web
132		City Heights CDC / Mid-City CAN – CBO Workshop	We need overpass connectivity. Fairmount with Mission Gorge to avoid that horrid intersection.	Local jurisdictions have purview over local streets. Your comment has been shared with City of San Diego staff.	Web
133		City Heights CDC / Mid-City CAN – CBO Workshop	I would like to see more <i>Rapid</i> transportation going down University Ave. to downtown. The 7 and 10 get really crowded and it's a hassle to go down University when public transportation is always crowded and buses are always late.	Additional service along the University Ave corridor is included in the Draft Regional Plan in two ways: 1. upgrade of the limited stop Rt 10 service to a <i>Rapid</i> service and, 2. implementation of ten-minute all-day frequencies on bus and trolley services in the urban core areas that includes University Ave	Web
134		City Heights CDC / Mid-City CAN – CBO Workshop	Need an emphasis to protect bikers--protected lanes. Even better if we can separate pathways for different routes: dedicated bike and slow vehicle streets (i.e. golf carts, whatever to reduce congestion between cars and bikes/walkers.	Many of the Regional Bicycle Plan Early Action Program projects, which are included in San Diego Forward: The Regional Plan, will build separate, dedicated facilities for people who ride bikes (through cycletracks and class I facilities), and people who walk (through class I facilities).	Web
135		City Heights CDC / Mid-City CAN – CBO Workshop	University Avenue and El Cajon Blvd. are always congested. It takes longer to arrive from A-Z on these roads. Expanding the two will be very helpful to City Heights' residents and businesses.	These streets are under the purview of local jurisdictions. Your comment has been shared with staff at the City of San Diego.	Web
136		City Heights CDC / Mid-City CAN – CBO Workshop	Make walkable communities the highest priority. Reallocate funding away from road and highway program wherever possible. Freeways can wait, but our communities cannot! Vehicle miles driven (VMT) is going down across our county. We need to design our transportation system to help it go down locally. Stop expanding freeways!	Highway improvements (including highway lanes, freeway connectors, and operational improvements) complement and complete the existing highway network. The draft Regional Plan includes a robust system of Managed Lanes that give priority access to transit, carpools, vanpools, motorcycles, and certain clean-air vehicles at no cost. Solo drivers, however, are provided the opportunity to utilize Express Lanes, but must pay a fee to do so. This fee, in turn, is reinvested to support transit services along the same corridor, such is the case with the Interstate 15 corridor.	Web

No.	Name	Agency	Comment	Response	Source
137		City Heights CDC / Mid-City CAN – CBO Workshop	I believe that we need to prioritize the Purple Line Trolley project and then the buses, and for them to pass more frequently.	The proposed Purple Line is the highest ranked transit project in the Draft Regional Plan, and initial planning studies will begin later this year. The draft Plan also includes additional service frequency to 10 minutes all day on most routes within the urban core area.	Web
138		City Heights CDC / Mid-City CAN – CBO Workshop	For City Heights residents, it's very important that the Purple Line Trolley begins as soon as possible. Thanks.	The proposed Purple Line is the highest ranked transit project in the Draft Regional Plan, and initial planning studies will begin later this year. Because of the magnitude of constructing a trolley line of this length and the extensive environmental review and public outreach involved, it will take a number of years to implement. There will be better idea of the project timeline once these initial planning studies are completed in 2016. Funding will also need to be identified.	Web
139		City Heights CDC / Mid-City CAN – CBO Workshop	I think that the bus transit should be increased to speed up daily service.	The Draft Regional Plan includes increasing service frequencies on most bus routes within the urban core to every 10 minutes throughout the day. New <i>Rapid</i> services are also planned in a number of arterial streets and managed lane corridors to provide higher-speed services for people making longer distance trips.	Web
140		City Heights CDC / Mid-City CAN – CBO Workshop	I am a huge fan of fighting childhood obesity, so my number one charge is helping biking be safe and more accesible, especially for school students. Children should ALWAYS have the safe option to get to school (no matter where they live!). Safe bike routes and more bike paths please!	Safe access for vulnerable populations, such as schoolchildren, is a principle that guides the active transportation investments in San Diego Forward: The Regional Plan. The draft Plan includes funding for Safe Routes to School programs, and Safe Routes to School infrastructure improvements will be included in the implementation of Regional Bicycle Plan projects and Safe Routes to Transit projects, when schools fall within their project area boundaries.	Web
141		City Heights CDC / Mid-City CAN – CBO Workshop	I think there should be measurable driving reduction goals based on current modern miles driven now and goals for reduction each year. Adopt measurable performance goals.	The SANDAG Board of Directors approved 22 quantitative performance measures which are used to evaluate the performance of the Regional Plan. With the exception of the greenhouse gas reduction targets established by the California Air Resources Board, the Board has not adopted quantitative goals or targets for San Diego Forward: The Regional Plan.	Web
142		City Heights CDC / Mid-City CAN – CBO Workshop	Improve the bus service with more routes, more frequency, cleaner buses, and more courteous drivers. Also, start work on the Trolley projects already.	The Draft Regional Plan includes increases to existing bus and trolley services in the urbanized areas to every 15 minutes all day by 2020 and 10 minutes all day by 2035. A number of new trolley and <i>Rapid</i> services are also included. Planning studies for several new rail lines will begin later this year.	Web
143		City Heights CDC / Mid-City CAN – CBO Workshop	The residents of City Heights need the frequency of the buses to increase during the week and the weekends, when people go out with their families.	The Draft Regional Plan includes increases in service frequencies on trolley and bus routes in the City Heights area to every 15 minutes throughout the day by 2020 and every 10 minutes throughout the day by 2035, including additional frequencies on weekends.	Web
144		City Heights CDC / Mid-City CAN – CBO Workshop	For me, public transportation is very important. The Trolley is the fastest service for many of us. The Route 10 should run 7 days a week.	The Draft Regional Plan includes increased service frequencies on trolley and bus routes in the urbanized areas. A new <i>Rapid</i> 10 is also included that includes service 7 days a week.	Web
145		City Heights CDC / Mid-City CAN – CBO Workshop	I like to see a Purple Line Trolley for residents of South Bay that work in City Heights. I live in Bonita but I work in City Heights and sometimes it takes me up to an hour to get to work. And the same happens on my way home in the afternoon, from 3-5:30, the traffic very heavy.	The planned Trolley Route 562 "Purple Line" is one of the highest priority transit projects in the Draft Regional Plan. Initial planning studies will begin later this year.	Web
146		City Heights CDC / Mid-City CAN – CBO Workshop	Start with Bike and Pedestrian paths; improve public transport; freeway overpass.	Transit capital and operations account for half of the investment plan in the Regional Plan. A good portion of the remaining investment is proposed for services and programs that support travel by transit. The Regional Plan calls for five new trolley lines by 2050, 32 new <i>Rapid</i> transit services, continued COASTER double tracking, SPRINTER Express service, as well as an extension to Westfield North County, four new streetcar lines, and three new intermodal transit centers. Also included in the Plan are 8 Managed Lane Connectors and 7 Freeway Connectors throughout the network to provide connectivity. The Regional Plan also incorporates safer interchange crossings for bicycles and pedestrians as part of all future freeway and highway interchange projects. The Draft Regional Plan includes full build-out of the entire regional bike network and by 2025 \$200 million in projects will be implemented through the bicycle Early Action Program funded through the <i>TransNet</i> sales tax measure. Most bike projects will have safety improvements not only for bicyclists but also for pedestrians. The Regional Plan incorporates safe bike and pedestrian access into investments in other modes of travel, including public transit and highway improvements-- a practice already assumed by SANDAG in ongoing planning and construction of capital projects.	Web
147		City Heights CDC / Mid-City CAN – CBO Workshop	Improve the frequency of buses between communities. Install lights in the pedestrian areas to prevent accidents. Improve the Trolley stations in the less favorable communities.	The Draft Regional Plan includes improvements in service frequencies on most bus routes in the urbanized areas to every 15 minutes all day by 2020 and to 10 minutes all day by 2035. A "Safe Routes to Transit" program would fund improvements designed to make it easier and safer to access transit stations. The recent Trolley Renewal project has upgraded all trolley stations along the Blue and Orange Lines.	Web

No.	Name	Agency	Comment	Response	Source
148		City Heights CDC / Mid-City CAN – CBO Workshop	Purple Line Trolley is priority; Bus <i>Rapid</i> transit takes less time (15 minute frequency); 955 takes too long, too many run late. I need to travel by bus to work! I need to arrive faster and more reliably on time to my work.	Both the Trolley Route 562 (Purple Line) and <i>Rapid</i> 550 (providing limited stop service in the local Rt 955 corridor) are two of the highest priority projects in the Draft Regional Plan.	Web
149		Chula Vista Community Collaborative – CBO Workshop	Very important to note that there is a need for more jobs in Chula Vista so that people do not have to travel long distances, also need affordable housing.	As outlined in Chapter 1, the Series 13 Regional Growth Forecast estimates that nearly 50,000 new jobs will be added in Chula Vista as the Chula Vista Bayfront, downtown investments, and new planned communities in eastern Chula Vista, come on line. In addition, the Otay Mesa border area will become a much larger job center, growing from about 15,000 jobs today to more than 45,000 by 2050. Similarly, in South County, National City's general plan provides opportunities for more than 10,000 additional multifamily homes near the Blue Line Trolley and the planned Trolley line connecting San Ysidro and Carmel Valley via the Interstate 805 corridor.	Web
150	Pablo Gomez	Chula Vista Community Collaborative – CBO Workshop	I agree on everything you say, thank you.	We appreciate your feedback. Please continue to follow along in this process by visiting SDForward.com .	Web
151		Chula Vista Community Collaborative – CBO Workshop	Need Trolley and bus to Chula Vista from Otay border.	<i>Rapid</i> 225 (South Bay <i>Rapid</i>), now in final design, will operate from the Otay Mesa border crossing to downtown San Diego via eastern Chula Vista and Otay Ranch. For access to western Chula Vista, passengers today can ride MTS Routes 905 or 950 connecting the Otay Mesa border crossing to the Iris Trolley station, then connecting to the Blue Line or local buses.	Web
152		Chula Vista Community Collaborative – CBO Workshop	Is a great project, and with help of the population in a short time we be have with best life in a future.	Thank you for the comment; SANDAG appreciates your feedback. Please continue to follow along in this process by visiting www.SDForward.com .	Web
153		Chula Vista Community Collaborative – CBO Workshop	I would like to see more transportation to Otay Border and also to the beach.	The Draft Regional Plan includes a new <i>Rapid</i> service that will connect the Otay Border Crossing with downtown San Diego via Otay Ranch, Chula Vista, and National City. This project is currently in final design and is expected to open in early 2018. The project will include development of an Otay Mesa Transit Center that will serve the new <i>Rapid</i> service and existing MTS Routes 905 and 950; it will be located within a short walk of the border crossing. In terms of access to the beach, there are a number of existing bus routes that go to various beaches in the region -- the Draft Regional Plan calls for frequencies on most of these routes to be increased to every 10 minutes throughout the day by 2035. Several new <i>Rapid</i> lines would provide high-speed access to beach areas in Imperial Beach, Ocean Beach, Pacific Beach, and in North County.	Web
154		Chula Vista Community Collaborative – CBO Workshop	It's an excellent future for our generation.	Thank you for your comment. Please continue to follow along in this process by visiting SDForward.com .	Web
155		Chula Vista Community Collaborative – CBO Workshop	It's better to have more Trolleys and busses for better transportation.	We appreciate your comment and agree that both Trolleys and buses are the backbone for an efficient, safe, and convenient public transportation system. The Regional Plan calls for five new trolley lines and 32 new <i>Rapid</i> transit routes in addition to local bus routes.	Web
156		Chula Vista Community Collaborative – CBO Workshop	It would be better if you extend the Trolleys and trains to go to further places for the same amount of money (fare?).	All Trolley services are the same fare (\$2.50 one way) and passengers can transfer between the Blue/Orange/Green Lines at no extra fare to complete a one-way trip. A \$5.00 Day Pass allows unlimited access of most MTS trolley and bus services, and NCTD Breeze and SPRINTER services.	Web
157		Chula Vista Community Collaborative – CBO Workshop	We need a mode of transportation from Otay border to Chula Vista, Trolley (train) transfer from San Ysidro to Chula Vista.	A new <i>Rapid</i> line called the "South Bay <i>Rapid</i> " will connect the Otay Mesa border crossing to downtown San Diego via Otay Ranch and eastern Chula Vista--this project is scheduled to open in early 2018. The draft plan also includes a new trolley line connecting San Ysidro to Carmel Valley along the I-805 and I-15 corridors via Chula Vista, National City, Southeastern San Diego, Mid-City, Mission Valley, Kearny Mesa, University City, and Sorrento Mesa.	Web
158		Chula Vista Community Collaborative – CBO Workshop	My comment is why there no lighting at 3rd Ave and Moss St next to Villa Campestre Apartments and Hilltop Ave. It's very dark and there is no street lighting, there is a lot of vandalism. There is no street lighting by the golf course on 3rd and Hilltop. What will be built in the old K-Mart building on 3rd and Moss?.	Your comment has been shared with staff at the City of Chula Vista.	Web

No.	Name	Agency	Comment	Response	Source
159		Chula Vista Community Collaborative – CBO Workshop	These meetings should be more often.	We have held meetings on different stages of the Plan throughout the process with support from the Chula Vista Collaborative. It is important to note that meetings are expensive to conduct and resources are limited. Between meetings, information is provided through less costly approaches including email blasts, newsletters and website updates.	Web
160		Chula Vista Community Collaborative – CBO Workshop	I wish there would be service to the beaches and north of San Diego. Also the Trolley or bus transportation to the Otay Border.	The Draft Regional Plan includes a new trolley line connection to Pacific Beach. In addition, there are several new <i>Rapid</i> lines that would connect to beach areas in Imperial Beach, Ocean Beach, and in north county communities. A new <i>Rapid</i> line called the "South Bay <i>Rapid</i> " will connect the Otay Mesa border crossing to downtown San Diego via Otay Ranch and eastern Chula Vista--this project is scheduled to open in early 2018.	Web
161		Chula Vista Community Collaborative – CBO Workshop	This is a wonderful project for our future generation and is good that they are thinking right and doing things much better than before. Keek up the good work and our children and their children will thank you for a job very well done.	We greatly appreciate your support and feedback. Please continue to follow along in this process by visiting SDForward.com.	Web
162		Chula Vista Community Collaborative – CBO Workshop	All the information in this presentation was all very interesting. I wish there would be more Freeways in the Future.	SR 11 is the only new freeway proposed in the plan, but there will be operational and managed lane improvements to several other existing freeways. Please see Appendix A for the complete list of proposed Managed Lanes and highway improvements.	Web
163		Chula Vista Community Collaborative – CBO Workshop	We need Trolley transportation to the beach and Otay Border.	The Draft Regional Plan includes a new Trolley line connection to Pacific Beach. In addition, there are several new <i>Rapid</i> lines that would connect to beach areas in Imperial Beach, Ocean Beach, and in north county communities. A new <i>Rapid</i> line called the "South Bay <i>Rapid</i> " will connect the Otay Mesa border crossing to downtown San Diego via Otay Ranch and eastern Chula Vista--this project is scheduled to open in early 2018.	Web
164		Chula Vista Community Collaborative – CBO Workshop	I am content.	We appreciate your participation in this planning process. Please continue to follow along in this process by visiting SDForward.com.	Web
165		Chula Vista Community Collaborative – CBO Workshop	Is there a way to make transit cheaper for Chula Vista residents?	Fares pay for only 42 percent of every ride MTS provides. To decrease fares, there would need to be a greater public subsidy for transit or a decrease in service. Even with the current fares, riding transit is more cost efficient than driving (studies show that eliminating a car for a family household would save about \$11,000 per year). Monthly passes for a family of five for unlimited transit use for a year would cost a little over \$3,000. Also, MTS allows two kids to ride free on weekends. Kids under six ride free. Youth passes are 50 percent off. Theoretically, a local jurisdiction could subsidize transit fares for its residents but the cost of that subsidy would be borne by that jurisdiction.	Web
166		Chula Vista Community Collaborative – CBO Workshop	Good presentation but waiting until 2050 for transportation needs to catch up will be taxing.	We thank you for your participation in this planning process. Regarding your comment relating to timing of the projects, federal and state laws requires SANDAG to develop a regional plan built on reasonable assumptions of the revenues that will be available during the period covered by that plan. Projects will be implemented between now and 2050. Please see Appendix A, which includes the lists of transit, highway and managed lanes, and bicycle facility projects that would be built by 2020, by 2035, and by 2050. For more information on the availability of funding, please see Chapter 3: Financing Our Future.	Web
167		Chula Vista Community Collaborative – CBO Workshop	I wish there was service to the beaches north of San Diego by Trolley. Also transportation by Trolley or bus to Otay Border.	The Draft Regional Plan includes a new Trolley line connection to Pacific Beach. In addition, there are several new <i>Rapid</i> lines that would connect to beach areas in Imperial Beach, Ocean Beach, and in north county communities. A new <i>Rapid</i> line called the "South Bay <i>Rapid</i> " will connect the Otay Mesa border crossing to downtown San Diego via Otay Ranch and eastern Chula Vista--this project is scheduled to open in early 2018.	Web
168		Chula Vista Community Collaborative – CBO Workshop	Right now we learned that there is a population of 3.1, and by 2050 there will be growth of 1 million. In the area of Chula Vista we do not have a variety of buildings to help children in their growth and academics such as arts, culture.	Your comment has been shared with staff at the City of Chula Vista.	Web
169		Chula Vista Community Collaborative – CBO Workshop	I'm okay with everything that you reported for the future of our generations, thanks to you our representatives.	Thank you for your comment. Please continue to follow along in this process by visiting SDForward.com.	Web
170		Chula Vista Community Collaborative – CBO Workshop	I hope that with these improvements, the cost of housing and living cost, got down so that SD is no longer one of the most expensive cities to live in.	The Regional Housing Needs Assessment (RHNA), found in Appendix L, is updated every eight years and provides the framework for planning for housing in our region. The most recently adopted regional growth forecast and other demographic data and planning factors are used to allocate the region's very low, low, moderate, and above moderate income housing needs to all 19 jurisdictions. These housing needs are used to prepare the housing elements of local General Plans, which identify sites for housing for all income levels. Local jurisdiction housing elements also include programs that assist in the production of affordable housing for very low, low and moderate income households.	Web

No.	Name	Agency	Comment	Response	Source
171	Colin Parent	Circulate San Diego	<p>Today, join Circulate San Diego and our supporters and ask SANDAG to: Advance public transit to early years in the plan, instead of waiting for new investments after 2035, fully-fund the region's active transportation network, to ensure biking, walking, and safe access to public transit, and ensure that greenhouse gas emissions are reduced, public safety is preserved, and that health and equity measures drive outcomes.</p> <p>How you can make your comments: Make your comments in the Q&A portion of the event. Provide oral testimony with the transcription service provided by SANDAG. Submit comments to SANDAG online at: http://sandiegoforward.org/fwdAsp/planningusercomments.aspx</p> <p>Want to get more involved? Contact: Colin Parent, Circulate San Diego Policy Counsel.</p>	<p>The Regional Plan is based on the concept of creating a wide range of transportation choices to driving alone, including increased transit services, carpooling/vanpooling, full funding of the Regional Bicycle Plan, and other bicycle and pedestrian projects. In many cases, the specific projects included in the Regional Plan are aimed at accommodating multiple alternatives. For example, a new trolley line would include the development of "mobility hubs" that enable a wide range of options for accessing station sites such as bike lockers, carshare and bike share services, and shuttle services.</p> <p>In terms of the request to advance transit projects, there is no identified funding source to support the operation of these services. SANDAG has carefully phased the transit projects that are included in the plan so that enough operating dollars will be available through 2050.</p> <p>Regarding greenhouse gas emissions, the Draft Regional Plan demonstrates that on-road emissions (total and per capita) are reduced. Additionally, health and equity measures were considered in the development of the transportation network. More information on these can be found in Appendix M (project ranking criteria) and Appendix N (transportation network performance measures).</p>	Comment Card
172	Colin Parent	Circulate San Diego	<p>On behalf of Circulate San Diego, whose mission is to create excellent mobility choices and vibrant, healthy neighborhoods, I am writing to provide comments to the Draft 2015 Regional Plan (Regional Plan) published by the San Diego Association of Governments (SANDAG). We are pleased to have this opportunity to provide our input into this process. We believe that SANDAG has an opportunity, and an obligation, to adopt a Regional Plan that reduces greenhouse gasses (GHGs), improves health, and strengthens the economy. Today, Circulate San Diego is publishing three documents and submitting them to SANDAG. 1. <i>TransNet Today: TransNet Today</i> is a report in partnership with the nonprofit TransForm which demonstrates that SANDAG has substantial flexibility over how to implement the <i>TransNet</i> Extension Ordinance. 2. DEIR Comment Letter: Circulate San Diego's DEIR comment letter explains why SANDAG's environmental analysis for their Regional Plan fails to analyze feasible alternatives that are consistent with SANDAG's flexibility to implement <i>TransNet</i>, as outlined in <i>TransNet Today</i>. 3. Regional Plan Comment Letter: Circulate San Diego's letter regarding the Regional Plan requests that SANDAG advance transit and active transportation projects, without amending <i>TransNet</i>, as <i>TransNet Today</i> explains can be done. I. Summary. Circulate San Diego is asking the SANDAG Board to make modest, valuable, and achievable changes to the 2015 Draft Regional Plan to improve transportation and land uses in the region. Our request is organized around five main ideas. 1. Circulate San Diego cannot support a Regional Plan that would prevent the region from reaching the GHG reduction goals in Governor's Executive Order S-3-05. 2. Circulate San Diego is not asking for <i>TransNet</i> to be amended. 3. For San Diego to remain competitive with State and Federal funding, it must accelerate early transit and active transportation projects. 4. SANDAG has a variety of mechanisms available to pay for the advancement of transit and active transportation. 5. Circulate San Diego would support a Regional Plan that advances key projects that benefit the region. SANDAG should shift the below projects to be completed before 2025:</p> <ul style="list-style-type: none"> • Orange Line Trolley Frequency Enhancements • Blue Line Trolley Frequency Enhancements • Construction of the 562 Trolley line ("The Purple Line") • <i>Rapid</i> 550 Construction • Del Mar Fairgrounds Permanent Seasonal Rail Platform • Safe Routes to Transit Retrofits at Existing Stations • Active Transportation Retrofits at Freeway Interchanges • Enhancing the Smart Growth Incentive Program 	<p>As explained in Chapter 3 of the Draft Regional Plan..."majority of the funding sources are tied to certain types of projects (for example, transit infrastructure or highway operations and maintenance) and SANDAG does not have the authority to interchange them. These constraints come with specific provisions from Congress or the state Legislature." Despite these constraints, the draft Plan provides a balance among all modes, and allocates half of all funding to public transit (not including Managed Lanes investments, which directly support the Plan's public transit investments). So-called 'front loading' of additional transit investment requires funding other modes in order to advance transit, which the draft Plan does. For instance, managed lanes within highways are necessary to make the Plan's investments in <i>Rapid</i> bus service competitive with cars, and signal priority technology along local streets and roads are necessary to make transit operate on a more timely and efficient basis and therefore more appealing. That being said, two of the projects requested for advancement (<i>Rapid</i> 550 and the Del Mar Fairgrounds Train Platform) are already phased by 2025.</p> <p>SANDAG's current greenhouse gas targets are per capita CO2 emission reductions from passenger vehicles of 7 percent by 2020 and 13 percent by 2035 relative to 2005 levels, and the draft Plan exceeds these targets.</p>	Letter

No.	Name	Agency	Comment	Response	Source
173	Colin Parent	Circulate San Diego	<p>Circulate San Diego cannot support a Regional Plan that would prevent the region from reaching the GHG reduction goals in Governor's Executive Order S-3-05. California took an extraordinary step in 2005 when Governor Arnold Schwarzenegger signed Executive Order S-3-05, calling for reductions in GHGs through 2050. That order has been ratified by the legislature several times over, and affirmed by Governor Schwarzenegger's successor Governor Brown. Governor Brown, through his own Executive Order B-30-15, established interim targets for reductions in GHGs through 2030 including a 50% reduction in petroleum use. While the 2030 and 2050 emissions targets called for by the Executive Order have not yet been adopted by the California Legislature, there is little doubt that they will be. SANDAG's Draft 2015 Regional Plan fails to meet these targets, and may permanently set the region's transportation system in a direction that would prevent San Diego from achieving necessary GHG reductions. SANDAG must adopt a Regional Plan that advances certain transit and active transportation projects to ensure that the region is prepared to meet the 2030 and 2050 GHG goals. Only by advancing transit and active transportation projects in the Regional Plan will SANDAG avoid locking itself into a transportation system that is overly dependent on cars and less competitive for federal and state transportation dollars. Similarly, as SANDAG contemplates a Quality of Life revenue measure, it must also draft that measure with an eye to ensure that it funds a mix of projects that help the region achieve the 2050 GHG goals.</p>	<p>The Draft Regional Plan is based on the concept of creating a wide range of transportation choices, including increased transit services, carpooling/vanpooling, bicycling, and walking. In many cases, the specific projects included in the Regional Plan are aimed at accommodating multiple alternatives as well as advancing transit and active transportation projects. For example, a new Trolley line would include the development of "mobility hubs" that enable a wide range of options for accessing station sites such as bike lockers, carshare and bike share services, and shuttle services. Managed Lanes facilities provide priority access for <i>Rapid</i> transit services and carpool/vanpooling, giving users a congestion-free bypass of congested main lanes. The Regional Plan contains a rich network of both new Trolley and <i>Rapid</i> lines, and creation of a network of ten-minute all day service on existing Trolley, <i>Rapid</i>, and local bus services in urban areas. Transit, therefore, will be a key element in meeting our future mobility needs along with other projects that will create a wide range of time-competitive and convenient alternatives to driving alone.</p> <p>In addition to the GHG-reducing projects included in the Draft Regional Plan, the draft EIR for the Plan identifies additional feasible mitigation measures to further reduce GHG emissions. SANDAG recognizes that substantial reductions in global, state, and regional GHG emissions are an urgent priority, and strives in its regional plans and programs to do its part in reducing GHG emissions from all sources. However, there is no current legal or planning requirement that the SANDAG region's emissions be reduced by the same percentage ("equal share") as the statewide percentage in order for the state to achieve the Executive Order B-30-15 or S-3-05 GHG reduction goals. Regarding legislative adoption of the Executive Order goals, SB 32 (Pavley, as amended 6/1/15) is a bill that would codify as state targets the 2030 and 2050 GHG reduction targets established by EOs. SB 32 does not specify how the 2030 and 2050 emissions reductions would be achieved by specific sources, sectors, or regions.</p> <p>If the SANDAG Board of Directors decides to pursue the revenue measure referenced by the commenter, the projects it will fund will be developed as part of a public process. The commenter is encouraged to participate in that process.</p>	Letter
174	Colin Parent	Circulate San Diego	<p>Circulate San Diego is not asking for <i>TransNet</i> to be amended. Circulate San Diego is not asking the SANDAG Board to amend <i>TransNet</i> to implement the 2015 Regional Plan. SANDAG can keep faith with the voters that approved <i>TransNet</i>, and simultaneously advance transit projects faster than the Draft 2015 Regional Plan. Circulate San Diego has published along with this letter a report titled "<i>TransNet Today</i>" on the implementation of <i>TransNet</i>. The report demonstrates that SANDAG has significant flexibility with federal and state funds, as well as within <i>TransNet</i> itself. SANDAG can accomplish substantial acceleration of transit projects within the 2015 Regional Plan without requiring the SANDAG Board to amend the <i>TransNet</i> Ordinance with a two-thirds vote.</p>	<p>The <i>TransNet</i> Ordinance recognizes that to implement its capital projects, a 50/50 match of other funds, state and federal funds primarily, is needed. The proposal in this comment would redirect state and federal funds that are needed to complete <i>TransNet</i> projects to non-<i>TransNet</i> transit projects, resulting in a financial hole in the <i>TransNet</i> program and the potential delay of completion of <i>TransNet</i> projects beyond the horizon of the sales tax measure. The flexibility included in the <i>TransNet</i> Ordinance is intended to give the Board the ability to complete the projects and programs approved by the voters to the greatest extent possible.</p> <p>Further, the proposal to advance transit projects would require additional operating dollars not currently identified in the Draft Regional Plan. In most cases, capital dollars cannot be used for operating expenses.</p>	Letter
175	Colin Parent	Circulate San Diego	<p>For San Diego to remain competitive with State and Federal funding, it must accelerate early transit and active transportation projects. As explained in our report "<i>TransNet Today</i>," Federal and State funding is increasingly shifting toward a competitive grant model, and away from formula funding for regions to spend as they wish. The new funding reality rewards regions that invest in transit and active transportation. This changing terrain for transportation funding requires a corresponding change by SANDAG. For the San Diego region to remain competitive when applying for state and federal grants, SANDAG must shift the region's investments toward transit and active transportation. If SANDAG fails to modernize the region's transportation plans, not only will the region have a mediocre transportation network, but we will lose out on future funding opportunities.</p>	<p>SANDAG pursues funding from these newer sources and has been successful at securing grants for some projects. As an example, SANDAG has begun a Bike Early Action Program to initiate the project delivery process and position active transportation projects for programs such as the state's Active Transportation Program. Both the state's and the regional Active Transportation programs are competitive and therefore, the funding plans for these multi-year projects cannot necessarily count on these fund sources as reliable and sustained. Rather, funding from successful applications allows the region to stretch its own <i>TransNet</i> and other Active Transportation funds to implement more of these projects.</p> <p>Also, these new Active Transportation fund sources have not done away other more traditional fund sources but have rather complemented those traditional fund sources to allow regions to complete projects that offer a greater range of transportation options. Limiting the region's efforts to Active Transportation or transit projects could mean forgoing funds for other modes of transportation, including highway, expressways and local streets and roads.</p>	Letter

No.	Name	Agency	Comment	Response	Source
176	Colin Parent	Circulate San Diego	<p>SANDAG has a variety of mechanisms available to pay for the advancement of transit and active transportation. There are a variety of ways SANDAG can fund the advancement of transit programs within the 2015 Regional Plan, without amending <i>TransNet</i>. a. Circulate San Diego has outlined SANDAG's broad flexibility for using its funds, including <i>TransNet</i>. As the Circulate San Diego report <i>TransNet Today</i> identifies, SANDAG controls a wide variety of funding sources, most of which are very flexible. Even <i>TransNet</i> itself is more flexible than is often recognized. While <i>TransNet</i> does require a certain set of projects to be included in SANDAG's Regional Plan, <i>TransNet</i> provides great flexibility as to when those projects are built. SANDAG can free up substantial funding to advance transit projects, by rebalancing <i>TransNet</i> projects to later periods in the Regional Plan. Rebalancing projects will free up early State and Federal funds that were planned for <i>TransNet</i> projects, which can be used to support transit projects earlier in the Regional Plan timeline. b. Circulate San Diego is not asking for any particular projects to be eliminated. Circulate San Diego is agnostic as to how the SANDAG Board effectively funds the advancement of transit in the 2015 Regional Plan. We are sensitive to the difficult policy and political choices that the SANDAG staff and Board must navigate to accomplish what Circulate is asking for. To accomplish the requests from Circulate San Diego, the SANDAG Board could rely on the following options: 1. Rebalancing the timing of <i>TransNet</i> highway or managed lane construction later in the 2015 Regional Plan. 2. Removing or changing the scale of highway construction plans in the Regional Plan that perform poorly by SANDAG's own measurements. 3. Assuming higher revenue from a Quality of Life measure either by advancing it to 2016, or by assuming more than a quarter cent of revenue dedicated to transit capital and operations. c. SANDAG is planning to spend more than \$12 Billion on highway expansion projects before 2035, funds that could instead be used for transit and active transportation. The Draft 2015 Regional Plan assumes that SANDAG will spend about \$12.722 Billion on highway and managed lane construction between 2015 and 2035. [Please see the table attached to this comment: "Funds that can be shifted for accelerating Transit, Safe-Routes, and Incentive programs (in thousands of dollars)"] SANDAG would not have to eliminate these projects to pay for accelerated transit and active transportation. Instead, SANDAG can and should push back some of those projects to later years in the plan (between 2035 and 2050), freeing up early-year funds to invest in transit and active transportation. SANDAG would still maintain faith with the voters that approved <i>TransNet</i>, and the Board members that hope to see more highway construction by keeping those projects in the Regional Plan, just somewhat later than they are currently programmed.</p>	<p>The <i>TransNet</i> Ordinance recognizes that in order to implement its capital projects, a 50/50 match of other funds, state and federal funds primarily, is needed. The proposal in this comment would re-direct state and federal funds that are needed to complete <i>TransNet</i> projects to non-<i>TransNet</i> transit projects, resulting in a financial hole in the <i>TransNet</i> program and the potential delay of completion of <i>TransNet</i> projects beyond the horizon of the sales tax measure. The flexibility included in the <i>TransNet</i> Ordinance is intended to give the Board the flexibility to complete the projects and programs approved by the voters to the greatest extent possible.</p> <p>Further, the proposal to advance transit projects would require additional operating dollars not currently identified in the Plan. In most cases, capital dollars cannot be used for operating expenses.</p>	Letter

No.	Name	Agency	Comment	Response	Source
177	Colin Parent	Circulate San Diego	<p>Circulate San Diego would support a Regional Plan that advances key projects that benefit the region. Circulate San Diego has identified a variety of projects that SANDAG can advance earlier in the Regional Plan. By moving these projects to be completed before 2025, SANDAG can adopt a Regional Plan that reduces greenhouse gases, improves health, and strengthens the economy. Moving projects like these forward will help the region prepare to meet the GHG goals the Governor's Executive Order establishes through 2050. Circulate San Diego recommends that SANDAG advance the following projects. A more detailed list with phase and costs is attached to this letter.</p> <ul style="list-style-type: none"> • Orange Line Trolley Frequency Enhancements - \$402 million • Blue Line Trolley Frequency Enhancements - \$741 million • Construction of the 562 Trolley line ("The Purple Line") - \$5.4 billion • <i>Rapid</i> 550 Construction - \$59 million • Del Mar Fairgrounds Permanent Seasonal Rail Platform - \$72 million • Safe Routes to Transit Retrofits at Existing Stations - \$500 million • Active Transportation Retrofits at Freeway Interchanges - \$56 million • Enhancing the Smart Growth Incentive Program - \$70 million <p>These projects are projected to cost approximately \$7.3 billion. This is far less than the \$12 billion SANDAG plans to spend on highway construction through the 2035 period in its Draft 2015 Regional Plan. SANDAG can fund all of these projects before 2025 by shifting only some of its highway construction into later plan years.</p>	<p>As explained the Chapter 3 of the Draft Regional Plan ... "majority of the funding sources are tied to certain types of projects (for example, transit infrastructure or highway operations and maintenance) and SANDAG does not have the authority to interchange them. These constraints come with specific provisions from Congress or the state Legislature." Despite these constraints, the draft Plan provides a balance among all modes, and allocates half of all funding to public transit (not including Managed Lanes investments, which directly support the Plan's public transit investments). So-called 'front loading' of additional transit investment requires funding other modes in order to advance transit, which the draft Plan does. For instance, managed lanes within highways are necessary to make the Plan's investments in <i>Rapid</i> bus service competitive with cars, and signal priority technology along local streets and roads are necessary to make transit operate on a more timely and efficient basis and therefore more appealing. That being said, two of the projects requested for advancement (<i>Rapid</i> 550 and the Del Mar Fairgrounds Train Platform) are already phased to be open to traffic by 2025. The Trolley frequency advancements are constrained by the phasing of revenue for operations. The Route 562 Trolley ("Purple Line") is one of the highest priority projects in the Regional Plan. It is possible the project could be implemented sooner depending on funding availability and project readiness. Trolley projects are major capital projects and take a number of years to implement given the planning, environmental, design, and construction work that needs to be done, as well as ensuring sufficient time for public involvement throughout the process. Initial planning studies for the line will begin later in 2015. Additionally, SANDAG will continue to explore the ability to fund Active Transportation retrofit projects.</p>	Letter
178	Colin Parent	Circulate San Diego	<p>SANDAG has the power to make modest, valuable, and achievable changes to the Draft Regional Plan to improve transportation and land uses in the region. To achieve the GHG reduction goals that the region must eventually meet, SANDAG must take action today. Circulate San Diego has outlined a clear and actionable plan for SANDAG to implement. <i>TransNet</i> is not a barrier, and the competitiveness of the region for future funding opportunities is at stake. For Circulate San Diego to support SANDAG's plan, it must successfully advance key transportation projects that will truly help move San Diego forward.</p>	<p>The Regional Plan is based on the concept of creating a wide range of transportation choices to driving alone, including increased transit services, carpooling/vanpooling, bicycling, and walking. In many cases, the specific projects included in the Regional Plan are aimed at accommodating multiple alternatives. For example, a new Trolley line would include the development of "mobility hubs" that enable a wide range of options for accessing station sites such as bike lockers, carshare and bike share services, and shuttle services. Managed Lanes facilities provide priority access for <i>Rapid</i> transit services and carpool/vanpooling, giving users a congestion-free bypass of congested main lanes. The Regional Plan contains a rich network of both new Trolley and <i>Rapid</i> lines, and creation of a network of ten-minute all day service on existing Trolley, <i>Rapid</i>, and local bus services in urban areas. Transit, therefore, will be a key element in meeting our future mobility needs along with other projects that will create a wide range of time-competitive and convenient alternatives to driving alone.</p> <p>SANDAG agrees that <i>TransNet</i> is not a barrier to implement these plans and, in fact, has been a significant tool to advance the completion of several major projects, including bus <i>Rapid</i> Services and Express Lane additions that make fast <i>Rapid</i> services possible, leveraging state and federal funds in the process. It has also made possible the acquisition of thousands of acres in mitigation properties and is key to leverage future FTA funds to complete the Mid-Coast Trolley to the UTC area. Completion of all projects in the Ordinance helps maintain the trust and confidence that voters have as they ponder their options in future years.</p>	Letter
179	Marcy Bonham	City Heights Town Council grant/ Mosaics	<p>I want a street that connects Fairmount with Mission Gorge to offer a BYPASS of the existing intersection. PLEASE??? It would clean up the air a little, & save us ALL Wasted Time.</p>	<p>Local jurisdictions have purview over local streets. Your comment has been shared with City of San Diego staff.</p>	Web
180	Marcy Bonham	City Heights Town Council grant/ Mosaics	<p>I'd like to see a few more street lights in Azalea Park. I understand that the City has a study which shows where they are needed. If we can do Solar, instead of the traditional ones, it could save money, & we could do more of them.</p>	<p>Local jurisdictions have purview over local streets including lighting. Your comment has been shared with City of San Diego staff.</p>	Web

No.	Name	Agency	Comment	Response	Source
181	Marcy Bonham	City Heights Town Council grant/ Mosaics	We need to get on the Graffiti problem better.	<p>The goal of the San Diego County Multi-Discipline Graffiti Abatement Program is to utilize technology (Graffiti Tracker) to better document graffiti and identify and convict the most prolific offenders regionally. The system may enhance law enforcement's ability to identify graffiti taggers and gather evidence for prosecution of multiple acts of vandalism, which could result in longer sentences and larger fines, as well as serve as a deterrent to other individuals.</p> <p>To determine if the anticipated benefits of Graffiti Tracker are realized, SANDAG conducted an evaluation to determine how implementation varied across the region and what the impact was for all agencies participating in the pilot program. The final report was completed in June 2012 and can be accessed below. Results from the evaluation include the number of incidents documented during the pilot program, as well as how many incidents were linked across jurisdictions, how many cases were solved, and how much restitution was ordered.</p> <p>For more information on the Graffiti Tracker program, please visit: sandag.org.</p>	Web
182	Marcy Bonham	City Heights Town Council grant/ Mosaics	I've noticed that we have curbs by Fire Hydrants that are NOT painted Red. Is THAT the standard now?	Local jurisdictions have purview over local streets. Your comment has been shared with City of San Diego staff.	Web
183	Marcy Bonham	City Heights Town Council grant/ Mosaics	I want another Mailbox in Azalea Park, & think the best place for it would be on 43rd, on the parking strip near the Police Station. We could pull up & NOT get out of the car-- like in ANY upscale neighborhood.	SANDAG does not control the placement of mailboxes. Your comment has been shared with City of San Diego staff.	Web
184	Frank Rivera	City of Chula Vista Public Works Department	<p>Table M.12 Rail Grade Separation Project Rankings:</p> <p>It appears that the "name" portion of the table is reversed for the H Street and Palomar Street entries. H Street Average Daily Trip (ADT) volumes are in the 40,000 range (4-lane roadway) while at Palomar Street, the ADT volumes are in the 50,000 range. Thus Palomar Street should be ranked higher than H Street.</p>	The draft Appendix M inadvertently included the rail grade separation table that was shared with the SANDAG Transportation Committee in May 2014. The final table, which was shared with Transportation Committee in June 2014, will be included in the Final Regional Plan. This table includes the correct ADT data.	Email
185	Frank Rivera	City of Chula Vista Public Works Department	<p>Table M.13 Regional Arterials by Jurisdiction: The Chula Vista Regional Arterial System was updated by Council Resolution 2014-016 on November 18, 2014. Attached please find the resolution and the Exhibit A which lists the revisions individually. Note that not all of the locations were included in Table M.13. The revisions are noted below:</p> <ul style="list-style-type: none"> • Bay Blvd from E Street to Stella Street (south Chula Vista limits) • Beyer Way from Main Street to City of San Diego limits (south Chula Vista limits) • E Street from San Diego Bay to Bonita Road • H Street from San Diego Bay to Hilltop Drive • J Street from Marina Parkway to Broadway is missing and it is bisected by the interchange at Interstate-5. • Main Street from West City Boundary to SR-125 • Marina Parkway should also be included since it is the southerly extension of E Street and the westerly extension of J Street. This roadway will serve a future convention center and hotel site. • Olympic Parkway from I-805 to Hunte Parkway • Palomar Street from Bay Blvd to Orange Avenue 	Thank you for forwarding the City Council revisions. Staff has reviewed them and changes will be incorporated to Table M.13 Regional Arterials by Jurisdiction in the final Regional Plan.	Email
186	Frank Rivera	City of Chula Vista Public Works Department	We also have the following comment on Table A.1 Active Transportation Projects: Bayshore Bikeway Chula Vista (Segment 6 & 7) from E Street to H Street is not shown. The segment that is within (parallel) to railroad corridor is not shown in draft RTP. Conversely, the San Diego Unified Port District will construct the link along the waterfront as those roadways are constructed.	The Regional Bicycle Network includes a number of projects that will be implemented by agencies other than SANDAG. Table A.1 reflects projects that are implemented by SANDAG. A note regarding this segment will be added to the table for clarification.	Email

No.	Name	Agency	Comment	Response	Source
187	James Nakagawa	City of Imperial Beach	Chapter 2: p. 48: Request that the Otay-Iris <i>Rapid</i> Route 905 be extended to the beaches of Imperial Beach. p. 100: Imperial Beach is supportive of the border wait time reduction programs such the new enhanced border crossing facility at the San Ysidro POE and the anticipated Cross Border Xpress at the Rodriguez Airport as such improvements would improve not only the regional economy but our local economy as well. Chapter 5 (Ensuring Performance): p.143 (Implementation): A significant amount of congestion and pollution occurs at intersections. Naval Base Coronado has plans for a Coastal Campus adjacent to the northern city limits of Imperial Beach that will create a significant amount of traffic on our road system, particularly along SR 75/Palm Avenue. We would recommend that the signal light system along this route be synchronized to mitigate the traffic and pollution impacts that are anticipated.	An extension of <i>Rapid</i> Route 905 to Imperial Beach will be proposed for inclusion in the final Regional Plan. SANDAG continues to work with state and federal agencies on both sides of the border on border transportation issues, including delays at the border. A review of local roadway impacts should be evaluated in the specific Coastal Campus development project environmental analysis.	Web
188	Brad Raulston	City of National City	The Plaza/805 BRT station should remain a high priority for the new proposed BRT route from Otay. National City would also like to see BRT routes along the 5 corridor integrated into existing trolley stations.	The Plaza/I-805 BRT station is part of the Phase II improvements for the South Bay <i>Rapid</i> service. This in-line station needs to be coordinated with the planned Managed Lanes facility planned for the I-805 corridor north of SR 54, which is included in the 2035 phasing period. The planned <i>Rapid</i> service along the south I-5 corridor is designed to provide express level service along the corridor, which means limiting the number of station stops. For National City, a station is proposed to be added at the 24th St Trolley station where it would connect not only to the Blue Line but also the local bus routes serving National City.	Web
189	Russ Cunningham	City of Oceanside	The follow-up study of ways to expand alternative fuel use (Near Term Action Item 5) should evaluate the viability of hydrogen fuel cell technology.	SANDAG received an alternative fuel readiness planning grant from the California Energy Commission (CEC). As part of the CEC contract a multi-stakeholder group was formed to advise on the development of a regional alternative fuel readiness plan (Plan). The Plan is expected to be released in early 2016 and will address barriers to alternative fuel infrastructure deployment and vehicle adoption, including hydrogen, and contain sector-specific toolkits comprised of best practices and resources. Currently there is one hydrogen fueling station in the region, with A California Road Map noting the viability of two more stations in the future.	Web
190	Russ Cunningham	City of Oceanside	Continuing Action 4 involves implementation of the Multiple Species Conservation Program and Multiple Habitat Conservation Program. One of the principal challenges facing the City of Oceanside is funding the implementation of our Draft MSCP Subarea Plan. Indeed, final approval of this plan may be contingent upon the City's ability to identify adequate and reliable funding sources. Together comprising a broader, regional conservation effort, local subarea plans would appear to be good candidates for regional funding. Perhaps SANDAG can assist Oceanside and other member jurisdictions in securing adequate funding for subarea plan implementation.	With the adoption of the <i>TransNet</i> Extension Ordinance adopted by the voters in 2004, SANDAG committed to place a measure on the ballot that would enable the region to fill the regional funding gap in the habitat conservation plans. SANDAG is currently analyzing the feasibility of a November 2016 ballot measure which could meet this regional funding need for the habitat conservation plans, as well as other regional needs.	Web
191	Russ Cunningham	City of Oceanside	As part of the anticipated "enhancements" of the regional transportation model (Near Term Action Item 6), perhaps SANDAG can assist member jurisdictions in estimating local VMT for the purposes of calculating associated GHG emissions. Such assistance would greatly aid the updating of local GHG inventories.	The SANDAG Service Bureau provides modeling and analytical support to its member jurisdictions. SANDAG has developed an ITE-approved ICLEI approach to analyzing VMT at the jurisdictional level for local GHG analysis.	Web
192	Russ Cunningham	City of Oceanside	What are the corridors being considered for inclusion in the Integrated Corridor Management Plan (Near Term Action Item)? What criteria will be used to determine if a corridor qualifies for inclusion in the plan?	The Integrated Corridor Management strategy serves as an example of how to come together across modes and agencies to make best use of technology assets to improve regional mobility, improve coordination, cooperation, and interconnectivity across freeway, local arterial, and regional transit management systems. The proposed Near Term Action focuses on augmenting this region's commitment to working together and expand the ICM philosophy throughout all transportation corridors in the region but focus on initiating the design efforts for up to three corridor only as a near term action. SANDAG anticipates that the selection and identification of future ICM corridors will be based on the completion of a regional corridor assessment to be developed with input, coordination, and guidance from local and regional transportation partners. The assessment is planned to be completed by Spring 2016. Elements that will be considered in the assessment will include, but not limited to, assure consistency with other on-going or planned SANDAG regional programs or initiatives, the San Diego Forward: Regional Plan, existing and future corridor performance levels, and institutional commitment for working together.	Web

No.	Name	Agency	Comment	Response	Source
193	Russ Cunningham	City of Oceanside	The City of Oceanside includes considerable agricultural resources, most of which lie within the Morro Hills Neighborhood Planning Area. There is considerable market pressure to convert these resources to residential use. What kinds of incentive programs is SANDAG contemplating to protect farmland and preserve the financial viability of farming in the region (Continuing Action 1)? Perhaps SANDAG can sponsor a study of the role locally sourced food products play in the regional economy and convene stakeholders to discuss ways to sustain and expand the "farm-to-table" phenomenon that has become a signature feature of San Diego culture.	The Plan recognizes the important role agriculture plays in contributing to San Diego's economic diversity and well-being, protecting our environment and open space, and providing local foods. That said, land use authority (agricultural and otherwise) is the purview of the local jurisdictions (the 18 cities and the County). SANDAG stands ready to participate in region-wide studies on economic and land use issues in support of our member agencies.	Web
194	Russ Cunningham	City of Oceanside	2) There is a common misconception that future population growth in our region will continue to be driven primarily by in-migration, which leads many stakeholders to argue that new housing growth should be curtailed (in order to preserve quality of life, ensure adequate water supply, etc.). SD Forward provides an opportunity to educate stakeholders about current demographic trends in the region and the reality that most of our population growth over the forecast period will be due to natural increase. This is an essential point that SD Forward can do a better job of communicating.	That is an excellent point. Much of the region's growth - nearly two thirds - is a result of natural increase, or existing residents having children and then aging in place. The remaining third of the growth is driven primarily by migration. Domestic migration is influenced by the local economy (quantity and types of jobs available) and home prices. We expect San Diego County, much like the state of California, to continue experiencing net out-migration as people leave the state in search of economic opportunity or a lower cost of living elsewhere. International migration remains fairly constant and is tied to federal policy.	Web
195	Russ Cunningham	City of Oceanside	How will the member jurisdictions be engaged in the development of the first phase of the Regional Mobility Hub Strategy (Near Term Action Item 4)? Is it anticipated that regional funding will be available for the implementation of mobility hubs? How will funding/implementation be prioritized?	SANDAG is in the process of developing a Regional Mobility Hub Implementation Strategy to identify transportation services, amenities, and urban design enhancements that can bridge the distance between transit and an individual's origin or destination. The strategy will recommend improvements, conceptual designs, and implementation options for different communities served by high-frequency transit throughout the San Diego region. Mobility hub locations will be prioritized based on a variety of factors including the mix of land uses and the type and frequency of available transit service. Smart growth opportunity areas will also be leveraged to identify viable sites for mobility hub investments. Pilot projects would also be implemented to demonstrate how mobility hub concepts can be incorporated at both new and existing transit stations. Input from local jurisdictions will be essential to the development of an implementation strategy that meets the needs of residents, employees, and visitors. A stakeholder outreach plan was recently developed and includes close coordination between SANDAG and local jurisdictions. Availability of funding through the life of the Regional Plan allows for the implementation of up to 20 mobility hubs by 2035 at a cost of \$258 million. SANDAG aims to explore additional mobility hub implementation funding opportunities through federal and state grants in addition to public-private partnerships.	Web
196	Russ Cunningham	City of Oceanside	As part of the refinement of planning and modeling tools to assess the public health implications of regional and local plans and projects (Continuing Action 3), SANDAG should include assessment of air quality in TOD areas.	SANDAG continues to make improvements to our modeling capabilities. With this plan we had the benefit of a new transportation model with enhancements to better estimate biking and walking. We anticipate additional enhancements for the next plan and will consider the possibility of conducting the analysis suggested.	Web
197	Russ Cunningham	City of Oceanside	With 77% of future job growth anticipated in the City of San Diego, the City of Chula Vista, and the unincorporated county, does this mean that the predominate commuting patterns we see today - e.g., North County residents commuting up and down the I-5 and I-15 corridors - will be maintained? Even with the introduction of viable alternatives to private vehicle transportation (e.g., enhanced rail service, BRT), it is likely this mode of travel will remain the dominant choice of commuters unless we invest significantly in "first-mile/last-mile" improvements that make it easier for commuters to access public transit from their homes and job sites. If this isn't going to happen, then perhaps we should be doing more to promote job growth in North County.	Continued travel up and down the Interstate 5 for both commute and non-commute trips will be enhanced by Managed Lane investments along the North Coast Corridor similar to highway improvements already implemented on Interstate 15 in the North County. Managed Lanes on both corridors prioritize those travel modes that aim to reduce vehicle miles traveled and greenhouse gas emissions such as carpools, vanpools, and <i>Rapid</i> transit services. Additionally, SANDAG has several efforts underway to address first-mile/last-mile transit connectivity. For example, a study that evaluates first and last mile solutions for employment centers served by <i>Rapid</i> transit service is currently under development. Strategies being examined include bike and pedestrian improvements, integration of shared mobility services (e.g. carshare, bikeshare, on-demand shuttles) to extend the reach of transit, and other amenities (e.g. real-time travel information, mobile/concierge services) that make it more convenient to ride transit. SANDAG is also in the process of developing a Regional Mobility Hub Implementation Strategy to identify transportation services, amenities, and urban design enhancements that can bridge the distance between transit and an individual's origin or destination. The strategy will recommend improvements, conceptual designs, and implementation strategies for different communities served by high-frequency transit throughout the San Diego region. Mobility hub locations will be prioritized based on a variety of factors including the mix of land uses and the type and frequency of available transit service. Smart growth opportunity areas, including employment and special use centers, will also be leveraged to identify viable sites for mobility hub investments. Mobility hub investments will complement other efforts that seek to improve access to transit such as Safe Routes to Transit investments and the Active Transportation Early Action Program. Mobility hub planning is also being coordinated with other regional planning efforts that encourage transit-oriented development (e.g. SANDAG Regional Transit Oriented Development Strategy) and capital and planning projects funded through the SANDAG Smart Growth Incentive and Active Transportation Grant Programs. Availability of funding through the life of the Regional Plan allows for the implementation of up to 20 mobility hubs by 2035. SANDAG aims to explore additional mobility hub implementation funding opportunities through federal and state grants in addition to public-private partnerships.	Email

No.	Name	Agency	Comment	Response	Source
198	David DiPierro	City Of Oceanside, Development Services Department	In Appendix M on page 9, SR76 between I-5 and Melrose Drive (is shown to be widened from 4 to 6 lanes) and is ranked at #33. The City of Oceanside's current Circulation Element shows that this section of SR76 will be widened to 6 lanes by the year 2030. Based on the current ranking of this project in the RTP the City does not foresee this widening project being completed by 2030. Therefore it is requested that the project be moved up in rank and funded so that it will be constructed to a 6 lane facility by the year 2030.	The widening and improvements to four lanes for the western segment were completed in 1999 (<i>TransNet I</i>). The widening to six lanes is not part of <i>TransNet</i> extension and based on rankings it has remained in the unconstrained network. The Board accepted the preferred revenue constrained network in September 2014 to develop the Draft Regional Plan. The project will be re-evaluated again in the next plan update to compete for regional funds.	Web
199	David DiPierro	City Of Oceanside, Development Services Department	In Appendix M on page 25, the Inland Rail Trail Oceanside is ranked #71. The City of Oceanside is recognized by the League of American Bicyclists as a Bicycle Friendly Community because of our outstanding bicycle facilities and the efforts put forth in promoting biking in the community. It is requested that this project be moved up in the ranking, funded, and constructed sooner, rather than later.	Ranking of Active Transportation Network projects are identical to project rankings for the Regional Bicycle Plan Early Action Program and in Riding to 2050: The San Diego Regional Bicycle Plan. Project rankings may be reconsidered when the Regional Bicycle Plan is next updated.	Web
200	David DiPierro	City Of Oceanside, Development Services Department	In Appendix M on page 44, Arterial 108 Oceanside Boulevard Hill Street to Melrose Drive. Hill street has been renamed Coast Highway.	Thank you for providing this information. The name of the arterial you mentioned in your comment has been updated and the updated name will be reflected in the final Regional Plan, specifically Appendix M: Transportation Project Evaluation Criteria and Rankings.	Web
201	Myra Herrmann	City of San Diego	The City of San Diego ("City") CEQA has received the Draft Environmental Impact Report (DEIR) prepared by SANDAG and distributed it to multiple City departments for review. Following are comments on both the Regional Plan and the DEIR for your consideration. The following City Departments have provided comments to the County on the DEIR for this project: Planning Department, Transportation & Storm Water, and the Development Services Department, as further detailed below. General Policy Comments provided by the Planning Department: The City of San Diego recognizes the importance of the Regional Plan in helping to shape San Diego's future, and appreciates the opportunity to comment. With the City of San Diego being home to 42 percent of the region's population and the largest job centers in the region, we have a keen interest in the planning and programming of the infrastructure investments identified in the Regional Plan. Overall, the City's General Plan is consistent with the Regional Plan's policy framework, as both plans call for smart growth development, emphasizing the need to target new growth in areas served by transit. Both plans also strive for greater sustainability, and recognize that investments in transportation and goods movement play a large role in maintaining and improving economic prosperity. We are relying on the Regional Plan for the transit we need to move into the future, for investments to support economic prosperity, for provision of a balanced, multi-modal transportation system that meets the needs of all users of the public right-of-way, and to help us meet the greenhouse gas reduction targets we have identified in our draft Climate Action Plan.	We appreciate your review of the Draft Regional Plan and your support and feedback. We look forward to continued partnership and collaboration.	Letter
202	Myra Herrmann	City of San Diego	SANDAG plays a key role in planning for transit in the metropolitan area and providing incentives for growth to be focused in smart growth areas. To strengthen the transit/land-use connection we recommend including a near term action item to prioritize grant funding, transit operations dollars and infrastructure in Smart Growth Opportunity Areas (SGOAs), using the anticipated regional Transit- Oriented Development Strategy as a guide.	Before the SANDAG Board of Directors releases the Call for Projects for each cycle of <i>TransNet</i> grant programs, SANDAG consults with working groups, policy advisory committees, and the public to review and propose modifications to the criteria. Once the criteria are approved, the Board uses the updated criteria for the Call for Projects. Upon embarking on the next grant cycles, the criteria will be reviewed for these issues. In addition, local jurisdictions will be encouraged to use their <i>TransNet</i> Local Streets and Roads funds for capital infrastructure improvements in the smart growth areas to further support transit oriented development in priority locations. A continuing action will be proposed in Chapter 5 under the Innovative Mobility and Planning section about continuing to support the SANDAG <i>TransNet</i> Smart Growth Incentive and Active Transportation Grant Programs, seeking additional funding to leverage both programs, and enhancing resources in the Smart Growth Tool Box.	Letter

No.	Name	Agency	Comment	Response	Source
203	Myra Herrmann	City of San Diego	The City of San Diego recognizes that not all SGOAs are equal in terms of readiness for supporting economic prosperity, serving the population, and increasing the supply and variety of housing types. The City supports the recommendation from the draft SANDAG Regional Transit Oriented Development Strategy (July 2014) stating: "If TODs are to be successful, integral to the region's Sustainable Communities Strategy, and transformative for the region's management of future growth, they should become a priority of all parties involved in their implementation." Implementing the soon to be adopted Regional TOD strategy (page 37) is an important priority for the City of San Diego, and will require much coordination in order to ensure success for SGOAs.	Thank you for your review of the Draft TOD Strategy. We appreciate your participation and agree that high levels of coordination between SANDAG and all of the local jurisdictions, as well as many local agencies and stakeholders, will continue to be necessary to ensure the success of the Smart Growth Opportunity Areas, as well as the success of the implementation of the Regional Plan itself.	Letter
204	Myra Herrmann	City of San Diego	To further emphasize the importance of transit, the City suggests that SANDAG modify the first of the "five strategies" bullet points on page 26 to state that the region's housing and job growth should be directed to urbanized areas that are connected to the regional transit system, rather than to "existing and planned transportation infrastructure." This reiterates the smart growth vision in the 2004 Regional Comprehensive Plan which called for new growth and development to occur in urbanized areas, near existing public facilities and transportation infrastructure, referenced on page 29, San Diego Forward.	The existing language for the first strategy found in draft Chapter 2 ("Focus housing and job growth in urbanized areas where there is existing and planned transportation infrastructure") reflects the multi-modal nature of the transportation network and is necessary to acknowledge that biking and walking, as well as carpooling/vanpooling, in addition to public transit, are also critical forms of transportation that help serve our most urbanized areas. To emphasize the connection between the more compact development forecasted in urbanized area with public transit, a specific reference to transit will be added to this strategy while maintaining the more global reference to the choices inherent to the revenue constrained network since one of the three goals in the Regional Plan is to create transportation choices. In many cases, the specific projects included in the Plan are aimed at accommodating multiple alternatives. For example, a new Trolley line would include the development of "mobility hubs" that enable a wide range of options for accessing station sites such as bike lockers, carshare and bike share services, and shuttle services. Managed Lanes facilities provide priority access for <i>Rapid</i> transit services and carpool/vanpooling, giving users a congestion-free bypass of congested main lanes. The Regional Plan contains a rich network of both new Trolley and <i>Rapid</i> lines, and creation of a network of ten-minute all day service on existing Trolley, <i>Rapid</i> , and local bus services in urban areas. Transit, therefore, will be a key element in meeting our future mobility needs along with other projects that will create a wide range of time-competitive and convenient alternatives to driving alone.	Letter
205	Myra Herrmann	City of San Diego	The City of San Diego supports the concept of Mobility Hubs and appreciates this discussion in the Regional Plan. Mobility hubs can help solve first mile/last mile challenges and better serve the existing, built neighborhoods as well as new activity centers and will be critical to helping the City achieve its draft Climate Action Plan goals for reducing vehicle miles traveled. SANDAG should add language to reflect better connected land use and transportation planning that helps people drive fewer miles alone, or more specifically, "Reducing vehicle miles traveled" as a bullet point on page 95, under the section "Looking past 2035- possible pathways for additional greenhouse gas emissions reductions from transportation." This premise is understated in the overall regional planning but is not outlined as a goal or strategy. The City of San Diego supports a regional strategy that reduces Vehicle Miles Traveled per capita to reduce climate emissions, as outlined in Figure 2.22 on page 96. Mobility Issues to be Evaluated in the EIR: Evaluate accelerating the widening of SR-56 from I-5 to I-15 as a means to leverage the City of San Diego's contribution of over \$30M in impact fees to the project. The SR 56 widening from I-5 to I-15 is shown in the 2050 Revenue Constrained Network. The City and Caltrans have entered into a Project Initiation Document (PID) to evaluate phased design and construction of the additional two lanes and operational improvements to the corridor.	SANDAG is developing a Regional Mobility Hub Implementation Strategy to identify transportation services, amenities, and urban design enhancements that can bridge the distance between transit and an individual's origin or destination. Mobility Hub features can include carshare, bikeshare, neighborhood electric vehicles, scootershare, bike parking and support services, dynamic parking strategies, real-time traveler information, wayfinding, real-time ridesharing, and improved bicycle and pedestrian connectivity. The strategy will recommend improvements, conceptual designs, and implementation strategies for different communities served by high-frequency transit throughout the San Diego region. Updates to the narrative will be included in the section titled Looking Past 2035 – Possible Pathways for Additional Greenhouse Gas Emissions Reductions from Transportation in the final Chapter 2. SANDAG will work with the City of San Diego and Caltrans on the inclusion of any future interim improvements on the SR 56 corridor. Should funding become available for the whole corridor, SANDAG will look to advance this project in future plans.	Letter
206	Nicole Capretz	Climate Action Campaign	It's important to pull apart these SANDAG promoted myths versus facts, which have caused San Diego to remain focused on a freeways first transportation strategy.	The Regional Plan is based on the concept of creating a wide range of transportation choices to driving alone, including increased transit services, carpooling/vanpooling, bicycling, and walking. In many cases, the specific projects included in the Regional Plan are aimed at accommodating multiple alternatives. For example, a new Trolley line would include the development of "mobility hubs" that enable a wide range of options for accessing station sites such as bike lockers, carshare and bike share services, and shuttle services. Managed Lanes facilities provide priority access for <i>Rapid</i> transit services and carpool/vanpooling, giving users a congestion-free bypass of congested main lanes. The Regional Plan contains a rich network of both new Trolley and <i>Rapid</i> lines, and creation of a network of ten-minute all day service on existing Trolley, <i>Rapid</i> , and local bus services in urban areas. Transit, therefore, will be a key element in meeting our future mobility needs along with other projects that will create a wide range of time-competitive and convenient alternatives to driving alone.	Letter

No.	Name	Agency	Comment	Response	Source
207	Andrew Spurgin	County of San Diego	The County of San Diego (County) has received and reviewed the Draft San Diego Forward: The Regional Plan (Plan) and associated Draft EIR. The County appreciates SANDAG's efforts to merge the Regional Transportation Plan, the Sustainable Communities Strategy, and the Regional Comprehensive Plan in order to provide an easily accessible document that includes an overall vision for the San Diego region. County staff also appreciates SANDAG considering previously submitted County comments during preparation and review of the draft Plan. Transportation The County agrees with the Regional Plan that investments in transportation infrastructure and operation must be coordinated with complimentary land use plans and project development in effort to assist the State of California in meeting the goals to reduce the emission of greenhouse gasses created by vehicle travel. The County shares these goals and they are reflected in the County's recently adopted 2011 General Plan. Although the County has rescinded our recently adopted Climate Action Plan (by court order) we are diligently pursuing the collaborative development of a new Climate Action Plan (CAP). This new CAP will further the goals of the Regional Plan, the County General Plan and support California's leadership in reducing greenhouse gas emissions not only from transportation, but all emission sources. Consistent with the Mobility Element of the County General Plan, the County has begun the development of an Active Transportation Plan which will advance a Complete Streets Policy to provide safe mobility for all users.	We appreciate your review of the Draft Regional Plan and support. We look forward to our continued partnership and collaboration.	Letter
208	Andrew Spurgin	County of San Diego	Airports: Incorporating the Regional Aviation Strategic Plan (RASP) and Airport Multimodal Accessibility Plan (AMAP) assumptions into the development of the Plan is an important part of planning for the region's future transportation needs as aviation travel is expected to grow substantially according to projections from the San Diego Regional Airport Authority and SANDAG. The ground transportation network surrounding McClellan-Palomar and Gillespie Field airports should be prioritized to accommodate increased demand as San Diego International Airport nears operational capacity.	SANDAG and the San Diego County Regional Airport Authority continue to coordinate on both aviation and ground access improvements, particularly at San Diego International Airport. The Regional Plan also includes ground access improvements to other airports such as Gillespie Field and McClellan-Palomar Airport, which are coordinated with local jurisdictions.	Letter
209	Andrew Spurgin	County of San Diego	Parks and Recreation The County's trails and pathway network provides safe, secure, healthy, affordable, and convenient travel choices between the places where people live, work, and play while reducing use of personal vehicles, thereby reducing greenhouse gas emissions. Please consider incorporating a discussion of the County's Community Trails Master Plan and encourage investment in trail and pathways that connect people with places where they live, work, and play.	Recognition of the County of San Diego Community Trails Master Plan (CTMP) trail system will be added to the final Chapter 2 and to Figure A.14 in Appendix A.	Letter
210		Chula Vista Community Collaborative – CBO Workshop	Consider how growth will affect the community regarding: Safety, health access, schools and recreation.	In 2014, the Board of Directors approved the performance measures (discussed in Appendix N: Evaluating the Performance of the Transportation Network) used to analyze the Revenue Constrained Regional Plan scenarios which include safety, health access, schools and recreation. Additionally, the performance measures include updated metrics to evaluate goods movement, multimodal mobility, social equity, public health, air quality, and the relationship between land use and transportation. The performance of the 2050 Revenue Constrained Scenario compared to existing conditions (2012), 2020, 2035, 2050, and 2050 No-Build is shown in Table N.1.	Web
211		Chula Vista Community Collaborative – CBO Workshop	Transit ticket /pass reader machines could be more efficient. The compass system should be more efficient, now it requires identification in addition to the card, put photo on card to avoid this.	Thank you for this comment. Both the Metropolitan Transit System (MTS) and the North County Transit District (NCTD) have moved to photo identification on Compass Cards for reduced fare passengers. This program started approximately 3 years ago and is replacing existing transit identification as those older forms expire. This necessarily is a gradual replacement as not to overly burden those who require proof of eligibility. As to making the entire ticket / pass / Compass more efficient, the goal of SANDAG and of MTS and NCTD is to lower barriers to access transit and this includes fare payments. Both operators are already experimenting with mobile ticketing solutions and SANDAG has longer-term plans to implement a Universal Transportation Account to allow patrons easier access to transportation choices.	Web

No.	Name	Agency	Comment	Response	Source
212		Chula Vista Community Collaborative – CBO Workshop	There are jobs in East Chula Vista, but no transportation. Transportation ends at 9:00 pm and we are not off work until 11:00 pm, our concern is in the area of Palomar , L St, and Hilltop. Routes are needed later at night, lots of people walking at that hour despite working hours are already heavy and still walk this annihilating us. Think of low-income people without transportation, and jobs that we are doing for 2 people.	The Draft Regional Plan includes increasing service frequencies and service spans throughout the day. Please review the transit projects in Appendix A of San Diego Forward. There are a number of major enhancements which speak to your issues. 1) 15 min frequencies for local bus routes in key corridors by 2020 and 10 min by 2035; 2) the implementation of a number of 'Rapid' buses between key employment centers and connecting to the Trolley. For example, Route 635 <i>Rapid</i> for Eastlake to Palomar Trolley via Main St. by 2035.	Web
213		Chula Vista Community Collaborative – CBO Workshop	Develop safer bike lanes to encourage more use. Currently as a parent you are fearful because of the speed of the cars and want to avoid accidents.	With the development of the Regional Bike Plan Early Action Program, SANDAG is implementing as many protected bikeways and bike boulevards with traffic calming as possible. Studies show that well designed bike facilities such as these will attract more riders and improve safety for all roadway users.	Web
214		Chula Vista Community Collaborative – CBO Workshop	Having more fluid lanes in Eastlake. People should respect crossing and cross at lights. Need more streets and public transportation to be at different levels.	There are several grade separation projects (separating transit and auto) included in the Draft Regional Plan on the Orange and Blue Line Trolley corridors as well as on the SPRINTER and COASTER services to increase safety and improve traffic flow. Your comment regarding streets in the City of Chula Vista has been shared with City staff.	Web
215		Chula Vista Community Collaborative – CBO Workshop	Sustainability projects should be prioritized, the ecological impact of projects in cities must be taken into account because we are in a border region; conducting forecasting studies should not be to the year 2050 because of those who will actually live the benefits are not the ones making the decisions and visualizing the needs and consequences that this will bring in regards to the mental and physical health of our society is of the outmost importance.	One of the reasons that the plan extends to the year 2050 is to match the sales tax revenues from the <i>TransNet</i> Ordinance with future projects. Transportation projects and services will be implemented between now and 2050, benefiting current and future generations. In terms of health and sustainability, public health has been considered throughout the Draft Regional Plan development including a Public Health White Paper, Project Evaluation Criteria, Performance Measures, Alternative Transportation Scenarios, Preferred Transportation Network, and the Draft Plan for San Diego Forward.	Web
216		Chula Vista Community Collaborative – CBO Workshop	I think its an idea or better said a very interesting and necessary project. Growth is taking giant leaps when it comes to population, but not services. More and more services are limited. In my experience, I can say there is a lot of need in areas such as Logan and its surroundings, areas that are centric, in regards to the planning for housing, transportation, green areas and jobs. But very importantly safety and programs for youth and families. Thank you for thinking of the future.	The Regional Plan identifies smart growth and sustainable development as important strategies to direct the region's future growth toward compact, mixed-use development in urbanized communities and then connecting those communities with a variety of transportation choices. The Smart Growth Concept Map includes locations where local communities have identified existing, planned, and potential higher density mixed-use development near existing and planned public transit. The Smart Growth Tool Box provides regional planners with tools and funding programs to help communities achieve these goals at the local level.	Web
217		Chula Vista Community Collaborative – CBO Workshop	I like that everything is planned and that population growth will not affect the environmental and mobility that is accessible and above all job growth and this will improve the economy. What I do not like is that there are many homeless in Chula Vista.	Thank you for your feedback. Please continue to follow along in this process by visiting SDForward.com. Your comments have also been shared with staff at the City of Chula Vista.	Web
218		Chula Vista Community Collaborative – CBO Workshop	This plan that presents us SANDAG is very good. But for most of Chula Vista it is necessary that public transportation (buses) be more frequent, because the time it takes for the buss to get to stops is too slow.	Thank you for your feedback and we appreciate your participation in the planning process. The Draft Regional Plan includes increased frequencies to existing local bus services in the urbanized areas to every 15 minutes all day by 2020 and 10 minutes all day by 2035.	Web
219		Chula Vista Community Collaborative – CBO Workshop	Trolley, be more aware of the maintenance pen, because there are times when it is paralyzed and try to see when passing the Trolley will not stop the traffic.	Thank you. We will take note of Trolley operations and the protection barriers.	Web
220		Chula Vista Community Collaborative – CBO Workshop	I think of Broadway Avenue, by Moss, Naples, Oxford and Palomar. Having more surveillance because there are a lot of homeless.	Your comment has been shared with staff at the City of Chula Vista.	Web
221		Chula Vista Community Collaborative – CBO Workshop	Respect the space needed for each car because there are people who occupy two spaces per car when parking, its important to mark spaces.	Thank you for your comment. While parking management decisions such as parking space allocation lie with the local jurisdictions, SANDAG has developed a Regional Parking Management Toolbox to assist local jurisdictions and partner agencies with their parking management efforts. More information on the Regional Parking Management Toolbox can be found on http://www.sdforward.com/mobility-planning/parking-toolbox .	Web

No.	Name	Agency	Comment	Response	Source
222		Chula Vista Community Collaborative – CBO Workshop	Very important to increase employment and to facilitate transportation so that employees and students can mobilize. More access to Eastlake area as the exits from Freeway 805 are too congested. Need more road and more expanded without affecting green areas.	Investments in transportation infrastructure will create Jobs from construction and operations, and in addition the investments will enable the private sector to create jobs as a result of an improved transportation system (compared to the no-build scenario). Improvements to the I-805 corridor are included in the Draft Regional Plan. In terms of preservation, the plans shows that about 55 percent of the land in the region will be preserved as permanent open space.	Web
223		Chula Vista Community Collaborative – CBO Workshop	Between G and H is a very unsafe area, the homeless gather there because this area is neglected and is very dangerous.	Thank you for your feedback. Your comment has been shared with staff at the City of Chula Vista.	Web
224	Eva Kerckhove	DEMCO	The freeway 5 should not be expanded. When I lived in Europe, I did not have a car and was able to get around the entire city of Berlin, Gerrmany . I became very comfortable taking public transportation to reach my destination. Gas is not going to last forever and we will need other ways to get around the county when we run out of petro products.	We appreciate your comment and interest in our region's future. The North Coast Corridor I-5 Express Lanes project will serve <i>Rapid</i> transit services, as well as, carpools and vanpools; solo drivers will be able to utilize the Express Lanes for a fee. In terms of your comment regarding offering more mobility and transportation options in the region, this is the primary aim of the Regional Plan. While the majority of Managed Lane and highway improvements will support alternative commutes (via transit, carpool, vanpool, etc.), half of the plan's expenditures are dedicated to the development of new transit services, as well as the operation of those services.	Web
225	JoMarie Diamond	East County Economic Development Council	I've participated in the development of the San Diego Forward in many ways, specifically in technical working groups, public focus groups, and recently was on the panel at the May 13 East County meeting. In my review of the Plan and also at my comments on the panel, I wanted to underscore here again today how critical it is to create jobs where people already live and to develop the integrated transportation infrastructure underneath it that allows those jobs to be created. That's what we're doing in East County. We've recently -- the cities of Santee and El Cajon and the County of San Diego -- joined together to put the first-ever-triad jurisdiction, special youth center on the Smart Growth Concept Map. The intent of that center is to ensure that the integrated multi-modal transportation will be what's required to produce the really good jobs where people already live. That includes transit, which is balanced within the plan, but it also includes the ability to move goods and services. You're not going to move goods produced, like Taylor Guitars on transit systems. So we applaud you for having a balanced approach, and thank you very much.	Thank you for the comment; your feedback is appreciated. In response to new employment opportunities, transportation investments in the San Diego region are projected to create jobs from construction and operation of the transportation system but also would enable the creation of jobs by the private sector by facilitating the linkages between companies, their suppliers, employees and customers. Please continue to follow along in this process by visiting SDForward.com.	Court Reporter

No.	Name	Agency	Comment	Response	Source
226	David Wick; Rob Hixson	East Otay Mesa Property Owners Association; Otay Mesa Property Owners Association	<p>On behalf of the East Otay Mesa Property Owners Association (EMPOA) and the Otay Mesa Property Owners Association (OMPOA), we are writing to share the support of both our organizations for San Diego Forward: The Regional Plan. Our organizations represent the interests of landowners in both the City of San Diego and County of San Diego areas of Otay Mesa.</p> <p>We all know that our region is poised for growth, and this is especially true in the Otay Mesa community, one of the last areas of the region that has land available for commercial, industrial and residential development. With its location adjacent to the U.S./Mexico border, Otay Mesa is in a unique position to create thousands of jobs while taking advantage of international trade.</p> <p>But, this job growth is dependent on significant infrastructure investment to ensure efficient goods movement, and transportation options that will allow workers to be able to access new jobs.</p> <p>We urge SANDAG to include funding for road improvements to La Media Road and the Otay truck routes to ensure these roads can handle additional cross commerce truck shipments and also allow those working in the Otay Mesa area to get to their jobs. San Diego Forward's planned investments in the SR-11/Otay Mesa East Port of Entry and freeway connectors, as well as improved transit access through projects such as the South Bay <i>Rapid</i>, will help to ensure that Otay Mesa has the infrastructure needed to support this economic development.</p> <p>San Diego Forward lays out a sound and balanced strategy to accommodate our region's future growth while protecting the environment, promoting economic development, and maintaining our quality of life.</p>	<p>Thank you for your comments and support of the Draft Regional Plan. The Otay Truck Route Widening project has been identified within the Draft Regional Plan in Appendix A, Table A.3 to be completed as a City of San Diego project within the 2020 timeframe. Further information details are provided within the 2014 Regional Transportation Improvement Program (RTIP) in Table 3-1 regarding the phasing of the project.</p>	Letter
227		El Cajon Collaborative – CBO Workshop	<p>Creating open space by adding open space to new development is called STEALING.</p>	<p>The Plan assumes that more than half of the region will be conserved as open space based upon local general plans. Local jurisdictions are in various stages of the adoption of regional habitat conservation plans. These plans will protect wildlife and provide for open space throughout the region by identification, conservation and management of an interconnected network of habitat lands. SANDAG is assisting in this effort through its <i>TransNet</i> Environmental Mitigation Program (EMP) which is the funding source that has conserved over 3,400 acres to date. Additional acquisitions are planned in the future that will both protect open space, implement regional habitat conservation plans, and satisfy the future mitigation requirements of regional transportation projects.</p>	Web
228	Susan Freedman	El Cajon Collaborative – CBO Workshop	<p>This is a need for more charging stations for electric cars NOW!</p>	<p>In Jan. 2014, SANDAG adopted a regional plug-in electric vehicle (EV) readiness plan to address barriers to more EV charging stations, and we coordinate with local jurisdictions on funding opportunities if they become available. SANDAG will launch a new, 2-year EV readiness project in July 2015 that offers assistance to local governments related to siting, permitting, and inspecting EV chargers at various types of locations such as workplaces and apartments.</p>	Web
229		El Cajon Collaborative – CBO Workshop	<p>We need a bus pull out for El Cajon. Washington in El Cajon traffic jams up all of the time.</p>	<p>Comments related to specific locations can be sent to the MTS Customer Service Dept. who will forward to the appropriate personnel for consideration. Bus stop installation is coordinated with the traffic engineering department of the local jurisdiction. MTS will review stops at El Cajon Blvd. and Washington Ave. in the City of El Cajon to determine if any adjustments may be required.</p>	Web
230		El Cajon Collaborative – CBO Workshop	<p>Traffic appears to get congested behind buses and stopped vehicles especially in El Cajon.</p>	<p>Roadway capacity and design are responsibilities of the local jurisdictions in which MTS operates. In selected locations, bus stops are located or built so that the bus does not have to pull out of the flow of traffic, in order to minimize delay to the bus when re-entering the traffic stream. This enhances reliability and performance of the transit route, especially in busy corridors. In these cases, other traffic may occasionally experience a short delay while the bus is stopped, or can utilize the adjacent lane to move around the stopped bus.</p>	Web
231		El Cajon Collaborative – CBO Workshop	<p>Traffic in So. County via I-5 and 805 are heavily impacted TODAY! Please consider removing or reducing the toll for the 125 to encourage more use of this roadway. Traffic patterns are heavily impacted during morning rush hour leaving South Bay and again during evening hours, when drivers return.</p>	<p>South Bay Expressway is a "user financed" transportation facility where the costs to build and maintain the road are primarily paid for by the people who use it. Instead of solely relying on tax dollars, it is financed, built, operated, and maintained with tolls collected from drivers who choose to use it to save time and reduce stress in their daily lives.</p> <p>Because it was initially built as a toll road, it was possible to bring the SR 125 toll road into service decades earlier than would have been possible relying on tax dollars. At this point, there are no plans to completely eliminate the tolls on South Bay Expressway until the franchise agreement with the State of California runs out in 2042. However, as of June 30, 2012, all tolls on the facility have been reduced. FasTrak tolls dropped by 25 percent to 40 percent depending on the trip. The new tolls range from 50 cents to \$2.75 for FasTrak users and from \$2 to \$3.50 for cash and credit card users.</p>	Web

No.	Name	Agency	Comment	Response	Source
232		El Cajon Collaborative – CBO Workshop	What is the plan for Mountain Empire? If no growth is projected for rural East County how will the current economy be sustained?	Growth projections for all areas are based on the general plans, community plans, and/or specific plans for those areas. The economic health of a community is not necessarily dependent on growth, but on the best utilization of existing resources.	Web
233		El Cajon Collaborative – CBO Workshop	Hopefully transit prices will not increase because I would love to be able to afford using the new buses and trolleys.	While no fare increases are being proposed at this time, fares do have to increase over time to account for increases in operating costs. Any fare increases that might be proposed in the future would examine other possible alternatives and solicit public input.	Web
234		El Cajon Collaborative – CBO Workshop	Additional bus lines are needed in Mountain Empire. It's the county's responsibility to provide adequate transportation to all residents in the County.	Transit works best in areas where there is a strong interface between land use and transit planning. Transit works best where existing and planned densities and urban design makes transit easily accessible for large numbers of people and garner a level of ridership that makes the investment in transit cost-effective. With this in mind, an "Urban Area Transit Strategy Boundary" was established (see map on Page 35 of the Draft Regional Plan) that reflects those areas of the region where there is a strong transit/land use interface. Mountain Empire communities are characterized by relatively low density and a land use design geared towards automobile travel. This does not mean there will be no transit outside the Urban Area Transit Strategy Boundary, but future improvements in terms of the number of routes and service frequency will likely be minimal.	Web
235		El Cajon Collaborative – CBO Workshop	DMV adjustment or incorporation of driving, technology and cars for 2050. Place plan and comment cards in library and community centers for rural communities who do not use internet or not accessible.	Technology is advancing efficiency improvements in vehicles. SANDAG realizes the growing potential for this convergence of technology and transportation and considers future vehicle automation, infrastructure electrification/vehicle charging programs, as well as queue jump/transit signal prioritization, among other technologies. For more information on the technologies considered in this plan, please see Appendix E: Transportation System and Demand Management Programs, and Emerging Technologies. Each library in the county was sent a DVD of the draft plan and its appendices. There were a number of different ways to comment on the draft plan, varying from web-based commenting to calling in comments or sending them by regular mail. For a full list of the ways to comment on the plan, please see Appendix F: Public Involvement Program.	Web
236		El Cajon Collaborative – CBO Workshop	Reduce or eliminate cost of 125 Toll Road and increase use. Interstates 805 and 5 are severely impacted NOW in South County. New HOV lanes on Interstate 805 are painted white, not yellow. Vehicles often cross-over the solid white lines.	As part of SANDAG's acquisition of SR 125 South Bay Expressway, a substantial reduction in tolls was planned and implemented within the first six months of the execution of the SANDAG/Caltrans franchise agreement. The reduction in tolls was designed not only to incent more usage of the facility, but also to target trip diversion from the southern end of the I-805 corridor. The toll reduction was implemented July 1, 2012. As of October 31st, 2012, studies showed approximately 2000 daily trips were being transferred from the south I-805 corridor to the SR 125. The double white lines seen on the new carpool lanes on I-805 reflect the new Federal pavement marking standard for carpool lanes. Caltrans is implementing the switch in striping color (from yellow to white) throughout California for all new carpool lanes. Yellow lines on existing carpool lanes will be restriped to white as part of on-going highway maintenance. Regardless of color, crossing double white or yellow lines is a violation of California Vehicle Code and can result in a fine on the first offense. Enforcement of this part of the Vehicle Code is the responsibility of the California Highway Patrol (CHP). Caltrans, CHP and other local partners continue to work together to enforce this relatively new standard in an effective manner.	Web
237		El Cajon Collaborative – CBO Workshop	Appreciate the presentation. Like focus on accessibility for lower income residents.	Thank you for your feedback. Please follow along in this process and participate by visiting the project website, SDForward.com, and joining our e-mailing list.	Web
238		El Cajon Collaborative – CBO Workshop	Great presentation however I live in Lemon Grove and work in East County, covering Lemon Grove to Jacumba. The greatest need that I hear from seniors and underserved families, is a concern regarding Trolley and COASTERS running on the weekends from San Diego to North County. There is a need for an increase in MTS transportation within the cities in East County.	Transit works best where existing and planned densities and urban design makes transit easily accessible for large numbers of people and garner a level of ridership that makes the investment in transit cost-effective. With this in mind, an "Urban Area Transit Strategy Boundary" was established (see map on Page 35 of the Draft Regional Plan) that reflects those areas of the region where there is a strong transit/land use interface. Unlike the cities of Lemon Grove and El Cajon, areas to the east of El Cajon are characterized by relatively low density and a land use design geared towards automobile travel. This does not mean there will be no transit outside the Urban Area Transit Strategy Boundary, but future improvements in terms of the number of routes and service frequency will likely be minimal. Regarding service frequencies, the draft Plan includes frequency improvements for most services within the Urban Area Transit Boundary to every 10 minutes throughout the day.	Web
239		El Cajon Collaborative – CBO Workshop	Any chance Main Street could be car free.	Local streets are the purview of the local jurisdictions. Your comment has been shared with staff at the City of El Cajon. According to City of El Cajon staff, El Cajon's Main Street is part of the historic route 80 and is a primary thoroughfare in El Cajon. It traverses the City from west to east and connects the City's downtown area with other major streets, commercial districts, the civic area, and downtown neighborhoods. Main Street currently carries approximately 14,000 trips per day in the downtown area. At this time if a portion of Main Street were closed, the adjacent parallel streets are not designed to support the diverted traffic.	Web
240		El Cajon Collaborative – CBO Workshop	In El Cajon, we would like to see more frequent small buses (8-10) passengers every 15 minutes.	The Draft Regional Plan includes increases of service frequencies to every 10 minutes throughout the day for transit services in the Urban Area Transit Boundary, which includes the City of El Cajon.	Web

No.	Name	Agency	Comment	Response	Source
241		El Cajon Collaborative – CBO Workshop	We would need to expedite the transportation serves that would directly connect to job centers from El Cajon. 2050 is too far; we would need these lines to be opened as soon as possible.	In terms of transit improvements connecting East County to key regional job centers, while some projects like <i>Rapid</i> 870/890 are in the 2050 phasing plan, there are other earlier projects that will benefit East County. These include: <ul style="list-style-type: none"> - the Mid-Coast Trolley project that will connect to the University City/UCSD area; this will be under construction soon; East County riders can take the Green Line to Old Town where connections to the Mid-Coast Line can be made - the new Trolley Line 562 that will be implemented by 2035 will connect San Ysidro to Kearny Mesa via the I-805 and I- 15 corridors; a transfer connection to the Green Line will be included, allowing East County riders improved access to Kearny Mesa and South County. <i>Rapid</i> 90 will provide commuter express service from East County to downtown San Diego via the SR 94 corridor by 2035. 	Web
242		El Cajon Collaborative – CBO Workshop	Interested in more bike lanes and walkable community to be focused on and funding generated early in the plan. Increase in Trolley/bus system and frequency. Transportation to airport.	The Draft Regional Plan includes \$4 .9 billion (year of expenditure) in funding for bicycle and pedestrian projects and programs interspersed throughout the 35-year life of the plan. It also includes funding to increase service frequencies on most Trolley and bus services to every 10 minute throughout the day by 2035. Transportation to the airport will focus on connecting the existing rail corridor served by Trolley, COASTER, and Amtrak to the terminals located along Harbor Drive by an on-airport shuttle link. The first phase of this link will provide a pedestrian connection from the existing Middletown Trolley station to a new shuttle station the Regional Airport Authority will construct as part of their new on-airport shuttle service. This link is projected for completion by mid-2016.	Web
243		El Cajon Collaborative – CBO Workshop	Bike safety is a big concern. There is a need to add more bike lanes and to maintain existing bike lanes. A very dangerous section going north on Fairmont onto bike lane that bridges the freeway on-ramp area. Pavement is in disrepair and weeds are overgrown. More people would ride if they felt safer.	The Fairmount corridor is in SANDAG's Regional Bike Plan and is part of the Early Action Program. Maintenance is the responsibility of local jurisdictions. In the City of San Diego street maintenance requests can be submitted online at http://apps.sandiego.gov/streetdiv/sreq.jsp	Web
244		El Cajon Collaborative – CBO Workshop	Mountain Empire communities continue to be neglected in terms of transit and transportation planning/improvements. There is a dire need for public transit due to geographic isolation from goods and services in East county, although they participate in the 1/2 cent <i>TransNet</i> sales tax!	Transit works best where existing/planned densities and land use design makes transit easily accessible for large numbers of people and garner a level of ridership that makes the investment in transit cost-effective. With this in mind, an "Urban Area Transit Strategy Boundary" was established (see map on Page 35 of the Draft Regional Plan) that reflects those areas of the region where there is a strong transit/land use interface. Mountain Empire communities are characterized by relatively low density and a land use design geared towards automobile travel. This does not mean there will be no transit outside the Urban Area Transit Strategy Boundary, but future improvements in terms of the number of routes and service frequency will likely be minimal.	Web
245		El Cajon Collaborative – CBO Workshop	WATER. Our main concern should be that we still need WATER.	Water is a significant concern, particularly in this time of severe drought in the state of California. In its Urban Water Management Plan, which is updated every five years, the San Diego County Water Authority is required to adequately demonstrate regional water supply reliability over the next 25 years. The most recent plan, adopted in 2010, quantifies the regional mix of existing and projected local and imported supplies necessary to meet future retail demands within the Water Authority's service area. In addition, it also includes sections on scenario planning and contingency analysis. See response to Comment No. 373.	Web
246	Leslie Dudley	Encanto Planning	I have three issues I'd like to bring to your attention. One for health and safety reasons, we need a bridge for Trolley and trains on Euclid Avenue at Market. Two, we need Trolleys that go to the beaches, the Zoo and the park for the community. Three, we need honesty about the railroad tracks. These are not just Trolley tracks. There are freight trains that use these tracks. The setbacks are not appropriate for housing and apartments. There's a pretense that they're only Trolleys on this track and, therefore, the setbacks for public housing is not sufficient for freight trains and there's going to be a disaster sooner or later because of that problem.	The Draft Regional Plan includes: <ol style="list-style-type: none"> 1. A grade separated (elevated) crossing of the Orange Line at Euclid Ave. 2. A trolley connection from the Mid-Coast Trolley Line Balboa station to Pacific Beach. There are also a number of new <i>Rapid</i> lines that would provide connections to a number of beaches in the region, including Imperial Beach, Ocean Beach, and beaches in North County. The new Mid-City <i>Rapid</i> Line provides fast and frequent connections to Balboa Park/Zoo. Long term, the draft plan shows this <i>Rapid</i> line being converted to a trolley line. 3. Freight trains operate on the Orange Line between 12th & Imperial Transit Center and Bradley Avenue in El Cajon and on the Blue Line south of 12th & Imperial Transit Center. Those lines were built on existing freight rail right-of-way and MTS is required to permit continued freight service (though freight and light rail will not operate at the same time in the same location). Ensuring safe operations is of paramount importance to MTS in the operations of trolley and freight services, and all federal and state regulations are strictly adhered to. Furthermore, it is important that transportation projects are coordinated closely with local development plans. SANDAG works regularly with the region's planning directors to collaborate on regional and local plans and projects. 	Court Reporter
247	Leslie Dudley	Encanto Planning	Three, we need honesty about the railroad tracks. These are not just Trolley tracks. There are freight trains that use these tracks. The setbacks are not appropriate for housing and apartments. There's a pretense that they're only Trolleys on this track and, therefore, the setbacks for public housing is not sufficient for freight trains and there's going to be a disaster sooner or later because of that problem.	Freight trains operate on the Orange Line between 12th & Imperial Transit Center and Bradley Avenue in El Cajon and on the Blue Line south of 12th & Imperial Transit Center. Those lines were built on existing freight rail right-of-way and MTS is required to permit continued freight service (through freight and light rail will not operate at the same time in the same location). Ensuring safe operations is of paramount importance to MTS in the operations of trolley and freight services, and all federal and state regulations are strictly adhered to. Furthermore, it is important that transportation projects are coordinated closely with local development plans. SANDAG works regularly with the region's planning directors to collaborate on regional and local plans and projects.	Court Reporter

No.	Name	Agency	Comment	Response	Source
248		Environmental Health Coalition, City Heights CDC, MAAC, San Diego Housing Federation, BikeSD, Union Yes, Center on Policy Initiatives, San Diego 350, Sierra Club, Climate Action Campaign	Thank you for the opportunity to comment on San Diego Forward: The Regional Plan (Draft) and the Draft Environmental Impact Report. The signatories of this letter believe that the foundation for a regional transportation plan should embrace the principles of transportation justice. Such a foundation ensures that overburdened communities have increased access to transportation options, that there are improvements to public health and safety, and that there is equity in transportation planning, policies, and investment. There is no greater threat to public health and our quality of life than climate change. It is imperative that we meet all state greenhouse gas (GHG) reduction targets in order to protect our future. The draft Regional Plan's calculated GHG reduction levels for compliance with SB 375 seem substantially greater than the previous (2011) RTP/SCS plan. This is encouraging; however, because there are many similarities between the San Diego Forward: Regional Plan and the Regional Transportation Plan 2050 (from 2011) it's unclear how the reduction is achieved. For example, one alarming feature of the Regional Plan is that it calls for essentially the same number and types of freeway projects as the RTP 2050.	<p>The draft Plan shows that the region not only meets but exceeds the per capita greenhouse gas reduction targets for passenger vehicles set by the California Air Resources Board (ARB). Additionally, public health has been considered throughout the Regional Plan update process. The draft Plan includes a Public Health White Paper, Project Evaluation Criteria, Performance Measures, Alternative Transportation Scenarios, and the Preferred Transportation Network, all of which take public health into consideration.</p> <p>Final Regional Plan Appendix C will present the estimated contributions of several strategies toward reducing per capita GHG emissions from passenger vehicles to address the SB 375 targets. Consistent with ARB SB 375 modeling protocols, the per capita GHG emissions reductions do not take credit for reductions due to low carbon fuels or more efficient vehicles.</p> <p>The SANDAG Activity Based Model (ABM) uses the latest research and data to estimate travel in the region. The SANDAG ABM model uses the same techniques and methods for determining travel behavior as other leading metropolitan planning organizations across the country. There are a few differences, however, that account for the varying results obtained for the SB 375 targets when comparing SANDAG's 2011 Regional Transportation Plan to the Draft Regional Plan. These differences include, for example, aligning fuel costs with Department of Energy fuel forecasts, fewer rural residents, and more compact land use patterns in the SCS.</p>	Letter
249		Environmental Health Coalition, City Heights CDC, MAAC, San Diego Housing Federation, BikeSD, Union Yes, Center on Policy Initiatives, San Diego 350, Sierra Club, Climate Action Campaign	Additionally, there is more funding dedicated to freeways with an increased cost between 2011 and 2015 plans. Therefore, we are compelled to believe that the new modeling software may have led to different results in the analysis and would like further clarity on this.	Increases in highway cost between plans are largely due to the movement of highway projects to later years in the draft Plan. When phasing and "Year of Expenditure" dollars are removed, the increase in project costs between the two plans is 4 percent which is similar to the inflation between the base financial years of the Plans (2010 to 2014).	Letter

No.	Name	Agency	Comment	Response	Source
250		Environmental Health Coalition, City Heights CDC, MAAC, San Diego Housing Federation, BikeSD, Union Yes, Center on Policy Initiatives, San Diego 350, Sierra Club, Climate Action Campaign	<p>We can only endorse San Diego Forward: The Regional Plan if there is a more significant movement toward transportation justice. We outline below what a significant movement towards transportation justice and pathway for greater GHG reductions would include in our description of the community supported alternative.</p> <p>COMMUNITY SUPPORTED ALTERNATIVE:</p> <p>Out of the alternatives that were presented in the Draft Environmental Impact Report (DEIR) for the San Diego Forward Plan, we believe Alternative 5D is by far the most reflective of transportation justice principles. The DEIR refers to this alternative as the 'environmentally superior alternative.' This alternative contains key elements that the community has consistently advocated for, including the following: - Implement 10-minute all-day frequencies for Urban Core local bus routes by 2025; - Complete all active transportation projects in the proposed Plan by 2025; - Increased frequencies for 44 transit routes where ridership was at or near capacity of the vehicles; and - Convert existing general purpose lanes to Managed Lanes to accommodate <i>Rapid</i> routes that would operate in new Managed Lanes under the proposed Plan. We support key elements noted in Alternative 5, with modifications to most accurately reflect the principles of transportation justice and provide an achievable framework. We are specifically asking for an alternative to be adopted that contains the following: Transit Efficiency & Affordability</p> <ul style="list-style-type: none"> ▪ Implement 10-minute all-day frequencies for Urban Core local bus routes and expand bus service for early morning and late night commuters by 2025. ▪ Increase frequency of transit on the 44 routes where ridership was at or near capacity of the vehicles. ▪ If housing and transportation cost burden exceeds 45% of household income, adults will be eligible for transit access assistance through subsidized or free transit passes depending upon need. ▪ No cost transit passes for the youth of families at or below the regional median income level. <p>Prioritization of Transit Projects in Overburdened Communities</p> <ul style="list-style-type: none"> ▪ Complete all (constrained and unconstrained) public transit capital projects and public transit operations improvements first by 2025 that are located within the most overburdened communities in our region. Much of where overburdened communities are located overlaps with the boundaries for infrastructure priorities as identified in the Urban Area Transit Strategy report. For example, the type of transit projects in these prioritized communities we would like to see completed by 2025 include the following: SR 15 to SR 94 (Centerline <i>Rapid</i> 235) Transit-Only Connector (Phasing 2035); 54th Street BRT (Phasing 2035); Purple Line Trolley (Phasing 2035); Orange Line Frequency Enhancements Grade Separation (Phasing 2035); Blue Line Frequency Enhancements Grade Separation (Phasing 2050); and Double Tracking of Blue Line and Orange Line (unconstrained network). Safe Streets for All ▪ Complete all retrofits for safe routes to new and existing transit, prioritizing infrastructure in overburdened communities by 2025 (retrofits for safe routes to existing transit only in unconstrained network). ▪ Complete all Active Transportation Retrofits for Bicycle/Pedestrian Improvements at Freeway Interchanges by 2025, prioritizing overburdened communities first (unconstrained network). ▪ Expand and implement safe routes to school with emphasis on increasing walk and bike mode share to school to 10% by 2021, prioritizing infrastructure in overburdened communities first. ▪ Complete all active transportation projects in the proposed Plan by 2021, prioritizing infrastructure in overburdened communities first. <p>Innovative Freeway Strategies</p>	<p>Federal law requires SANDAG to prepare a Regional Transportation Plan that could be implemented with reasonably expected revenues. The Regional Plan provides mobility options for all the region's residents within the reality of financial constraints. The strategies suggested in the comment are either already included in Alternative 5D, or represent variations in the location or timing of the transportation network improvements already included in Alternative 5D. The Draft EIR outlines a number of factors, including funding constraints that affect the feasibility of Alternative 5D. The Board of Directors will consider the comparative merits of the alternatives in the EIR when they consider adoption of the final Plan.</p> <p>Regarding the State Route 94 project, based on input from the community, Caltrans will evaluate the additional alternatives noted above as part of the environmental analysis for the SR 94 Express Lanes project. In the meantime, SANDAG and Caltrans are pursuing the implementation of an interim Bus on Shoulder Project along both I-805 and SR 94 to coincide with the opening of the South Bay <i>Rapid</i> in late 2017/early 2018.</p>	Letter

No.	Name	Agency	Comment	Response	Source
250 Cont.			<p>Eliminate the proposed Plan's investments in highways that adds general purpose lanes and managed lanes, but instead allow for operational improvements. ▪ Do not add lanes for shared HOV and Rapid bus use. Instead convert existing general purpose lanes to managed lanes to accommodate Rapid routes and HOV that would operate in new Managed Lanes under the proposed Plan. ▪ Usage of existing right-of-way for transit only lanes. For example, innovative community supported strategies for the SR 94 include the following: Innovative Community-Supported Alternative 1- Convert an existing general purpose lane on the MLK, Jr. Freeway (SR-94) for High Occupancy Vehicles (HOV) and transit use. Innovative Community-Supported Alternative 2- Install transit only lanes using the existing right-of-way (shoulder and/or median). Regional & Local Transit- In both preferred alternatives improve regional and local transit options by providing transit access to the CenterLine and South Bay <i>Rapid</i> with a transit station in the impacted community along the MLK, Jr. Freeway (SR-94). Additionally, in both preferred alternatives, uphold the promise of the transit-only connection from the SR-15 to the MLK, Jr. Freeway (SR-94) for the CenterLine <i>Rapid</i> 235. Complete Corridor- In both preferred alternatives, increase the funding of bike and pedestrian infrastructure along the MLK, Jr. Freeway (SR-94) project corridor and fixing the dangerous SR-94 freeway off-ramps/on-ramps to create a Complete Corridor.</p> <p>Conclusion: A different approach, rather than the one SANDAG is currently moving forward with in the Draft Regional Plan, needs to be one that significantly reduces Greenhouse Gas (GHG) Emissions, Vehicle Miles Traveled (VMT) in the region from the transportation sector, and one that ensures transportation justice. Therefore, the undersigned organizations are united in our request to support key elements of Alternative 5 presented in the Draft Environmental Impact Report (DEIR) for the San Diego Forward: The Regional Plan as outlined in this letter.</p>		
251	Monique Lopez	Environmental Health Coalition	<p>1. Social Equity: Engagement and Analysis - It is important to analyze the impacts of the proposed plan, and the alternatives, on disadvantaged communities. The analysis done for this project, as summarized in Appendix H, is flawed in significant ways and fails to adequately identify or quantify foreseeable impacts of the plan on those who are transit dependent, low income, or already exposed to higher levels of transportation hazards.</p>	<p>SANDAG complies with Title VI, which prohibits discrimination on the basis of race, color or national origin and evaluates for disparate impacts that may result from the Plan on low-income populations based on federal guidance. Appendix H - Social Equity: Engagement and Analysis in the draft Plan, analyzes the Preferred Scenario to the No Build and compares the three disadvantaged populations identified in the beginning of the process (including minority and low-income status) against the rest of the population as required by the federal agencies that provide funding to SANDAG. Appendix H does provide information on impacts of the plan. For example, Table H-15 shows the impacts of particulates on the communities the commenter identifies.</p>	Letter

No.	Name	Agency	Comment	Response	Source
252	Monique Lopez	Environmental Health Coalition	A. Definition of Disadvantaged - The analysis done for this project, as summarized in Appendix H, is flawed in significant ways and fails to adequately identify or quantify foreseeable impacts of the plan on those who are transit dependent, low income, or already exposed to higher levels of transportation hazards. The analysis includes three groups in its definition of "disadvantaged communities"-- seniors over 75, households with income up to 200% of federal poverty level, and minorities. No other indicators of disadvantage, such as linguistic isolation, lack of a car, or unemployment, are included that would help more accurately delineate and define disadvantage. Additionally, the analysis does not combine these indicators, which is problematic in the case of seniors. The analysis does not consider the fact that some seniors are disadvantaged, while the category of seniors also includes a large number of affluent people who are not at any disadvantage in their ability to travel. Assuming all seniors are disadvantaged, without consideration of other defining factors, skews the analysis. The greater socio- economic affluence a person has, the fewer mobility barriers they have. Further, no consideration of cumulative impacts is included. Many households in the CalEnviroScreen high-ranked census tracts, or in the areas identified as disadvantaged communities in the maps included on pages 12 to15 of Appendix H, are exposed to higher pollution levels than average, have higher collision rates than average, have higher asthma hospitalization rates than average, and have greater exposure to hazardous materials. The accumulation of these persistent risks place certain communities at an even greater disadvantage and these communities should be prioritized for improvements in transit infrastructure. In general, elimination of the community level of analysis erases the real and significant social equity divisions between, for example, low income, minority families living adjacent to the 94 freeway in Logan Heights and affluent retirees living in La Jolla. Our recommendation is to use CalEnviroScreen2.0 to rank census tracts and to designate the top 25% within the region as disadvantaged communities.	<p>The Regional Plan's definition of "disadvantaged communities" is based on appropriate indicators and thresholds. The three populations and corresponding thresholds were derived through an iterative process between the Community-Based Organization (CBO) Outreach Partner Network, made up of members representing low-income and minority communities, and SANDAG technical services staff to determine the most meaningful demographic characteristic that could be projected for the social equity analysis. The stakeholders went through a process of mapping the static data such as 'linguistic isolation' and 'educational attainment' with rates of poverty and determined that poverty was the all-encompassing characteristic of vulnerability. The section of 'existing conditions' was recommended to provide a static profile of those characteristics that while important could not be used in the modeling process.</p> <p>The benefit of the ABM model is that it models the traveler at a household level, not a census tract or traffic analysis zone level like EnviroScreen. This means the modeling data from ABM is a much more fine-grained than achievable when looking at large geographic tracts using EnviroScreen. Furthermore, EnviroScreen cannot be used to model or predict the future; it is simply a snapshot of past or existing locations of disadvantaged groups. The social equity analysis in the draft Plan projects the impacts to low-income, minority, and senior persons over 75 years. Use of ABM means that a low-income or minority traveler, whether in Logan Heights or La Jolla, is captured in the model and analysis.</p> <p>The Regional Plan's methodology does not "skew" the analysis as the commenter claims. As the commenter notes, Appendix H does provide information on exposure to pollution. The other factors (e.g., hospitalization, collision rates) would not provide different correlations than the data utilized in the Regional Plan's analysis. The same is true for combining the indicators. The data would not result in different trends or correlations than those provided in the Regional Plan.</p>	Letter
253	Monique Lopez	Environmental Health Coalition	B. Threshold of significance for social inequity - Greater explanation is needed for how a 20% variation between disadvantaged and non-disadvantaged populations was determined to be "significant." We believe this threshold is too high. The analysis of the threshold only compares the proposed plan to the No Build alternative. The proposed plan should compare to the Alternative Plans also.	<p>The method is called the 80/20 rule, and is explained in the draft Plan. The calculation is not based on a 20 percent variation, but rather a 20 percentage point difference between the low-income population compared to non-low-income population or minority versus non-minority population. There is an example of how the 80/20 calculation is done on pg. 24 of Appendix H.</p> <p>The social equity analysis was conducted on the Preferred Plan and the No Build Alternative. CEQA does not require a social equity analysis of alternatives in an EIR.</p>	Letter
254	Monique Lopez	Environmental Health Coalition	C. Calculation of Average Peak Travel Time to Work - While this is a relevant measure of social equity in transportation planning, the travel times should be normalized by miles traveled. According to the Brookings Institution, the average resident in the San Diego region can only reach 29% of jobs within 90 minutes on public transit. Furthermore, workers below the poverty line are significantly more likely to commute to work by bus/trolley (6.1% vs. 2.3%) or by walking (14.8% vs. 1.5%) than those over 200% of the Federal poverty threshold. Low-income, car-less residents whose only option to travel to work is via transit, have fewer employment opportunities due to the current coverage of the transit work.	<p>The Brookings Institution places San Diego in the top 25 percent of metropolitan regions based on its combined assessment of coverage, frequency, and employment access. SANDAG uses an alternative technique to measure job access. For regions such as San Diego, travel time is a better measure of access to jobs, education, and services than miles. Increased travel time is partially a measure of congestion and affects, not only access to jobs, but impacts to individuals and the regional economy and air quality. Travel time is also an indicator of quality of life.</p> <p>The findings are summarized in draft Appendix H and draft Appendix N. All modes are taken into account for peak travel time. Statistics also are broken out by mode and each disadvantaged population. Implementation of the Draft Regional Plan would improve transit access to jobs/education. The data in draft Appendix H demonstrate the benefits of the plan compared to the No-Build Scenario for low-income and minority populations. For example, access to high frequency transit stops improves significantly for all disadvantaged populations in the 2050 Revenue Constrained Network Scenario. For the low income population, access increases from 47 percent to 61 percent in 2020 and from 49 percent to 70 percent in 2050 as compared to the No-Build Scenario (p.29).</p>	Letter

No.	Name	Agency	Comment	Response	Source
255	Monique Lopez	Environmental Health Coalition	D. Additional Travel Time Analysis Needed - In addition, the analysis should break out, separately, those commuters who do not work at home; low income people are more likely to work at home (2013 American Community Survey) and this skews the analysis if the travel times are averaged across all commuters. In addition to calculation of the percentage of the population that can access jobs, schools, health care, and other locations within 30 minutes, the analysis should identify the percentage of the population, disadvantaged and non-disadvantaged separately, that not only cannot get to these locations within 30 minutes, but realistically cannot get there at all. Trips that require more than 2 hours, that require walking more than 5 miles, or require a taxi for those who do not have a car, for example, are infeasible for the majority of people.	The performance measures are updated during the development of each Regional Plan and approved by the SANDAG Board of Directors. Your suggestions for additional measures will be considered in the development of the performance measures for the next Regional Plan.	Letter
256	Monique Lopez	Environmental Health Coalition	E. Travel Affordability - A metric for travel affordability is needed for the Social Equity analysis, such as percentage of households that spend more than 15% of income on transportation.	The performance measure approved by the SANDAG Board for travel affordability is 'Change in Income Consumed by Out-of Pocket Transportation Costs'. A social equity calculation was done using this measure for the Alternative Scenarios and then the Preferred Scenario versus No Build in the Draft Plan.	Letter
257	Monique Lopez	Environmental Health Coalition	F. Additional Metrics Needed for Social Equity Analysis - EHC recommends these additional metrics for analysis of social equity impacts of the proposed plan and the plan alternatives. <ul style="list-style-type: none"> • Collision hazards for disadvantaged and non-disadvantaged populations; • Percentages of adults whose job choices are limited by lack of transit options; • Percentages of adults who limit or forego health care because of lack of transit options; • Percentage of the population that will have Safe Routes to Transit Stops by 2020, 2035, and 2050. 	Thank you for suggesting these metrics. The performance measures approved by the SANDAG Board and the subset selected for the social equity analysis were used for the Alternative Network Scenarios analyzed in the summer of 2014. Based on those findings the Board selected the Preferred Scenario.	Letter

No.	Name	Agency	Comment	Response	Source
258	Monique Lopez	Environmental Health Coalition	<p>G. Analysis of Disproportionate Exposure to Traffic Pollutants - The analysis estimates the per person exposure to PM10 within 500 feet of freeway links. It is not clearly explained how this metric is derived. It is not a standard measure of population exposure to pollutants. EHC offers two lines of thought on alternative measures that provide more valid indicators of social equity in exposure to traffic pollutants.</p> <ol style="list-style-type: none"> 1. Percentage of minority populations living within 500 feet of a freeway. Based on analysis of 2010 census block population, minorities comprise 52% of the county's population, but are 57% of the population in census blocks within 500 feet of a freeway. Clearly, minority populations are exposed to higher levels of freeway traffic pollutants than are non-Hispanic whites. 2. Exposure of disadvantaged communities to traffic density and/or diesel particulate matter, as calculated by OEHHA for CalEnviroScreen. Given that the proposed plan will continue to incentivize travel by car, it will result in increased traffic on surface streets as well as on freeways. Thus, a measure of exposure to total traffic density is an appropriate indicator of the plan's disproportionate impact on disadvantaged populations. An example of this indicator is provided below. Two definitions of disadvantaged communities are used in this example: SANDAG LIM census tracts, and CalEnviroScreen top 25% census tracts. The baseline to which these communities are compared is the score for the combined cities of the region: It is clear that, using two different definitions of disadvantaged communities, these areas rank higher than average metropolitan areas of the region on measures of traffic density and estimated exposure to diesel particulate matter. We suggest that a similar analysis should be done for future years. <p>AQ-4: We concur with the finding that the plan would expose sensitive receptors to TACs in all years. As noted in our comments on the Social Equity appendix to the proposed plan, we believe that exposure to TACs such as diesel PM is not distributed equally. Disadvantaged populations are disproportionately located within 500 feet of freeways and are also exposed to higher overall traffic density. Both of these factors result in greater exposure to traffic related pollutants such as benzene, butadiene, and diesel exhaust. This impact is not only significant but constitutes an environmental injustice.</p>	<p>In the Draft Plan, SANDAG developed a methodology to analyze particulate matter exposure based on recommendations from the California Air Resources Board Land Use Handbook, school siting requirements, and OEHHA studies. The Draft EIR, Section 4.3.2.3 and Appendix C explains the 500 feet exposure methodology.</p> <p>In addition, the particulate impact analyses included in the Draft EIR (Impacts AQ-2) estimates populations exposed to new or worse particulate standard violations. The toxic air contaminant (TAC) impact analysis in the Draft (EIR) estimates population exposure to certain cancer risk levels.</p> <p>The environmental burden Performance Measure utilized in San Diego Forward was PM10 (not diesel). The methodology as explained in Appendix H was to analyze the relative exposure using a 500 foot buffer. The modeled results are in the Appendix. There was no disparate impact or disproportionate burden for minority populations in the Title VI analysis.</p>	Letter
259	Monique Lopez	Environmental Health Coalition	<p>H. Community Outreach - The Community Based Outreach partnership is an important model for engaging communities most affected by the regional planning process. People who are most impacted by poor air quality from the transportation sector and inefficient transit network of the Regional Plan are the most linguistically and culturally marginalized. While progress has been made, there is still room for improvement. Many community members, especially those who have participated in multiple points of the process, have shared that they do not know or believe their input is actually affecting the plan. It's unclear how that feedback loop is shared with public at large, outside of the communities we work in. Lastly, the unconstrained plan has no public engagement and it is unclear how unconstrained projects are identified and determined. We recommend a public engagement process to create the project list for the unconstrained plan.</p>	<p>SANDAG is required to have both a Public Participation Plan (PPP) and a Public Involvement Plan (PIP) for a large planning effort such as the Regional Plan. SANDAG takes this responsibility seriously and endeavored to involve the public in the preparation of the draft Plan, including the development of the Unconstrained Network, which was developed as part of a public process with multiple venues for participation. Fourteen community-based organizations in disadvantaged communities were selected in a competitive process to create a network that could work to engage their communities in the process beginning in early 2013. All of the input gathered and feedback has funneled back into the development of the network. There are multiple reports available on our website documenting the stakeholder input. See also, Appendix H, Table H-2 which shows that the Unconstrained Plan was part of the outreach and PPP and PIP.</p>	Letter

No.	Name	Agency	Comment	Response	Source
260	Monique Lopez	Environmental Health Coalition	I. Local Hire Policy - Targeted local hire policies and policies create real and effective pathways for low-income people and disadvantaged workers into good construction jobs. These programs ensure that transit investments fulfill the promise of job creation by directing them to the communities that need them the most. The U.S. Department of Transportation recently launched a pilot program and proposed rule permitting local and state transit agencies to establish local hiring requirements on federal funded transit projects. We recommend that SANDAG pursue a local hire policy for transit projects that will be built.	<p>Thank you for your recommendation that SANDAG pursue a local hire policy for transit projects. Under DOT regulations, there are legal restrictions prohibiting DOT from allowing recipients to use local hire provisions. (See http://www.dot.ca.gov/hq/LocalPrograms/pilot/2015/Local_Hire_Final_Q_and_A_2015-03-09.pdf.)</p> <p>The Common Grant Rule, which establishes uniform administrative rules for Federal grants and subawards and is applicable to all agencies across the Federal Government, prohibits the use of local preferences. The FHWA and FTA also have general statutory mandates requiring full and open competition in the award of contracts under grant programs. These statutes have been interpreted and applied as prohibiting all economic and social contracting requirements on FHWA and FTA federally-assisted projects that do not relate to the cost-effective use of Federal funds. Recently, the U.S. Department of Justice (DOJ) clarified the mandate of the FHWA competitive bidding statute (which is similar to the FTA statute) as allowing any contracting requirement that does not unduly restrict competition. DOT is implementing a pilot program in order to evaluate the use of these requirements and determine whether they unduly restrict competition.</p> <p>In the meantime, the agency is in the process of implementing a new labor compliance system that will monitor local hiring practices by contractors that are working on SANDAG projects. SANDAG has allocated resources to develop a system that will provide real time information of local workers on SANDAG construction projects. SANDAG supports job creation in our local economy and many of our public works projects include local companies and workers. Implementing a system to monitor and provide feedback on local worker data to our contractors is a major step forward in increasing local worker participation on SANDAG transit projects.</p>	Letter
261	Monique Lopez	Environmental Health Coalition	B. Energy - Chapter 4 of the proposed plan's description states that the San Diego (and Tijuana) region imports up to 90% of its energy and 80% of its water each year. Our region must increase its energy efficiency in addition to transitioning our energy supply to local, clean, renewable energy. The proposed plan, a combined RTP and RCP, should provide guidelines and propose requirements for SANDAG's funding recipients to implement measures to substantially reduce the region's energy and water demand. Such guidelines and requirements could be included in Mitigation Measures GHG-4A & GHG-4E (as we suggested above) or as separate measures. The plan should address and identify means to provide requirements and incentives that promote options to create more local, clean distributed generation and energy choices. Also, the proposed plan should address and identify means to provide incentives and requirements that promote building efficiencies, such as energy benchmarking and energy audits, and funding and requirements for energy efficiency upgrades.	<p>SANDAG does not have the authority to require energy and/or water reductions and therefore has not created requirements in this area. SANDAG has taken action through guidance documents, tools, and/or incentives to support local and regional efforts to reduce energy use. Mitigation Measures GHG-4A and GHG-4E demonstrate this by integrating GHG considerations into SANDAG grant programs.</p> <p>SANDAG and the Regional Plan promote energy and water efficiency, clean energy supplies, building efficiencies, benchmarking, and energy audits through the Regional Energy Strategy (RES) and Energy Roadmap Program (ERP). The RES includes goals that pertain to energy efficiency, water efficiency, clean onsite distributed generation, the local green economy, and seven other important topics. The RES is a policy guide for the region that is used by local and regional governments to inform their sustainability efforts. The RES and a progress report on achieving each RES goal are included as Appendix U.9.</p> <p>The ERP is a voluntary program that all eligible member agencies are participating in, and through which they have received tailored Energy Roadmap Reports for their individual jurisdictions. Using the RES for policy guidance, the ERP describes ways each jurisdiction can reduce energy use in their municipal operations and in their communities. The ERP has performed over 250 energy audits of municipal sites in the region and benchmarked all sites at which benchmarking is applicable. In addition, The ERP provides information on available sources of funding to undertake energy efficiency upgrades, including rebates/incentives, SDG&E On-Bill Finance Program, Property Assessed Clean Energy (PACE) programs, and California Energy Commission low-interest loans for local governments.</p>	Letter

No.	Name	Agency	Comment	Response	Source
262	Monique Lopez	Environmental Health Coalition	<p>7. Funding - In advocating that SANDAG move up or include from the unconstrained network certain transit projects and active transportation projects (as listed in the Community Supported Alternative section of this letter) we are asking that SANDAG do this by moving funds that are currently designated for freeway projects that add managed and/or general purpose lanes. We are specifically concerned about SANDAG's current practice of either changing the phasing of transit/active transportation projects to a later phase or removing transit/active transportation projects from being implemented to include specific projects that the community is very much in support of including and expediting. Shuffling of transit/active transportation projects without changing funding allocations by mode-share does not lead the region on a pathway toward transportation justice. The transportation network assessed by the Draft Regional Plan must include a "revenue constrained" alternative and the financing plan must demonstrate how it can fund the network. Draft Regional Transportation Plan, Chapter 2, Page 27. However, the apparent presumption stated by SANDAG is that previous decisions by SANDAG boards, which have prioritized freeways and roads over transit/walking/biking, have already established an unchangeable revenue constraint-based network. The SANDAG board can alter previous funding decisions and shift funding such that transit/walking/biking projects receive earlier funding than previously planned. Furthermore, transportation funding is more fungible than the Plan suggests. Federal regulations define Financial Plan and Fiscally constrained: Financial plan means documentation required to be included with a metropolitan transportation plan and TIP (and optional for the long-range statewide transportation plan and STIP) that demonstrates the consistency between reasonably available and projected sources of Federal, State, local, and private revenues and the costs of implementing proposed transportation system improvements. Financially constrained or Fiscal constraint means that the metropolitan transportation plan, TIP, and STIP includes sufficient financial information for demonstrating that projects in the metropolitan transportation plan, TIP, and STIP can be implemented using committed, available, or reasonably available revenue sources, with reasonable assurance that the federally supported transportation system is being adequately operated and maintained. For the TIP and the STIP, financial constraint/fiscal constraint applies to each program year. Additionally, projects in air quality nonattainment and maintenance areas can be included in the first two years of the TIP and STIP only if funds are "available" or "committed."(23 CFR 450.104, emphasis added). Thus, per federal regulations, the RTP must include financials to show the plan can be implemented using reasonably available revenue sources. This does not mean the money has to be in the bank or even already allocated. Also, per Gov. Code Section 65080(b)(4)(A), SANDAG must include: "A financial element that summarizes the cost of plan implementation constrained by a realistic projection of available revenues. The financial element shall also contain recommendations for allocation of funds.</p>	<p>All of the legal references are correct. In fact, that same language is what guides the type of projects the region can assume to fund. Furthermore, the current assumptions on the use of the future funds are consistent with federal and state requirements for the plan. In particular, the short term financial constraint is included in the Regional Transportation Improvement Program. Additional sources that are considered to be reasonably available have also been already assumed, and they have allowed the addition of more projects, including transit projects into the Draft Regional Plan, consistent with your comment and request. Part of being "reasonable" is that these assumptions should be at a level, use and timing consistent with past approvals. Assuming, for example, that a substantial amount of funding will become available for transit-only improvements in the very near term would not be considered in the realm of the reasonable. SANDAG's reliance on financial constraint is not intended to exclude certain projects or programs, but rather, to comply with federal requirements, and to meet a higher standard of forecasting that can be used for transportation planning.</p>	Letter
263	Monique Lopez	Environmental Health Coalition	<p>Community Supported Alternative - We believe that the foundation for a regional transportation plan should embrace the principles of transportation justice. Such a foundation ensures that overburdened communities have increased access to transportation options, that there are improvements to public health and safety, and that there is equity in transportation planning, policies, and investment.</p>	<p>From the beginning of the planning process, Community-Based Organizations (CBOs) representing lower income and minority populations in the region, were consulted and involved. A key task for CBOs was to define the vulnerable populations that needed to be considered in the Plan and to identify the measures used to evaluate the benefits and burdens of the Plan on the defined vulnerable communities. The analysis found that the Plan did not result in any disparate impacts. This analysis was also done in accordance with Title VI which requires making investments that provide everyone -- regardless of age, race, color, national origin, income, or physical ability -- with opportunities to work, shop, study, be healthy, and play.</p>	Letter

No.	Name	Agency	Comment	Response	Source
264	Monique Lopez	Environmental Health Coalition	<p>There is no greater threat to public health and our quality of life than climate change. It is imperative that we meet all state greenhouse gas (GHG) reduction targets in order to protect our future. The draft Regional Plan's calculated GHG reduction levels for compliance with SB 375 seems substantially greater than the previous (2011) RTP/SCS plan. This is encouraging; however, because there are many similarities between the San Diego Forward: Regional Plan and the Regional Transportation Plan 2050 (from 2011) it's unclear how the reduction is achieved. For example, one alarming feature of the Regional Plan is that it calls for essentially the same number and types of freeway projects as the RTP 2050. Additionally, there is more funding dedicated to freeways with an increased cost of 27% between 2011 and 2015 plans. Therefore, we are compelled to believe that the new modeling software may have led to different results in the analysis and would like further clarity on this.</p>	<p>The draft Plan shows that the region not only meets but exceeds the per capita greenhouse gas reduction targets for passenger vehicles set by the California Air Resources Board (ARB). Additionally, public health has been considered throughout the Regional Plan update process. The draft Plan includes a Public Health White Paper, Project Evaluation Criteria, Performance Measures, Alternative Transportation Scenarios, and the Preferred Transportation Network, all of which take public health into consideration.</p> <p>Final Regional Plan Appendix C will present the estimated contributions of several strategies toward reducing per capita GHG emissions from passenger vehicles to address the SB 375 targets. Consistent with ARB SB 375 modeling protocols, the per capita GHG emissions reductions do not take credit for reductions due to low carbon fuels or more efficient vehicles.</p> <p>Increases in highway cost between plans are largely due to the movement of highway projects to later years in the draft Plan. When phasing and "Year of Expenditure" dollars are removed, the increase in project costs between the two plans is 4 percent which is similar to the inflation between the base financial years of the Plans (2010 to 2014).</p> <p>The SANDAG Activity Based Model (ABM) uses the latest research and data to estimate travel in the region. The SANDAG ABM model uses the same techniques and methods for determining travel behavior as other leading metropolitan planning organizations across the country. There are a few differences, however, that account for the varying results obtained for the SB 375 targets when comparing SANDAG's 2011 Regional Transportation Plan to the Draft Regional Plan. These differences include, for example, aligning fuel costs with Department of Energy fuel forecasts, fewer rural residents, and more compact land use patterns in the SCS.</p>	Letter
265	Monique Lopez	Environmental Health Coalition	<p>Unfortunately, we do not believe that the draft of San Diego Forward: The Regional Plan ("Regional Plan") embraces the principles of transportation justice; therefore, we do not support SANDAG's "preferred" scenario. We can only endorse San Diego Forward: The Regional Plan if there is a more significant movement toward transportation justice. We outline below what a significant movement towards transportation justice and pathway for greater GHG reductions would include in our description of the community supported alternative.</p>	<p>Thank you for your participation in the planning process. The Regional Plan is based on the concept of creating a wide range of transportation choices to driving alone, including increased transit services, carpooling/vanpooling, bicycling, and walking. The Regional Plan contains a rich network of both new Trolley and <i>Rapid</i> lines, and creation of a network of ten-minute all day service on existing Trolley, <i>Rapid</i>, and local bus services in urban areas. Transit, therefore, will be a key element in meeting our future mobility needs along with other projects that will create a wide range of time-competitive and convenient alternatives to driving alone.</p>	Letter

No.	Name	Agency	Comment	Response	Source
265 Cont.	Monique Lopez	Environmental Health Coalition	<p>A county transportation commission created pursuant to Section 130000 of the Public Utilities Code shall be responsible for recommending projects to be funded with regional improvement funds, if the project is consistent with the regional transportation plan. The first five years of the financial element shall be based on the five-year estimate of funds developed pursuant to Section 14524. The financial element may recommend the development of specified new sources of revenue, consistent with the policy element and action element." The plan implementation is therefore constrained by a "realistic projection" of available revenues, but the plan may also recommend the development of new sources. Likewise, 23 CFR 450.322(f)(10)(ii) requires SANDAG and the State to include a financial plan that involves " estimates of funds that will be available to support metropolitan transportation plan implementation, as required under § 450.314(a)." However, the financial plan shall also include "recommendations on any additional financing strategies to fund projects and programs included in the metropolitan transportation plan. In the case of new funding sources, strategies for ensuring their availability shall be identified." (23 CFR 450.322(f)(10)(iii)). Also, "[f]or illustrative purposes, the financial plan may (but is not required to) include additional projects that would be included in the adopted transportation plan if additional resources beyond those identified in the financial plan were to become available." (23 CFR 450.322(f)(10)(vii)). Thus, the language is somewhat lenient and allows SANDAG to ultimately determine what reasonable financial forecasts include. SANDAG should therefore include reasonable potential funding sources to increase the availability of transit options. Though potential sources have to be realistic, SANDAG's reliance on financial constraints to eliminate viable transit options seems to be a post-hoc justification. At the very least SANDAG should include community supported alternatives with the caveat that they will be implemented should funding options materialize per 23 CFR 450.322(f)(10)(viii). These are crucial points that must be discussed and treated more transparently because improper assumptions about funding can obfuscate or incorrectly dismiss opportunities for changing key elements of this plan.</p>		

No.	Name	Agency	Comment	Response	Source
266	Monique Lopez	Environmental Health Coalition	<p>Out of the alternatives that were presented in the Draft Environmental Impact Report (DEIR) for the San Diego Forward Plan, we believe Alternative 5 is by far the most reflective of transportation justice principles. The DEIR refers to this alternative as the 'environmentally superior alternative.' This alternative contains key elements that the community has consistently advocated for, including the following: Implement 10-minute all-day frequencies for Urban Core local bus routes by 2025; Complete all active transportation projects in the proposed Plan by 2025; Increased frequencies for 44 transit routes where ridership was at or near capacity of the vehicles; and convert existing general purpose lanes to managed lanes to accommodate <i>Rapid</i> routes that would operate in new Managed Lanes under the proposed Plan. We support key elements noted in Alternative 5, with modifications to most accurately reflect the principles of transportation justice and provide an achievable framework. We are specifically asking for an alternative to be adopted that contains the following: Transit Efficiency & Affordability</p> <ul style="list-style-type: none"> ▪ Implement 10-minute all-day frequencies for Urban Core local bus routes and expand bus service for early morning and late night commuters by 2025. ▪ Increase frequency of transit on the 44 routes where ridership was at or near capacity of the vehicles. ▪ If housing and transportation cost burden exceeds 45% of household income, adults will be eligible for transit access assistance through subsidized or free transit passes depending upon need. ▪ No cost transit passes for the youth of families at or below the regional median income level. Prioritization of Transit Projects in Overburdened Communities ▪ Complete all (constrained and unconstrained) public transit capital projects and public transit operations improvements first by 2025 that are located within the most overburdened communities in our region.¹⁸ Much of where overburdened communities are located overlaps with the boundaries for infrastructure priorities as identified in the Urban Area Transit Strategy report. For example, the type of transit projects in these prioritized communities we would like to see completed by 2025 include the following: - SR 15 to SR 94 (Centerline <i>Rapid</i> 235) Transit-Only Connector (Phasing 2035); - 54th Street BRT (Phasing 2035); - Purple Line Trolley (Phasing 2035); - Orange Line Frequency Enhancements Grade Separation (Phasing 2035); - Blue Line Frequency Enhancements Grade Separation (Phasing 2050); and - Double Tracking of Blue Line and Orange Line (unconstrained network). Safe Streets for All ▪ Complete all retrofits for safe routes to new and existing transit, prioritizing infrastructure in overburdened communities by 2025 (retrofits for safe routes to existing transit only in unconstrained network). ▪ Complete all Active Transportation Retrofits for Bicycle/Pedestrian Improvements at Freeway Interchanges by 2025, prioritizing overburdened communities first (unconstrained network). ▪ Expand and implement safe routes to school with emphasis on increasing walk and bike mode share to school to 10% by 2021, prioritizing infrastructure in overburdened communities first. 	<p>Federal law requires SANDAG to prepare a Regional Transportation Plan that could be implemented with reasonably expected revenues. The Regional Plan provides mobility options for all the region's residents within the reality of financial constraints. The strategies suggested in the comment are either already included in Alternative 5D, or represent variations in the location or timing of the transportation network improvements already included in Alternative 5D. The Draft EIR outlines a number of factors, including funding constraints that affect the feasibility of Alternative 5D. The Board of Directors will consider the comparative merits of the alternatives in the EIR when they consider adoption of the final Plan.</p> <p>Regarding the State Route 94 project, based on input from the community, Caltrans will evaluate the additional alternatives noted above as part of the environmental analysis for the SR 94 Express Lanes project. In the meantime, SANDAG and Caltrans are pursuing the implementation of an interim Bus on Shoulder Project along both I-805 and SR 94 to coincide with the opening of the South Bay <i>Rapid</i> in late 2017/early 2018.</p>	Letter

No.	Name	Agency	Comment	Response	Source
266 Cont.	Monique Lopez	Environmental Health Coalition	<p>Complete all active transportation projects in the proposed Plan by 2021, prioritizing infrastructure in overburdened communities first. Innovative Freeway Strategies</p> <ul style="list-style-type: none"> ▪ Eliminate the proposed Plan's investments in highways that adds general purpose lanes and managed lanes, but instead allow for basic operational improvements. ▪ Do not add lanes for HOV/Rapid bus use. Instead convert existing general purpose lanes to managed lanes to accommodate Rapid routes and HOV that would operate in new Managed Lanes under the proposed Plan. ▪ Usage of existing right-of-way for transit only lanes. For example, innovative community supported strategies for the SR 94 include the following: Innovative Community-Supported Alternative 1- Convert an existing general purpose lane on the MLK, Jr. Freeway (SR-94) for High Occupancy Vehicles (HOV) and transit use. Innovative Community-Supported Alternative 2- Install transit only lanes using the existing right-of-way (shoulder and/or median). Regional & Local Transit- <p>In both preferred alternatives improve regional and local transit options by providing transit access to the CenterLine and South Bay Rapid with a transit station in the impacted community along the MLK, Jr. Freeway (SR-94). Additionally, in both preferred alternatives, uphold the promise of the transit-only connection from the SR-15 to the MLK, Jr. Freeway (SR-94) for the CenterLine Rapid 235. Complete Corridor- In both preferred alternatives, increase the funding of bike and pedestrian infrastructure along the MLK, Jr. Freeway (SR-94) project corridor and fixing the dangerous SR-94 freeway off-ramps/on-ramps to create a Complete Corridor. A different approach, rather than the one SANDAG is currently moving forward with in the Draft Regional Plan, needs to be one that significantly reduces Greenhouse Gas (GHG) Emissions, Vehicle Miles Traveled (VMT) in the region from the transportation sector, and one that ensures transportation justice. Therefore, the undersigned organizations are united in our request to support key elements of Alternative 5 presented in the Draft Environmental Impact Report (DEIR) for the San Diego Forward Plan as outlined in this letter.</p> 		
267		Friends of Rose Canyon	<p>I. In Draft Appendix A, Figure A.8 and Figure A.9, the Class 1 Bike Paths shown in Rose Canyon from Gilman to Nobel and in Roselle Canyon should be deleted. This route for the CRT should also be deleted from the Regional Bike Plan. The City of San Diego is well along in the process of selecting a different route for this portion of the Coastal Rail Trail. The City hired a consultant and established a Public Working Group (SANDAG was on the PWG) and community input process to evaluate various alignments for the CRT. A large number of criteria were used to develop and evaluate a number of alternatives for this segment of the CRT. The alternative shown in Figure A.8 scored so badly, that it was eliminated very early in the process. It also faced overwhelming community opposition. In addition, the City of San Diego deleted the Rose Canyon and Roselle Canyon portions of the CRT from their 2011 Updated Bike Master Plan. The route for the CRT between Gilman and the Sorrento Valley Coaster Station that the consultants scored the best, and that had overwhelming community support, was the alignment up Gilman, through UCSD, connecting the new separated bike path that Caltrans is currently building from Voigt Drive to the Sorrento Valley Coaster Station. SANDAG's map should reflect this alternative.</p>	<p>The Regional Bike Plan was adopted in 2010. The Regional Bike Network was developed around providing connections between Smart Growth Opportunity Areas, regional transit, and major activity centers. At the Plan level these connections are identified as corridors. As projects move in to implementation specific alignments are developed. The network was prioritized to focus initially on areas that have the highest potential for more people riding bikes. With the adoption of the Regional Bike Plan Early Action Program (EAP) SANDAG is currently focusing resources on implementation of the highest priority projects as identified in the EAP. When the Regional Bike Plan is updated in the future suggested changes to the network will be considered comprehensively to maintain the integrity of network connectivity.</p>	Letter

No.	Name	Agency	Comment	Response	Source
268		Friends of Rose Canyon	II. Figure A.3 shows one alignment for the HSR. This should be corrected. The CHSRA has two alternatives for the segment between I-15 and downtown San Diego (see Attachment A). These are shown on the CAHSRA map for the LA to SD section that is Attachment A to these comments.	Until a final alignment is chosen by the California High-Speed Rail Authority (CHSRA), SANDAG is showing the alignment documented in the CHSRA's programmatic environmental document. The final Regional Plan will include a map showing the High-Speed Rail Alternative Alignments.	Letter
269		Friends of Rose Canyon	III. The Miramar Hill Tunnel options (26a and 26b) for the LOSSAN corridor appear to have been deleted from the plan. They should be retained and evaluated for construction at an early date. They are shown in Attachment B to these comments. This tunnel would provide a major time savings to all trains. Compared to the huge cost of some of the highway projects, such as the I-805 North, which simply attract more cars and provide little time savings, a Miramar Hill rail tunnel would provide a substantial time savings to every train (Coaster, Amtrak, freight) 24 hours a day. This could lead to a large increase in ridership. The tunnel under I-5 (26b) is a much more direct route, which presumably would provide maximum time savings. The concept of a station under UCSD for this alignment should be studied. This alternative would also provide tremendous environmental benefits, as removing the tracks from Rose Canyon would open up extensive wetland and upland areas that could be used for mitigation for other projects. This would provide great environmental benefit to Rose Canyon, the MHPA, the Rose Canyon wildlife corridor, and the Rose Creek watershed, the major tributary of Mission Bay. Tunnel option 26a goes east and would have a station under UTC. This alternative appears to involve a major curve and to take the train well to the east even of UTC. It would be slower and provide less environmental benefit to Rose Canyon and the Rose Creek watershed.	The Sorrento to Miramar Phase 2 double track and curve realignment project is currently in the design stage, which would add a second track and straighten curves along the Miramar Hill section of the LOSSAN corridor. This will allow for additional trains in the future. SANDAG will also studying how better to connect the Sorrento Valley COASTER station to both University City and the Sorrento Mesa employment area. These improvements are likely to be a more cost effective solution than a tunnel due to its high capital cost.	Letter
270		Friends of Rose Canyon	The I-805 North project: Delete the Nobel DAR, Park & Ride Parking Lot and Bus Station .These elements of the I-805 North Project are not specifically listed in the <i>TransNet</i> Ordinance. The DAR/PK & Ride/Bus Station individually and collectively are unnecessary, extremely costly, environmentally damaging, and add little if any benefit to the I-805 North project. The full I-805 North project includes: - widening the 805 by four lanes between SR-52 and Mira Mesa Blvd (adding four Managed Lanes in the middle) - DAR ramps at Mira Mesa Blvd - DAR ramp at Nobel, plus a BRT station, and Park and Ride parking lot Reasons to delete the Nobel Drive Park & Ride, Bus Station and DAR On 10/29/08, Dave Schumacher (Principal Planner, SANDAG) sent an email to Chris Schmidt at CALTRANS stating that he had met with MTS and "bottom line, it doesn't appear there is much need for an off-street bus facility and the park-and-ride demand for the reverse commute direction is likely small." In that email thread, Michael B. Daney, Senior Transportation Planner at MTS raised multiple concerns, including the lack of need for a bus station there, who would bear the cost of the station, the minimal need for any park and ride spaces there, and the problem with taking the Super Loop off the street to enter the station. The Nobel Park and Ride/Bus Station/DAR are not key elements of the I-805 North Project. Quite the contrary: the traffic and other studies show no need for or benefit from these aspects of the project, and their cost is enormous. The Managed Lanes and Carroll Canyon DAR are not dependent on, or enhanced by, the Nobel Park and Ride/Bus Station and DAR Major problems with the Nobel Park and Ride, Bus Station, and DAR are born out by: - Data in the I-805 North MND - The "Interstate 805 Managed Lanes North Project Final Existing Conditions & Traffic Operations Analysis Report", Nov. 3, 2009, prepared for SANDAG by Caltrans and URS Corp. - SANDAG's 2020 and 2050 BRT Network plan	The plan for the Nobel Drive DAR and Transit Center has evolved considerably over time. In 2008-2009 there was little transit service or connectivity planned for this location. The current plan has four <i>Rapid</i> bus routes and one Light Rail Transit (LRT) route utilizing the station. These services are designed to connect with the existing SuperLoop service and integrate with the upcoming Mid-Coast LRT service. The Nobel Drive DAR and Transit Center is expected to be one of the more heavily used facilities in the region. The Nobel Drive DAR and Transit Center is also a candidate for future designation as a Mobility Hub. Mobility Hubs are transportation centers located in smart growth opportunity areas served by high frequency transit service. They provide an integrated suite of transportation services, amenities, and urban design enhancements that bridge the distance between transit and an individual's origin or destination. Mobility hubs are places of connectivity, where different modes of travel—walking, biking, ridesharing, <i>Rapid</i> and light rail services—come together seamlessly, and where there is a concentration of employment, housing, shopping, and/or recreation. Mobility hubs feature a range of transportation choices including: bikeshare, carshare, neighborhood electric vehicles, bike parking, dynamic parking management strategies, real-time traveler information, real-time ridesharing, demand-based shuttle or jitney services, bicycle and pedestrian improvements, wayfinding, urban design enhancements, and supporting systems like mobile applications, electric vehicle charging, smart intersections, and a universal payment system to make it easy to access a wide range of travel choices.	Letter

No.	Name	Agency	Comment	Response	Source
271		Friends of Rose Canyon	<p>The Nobel Park and Ride, Bus Station and DAR come at a huge cost to taxpayers with little benefit to commuters, transit riders and either carpool or single occupancy vehicles. The 2007 estimated cost for the P&R/Bus Station/DAR is \$82 mil. That did not include financing, and was assuming that the DAR retaining walls do not drive the need to also widen the Nobel Dr. bridge over the 805, a possibility mentioned in the MND. Among the many reasons for the high cost is that the Nobel DAR requires that the high 805 bridge over Rose Canyon be widened an additional amount beyond what is required for adding the four MLs. Taxpayers will also have to pay the cost of operations and maintenance for the Nobel Pk & Ride/Bus Station/DAR. It is unclear who will be responsible for this – whether it will be the responsibility of MTS or some other entity. Furthermore, a major goal of the entire I-805 North project, especially the Nobel Pk & Ride, Bus Station and DAR, is to encourage people to use alternative modes of travel to the Single Occupancy Vehicle (SOV). On p. 8- 13 of the Caltrans/URS study, Table 8.6-1 shows that the entire I-805 North project, including the 4 managed lanes, the Carroll Canyon DAR and the Nobel P&R/Bus Station/DAR do little to achieve that goal:</p> <ul style="list-style-type: none"> • The 2030 Build alternative vs. No Build alternative increases the number of non-single occupancy vehicle person work trips in the morning peak by just 216 NB and 223 SB (presumably that includes all riders in BRT busses, carpools, vanpools, etc.). • The 2030 Build alternative vs. No Build alternative increases the number of non-single occupancy vehicle person work trips in the afternoon peak by 134 NB and by 356 SB. Since the entire I-805 North project does almost nothing to achieve its stated goal, there is no rationale for including the incredibly expensive, unnecessary, and environmentally destructive Nobel Park and Ride/Bus Station and DAR. It would be a stunning waste of taxpayer money for transit to build these facilities. 	<p>There are a number of transportation improvements planned for the UTC/Golden Triangle area including Managed Lanes on I-805, Direct Access Ramp (DAR) at Noble Drive, I-805/SR 52 West-to-North and South-to-East HOV Connectors, four <i>Rapid</i> Bus routes and one LRT route that would serve the Nobel Drive DAR and Transit Center. Updated transportation model runs based on the latest approved land use plans for the UTC/Golden Triangle area show that the Build scenario compared to the No-Build scenario will reduce the amount of vehicle trips by 30,000 per day on major arterials in and out of the UTC/Golden Triangle area. In other words, the investment in transit and carpool infrastructure is expected to substantially reduce the amount of traffic in the UTC/Golden Triangle area as compared to doing nothing. Regarding the cost of ongoing maintenance and operations, SANDAG has an agreement with Caltrans for Caltrans to provide operations and maintenance for facilities build on and as part of the highway system. <i>TransNet</i>, the region's half-cent transportation improvement measure program, provides for the operation and maintenance for new transit facilities built as part of the measure.</p>	Letter
272		Friends of Rose Canyon	<p>The Nobel/805 area is a poor location for a bus station. Busses providing service to the high-density employment area along LJV and north of LJV would travel out of their way to exit at Nobel. The current 960 from the Euclid Trolley Station to UTC, which used to exit at Nobel, has been switched to exit at LJV. Even for those few BRT buses planned to exit at Nobel, there is no need for a station – an on-street stop would be quicker. If riders want to connect from a BRT bus to the Super Loop, they can do so directly on Nobel Drive or Judicial Drive at one of the existing Super Loop stops. Making the Super Loop add in a stop at this new bus station would take the Super Loop out of direction, lengthening the ride for the vast majority of users. MTS emails during the planning process for this station make this point. Making busses navigate a bus facility here would slow the BRT route as well as the Super Loop buses. Taxpayers would need to operate and maintain the facility. Although this is also a bad location for the DAR, if built, the DAR would function better without the bus station by allowing drivers to access Nobel Drive more directly. Eliminating the bus station would reduce the I-805 North's project's environmental impact, as the location is environmentally sensitive and would require extensive grading.</p>	<p>The Nobel Drive DAR is planned to accommodate four future Rapid services including Routes 30, 650, 689 and 870 from central, east and south county, providing essential connections to the University City area. Additionally, it is planned that the station at Nobel Drive and I-805 will accommodate future Trolley service (Route 562) by 2050. Cumulatively, these routes help reduce auto traffic by approximately 30,000 vehicles per weekday based on the 2050 travel demand model estimates.</p> <p>Additionally, the Nobel Drive interchange is better positioned for implementation of a direct connector ramp that transit and carpools/vanpools can use to connect directly from the I-805 Managed Lanes to the arterial street network in University City. This location also works well for both existing and future transit services and is in one of the top five performing DARs in the region. Furthermore, the La Jolla Village Drive/I-805 interchange is too congested to accommodate a direct connector ramp.</p>	Letter

No.	Name	Agency	Comment	Response	Source
273		Friends of Rose Canyon	<p>Building a 175-car parking lot in this location makes no sense</p> <ul style="list-style-type: none"> The primary commute in this area is NB in the morning to the high- density employment areas in the Golden Triangle/Sorrento Valley and SB in the afternoon. This parking lot would be at the wrong end of the commute. Any parking lot in this area that does not charge a fee becomes free parking for UCSD students. This occurs along all the streets, and in area shopping malls that do not enforce time limits. To avoid paying to park on campus, students park in any available free parking. It is highly likely that a number of students would simply drive from outlying areas, park in this lot and hop the Super Loop (they get low- cost transit passes), thus not reducing car traffic and leaving taxpayers to foot the bill to build and maintain the parking lot. Only three bus routes are planned to use this station, two of them operating only weekdays at peak hours. Those planned to use it would actually do better not to have to navigate a station here and instead have on-street stops. Some of these bus routes would likely provide better service if they were re-routed to exit/enter the I-805 at La Jolla Village Drive instead of at Nobel, as LJ Village Drive and the area north of it is where the high density employment is. The 2050 Revenue Constrained Network includes 3 BRT routes that would pass through the Nobel bus station location: Rt. 689 will run only on weekdays at peak hours: having this bus exit on Nobel and drive a long way through areas with little employment and out of the way for residents to access it before it gets to UTC is a very poor route. Moreover, from Nobel to UTC, and up to Executive Drive, it simply duplicates the existing and more frequent Super Loop. Rt. 870 will run only on weekdays at peak hours, and similar to Rt. 689, takes a long out-of-direction detour by following Nobel. Rt. 680, which will serve Sorrento Mesa, exiting the I-805 at Mira Mesa Blvd, is planned for all day. It will exit the 805 to stop at the Nobel bus station, then get right back on the 805, thus lengthening the ride for most passengers who are coming from points south. This maneuver would require a bus station large enough to accommodate a huge turn-around area for buses for this problematic stop on a single BRT route. It is certainly possible that this out of direction stop would be discontinued from the route at some point. The 2050 Revenue Constrained Local Bus Network shows no local busses going anywhere near the Nobel/805 area (the Super Loop runs nearby, coming south on Judicial and turning west on Nobel). 	<p>The Draft Regional Plan includes the following transit routes that include service to the Nobel Drive Transit Center. Route 30 will provide all day service between Old Town and Sorrento Mesa via University City. Route 689 will provide peak period commuter service between Otay Mesa and the UTC Transit Center. Route 650 will provide peak period commuter service between Chula Vista and Carlsbad. Route 870 will provide all day express service between El Cajon and the UTC Transit Center. The Purple Line Trolley will provide all day service between San Ysidro and Carmel Valley via the I-805 and I-15 corridors and communities of Kearny Mesa/Mission Valley/Mid-City/Southeastern San Diego/inland South Bay. These routes will be designed to maximize efficiency and ridership. The parking lot will be designed to serve a variety of carpool and transit trips for travelers both traveling to and leaving from the UTC area. When the parking lot reaches capacity, measures can be implemented to provide parking preference for targeted uses.</p>	Letter

No.	Name	Agency	Comment	Response	Source
274		Friends of Rose Canyon	<p>The Nobel/805 area is a poor location for a bus station. Busses providing service to the high-density employment area along LJVD and north of LJVD would travel out of their way to exit at Nobel. The current 960 from the Euclid Trolley Station to UTC, which used to exit at Nobel, has been switched to exit at LJVD. Even for those few BRT buses planned to exit at Nobel, there is no need for a station – an on-street stop would be quicker. If riders want to connect from a BRT bus to the Super Loop, they can do so directly on Nobel Drive or Judicial Drive at one of the existing Super Loop stops. Making the Super Loop add in a stop at this new bus station would take the Super Loop out of direction, lengthening the ride for the vast majority of users. MTS emails during the planning process for this station make this point. Making busses navigate a bus facility here would slow the BRT route as well as the Super Loop buses. Taxpayers would need to operate and maintain the facility. Although this is also a bad location for the DAR, if built, the DAR would function better without the bus station by allowing drivers to access Nobel Drive more directly. Eliminating the bus station would reduce the I-805 North's project's environmental impact, as the location is environmentally sensitive and would require extensive grading.</p>	<p>The Nobel Drive DAR is planned to accommodate four future Rapid services including Routes 30, 650, 689 and 870 from central, east and south county, providing essential connections to the University City area. Additionally, it is planned that the station at Nobel Drive and I-805 will accommodate future Trolley service (Route 562) by 2050. Cumulatively, these routes help reduce auto traffic by approximately 30,000 vehicles per weekday based on the 2050 travel demand model estimates.</p> <p>Additionally, the Nobel Drive interchange is better positioned for implementation of a direct connector ramp that transit and carpools/vanpools can use to connect directly from the I-805 Managed Lanes to the arterial street network in University City. This location also works well for both existing and future transit services and is in one of the top five performing DARs in the region. Furthermore, the La Jolla Village Drive/I-805 interchange is too congested to accommodate a direct connector ramp.</p>	Letter

No.	Name	Agency	Comment	Response	Source
275		Friends of Rose Canyon	<p>The Nobel DAR is hugely expensive, unnecessary, and poorly located.</p> <ul style="list-style-type: none"> The DAR is particularly expensive to build here because it requires widening the 805 bridge over Rose Canyon by even more than is necessary for adding the Managed lanes. This additional widening of the bridge increases the environmental impact as well. The number of BRT routes and busses that would use the DAR is small, since Nobel is a poor location to exit the 805 for the purpose of reaching the high-density employment areas. Instead of the Nobel DAR, the I-805 North project should provide an IAP (intermediate access point) on the I-805 for NB vehicles, allowing them to exit the Managed Lanes south of La Jolla Village Drive and exit onto La Jolla Village Drive (the main employment area). Oddly, there is no IAP planned to make it possible for vehicles to do this. Thus, carpools, buses, and vanpools seeking to reach the high-density employment area along and to the north of LJVD are not allowed to exit the ML off the 805 NB onto LJVD/Miramar Rd. The absence of this IAP may in fact drive down the usage of the managed lanes. Instead of forcing users to get on and off at Nobel and driving an extra distance on local streets, it would be far simpler, less expensive, more useful and more flexible to have an IAP allowing I-805 NB access from the MLs to LJVD. Is it the existence of the long Nobel DAR structure that in fact makes this obvious location for an IAP somehow impossible to include? There appears to be an IAP that allows I-805 SB traffic to enter the managed lanes just south of the on-ramp from LJVD. And just to the north of LJVD, there is also an IAP that allows access from the Managed Lanes to LJVD, which makes sense. Given that the LJVD/805 on and off ramps must be redesigned as part of the I-805 North project, might it be possible for LJVD on-ramps to the I-805 SB to include a second HOV lane or be otherwise designed to better accommodate busses, carpools, vanpools, etc.? Similarly, might it be possible for the I-805 NB off ramp to LJVD to be redesigned to better serve busses, carpools and vanpools? The MND p. 12 states: "Outward main lane shifts would necessitate the realignment of the following existing ramps and connectors within the project limits" – NB off-ramp to Nobel SB on-ramp from Nobel NB off-ramp to LJVD NB on-ramp from EB LJVD NB on-ramp from WB LJVD SB on-ramp from EB LJVD SB on-ramp fro WB LJVD SB off-ramp to LJVD 	<p>The Noble Drive DAR will provide direct access to a key housing and employment centers on the I-805 corridor. The DAR is designed to provide quick and direct access for carpool, vanpool, and <i>Rapid</i> bus traffic. The DAR has been strategically located to connect to existing SuperLoop transit service and in close proximity to the future Mid-Coast LRT service. The time savings, ease of access, and mobility benefits provided by the Nobel Drive DAR to carpool, vanpool, and BRT patrons, especially during peak-periods, are expected to be substantial. An intermediate access point to the south of La Jolla Village Drive will not provide a similar benefit to the Nobel Drive DAR. The DAR concept is a key component to the regional strategy to build a system within the existing freeway system that focuses on the mobility needs of carpool, vanpool, and <i>Rapid</i> bus travel providing transportation choices and advantages over the use of the single-occupant vehicle. Once the DAR is in place along with the other planned transit and managed-lane systems, the Noble Drive DAR is expected to be one of the region's top performing DARs.</p>	Letter

No.	Name	Agency	Comment	Response	Source
276		Friends of Rose Canyon	<p>The Travel Time Savings in the CALTRANS/URS traffic study for the I-805 North project shows minimal savings by almost every measure (p. 9-25) - There is little time savings between the 2030 Build and No-Build alternatives. - There is little time savings between the existing and 2030 Build alternative - In the 2030 Build Alternative, there is little time difference between the Managed Lanes and General Purpose Lanes. For the 2030 Build Alternative, travel time in the MLs is 45 seconds faster than in the GP lanes in the am peak period and 30 seconds faster in the pm peak period. Given these projections, busses, carpools and vanpools should simply use the MLs and use IAPs to exit at LJVD (where much of the traffic is seeking to go) or just use the GP lanes. There is no justification for the Nobel DAR. The Caltrans/URS traffic study (p. 805) provides projections on the time savings for the 2030 Build and No-Build options. It shows that for the time required to travel the length of the I-805 North project the time savings is almost non-existent. Thus there is no rationale in terms of time savings for the massive and costly Nobel DAR ramp. It makes no sense to route traffic onto the Nobel DAR, forcing buses, carpools and vanpools to enter and exit the MLs at a location inconvenient to the high-density employment area. The DAR ramp comes at a tremendous cost, both monetary and environmental. This is in part due to the fact that just south of the Nobel/805 intersection, the I-805 is on a high bridge over Rose Canyon. This bridge will be widened to add the second HOV lane. However, building the Nobel DAR will require additional widening of the bridge. The DAR is also a massive fixed structure. If the MLs and the IAPs need adjusting to function well, that can be done. If the DAR turns out to be a poor decision, it will be a huge, costly white elephant with the cost of its construction and long-term maintenance paid for by taxpayers for decades. The DAR is a facility whose only justification for construction is weekday peak traffic periods. It is a project with minimal if any usefulness, huge environmental impact on Rose Canyon, and huge cost. The Nobel Park and Ride/Bus Station/DAR come a tremendous environmental cost to Rose Canyon and the Rose Creek watershed, the major tributary of Mission Bay. They are near vernal pools, and adjacent to MHPA protected habitat. They would also require major grading and fill, as the land is not flat. This area is some of the last remaining open space enjoyed by the surrounding urban residents.</p>	<p>The Noble Drive DAR will facilitate use of alternative transportation modes to provide direct access to a key housing and employment centers on the I-805 corridor. The DAR is designed to provide quick and direct access to and from the Managed Lanes that provides priority access for carpool, vanpool, and rapid bus traffic. The DAR has been strategically located to connect to existing SuperLoop transit service and in close proximity to the future Mid-Coast LRT service. The time savings referenced in the Caltrans/URS study are averaged over long periods of time. The time savings, ease of access, and mobility benefits to carpool, vanpool, and BRT patrons, especially during peak-periods, are expected to be substantial. In general, the DAR concept is a key component to the regional strategy to build a system within the existing freeway system that focuses on the mobility needs of carpool, vanpool, and rapid bus travel providing transportation choices and advantages over the use of the single-occupant vehicle. Once the DAR is in place along with the other planned transit and managed-lane systems, the Noble Drive DAR is expected to be one of the region's top performing DARs.</p>	Letter

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277		Friends of Rose Canyon	In summary, even with the huge expense of the entire \$657 million I-805 North project, the actual increase in Non-Single Occupancy Work Trips, is minimal: 216 additional Non-Single Occupancy Work Trips in 2030. Projected Non-Single Occupancy Work Trips: 2006 NB AM peak: 701 2030 No-Build NB AM peak: 1051 2030 Build NB AM peak: 1,267 Increasing the number of Non-Single Occupancy Work Trips is, according to SANDAG, a key measure of the project's success. If the Nobel Park and Ride/Bus Station/DAR were of any significant benefit, this number would be far higher. It would be a timely and wise move to delete the Nobel Park and Ride/Bus Station/DAR from the I-805 North project. This would save millions of tax payer dollars and contribute substantially to the protection of open space land in the Rose Canyon greenbelt. In fact, the I-805 North project provides so little benefit at such huge cost, not only should the Nobel Park and Ride/Bus Station/DAR be deleted, the following should also be deleted: - the remaining unbuilt portion of the I-805 North widening Managed Lanes Project - the I-805/ SR 52 Managed Lane Connector Deletion of the remaining unbuilt portion of the I-805 North project is supported by Table 9.9-1: Performance Measures Summary from the "Interstate 805 Managed Lanes North Project Final Existing Conditions & Traffic Operations Analysis Report" prepared by URS and Caltrans for SANDAG. (See Attachment C) This table gives existing conditions and travel times savings in both GP (General Purpose Lanes) and ML (Managed Lanes) for the 2030 No Build and 2030 Build Alternatives. It also provides the Non SOV (Single Occupancy Vehicle) Person Work Trips for existing conditions and the 2030 Build and No Build Scenarios. This shows that both the time savings and the increase in Non SOV Person Work Trips are minimal in the 2030 Build alternative.	There are a number of transportation improvements planned for the UTC/Golden Triangle area including Managed Lanes on I-805, Direct Access Ramp (DAR) at Noble Drive, I-805/SR 52 West-to-North and South-to-East HOV Connectors, four <i>Rapid</i> Bus routes and one LRT route that would serve the Nobel Drive DAR and Transit Center. Updated transportation model runs based on the latest approved land use plans for the UTC/Golden Triangle area show that the Build scenario compared to the No-Build scenario will reduce the amount of single-occupant vehicles by 30,000 trips per day on major arterials in and out of the UTC/Golden Triangle area. In other words, the investment in transit and carpool infrastructure is expected to substantially reduce the amount of traffic in the UTC/Golden Triangle area as compared to doing nothing. An important component of the region's mobility strategy is to build a system within the existing freeway system that focuses on the mobility needs of carpool, vanpool, and <i>Rapid</i> bus travel providing transportation choices and advantages over the use of the single-occupant vehicle. The transportation investment planned for the UTC area is designed to reduce traffic and improve mobility as compared to making no improvements.	Letter
278		Friends of Rose Canyon	Delete the trolley line that comes from Kearney Mesa to Nobel Drive to UTC (See Attachment D). This line simple duplicates BRT routes at a vastly greater cost and would likely be far slower. The cost and environmental impact to build it would likely be huge. The route down Nobel, like the route for BRTs proposed to take that route, would be a long, slow, route with little connection to either residences or businesses.	The future commuter peak period and Trolley services along the I-805 corridor that interface with Nobel Drive and UTC provide service to different markets creating the need for both service types. The commuter service provides long-distance auto equivalent trips that are attractive to riders who have access to a personal vehicle but desire to take transit as a result of its time and cost-savings advantages among other factors. The Trolley service on the I-805 provides all-day service for other trips for all travelers, focusing more on multiple destinations rather than speed to meet a variety of trip purposes with access to multiple land use types including shopping, recreation, jobs, housing and open space.	Letter
279	Bryony van Tuyl	GENI	Why does the SD Forward Plan not come close to achieving the GHG emission (reduction) targets set by the State through AB-32? Research has shown that it is possible to reach these targets. The San Diego Climate Action Plan shows that it is possible for the city of San Diego. Why would it not be possible for the region? SD Forward should - at a minimum - hit the AB32 targets. Why is there such a focus on building so many roads when there is a downward trend in vehicle miles travelled and new housing and building developments will be focussed on a more compressed area? By building roads, you are encouraging people to travel by car. What is needed is FIRST more transit options to enable and stimulate residents to use other ways of transport: it's better for the environment, better for people's health, and cheaper in the long run. A 35 year plan should be visionary, not an additional building block on an existing situation (adding lanes to highways). There should be more options still for bikers. Combined with good transit options, so many more people would travel by bike in this area of near-perfect weather and natural beauty. Other cities have proved that it is possible. San Diego can do it too. And on a personal note, please do consider transit options around Mount Soledad.	Draft EIR Section 4.8 provides detailed analysis demonstrating that under implementation of the Draft Regional Plan, the region would not conflict with the AB 32 statewide GHG target of reducing GHG emissions to 1990 levels by 2020 or conflict with SB 375 regional GHG targets for passenger vehicles. Supporting documentation for the analysis is provided in EIR Appendix G The Draft Regional Plan dedicates half of its projected expenditures to transit, and a bulk of the highway expenditures in the Draft Regional Plan are for managed lane projects that directly support transit and carpooling. The Draft Regional Plan also allocates three percent of expenditures to projects that promote walking, bicycling, and smart growth.	Web

No.	Name	Agency	Comment	Response	Source
280	Andy Hamilton	HHS Live Well Physical Activity Committee	The North Central Live Well Leadership Team's Physical Activity Committee (PAC) is comprised of the County's Health and Human Services Agency, community stakeholders, and health organizations in Clairemont and Linda Vista that are committed to increasing opportunities for physical activity by creating healthy, safe, and accessible spaces. The PAC recognizes the immense effort required to create the San Diego Forward regional plan (Plan), and applauds its emphasis on expanding transportation options in the region. The PAC has responded to many requests from residents who seek to address neighborhood speeding and congestion issues that compromise the safety of residents who wish to walk and bike, and to access transit stops. We have worked within our target communities to reduce dangerous driving and excessive speeds. Typically, the most popular and effective traffic calming solutions -- corner bulb-outs and traffic circles -- are rejected in favor of stop signs or speed bumps due to limited traffic calming budgets. To date, the <i>TransNet</i> Local Streets and Roads Program has been interpreted by SANDAG to restrict funding for traffic calming from this source to smart growth areas. As a result, many residents who would opt to walk, bike, or use transit continue to drive, adding to congestion. The PAC requests this restriction be removed, to allow greater access to congestion relief projects that will foster safe and healthy communities for all.	SANDAG works with the Cities/County Transportation Advisory Committee to review the eligibility of certain type of local street and road projects within the confines of the <i>TransNet</i> Ordinance. SANDAG suggests reaching out to public works staff from the relevant jurisdictions so that this proposal can be considered for further discussion.	Letter
281	Andy Hamilton	HHS Live Well Physical Activity Committee	A second area of concern is the overcrossings of Interstate-805 on Balboa Avenue and Clairemont Mesa Boulevard. These corridors are gateways into nearby commercial areas. Currently, the I-805 ramps only allow vehicles to pass safely. Infrastructure for bicyclists and pedestrians is minimal and unsafe, blocking access through these gateways. While we understand Caltrans has plans to eventually redesign all of the freeway crossings to safely accommodate all modes, this could take several decades. The PAC requests SANDAG elevate these projects in the Plan, to ensure safety and accessibility for multi-modal transportation in Clairemont and other neighborhoods facing the same issue. Thank you for the opportunity to comment.	Bicycle/pedestrian improvements at freeway interchanges identified in the Draft Regional Plan will take place as the managed lanes projects they are associated with are built (2035 in the case of the Balboa Ave./Clairemont Mesa Blvd. area). It is much more efficient and cost-effective to include active transportation improvements at the same time that the overall managed lanes project is being built, rather than before or after.	Letter
282	Hiba	International Rescue Committee – CBO Workshop	You should offer more buses.	The plan includes increased frequencies to most major, existing bus services in the urbanized areas to every 15 minutes all day by 2020 and 10 minutes all day by 2035. Additionally, the plan includes 32 new regional <i>Rapid</i> transit services.	Web
283	Qusyoonan Zakiya	International Rescue Committee – CBO Workshop	I like the idea of a bus going from El Cajon to the airport.	We appreciate your support and feedback. The Draft Regional Plan proposes <i>Rapid</i> route 90 with service from the El Cajon Transit Center to the San Diego International Airport Intermodal Transit Center.	Web
284	Shamoon Jeejo	International Rescue Committee – CBO Workshop	<ol style="list-style-type: none"> Increase in the number of buses. The buses should be newer and bigger. There should be buses going from El Cajon to the airport. Buses should run after midnight. 	The Draft Regional Plan includes the creation of a ten-minute all-day network of Trolley and bus services in the urban areas of the region by 2035, including later evening service. Bus vehicles normally have a life of about 12 years and are replaced regularly with brand new vehicles, many of which are the larger articulated vehicles. Access from El Cajon to the airport can be done by taking the Orange Line to downtown San Diego, alighting at the America Plaza station, and then boarding the Route 992 airport bus (which runs every 15 minutes).	Web
285	Suzan Al Jaher	International Rescue Committee – CBO Workshop	<ol style="list-style-type: none"> Please increase the number of buses. It would be good to have a bus from El Cajon to the airport Please don't allow loud annoying cars. Please decrease the time between buses from 1/2 hour to 1/4 hour. 	The Draft Regional Plan includes the creation of a ten-minute all day network of Trolley and bus services in the urban areas of the region by 2035, including later evening service. Bus vehicles normally have a life of about 12 years and are replaced regularly with brand new vehicles, many of which are the larger articulated vehicles. Access from El Cajon to the airport can be done by taking the Orange Line to downtown, San Diego alighting at the America Plaza station, and then boarding the Route 992 airport bus (which runs every 15 minutes).	Web
286	Wafa Sleman	International Rescue Committee – CBO Workshop	I would like buses on Washington and Chase Streets (El Cajon) because if I want to go anywhere I have to go to Main st first and then it costs \$10 a day to go to Cuyamaca.	Local bus service is provided on Washington Street via Routes 874/875 to provide access to the El Cajon Transit Center which is a future <i>Rapid</i> bus station and connection with existing Trolley service. The cost of day pass is \$5.00.	Web

No.	Name	Agency	Comment	Response	Source
287		International Rescue Committee – CBO Workshop	I am curious as to the status of the 94 highway improvements. Begin Date?	Caltrans has been studying the environmental impacts of adding Express Lanes along SR 94 between I-805 and Downtown San Diego. The addition of these Express Lanes would support the planned South Bay <i>Rapid</i> service, as well as carpools and vanpools along the route. Local representatives and community stakeholders along the project alignment have recently requested that Caltrans consider incorporating community-based alternatives into the SR 94 Express Lanes draft Environmental Impact Report (EIR). Among the possibilities proposed is a bus on shoulder alternative. While current law does not allow permanent use of a shoulder for buses along SR 94, the proposed Bus on Shoulder Project is an opportunity to employ this strategy in the interim until the permanent improvements can be constructed. Other feedback from the community is also being considered and as a result Caltrans is evaluating the feasibility of converting existing general purpose lanes into Express Lanes. Another alternative would provide communities along SR 94 with direct access to current and future <i>Rapid</i> service, which would require accelerated evaluation of the future SR 15/SR 94 HOV-to-HOV direct connector project. The draft EIR will be released once additional analysis has been completed.	Web
288		International Rescue Committee – CBO Workshop	How will making buses and trolleys go different routes provide more jobs? What about safety hazards, bike racks? Busses and trolleys should run later.	Increased trolley and bus services create additional jobs for operators and maintenance personnel. Not clear what the comment is concerning "hazards", but rail and bus operators receive extensive training that ensure safe transit operations. All buses and rail vehicles are accessible to bicycles, and additional bicycle facilities at stations are planned.	Web
289		International Rescue Committee – CBO Workshop	Bike racks needed on the Trolleys.	MTS understands the limited space available in Trolley cars for bicycles. Unfortunately increasing space for bicycles would remove seats and other available space for passengers, especially those with mobility devices. MTS is working with SANDAG on the placement of bicycle infrastructure at station locations to reduce some of the need for passengers to travel on the system with their bicycle on board.	Web
290		International Rescue Committee – CBO Workshop	This program is very good for opening new lanes and we want the roads to become always not busy in order to arrive to work and school and shopping easily. Please also we need to run the buses a long time after 10pm everyday and the price is now high, please lower it. At last, thank you for this plan for roads and safety is very important and necessary.	Thanks for your comments. The transportation network was evaluated based on factors such as access to work, school and shopping which are included and discussed in detail in Appendix N. Additionally, the Draft Regional Plan includes improvements in service frequencies on most bus routes in the urbanized areas to every 15 minutes all day by 2020 and to 10 minutes all day by 2035. A "Safe Routes to Transit" program would fund improvements designed to make it easier and safer to access new transit stations. In terms of transit fares, no increases are being proposed at this time, fares do have to increase over time to account for increases in operating costs. Any fare increases that might be proposed in the future would evaluate other possible alternatives and solicit public input.	Web
291		International Rescue Committee – CBO Workshop	1. Why does it not have a bus after 7pm? 2. Why does not have a bus on Saturday and Sunday? 3. Good to have a bus to the airport.	Route frequencies are driven by the level of ridership demand. Saturday and Sunday demand is lower on most routes, although some do operate every 15 minutes or better, even on weekends. For example, Routes 7, 8, 9, 30, 201/202, 204, and 215 operate every 12-15 minutes on Sundays (Routes 8 and 9 seasonally). As demand increases on other routes, MTS will consider adding frequencies, pending available resources to do so. For more specific requests, riders can contact the Customer Service Department at (619) 557-4555. Bus service to the airport will continue to be provided.	Web
292		International Rescue Committee – CBO Workshop	Also when does the MTS expect to phase out the Old (Mighboy) trolley cars? What is SANDAGs projected revenue from trolley system for 2015/2016? Does SANDAG foresee an increase in disability/senior. monthly fares? Need a dedicated trolley car for bikes.	All of the original model Trolley cars (Siemens U2) were retired by January 2015. The second series of Trolley car (Siemens SD100), also a high-floor car, will remain in the fleet for the foreseeable future, though used only in trainsets with low-floor cars. MTS projects that Trolley fare revenues in Fiscal Year 2015/2016 will be \$42.1 million. No specific changes in MTS fares are proposed at this time. MTS understands the limited space available in Trolley cars for bicycles. Unfortunately increasing space for bicycles would remove seats and other available space for passengers, especially those with mobility devices. MTS is working with SANDAG on the placement of bicycle infrastructure at station locations to reduce some of the need for passengers to travel on the system with their bicycle on board.	Comment Card
293		International Rescue Committee – CBO Workshop	1. I would like there to be a bus from El Cajon to the airport at all times. 2. They should offer buses on weekends from El Cajon to surrounding areas and neighborhoods before it returns.	The Draft Regional Plan includes the creation of a ten-minute all day network of Trolley and bus services in the urban areas of the region by 2035, including more weekend service. Access from El Cajon to the airport can be done by taking the Orange Line to downtown San Diego, alighting at the America Plaza station, and then boarding the Route 992 airport bus (which runs every 15 minutes).	Web
294		Jacobs Center for Neighborhood Innovation (JCNI) – CBO Workshop	My concern is regarding the 2 hour bus passes. They are only good for one way. Is it possible to make the bus passes good for round trip and extend the two hr. restriction?	MTS does not have any plans to offer a two-hour pass at this time. There is a Day Pass available for \$5, or a variety of multi-day and monthly passes that all allow unlimited trips. There are also discounted cash fares and monthly pass prices for qualifying seniors and disabled riders.	Web
295		JCNI – CBO Workshop	Perhaps all this infrastructure and movement, instead of helping will be more harmful the community in general. It's important to keep in mind the community not just the high level but the medium and low.	The Regional Plan is based on the concept of creating a wide range of transportation choices to driving alone, including increased transit services, carpooling/vanpooling, bicycling, and walking. In many cases, the specific projects included in the Regional Plan are aimed at accommodating multiple alternatives. For example, a new trolley line would include the development of "mobility hubs" that enable a wide range of options for accessing station sites such as bike lockers, carshare and bike share services, and shuttle services. Managed Lanes facilities provide priority access for <i>Rapid</i> transit services and carpool/vanpooling, giving users a congestion-free bypass of congested main lanes. The Regional Plan contains a rich network of both new trolley and <i>Rapid</i> lines, and creation of a network of ten-minute all day service on existing trolley, <i>Rapid</i> , and local bus services in urban areas. Transit, therefore, will be a key element in meeting our future mobility needs along with other projects that will create a wide range of time-competitive and convenient alternatives to driving alone. The system is intended to benefit everyone. No particular population is disproportionately affected. See Appendix H - Social Equity Analysis and Engagement for more details.	Web

No.	Name	Agency	Comment	Response	Source
296		JCNI – CBO Workshop	How can we reduce the traffic on the freeway. The Public Transportation is too slow and takes too long.	Freeway congestion is alleviated when there is an increase in public transit ridership and other modes of alternative transportation, such as walking and biking. The Trolley, SPRINTER, and <i>Rapid</i> services offer fast and reliable transit options with limited stops in key travel corridors. As displayed in Figure A.10, Appendix A: Transportation Projects, Costs, and Phasing, many local bus routes in key corridors will also see service frequencies increased to every 15 minutes by 2020, and additionally, to 10 minutes by 2035. Transportation Systems and Demand Management strategies are also a vital component in decreasing freeway congestion and helping commuters choose alternative travel options. Please see Chapter 2: A Strategy for Sustainability, for a more in depth discussion of the Regional Plan transportation improvements.	Web
297		JCNI – CBO Workshop	A person who is 40-50 yrs old needs to be checked to see if he/she is carrying a valid Senior card/pass? If they are Seniors they should be obligated to show ids. A two hour transfer ticket should be available. We need a round trip pass instead.	All riders paying a discounted fare or riding on a discount pass are required to carry identification and have it available for inspection. A combination Compass Card/photo identification is available that enables riders to carry the single card. While MTS has recently increased enforcement of the identification requirement, riders paying a discounted fare should anticipate inspection at any time by an enforcement officer or other MTS personnel. MTS does not have any plans to offer a two-hour or round-trip pass at this time. There is a Day Pass available for \$5, or a variety of multi-day and monthly passes that all allow unlimited trips. There are also discounted cash fares and monthly pass prices for qualifying seniors and disabled riders.	Web
298		JCNI – CBO Workshop	I would like to see Hilltop and Euclid connected.	Local jurisdictions have purview over local streets. Your comment has been shared with City of San Diego staff.	Web
299		JCNI – CBO Workshop	Pay more attention to the Corner of Euclid and Market, the traffic is always heavy and backed up.	Local jurisdictions have purview over local streets. Your comment has been shared with City of San Diego staff.	Web
300		JCNI – CBO Workshop	I like the ideas and the plans but I think it will take too long.	We thank you for your participation in this planning process. Regarding your comment relating to timing of the projects, federal and state laws requires SANDAG to develop a regional plan built on reasonable assumptions of the revenues that will be available during the period covered by that plan. Projects will be implemented between now and 2050. Please see Appendix A, which includes the lists of transit, highway and managed lanes, and bicycle facility projects that would be built by 2020, by 2035, and by 2050. For more information on the availability of funding, please see Chapter 3: Financing Our Future.	Web
301		JCNI – CBO Workshop	Why wait for the streets and roads to be improved? Why wait so long?	We thank you for your participation in this planning process. Regarding your comment relating to timing of the projects, federal and state laws requires SANDAG to develop a regional plan built on reasonable assumptions of the revenues that will be available during the period covered by that plan. Projects will be implemented between now and 2050. Please see Appendix A, which includes the lists of transit, highway and managed lanes, and bicycle facility projects that would be built by 2020, by 2035, and by 2050. For more information on the availability of funding, please see Chapter 3: Financing Our Future.	Web
302		JCNI – CBO Workshop	We need a stoplight to cross the street at the Trolley Station on 47th Street.	47th Street is a city street under the purview of the City of San Diego. Installation of traffic controls such as crosswalks and signals also is under the purview of the city. Your comment has been shared with City of San Diego staff.	Web
303		JCNI – CBO Workshop	We need cheaper bus fares.	Fares are set at a level that makes up the difference between the cost of providing the service and the subsidies received from local, state, and federal funds. Additional resources would need to be identified to subsidize any reduction in fares; or, services offered would need to be reduced accordingly. However, MTS does offer a variety of fare products and discounted cash fares and monthly pass prices for qualifying seniors and disabled riders. Details of all fares and passes for MTS services are available on-line at www.sdmts.com or by calling the MTS Information and Trip Planning office at (619) 233-3004. Information on NCTD fares and passes is available on-line at http://www.gonctd.com/customer-service-information or by calling NCTD Customer Service at (760) 966-6500.	Web
304		JCNI – CBO Workshop	Everything looks good in your plans that you have, but it will take a long time before we see the results of these structures, (plans).	We thank you for your participation in this planning process. Regarding your comment relating to timing of the projects, federal and state laws requires SANDAG to develop a regional plan built on reasonable assumptions of the revenues that will be available during the period covered by that plan. Projects will be implemented between now and 2050. Please see Appendix A, which includes the lists of transit, highway and managed lanes, and bicycle facility projects that would be built by 2020, by 2035, and by 2050. For more information on the availability of funding, please see Chapter 3: Financing Our Future.	Web
305		JCNI – CBO Workshop	All these changes sound good, but I think it will take too long.	We thank you for your participation in this planning process. Regarding your comment relating to timing of the projects, federal and state laws requires SANDAG to develop a regional plan built on reasonable assumptions of the revenues that will be available during the period covered by that plan. Projects will be implemented between now and 2050. Please see Appendix A, which includes the lists of transit, highway and managed lanes, and bicycle facility projects that would be built by 2020, by 2035, and by 2050. For more information on the availability of funding, please see Chapter 3: Financing Our Future.	Web
306		JCNI – CBO Workshop	The bus fares should be good for 2 hours, (departure and return). Sometimes one has to go to the store and it is less than 2 hours, one cannot pay two times.	MTS does not have any plans to offer a two-hour pass at this time. There is a Day Pass available for \$5, or a variety of multi-day and monthly passes that all allow unlimited trips. There are also discounted cash fares and monthly pass prices for qualifying seniors and disabled riders. Details of all fares and passes for MTS services are available on-line at www.sdmts.com or by calling the MTS Information and Trip Planning office at (619) 233-3004.	Web

No.	Name	Agency	Comment	Response	Source
307		JCNI – CBO Workshop	Bus passes are too expensive and there are no benches on the bus stops, (dirty). Near the Trolley station there is too much traffic needing to stop sometimes more than 10 minutes and it's especially bad when the Trolley is late.	<p>Pass prices and fares are set at a level that makes up the difference between the cost of providing the service and the subsidies received from local, state, and federal funds. Additional resources would need to be identified to subsidize any reduction in fares; or, services offered would need to be reduced accordingly. However, MTS does offer a variety of fare products, including passes that allow unlimited trips, and discounted cash fares and monthly pass prices for qualifying seniors and disabled riders. Details of all fares and passes for MTS services are available on-line at www.sdmts.com or by calling the MTS Information and Trip Planning office at (619) 233-3004.</p> <p>Bus benches and amenities are prioritized by the number of daily boardings at each location. Some locations are not possible for a bench because there is insufficient width to maintain accessibility requirements, the sidewalk is not level or otherwise suitable for the installation, or the number of rider boardings is too low to warrant a bench. However, MTS is happy to review any location upon request for a future installation. Such comments can be submitted to the MTS Customer Service Dept. at (619) 557-4555.</p> <p>Regarding the comment about traffic near the Trolley station: the location and nature of the problem are unclear. If this references an issue that can be addressed by MTS, comments are welcome to be submitted to the MTS Customer Service Dept. at (619) 557-4555.</p>	Web
308		JCNI – CBO Workshop	There are a lot of people selling drugs at the Trolley Station on Euclid and Market.	MTS encourages riders to contact the Transit Enforcement Department at (619) 595-4960 or text (619) 318-1338 if they witness suspicious or criminal activity on MTS vehicles or property.	Web
309		JCNI – CBO Workshop	The 47th St Trolley Station needs an area for bicycles.	SANDAG maintains free and secure bicycle parking at many MTS transit stations. While there are no bike lockers currently at the 47th Street Trolley Station, SANDAG will evaluate it as a potential future location. Today, there are bike lockers at the nearby Euclid Avenue Station. Information on all bike locker locations as well as bike locker registration is available at icommutesd.com or by calling 511 and saying "biking".	Web
310		JCNI – CBO Workshop	Please reduce the fares for the bus lines and Trolley for everyone.	Fares are set at a level that makes up the difference between the cost of providing the service and the subsidies received from local, state, and federal funds. Additional resources would need to be identified to subsidize any reduction in fares; or, services offered would need to be reduced accordingly. However, MTS does offer a variety of fare products, including passes that allow unlimited trips, and discounted cash fares and monthly pass prices for qualifying seniors and disabled riders. Details of all fares and passes for MTS services are available on-line at www.sdmts.com or by calling the MTS Information and Trip Planning office at (619) 233-3004.	Web
311		JCNI – CBO Workshop	Security needs to check fares of the passengers. Also the problem in the Trolley areas are the bikes in the area with trains and cars. There is no room for families and children.	<p>MTS enforcement officers conduct random inspections of fares on the Trolley system. Enforcement of identification requirements for discounted passes is also conducted by officers on Trolleys and on MTS buses.</p> <p>During peak times, only one bicycle is allowed per Trolley car; at other times, two bicycles per car are allowed. Recognizing the growth of demand to bring carts, strollers, bicycles, and other large objects on MTS vehicles, MTS revised its Cart, Stroller, and Cargo Policy in 2012. For more information on policies related to bicycles and other objects on MTS, please visit the MTS website at www.sdmts.com.</p>	Web
312		JCNI – CBO Workshop	My concern is that once we exit Euclid on to 94 there is much congestion, (along Euclid) and it is dangerous. Before we do any more projects why don't we address this problem? What is going to happen this part of California where the San Andreas fault crosses? We don't know if it will do that is reach that point of destruction, what you believe it will. This is not a secure place so as to put more money on street maintenance and bridges and everything that is necessary.	The City of San Diego is developing a freeway interchange modification project which would make improvements to better accommodate bicyclists and pedestrians. The project is in the design phase and part of the City's capital improvement program. Estimated completion is by 2018.	Web
313		JCNI – CBO Workshop	To reduce the transit fare because with the number of family members it is a lot to pay during a day and is more easy to use our cars. Also need to increase the routes to the Southeast San Diego area so we can use more frequently.	<p>Fares pay for only 42 percent of every ride MTS provides. To decrease fares, there would need to be a greater public subsidy for transit or a decrease in service. Even with the current fares, riding transit is more cost efficient than driving (studies show that eliminating a car for a family household would save about \$11,000 per year). Monthly passes for a family of five for unlimited transit use for a year would cost a little over \$3,000. Also, MTS allows two kids to ride free on weekends. Kids under six ride free. Youth passes are 50 percent off.</p> <p>Fares are set at a level that makes up the difference between the cost of providing the service and the subsidies received from local, state, and federal funds. Additional resources would need to be identified to subsidize any reduction in fares; or, services offered would need to be reduced accordingly. However, MTS does offer a variety of fare products and discounted cash fares and monthly pass prices for qualifying seniors and disabled riders. Details of all fares and passes for MTS services are available on-line at www.sdmts.com or by calling the MTS Information and Trip Planning office at (619) 233-3004.</p> <p>Transit fares are addressed in the Regional Fare Ordinance which is managed by SANDAG and the two transit operators. In the Draft Regional Plan, fares are generally assumed to keep pace with inflation/cost of providing rail and bus services, although there is no specific timing on when fare changes might occur.</p>	Web
314		JCNI – CBO Workshop	Repair and fix the Euclid Transit Center it is long overdue.	MTS recently rehabilitated all of the stations along the Orange Line, including the Euclid Avenue Transit Center, with new Trolley shelters, platforms, and passenger amenities. Additionally, MTS is planning a major cleaning of the channel and replacement of the bus shelters. Other short term improvements could include enhanced lighting and restoration of the pavement in the bus area. For the long-term, there are substantial public and private improvements constructed and planned for the Encanto area, including Lincoln Park and the Market Street corridor. This will undoubtedly extend to the transit center itself. MTS will work with its local partners to ensure that any long-term improvements to the Euclid station are mutually beneficial to the community and its riders, create a positive impact on the area, and enhance the environment.	Web

No.	Name	Agency	Comment	Response	Source
315		JCNI – CBO Workshop	I would like to see a transportation link between Santee and Lakeside. I do not see any projection up to 2050 in linking these two towns. At the moment people have to go to El Cajon just to be able to get to Lakeside.	Transit works best where existing and planned densities and urban design makes transit easily accessible for large numbers of people and garner a level of ridership that makes the investment in transit cost-effective. With this in mind, an "Urban Area Transit Strategy Boundary" was established (see map on Page 35 of the Draft Regional Plan) that reflects those areas of the region where there is a strong transit/land use interface. Lakeside is characterized by relatively low land use densities and a land use design geared towards automobile travel. This does not mean there will be no transit outside the Urban Area Transit Strategy Boundary, but future improvements in terms of the number of routes and service frequency will likely be minimal.	Web
316		JCNI – CBO Workshop	We also need a bridge over the 'park' and we don't want to pay to use the freeways. And do not remove green areas, we need more parks.	In order to address your first comment, we would need to have more information as to which 'park' you are referring to in your comment. In general, however, your comment regarding the need for more parks is addressed by working closely with the specific municipal jurisdiction involved in a given transportation infrastructure project. The Draft Regional Plan includes a robust system of Managed Lanes that give priority access to transit, carpools, vanpools, motorcycles, and certain clean-air vehicles at no cost. Solo drivers, however, are provided the <i>opportunity</i> to utilize Express Lanes, but must pay a fee to do so. This fee, in turn, is reinvested to support transit services along the same corridor, such is the case with the Interstate 15 corridor.	Web
317		JCNI – CBO Workshop	To reduce the fare because with the number of family is a lot to pay during a day is more easy to use a car. Also they need to increase the routes to the southeast and more frequently.	Fares are set at a level that makes up the difference between the cost of providing the service and the subsidies received from local, state, and federal funds. Additional resources would need to be identified to subsidize any reduction in fares; or, services offered would need to be reduced accordingly. However, MTS does offer a variety of fare products, including passes that allow unlimited trips, and discounted cash fares and monthly pass prices for qualifying seniors and disabled riders. Route frequencies and days of service are driven by the level of ridership demand. As demand increases in these areas, MTS can add service to match, pending available resources to do so. In the southeastern portion of our service area, MTS will be adding service on Routes 709, 712, 950, and 961 in September 2015. For more specific service requests, riders can contact the Customer Service Department at (619) 557-4555.	Comment Card
318		JCNI – CBO Workshop	Reduce the fares (bus, trolley) for everyone.	While no fare increases are being proposed at this time, fares do have to increase over time to account for increases in operating costs. Any fare increases that might be proposed in the future would evaluate other possible alternatives and solicit public input.	Comment Card
319		JCNI – CBO Workshop	The Trolley station needs an area for bicycles.	Most MTS stations offer some type of bicycle rack if space is available. Some MTS stations also offer bicycle lockers, managed by SANDAG's iCommute program. More information is available at www.icommutesd.com .	Comment Card
320		JCNI – CBO Workshop	There are a lot of people selling drugs at the Trolley Station on Euclid.	MTS encourages riders to contact the Transit Enforcement Department at (619) 595-4960 or text (619) 318-1338 if they witness suspicious or criminal activity on MTS vehicles or property.	Comment Card
321		JCNI – CBO Workshop	There are a lot of people selling drugs at the trolley station.	MTS encourages riders to contact the Transit Enforcement Department at (619) 595-4960 or text (619) 318-1338 if they witness suspicious or criminal activity on MTS vehicles or property.	Comment Card
322		JCNI – CBO Workshop	All these changes sound good, but I think it will be a long (plazo?)	We thank you for your participation in this planning process. Regarding your comment relating to timing of the projects, federal and state laws requires SANDAG to develop a regional plan built on reasonable assumptions of the revenues that will be available during the period covered by that plan. Projects will be implemented between now and 2050. Please see Appendix A, which includes the lists of transit, highway and managed lanes, and bicycle facility projects that would be built by 2020, by 2035, and by 2050. For more information on the availability of funding, please see Chapter 3: Financing Our Future.	Comment Card
323		JCNI – CBO Workshop	The bus fares should be good for 2 hours, depart and return. Sometimes one has to go to the store and it's less than two hours, one cannot pay two times.	MTS does not have any plans to offer a two-hour pass at this time. There is a Day Pass available for \$5, or a variety of multi-day and monthly passes that all allow unlimited trips. There are also discounted cash fares and monthly pass prices for qualifying seniors and disabled riders.	Comment Card
324		JCNI – CBO Workshop	Cheaper bus fares, no bridges over the park, we don't want to pay to use freeways, do not remove green areas	Fares are set at a level that makes up the difference between the cost of providing the service and the subsidies received from local, state, and federal funds. Additional resources would need to be identified to subsidize any reduction in fares; or, services offered would need to be reduced accordingly. However, MTS does offer a variety of fare products, including passes that allow unlimited trips, and discounted cash fares and monthly pass prices for qualifying seniors and disabled riders. The Draft Regional Plan includes a robust system of Managed Lanes that give priority access to transit, carpools, vanpools, motorcycles, and certain clean-air vehicles at no cost. Solo drivers, however, are provided the opportunity to utilize Express Lanes, but must pay a fee to do so. This fee, in turn, is reinvested to support transit services along the same corridor, such is the case with the Interstate 15 corridor. Based upon current plans, approximately half of the County of San Diego will be conserved as open space. Local jurisdictions are in various stages of the adoption of regional habitat conservation plans. These plans will protect wildlife and provide for open space throughout the region by identification, conservation and management of an interconnected network of habitat lands. SANDAG is assisting in this effort through its <i>TransNet</i> Environmental Mitigation Program (EMP) which has conserved over 3,400 acres to date. Additional acquisitions are planned in the future that will both protect open space, implement regional habitat conservation plans, and satisfy the future mitigation requirements of regional transportation projects.	Comment Card

No.	Name	Agency	Comment	Response	Source
325		JCNI – CBO Workshop	Everything looks good in your plans that you have, but it will be a long time before we see the results of this structure.	We thank you for your participation in this planning process. Regarding your comment relating to timing of the projects, federal and state laws requires SANDAG to develop a regional plan built on reasonable assumptions of the revenues that will be available during the period covered by that plan. Projects will be implemented between now and 2050. Please see Appendix A, which includes the lists of transit, highway and managed lanes, and bicycle facility projects that would be built by 2020, by 2035, and by 2050. For more information on the availability of funding, please see Chapter 3: Financing Our Future.	Comment Card
326		JCNI – CBO Workshop	I like the idea but I think it will take too long.	We thank you for your participation in this planning process. Regarding your comment relating to timing of the projects, federal and state laws requires SANDAG to develop a regional plan built on reasonable assumptions of the revenues that will be available during the period covered by that plan. Projects will be implemented between now and 2050. Please see Appendix A, which includes the lists of transit, highway and managed lanes, and bicycle facility projects that would be built by 2020, by 2035, and by 2050. For more information on the availability of funding, please see Chapter 3: Financing Our Future.	Comment Card
327		JCNI – CBO Workshop	Need a stop light to cross the street at the Trolley station on 47th St. Need to feel safe crossing the street.	Local jurisdictions control the traffic signals for the local streets and roads. Your comment has been shared with City of San Diego staff.	Comment Card
328	Amelia Castillo	JCNI – CBO Workshop	There is no cultural competency or support, particularly for Latinos, in regards to the Spanish language and the staff.	In order to accommodate Spanish speakers, SANDAG provided interpreters, a contracted, bilingual court reporter, Spanish speaking staff, and translated materials at all of the public workshops. Additionally, one workshop was conducted solely in Spanish. An archived video of this workshop can be found here: https://www.youtube.com/watch?v=O_SpJTRtVWM&feature=youtu.be	Court Reporter

No.	Name	Agency	Comment	Response	Source
329	Patricia Wilson	Las Palmas Condominium Association	<p>I am writing on behalf of the Las Palmas Condominium Association ("Las Palmas") relative to a proposed alternative bike route through the La Jolla Colony area of North University City that we understand remains in the SANDAG Regional Bike Plan. As a community, we are very concerned about the effects of your proposed Alternatives 6 and 7 on our residents with any resulting loss of on-street, curb-side parking on Regents Road caused by these alternatives. Background Las Palmas is a 218-unit condominium community, one of thirteen sub-associations in the greater La Jolla Colony Master Association. The community has ties to the north University City employment market as well as the nearby UC San Diego campus, with many students and faculty living here, biking to school or to work, and riding to the university using UCSD shuttles, MTS and the SuperLoop. As a result of the University, our area is now designated a campus area impact zone, and, if built today, the City would have allowed for increased on-site and on-street, curb parking. Remove Alternatives 6 and 7 from Regional Plan Instead of the increased parking to accommodate today's needs for a University residential area , the City seriously reduced our off-street parking by fifty-three (53) vehicles in 1984, under PRD # 82-0171 as revised April 4, 1984 when adding a Class II bike lane on both Arriba and Palmilla. On street curb parking was also reduced by twenty-seven (27) spaces at Madrid Condominium Association, an association of 123 units directly across Palmilla from Las Palmas. In fact, when you add up all the on-street parking available to both Las Palmas and Madrid on this PRD, there is already a deficit of spaces on the nearest streets of Porte de Palmas and Porte de Merano. That deficit results in the need to continue to use on-street, curb parking on Regents Road between Arriba and the Canyon. This point brings us to the problems we see with your proposed alternative routes 6 and 7. • Aside from the cul de sacs of Porte de Palmas and Porte de Merano, the only nearby street available to us for on-street parking is Regents Road, using spaces from Arriba south to Rose Canyon. During the day, these spaces are usually filled with UCSD students taking shuttles to UCSD. At night these spaces are used by not only Las Palmas resident vehicles but also by other nearby associations, such as Playmore Terrace West. • Arriba, east of Regents, has limited parking on the north side due to day-time school parking restrictions, and the north side is also filled by day with UCSD students taking shuttles to the campus. By night Arriba is filled with vehicles from other associations, such as Playmore Terrace West. • If Regents Road is not available to Las Palmas, neighboring associations and out of area UCSD student parking could migrate into our limited local street parking on Porte de Merano and Porte de Palmas. Without the use of parking spaces on Regents Road, our residents will not have sufficient on-street parking nearby, and the City will be in violation of its own PRD. If Alternatives 6 and 7 remove any parking from Regents Road, Las Palmas vigorously opposes these Alternatives and instead supports the Gilman Alternatives 1 and 2 which is also supported by Council President Sherri Lightner in her City Infrastructure Plan. Closing While we at Las Palmas do support urban biking and all its benefits – reduced environmental impact, less traffic, increased biker safety and connectivity among residential, employment and education centers – we are concerned about the very real impact on our community. Due to the lack of local parking occasioned by PRD # 82-0171 as revised, we strongly oppose any Alternative that would remove any parking from Regents Road. As owners within the La Jolla Colony Master Association, we also oppose Alternatives 4 and 5 as they relate to the use of our private land in La Jolla Colony.</p>	<p>We are aware of the City of San Diego's change in preferred alignment for this route. However, the Regional Bike Network is not being amended as part of the Regional Plan process. This change will be addressed during the update process sometime in the future. One of the primary factors in developing the regional network is providing safe connections in and between Smart Growth Opportunity areas. A goal of the Regional Bike Network will continue to be regional bike facilities to connect to and serve the UC and UTC communities. At the point at which project level analysis is initiated on this alignment, SANDAG will work with the community on these specific concerns, including potential parking loss.</p>	Letter

No.	Name	Agency	Comment	Response	Source
330	Jose	Linda Vista Collaborative, Bayside Community Center – CBO Workshop	Wake up, politicians and government. You've known we need changes and now we're paying the price. How much will the fares rise because of this?	Draft Regional Transit fares are addressed in the Regional Fare Ordinance which is managed by SANDAG and the two transit operators. In the Draft Regional Plan, fares are generally assumed to keep pace with inflation/cost of providing rail and bus services, although there is no specific timing on when fare changes might occur.	Web
331	Penny Cupertino	Linda Vista Collaborative, Bayside Community Center – CBO Workshop	I live in Linda Vista and I'd love improved transportation. Good for the government for doing this. We need it. Good things are happening in San Diego this year	Thank you for your comment. A full list of the regional transportation projects in San Diego Forward can be found in Appendix A: Transportation Projects, Costs, and Phasing. Please continue to follow along in this process by visiting www.SDForward.com .	Web
332	Phuong Do	Linda Vista Collaborative, Bayside Community Center – CBO Workshop	They should connect Point Loma to Kearny Mesa through Linda Vista <i>Rapid</i> Bus route first. It should be a priority. It'd help Linda Vista residents get to medical appointments and social services located in Point Loma faster, and that should be the most pressing issue.	The Draft Regional Plan includes a limited-stop <i>Rapid</i> service connecting Pt .Loma with Kearny Mesa via the Old Town Transit Center.	Web
333	Rene	Linda Vista Collaborative, Bayside Community Center – CBO Workshop	The Plan should include wider buses, more seats for the disabled, or bans on large unfolded strollers. Basically stop letting people with bulky strollers take up so much space. It stops others from riding. I saw it a few weeks ago and had to call and report it because the driver almost didn't let a wheelchair on because the stroller was in the way. Take better care of your passengers	MTS' Cart, Stroller, and Cargo Policy (effective March 1, 2012) already requires that strollers be collapsed once on-board and after the child has been removed. Additionally, we provide courtesy seating at the front of the bus for seniors and the disabled. While not all passengers abide by these policies, our drivers make every attempt to reasonably accommodate all users. MTS encourages riders to contact the Customer Service Department at (619) 557-4555 if they experience any issues with bus operators.	Web
334	Rene	Linda Vista Collaborative, Bayside Community Center – CBO Workshop	We don't need more Trolleys. They're a waste of money that could be spent elsewhere.	Trolley lines, when built in corridors with high demand, provide a cost effective investment. The operating subsidy per passenger on the Metropolitan Transit System's Trolley lines in FY 13 was \$0.88 vs \$2.26 for the fixed-route bus system. The new proposed Trolley lines in the Draft Regional Plan all serve high demand travel corridors.	Web
335	Rene	Linda Vista Collaborative, Bayside Community Center – CBO Workshop	The Plan should give fare discounts to single parents with kids under 18. We give discounts to seniors, students, whoever, but not to single parents who need it all the way up through 18 years of age. My 12 year old daughter goes from City Heights where we live to Linda Vista for school every day and I can't afford our bus passes any more because she doesn't qualify for discounts now. Make it affordable!	A youth pass is available to all riders 6-18 years of age (must have qualifying identification). A 12-year old would definitely qualify for this discounted pass, which is a 50 percent savings over the regular monthly pass price.	Web
336		Linda Vista Collaborative, Bayside Community Center – CBO Workshop	Cons: specific call for more <i>Rapid</i> Bus Transit lines; strong support for this type of transit.	The Draft Regional Plan includes 30 new <i>Rapid</i> lines along freeway, managed lanes, and key arterial corridors throughout the region.	Web
337		Linda Vista Collaborative, Bayside Community Center – CBO Workshop	Pros: Support around use of interconnected hubs via Smart Growth, and the expansion of such hubs to provide retail, housing, employment, and transportation all in one location.	Thank you for your comment. SANDAG is in the process of developing a Regional Mobility Hub Implementation Strategy to identify transportation services, amenities, and urban design enhancements that can bridge the distance between transit and an individual's origin or destination. The strategy will recommend improvements, conceptual designs, and implementation options for different communities served by high-frequency transit throughout the San Diego region. A mix of land uses are key components of this concept, and smart growth opportunity areas will be leveraged to site viable mobility hub locations.	Web

No.	Name	Agency	Comment	Response	Source
338		Linda Vista Collaborative, Bayside Community Center – CBO Workshop	Cons: More buses and bus routes are needed; specific frustration expressed over length of time it takes to get down the hill to Fashion Valley; buses are too time consuming and not an attractive option.	The Draft Regional Plan includes 30 new <i>Rapid</i> lines along freeway, managed lanes, and key arterial corridors throughout the region, along with a network of 10 minute all day service frequencies on most rail and bus services in urban areas.	Web
339		Linda Vista Collaborative, Bayside Community Center – CBO Workshop	This plan looks good, but at the end of the day, how will this affect our water supply? And how much water will be used to build these new Trolleys and transportation routes?	Amid the ongoing drought, water is a significant concern within the State of California. SANDAG works closely with the San Diego County Water Authority to ensure a reliable water supply for future growth. The SANDAG Series 13 Regional Growth Forecast used in the Regional Plan is also being used by the Water Authority in its Urban Water Management Plan to project future water demands. See response to Comment No. 373.	Web
340		Linda Vista Collaborative, Bayside Community Center – CBO Workshop	Using the Trolley takes too damn long. The daily commute from La Mesa to work in Linda Vista means 2 busses and 1 Trolley, so 1 1/2 -2 hours one way. More bus lines is a good thing!	The Draft Regional Plan includes 30 new <i>Rapid</i> lines along freeway and key arterial corridors throughout the region (including limited stop <i>Rapid</i> Express commuter services similar existing <i>Rapid</i> Express Routes 280/290 in the I-15 corridor), along with a network of 10 minute all day service frequencies on most local routes in urban areas.	Web
341		Linda Vista Collaborative, Bayside Community Center – CBO Workshop	The Plan is okay but they need more buses on the weekend. You have to wait too long and there's not enough active routes.	The Draft Regional Plan includes creation of an all-day ten-minute frequency network of rail and bus services in the urban areas that includes increased service frequencies on weekends.	Web
342		Linda Vista Collaborative, Bayside Community Center – CBO Workshop	Linda Vista is very lucky to be between the 163, I-8, I-5, etc., but we need more public transit connections.	As displayed in Figure A.10, Appendix A: Transportation Projects, Costs, and Phasing, many local bus routes in key corridors will see service frequencies increased to every 15 minutes by the year 2020, and additionally, to 10 minutes by 2035. <i>Rapid</i> Route 28 will provide connections from Linda Vista to Kearny Mesa via Old Town.	Web
343		Linda Vista Collaborative, Bayside Community Center – CBO Workshop	I like that the Plan is not expanding out, rather up. I look forward to the Blue Line expansion!	We appreciate your comment and agree that preserving open space while building within our existing footprint is the best approach for the San Diego region. As the cities and County evolve over time, they update their General Plans, which SANDAG then uses to forecast future demographic trends. One major influencing factor to the update of these General Plans has been the 2004 Regional Comprehensive Plan (RCP), developed by SANDAG in partnership with the local jurisdictions. The RCP identified smart growth and sustainable development as important strategies to direct the region's future growth toward compact, mixed-use development in urbanized communities. As the cities and County updated their plans, such concepts played a major role in <i>how</i> to accommodate growth in their communities. Should you like more information on the Blue Line extension, or "Mid-Coast", please visit www.KeepSanDiegoMoving.com .	Web
344		Linda Vista Collaborative, Bayside Community Center – CBO Workshop	Highways and driving are good. No complaints now or with the Plan	We appreciate your satisfaction with the plan. The Regional Plan supports a flexible highway system. By "flexible" we mean that some highway lanes can be dedicated to certain users to create a wide range of time-competitive travel choices on our highway system, including Managed Lanes. Highway improvements complement and complete the existing highway network, in addition to increasing the efficiency of the regional transportation system. A major goal of the Regional Plan is to improve mobility for everyone by creating more travel choices in a way that protects the environment and fuels our regional economy. So whether it's driving a car on the highway, taking the local bus or one of the regional <i>Rapid</i> services, catching the COASTER, SPRINTER, or Trolley, jumping on a bike, or just taking a walk, the Regional Plan outlines a comprehensive, interconnected transportation system that recognizes the importance of each mode.	Web
345		Linda Vista Collaborative, Bayside Community Center – CBO Workshop	The cost of living in Linda Vista is already too expensive. I hope this Plan with increased transit doesn't drive the cost higher.	The Regional Housing Needs Assessment (RHNA), found in Appendix L, is updated every eight years and provides the framework for planning for housing in our region. The most recently adopted regional growth forecast and other demographic data and planning factors are used to allocate the region's very low, low, moderate, and above moderate income housing needs to all 19 jurisdictions. These housing needs are used to prepare the housing elements of local General Plans, which identify sites for housing for all income levels. Local jurisdiction housing elements also include programs that assist in the production of affordable housing for very low, low and moderate income households. The Regional Transit Oriented Development (TOD) Strategy (Appendix U-4 of the Regional Plan) includes recommendations regarding the importance of locating affordable housing near transit stations and along major bus corridors.	Web

No.	Name	Agency	Comment	Response	Source
346		Linda Vista Collaborative, Bayside Community Center – CBO Workshop	Driving on highways is too busy during rush hour traffic 7am-9am, so we need to make the roads wider. Expanding Genesee is a good start.	The City of San Diego has an improvement project for the I-5/Genesee interchange and also a future widening project for segments of Genesee Ave. Appendix A, Transportation Projects, Costs, and Phasing, includes a detailed list of proposed projects in the Draft Regional Plan.	Web
347		Linda Vista Collaborative, Bayside Community Center – CBO Workshop	We don't need more buses; we need more Trolleys. The Blue and Purple Line Trolley plans are great!	The proposed Trolley lines help improve the backbone of the regional transit system along with the existing and proposed <i>Rapid</i> services on Managed Lanes and freeways that provide similar service frequencies and speed of trolley lines. Since many areas of the region won't have direct walk access to trolley and <i>Rapid</i> services operating on Managed Lanes and freeways, a rich network of ten-minute frequency all day local bus and arterial <i>Rapid</i> services are an important part of the transit plan.	Web
348		Linda Vista Collaborative, Bayside Community Center – CBO Workshop	No more buses. They're less environmentally friendly.	Since many areas of the region won't have direct walk access to trolley services, a rich network of ten-minute frequency all day local bus and arterial <i>Rapid</i> services are an important part of the transit plan. The current bus fleet is approaching 100 percent alternative fueled vehicles (Compressed Natural Gas) and all future vehicles will operate on alternative fuels.	Web
349		Linda Vista Collaborative, Bayside Community Center – CBO Workshop	We must have better access to the airport in this Plan. It must be a priority!	The Draft Regional Plan includes several improvement proposals that address the concerns raised: <ul style="list-style-type: none"> • A direct connector ramp to and from north I-5 to Pacific Highway that will facilitate easier access to the airport vs the current I-5 ramps that require use of a number of local streets. • - An intermodal center located just south of Washington St along the existing trolley, COASTER, and Amtrak corridor that will provide a direct pedestrian connection to an on-airport shuttle system that will connect to the passenger terminals. The first phase of this intermodal center will be providing an improved pedestrian connection from the existing Middletown trolley station to an on-airport shuttle stop to be located just west of the Pacific Highway-Palm St. intersection. When completed in mid-2016, Trolley passengers will have a short walk (<1/8 mile) link to the shuttle that they can use free of charge. 	Web
350		Linda Vista Collaborative, Bayside Community Center – CBO Workshop	We should have the Trolley connect through the Linda Vista community. Blue and purple lines are great, but they still miss us in Linda Vista.	The proposed Trolley lines help improve the backbone of the regional transit system along with the existing and proposed <i>Rapid</i> services on freeways and Managed Lanes that provide similar service frequencies and speed of Trolley lines. Unfortunately, it is not practical from a cost-effectiveness standpoint to have Trolley lines operating in all locations of the region. Given this, the draft plan includes a rich network of ten-minute frequency all day local bus and arterial <i>Rapid</i> services throughout the urban areas, including Linda Vista.	Web
351		Linda Vista Collaborative, Bayside Community Center – CBO Workshop	The Plan is a good step, but when jobs open up for construction and building, require they hire local and don't give the jobs to the Chinese. Still, I like the Plan.	SANDAG contracts and does business with a number of different firms ranging from engineering, design, marketing, all the way to general contractors and construction management. Under DOT regulations, there are legal restrictions prohibiting DOT from allowing recipients to use local hire provisions. (See http://www.dot.ca.gov/hq/LocalPrograms/pilot/2015/Local_Hire_Final_Q_and_A_2015-03-09.pdf .) SANDAG consultants and contractors must comply with all the requirements of Title VI and Title VII of the Civil Rights Act of 1964, as amended, and the regulations issued thereunder (Executive Order 11246), the California Fair Employment Practices Act, the Americans with Disabilities Act of 1990, and any other applicable federal and state laws and regulations subsequently enacted, which prohibit discrimination based on race, color or national origin, as well as other protected classes of individuals.	Web
352		Linda Vista Collaborative, Bayside Community Center – CBO Workshop	The Plan should ban e-cigarettes from being used on buses or Trolleys.	On June 18, 2015, the MTS Board of Directors unanimously voted to include in its Ordinance No. 13 the use of electronic cigarettes as a prohibited activity at MTS stops and on MTS vehicles.	Web
353		Linda Vista Collaborative, Bayside Community Center – CBO Workshop	Stop investing in big projects like the Plan, Qualcomm, or a library downtown we don't need, and instead on homes and resources for the homeless!	The Regional Housing Needs Assessment (RHNA), found in Appendix L, is updated every eight years and provides the framework for planning for housing in our region. The most recently adopted regional growth forecast and other demographic data and planning factors are used to allocate the region's very low, low, moderate, and above moderate income housing needs to all 19 jurisdictions. These housing needs are used to prepare the housing elements of local General Plans, which identify sites for housing for all income levels. Local jurisdiction housing elements also include programs that assist in the production of affordable housing for very low, low and moderate income households. Implementation of these local programs will help provide housing for lower income households and the homeless.	Web

No.	Name	Agency	Comment	Response	Source
354		Linda Vista Collaborative, Bayside Community Center – CBO Workshop	We need more freeways because the traffic is too much. It takes too long to drive and it takes too long on the bus or Trolley. We really need the bullet train connecting San Diego with other places.	SR 11 is the only new freeway proposed in the plan, but there will be operational and managed lanes improvements on several existing freeways. The Express or Managed Lanes, which give priority access to transit, carpools, vanpools, motorcycles, and certain clean-air vehicles, also allow fee-paying solo drivers to pay for the use of the Express Lanes. The collected fee then goes to support transit service along the same corridor. An example of this feature can now be seen on the Interstate 15 corridor. Additionally, the San Diego to Los Angeles route of the High Speed Rail are included in the plan. This is a project of the California High Speed Rail Authority. A map of the alternative alignments can be found in Appendix A: Transportation Projects, Costs, and Phasing.	Web
355		Linda Vista Collaborative, Bayside Community Center – CBO Workshop	Very supportive of the Plan. I learned about it at my environmental planning and urban design class at SDSU last year. I like the ideas of bike and pedestrian friendly streets, building up and not out, and more connections.	Thank you for your feedback. Please follow along in this process and participate by visiting the project website, SDForward.com, and joining our e-mailing list.	Web
356		Linda Vista Collaborative, Bayside Community Center – CBO Workshop	A new trolley is great to UTC and UCSD, but we also need a Trolley through North Park. It's an affluent area so it'd serve the businesses and connect downtown.	The Draft Regional Plan includes a Trolley line between downtown San Diego and San Diego State University via the Park Blvd and El Cajon Blvd corridors.	Web
357		Linda Vista Collaborative, Bayside Community Center – CBO Workshop	The bus drivers [should] be more responsible and work with them to be more responsible.	MTS encourages riders to contact the Customer Service Department at (619) 557-4555 if they experience any issues with bus operators.	Web
358		Linda Vista Collaborative, Bayside Community Center – CBO Workshop	We need more public transportation. I moved here from L.A. because of the traffic, and now here we don't have enough public transportation. Trolleys and buses are a good thing so more is better. It keeps people off the roads.	The Draft Regional Plan includes a number of improvements to create a rich network of Trolley and bus services, including new lines and upgrade of the existing services to ten-minute all day service frequencies.	Web
359		Linda Vista Collaborative, Bayside Community Center – CBO Workshop	Put more bike lanes in the roads so people can ride and so they can be more safe and they don't block the sidewalk	SANDAG's Regional Bikeway Program looks to locate safe bike facilities as part of key roadway corridors.	Web
360		Linda Vista Collaborative, Bayside Community Center – CBO Workshop	If there could be more time frames for the buses to run because sometimes they only run every hour or half an hour. Also, to get there at the time said. Finally, some buses that are older do not work properly and if the back door is jammed they have to go back to the front and exit, so new buses would be a good idea. Thank you!	Route frequencies are driven by the level of ridership demand. As demand increases on a route, MTS can add service to match, pending available resources to do so. For more specific requests, riders can contact the Customer Service Department at (619) 557-4555. MTS replaces a portion of its bus fleet each year to ensure that older buses are regularly cycled out of service as they reach the end of their useful life. Riders noticing specific problems with any MTS equipment can also bring that to the attention of our Customer Service Department for a resolution.	Web
361		Linda Vista Collaborative, Bayside Community Center – CBO Workshop	I have to walk a lot in order to get to a bus stop. I believe it is a bit expensive [to still ride]. I like the idea of the new route (San Diego Forward), as well as the bicycle route.	Walking is always a part of the transit journey and the Draft Regional Plan includes funding for improvements to make the walking environment safer and more pleasant to use. We are also looking at creation of "mobility hubs" at key transit stations that could provide a number of options for accessing transit such as carshare, bikeshare, and community shuttles.	Web

No.	Name	Agency	Comment	Response	Source
362		Linda Vista Collaborative, Bayside Community Center – CBO Workshop	[San Diego Forward] is a great project and an intelligent way to mobilize the community to get around the city and at the same time to exercise.	We appreciate your comment. San Diego Forward aims to provide safe, secure, healthy, affordable, and convenient travel choices between the places where people live, work, and play in the region. Please follow along on the Regional Plan development by visiting SDForward.com.	Web
363	charles poverman	Little Italy Residents Association	I'm with LIRA. Our position is this: We are seeking a third alternative that doesn't rely on widening the freeway. It is naive and statically unsupportable of SANDAG to assert that wider freeways will mean lower Greenhouse Gas Emissions. Can you offer us another alternative?	The Regional Plan is based on the concept of creating a wide range of transportation choices to driving alone, including increased transit services, carpooling/vanpooling, bicycling, and walking. In many cases, the specific projects included in the Regional Plan are aimed at accommodating multiple alternatives. For example, a new Trolley line would include the development of "mobility hubs" that enable a wide range of options for accessing station sites such as bike lockers, carshare and bike share services, and shuttle services. Managed Lanes facilities provide priority access for <i>Rapid</i> transit services and carpool/vanpooling, giving users a congestion-free bypass of congested main lanes. The Regional Plan contains a rich network of both new Trolley and <i>Rapid</i> lines, and creation of a network of ten-minute all day service on existing Trolley, <i>Rapid</i> , and local bus services in urban areas. Transit, therefore, will be a key element in meeting our future mobility needs along with other projects that will create a wide range of time-competitive and convenient alternatives to driving alone.	Web
364	Steve Chung	Military Working Group	Brown Field Airfield - Any expansion to accommodate commercial cargo at Brown Field will create flight safety hazards w/ NASNI and SD Airport. This is due to geographic terrain and variation in flight patterns that would be required for commercial cargo on their approach/departure patterns at Brown Field.	Thank you for the comment. SANDAG will continue to monitor potential commercial developments at the Brown Field Airfield.	Email
365	Steve Chung	Military Working Group	*High-Speed Rail for Multi-Modal Transit Center - Any intersect for the high-speed rail thru our SPAWAR facility at Old Town Center (OTC) is problematic for the Navy. Also, we are having trouble confirming if there are any proposals to widen or augment the right-of-way for the existing rail lines (located directly adjacent to the northerly edge of OTC). If high-speed and other rail types are proposed for connection to this location, would they be using the same tracks? more tracks, a more robust track?	The California High-Speed Rail Authority has not determined the final alignment for high-speed train service in the San Diego Region. No additional conventional rail improvements in the Old Town Transit Center area are included in the Draft Regional Plan that would be outside the railroad right of way.	Email
366	Steve Chung	Military Working Group	*"Rapid Transit" proposed for apparent connection to NB Point Loma via Rosecrans - In Figure 2.11 shown in green, we would like additional details for this connection to determine potential impacts to our security protocols and required stand-off distance requirement.	No studies have been done to date on this proposed <i>Rapid</i> service; assessing how it might serve the military base would be an important part of those future studies.	Email
367	Tammy Daubach	Mt. Empire Collaborative	Since there is nothing for the Boulevard area, we fully support the senior driving program. Please keep it up!	The Senior Mini-Grant program funded with <i>TransNet</i> sales tax dollars is funded through the length of the tax measure to 2048. SANDAG also helps fund senior transportation by passing through Federal grant funds that support specialized transportation for both seniors and persons with disabilities. Additionally, the Coordinated Plan (Appendix U.1) provides a five-year blueprint for the implementation of public transit and social service transportation concepts described in the Regional Plan. It establishes a regional strategy to provide transportation to recognized transportation-disadvantaged groups, including seniors, individuals with disabilities, and persons with limited means.	Web
368	Tammy Daubach	Mt. Empire Collaborative	Please continue to support the Senior Driving Program for the backcountry area. Please keep the senior driving program for East County. We need this program in the Campo, Boulevard, and Jacumba areas.	The Senior Mini-Grant program funded with <i>TransNet</i> sales tax dollars is funded through the length of the tax measure to 2048. SANDAG also helps fund senior transportation by passing through Federal grant funds that support specialized transportation for both seniors and persons with disabilities. Additionally, the Coordinated Plan (Appendix U.1) provides a five-year blueprint for the implementation of public transit and social service transportation concepts described in the Regional Transportation Plan. It establishes a regional strategy to provide transportation to recognized transportation-disadvantaged groups, including seniors, individuals with disabilities, and persons with limited means.	Web
369	Ted Shaw	NAIOP San Diego	I'm here today on behalf of NAIOP San Diego. We are a commercial, industrial, and office trade association. We have over 500 members representing tens of thousands of individual employees. We support the balanced approach in the San Diego Forward Plan. We believe that we need to address both the current and future needs, excluding one or the other is not the appropriate response. The movement of goods, services, employees across this county is critical to our economic health. We urge you to move forward with the Plan.	We appreciate your feedback. Please continue to follow along in this process by visiting SDForward.com.	Court Reporter

No.	Name	Agency	Comment	Response	Source
370	Marcus Bush	National City Planning Commission	<p>The removal of the Blue Line Express Route 540 project from the Constrained Network decreases the performance of transit facilities by further expanding the freeway instead of investing in public transit. The Orange Line Express project was also removed and I believe should be put back into the Constrained Network of the SD Forward: The Regional Plan, but these comments focus on the Blue Line Express. SANDAG has stated that the replacement public transit project for the Blue Line Express is <i>Rapid</i> Bus Route 640. However, this route is dependent on expansion of the I-5 Freeway, which includes General Purpose lanes in the National City segment of the I-5 Corridor, that further increase VMT. In addition, the proposed Managed Lanes are not exclusively used for public transit and should not be considered as effective as the Trolley from a time-saving perspective since the Managed Lanes are not a transit-only dedicated right of way and can be used by carpoolers and potentially, single-occupancy vehicles that pay a toll to use them. These Managed Lanes are more susceptible to traffic congestion during rush hours compared to the exclusive dedicated right of way for the Trolley. In addition, the <i>Rapid</i> Bus Route 640 and associated expansion of the I-5 Freeway will have a much higher cost than the Blue Line Express. According to SANDAG's own official analysis (see the Appendix A of the Plan), the Blue Line Express will cost a total of \$391 million which is significantly cheaper than the combined cost of the <i>Rapid</i> Bus Route 640 (\$93 million) and the I-5 Freeway Expansion (\$651 million) at \$744 million. According to SANDAG Staff, Metropolitan Transit System's (MTS) "revised view" is that the "\$391 (million) cost is actually too low given the right-of-way costs." If that's the case, their analysis needs to be made public and SANDAG should edit the cost estimate from the current Appendix A, and any other part of the document where this estimate is mentioned. Furthermore, Staff stated that a Downtown Tunnel would be required and I haven't seen that part of the formal analysis, nor should it be required since there's sufficient trolley right-of-way extending from the South, San Ysidro Station all the way until the 12th and Imperial Transfer Station. Please include the Blue Line Express and Orange Line Express projects in the Constrained Network of the Plan for 2035 and delay the I-5 Freeway Expansion and <i>Rapid</i> Bus Route 640 until 2050. The savings from these projects could be used for Smart Growth Incentive Grants and Active Transportation Grant Programs to promote smart growth and infill land use development which promote transit, bike and walking facilities. Please call me with any questions. Sincerely, Marcus Bush Chair, National City Planning Commission</p>	<p>The Blue Line Express service would have been very costly to implement given the limited right-of-way available along the Blue Line where additional trackway would be needed at several station locations and the need for a downtown Trolley tunnel (the C St/Park Blvd corridor is at capacity now). The Draft Regional Plan addresses the need for higher speed services in the South County area in two ways: 1) addition of two limited stop <i>Rapid</i> services (<i>Rapid</i> 640A/640B) that will provide high speed service along the I-5 corridor in the planned Managed Lanes facility to downtown, Old Town, and Kearny Mesa and, 2) the addition of new <i>Rapid</i> routes along the I-805 corridor Managed Lanes (<i>Rapid</i> 688/689/690) that will provide high-speed service to job centers in Kearny Mesa, Sorrento Mesa and UTC. The Managed Lanes provides priority access to transit and carpools/vanpools and can be managed to ensure maintenance of LOS C conditions similar to the way the Managed Lanes along the north I-15 are managed. As noted in your comment, Managed Lanes on both corridors also will facilitate travel by carpools and vanpools. Additionally, <i>Rapid</i> service development in National City can be implemented much earlier than Express Trolley given the lower cost, as shown in the phasing table (Table A.2) in Appendix A. The <i>Rapid</i> service also is better suited to longer distances and can provide faster service than the Express Trolley, thereby providing an auto-equivalent transit trip from National City while retaining connections to the existing Blue Line Trolley. The lower cost of these projects also enables the construction of several other <i>Rapid</i> services throughout the region providing additional connectivity and regional benefit.</p>	Web
371	Edward Wigdahl	Neighborhood Nation	<p>Seniors; homeless; underemployed; students; drop-outs; legal and undocumented aliens; low-income families and individuals, will present great challenges for tomorrow's leaders. It is important that today's planners consider these groups when designing for the future San Diego Region. They are not going away. Ed Wigdahl; Stakeholder's Representative, Neighborhood Nation.</p>	<p>Promoting social equity in transportation planning requires involvement from a wide variety of communities and stakeholders. In the not so distant past, cities and communities with high concentrations of low-income residents and minority populations in the San Diego region as well as federally recognized tribes were underserved and underrepresented in the planning process. SANDAG continually strives to engage the most vulnerable and disenfranchised communities of the region in the planning and decision-making process, and improve methods for analyzing how the Regional Plan and other planning efforts at SANDAG affects those populations.</p> <p>From the beginning of the preparation of the Draft Regional Plan, SANDAG engaged affected communities in the planning process through an innovative collaborative effort with Community-Based Organizations and Collaboratives from around the region (see Appendix G: Social Equity). SANDAG incorporated their issues and concerns into the design and decision-making process, as well as in the definition of disadvantaged communities, the development of social equity project evaluation criteria and performance measures. The goal of these efforts is for low-income and minority (LIM) communities to share equitably in the benefits of the transportation investments without bearing a disproportionate burden from the system when compared to non-LIM communities.</p>	Web

No.	Name	Agency	Comment	Response	Source
372	Edward Wigdahl	Neighborhood Nation	One Suggestion from Neighborhood Nation Stakeholders meeting held in June is to make better use of the air space above freeways by laying foundations for parks; library's, art colonies and other community useful projects. As well thought out roadways go into design, open up creative juices in the community to make plans for the use of the otherwise wasted but valuable air space above. J. Loeb; Stakeholder's Representative, Neighborhood Nation	Thank you for your suggestion. While it cannot be integrated into the Regional Plan at this time, the idea could be given consideration in the next update to the plan. Per the Federal Highway Administration (FHWA) Airspace Guidelines to 23 CFR 710.405 - 710.407 (revised August 10, 2010), "The right to use this area [air rights] by public entities or private parties for interim non-highway uses may be granted in airspace leases, as long as such uses will not interfere with the construction, operation or maintenance of the facility; anticipated future transportation needs; or the safety and security of the facility for both highway and non-highway users. Private or public uses of airspace may occur, but the protection and preservation of the nation's highway capacity is essential... An airspace lease may range from a short term use with few or no tenant improvements to a long-term use with substantial structures... The common element for successful airspace leasing activities is coordination among the various interested participants. A good highway airspace agreement must reflect legal, planning, environmental, design, construction, maintenance, insurance, safety, and security requirements. Participants involved in evaluating a leasing proposal may include the proposed airspace user, affected sections of the SDOT/SHA, Local Public Agencies (LPA), and as appropriate, the FHWA. The FHWA has final approval on leases of airspace on Interstate systems...Since the events of 9/11, security has become a significant issue to be considered when making decisions regarding transportation infrastructure. This is true of the decision process for airspace leasing. All airspace lease requests should be evaluated by SDOT/SHA, other state agencies with security expertise or responsible for the state's critical infrastructure protection, and (when appropriate per the Stewardship Agreement) FHWA staff with expertise in safety and security matters. In certain instances, due to the design, configuration, and complexity of the airspace facility, it may be appropriate to obtain an independent safety and security analysis to assist the SDOT/SHA and the FHWA in making a determination whether to approve the airspace lease request."	Web
373	Ted Ross	NLSS	The entire future is predicated on ENOUGH water to sustain existing inhabitants. Suggesting the levels of growth without establishing a contingency plan should the drought last for decades is IRRESPONSIBLE if not criminal. The growth is nothing more than a PONZI scheme which is self fulfilling..more people...more transportation needed...more taxes to pay for more, more, more.	<p>The San Diego County Water Authority has plans and strategies in place to provide long-term supply reliability for the region and manage prolonged droughts. These plans are developed in coordination with the retail member agencies and SANDAG. Similar to how SANDAG is required by law to update its transportation plan every four years, the Water Authority is also required by law to update its Urban Water Management Plan (UWMP) every five years. The purpose of the UWMP is to document the water supplies and conservation efforts necessary to meet existing and future water demands. In the Water Authority's UWMP, a diverse resource mix of local and imported supplies is identified to meet the water demands of the San Diego region. Per a 1992 memorandum of agreement signed between the Water Authority and SANDAG, the Water Authority utilizes SANDAG's official growth forecast to project future water demands within the region. This coordination ensures linkage between local jurisdictions' general plans and the Water Authority's projected water demands. It also ensures that the Water Authority is identifying the appropriate mix of resources to meet the existing and future growth within the region. The UWMP also includes a scenario planning process that identifies the uncertainties associated with implementation of the resource mix and the adaptive strategies to manage the uncertainties. Updates of the UWMP are provided to SANDAG and the local land-use jurisdictions for their use when developing land use plans and policies.</p> <p>The Water Authority also has a Water Shortage and Drought Response Plan that identifies potential actions that can be taken from a regional perspective to minimize or avoid impacts due to shortages. The plan identifies a multi-faceted approach to managing long-term droughts, including both extraordinary conservation and supply enhancement. The Water Authority recently activated the plan in February 2014, immediately following the Governor's declaration of a statewide drought emergency in January 2014.</p> <p>California is facing an unprecedented four year drought. For the first time in California's history, the Governor is mandating urban water use reductions statewide due to the severity of the drought. State emergency regulations have been adopted to carry out the Governor's mandate that identify a reduction target for each urban water agency. With assistance from the Water Authority, the retail water agencies within San Diego County are taking the steps necessary to meet the mandated reduction target.</p> <p>According to the Water Authority, the Governor's focus is on demand reduction statewide due to the drought, without taking into account the available supply to serve a community. The actual supply shortage due to drought in the San Diego region is minimal this year (1-2 percent), even with a 15 percent imported supply cutback from the Metropolitan Water District of Southern California. Investments by the Water Authority and its member agencies in local supplies and long-term Colorado River water transfers are able to offset the supply shortage from the Metropolitan Water District this year. In the fall of 2015, the Carlsbad Desalination Plant is planned to begin producing a local drought-proof supply for the region. This demonstrates that the supply diversification strategy identified in the UWMP can result in supply reliability. Unfortunately, the state's mandated conservation targets do not take into account the local investments made in drought-proof supplies. The water conserved in response to the state's mandate is being stored by the Water Authority in local reservoirs, primarily the newly expanded San Vicente Dam. Having water stored locally in San Diego County will be critical, should the drought continue, to offset potential deeper cutbacks from the Metropolitan Water District.</p> <p>As part of its planning process, SANDAG works in conjunction with each of the local land use jurisdictions and other agencies to update the region's long range growth forecast. While the region is still growing, the forecast projects an average annual growth rate of less than one percent between now and 2050 – the slowest growth rates compared with any previous forecast. Most of our growth – almost two thirds – will be internal growth, meaning our children's children. In addition, the forecast shows that our growth patterns will become more concentrated in the region's most urbanized areas over time, minimizing land devoted to landscaping and reducing land dedicated to impervious surfaces, such as streets and driveways.</p>	Web
374	Cristine Brosas	Operation Samahan, Inc – CBO Workshop	A more efficient Trolley service should be implemented. As a college student who relies heavily on public transportation, I honestly think that San Diego needs to work on its public transportation (putting more Trolley lines, more bus services to residential areas).	The draft Plan includes a number of new trolley lines and <i>Rapid</i> services, along with establishment of a system of ten-minute all-day service in the urbanized area for trolley, <i>Rapid</i> , and local bus routes.	Web
375		Operation Samahan, Inc – CBO Workshop	While this plan sounds nice, prices get higher in high density areas, therefore pushing us to locations east of business saturated areas. This does not do much for those that still need to commute.	Providing adequate housing for a growing number of people, at all income levels and all stages of life is one of the thirteen policy objectives in San Diego Forward. Local plans have been updated to provide more housing choices – more apartments, townhomes, condominiums, and single-family homes. SANDAG provides funding incentives through two <i>TransNet</i> grant programs to jurisdictions planning for and building affordable housing.	Web

No.	Name	Agency	Comment	Response	Source
376		Operation Samahan, Inc – CBO Workshop	The bus line concept from Eastlake/East San Diego is highly needed. The express freeway would be more helpful if the prices were more affordable. Also, only going from 125 N -> 54 does not suffice for most travelers who need to get to the 5 freeway. Trolley lines only benefit those traveling from San Ysidro to Downtown and vice versa, as well as going to SDSU and Mission Valley. Going further to La Jolla and even Clairemont/Kearny Mesa area would be beneficial.	A direct bus line from Eastlake to East County via the SR 125 corridor was evaluated in past years but not included in the plan due to low ridership. Under the Draft Regional Plan, that trip will be able to be made by using <i>Rapid</i> 225 and then transferring to <i>Rapid</i> 550, the Orange Line, or local buses depending on the exact destination. <i>Rapid</i> 225 is currently in final design and scheduled for completion in 2017, while <i>Rapid</i> 550 is planned for implementation by 2025. As part of SANDAG's acquisition of SR 125 South Bay Expressway, a substantial toll decrease was implemented within the first six months of the executed SANDAG/Caltrans franchise agreement. This reduction in tolls was intended to incentivize more local usage of the facility, particularly making short trips more affordable. The toll reduction was implemented July 1, 2012. For users of SR 125 South Bay Expressway that are interested in traveling to the I-5 corridor, there are choices already available, including connecting via SR 54, or SR 94, and or I-805.	Web
377	Alejandra Mier y Teran	Otay Mesa Chamber of Commerce	I would like to express the Chamber's full support of, basically, highways, reconfiguring highways, and potentially expanding them to support freight management. We have a very important cross-border manufacturing community in San Diego County from DJO Orthopedics in Vista to Scantibodies in Santee, to Hunter in San Marcos, as well as the many cross-border manufacturers in the City of San Diego, including Honeywell, Kyocera. We need to support these companies that are fueling our economy. We need to support highways that are so important to truck traffic, and our freight management system. Thank you.	Thank you for your comments. SANDAG will continue to work with the Otay Mesa Chamber of Commerce to support regional Goods Movement policies, projects, programs and funding opportunities including working with industry freight stakeholders.	Court Reporter
378	Marcy Bonham	Pop St Project	Synchronize the traffic lights, Please??	Local jurisdictions control the traffic signals for the local streets and roads. Your comment has been shared with staff in the City of San Diego's Transportation & Storm Water Department.	Web
379	Marcy Bonham	Pop St Project	Could we bring back a sign that used to be on El Cajon Blvd.? "The Walking Man's Friend" was a neon art piece of a man in Top hat & Tails, whose legs blinked off & on, so that it appeared that his legs were 'walking.' I'd like to help do this project, if it gets approved. I'm having trouble finding a picture of the original neon sign. Any ideas?	Local jurisdictions have purview over local streets including the street furniture, and art. Your comment has been shared with staff in the City of San Diego's Transportation & Storm Water Department.	Web

No.	Name	Agency	Comment	Response	Source
380		Public Health Stakeholder Group-Ad Hoc Subcommittee	<p>As you may be aware, the Public Health Stakeholder Group (PHSG) is an advisory group to San Diego Association of Governments (SANDAG staff), created to facilitate collaboration and recommendations in implementing Healthy Works projects. This group engages a range of professionals, including public health, design, engineers, community stakeholders, and land use and transportation planners. While the Healthy Works-funded activities were completed at the end of September 2014, the SANDAG Board of Directors allocated funding to continue the PHSG through adoption of San Diego Forward: The Regional Plan</p> <p>The PHSG recently reviewed the Draft Regional Plan and associated Draft Environmental Impact Report (EIR) currently being circulated by SANDAG. Overall, the Draft Regional Plan and EIR documents are well-written, organized, and comprehensive. PHSG members recognize the good work that went into the preparation of the Draft Regional Plan and EIR documents and the importance of providing leadership on mobility and access planning for the region. The Draft Regional Plan not only considers various public health initiatives in several areas of the document, but SANDAG also takes great strides at responding to requests for more efficient use of the existing system and manage traffic demand.</p> <p>We continue to urge the SANDAG board to invest in the safety, health, and welfare of our children and grandchildren. By focusing on sustainability, alternative transportation, compact land use, and minimizing and mitigating the effects of climate change, we can make a real difference in the lives of our residents. Although we understand the funding and operational constraints outlined in the alternatives analysis, many of the ideas proposed in Alternative 5D, such as incentivizing denser land use in the urban cores, strengthening and accelerating the construction of the transit and active transportation networks, and strategies for discouraging single occupant vehicle trips are important to making the changes we need for healthier communities. As such, we support Alternative 5D, or a similar strategy that is driven by health and sustainability perspectives, as a planning vision for our region's future.</p>	<p>Public Health has been fully incorporated throughout the development of San Diego Forward including the Public Health White Paper, Project Evaluation Criteria, Performance Measures, Development of the Transportation Network, Alternative Transportation Scenarios, Preferred Transportation Network, and the Draft Plan for San Diego Forward.</p> <p>The SANDAG Board of Directors will consider the Regional Plan and the alternatives evaluated in the draft EIR when making their decision on approval of the Plan later this fall.</p>	Letter
381		Public Health Stakeholder Group-Ad Hoc Subcommittee	<p>The analysis of the Draft Regional Plan does not capture what the true health costs are in association with the Project. More accurate life-cycle and full costs-benefit analysis is needed.</p> <p>The Draft Regional Plan should prioritize active transportation funding to support and benefit Safe Routes to Transit infrastructure.</p>	<p>A cost benefit analysis was completed for the Draft Regional Plan. It considered both increases in transportation-related physical activity and decreases in emissions costs. There are, however, aspects related to the health and other benefits of active transportation that are difficult to capture, and SANDAG's support of active transportation programs reflect their importance to our communities.</p>	Letter

No.	Name	Agency	Comment	Response	Source
382		Public Health Stakeholder Group-Ad Hoc Subcommittee	<p>Over the last decade, the State of California has signed into law several statutes to reduce greenhouse gas (GHG) emissions due to the serious threat of climate change. The GHG targets set through Senate Bill 375 (Steinberg, 2008) are not merely academic numbers for SANDAG to achieve through modeling assumptions – they represent a critical societal strategy needed to address climate change. In several recent surveys of physicians in the United States, close to 70 percent report that they are seeing the effects of climate change in their patients, here and now. As PHSG members, we have a responsibility to point out that climate change is not just a climate issue – it is an urgent health issue. On June 23, 2015, the Lancet Commission on Health and Climate Change released a special report that concludes that climate change is “the biggest health threat of this century.” But what is our biggest threat is also our biggest opportunity. Shifting from automobile use to more walkable and transit-using communities will not only reduce carbon and air pollution, but the accompanying physical activity also will yield huge reductions in cardiovascular disease, diabetes, osteoporosis, and some cancers – not to mention improvements in mental health and well-being. We need swift and robust investments in infrastructure to make active transportation in our communities easy, affordable, and safe.</p> <p>Thank you for promoting opportunities to incorporate health in transportation planning and the opportunity to comment on the Draft Regional Plan for the San Diego Region. We thank you for the opportunity to comment and look forward to working with SANDAG staff in addressing our concerns.</p>	<p>San Diego Forward projections show that the San Diego region will not only meet but exceed SB 375 greenhouse gas emission reduction targets set by the California Air Resources Board for future years in 2020 and 2035, and that the region will continue to decrease per capita GHG emission from cars and light trucks beyond 2035.. San Diego Forward recognizes the interconnections between public health, the built environment, and climate change. Thank you for your comment and we look forward to continuing to work with the health community.</p>	Letter
383		Public Health Stakeholder Group-Ad Hoc Subcommittee	<p>II. <u>Cost Effectiveness</u></p> <p>Given that the Draft Regional Plan is a financially constrained document, the cost effectiveness of the projects under consideration for inclusion in the Draft Regional Plan has significant environmental consequences. Inclusion of projects that have a relatively high cost for each new transit rider may preclude the inclusion of other projects that have a relatively low cost for each new transit rider. The mix of transit projects in the Draft Regional Plan could have different results in terms of overall ridership and VMT depending on the cost effectiveness of the projects. The final EIR should, therefore, evaluate the cost effectiveness of all projects under consideration for inclusion in the Draft Regional Plan.</p>	<p>Cost-effectiveness was used as one of the criteria for all projects in San Diego Forward. Transit projects, for example, were compared against one another for precisely the reason the commenter suggests. Cost-effectiveness included travel-time savings, emissions, safety, and other benefits, but cost-effectiveness was not the only project prioritization criterion.</p>	Letter

No.	Name	Agency	Comment	Response	Source
384		Public Health Stakeholder Group-Ad Hoc Subcommittee	<p><u>III. Proposed Plan - Impacts and Overrides</u></p> <p>There is a considerable gap between the Vision of the Draft Regional Plan Vision and the effect of the Draft Regional Plan (or what the Draft Regional Plan achieves). As stated in the Draft Regional Plan, the goals are to “provide innovative mobility choices and planning to support a sustainable and healthy region, a vibrant economy, and an outstanding quality of life for all.” However, in Table ES-1, there are a number of significant impacts of the proposed Draft Regional Plan that undermine the social and ecological determinants of health and the Draft Regional Plan’s Healthy Communities Goal, listed as follows:</p> <ul style="list-style-type: none"> • Agricultural and Forestry Resources: significant impacts noted for AG-1, AG-2, FR-1 • Air Quality: significant impacts noted for AQ-2, AQ-3, AQ-4 • Biological Resources: significant impacts noted for BIO-1, BIO-2, ad BIO-3 • GHG Emissions: significant impacts noted for GHG-4 • Hazards and Hazardous Materials: significant impacts noted for HAZ-5 • Land Use: significant impacts noted for LU-1 • Transportation: significant impacts noted for T-1 • Water Supply: significant impacts noted for WS-1 	<p>The Regional Plan vision is to provide innovative mobility choices and planning to support a sustainable and healthy region, a vibrant economy, and an outstanding quality of life for all. The three goals of the Regional Plan include Healthy Environment & Communities, Innovative Mobility and Planning and a Vibrant Economy.</p> <p>The Regional Plan is based on the concept of creating a wide range of transportation choices to driving alone, including increased transit services, carpooling/vanpooling, bicycling, and walking. In many cases, the specific projects included in the Regional Plan are aimed at accommodating multiple alternatives. For example, a new Trolley line would include the development of “mobility hubs” that enable a wide range of options for accessing station sites such as bike lockers, carshare and bike share services, and shuttle services.</p> <p>Managed Lanes facilities provide priority access for <i>Rapid</i> transit services and carpool/vanpooling, giving users a congestion-free bypass of congested main lanes.</p> <p>The Regional Plan contains a rich network of both new Trolley and <i>Rapid</i> lines, and creation of a network of ten-minute all day service on existing Trolley , <i>Rapid</i>, and local bus services in urban areas. Transit, therefore, will be a key element in meeting our future mobility needs, vision and goals along with other projects that will create a wide range of time-competitive and convenient alternatives to driving alone.</p> <p>Public Health has also been fully incorporated throughout the Regional Plan update process including a Public Health White Paper, Project Evaluation Criteria, Performance Measures, Unconstrained Transportation Network, Alternative Transportation Scenarios, Preferred Transportation Network, and the Draft Plan for San Diego Forward.</p> <p>A cost benefit analysis was completed for the Draft Regional Plan. It considered both increases in transportation-related physical activity and decreases in emissions costs. There are, however, aspects related to the health and other benefits of active transportation that are difficult to capture, and SANDAG’s support of active transportation programs reflect their importance to our communities.</p> <p>San Diego Forward projections show that the San Diego Region will not only meet but exceed SB 375 greenhouse gas emission reduction targets set by the California Air Resources Board for 2020 and 2035..</p> <p>Approximately 1/2 of the County of San Diego would be conserved as open space. The local jurisdictions are in various stages of the adoption of regional habitat conservation plans. These plans will protect wildlife and provide for open space throughout the region by identification, conservation and management of an interconnected of habitat lands.</p> <p>In summary, as described in the Draft Regional Plan, by 2050 the Plan will do the following:</p> <ul style="list-style-type: none"> • Preserve more than half our land as open space • Exceed greenhouse gas reduction targets • Provide more mobility choices • Invest \$204 billion in transportation in our most urbanized areas • Yield almost \$2 for every dollar invested • Reduce number of people driving alone in peak periods • Provide 100 new miles of Trolley and SPRINTER service • Increase transit access from 35 percent to 61 percent • Increase jobs close to transit from 42 percent to 71 percent • Reduce collision rates for bicycles and pedestrians by 18 percent <p>Because of the size and scale of the Plan, there are impacts, as pointed out, which are discussed in the Draft EIR.</p>	Letter

No.	Name	Agency	Comment	Response	Source
385		Public Health Stakeholder Group-Ad Hoc Subcommittee	<p>In a typical EIR review process, various environmental, economic, social and other considerations and benefits derived from the development of the Draft Regional Plan may override and make infeasible any alternatives to the Project or further Mitigation Measures beyond those incorporated into the Project. Our concern is that the analysis of the Draft Regional Plan does not quite capture or fully disclose the health costs associated with the Project. The PHSG requests that more accurate life-cycle and full cost-benefit analysis, particularly including the costs of chronic disease, be added to the overall assessment of the Draft Regional Plan.</p> <ul style="list-style-type: none"> The economic analysis of the Draft Regional Plan cited a study that estimated cost savings of improved active transportation and activity of approximately \$1,100 per person/year. SANDAG reduced that value to \$182 per person/year based on an increase of 15 minutes of additional activity per day. These figures underestimate the real costs and potential cost savings that could be truly invested in more beneficial ways (education, housing, recreation, etc.). The United States spent \$2.3 trillion or 16 percent of gross domestic product (GDP) on health care, more than it spent in any other sector of the economy. The Congressional Budget Office projects that by 2016, the percentage of GDP consumed by health care will equal 20 percent. One in three San Diego County residents has at least one or more chronic diseases, with treatment costing \$4.6 billion annually. The same report showed that by 2020 the number of deaths from chronic diseases is projected to increase by 36 percent if no changes are made in risk behaviors. The chronic disease costs in 2007 were reported to be an average of nearly \$12,000 for every man, woman and child in San Diego per year. That is the total direct and indirect costs. Just the direct treatment costs are almost \$2,000 per person per year. These figures do not account for an individual's diminished quality of life. The economic analysis of the Draft Regional Plan is overly influenced by the opportunity cost of wait time. The analysis assumes that the value of an individual's "wait-time" translates to about \$11.39 per hour. If we were going to perform an economic evaluation on "time," any value or costs generated should be based on the amount of time recaptured or repurposed for business activity or for spending more disposable income. The benefits of the congestion relief appear to be assumed to yield benefit value over the life of the Project, whereas they typically only last a few years due to the incentive to drive more and latent demand is realized. Unlike construction of more freeway lanes to reduce congestion, construction of truly great, safe, continuous, and connected complete streets and bike ways should be the top priority – they will continue to pay dividends long after the new lanes are congested again. This is because they directly improve health, reduce VMT, particulates, and GHG, and support local businesses (people spend money on foot far easier and readily than in a car or bus or train). 	<p>A cost benefit analysis was completed for the Draft Regional Plan. It considered both increases in transportation-related physical activity and decreases in emissions costs. There are, however, aspects related to the health and other benefits of active transportation that are difficult to capture, and SANDAG's support of active transportation programs reflect their importance to our communities.</p> <ol style="list-style-type: none"> The potential benefits of physical activity are complex to estimate. In our initial research, the CA Costs of Physical Inactivity study seemed both locally appropriate and robust. However, when the assumption was challenged, SANDAG looked deeper into the literature and saw that the \$1,100 figure was on the high end of the range of studies, most of which were clustered in the \$0.02-\$0.05/minute range, rather than the ~\$0.20/minute that the \$1,100 suggests. SANDAG felt the need to be conservative in interpreting the results of highly varied research, and went with a lower figure (\$0.0325/minute) for both the project-level performance evaluation and the BCA of the entire Plan. SANDAG is open to studies and analysis that would suggest a different value, either on a per-minute basis, or for the value of exceeding the activity threshold that we used in the BCA The economic costs of health care are indeed significant. The economic value of time is based not on what alternate activity in which a person would engage (unknown), but rather on the extensive literature on how people value their time generally. This allows us to calculate an economic value of a scarce commodity that has no direct price. The travel model on which the congestion relief values are calculated does indeed take into account increasing future congestion. In fact, the resident (non-commercial) time-savings benefits for transit are indeed larger than those for auto travel over the life of the analysis for this reason. Health, emissions, and other ancillary benefits were calculated for all travel modes in the analysis. 	Letter

No.	Name	Agency	Comment	Response	Source
386		Public Health Stakeholder Group-Ad Hoc Subcommittee	<p>IV. <u>Active Transportation</u></p> <p>We support the effort of the Draft Regional Plan to “incorporate regional transportation model enhancements to provide more robust data regarding bicycle and pedestrian travel and public health outcomes.” Given the emphasis of the Draft Regional Plan on encouraging VMT reduction and moving to other modes of transportation, we believe that more of the total funding should be going to supporting active transportation projects. There should be strict restrictions on regional investments in communities and areas that do not meet the key principles of smart growth or for agencies that have not adopted a Climate Action Plan or Complete Streets Policy.</p>	<p>By 2050, the Regional Plan includes full build-out of the entire regional bike network. Most bike projects will have safety improvements not only for bicyclists but also for pedestrians. The Draft Regional Plan incorporates safe bike and pedestrian access into investments in other modes of travel, including public transit and highway improvements-- a practice already assumed by SANDAG in ongoing planning and construction of capital projects.</p> <p>In the Active Transportation grant program, SANDAG incentivizes adoption of Complete Streets policies by local jurisdictions by awarding higher points to those applicants that have adopted such policies.</p>	Letter
387		Public Health Stakeholder Group-Ad Hoc Subcommittee	<p>V. <u>Safe Routes to Transit and Transportation Demand Management:</u></p> <p>SANDAG coordinates a number of transportation alternative programs that are increasing the number of commuters who carpool, vanpool, use transit, bike, walk, and telework. Over the past few years, SANDAG has been extremely effective at getting thousands enrolled into various TDM programs. Of the planned transportation network improvements by 2050, the most relevant to this impact analysis include double tracking at certain locations on the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor and SPRINTER rail corridors, increases in COASTER frequencies, trolley extensions, <i>Rapid</i> transit vehicle implementation, etc. As shown in Table 4.15-16, by 2050 there would be substantially more transit boardings (1.8% of all peak period mode trips in 2012 to 2.3% in 2020, 3.1% in 2035, and 3.7% in 2050). Transit is one of the important ways the region can minimize VMT and the associated air pollution and GHG production while still providing mobility options. It will be important to link effective and efficient TDM programs to the phasing of various network improvements.</p>	<p>Thank you for your comment. SANDAG recognizes the benefits of developing TDM programs to support transportation infrastructure and service improvements and the TDM division is developing customized TDM programs for specific transportation projects. For example, a comprehensive TDM plan was developed for the North Coast Corridor to support the investment in HOV facilities and rail improvements. The implementation of this plan is underway. Similarly, a TDM plan is under development for the Interstate 805 South Express Lanes project to incorporate TDM strategies into corridor improvements.</p> <p>SANDAG also has several efforts underway to improve connections to transit. For example, a study that evaluates first and last mile solutions for employment centers served by <i>Rapid</i> transit service is under development. Strategies being examined include bike and pedestrian improvements, integration of shared mobility services (e.g. carshare, bikeshare, on-demand shuttles) to extend the reach of transit, and other amenities (e.g. real-time travel information, mobile/concierge services) that make it more convenient to ride transit.</p> <p>Additionally, SANDAG is in the process of developing a Regional Mobility Hub Implementation Strategy to identify transportation services, amenities, and urban design enhancements that can bridge the distance between transit and an individual’s origin or destination. The strategy will recommend improvements, conceptual designs, and implementation options for different communities served by high-frequency transit throughout the San Diego region.</p>	Letter
388		Public Health Stakeholder Group-Ad Hoc Subcommittee	<p>We support the efforts of SANDAG to accommodate smart growth and to provide a robust transit system serving our current needs and future growth areas. To that end, we encourage SANDAG to prioritize transit projects as much as possible in this and future planning efforts.</p> <ul style="list-style-type: none"> TDM performance and evaluation criteria are needed to make sure we are on track to monitor progress in reducing VMT. TDM strategies should be accountable so that their effectiveness can be measured, future implementation can be evaluated, and smarter investments can be made. More funding “first and last mile improvements” are needed to make transit more accessible and successful. For example, Safe Routes to Transit improvements should be given a funding priority since the improvements will connect people to transit and typically also will complete walking and bike connections on major arterials that already serve housing, employment areas, and provide access to goods and services. 	<p>The draft San Diego Forward: The Regional Plan establishes goals for participation in TDM programs to include vanpool, carpool, telework, and shared mobility services through 2050. The SANDAG Transportation Demand Management (TDM) division continually collects and evaluates data on TDM program participation to ensure progress towards meeting goals for reduced vehicle miles traveled. Further the TDM division conducts regular surveys to assist with determining the effectiveness of TDM programs and opportunities for growth. This includes a triennial Regional Commute Behavior Survey as well as employee commute surveys that are conducted at worksites throughout the region on an ongoing basis.</p> <p>SANDAG has several efforts underway to address first and last mile connectivity. For example, a study that evaluates first and last mile solutions for employment centers served by <i>Rapid</i> transit service is under development. Strategies being examined include bike and pedestrian improvements, integration of shared mobility services (e.g. carshare, bikeshare, on-demand shuttles) to extend the reach of transit, and other amenities (e.g. real-time travel information, mobile/concierge services) that make it more convenient to ride transit.</p> <p>Additionally, SANDAG is in the process of developing a Regional Mobility Hub Implementation Strategy to identify transportation services, amenities, and urban design enhancements that can bridge the distance between transit and an individual’s origin or destination. The strategy will recommend improvements, conceptual designs, and implementation options for different communities served by high-frequency transit throughout the San Diego region. Mobility hub locations will be prioritized based on a variety of factors including the mix of land uses and the type and frequency of available transit service. Smart growth opportunity areas will also be leveraged to identify viable sites for mobility hub investments. Availability of funding through the life of the Regional Plan allows for the implementation of up to 20 mobility hubs by 2035. SANDAG aims to explore additional mobility hub implementation funding opportunities through federal and state grants in addition to public-private partnerships.</p>	Letter

No.	Name	Agency	Comment	Response	Source
389		Public Health Stakeholder Group-Ad Hoc Subcommittee	<p>Page 5 of Appendix G to the Draft EIR, lists common assumptions used in the GHG emissions inventory. It also shows the number of "VMTs/day and population estimates based on Series 13 Forecast. The numbers break down to 25.27 VMTs/day in 2012, 24.72 miles in 2020, 23.64 in 2035, and 23.42 in 2050. When looking at the difference between years 2012 and 2020, we are essentially asking people to shift their mode behavior for 0.55 miles per person per day. It also could mean that we are asking people to carpool, walk, bike, or take transit on average eight more days in a calendar year. It could also mean that we are asking about 68,000 people to ditch their cars completely by the year 2020 (when extrapolating this to the region's total population). A fundamental question for decision makers will be to determine if we are doing enough to get people out of their cars and carpooling, walking, biking, or taking transit by years 2020, 2035, and 2050.</p>	<p>The Draft Regional Plan shows a reduction in VMT per capita through the implementation of the transportation network and through implementation of land use decisions that have been made by the cities and county to develop within their existing boundaries. The transportation component of the Regional Plan is based on the concept of creating a wide range of transportation choices to driving alone, including increased transit services, carpooling/vanpooling, bicycling, and walking. In many cases, the specific projects included in the Regional Plan are aimed at accommodating multiple alternatives to driving alone which helps reduce vehicle miles traveled.</p>	Letter
390		Public Health Stakeholder Group-Ad Hoc Subcommittee	<p>VII. <u>Transportation Infrastructure and Sea Level Rise Guidance</u></p> <p>Sea level rise and coastal erosion threaten coastal infrastructure, including transportation assets. As described on Page F-10, rising sea levels will significantly increase the challenge to transportation managers in ensuring reliable transportation operations. A North Coast Corridor study found that multiple bridges along the railroad, Interstate 5, and State Highway 101 corridors may be vulnerable to high water in the future.</p> <p>The public review draft of the revised Sea Level Rise Policy Guidance document, currently being circulated by the California Coastal Commission, provides an overview of the best available science on sea level rise for California and recommended methodology for addressing sea level rise in coastal commission planning and regulatory actions. Although as detailed in the Draft Sea Level Rise Policy Guidance publication there are a number of adaptation strategies that can be explored, current guidance is putting a focus on retreat strategies that relocate or remove existing development out of hazard areas and limits the construction of new development in these areas.</p> <p>Shoreline armoring is a common protection for linear infrastructure, such as highways and rail lines. Although near-term adaptation may allow near-term sea wall protection, long-term retreat may not be feasible for critical infrastructure in built out environments. To enhance transportation planning coordination and decision-making, we need to better understand coastal hazard risks and how best to protect coastal resources, including transportation infrastructure over time. Given the range of impacts that could occur as a result of sea level rise, the region would benefit from having a vulnerability assessment and adaptation plan conducted for significant regional infrastructure.</p>	<p>SANDAG understands how sea level rise and climate change can threaten public health and the regional economy. This is recognized in the San Diego Forward Chapter 2 - A Strategy for Sustainability. SANDAG considers potential impacts of climate change on transportation projects by designing infrastructure to withstand impacts of sea level rise, extreme heat, and intense rain events.</p> <p>Further, through the Environmental Mitigation Program, SANDAG is studying climate change impacts on regional habitat and species to better understand how to manage habitat preserve areas in the future. Finally, SANDAG has been coordinating regional shoreline preservation to reduce impacts from rising sea levels and has built two regional sand replenishment projects. SANDAG will continue to seek opportunities to maintain the region's shoreline and implement the Regional Shoreline Preservation Strategy.</p>	Letter

No.	Name	Agency	Comment	Response	Source
391	Sean Karafin	San Diego Regional Chamber of Commerce, Public Policy and Economic Research	It's important that we approach this growth that we've been talking about in a thoughtful way. We need to protect our environment. We obviously need to protect our quality of life, and we also need to protect and allow for our economy to grow with the population. The concepts included in this Plan, looking at accommodating more compact development, multi-modal transportation system connecting housing to job centers -- these are all very important things. And I don't have to tell people in this room how diverse our region is and how each of our communities have such unique needs. We need more fast and reliable transit. We do need a broad and safe active transportation network. And we need to target our investments and our roads and our highways so that those investments support transit service, carpools, and the efficient movement of goods. And the people in this room, again, know that that's code for jobs. That's how we create jobs in this region. This plan directs investments to keep our economy moving, creating jobs, and helping us meet those greenhouse gas reduction targets that we're trying so hard to do. Thank you.	We appreciate your comment and your support for the Draft Regional Plan. Please continue to follow along in this process by visiting SDForward.com.	Court Reporter
392	Alison Farrin	Ramona Trails Association	<p>In our review of the San Diego Forward Plan, there does not appear to be any significant reference or weight given to the enacted County Master Trails Plan. This plan was designed to connect communities on both a pathway and off-road basis, enabling citizens to use non-motorized transport to reach live/work/play destinations. I would think it should be an integral part of your forward planning as it specifically states it is to be the implementing document!</p> <p>What happened? http://www.sandiegocounty.gov/parks/trails.html</p> <p>On January 12, 2005, the San Diego County Board of Supervisors unanimously approved the adoption of the County Trails Program and the Community Trails Master Plan (CTMP). The County Trails Program will be utilized to develop a system of interconnected regional and community trails and pathways. These trails and pathways are intended to address an established public need for recreation and transportation, but will also provide health and quality of life benefits associated with hiking, mountain biking, and horseback riding throughout the County's biologically diverse environments. The County Trails Program involves both trail development and management on public, semi-public, and private lands. The Community Trails Master Plan will be the implementing document for the trails programs and contains adopted individual community trails and pathways plans.</p>	We will incorporate the County Regional Trails Plan into Figure A.14 in the final Regional Plan.	Email

No.	Name	Agency	Comment	Response	Source
393	Mike Lutz	Rancho Bernardo Community Planning Board	The Rancho Bernardo Community Planning Board (Planning Board) appreciates the opportunity to provide comments on the draft San Diego Forward: The Regional Plan (Regional Plan). We also thank you for attending our June Planning Board meeting to present the Regional Plan and answer our questions . Following your presentation , the Planning Board discussed the proposals in the Regional Plan and identified a number of issues that we believe warrant comment. As a result, the Rancho Bernardo Community Planning Board approved, by a vote of 11-0-0, forwarding the comments presented below to SANDAG for consideration and possible inclusion in the Final Regional Plan. Transportation Improved Access to and from Transit Stations: The Planning Board supports the Regional Plan's recommendation for "making a strong link between how we design local development projects and how we design the regional transit systems that serve them." There must however also be more thought given to how we can improve accessibility to and from existing transit facilities, particularly transit facilities such as the Rancho Bernardo Transit Station, which serves both residents traveling to work from Rancho Bernardo and employees traveling from other areas to Rancho Bernardo's industrial park. Local transit service to and from the transit station is extremely limited, requiring most residents to drive to the transit station and limiting opportunities for employees of the industrial park to take advantage of available regional bus service. The Regional Plan recommends making transit more convenient; providing local transit opportunities to and from existing transit facilities is consistent with this recommendation . The region has made significant investments in our existing transit facilities; therefore, it only makes sense that we attempt to maximize that investment by improving accessibility to and from these facilities.	SANDAG is developing a Regional Mobility Hub Implementation Strategy to identify transportation services, amenities, and urban design enhancements that can bridge the distance between transit and an individual's origin or destination. The strategy will recommend improvements, conceptual designs, and implementation strategies for different communities served by high-frequency transit in the San Diego region; to address access to and from existing and new transit facilities. The plan will prioritize mobility hub locations based on a variety of factors including the mix of land uses and the type and frequency of available transit service. Smart growth opportunity areas, including employment centers, will also be leveraged to identify viable sites for mobility hub investments. Additionally, a wide range of new and emerging shared mobility services (e.g. carshare, bikeshare, scootershare, on-demand shuttles) will be evaluated and incorporated to provide residents, employees, and visitors with a range of options that connect to and from transit services.	Letter
394	Mike Lutz	Rancho Bernardo Community Planning Board	Improvements to the I-5/SR 56 Interchange: To improve east/west access between I-15 and I- 5, the Planning Board requests that consideration be given to accelerating the construction dates for constructing the westbound SR 56 to northbound I-5 ramp and the southbound I-5 to east bound SR 56 ramp. Further, the timing for widening SR 56 should be accelerated and the widening project should include a Fastrak/carpool lane. Consideration should also be given to providing a FastTrak/carpool lane on SR 52 between I-805 and I-5.	Federal law requires SANDAG to develop a regional plan built on reasonable assumptions of the revenues that will be available during the time period covered by that plan. While we're anticipating around \$204 billion over 35 years, we don't have all the money right now which requires some projects to be phased in later years. However, Caltrans and the City of San Diego are currently exploring the use of Development Impact Fee dollars for operational improvements on the west end of the SR 56 corridor near I-5. The draft Plan includes a future widening of SR 52 between I-805 and I-5. Advanced planning studies for this segment of SR 52 would analyze various alternatives.	Letter
395	Mike Lutz	Rancho Bernardo Community Planning Board	Bicycle Planning: The Planning Board supports the Regional Plan's proposal to expedite the completion of Class 1 and other appropriate bicycle facilities throughout the County to provide safe access for all riders.	We appreciate your support and feedback. Please continue to follow along in this process by visiting SDForward.com.	Letter
396	Mike Lutz	Rancho Bernardo Community Planning Board	High-Speed Train Service: The Planning Board continues to oppose the inclusion of a proposal to extend the High Speed Rail line down the I-15 corridor from Escondido to downtown San Diego within the Regional Transportation Plan. The Regional Plan should not assume the alignment has been approved, as CEQA and NEPA have not yet been completed for this alignment and there are alternatives to this alignment that need to be considered and evaluated before any final decision can be made.	Until a final alignment is chosen by the California High-Speed Rail Authority (CHSRA), SANDAG is showing the alignment documented in the CHSRA's programmatic environmental document. A map showing the alternative alignments will be included in the final Regional Plan in Appendix A.	Letter

No.	Name	Agency	Comment	Response	Source
397	Mike Lutz	Rancho Bernardo Community Planning Board	Public Facilities Meeting the Active Recreational Needs of the Region: The Regional Plan must provide solutions for achieving the objective of creating "great places for everyone to ...play," while also ensuring that the resources intended for protection in our open space preserves will indeed be preserved. Accommodating another one million residents within our already developed communities will require more than walkways and plazas to satisfy the Region's active recreational needs. The Management Strategic Plan for Conserved Lands in Western San Diego County (version 08.27.2013) identifies human use of lands purchased to preserve species and habitats lost to development elsewhere in the region as a stressor that may impact sensitive species and necessitate the need for management to ensure species persistence. Education programs and park stewards can help, but these actions do not address the unmet need of providing open space for active recreation. Although the conserved lands can provide some needs, other open space areas and areas that can accommodate field sports must be identified to meet the active recreational needs of current and future residents in the region. In addition, funding sources for purchasing land to accommodate active recreational uses (e.g., field sports, mountain biking, cross country running) should be examined in the Regional Plan. Significant funding has been expended to preserve our sensitive resources, so it is imperative that we take the steps necessary to ensure the continued protection of these resources.	While we agree that recreational facilities are an important component of local quality of life and public health, the Regional Plan, by virtue of SANDAG responsibilities, focuses on protecting parklands, open space, natural resource areas, and farmland at the regional scale. Public facilities such as field sports, mountain biking, cross country running, and other recreational amenities, fall under the domain of local jurisdictions and community groups.	Letter
398	Mike Lutz	Rancho Bernardo Community Planning Board	Land Use Ensuring Protection of Prime Industrial Lands: "San Diego Forward: The Regional Plan, serves as a blueprint for how our region will grow, and how SANDAG will invest in transportation infrastructure that will provide more choices, strengthen the economy, promote a healthy environment, and support thriving communities." The focus of the Regional Plan seems to be on sustainability, housing, and transportation, with limited discussion about jobs and job creation; both essential components of a strong economy and vibrant communities. The Planning Board would like to see a greater focus on the regional economy as a whole, including a recommendation to protect prime industrial lands throughout the region. Ensuring regional economic prosperity and vibrant communities requires the availability of good paying jobs, the type of jobs provided within the areas set aside for prime industrial uses. To ensure the protection of prime industrial lands and the types of jobs generated in these areas, the Planning Board requests that the Regional Plan include the recommendation that member agencies evaluate existing zoning to ensure that the uses permitted within designated prime industrial lands are not resulting in the erosion of prime industrial uses over time. The Rancho Bernardo Community Planning Board appreciates the opportunity to review and provide comments on the draft San Diego Forward Regional Plan.	The Plan assumes most of the region's employment growth within established employment areas which include the employment areas along the I-15 corridor. One of the 13 policy objectives in the Plan is to "invest in transportation projects that provide access for all communities to a variety of jobs with competitive wages". As such, the Plan does not propose adding housing to employment areas, rather providing transportation options from where people live to the job center. Land use and zoning decisions are not within SANDAG's purview and are the responsibility of local land use authorities.	Letter

No.	Name	Agency	Comment	Response	Source
399	Andy Hanshaw	San Diego County Bicycle Coalition	<p>The San Diego County Bicycle Coalition (SDCBC) is a 501(c)3 non-profit organization. We promote bicycling as a safe, enjoyable, and reliable form of transportation and recreation. We advocate for the rights of people on bikes as well as support infrastructure that provides a safe and connected bicycle network across San Diego County. We are writing to provide comment on Draft San Diego Forward: The Regional Plan. We would like to congratulate SANDAG for the progress that has been made over the course of the plan's development to prepare a draft Regional Plan ready for public comment and review. SANDAG was responsive to information and input provided at their community workshops and public meetings to develop a Regional Plan that balances the environmental, economic, and social well-being of the San Diego region. The SDCBC supports the stated goals of the Regional Plan, which include strengthening the economy, promoting a healthy environment, supporting thriving communities, and installing infrastructure that provides more transportation choices to residents and visitors of San Diego County.</p> <p>We support the efforts of SANDAG to develop a Regional Plan that increases transportation choices for everyone, supports our economy, maintains our quality of life, and protects the environment. The following comments and suggestions would strengthen those goals and address shortcomings in the plan.</p>	Thank you for your review of the Draft Regional Plan and providing comments and support.	Letter
400	Andy Hanshaw	San Diego County Bicycle Coalition	<p>One primary concern of ours is in regard to the timeliness of active transportation project planning and implementation processes. The active transportation goals in the DRP are attainable, but they must be carried out in a timely manner. We feel that currently there is significant delay in the development of non-car transportation, ultimately making the realization of the DRP's goals (healthy environment and communities, innovative mobility and planning, and vibrant economy (p. 10)) difficult to attain. We urge SANDAG and its member agencies to accelerate the implementation of bicycle and transit projects.</p>	By 2050, the Draft Regional Plan includes full build-out of the entire regional bike network. This includes \$200 million worth of projects that will be implemented within the next ten years, through the Regional Bike Plan Early Action Program.	Letter
401	Andy Hanshaw	San Diego County Bicycle Coalition	<p>We would like more transparency in the Plan regarding performance monitoring indicators. While general categories are included, we feel specifics should be as well. For instance, bicycle miles traveled or multimodal level of service – we would like to know if these or other indicators are currently planned to be in use.</p>	The next Regional Performance Monitoring Report proposed to include the following performance monitoring indicators: Commute Mode Share, Annual Transit Boardings, Travel volumes for all modes including bikes and pedestrians using the regional Bike Counter Network and Alternative fuel vehicle ownership.	Letter
402	Andy Hanshaw	San Diego County Bicycle Coalition	<p>Further attention to and consideration of the "resurface/repurpose" concept would be wise both economically and environmentally. If while resurfacing a roadway, it was also repurposed by the addition of bike facilities such as buffered and non-buffered bike lanes and bike paths. This practice would be beneficial both economically by minimizing expenses and environmentally by minimizing land use.</p>	Local projects (including resurfacing projects) funded with <i>TransNet</i> funds are required to provide routine accommodation for people who walk or bike, per SANDAG Board Policy 21. Furthermore, regional bikeway projects are coordinated with local resurfacing projects where possible.	Letter
403	Andy Hanshaw	San Diego County Bicycle Coalition	<p>We feel incentives to shift the mode of travel from the car to more active modes of transportation must be offered such as reduced transit fares and safer biking and walking facilities that access communities throughout the county. We feel that in order to improve air quality, reduce VMTs, and promote the health and safety of both communities and the environment, projects that offer alternatives to car travel must be prioritized.</p>	<p>Balancing the cost of transit fares and service levels is the heart of the matter. There are limited operating funds available and all funding is being used to maximize service. While many people would like fare levels to be lowered, this could have a negative impact on the funding available for service. Discounts are available for seniors, persons with disabilities, and youth (18 and under). The \$5 Day Pass allows unlimited use of most rail and bus services (fares for COASTER and <i>Rapid Express</i> are higher).</p> <p>In terms of incentivizing healthy and accessible communities, SANDAG offers two <i>TransNet</i> grant programs, the Smart Growth Incentive Program and the Active Transportation Program. Both programs offer matched funding for planning and capital projects that ultimately create more multi-modal, accessible, and vibrant communities.</p>	Letter

No.	Name	Agency	Comment	Response	Source
404	Andy Hanshaw	San Diego County Bicycle Coalition	The expansion of transportation choices should support the needs of all communities. Some freeway expansions, such as the SR-94 do not do that. Improving transit on the SR-94 is an admirable goal. However, the two alternatives being studied in the Draft EIR call for widening of the freeway to build new HOV lanes which will increase Vehicle Miles Traveled through the heart of San Diego's most walkable, bikeable, compact, and transit-oriented communities – Golden Hill, Sherman Heights, City Heights, and South East San Diego. We support the community's request to include the two innovative, community-supported alternatives in the DEIR. This suggestion to convert existing lanes rather than building out to install new ones supports our previously stated concept of "resurface/repurpose."	Caltrans has been studying the environmental impacts of adding Express Lanes along SR 94 between I-805 and Downtown San Diego. The addition of these Express Lanes would support the planned South Bay <i>Rapid</i> service, as well as carpools and vanpools along the route. Local representatives and community stakeholders along the project alignment have recently requested that Caltrans consider incorporating community-based alternatives into the SR 94 Express Lanes draft Environmental Impact Report (EIR). Among the possibilities proposed is a bus on shoulder alternative. While current law does not allow permanent use of a shoulder for buses along SR 94, the proposed Bus on Shoulder Project is an opportunity to employ this strategy in the interim until the permanent improvements can be constructed. Other feedback from the community is also being considered and as a result Caltrans is evaluating the feasibility of converting existing general purpose lanes into Express Lanes. Another alternative would provide communities along SR 94 with direct access to current and future <i>Rapid</i> service, which would require accelerated evaluation of the future SR 15/SR 94 HOV-to-HOV direct connector project. The draft EIR will be released once additional analysis has been completed.	Letter
405	Andy Hanshaw	San Diego County Bicycle Coalition	In order to achieve the City of San Diego's ambitious draft Climate Action Plan (CAP) goal of 6 percent bicycle commuter mode share by 2020, the portion of the budget allocated to projects that promote bicycle infrastructure must be increased. Many studies and surveys have shown that bicycle commuter mode share is directly proportional to the amount allocated to active transportation in the budget. We ask that SANDAG consider increasing the portion of the budget allocated to active transportation sector from 3 percent to 6 percent. Additional bicycle facilities and programs are also an appropriate mitigation measure for projects included in the DRP that actually increase VMT and emissions from cars.	Federal law requires SANDAG to develop a regional plan built on reasonable assumptions of the revenues that will be available during the time period covered by that plan. While we're anticipating around \$204 billion over 35 years, we don't have all the money right now. Also, a majority of the funding sources are tied to certain types of projects (for example, transit infrastructure or highway operations and maintenance) and we don't have the authority to interchange them. These constraints come with specific provisions from Congress or the state Legislature. The "revenue constrained scenario" for transportation investments detailed in our Regional Plan plays by those rules. It's what we can do given the budget we project.	Letter
406	Ted Anasis	San Diego County Regional Airport Authority	San Diego Forward –The Regional Plan Draft, April 2015 Page 52, Sidebar on Page 83, Goal #16 on Page 147 and Appendix A The text implies that the Intermodal Transit Center (ITC) is on San Diego International Airport property. The text should clearly state that the ITC is a SANDAG project located adjacent, but not on San Diego International Airport or under the planning jurisdiction of the Airport. Discussion of the ITC should be clear to describe the ITC directly north of the Airport across Pacific Highway with a pedestrian connection to the Airport. The text should not imply the ITC is located on Airport property since the purpose of the ITC is to provide linkages for surface transit modes in proximity to the Airport.	The language in Chapter 2 on Page 52 and Page 147 will be revised to indicate the ITC is located adjacent to the airport. The sidebar on Page 83 already does indicate the ITC will be located along the rail corridor. The Appendix A project listing is simply the title of the project and is not meant to provide details on the specific project location.	Letter
407	Ted Anasis	San Diego County Regional Airport Authority	Page 81, First bullet: There is inaccurate information in this paragraph. Recommend the first sentence be corrected: In 2014, more than 18 million annual passengers used the San Diego International Airport (SDIA). Recommend the third sentence be corrected: There are 12 public use airports in the San Diego region as well as four military airports/airfields. Tijuana International Airport is located directly south of the U.S. border.	We will incorporate the suggested edits into Chapter 2: A Strategy for Sustainability.	Letter
408	Ted Anasis	San Diego County Regional Airport Authority	Page 83, Second paragraph The Green Build opened in August 2013, not August 2014.	We will correct the date pointed out in your comment in Chapter 2: A Strategy for Sustainability.	Letter
409	Ted Anasis	San Diego County Regional Airport Authority	Appendix A, Pages 4, 11, 12, 22, 30, 34, 47 Footnotes to Airport Express Routes should be revised to read "Capital cost may be funded by aviation and other private funds." Page 2-53, Table 2.0-6; San Diego International Airport Intermodal Transit Center (ITC). Service frequency should include footnote: Service frequency should consider when airport passengers and employees must be at the Airport in the early morning, late evenings, and weekends.	We will revise the footnotes on the tables located in these pages to indicate that implementation of these services is dependent upon funding from aviation and other private sources. The comment refers to both span of service as well as frequency of service. The need for early morning, late evening, and weekend service for passengers and employees makes sense given the hours of airport operations. The Draft Regional Plan includes funding for increased transit operations that includes increased span of service and increases in service frequencies for rail and bus services in the urbanized area.	Letter

No.	Name	Agency	Comment	Response	Source
410	Ted Anasis	San Diego County Regional Airport Authority	Appendix A, Page 30 – Goods Movement SDIA Interior Northside Roadway will be completed by 2016 (not 2020).	<p>Thank you for the clarification for this project's completion date. We coordinated all airport-related improvements with the San Diego County Regional Airport Authority and have a completion date of 2016 for this particular project.</p> <p>Table A.4 is meant to provide the regional projects which have ancillary freight benefits as well as direct freight benefits and are included in the revenue constrained plan. It is essentially an extension of Table A.2 which includes the phased year that each project will be completed. These timeframes are based on the interim time periods; 2020, 2035 and 2050.</p> <p>As you have stated, this particular project will be completed by 2016. This falls within the 2020 timeframe. This timeframe is not meant to equate to a completion date for all projects; for example five separate projects could be completed by 2016, 2017, 2018, 2019 and 2020 and all fall within this timeframe.</p>	Letter
411	Theresa Andrews	San Diego County Tax Payers Association	Few issues are as inherently relevant to taxpayers as transportation and infrastructure. Our Board has not yet taken formal position on the San Diego Forward Plan, but we have a long history of support for SANDAG transportation investment. We supported the <i>TransNet</i> half-cent sales tax because we recognize the need for investment in San Diego's transportation infrastructure. The benefits of that investment are now becoming evident, as we see the expansion of the Trolley, light rail, and freeways from those dollars. With our population continuing to grow and the expected addition of about one million new San Diegans over the next 35 years, it is wise to plan now, to accommodate new jobs, homes, commutes, and movement -- and movement of goods and services. SANDAG has put together a balanced plan of transit, road, and freeway improvements, and upgrades for active transportation that addresses the GHG reduction goals realistically and honestly. We will continue our analysis of the plan as it moves forward in the process. But at this stage, we believe it shows great promise for handling San Diego's population and economic growth over the next several decades.	We appreciate your interest in the Draft Regional Plan and support for transportation infrastructure investments in the San Diego region.	Court Reporter

No.	Name	Agency	Comment	Response	Source
412	Carolyn Chase	San Diego Earth Day	<p>The RTP plan fails plan to sufficiently reduce transportation-related greenhouse gas emissions and continues to plan massive investments in low-performing transit and freeway projects, instead of amending the <i>TransNet</i> sales tax project list. In fact, they do not offer any alternatives that is anything other than a continuation of old ideas that have seemingly locked us into a low-performing, car-oriented approach to transportation planning, since they pursue projects conceived decades ago instead of making changes based on new approaches. Do SANDAG forecasts account for change driving options, i.e. how many using Uber, Lyft, Car2go - will not need a second car or any car to get around, thus reducing VMT? The usage of what was previously unaccounted for existing car capacity should be considered. SANDAG planners and analysis should be planning transit that attracts drivers, based on market research, and therefore reduces traffic. Instead of expanding freeways, they should be converting current lanes to transit and carpools. But in order for this to work, they must have higher performing transit systems along the lines of what's proposed in the San Diego Quickway Proposal found at: San Diego Quickway Proposal https://www.facebook.com/quickwayproposal?fref=ntf This system should have been included in the EIR as another alternative. Instead we keep pursuing old ideas that are not compliant with either our needs or the requirements to adapt to a changing climate, or the possibilities that other regions are implementing. The Coaster should be electrified. Funding is driving planning, rather than planning driving the funding and this is a receipt for continued traffic and low-performing transit. The end result of this impedes regional growth, rather than accomodating it or attracting it. Smart growth requires smart transit, so please consider a higher performing transit alternative, without slow, expensive trollies that require transfers to get most places in the region. The trolley system should be completed and in the long run, converted off of rails and into a bus-<i>Rapid</i> transit system.</p>	<p>The Draft Regional Plan exceeds the SB 375 greenhouse gas emission reduction targets established by the California Air Resources Board. The Draft EIR (Impact GHG-2) demonstrates that the proposed Plan would not conflict with the State's ability to achieve the AB 32 target of reducing statewide GHG emissions to the 1990 levels by 2020.</p> <p>The transportation plan continues to evolve over time based on experiences locally and throughout the country. Services like Uber/Lyft, Car2Go are being factored into the development of Mobility Hubs. SANDAG has kicked off a study to develop a Regional Mobility Hubs Strategy that envisions key rail and <i>Rapid</i> transit stations serving as hubs for a number of mobility options that can improve first mile/last-mile connections to transit. We are on the forefront of developing this concept and are working toward implementation of pilot mobility hub applications that can leverage both public and private sector funding.</p> <p>With regards to freeway projects, the majority of improvements involve development of a regional network of Managed Lanes facilities that give priority to carpools, vanpools, and <i>Rapid</i> services that operate on the Managed Lanes. The draft plan recognizes that, while transit is an effective solution for urbanized areas, it may not be a cost-effective solution for many areas that are characterized by low density, auto-oriented development. While future growth is focused on more transit-oriented development land uses, increasing non-drive alone travel choices like carpooling/vanpooling, bicycle facilities, etc. to these existing non-transit oriented areas is also important to the overall goal of reducing GHG emissions. Conversion of general purpose lanes to create additional Managed/HOV lanes would be governed by federal and state laws and regulations, Also, several alternatives evaluated in the Draft EIR (5A, 5B, 5C, and 5D) convert general purpose lanes to managed lanes that support carpools. The Board of Directors will consider the comparative merits of the alternatives in the EIR when they consider adoption of the final Plan.</p> <p>High performing transit services are the aim of the plan. While transfers are often required, a key component of the plan is the creation of a network of ten-minute all day bus and Trolley service in the urbanized areas which will make transfers less onerous and more convenient. Bus <i>Rapid</i> transit services are an important part of the plan and a cost-effective solution for many corridors. Rail investment is a cost effective solution in other corridors. The characteristics of each corridor are evaluated to determine the best investment strategy for that corridor and how it fits into the overall regional transit system.</p> <p>Electrification along the LOSSAN and SPRINTER corridors would be challenging due to the mixed operations between COASTER, SPRINTER, Amtrak, Metrolink, and BNSF Freight. Amtrak, Metrolink, and BNSF Freight trains travel well beyond the SANDAG region and will rely on conventional non-electrified locomotives for the foreseeable future. Electrification is not identified in the LOSSAN Programmatic EIR. Electrification along the sensitive coastal LOSSAN corridor would be inconsistent with the coastal communities due to the overhead catenary wires that would potentially impact coastal views and the lack of available right-of-way for in the coastal area for electrical substations and transmission lines. As of 2015, all new locomotives purchased must meet US EPA' Tier 4 emissions regulations which dramatically reduce emissions from diesel locomotives. Amtrak Pacific Surfliner Trains will receive delivery of these new Tier 4 locomotives in 2017. Over the life of the plan, all locomotives and SPRINTER vehicles will be replaced with low emission locomotives.</p>	Web
413	Bruce Reznik	San Diego Housing Federation	<p>Honorable SANDAG Board and Committee members: On behalf of the San Diego Housing Federation, I am writing the San Diego Association of Governments (SANDAG) to submit our comments and feedback for the draft of San Diego Forward: The Regional Plan. Founded in 1990, the San Diego Housing Federation (SDHF) serves as the collective voice of those who support, build, and finance affordable housing in the San Diego region. As an interested stakeholder in SANDAG's work, SDHF staff have participated in several of the San Diego Forward workshops and we appreciate the opportunity to provide this feedback on the draft plan. While we are pleased to see housing identified as important in Chapter One of the Regional Plan, we are disappointed to see little in the plan that will actually address our region's housing needs. With housing so largely overlooked, the Regional Plan will do little to help improve regional transit into the future. This is troubling for many reasons, especially because, as is noted in SANDAG's 2008 Regional Prosperity Study, if today's housing trends continue, "what will look like a transportation problem in 2030 will have actually been caused by a housing problem that could have been prevented by acting today."</p>	<p>"Increasing the supply and variety of housing types affordable to people of all ages and income levels" is one of the 13 policy objectives in the Plan. In addition, the Regional Housing Needs Assessment (RHNA), found in Appendix L, is updated every eight years and provides the framework for planning for housing in our region. The most recently adopted regional growth forecast and other demographic data and planning factors are used to allocate the region's very low, low, moderate, and above moderate income housing needs to all 19 jurisdictions. These housing needs are used to prepare the housing elements of local General Plans, which identify sites for housing for all income levels. Local jurisdiction housing elements also include programs that assist in the production of affordable housing for very low, low and moderate income households. Other ways the Regional Plan addresses housing needs include: 1) the Regional Transit Oriented (TOD) Strategy (Appendix U-4 of the Regional Plan), which recommends that affordable housing be located in Smart Growth Opportunity Areas (SGOAs) located on the Smart Growth Concept Map and/or transit oriented districts; and 2) the Smart Growth Incentive Program (SGIP) which supports housing in transit oriented SGOAs using grants that are evaluated based on existing and planned housing density and affordable housing factors (Board Policy No. 033) and other criteria.</p>	Letter

No.	Name	Agency	Comment	Response	Source
414	Bruce Reznik	San Diego Housing Federation	In order for the Regional Plan to take greater strides in reducing GHG emissions and addressing affordable housing needs as a part of solution to make such reductions, we offer the following comments and recommendations: Explore ways SANDAG can provide direct funding for housing. In order to better connect transit to riders, we urge SANDAG to look for ways to provide direct funding for affordable housing. This could be accomplished through state legislation, similar to SB 1685 (Kehoe), a SANDAG-sponsored bill that expanded purposes for which revenue can be used to allow for funding of environmental mitigation measures. A similar bill could be introduced that would provide SANDAG with flexibility to fund housing to spur investment in affordable housing near transit as part of GHG reduction strategies. If this is done promptly, SANDAG could and should include affordable housing as a component of the proposed Quality of Life ballot measure. As we mentioned in our January 2015 letter to the SANDAG Board of Directors, lack of affordable housing has forced more San Diegans to "drive to qualify" in order to find an affordable place to live. This is unsustainable and must be addressed as a part of a regional Quality of Life initiative.	"Increasing the supply and variety of housing types affordable to people of all ages and income levels" is one of the 13 policy objectives in the Plan. It is known that additional funding is needed to support affordable housing and the SANDAG Board of Directors has identified the need for affordable housing in their legislative program. In addition to the RHNA, SANDAG prioritizes <i>TransNet</i> grant funding in communities that are planning for and building affordable housing. The prioritization implements SANDAG Board Policy 33, which rewards local jurisdictions for planning and building affordable housing. SANDAG also has committed to continue collaborating with local jurisdictions and developers on funding applications to state and federal affordable housing programs. The SANDAG Board of Directors recognizes that there are many needs in the region and is currently analyzing a potential funding measure that could be placed on a future ballot, though no decisions have been made regarding what will be included in the measure.	Letter
415	Bruce Reznik	San Diego Housing Federation	Work with transit agencies to identify land for transit-oriented affordable housing. SANDAG should also work with the San Diego Metropolitan Transit System and North County Transit District to identify land owned by these agencies that could be set aside for affordable housing. Earlier this year, the Los Angeles Metropolitan Transit Agency voted to set aside 35 percent of its own land for development of apartments near transit for low-income residents. Recognizing that a majority of their riders are low-income and struggling to pay rent, LA Metro's land dedication is a step in the right direction to keep ridership up rather than forcing riders to abandon transit and begin to drive as they are forced to move further away from transit hubs in search of a place to live that they can afford. Providing land set-asides near transit also makes affordable housing development at these sites more feasible by eliminating competition from market-rate developers that drives up the cost of land at these sites.	SANDAG will adopt a Regional Transit Oriented Development Strategy which includes actions to further joint development opportunities. The Strategy will be included as Appendix U. It is important to recognize that joint development of MTS property is guided by MTS Board Policy 18 and has four major goals: 1. Integration of transportation facilities into existing and proposed developments to meet community needs; 2. Promotion and enhancement of the use of public transportation; 3. Maximization of the recovery of public capital costs and increase of the return on public investment; and 4. Enhancement and protection of the transportation corridor and its environs. To achieve these, MTS has worked with a variety of developers, including some building affordable housing. More information is available on the Joint Development Program page at www.sdmts.com . NCTD's policies allow for the pursuit of joint development opportunities when such opportunities provide physical enhancements to the District's public transit system in combination with revenue production or other financial benefits. NCTD requires that all excess real estate without an FTA interest be sold or leased at fair market value. NCTD policies do allow for the disposition of excess real estate at less than fair market value for other public purposes at the discretion of the NCTD Board of Directors. NCTD is currently forwarding transit-oriented developments through public-private partnerships at several locations. NCTD will continue to work with the respective jurisdictions within which the transit-oriented developments are located, along with private sector partners, to determine appropriate locations, types and proportions of housing at each site. Affordable housing may be considered where it benefits transit patrons and enhances the overall community.	Letter
416	Bruce Reznik	San Diego Housing Federation	Incentivize strong local-level housing programs As noted in Appendix U-13, one strategy SANDAG could implement to encourage affordable housing development is to provide incentives for local jurisdictions to meet their affordable housing needs. This could be accomplished by dramatically increasing funding for the Smart Growth Incentive Program and putting in place measures that ensure funds are allocated to jurisdictions with strong affordable housing and anti-displacement programs and policies. Rewarding cities that have strong housing programs, such as inclusionary housing policies, housing impact fees and other tools that promote affordable housing as a part of residential growth furthers smart growth principles by providing adequate opportunity for affordable housing in proximity to transit and other services. SDHF would be pleased to work with SANDAG to identify how to create such guidelines for the Smart Growth Incentive Program.	SANDAG recently awarded its third cycle of grant funding for the <i>TransNet</i> Smart Growth Incentive Program. The fourth cycle is expected to be issued in the next several years. As part of the grant program, the working groups, Policy Advisory Committees, Board of Directors, and the public, are asked to provide input on the criteria before each "call for projects" is released. This provides an opportunity to review how the program is working and determine whether any changes should be made. If new statewide Cap and Trade funding sources potentially become available, SANDAG would attempt to leverage the <i>TransNet</i> funds to supplement the current SGIP funding amounts.	Letter
417	Bruce Reznik	San Diego Housing Federation	Even if SANDAG does not pursue our first recommendation to pursue avenues to allow the agency to directly fund affordable housing programs, the agency can put in place requirements associated with any Quality of Life initiative that will direct funds only to those cities with strong affordable housing policies and programs. This could help generate hundreds of millions of dollars for affordable communities throughout the region.	While SANDAG is discussing a 'Quality of Life' funding measure that may be placed on a future ballot, the SANDAG Board of Directors has not reached any decision about what may be included in such a measure. SANDAG is obligated to include funding for implementing the regional share of the habitat conservation plans as outlined in a provision of the <i>TransNet</i> Extension Ordinance.	Letter

No.	Name	Agency	Comment	Response	Source
418	Bruce Reznik	San Diego Housing Federation	Help make San Diego competitive for other funding sources. The Draft Regional Plan continues to prioritize freeway expansion and other auto-centric investment over public transportation and active transit. By not prioritizing transit, the Regional Plan not only falls short in meeting GHG reduction goals, but leaves San Diego continuing to fall behind in competition for transit-related funding programs that reward robust transit infrastructure. Programs such as the state's Transit Oriented Development (TOD) Housing Program and the newly created Affordable Housing and Sustainable Communities (AHSC) Program that provide funding for affordable homes near transit rely on availability of adequate sites for development. The Regional Plan can help increase the potential to tap into these resources by investing in public transit and active transportation rather than highway expansion.	<p>Transit capital and operations account for half of the investments proposed in the Draft Regional Plan. A good portion of the remaining investment is proposed for services and programs that support travel by transit. The Draft Regional Plan calls for five new Trolley lines by 2050, 32 new <i>Rapid</i> transit services, continued COASTER double tracking, SPRINTER Express service, as well as an extension to Westfield North County, four new streetcar lines, and three new intermodal transit centers.</p> <p>SANDAG's current targets are per capita CO2 emission reductions from passenger vehicles of 7 percent by 2020 and 13 percent by 2035 relative to 2005 levels, and the proposed Plan exceeds these targets.</p> <p>In terms of funding, the Plan includes over 30 funding sources (both existing and projected). Federal law requires SANDAG to develop a regional plan built on reasonable assumptions of the revenues that will be available during the time period covered by that plan. While we're anticipating around \$204 billion over 35 years, we don't have all the money right now. Also, a majority of the funding sources are tied to certain types of projects (for example, transit infrastructure or highway operations and maintenance) and we don't have the authority to interchange them. These constraints come with specific provisions from Congress or the state Legislature. The "revenue constrained scenario" for transportation investments detailed in our Regional Plan plays by those rules. It's what we can do given the budget we project.</p>	Letter
419	Bruce Reznik	San Diego Housing Federation	Strengthen SANDAG's Regional Transit Oriented-Development Strategy In its current form, the Regional Transit Oriented Development (TOD) Strategy does not go far enough to implement the recommendations made in the strategy document. Once again, this is an area where SANDAG has opportunity to flex its power of the purse strings and incentivize cities that have policies and land uses in place that reflect the best practices identified in the Regional TOD Strategy document. This rewards jurisdictions that are TOD ready.	The Draft Regional Transit Oriented Districts (TOD) Strategy is being reviewed by working groups and stakeholders. Based on comments received to date, refinements are being made to identify early actions that SANDAG, the transit agencies, and local jurisdictions can take following the Strategy's acceptance by the SANDAG Board of Directors and inclusion as Appendix U-4 of the Regional Plan.	Letter
420	Bruce Reznik	San Diego Housing Federation	SANDAG should be a regional leader on housing issues We reiterate the points made in our January 2015 letter to SANDAG's Board of Directors – SANDAG must take steps to clearly identify ways housing fits into its work and this could begin by reconvening the Regional Housing Working Group. This action is recommended as a best practice in SANDAG's housing affordability white paper on Regional Transit-Oriented Development Strategy and makes sense for working to meet GHG reduction goals. According to a recent study published by the Center for Neighborhood Technology, housing affordability, availability, and location near transit – particularly for households with lower-incomes – plays a critical role in our ability to reduce vehicle miles traveled and increase transit ridership. This report, released on July 14, concluded, "In short, due to the residential selection, household composition, receptivity to higher density housing, and income levels, allocating land and funding to enable development of location-efficient areas in a way that is affordable to lower-income households is expected to yield greater VMT benefits per parcel and per person than allocating the same land to higher-income people." If SANDAG is truly dedicated to its GHG reduction goals, it must take more of a leadership role to address regional housing issues. Additionally, in other regions, we have seen Metropolitan Planning Organizations (MPOs) and other transportation agencies demonstrate significant leadership on affordable housing issues. Both the Southern California Association of Governments (SCAG) and LA County MTA have convened housing developers to cross-educate on opportunities such as the Affordable Housing and Sustainable Communities program. While SANDAG staff have made efforts in this area, most recently at the Complete Communities Marketplace convening in 2013, such leadership has not been forthcoming from the SANDAG board, and instead seems to be going in the opposite direction as evidenced by the agency doing away with its housing working group.	<p>Thank you for bringing the CNT report on locating affordable housing near transit to our attention. We appreciate being made aware of this recent study on how to reduce vehicle miles travelled and increase transit ridership.</p> <p>For the upcoming AHSC cap-and-trade funding we plan to work with stakeholders and potential applicants to identify transportation projects (both regional and local) that can be used in the next funding cycle.</p>	Letter

No.	Name	Agency	Comment	Response	Source
421	Bruce Reznik	San Diego Housing Federation	Closing In San Diego Forward: The Regional Plan, SANDAG has the opportunity to lay a framework that will have impacts for many years to come. The San Diego Housing Federation urges SANDAG to adopt a plan that will significantly increase resources to create housing opportunities for low-income residents, spur early and ongoing investment in transit and active transportation, and maximize environmental and social equity outcomes. We are looking to you to be the leader in shaping a better future for all residents in our region, especially for those most impacted by pollution. Thank you for the opportunity to provide these comments. We look forward to continuing to work with SANDAG to preserve and increase the region's supply of affordable homes.	SANDAG looks forward to continuing to work with the San Diego Housing Federation on ways to maximize our transit investments, ensure the most efficient and effective use of our <i>TransNet</i> grant funds (Smart Growth Incentive and Active Transportation Grant Programs), maximize both environmental and social equity outcomes, and support affordable housing in the region through our grant programs, the Regional Transit Oriented Development Strategy, and other collaborative efforts.	Letter
422	Robin Rivet	San Diego Tree Map	Urban forestry is conspicuously missing from your draft Plan, and almost all your photos show palm trees and lawns; neither of which are particularly sustainable for our San Diego future, but we desperately need more healthy mature trees with larger canopies. A regional canopy assessment would be a good beginning. Where is a baseline map? I would be happy to discuss any details about the impact this could bring our region. [Please see the attached email from Robin Rivet as it provides information regarding a webinar titled, "Resilient Cities: Strengthening resilience through green space and stewardship"]	You are correct that the Draft Regional Plan does not include urban forestry. While it is true that healthy mature trees with large canopies are an important part of place-making and play an important role in the health of our residents and local communities, local jurisdictions are responsible for the maintenance of local streets and roads, where many of the trees would be planted. That said, <i>TransNet</i> , the region's half cent sales tax for transportation improvements, does include an allocation to local jurisdictions for local street and road projects which could be used for landscaping, such as trees that would contribute toward the urban canopy. Similarly, SANDAG coordinates with local agencies where regional projects are constructed and could include trees that are sensitive to the context of the particular project.	Email
423	Jason H. Giffen	San Diego Unified Port District	Thank you for the opportunity to comment on the Draft San Diego Forward: The Regional Plan (Draft Regional Plan), dated April 24, 2015. Overall, the San Diego Unified Port District (District) staff is impressed with the scope and content of the Draft Regional Plan, and is encouraged by the positive outcomes that are predicted as a result of implementing the strategies contained in the Draft Regional Plan. As you know, the District has a strong interest in the future of the San Diego region, from an economic, environmental, and equity standpoint. The District is currently involved in a multi year "Integrated Planning" process leading to an update of its Port Master Plan. The District appreciates the opportunity to work cooperatively with the San Diego Association of Governments (SANDAG) during this process, and looks forward to continued collaboration as we move into the next phase of the process in the coming months.	We appreciate your support and feedback throughout the development of the Regional Plan. The Port of San Diego and SANDAG have a long tradition of collaboration and cooperation and we, too, look forward to continuing this partnership in the future.	Letter
424	Jason H. Giffen	San Diego Unified Port District	The following are the District's specific comments with regard to the Draft Regional Plan: Water Quality Planning, Implementation and Funding The District supports the proposed strategy that would "protect the environment by preserving sensitive habitat, open space and farmland" (p. 36). However, the District would have liked to have also seen a discussion in the Draft Regional Plan regarding regional water quality issues. The 2004 SANDAG Regional Comprehensive Plan (RCP) (Chapter 4D) contained an extensive discussion of regional water quality issues, and included specific policy objectives and recommended actions related to planning, implementation and funding for water quality restoration, enhancement and protection (see RCP, pp. 154-172). In addition, Chapter 7 of the RCP contained an analysis of funding needs for Storm Water Management (pp. 319-320) and included specific recommended actions (p. 346). The District would like to see SANDAG address these issues, and provide an update on the status of the actions recommended in the RCP in the final version of the Regional Plan.	It is correct that SANDAG's 2004 Regional Comprehensive Plan (RCP) contained detailed information on regional water quality issues and on funding needs for storm water management. When SANDAG decided to merge the RCP with the Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS) in 2012, a greater focus was placed on the areas for which SANDAG has direct responsibility, transportation and land use coordination. At that time, the SANDAG policy advisory committees and the SANDAG Board of Directors provided direction on the various issue areas to be included in the plan. Because SANDAG is not the primary agency responsible for these two issue areas, these topics were not included in any significant level of detail. The Regional Water Quality Control Board is the primary responsible agency.	Letter

No.	Name	Agency	Comment	Response	Source
425	Jason H. Giffen	San Diego Unified Port District	<p>Transportation System Investments for Commuters and Tourists The District supports the proposed strategy to "invest in a transportation network that gives people transportation options and reduces greenhouse gas emissions" (p. 37). The District sees many opportunities to work with SANDAG to improve access to existing and future public transit service through strategies identified in the Draft Regional Plan. Specifically, the District is interested in working with SANDAG to promote Transit Oriented Development (TOD) planning strategies and emerging Transportation Demand Management (TDM) innovations. The District is particularly interested in the concept of "mobility hubs" as referenced in the Draft Regional Plan (see pp. 71-72) at key locations and near major District employment centers (such as the Tenth Avenue Marine Terminal and the National City Marine Terminal), as well as in activity centers and tourist destinations for which the District is responsible for land use planning. The District would like to see a clearer description in the final Regional Plan of how SANDAG will prioritize its TOD investment strategies and "mobility hub" projects in relation to these types of centers. In addition, the District is interested in investigating the use of "proactive parking programs" to serve existing and planned activity centers within the District's planning area, and would like to get a better understanding of the role that SANDAG will play in implementing these types of programs.</p>	<p>We appreciate your interest in the mobility hub concept. The development of a Regional Mobility Hub Implementation Strategy is underway and will identify transportation services, amenities, and urban design enhancements that can bridge the distance between transit and an individual's origin or destination. The strategy will recommend improvements, conceptual designs, and implementation options for different communities served by high-frequency transit throughout the San Diego region. Mobility hub locations will be prioritized based on a variety of factors including the mix of land uses and the type and frequency of available transit service. Smart growth opportunity areas, including employment and special use centers, will also be leveraged to identify viable sites for mobility hub investments. Mobility hub investments also will be coordinated with the Regional TOD Strategy that is under development.</p> <p>While parking management decisions lie with local jurisdictions, SANDAG provides resources and tools to support local jurisdictions with proactive parking management efforts. SANDAG recently completed a Regional Parking Management Toolbox to assist staff and policy makers from local jurisdictions with developing comprehensive parking management programs rooted in data collection and analysis. SANDAG will continue to assist local jurisdictions with the development and implementation of parking management programs that encourage TOD, support economic development, and expand transportation choices.</p> <p>SANDAG staff looks forward to collaborating with District staff on promotion of TOD and TDM strategies.</p>	Letter
426	Jason H. Giffen	San Diego Unified Port District	<p>Transportation System Investments for Goods Movement The District is pleased to see that SANDAG has included a section in the Draft Regional Plan on "transporting goods more efficiently" (pp. 79-82), and has included a diagram that illustrates an "Unconstrained Goods Movement Strategy" (Figure 2.16), along with a listing of "Revenue Constrained Freight and Goods Movement Projects" for which potential funding has been identified in the Draft Regional Plan (Appendix A, Table A-4). The District supports the designation of the "Port Terminals and Access Improvements at Harbor Drive" as one of the "Key Project Locations" in Figure 2.16. The District is also interested in the concept of a regional "Logistics Center I Yard" at an unknown location north of the District Terminals that are shown in Figure 2.16, and would like to learn more about this project and how it might meet some of the needs of port shippers. Finally, the District is pleased to see SANDAG's commitment to "support the development of policies, programs, and funding for moving goods in the state and nation, as well as for infrastructure in the region that supports moving goods" (p. 147).</p>	<p>Thank you for the feedback and support regarding the inclusion of Goods Movement as a key multimodal component of the Draft Regional Plan. SANDAG will continue to work with the San Diego Unified Port District regarding the development of goods movement policies, programs and funding opportunities. The Logistics Center is a concept in the unconstrained goods movement strategy at this point. We will collaborate on this concept with Port District staff in any future developments.</p>	Letter

No.	Name	Agency	Comment	Response	Source
427	Jason H. Giffen	San Diego Unified Port District	Improved Ground Access to San Diego International Airport The Draft Regional Plan contains good background discussion on the coordinated planning efforts, in 2009, between SANDAG, the San Diego County Regional Airport Authority, and the City of San Diego, which evaluated improved intermodal access to the airport and determined actions that could reduce traffic on surrounding arterial streets (pp. 83-84). Since then, the Terminal 2 improvements have been completed and construction of the Consolidated Rental Car Facility (CONRAC) is underway. Now, the District is looking forward to learning more about the next phase of improvements to the airport which will be evaluated under the forthcoming Airport Development Plan. The District is also looking forward to the Airport Development Plan strategy on its coordination with SANDAG relative to the Airport Intermodal Transit Center (ITC) and ground access plans. Thank you again for the opportunity to comment on the Draft Regional Plan. The District looks forward to working in close partnership with SANDAG in an effort to provide a comprehensive vision for the future growth and development of the San Diego region. If you have any questions regarding these comments, please contact me at (619) 686-6473 or via email at jgiffen@portofsandiego.org.	Draft RegionallImproved access to the airport from the Trolley, COASTER, Amtrak rail corridor via the proposed Airport ITC is an important regional project.	Letter
428		Southern California Tribal Chairmen's Association (SCTCA)	The Southern California Tribal Chairmen's Association, (SCTCA) , would like to submit this letter as our formal comments on San Diego Forward :The Regional Plan. These comments were derived as a group in a process involving representatives from the member tribes of SCTCA. Although these comments were based on a larger group consensus, it does not preclude individual tribes from sending in their comments in separately. To begin, SCTCA, would like to recognize the relationship that has been built with SANDAG, one which continues to grow and strengthen in a very positive manner. The fact that tribes are now included in the Plan, and are actively engaged the development process, speaks to the success of our work together. For example, the SCTCA worked hard to double the number of Tribal Transportation Plans included in the document and SANDAG made sure the Tribal Consultation Plan was developed in collaboration with SCTCA. Part of that consultation plan included the tribes reviewing the document to give their feedback the results of which are to follow. In general the tribes appreciated the holistic approach to the Plan. The fact that it takes into account not only transportation but also housing , energy, environment , etc., helps demonstrate the intent for "Smart Growth" and collaboration within the San Diego Region. Of course we are also pleased that tribes are included in the document , are included in the process and are acknowledged as sovereign nations. This is a great stride forward and we hope to continue that momentum as we move into the future.	SANDAG appreciates the working relationship with the SCTCA. Thank you for your participation in the tribal consultation process.	Letter

No.	Name	Agency	Comment	Response	Source
429		SCTCA	<p>When looking at the document as a whole tribes are indeed included, however, we are still separate from the main document. The tribal information is found in an addendum, which is fine, but that information is not translated into the actual Plan. Someone reading the Plan will not see how the tribes are an actual participant within the region. We would like to see the tribes discussed, not as a side note but in each chapter of the Plan because we affect, and are affected by the San Diego Region's ambitions and growth. For example our tribal businesses have quite an impact on the larger San Diego economy but that is not mentioned in the Plan. Our casinos bring employment, goods, and tourist dollars to the region. The tribal financial and social investments that benefit the region are not clearly documented in the Plan. The tribes have also made investments in road mitigation on highways such as CA 76 and regional arterials which positively impact the county. We believe this acknowledgement can go a long way in helping people see the value in our contributions and therefore increase the priority in some of our road projects. One way the tribes could be better represented in the Plan is in the mapping. Tribes would like to be acknowledged on every map that includes boundaries/borders. As individual sovereign nations, our borders and land bases should be made apparent. Any map that contains the border with Mexico or neighboring counties should contain tribal borders as well. When people look at the Plan they need to see that tribes are not only a part of the region but have distinct land bases with unique land use authority mirroring Mexico and as such have special tax authority used daily through the movement of goods and services.</p> <p>Another way to better represent the tribes outside of the main Plan is in the EIR. When looking at the EIR the tribes found huge gaps in tribal specific information. There is no acknowledgement of the cultural perspectives in conservation, no tribal information on their maps and the references they use are completely out of date. The tribes are very concerned about the lack of inclusion in the EIR because tribes are most in danger of being negatively impacted by development in the region. Our cultural resources are of the utmost importance to us but not acknowledged anywhere in the EIR. The issues with the EIR are too numerous to mention in this letter so we have included an itemized list of changes we would like to see made.</p>	Thank you for bringing this to our attention. We will update maps in the Plan and Tribal Consultation Appendix to accurately reflect tribal areas consistent with how local jurisdictions have been represented. For the Plan document, tribal information from Appendix G was incorporated throughout the core chapters as relevant.	Letter
430		SCTCA	SCTCA believes that the work we have done with SANDAG has been positive and has built a healthy foundation for moving forward. We were glad to have been so involved in the process but wish that our involvement would have translated into more transportation projects that benefit the tribes. As major employers in the region our roads are a very important part of transportation and the local economy. We hope that moving forward we can work together to find ways to fund some of the most pressing transportation issues on our roads.	We appreciate the involvement of the SCTCA in facilitating the tribal consultation process. We will continue to work with the tribal nations in the region to determine ways to respond to tribal needs in transportation. Midway through this cycle of the Regional Plan, SANDAG and the SCTCA submitted a proposal to Caltrans to develop an Intraregional Tribal Transportation Strategy to build on discussions throughout the process. The proposal was successful. This will be a near term action in San Diego Forward to examine tribal transportation needs in a comprehensive way. The results will be considered in future updates to the Regional Plan.	Letter

No.	Name	Agency	Comment	Response	Source
431		SCTCA	<p>During our review of the Regional Plan one of our cultural resource experts, Lisa Haws, spent many hours making some very specific and detailed suggestions for changes in the Plan and EIR. Her general observation was the same as indicated in the letter; that the tribal data was present but was, as she put it, 'exiled to the appendices of the Plan.' The following are specific recommendations for both the Plan and EIR to incorporate tribal issues directly in the documents.</p> <p>Recommended Changes</p> <p>To improve the Regional Plan and the EIR, it is recommended to review language approved in Appendix G, U and white papers and incorporate the statements consistently into appropriate areas of the Regional Plan and EIR (project description, project location, Indian reservations, tribal governments, borders, economic development, cultural resources, etc.).</p> <p>For Example:</p> <p>Add language from Appendix G, Page 4 to Regional Plan pages 2-3 and to EIR.</p> <p>Tribal Nations in San Diego: Of the 109 federally recognized Indian tribes in California, 18 are located in San Diego County. The tribal members of today's band represent four Indian cultural/linguistic groups who have populated this entire region for more than 10,000 years, taking advantage of its abundant natural resources and diverse ecological system for their livelihoods. The four nations are: the Luiseno, Cahuilla, Cupeno, Kumeyaay.</p> <p>Add language from Appendix G, Page 5 to the Regional Plan page 12 and to EIR.</p> <p>Tribal Perspective: The region is home to 19 Native American reservations representing 18 tribal governments, the most in any county in the United States. Reservations have generally been established by Executive Order, and most of the land within the boundaries of reservations is owned by tribes and held in trust by the federal government. Native American reservations currently cover more than 116,000 acres, or approximately 4 percent of the region's land. Four tribal groupings make up the indigenous peoples of San Diego County: the Kumeyaay/Diegueno, the LUISENO, the Cuperno, and the Cahuilla.</p> <p>Add language on Tribal Economic Development:</p> <p>Appendix G, Page 7: Tribal Economic Development: 10,000 jobs, a \$ 1 billion industry, \$263 million in goods and services, and \$500 million in payroll... Those tribes who do not have gaming facilities continue to have economic development, transportation, and infrastructure needs which have not been met.</p> <p>And Appendix U.14, Page 11: Tribal government perspective - jobs/housing: Barona, Campo, Sycuan, Viejas - 18 corridor (6000 employees) / Pala, Pauma, Rincon, San Pasqual - SR 76 (5,000 employees). Each gaming facility 6-12,000 guests. \$263 million in goods and services.</p>	<p>Staff incorporated tribal references from Appendix G into the body of San Diego Forward, including Chapters 1, 2, 3, 4, and 5. We will edit the final Chapter 1 to include text on page 12.</p>	Letter

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431 Cont.			<p>Add language on Tribal Environmental:</p> <p>Appendix G, Page 10: Tribal Environmental Context:...environmental conservation is important to tribal nations, but tribal lands are only a fraction of the acreage originally agreed to in the treaty negotiations in the 1800s and are now surrounded by land controlled by federal, state, or private parties. As efforts increase to preserve habitat throughout the region, pressures for tribal lands to be considered open space or endangered species habitat has risen.</p> <p>Appendix G, Page 10: ...as reservations are a fraction of traditional native territories, there are many important natural areas with cultural significance located outside the reservation in areas where tribes have limited influence or control.</p> <p>Develop language on Tribal Cultural Resources: Develop definition of "Cultural Resources" which may be all the aspects of the physical and supra-physical environment that human beings and their societies value for reasons having to do with culture. Included are culturally valued sites, buildings, and other places, plants and animals, landscapes, atmospheric phenomena, sights and sounds, artifacts and other objects, documents, traditions, arts, crafts, ways of life, means of expression, and systems of belief. (Source: Tom King)</p> <p>Page 21: Appendix G: Cultural Resources: As many California tribes were moved away from their traditional lands or had their land base restricted in size, it is often the case that lands of cultural significance to the tribes do not exist within the boundaries of the reservations. This can cause conflicts between tribes and developers and/or land use authorities that propose development on land that the tribe does not control, but has cultural or religious significance to it.</p> <p>Page 8: Tribal concerns and values when it comes to the environment are not widely known. While most conservation planning is done from a species and biological perspective, tribal conservation planning comes from a cultural perspective....Certain plants and animals have a great cultural significance to tribes in the region, but do not necessarily fit the definition of endangered species. Tribes have raised the issue that conservation programs assume that tribal lands are open space. Page 8.</p> <p>Page 12: Cultural resources have been destroyed with early transportation projects, which makes the few remaining even more precious. State and federal government "steam- rolling" tribes in the process of construction.</p> <p>Page 12: Tribal Elder Phoenix: Kumeyaay lands stretch to the ocean. Requests jurisdictions let the tribe know when major construction projects are happening, so the resources can be gathered.</p> <p>This will result in a better understanding:</p> <ul style="list-style-type: none"> • Cultural Resources are impacted by Climate Change: Oaks, acorn, willows, tulle, and sea level rise. Figure 2.20 (Chapter 2) should include a bubble for Cultural Resources. • Cultural Resources include components of archeology, biology and habitat conservation: TransNet funded projects should also include an evaluation of cultural resources on lands acquired, cooperative land management with tribes or tribal organizations, conservation easements and a tribal education components. • Cultural Resources may be impacted by a range of activities associated with transportation project than include excavation, grading, soil removal associated with routine maintenance in existing rights-of-way, infill, redevelopment, and/or expansion of infrastructure 		

No.	Name	Agency	Comment	Response	Source
431 cont.		SCTCA	Changes to the Regional Plan: Page 12: Add federally recognized tribes or tribal governments to: As we plan for our region, recognize the vital economic, environmental, cultural, and community linkages between the San Diego region and Baja California.		
432		SCTCA	Page 14: Add statement about uniqueness of San Diego from Appendix G: Tribal Nations in San Diego & Appendix U.14 Tribal Perspective Partners at Our Borders: Coordinated intergovernmental planning with our cross border partners, neighboring counties, and tribal governments within the San Diego region helps promote collaborative solutions to protect our quality of life.	A statement as suggested will be included in the final Chapter 1.	Letter
433		SCTCA	Pages 15 – 82: Add Appendix G, Attachment 6 North Corridor Tribal Transportation Improvement; Appendix G, Attachment 7 South Corridor Tribal Transportation Improvement; and, Figure U14.1 California Baja California Border Region. Currently, all maps show only the western portion of the county. Page 83 map has small insert of Tecate border crossing. This effectively removes the majority of tribal lands from the visual discussion. Although the focus is on smart growth and sustainability which does focus on growth in urban areas, the tribal transportation needs and border implications are important.	All maps in the final Regional Plan where jurisdiction labels are included will include tribal lands labels in the final document. That said, there are some maps that by virtue of the purpose of the information being shared are showing the Western two-thirds of the region because they are showing the transportation network. In the case of the Goods Movement map on pg. 82 the reason there is an inset of Tecate is to show the California/Baja Railroad.	Letter
434		SCTCA	Page 26: Add definition of environment/sensitive habitat which may include cultural resources as defined by tribes to: discussion of the five strategies to move us toward sustainability: ...protect the environment and help ensure the success of smart growth land use policies by preserving sensitive habitat, open space and farm land.	Cultural resources will be added to the final Chapter 2.	Letter
435		SCTCA	Page 35: Figure 2.4 2050 Housing and Employment Densities and Urban Area Transit Strategy Boundary. Add language from U.14 Tribal Government Perspective on jobs/housing to support tribal contribution to the economy and transportation to work demand. Expand the map to show employment densities on tribal lands.	All maps in the Plan where jurisdiction labels are included will include tribal lands labels in the final document. That said, there are some maps that by virtue of the purpose of the information being shared are showing the Western two-thirds of the region because they are showing the transportation network. In doing so, the employment and population data demonstrates the employment centers on tribal lands.	Letter
436		SCTCA	Page 36: Recommend that projected funded by <i>TransNet</i> half-cent sales tax back in 2004 and provision to fund the \$850 million Environmental Mitigation Program (EMP) to help mitigate the environmental impacts of transportation projects, include a new prioritization of projects that not only protect endangered species and critical habitat, but a broader definition that recognized cultural resources within the context and partnerships with tribes or tribal land conservancies for appropriate management of resources.	Thank you for this suggestion. This topic is part of the set of collaborative strategies between the SCTCA and SANDAG developed from the 2015 Tribal Summit and will require additional analysis and action.	Letter
437		SCTCA	Page 78: Add Tribal Transportation Projects: Appendix G - Attachment 6 & 7 for comprehensive discussion of borders and Tribal Economic Development. Add Figure U14.1 California Baja California Border Region April 2015.	Based on public feedback from the 2050 RTP, SANDAG developed the Regional Plan as a concise document with several appendices that delve into each topic area in detail. Examples are the Appendix G - Tribal Consultation and Appendix U14 Borders.	Letter
438		SCTCA	Page 90: Add a bubble for Cultural Resources to Figure 2.20 Climate Impacts in the San Diego Region. Cultural Resource definition includes plants and animals that will be impacted by climate change: oaks, acorns, willows, reeds, and traditional foods. Climate Change is impacting archeological resources. The San Diego County Archaeological Society (SDCAS) is surveying approximately 10,000 acres across the coastal region of San Diego County to assist agencies in preparing for the effects of climate change on archaeological resources. This effort will involve coordination with federal, state and local agencies, tribal governments, and a large group of volunteers.	Text will be added to the final Chapter 2 to recognize the potential climate impacts to cultural resources, in addition, the San Diego Climate Science Alliance is a partnership formed to create and support a network of leaders, scientists, and natural resource managers focused on sharing ecosystem-based resiliency approaches to safeguard our communities and natural resources from climate change risks. The Climate Science Alliance includes a number of state, federal, and local partners, including local tribes in the San Diego region. More information is available at: http://www.climatealliancesd.com/ .	Letter

No.	Name	Agency	Comment	Response	Source
439		SCTCA	Page 105: Add description of funding available and brought by Tribal Governments to the region for transportation and road improvements to Financing Our Future: Federal law requires SANDAG to develop a Regional Plan built on reasonable assumptions of the revenues that will be available during the time period covered by that plan.	A reference to contributions from Tribal Governments will be incorporated into the final Chapter 3.	Letter
440		SCTCA	Page 126: Add the twelve tribal nations' long range plans to the maps and discussion to facilitate better coordination and regional understanding.	The Northern/Southern Tribal Corridor maps in Appendix G - Tribal Consultation - document the Plan projects in relation to projects of concern to tribes which are mostly found in the County Circulation Element. These maps serve as a basis for continued dialogue on tribal needs and the scope of the Regional Plan. Many of these projects fall outside the purview of the Regional Plan, but are important. That is why SANDAG/SCTCA pursued grant funding to support a more in-depth analysis of the issues.	Letter
441		SCTCA	Page 128: Add "Realizing the benefits of living among bordering Tribal Governments" to the discussion of realizing the benefits of living on an international border.	Thank you for the suggestion. This concept will be incorporated.	Letter
442		SCTCA	Page 140: Add to the section on Ensuring Performance: The Regional Plan calls for using federal, state, regional, and local transportation funds, in conjunction with locally-generated incentives, as catalysts to promote smart growth, economic prosperity, and sustainable development; a discussion of transportation funding available to tribal governments that would not otherwise be available to the local, state and federal land owners. Include a statement on the intent to collaborate to increase future funding.	Thank you for this comment. There is ample discussion in Appendix G regarding collaborative planning and funding. A reference to tribal funding will be added to the final Chapter 3.	Letter
443		SCTCA	Page 144: Add language regarding the broader environment, habitat, cultural resources discussions in Appendix G and U.14, SB 18 and AB 52 and consider how these resources have or have not been protected by <i>TransNet</i> projects to the section Near-Term Actions: Complete the comprehensive 10-year review of the <i>TransNet</i> Program in accordance with the <i>TransNet</i> ordinance and for use in the next regional plan.	The <i>TransNet</i> Ordinance specifies the approach to the 10-year review which does not include an analysis of how resources have been protected.	Letter
444		SCTCA	Page 145: In the section on Continuing Actions: Health Environment and Communities - Continue to support wildlife and habitat conservation through the acquisition, management, and monitoring of the regions' habitat preserve areas through the <i>TransNet</i> EMP incentive program and implementation of the Multiple Species Conservation Program and Multiple Habitat Conservation Programs, add language regarding the broader environment, habitat, cultural resources discussions from Appendix G, U.14, SB 18 and AB 52 and consider how these resources have or have not been protected by <i>TransNet</i> projects. Consider how the implementation of the Multiple Species Conservation Program and Multiple Habitat Conservation Program may adversely impact tribal economic development.	The regional conservation plans being developed by the local jurisdictions take into consideration the broader environmental and economic issues in their jurisdictions. These plans do not apply to tribal lands which retain their own governance and land use decisions. San Diego Forward: The Regional Plan builds off the existing jurisdictions land use plans to promote an interconnected system of open space. Conformance with CEQA and other legislative requirements are taking into consideration by the local jurisdictions.	Letter
445		SCTCA	Appendix C, Page 10-11: Require consultation with each tribal government to correct and update Figure C.2 2020 Land Use and Figure C.3 2035 in the Land Use Sustainable Communities Strategy Documentation and Related Information. Both maps incorrect for the Sycuan Indian Reservation. Parts of the Sycuan Reservation are coded as Open Space Parks. The Viejas Indian Reservation is color coded as Spaced Rural Residential, Agriculture and Indian Reservation. Figure C.6 San Diego Regional Habitat Preservation Lands. Require addition of tribal reservation lands and consultation with each tribal government to correct and update their lands to accurately reflect where conserved and proposed conservation lands are adjacent to tribal lands.	SANDAG requested tribal land use updates from each tribe in the beginning of the forecasting process for Regional Plan. Through the tribal consultation process this issue of whether or not to show tribal land use has been contentious for many tribes. Tribal land use was not utilized for calculations of conserved open space. This could be a subject of a collaborative planning process with the tribal nations in the region and incorporated in the next plan update.	Letter

No.	Name	Agency	Comment	Response	Source
446		SCTCA	<p>Review all maps and ensure a Regional Perspective:</p> <ul style="list-style-type: none"> • Accurately reflect the land base of San Diego Tribal Nations in the 2020 and 2050 maps (Figure C.2-3): If the maps are out of date, the analysis is wrong. Ex: Sycuan and Viejas. • Any map that shows a local jurisdiction (city/county) and/or border context should also show the Tribal Nations: San Diego Regional Habitat Preserved Lands (Figure C.6). Tribes are concerned about the encroaching designation of conservation lands on tribal borders. • Provide a regional map to accompany 2020 & 2035 Housing and Employment Density to demonstrate the job creation, housing needs, and economic contributions generated on tribal lands across the county. • Provide a regional map that includes the tribal transportation plans and the connectivity to regional infrastructure. 	All maps in the final Regional Plan where jurisdiction labels are included will include tribal lands labels in the final document. That said, there are some maps that by virtue of the purpose of the information being shared are showing the Western two-thirds of the region because they are showing the transportation network.	Letter
447		SCTCA	THE EIR MUST INCLUDE TRIBAL PROJECTS AND SHOW THE CONNECTIONS TO COUNTY ROADS AND REGIONAL ARTERIALS. The EIR may be used for agencies to tier project specific CEQA review. This is valuable for tribal governments to ensure faster and more cost efficient environmental review when working with the County or other agencies on future projects.	It is not clear which tribal projects are being referenced in the comment; however, the Regional Arterial projects are listed in Appendix A of the Regional Plan. Other local projects are not analyzed in the EIR for the Regional Plan; however, regional and cumulative impact analysis that is included in the EIR could be used in subsequent environmental analyses to make those future review processes more efficient. Tribal projects that receive funding from the Bureau of Indian Affairs are included in the RTIP but only at the level of funding.	Letter
448	Mike Bullock & Debbie Hecht	Sierra Club San Diego	<p>Above all else, SANDAG must adopt an RTP that will ensure that SANDAG does its part to stabilize the climate at a livable level. This means exceeding the reductions specified in the Governor's Executive Order S-3-05 ("S-3-05").</p> <p>The money allocated to freeway expansion, including Managed Lanes should be reallocated to build and operate transit.</p> <p>In Section 2.2, the goal of a "healthy" and "sustainable" community is identified. This is followed by listing 3 broad goals and 6 policy objectives. Q20: Since the proposed Plan does not even come close to supporting S-3-05 and a realistic climate-stabilizing target, and therefore contributes in a major way to climate destabilization, which will end most current life forms on the planet, wouldn't you agree that none of the broad goals or policy objectives on Page 2-4 are achieved?</p>	<p>The only mandated greenhouse gas (GHG) emission targets applicable to SANDAG are the SB 375 per capita GHG emissions reduction targets for passenger vehicles. The proposed Plan exceeds these targets. The Draft EIR demonstrates that the proposed Plan would not conflict with the State's ability to achieve the AB 32 target of reducing statewide GHG emissions to the 1990 levels by 2020. Although the Draft EIR compares the proposed Plan's GHG reductions to a 2030 regional reference point based on Governor Brown's Executive Order B-30-15 and a 2050 regional reference point based on Executive Order S-3-05, there is no mandate for the proposed Plan to "comply" with these Executive Order state GHG reduction goals.</p> <p>The draft Regional Plan is based on the concept of creating a wide range of transportation choices to driving alone, including increased transit services, carpooling/vanpooling, bicycling, and walking. Planned roadway improvements will increase the efficiency of the regional transportation system. The Regional Plan includes a robust system of Managed Lanes that give priority access to transit, carpools, vanpools, motorcycles, and certain clean-air vehicles at no cost. Solo drivers, however, are provided the opportunity to utilize Managed Lanes, but must pay a fee to do so. This fee, in turn, is reinvested to support transit services along the same corridor, such is the case with the Interstate 15 corridor. In order to provide these transportation choices and make the transportation network work as a whole, Managed Lanes are needed. With the exception of State Route 11, the Regional Plan does not propose any new freeways. Highway improvements (including highway lanes, freeway connectors, and operational improvements) complement and complete the existing highway network.</p> <p>Also, redirecting funds from managed lanes to additional transit investments transit would jeopardize the proposed plan's transit investments. Managed lanes are necessary to support the draft Plan's transit investments and make Rapid bus service competitive with cars.</p> <p>To carry out its legally-mandated fair share of GHG emissions reduction, SANDAG is required to reduce per capita greenhouse gas emissions from passenger vehicles based on targets set by the California Air Resources Board pursuant to SB 375.</p> <p>SANDAG recognizes that substantial reductions in global, state, and regional GHG emissions are an urgent priority, and strives in its regional plans and programs to do its part in reducing GHG emissions from all sources. SANDAG's Climate Action Strategy documents many of the region's ambitious programs to reduce GHG emissions. However, as the Draft EIR notes (p. 4.8-33), that there is no current legal or planning requirement that the SANDAG region's emissions be reduced by the same percentage ("equal share") as the statewide percentage in order for the State to achieve the Executive Orders' goals.</p>	Email

No.	Name	Agency	Comment	Response	Source
449	Mike Bullock & Debbie Hecht	Sierra Club San Diego	<p>Page 2-5 says that both Scenario 1 and 2 have the same TDM, a loaded phrase, because no one likes to have their demand for anything to be managed. The bias comes when an incentive to drive is reduced and this is called TDM. To fix this problem, the following is from Page n of Reference 4:</p> <p>NEW DEFINITIONS TO PROMOTE AN OBJECTIVE VIEW OF PRICING</p> <ul style="list-style-type: none"> • The “fair price” means the price that accounts for all costs. • The “baseline amount of driving” means the driving that results from the application of the fair price. • “Zero transportation demand management” (“zero TDM”) is the amount of demand management that results when the fair price is used. It will result in the baseline amount of driving. • “Negative TDM” refers to the case where the price is set below the fair price. This will cause driving to exceed the baseline amount. Since TDM is commonly thought to be an action that reduces driving, it follows that negative TDM would have the opposite effect. • “Positive TDM” refers to the case where the price is set above the fair price. This would cause the amount of driving to fall below the baseline amount. Clearly, so-called “free parking” is an extreme case of negative TDM. The only way to further encourage driving would be to have a system that pays a driver for the time their car is parked. Q21: Would you please adopt the convention shown in the above words from a peer-reviewed AWMA report? 	<p>Thank you for your comment. The Draft Regional Plan envisions an interconnected transportation system that provides choices. The SANDAG Transportation Demand Management (TDM) division manages programs and services that reduce traffic congestion by encouraging the use of transportation alternatives. This includes educating the public on their transportation choices and providing incentives and support for vanpooling, carpooling, transit, biking and telework.</p> <p>While parking management decisions lie with local jurisdictions, SANDAG provides resources and tools to support local jurisdictions with proactive parking management efforts. SANDAG recently completed a Regional Parking Management Toolbox to assist staff and policy makers from local jurisdictions with developing comprehensive parking management programs that include pricing strategies for managing parking demand.</p>	Email
450	Mike Bullock & Debbie Hecht	Sierra Club San Diego	Regarding the Managed Lanes on I-5, how much will they reduce the demand and fare box return of the COASTER train?	We have not done any ridership model runs that could specifically answer this question. National research that we have seen indicates there may be some, but modest, unrealized transit ridership with implementation of Managed Lanes. Our experience with the I-15 Managed Lanes/ <i>Rapid</i> Bus system shows that both ridesharing and <i>Rapid</i> usage increased with its implementation.	Email
451	Mike Bullock & Debbie Hecht	Sierra Club San Diego	Since one of the objectives is to support TOD and since the COASTER stations support TOD, why do you support BRT on the I-5 and Managed Lanes on I-5, since they will reduce the COASTER ridership?	The BRT services on I-5 (Rt 650) and on Coast Highway (Rt 473) serve different markets than the COASTER. The COASTER is designed to serve long distance tripmaking between North County and South County, with a very limited number of stations. <i>Rapid</i> 650 is a peak period, peak direction commuter service connecting inland South Bay and Mid-City to the Palomar Airport Rd employment area, while <i>Rapid</i> 473 serves medium distance tripmaking along the Coast Highway between Oceanside and UTC plus Carmel Valley (station spacing is more frequent, similar to that on the Mid-City <i>Rapid</i>). The idea here is to have a range of service types in a given corridor, each serving different trip needs. There are many corridors where this service model is being used already (e.g. north I-15 corridor where there is the local Route 20, the all day, all stop I-15 <i>Rapid</i> , and peak period commuter services on <i>Rapid</i> Express 280/290).	Email
452	Mike Bullock & Debbie Hecht	Sierra Club San Diego	Q25: Table 1 above shows that the proposed plan only reduces VMT by less than 2% in 2035 so how can you claim a “Sustainability Emphasis” when the VMT reduction is so small and the plan does not even support achieving S-3-05?	<p>SANDAG recognizes that substantial reductions in global, state, and regional GHG emissions are an urgent priority, and strives in its regional plans and programs to do its part in reducing GHG emissions from all sources. However, there is no current legal or planning requirement that the SANDAG region’s emissions be reduced by the same percentage (“equal share”) as the statewide percentage in order for the state to achieve the Executive Order S-3-05 GHG reduction goal (80 percent below 1990- levels by 2050).</p> <p>The Regional Plan includes various sustainability measures which include promoting alternative-fuel vehicle deployment; efforts to preserve, restore, enhance, and manage regionally significant open space; and the Energy Roadmap program aimed at increasing energy efficiency in the region.</p>	Email

No.	Name	Agency	Comment	Response	Source
453	Mike Bullock & Debbie Hecht	Sierra Club San Diego	<p>On Page 2-16 there is over a half page describing Managed lanes. In the section of this letter, "Failure to Identify the Elimination of the Managed Lanes and Other Freeway Expansions as an Obviously-Feasible Mitigation Measure", it is shown that there will be no time advantage for a car pooler, given the option to use the Managed Lanes.</p> <p>Q27: Do you understand that there will be no time advantage to using the Managed Lanes and if so, why was this not pointed out to the reader in the Page 2-16 discussion?</p> <p>Q28: Why do you claim that the Managed Lanes will ensure higher speeds to those using them when the Table 4.15-1 shows as many car pooler and SOVs at rush hour, leading to a conclusion that there will be no higher speeds on Managed Lanes.</p> <p>Q29: Since cap and trade will need to cap the levels of driving to about 15% below 2005 levels by 2030 or 2035, why would the Managed Lanes save time, since there would be no congestion even if the Managed Lanes are not built?</p>	<p>Improving average travel times savings is one of several performance measures to help assess the performance of the San Diego Forward: The Regional Plan. Transportation Network improvements proposed in the Regional Plan, including the Manage Lanes network places emphasis on improving mobility and providing commuters with flexible and valid alternative transportation choices to driving alone and reducing travel times for all trips. Table 4.15-1 illustrates the 2012 Peak Period Work Trips by Transportation Mode, and per environmental impact findings, from 2012 to 2050 the percentage of drive-alone peak period work trips would decrease by approximately four percent, while the percentage of such trips on other modes would increase by over three percent.</p> <p>The Managed Lanes are designed to give priority access to transit, carpool, and vanpool users free of charge while applying congestion pricing for people driving alone thus it is an important strategy in the region as an interconnected management strategy. Managed Lanes not only support carpools, or driving alone modes but also bus <i>Rapid</i> services. <i>Rapids</i> operate on Managed Lanes facilities that include direct access ramps. These network improvements ensure that <i>Rapid</i> services have fast and reliable travel by allowing the bypass of main lane congestion.</p> <p>Managed Lanes is a strategy that SANDAG has an influence on for reducing the levels of driving alone, improving network efficiencies and reliability for all modes while promoting alternative modes of travel and thus influencing and supporting greenhouse emissions reductions. The implementation of Managed Lanes is one part of a broader strategic program in the Regional Plan that support the reduction of per capita greenhouse gas emissions for passenger vehicles based on targets set by the California Air Resources Board as required by SB 375.</p>	Email
454	Mike Bullock & Debbie Hecht	Sierra Club San Diego	<p>Q34: Since Executive Order B-16-12 calls for widespread use of ZEVs for public transportation (Page 4.8-8), why doesn't the proposed Plan call for electrification of the COASTER and the SPRINTER before 2050?</p>	<p>Electrification along the LOSSAN and SPRINTER corridors would be challenging due to the mixed operations between COASTER, SPRINTER, Amtrak, Metrolink, and BNSF Freight. Amtrak, Metrolink, and BNSF Freight trains travel well beyond the SANDAG region and will rely on conventional non-electrified locomotives for the foreseeable future. Electrification is not identified in the LOSSAN Programmatic EIR.</p> <p>Electrification along the sensitive coastal LOSSAN corridor would be inconsistent with the coastal communities due to the overhead catenary wires that would potentially impact coastal views and the lack of available right-of-way for in the coastal area for electrical substations and transmission lines.</p> <p>As of 2015, all new locomotives purchased must meet US EPA' Tier 4 emissions regulations which dramatically reduce emissions from diesel locomotives. Amtrak Pacific Surfliner Trains will receive delivery of these new Tier 4 locomotives in 2017. Over the life of the plan, all locomotives and SPRINTER vehicles will be replaced with low emission locomotives.</p>	Email
455	Mike Bullock & Debbie Hecht	Sierra Club San Diego	<p><u>Transportation, Section 4.15 of the DEIR</u></p> <p>Q58: Regarding the Managed Lane description on Page 4.15-2, isn't it in effect betting against California's work to support climate stabilization by assuming the needed driving reductions, documented, for example, in References 3 and 4, will never occur and so there will actually be a need for highway expansion?</p> <p>Q59: Given the severity of our climate crisis, wouldn't it be better to spend the \$31 billion dollars needed for Managed Lanes (Page 2-14) for transit operations and improvements, since if we achieve climate stabilization targets there will be no need for additional traffic lanes?</p>	<p>I-5 improvements referenced in this comment are part of the North Coast Corridor (NCC) Program. The NCC program is a comprehensive package of transportation, environmental, coastal access, and community enhancement projects to improve the quality of life throughout the region. The planned transportation improvements, which include Express Lanes on Interstate 5, double tracking the coastal rail line, and new bike paths, will provide the region additional travel choices. The final environmental document for the highway portion of the NCC Program identified the Express Lanes Only project as the preferred alternative because this option has the smallest environmental footprint, requires the fewest property relocations, and has the lowest construction cost. Additional program information can be found at KeepSanDiegoMoving.com/NCC.</p> <p>Regarding induced traffic, Draft EIR Impact T-2 evaluates whether the Regional Plan's total increases in roadway lane miles (including I-5 widening as well as other roadway projects) would induce substantial vehicle travel. The impact analysis concludes that the Regional Plan's induced travel impact would not be significant.</p> <p>Regarding the I-5/SR78 connector project, the Regional Plan documents a network of multi-modal improvements to be implemented over 35 years. As specific projects move forward toward implementation, they are refined in greater detail. Alternative designs are identified in project-level planning to achieve the purpose and need for the improvements.</p> <p>The I-5/SR78 connector project is identified in the Draft Regional Plan because of the need to address an existing and future deficiency in the transportation network. At the project level of planning, alternatives will be developed to address the deficiency while at the same time assessing the impacts to the environment. Impacts to sensitive habitats such as the Buena Vista Lagoon and sensitive receptors such as school children will be carefully analyzed in the project-specific environmental analysis. While a project may be included in the Regional Plan, a specific design will not be selected until such time as the project level environmental review process is complete. Many of the concerns raised in your comments are best addressed by the project level environmental review process, which is currently in the scoping phase. SANDAG has shared your comments with the I-5/SR78 connector project development team.</p>	Email
456	Mike Bullock & Debbie Hecht	Sierra Club San Diego	<p>Given Table 15.2, what percent of people live within a half mile of a transit stop on a transit line that connects to a transit stop that is within a half mile of their work, with the transit trip time being than 40 minutes?</p>	<p>Appendix N Performance Measure 8 identifies the percentage of the population residing within 30 minutes of jobs and higher educational enrollment by travel mode.</p>	Email
457	Mike Bullock & Debbie Hecht	Sierra Club San Diego	<p>Q61: Given the information on bike facilities on Pages 4-15-9, do you have any estimates as to the VMT reduction per dollar spent for the different types of facilities and also for subsidizing the League of American Bicyclist's Traffic Skills 101 class?</p>	<p>These specific metrics are not included in the Draft Regional Plan; please see Appendix M for criteria used for evaluating projects and Appendix N for network performance measures.</p>	Email

No.	Name	Agency	Comment	Response	Source
458	Peter Meisen	SimCenter et al.	<p>The objective of the event was to obtain a perspective from three experts on whether SANDAG's 2015 'SD Forward: the Regional Plan' goes far enough in addressing environmental and quality of life issues in the San Diego region. The event started with a summary of the plan as presented by SANDAG. Response presentations were then provided by:</p> <ul style="list-style-type: none"> Nicole Capretz, Executive Director, Climate Action Campaign Jana Clark, Board Member of the Cleveland National Forest Foundation (CNFF) Samantha Ollinger, Executive Director, BikeSD <p>Although coming from different angles, the three experts were aligned in stating that the SD Forward plan is unacceptable both in terms of protecting the environment and improving quality of life in the San Diego region.</p>	Thanks for submitting a summary of the event the SimCenter hosted.	Letter
459	Peter Meisen	SimCenter et al.	<p>Below are the main criticisms to the plan as well as unanswered questions, raised by the speakers and participants in the ensuing discussions. Initial questions to the SANDAG plan, from participants:</p> <p>Regarding the population expectations in 2050:</p> <ol style="list-style-type: none"> Where will those people be living? The Scripps Institute of Oceanography expects that in 100 years, 1-2 meters of coast will have eroded. How much has that development been taken into account? Who puts a break on population growth? Does the plan look at zoning and changes in zoning regulations to accommodate other developments? 	<ol style="list-style-type: none"> Future growth in housing units reflects demand for new housing from migration and births in the region. The allocation of housing is based on the plans and policies of the local jurisdictions. SANDAG works extensively to collect data on zoning, general plans, and constraints to development (including floodplains, steep slopes, and any restrictions in coastal communities.) Population growth in the region is determined by a number of factors including birth rates (the average number of children born to a woman in her lifetime), deaths, domestic migration (the number of people moving in or out of the region to other places in the country), and international migration (people moving to or from other countries). Much of the region's growth - nearly two thirds - is a result of natural increase, or existing residents having children and then aging in place. The remaining third of the growth is driven primarily by migration. Domestic migration is influenced by the local economy (quantity and types of jobs available) and home prices. We expect San Diego County, much like the state of California, to continue experiencing net out-migration as people leave the state in search of economic opportunity or a lower cost of living elsewhere. International migration remains fairly constant and is tied to federal policy. Yes. The plan considers local zoning from each of the jurisdictions. 	Letter
460	Peter Meisen	SimCenter et al.	<p>Response from Cleveland National Forest Foundation Although the 2011 plan was deemed unsatisfactory in addressing climate and public health impacts of investing heavily in freeways vs. public transit, the 2015 plan provides almost the same number of roadway projects as the unsatisfactory 2011 plan (and at a higher cost). SANDAG has recognized that the growth in vehicle miles traveled (VMT) is significantly less than they had estimated in both 2008 and 2011. Analyses by specialists show that there is actually a downward trend in VMT: more freeways are not needed. With job and housing growth more compressed, and in areas with lower than average VMT per capita. More transit options are needed in these areas (not more roads!) New development projects (such as Lilac Hills Ranch) are being planned within the rural environment of North County. Next to the environmental consequences of urban sprawl in rural areas, residents of these communities will significantly increase VMT, need for roads, and emissions. Rather than encouraging sprawl and spending budget on building roads for these developments, the projects should be stopped. San Diego needs a transit first alternative. The 50-10 Transit plan released by the CNFF shows that a transit first alternative is possible.</p>	<p>The Draft Regional Plan dedicates half of its projected expenditures to transit, a larger investment than any previous RTP. The Regional Plan is based on the concept of creating a wide range of transportation choices to driving alone, including increased transit services, carpooling/vanpooling, bicycling, and walking. In many cases, the specific projects included in the Regional Plan are aimed at accommodating multiple transportation modes, including pedestrian, bicycle, and transit.</p> <p>The draft Plan shows that the region not only meets but exceeds the per capita greenhouse gas reduction targets for passenger vehicles set by the California Air Resources Board. Additionally, public health has been considered throughout the Regional Plan update process. The draft Plan includes a Public Health White Paper, Project Evaluation Criteria, Performance Measures, Alternative Transportation Scenarios, and the Preferred Transportation Network, all of which take public health into consideration.</p> <p>The Plan shows a reduction in VMT per capita through the development of a transportation network that offers more choices and through implementation of land use decisions that have been made by the cities and County to develop mostly within their existing boundaries. Total VMT increases due to the impacts of population growth with the addition of about a million new people and a half million new jobs by 2050. Highway improvements (including highway lanes, freeway connectors, and operational improvements) complement and complete the existing highway network. Planned improvements will increase the efficiency of the regional transportation system. The Draft Regional Plan is weighted toward transit projects, not highway projects. It includes a robust system of Managed Lanes that give priority access to transit, carpools, vanpools, motorcycles, and certain clean-air vehicles at no cost. Solo drivers, however, are provided the opportunity to utilize Managed Lanes, but must pay a fee to do so. This fee, in turn, is reinvested to support transit services along the same corridor, such is the case with the Interstate 15 corridor.</p> <p>The Draft EIR for the Regional Plan analyzes a range of alternatives. All action alternatives advance 35 years of transit into the first 10 years of the plan (from 2015 to 2050, which is the horizon year of the plan), similar in concept to the 5010 Transit Plan. The 5010 Transit Plan also envisions delays in highway The 5010 Transit Plan also envisions delays in highway investments similar to those included in Draft EIR Alternatives 3, 4, and 5A through 5D. The feasibility of these alternatives is affected by funding constraints, among other factors. The Board of Directors will consider the comparative merits of the alternatives in the EIR when they consider adoption of the final Plan.</p> <p>The comment on the 2011 Plan appears to reference litigation on the 2050 RTP/SCS EIR that is currently pending before the Supreme Court. The Court of Appeal decision on that EIR has been vacated, and the Supreme Court decision is pending. Both the 2011 Plan and the Draft Regional Plan include substantial transit investments.</p>	Letter

No.	Name	Agency	Comment	Response	Source
461	Peter Meisen	SimCenter et al.	<p>Response BikeSD</p> <ul style="list-style-type: none"> With the budget to be spent on bike paths, why is there no change in vehicle miles travelled (VMT) by bike between 2012 (3.28% of VMT) and estimated 2050 (3.27%)? Is enough being done to stimulate biking? Why invest heavily in widening short stretches of road (e.g. the 2 miles on the 94 from Sherman Heights), when more bike paths are needed in urban areas? Other cities protect their environments and open areas (e.g. NYC, Bogotá) by increasing bike lanes or road usage by bikes at the expense of roads for cars. San Diego should be able to increase and further promote bike use in view of protecting the environment 	<p>This comment significantly overestimates the amount of bicycle miles traveled in the San Diego region. By 2050, the Regional Plan includes full build-out of the entire regional bike network. Bicycle miles travelled (BMT) increases by 75 percent from 2012 to 2050. Many projects will include separate, dedicated access for people who walk or bike. The Regional Plan incorporates safe bike and pedestrian access into investments in other modes of travel, including public transit and highway improvements-- a practice already assumed by SANDAG in ongoing planning and construction of capital projects.</p>	Letter
462	Peter Meisen	SimCenter et al.	<p>General: The SD Forward plan seems to be a glossy presentation showcasing imagery of biking, nature, and cleaner transit choices when in fact it is still mostly focused on increasing road transport.</p>	<p>Transit capital and operations account for half of the investment plan in the Regional Plan. A good portion of the remaining investment is proposed for services and programs that support travel by transit. The Regional Plan calls for five new Trolley lines, 32 new <i>Rapid</i> transit services, continued COASTER double tracking, SPRINTER Express service, as well as an extension to Westfield North County, four new streetcar lines, and three new intermodal transit centers.</p> <p>Chapter 3: Financing Our Future, provides a detailed description of the overall investment plan proposed for San Diego Forward. Additionally, to view a detailed list of the transit, active transportation, managed lanes and highway investments, please view Appendix A Transportation Projects, Costs, and Phasing. For a full discussion of the Transportation Systems Management and Transportation Demand Management programs, please view Appendix E: Transportation System and Demand Management Programs, and Emerging Technologies.</p>	Letter
463	Peter Meisen	SimCenter et al.	<p>At what point in time will the transit infrastructure/system make travelling by public transit competitive with traveling by car?</p>	<p>This is the focus of the Draft Regional Plan -- in many cases, transit is a time competitive alternative, but in many other cases, it is not. The draft plan includes a wide range of transit improvements to make transit both time competitive and convenient to use. This translates to new rail and <i>Rapid</i> lines on Managed Lanes to serve corridors with little or no transit service today, as well as increasing service frequencies on existing rail and bus services to ten-minutes all day.</p>	Letter
464	Peter Meisen	SimCenter et al.	<p>Why are politicians/representatives who state they are environment-minded vote for plans that do not protect the environment and quality of life?</p>	<p>This is not a comment on the Draft Regional Plan. SANDAG requests that this commenter direct this question directly to the representatives of concern.</p>	Letter
465	Samuel Greene	Southeast Alano Club	<p>What is your projected plan for restrooms, truck stops and rest areas for commercial drivers (ie. semi trucks, buses, etc)? As far as I can tell there is no projected plan for this. My concern is that truck drivers do not have any place to stop for food, restrooms or resting places. Truck drivers consequentially are stopping on off-ramps and street parking congesting those areas growing truck traffic and safety in the region. According to the summary report findings and recommendations of the Comprehensive Regional Goods Movement Plan and Implementation strategy (See pdf in website noted below) the projected growth in truck traffic is anticipated to significantly grow through 2035. Noted on page 15 "According to California Highway Patrol's Statewide Integrated Traffic Records System (SWITRS), there were 99 fatal truck-involved accidents in the SCAG region in 2009 and 2,564 truck-involved accidents that resulted in injuries. One estimate calculates the average cost per fatal crash involving commercial vehicles at \$7.2 million." http://www.camsys.com/pubs/CRGM_OnTheMove_ExecSummary.pdf</p>	<p>The Draft Regional Plan includes truck stops and rest areas (page 82 in Chapter 2). There are two locations planned for the future near the Interstate 15 and State Route 76 interchange, and near the State Routes 905 and 125 and new State Route 11 interchanges.</p> <p>These two planned facilities are within the unconstrained portion of the Regional Plan, meaning that there is no funding identified currently for these projects. Inclusion in the Regional Plan positions these projects to compete for funding as funding opportunities come up.</p>	Web
466	Samuel Greene	Southeast Alano Club	<p>What is your projected plan for restrooms at Trolley stops and bus areas? My concern is not only for those that frequently use the transit systems such as people going to work, students, mothers and their children, and the elderly but also for the people that do not use the transit systems all the time such as Padres fans, tourists, those that perform their civic duty downtown at the court house. Not having restrooms currently causes men and women to urinate in parking lots, behind bushes, etc. The odor currently at these terminals is terrible causing people to not want to use these transportation options.</p>	<p>Restrooms are available at certain MTS transit centers for the use of patrons, including 12th & Imperial, Old Town, El Cajon, and SDSU. Hours and access vary by location. There are no plans to install additional public restrooms at MTS transit centers, due to the significant resources required to maintain and secure them. Unfortunately, the maintenance and security costs with the few restrooms MTS does provide are extraordinarily high, due to frequent damage, destruction and theft of fixtures, vandalism, and illegal activities. These expenses reduce funds available for MTS to provide transit services. Please note that many Downtown destinations already provide restrooms for their users, including the courthouses, civic buildings, schools, and Petco Park. Other public restrooms are available near the Civic Center, 12th & Imperial, and Gaslamp Quarter stations.</p>	Web

No.	Name	Agency	Comment	Response	Source
467	Bill Tippetts	Southwest Wetlands Interpretive Association (SWIA)	<p>The Southwest Wetlands Interpretive Association (SWIA) has reviewed the Regional Plan (proposed plan) and Draft EIR (DEIR) and provides comments on both documents. SWIA is a non-profit environmental organization that has, for nearly 40 years, worked to conserve and enhance coastal wetlands of the Tijuana River Valley/Estuary and elsewhere in southern California. Climate change effects, which result largely from <i>Rapidly</i> increasing human-derived greenhouse gas (GHG) emissions, pose a great threat to those conservation and enhancement investments (over \$30 million to date). Among those threats are sea level rise, increased temperatures and decreased and/or altered precipitation- all of which will negatively impact the region's habitats, species and human health and welfare.</p> <p>The DEIR documents that many Significant and Unmitigatable Impacts will remain if the proposed plan is implemented (just to cite some of these- GHG emissions related to long-term state goals, VMT, water supply, and sensitive habitats/species/movement). The proposed plan, which is essentially a minor update of the flawed 2011 RTP/SCS, does not meet the project's objectives for a combined RTP/SCS and RCP.</p> <p>Based on these deficiencies, and others we cite in our comments, we respectfully request that SANDAG not approve the proposed plan nor certify the DEIR. A new proposed plan that incorporates our comments and recommendations and those of other entities referenced in our comments should be prepared and submitted for public review and recirculated for CEQA review.</p>	<p>Thank you for reviewing the Draft Regional Plan and EIR and providing comments on the documents. The Draft Regional Plan describes efforts in the region to both reduce GHG emissions and prepare for the impacts of climate change. The threats from climate change are described on pages 89 and 90 in draft Chapter 2, as well as in the Climate Change Mitigation and Adaptation White Paper, included in Appendix Q. SANDAG works closely with partners in the region to assess climate vulnerabilities and implement strategies to improve resiliency and preparedness in the face of climate change.</p> <p>Thank you for reviewing the Draft Regional Plan and EIR and providing comments on the documents. The Draft Regional Plan describes efforts in the region to both reduce GHG emissions and prepare for the impacts of climate change. The threats from climate change are described on pages 89 and 90 in draft Chapter 2, as well as in the Climate Change Mitigation and Adaptation White Paper, included in Appendix Q. SANDAG works closely with partners in the region to assess climate vulnerabilities and implement strategies to improve resiliency and preparedness in the face of climate change.</p>	Letter
468	Bill Tippetts	Southwest Wetlands Interpretive Association (SWIA)	<p>The RCP-component fails to incorporate critical elements of a "quality of life" blueprint, such as goals, guidelines and recommendations to improve the region's non-transportation based energy efficiencies/non-carbon energy supply, reduce per capita water demand and improve water supply reliability. As the regional blueprint, the plan should outline strategies for the region to achieve coherent, consistent improvements- while acknowledging that the responsibilities for implementing such improvements rest with the local governments and other local entities.</p>	<p>A discussion on energy is included in Chapter 2 of the Regional Plan in the context of reducing GHG emissions. Figure 2.19 recognizes that energy sources (electricity and natural gas end uses) account for about one third of the region's GHG emissions. The Plan identifies ways SANDAG and local governments support cleaner energy choices, in particular through the Energy Roadmap Program. The Roadmap Program and other regional energy planning efforts are guided by the principles, recommendations and goals developed in the SANDAG Regional Energy Strategy (RES). The RES serves as an energy policy blueprint for the San Diego region and is included in Appendix U.9. As discussed in Chapter 1, one of SANDAG's primary responsibilities is transportation planning. SANDAG invests in public transit, highways, bicycle and pedestrian infrastructure, freight corridors, and technologies to better manage our regional transportation system and the everyday demands on it. We also provide financial incentives and offer grant programs to various jurisdictions and organizations. Through these activities, SANDAG influences policies for how local governments use land, protect the environment, and grow their economies. SANDAG collaborates with a variety of partners, one of which is the San Diego County Water Authority, to bring together local plans for sustainable growth. We will add reference to the Water Authority in this section of the plan, and will add a section entitled, "The Importance of Water" to the end of Chapter 1 to provide an overview of water issues and the water planning process. We will also add reference to water supply and conservation in various places and the responsibilities by the Water Authority in these areas, with the goal of conveying the importance of water conservation, diversification, and supply reliability, to the sustainability of the region. Please see response to Comment No. 373 for additional information on water.</p>	Letter
469	Bill Tippetts	Southwest Wetlands Interpretive Association (SWIA)	<p>An Executive Summary is needed to help orient the reader and provide a coherent overview of the proposed plan.</p>	<p>Because the Regional Plan shares a host of rich data, strategies, trends and research, SANDAG created a document in both English and Spanish known as the Quick Guide. This document is a <i>guide</i> to the Regional Plan and helps to outline the main strategies and components represented in the Regional Plan. Digital copies of the Quick Guide may be found on the project website, SDForward.com. Hard copies are available at the front desk of the SANDAG offices (401 B Street, Suite 800. San Diego, CA 92101).</p>	Letter

No.	Name	Agency	Comment	Response	Source
470	Bill Tippetts	Southwest Wetlands Interpretive Association (SWIA)	<p>Chapter 1 (Our Region, Our Future), Pages 2-6. As noted in the proposed plan (the Regional Plan), the San Diego region is at a crossroads and this plan is intended to provide the roadmap for regional growth and development as well as other important key "quality of life" guidance for the region. While it has a primary focus on the transportation network and sustainable communities strategies, the plan is a combined Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and Regional Comprehensive Plan (RCP), so it must also clearly identify and demonstrate how it addresses the RCP's broad issues (policy areas including urban form, transportation, housing, healthy environment, economic prosperity, public facilities, our borders, and social equity). A combined RTP-RCP is a new approach for SANDAG, and it is very important that the format and text establish and demonstrate which elements (e.g., objectives, guidelines, measures and actions) of the document are RTP, RCP or RTP-RCP-based. This is particularly important because the RTP has specific obligations (i.e., per capita VMT-based greenhouse gas [GHG] emission reductions) whereas the RCP serves as a non-regulatory blueprint/guidance document with recommendations for how the local governments and agencies can achieve the RCP's objectives.</p> <p>The San Diego region's GHG emissions are about 7.5% - a substantial fraction - of the state's total GHG emissions. It is crucial that the proposed plan (Regional Plan) identify measures that will reduce GHG emissions for both the near-term (i.e., 2020 and 2035) and long-term (i.e., 2050 and beyond). SANDAG's own Climate Action Strategy (approved in 2010) states that this region must do its part to reduce GHGs that contribute to climate change. The strategy references and adopts the Governor's Executive Order S-3-05 and its goal to reduce the state's GHG emissions by 80% below 1990 levels by 2050 and by 2030 the region must have met and gone below the 1990 level and be well on its way to doing its share for achieving the 2050 state GHG emission reductions - which will require fundamental changes in policy, technology and behavior (emphasis added). However, the proposed plan's approach neither commits the region to reduce its GHG emissions in proportion to its contributions to statewide GHG emissions to meet the AB 32 GHG target (see DEIR discussion of GHG-2) nor does it put the region on a trajectory to meet the state's GHG emission reduction targets for 2030 and 2050. This is a major failure of the proposed plan.</p> <p>The current document references reducing GHG emissions and meeting SB 375 targets. As will be described in the Chapter 2 comments, this document uses different calculation methods for VMT and GHG emissions than the 2011 plan. The changed methods raise at least two important questions: (1) what is the relationship of the new reported GHG reductions compared to the 2011 document's reductions and (2) how do the new calculation methods affect the comparison to the 2005 GHG baseline that is specified in SB 375 - that is, should/does this document also use the new calculation methodology to change the 2005 baseline so that we are comparing apples to apples?</p>	<p>Thank you for your interest in the Plan. San Diego Forward represents the first time in which the Regional Comprehensive Plan and the Regional Transportation Plan have been combined to demonstrate how our transportation network can best complement a more urban and compact region, in order to create healthier and more vibrant communities.</p> <p>The only mandated greenhouse gas (GHG) emission targets applicable to SANDAG are the SB 375 per capita GHG emissions reduction targets for passenger vehicles. The proposed Plan exceeds these targets. The Draft EIR demonstrates that the proposed Plan would not conflict with the State's ability to achieve the AB 32 target of reducing statewide GHG emissions to the 1990 levels by 2020. Although the Draft EIR compares the proposed Plan's GHG reductions to a 2030 regional reference point based on Governor Brown's Executive Order B-30-15 and a 2050 regional reference point based on Executive Order S-3-05, there is no mandate for the proposed Plan to "comply" with these Executive Order state GHG reduction goals, nor does the SANDAG Climate Action Strategy 'adopt' the 2050 Executive Order goal as stated in the comment.</p> <p>While there is a relationship between VMT and CO2 emissions, it is not a one to one relationship. Regional Plan Appendix C includes additional information on the relative contributions of several strategies toward achieving the SB 375 targets. Please note that the per capita GHG emissions reductions do not take credit for reductions due to low carbon fuels or more efficient vehicles. Differences in results obtained for the SB 375 targets when comparing SANDAG's 2011 Regional Transportation Plan to the Draft Regional Plan are attributable, for example, to aligning fuel costs with Department of Energy fuel forecasts, fewer rural residents, and more compact land use patterns in the Regional Plan SCS. Draft EIR Appendix G-3 presents the technical methodology used to estimate GHG emissions reductions to achieve the SB 375 targets for passenger vehicles. The 2005 baseline for SB 375 GHG reductions is the same for the proposed Plan and the prior plan. ARB has established the SANDAG region's baseline as 26.0 pounds per person per day.</p>	Letter

No.	Name	Agency	Comment	Response	Source
470 cont.	Bill Tippetts	Southwest Wetlands Interpretive Association (SWIA)	Additionally, the proposed plan (and DEIR) present confusing analyses: for instance, SB 375 requires a comparison of the target years' (2020 and 2035) per capita CO2 emissions for passenger and light-truck vehicles against a 2005 per capita CO2 emissions baseline, but the DEIR presents per capita VMT comparisons for 2020, 2035 and 2050 against a 2012 per capita VMT baseline (Tables 4.15-5, 6, 7). The relatively minor decreases in per capita VMT do not appear to support the proposed plan's assertion that it is achieving the new, substantially higher per capita CO2 emissions. The Regional Plan and EIR must clearly identify what has changed regarding the environmental baseline, what assumptions have changed in the plan, and what key SANDAG-RTP/SCS actions/targets have changed since the preparation of the 2011 document.		
471	Bill Tippetts	Southwest Wetlands Interpretive Association (SWIA)	Given that this plan sets the framework and priorities for the next 35 years of transportation and other structural and land use investments, with an expected cost of over \$200 billion, it is essential that it outlines the most efficient and cost-effective policies, guidance, funding, incentives and priorities to implement actual projects and actions. It must demonstrate a pathway to meet and ensure implementation of the plan's goals, consistent with the best available information on the most probable future conditions and the needs of the citizens. As discussed in the rest of this comment letter, there are a number of significant issues, priorities and approaches that are missing from the proposed plan.	The Draft Regional Plan was developed to address the goals and policy objectives established by the SANDAG Board of Directors. Please refer to discussion of the draft Plan performance measures in draft Chapter 2 and Appendix N.	Letter
472	Bill Tippetts	Southwest Wetlands Interpretive Association (SWIA)	Chapter 1, Page 4. The Sustainable Communities Strategy (policy) also calls for developing/proposing opportunities - and identify incentives - that can improve the region's (Metropolitan Planning Organization's/MPOs) development patterns, population densities, transportation mode shares, etc. These items should be expanded upon in this brief SCS description and point to specific parts of the document that expound on these items.	The purpose of Table 1.1 in Chapter 1 is to identify where legally required elements of the Regional Plan can be found. We will modify the Table of Contents to show that incentives are included in Chapter 5.	Letter
473	Bill Tippetts	Southwest Wetlands Interpretive Association (SWIA)	Chapter 1, Page 8. The previous RTP (2011 RTP/SCS) document forms the basis for much of the draft Regional Plan. [Note: A news article in The Fallbrook Bonsall Village News, dated August 28, 2014, quoted SANDAG staff, who stated that (for the 2015 plan) "Largely we have the same project mix" (as the 2011 plan) and "All of us are really trying to focus on implementation, not starting over with a new plan"] That approach raises a serious concerns because the 2011 document/EIR has been challenged and found legally inadequate in regard to CEQA impact assessments and mitigation, and the State Supreme Court affirmed four of five key appellate court rulings and is still reviewing the fifth ruling. The 2011 document, which barely met the CARB, VMT/GHG reduction for 2035, also demonstrated that its approach would soon thereafter show an erosion of those gains and be unable to continue to reduce VMT. Minor "retooling" of the 2011 RTP/SCS is not an acceptable or feasible basis for the 2015 plan, which must create an effective, timely transportation system network that optimally matches the best projections of needs; continue to reduce GHGs; and guide the region toward a better quality of life (strong economy, healthy environment and thriving communities). And, all of that must derive from the best available information (including assumptions used in modeling), integrated from the San Diego Region as well as from other areas/sources, where relevant.	SANDAG's current targets are per capita CO2 emission reductions from passenger vehicles of 7 percent by 2020 and 13 percent by 2035 relative to 2005 levels, and the proposed Plan exceeds these targets. In terms of the similarity between the two Plans, San Diego Forward primarily includes the same mix of highway projects as the 2050 RTP, but phases them in different ways to maximize transit investment on the Managed Lane corridors. A majority of the transit projects are the same between the Plans. However, critical differences exist with regard to the number of <i>Rapid</i> bus projects, which is higher in the Draft Regional Plan. Some of these projects were previously included in the Unconstrained network in the 2050 RTP/SCS. The Court of Appeal decision on the 2050 RTP/SCS EIR referenced by the comment has been depublished and is currently being reviewed by the Supreme Court. The 2050 RTP itself was not subject to legal challenge.	Letter

No.	Name	Agency	Comment	Response	Source
474	Bill Tippetts	Southwest Wetlands Interpretive Association (SWIA)	<p>Chapter 1, Pages 11-12. The six policy objective categories address the regional transportation plan and sustainable communities strategy as well as regional comprehensive plan concerns (e.g., “create great places for everyone to live, work and play.”) These plan objectives differ from what is summarized as the plan’s objectives in Section 2.0 (Project Description) and Section 6 (Alternatives) of draft EIR. The Regional Plan should more clearly identify its objectives in relationship to the requirements of SB 375 and the RCP. The policy objective “Environmental Stewardship” should include language to “Promote and implement actions that complement local government and business efforts to mitigate and adapt to climate change effects” and “Promote and implement actions that reduce the region’s water demand and improve water reuse.” The latter issue is very important because the San Diego region, as well as the rest of the state, is facing projected, long-term water supply deficiencies – and providing guidance for reducing the San Diego region’s water consumption should be a critical aspect of this plan.</p> <p>Chapter 1, Pages 13-14. As noted in the proposed plan, SANDAG is uniquely situated to bring together decision-makers from all over the region, particularly the 18 cities and the county. Many of those local governments have prepared Climate Action Plans (approved or in draft status) that the San Diego Forward plan must help implement. Because the sector responsible for the largest greenhouse gas (GHG) emissions is transportation (44% of the region’s GHG emissions), it is essential for SANDAG’s RTP/SCS to present a “roadmap” that will significantly reduce GHG emissions by transportation and complement the local governments’ land use and climate change goals and plans. Importantly, a number of those local plans call for greater reductions in GHG emission reductions than this proposed plan would provide (i.e., the city of San Diego’s draft climate action plan calls for a reduction in GHG emissions by about 49% from the 1990 GHG baseline by 2035 and by 80% from the 1990 GHG baseline by 2050). To put the region on a realistic trajectory to align with the state’s - and some local cities’ - GHG reduction goals, this plan should identify and help commit the region to achieve a reduction in GHG emissions in 2030 by 40% below the baseline and by about 49% below the baseline in 2035 – which are substantially greater reductions than what this proposed plan would yield. That appears to be inconsistent with at least some of the member agencies’ approved or in-review (e.g., draft city of San Diego) climate action plan goals and would negatively impact their implementation.</p>	<p>The policy objectives in Chapter 1 were approved by the SANDAG Board of Directors before the release of the Draft Regional Plan as a way to guide the planning process. The first bullet point under Environmental Sustainability is intentionally broad enough to be inclusive of a variety of environmental issues. SANDAG does not have authority over water issues, and as such, relies on cooperation and collaboration with the San Diego County Water Authority. A section on the Importance of Water will be added to Chapter 1 to emphasize the importance of water and clarify the respective roles of SANDAG and the CWA, and a continuing action will be added to Chapter 5 emphasizing the need to continue to collaborate on water forecasting. In addition, a section describing the collaboration between SANDAG and the CWA will be added to Appendix J, the Regional Growth Forecast.</p> <p>As described in Chapter 2, SANDAG works closely with local governments to support development and implementation of local climate action plans through the Energy Roadmap Program. The Regional Plan helps to implement local climate action plans by achieving SB 375-required per capita GHG reductions from passenger cars and light duty trucks. In addition, implementation of the Regional Energy Strategy (Appendix U.9) and the Regional Plug-in Electric Vehicle Readiness Plan (Appendix U.12) support implementation of many GHG reduction strategies identified in local climate action plans.</p>	Letter
475	Bill Tippetts	Southwest Wetlands Interpretive Association (SWIA)	Chapter 1, Page 19. Suggest revising the wording “...how thinking about development, transportation, technology, and sustainability is paving the way for the future.” to something less ironic, such as “...how new approaches to development, transportation, technology, and sustainability will improve the region’s future.”	Thank you for your comment. We will replace "paving the way" with "will improve".	Letter

No.	Name	Agency	Comment	Response	Source
476	Bill Tippetts	Southwest Wetlands Interpretive Association (SWIA)	<p>Chapter 2 (Sustainability), Pages 23-24. Because the proposed plan is both a RTP/SCS and RCP, critical regional issues such as addressing how to reduce water demand and maintain a reliable supply must be integral to the sustainable communities strategy. The plan does not provide sufficient discussion of this issue nor provide guidelines and proposed implementation measures to reduce the region's water demand. Establishing a regional goal for water use and identifying measures and incentives to reduce water use must be coordinated with the region's water agencies and local governments (specific recommendation is provided later in these comments). Our region's water current demand could be substantially reduced, as evidenced by other southern California cities: Santa Barbara's average per person water demand is about 66 gallons per day and the Goleta Water District reported 55 gallons per person per day. Melbourne, Australia, which has a population of about 4.3 million, was able to cut in half its per capita water use in response to the Millenium Drought mostly by implementing and enforcing low-technology solutions (http://www.wateronline.com/doc/low-tech-methods-carried-australia-through-year-drought-0001).</p> <p>Water demand and supply are significant concerns for the region. This region has enacted some water conservation measures and practices, but the experiences/examples from other cities and water agencies in southern California as well as major arid metropolitan areas (e.g. Melbourne, Australia) demonstrate that the San Diego region could achieve substantial additional reductions in demand. A key part of the sustainable communities strategy must be a robust and implementable set of guidelines, measures and incentives that will enable the region to achieve much greater water reductions – which should include a vastly expanded water reuse component. Information from the city of San Diego's website on water resources (http://www.sandiego.gov/water/index.shtml) states that the per person daily water use is about 88 gallons per day and that about 50% of residential water use is for outdoor landscaping. The region overall has a higher average per person daily consumption, and that needs to be substantially reduced to address both the forecasted population growth and future hotter and drier conditions the will result from projected climate change. A relevant example of a sustainable water reduction program is the city of Melbourne, which was able to reduce per capita water use by 50% while maintaining its human, economic and environmental sustainability. Based on real-world experiences, it appears realistic to have the proposed Regional Plan set an overall goal – with interim targets - to reduce the San Diego region's outdoor water use by 50% or more and indoor use by 10% by 2030-2035. These reductions are consistent with plan's forecasted substantial increase in new multifamily residences, which have less landscaping per resident. Also, the plan could include a goal to substantially increase the percentage of water reuse as a part of the potable and non-potable water supplies. Those water savings and augmentations would go far towards meeting the water needs of the projected population growth to 2035 and beyond.</p>	<p>Water demand and supply are significant concerns for the San Diego region, as well as for California. (Please see Comment No. 373). Regarding long-term reduction targets, in 2009 the California Governor signed into law the Water Conservation Act of 2009 (SBX7-7). The law requires urban agencies to reduce their potable per capita usage by 20 percent by 2020. The San Diego County Water Authority and its member agencies support reducing water use as a means to providing a reliable water supply and are implementing conservation programs and measures to meet the SBX7-7 target and obtain long-term permanent conservation savings. Since 2007 per capita water use has already dropped approximately 30 percent.</p> <p>According to the Water Authority, there are a number of factors to consider when comparing the per capita water use of communities, two of the primary factors being climate (temperature and precipitation) and population density. Contained on the California State Water Resource Control Board website is a fact sheet describing why it's not appropriate to compare per capita water use across water suppliers (communities). Please see link below and text. For example, Melbourne Australia receives well over 20 inches of rain per year on average, which is twice that of San Diego. Melbourne also has a more even monthly distribution of rainfall throughout the year. Limiting outdoor watering on a permanent basis is easier to obtain when there is more rainfall throughout the year. As used in SBX7-7, per capita water use is an important figure to gage how an agency is performing over time.</p> <p>http://www.waterboards.ca.gov/waterrights/water_issues/programs/drought/docs/factors.pdf</p>	Letter

No.	Name	Agency	Comment	Response	Source
477	Bill Tippetts	Southwest Wetlands Interpretive Association (SWIA)	<p>Chapter 2, Page 23. The first paragraph should provide the more relevant percentage of vehicle (transportation)-derived GHG emissions for the San Diego Region (i.e., 44%), not just reference the national percentage.</p> <p>Chapter 2, Page 24. This section should include and clarify the relevance of other state of CA GHG reduction goals, including Governor's Executive Order 5-03-05 and recent commitments that the state/governor have made that establish a reduction target of 80% below the baseline by 2050 (as well as the recent Order B-30-15 that sets an interim GHG reduction target of 40% from the baseline for 2030). Although this RTP/SCS has a primary directive to meet GHG emission requirements per SB 375, SANDAG's own Climate Action Strategy directs it to have the region do its part to achieve the state's higher reduction targets. The draft Regional Plan's calculated GHG reduction levels are substantially greater than the previous (2011) RTP/SCS plan, which is encouraging, but some (much?) of the additional reduction appears to be caused by a changed calculation methodology – not an actual reduction caused by new measures in the proposed plan as compared to the previous plan. Is the VMT- based GHG calculation methodology in the proposed plan a fully comparable basis for comparison with the SB 375 VMT-GHG methodology that established the San Diego region's 2005 baseline and 2020 and 2035 reduction requirements?</p> <p>The proposed plan states it substantially improves the region's VMT-based GHG emission reductions by 18 and 24%, respectively, for 2020 and 2035 (vs. 14% and 13%, respectively, in the previous document). However, based on information presented elsewhere in this plan and in the draft EIR, it appears that a significant portion of the proposed plan's "additional" GHG emission reductions are an artifact of changed GHG calculation methods and assumptions. [See Draft EIR Appendix D, Section 3.3: "The ICLEI U.S. Community Protocol advises using O-D VMT data for modeling on-road transportation emissions, a departure from the type of VMT data used in previous inventories. Previous regional inventories in 2008 and 2010 used what is known as "clipped" VMT, which includes all VMT within the boundaries of the region, and does not account for where a trip begins and where it ends. The ICLEI Community Protocol's recommendation to use O-D VMT data instead of "clipped" VMT data lowers the total regional VMT value by about 6% compared with the "clipped" VMT in 2012 for the San Diego Region."]. This new methodology has the effect of altering the baseline and anticipated GHG emissions, which creates difficulties when comparing the 2015 and 2011 plans and the project alternatives analysis in the draft EIR. In addition, based on information in the draft EIR, this Plan appears to use a different approach to how existing/expected future GHG reductions are embedded into the plan's projected GHG emissions – an approach that was not utilized in the 2011 RTP/SCS.</p>	<p>A description of regional GHG emissions, including passenger vehicles transportation emissions, begins on page 87 of draft Chapter 2.</p> <p>The only mandated greenhouse gas (GHG) emission targets applicable to SANDAG are the SB 375 per capita GHG emissions reduction targets for passenger vehicles. Draft Chapter 2 describes how the proposed Plan meets and exceeds these targets for 2020 and 2035. A discussion regarding GHG reductions beyond 2035 begins on page 95 and references the efforts to date to evaluate strategies to meet the statewide climate goals (Appendix D also provides additional information). Appendix C of the Plan includes the technical methodology to estimate SB 375 VMT and GHG emissions submitted to the Air Resources Board.</p> <p>SB 375 requirements for per capita CO2 reductions apply only to passenger vehicles and light-duty trucks while the per capita VMT analysis included in Draft EIR Section 4.15 includes all vehicle classes. In both analyses, per capita VMT declines from either a 2005 or 2012 baseline to 2050. The proposed Plan meets and exceeds the SB 375 targets assigned to SANDAG. While there is a relationship between CO2 and VMT, it is not one-to-one. Other factors, such as congestion and speed effect vehicle fuel economy and impact CO2 emissions.</p> <p>The methods and data used for the 2012 GHG Inventory and Projections for the San Diego Region are described in both Appendix D of the Regional Plan and Appendix G of the EIR. As described in the methodology document, on-road transportation emissions for 2012 and forecasted emissions were calculated based on VMT output from SANDAG's model as well as EMFAC2014, which does not account for the O-D VMT breakdown. This methodology is consistent with previous regional GHG inventory calculations.</p> <p>The draft California Transportation Plan (CTP) provides a long-range policy framework to meet our future mobility needs and reduce greenhouse gas emissions. The draft CTP defines goals, performance-based policies, and strategies to achieve our collective vision for California's future statewide, integrated, multimodal transportation system. The draft plan envisions a sustainable system that improves mobility and enhances our quality of life. The draft plan addresses many of the concerns you raise and is intended as policy guidance for the State of California. Additional details are available at:http://www.dot.ca.gov/hq/tpp/californiatransportationplan2040/. SANDAG staff continues to participate in the Caltrans CTP 2040 development.</p>	Letter

No.	Name	Agency	Comment	Response	Source
477 cont.	Bill Tippetts	Southwest Wetlands Interpretive Association (SWIA)	<p>The proposed plan’s transportation impacts on GHGs needs to be better explained. For instance, the GHG discussions in Section 4.8 and related appendices of the draft EIR raise serious concerns regarding VMT and GHG emission reductions. The discussion includes statement that the plan will not reduce regional VMT to or below the 2012 (baseline) and is projected only onto reduce per capita VMT in 2020, 2035 and 2050 by about 2%, 6.3% and 7.1%, respectively, compared to 2012. This implies that the proposed plan does not reduce per capita VMT sufficiently (affecting concomitant GHG emissions) as a means to meet SB 375 (which specifies passenger vehicle per capita VMT-based GHG emission reductions of 7% by 2020 and 13% by 2035 compared to the 2005 GHG baseline). [Note – the use of the 2012 baseline in the DEIR is confusing in part because SB 375 uses a 2005 baseline for the per capita VMT-GHG emission reduction comparison.] Although per capita VMT and per capita GHG emissions (calculated based on VMT for passenger and light truck vehicle VMT) are not exactly comparable, it is not clear how these relatively low per capita VMT reductions translate to the large per capita GHG reductions in the proposed plan.</p> <p>While SB 375 does not extend to 2050 and as new (non-carbon consuming) vehicles enter the market, the relationship between VMT and GHG will change, this plan clearly shows it will fail to reduce per capita VMT. Additionally, the proposed plan is only expected to reduce average travel time by one minute in 2050 compared to 2012 and work commute times would be no different between 2012 and 2050. Those findings do not support the plan’s assertion that it would create an effective roadmap for the region’s future in terms of a more robust and efficient transportation network.</p> <p>The state of California’s Department of Transportation has given a clear signal to all transportation agencies to refrain from building new road capacity in its draft California Transportation Plan (CTP) 2040, which includes a key recommendation in the draft to “[a]void funding projects that add road capacity and increased maintenance costs.” is a perfect example of that balance. The CTP provides guidance consistent with state transportation and climate change goals while supporting city, county, regional and state leaders’ authority to shape the build-out of the multimodal system. Decision-makers at state, regional, county and city levels would retain the freedom and flexibility to develop plans, select the highest performing projects, and enact policy, procedures and funding programs, within state policy parameters – and in specific projects, may increase road capacity. However, the CTP provides clear guidance that roadway expansion projects are not the preferred options in most situations.</p> <p>It is not clear in the document how much of the new GHG emission reductions are attributable the revised GHG calculation methods and the local jurisdictions’ independent land use/development decisions, and how much is attributable to the policies, actions and incentives that this plan calls for. Also, as noted below, there appear to be more effective transit system approaches and priorities that could more closely align the region’s transportation sector with those state targets.</p>		

No.	Name	Agency	Comment	Response	Source
478	Bill Tippetts	Southwest Wetlands Interpretive Association (SWIA)	<p>Chapter 2, Page 26. The five building blocks and strategies that form the basis of the SCS would, if appropriately implemented, address the expectations of SB 375. The plan is not clear what aspects of "land use pattern" changes SANDAG's SCS will cause or substantially influence. The plan notes that local governments have (nearly all) the land use authority, and the plan cannot dictate land use. However, this SCS must also be able to demonstrate how its land use and transportation system components will reduce vehicular VMT and passenger vehicle-derived GHG emissions. If the extant local governments' land use plans are already capable of effecting most of those reductions (having adopted smart growth/denser buildout), what will the RTP/SCS do to further those reductions, and what transportation network improvements best support and incentivize improvements on those plans?</p> <p>This plan is also an RCP, so many other strategies should be included to address the RCP expectations, and that are not already addressed by the RTP/RCP process. This document does not provide a clear sense of how the two processes (RTP and RCP) integrate policies, projects, implementation etc.</p> <p>Chapter 2, Page 27. The transportation network assessed by the Regional Plan must include a "revenue constrained" alternative and the financing plan must demonstrate how it can fund the network. However, the apparent presumption is that previous decisions by SANDAG boards, which have prioritized freeways and roads over transit/walking/biking, have already established an unchangeable revenue constraint-based network. The SANDAG board can alter previous funding decisions and shift funding such that transit/walking/biking projects receive earlier funding than previously planned. Furthermore, transportation funding is more fungible than this document suggests, as documented in a recent report prepared by Circulate San Diego (www.circulatesd.org) "<i>TransNet Today</i>" that concludes <i>TransNet</i> and SANDAG's other funding sources are flexible and can be implemented to advance transit and active transportation projects. These are crucial points that must be discussed and treated more transparently because improper assumptions about funding (and as discussed later in these comments, modeling assumptions) can obfuscate or incorrectly dismiss opportunities for changing key elements of this plan.</p>	<p>Each time that SANDAG embarks on preparing a Regional Plan, SANDAG and the local jurisdictions incorporate the most recent land use assumptions into the Regional Growth Forecast. These land use assumptions are based on changing local land use plans. The region has seen shifts in projected land use patterns between the 1999 forecast and the Series 13 Regional Growth Forecast, moving from a forecast that projected significant development in the unincorporated areas of the County to a forecast that contains most of the region's growth to the western third of the region via increased housing and employment capacities in jurisdictions' most urbanized areas and increased open space and habitat preservation in the eastern areas of the unincorporated County. Over the years, SANDAG has consistently encouraged policies that promote smart growth and sustainable development. These include focusing future growth in the most urbanized areas, where the region has existing and planned transportation infrastructure. In order to continue to reduce GHG emissions, the plan calls for investing in a transportation network that provides people with a greater variety of transportation choices, including more transit and active transportation. This plan, more than any previous SANDAG Regional Plan, includes more transit services, more active transportation investments, and for the first time, the concept of mobility hubs and emerging technologies to help address the first mile/last mile gap. This plan also includes incentives and policies for smart growth and active transportation, as well as incentives and policies that protect, acquire, manage, monitor, and maintain the region's open space and habitat. The regional growth forecast is a tool that helps the region plan ahead to match transportation investments to projected land use patterns. However, local jurisdictions, not SANDAG, are responsible for making land use decisions and approving development projects. As those decisions are made, SANDAG incorporates them into the next forecast.</p> <p>Every four years, SANDAG updates its regional transportation plan. This cycle, the SANDAG Board of Directors made a decision to merge the Regional Comprehensive Plan, adopted in 2004, with the next Regional Transportation Plan and Sustainable Communities Strategy. At the beginning of the planning effort, a survey was conducted, focus groups were held, a kick-off workshop was conducted, and discussions with SANDAG working groups and Policy Advisory Committees were held to solicit ideas for inclusion in the plan. The results were presented to the SANDAG Board of Directors over a series of meetings, and ultimately, the Board adopted the vision, goals, and policy objectives to guide the planning process and the content to be included in the plan. In an effort to make the plan as accessible and understandable to as many residents as possible, staff attempted to shorten the length of the plan document in comparison to previous plans. While the plan is shorter, it includes more appendices than previous plans, and much of the detailed and technical information is included in the multiple appendices. (For example, information from the Borders chapter in the RCP is now included in the Borders Appendix.) It should be noted that not all components of the RCP are carried over into this plan (for example, parks, libraries, police, fire, and hospitals). However, new topics are included to reflect changing conditions and Board direction (for example, emerging technologies and mobility hubs), at the direction of the Board to focus the plan on regional priorities more directly under the purview of SANDAG.</p> <p>The prioritization of projects in the Draft Regional Plan is done every four years, with projects moving up or down in priority according to the Board-approved ranking criteria. Funding commitments are made for projects under construction. Funding is not as fungible as the comment suggests. State and federal requirements govern the use of these funds. And, a commitment to the voters to complete projects and programs they voted for guides the Board. SANDAG pursues all opportunities for funds, including Active Transportation Program funds. These programs are competitive and SANDAG does not control the outcome of grant applications.</p>	Letter

No.	Name	Agency	Comment	Response	Source
479	Bill Tippetts	Southwest Wetlands Interpretive Association (SWIA)	<p>Chapter 2, Page 28. The document states that SANDAG was created through a public vote to serve as a "regional growth management review board" and to fund the transportation system (which SANDAG acknowledges are its responsibilities). This implies that the region expected SANDAG to both revise and provide feedback on our growth (i.e., where and how development occurs) and to be the key link between regional growth and the transportation system network. This plan must clearly show which elements/projects SANDAG is directly responsible for, how it is using its review (and feedback) responsibilities to get local governments to reflect regional growth/transportation needs, and the most effective incentives it can provide to local governments to make those changes. In addition, the RTP/RCP must provide guidance on non RTP-based policies, programs/measures, projects and funding that the region should be implementing to achieve the RCP goals. Pages 29-30 document how the actions of local governments have already changed their general plans/land use plans so that substantial shifts in development/population densities are being achieved. What is SANDAG proposing that substantially improves upon the extant plans (beyond what is explained in pages 30-31)?</p> <p>Chapter 2, Pages 32-33. The document states "we paired up each hypothetical (land use) scenario with the transportation network from the 2050 RTP/SCS, and studied whether they could lower emissions beyond those projected with the land uses in the Regional Growth Forecast." And the discussion states that "The three scenarios had the potential to continue to lower emissions in comparison to the forecast, but at a much slower pace – up to an additional 1 to 3 percent over the next 35 years. Scenarios B and C were projected to achieve the greatest reductions." That approach raises two major concerns: (1) If the alternative scenarios are likely to only result in small differences compared to the proposed plan, this implies that the RTP/SCS effort has not proposed scenarios that reflect a reasonable range of feasible alternatives for analysis in the draft EIR. (2) Applying only one transportation system (i.e., the revenue constrained transportation network from the 2050 RTP/SCS) to the three land use scenarios seriously constrains the analysis of combined land use and transportation network interactions/synergies. Why should the proposed plan and alternatives rely on the application of only the previously-defined network (and priority of projects) from the 2050 RTP/SCS when other seemingly viable alternative transportation system approaches (see below) could have been applied to that analysis?</p>	<p>Chapter 5 (pages 140-142) explains how SANDAG implements the regional vision through incentives and collaboration. Providing funding to local land use authorities to update and implement their land use plans to reflect the regional vision and working collaboratively with member agencies and partners to address issues of regional significance collectively. In addition, Chapter 5 (pages 149-150) summarizes the Performance Monitoring Program used to monitor implementation of the plan.</p> <p>The intent of this exercise was to determine if additional land use changes could further reduce greenhouse gas reductions. The results showed that the region's cities are moving in the right direction as a result of the land use decisions that have been made as our local jurisdictions continue to update their plans. These results also emphasized that the transportation network can respond to these land use changes and can have a much larger impact, than the land use, on greenhouse gas emissions reductions in the region. However, the land use exploratory piece set the stage for the transportation network development which looked at a multiple options and phasing opportunities within the requirements to meet our regional emissions reductions targets under SB 375 and the Plan exceeds these targets under the preferred transportation network.</p>	Letter
480	Bill Tippetts	Southwest Wetlands Interpretive Association (SWIA)	Chapter 2, Page 36. <i>TransNet</i> funding has been important to the region's commitment to conserve open space, but the document should clarify that federal, state and other local government sources provide the bulk of the funding for open space conservation.	<i>TransNet</i> is the primary funding source to conserve open space in the San Diego region and it has been leveraged to acquire federal, state and other local government sources of funding.	Letter

No.	Name	Agency	Comment	Response	Source
481	Bill Tippetts	Southwest Wetlands Interpretive Association (SWIA)	Chapter 2, Page 41. The complete streets policy should be accompanied by a discussion of and provide guidance/incentives in the Regional Plan that address how local governments could improve their "urban forests" in conjunction with complete street projects. Urban forests provide benefits including heat relief, greenhouse gases and air pollution reductions, improved economic value of neighborhoods and reduced crime. For example, the city of San Diego's draft Climate Action Plan (CAP) would require the city to complete a citywide tree canopy assessment, set an urban tree canopy coverage target/milestones and integrate urban trees into street and other development projects.	SANDAG provides guidance for local governments to improve their urban forests through two documents, Designing for Smart Growth and Designing for Pedestrians, both of which address the importance of tree canopies and climate-appropriate vegetation to create a better street environment. Incentives to employ these design recommendations are provided through the Smart Growth Incentive Program and Active Transportation Grant Program. The Complete Streets policy approved by the SANDAG Board of Directors also directs SANDAG to provide best practice design guidance and training to SANDAG staff and staff from local agencies, so policy and practice are in place that address this comment.	Letter

No.	Name	Agency	Comment	Response	Source
482	Bill Tippetts	Southwest Wetlands Interpretive Association (SWIA)	<p>Chapter 2, Pages 47-57. The discussion of the various modal opportunities – based on the 2050 RTP/SCS transportation network – appears to have dismissed VMT reduction and other benefits from other transportation system opportunities [Note: the draft EIR considered but rejected as infeasible a host of public-requests to analyze these alternatives, in part claiming the project alternatives incorporated all of the key features of these alternatives]. Specifically, a revised integrated bus rapid transit proposal known as “Quickway” (www.quickwayproposal.wix.com/proposal) and a transit-first option known as the “50-10 Plan” (http://www.transitsandiego.org/50_10_transit_plan) that revises current SANDAG projects and funding to prioritize transit projects appear to provide benefits that the 2050 RTP/SCS network and project priorities do not. Advancing transit over roadways (freeway lanes, some arterials) is essential. Quickway may be a useful tool to help transition from (bus) rapid transit to rail transit as ridership and population changes warrant. These options should be described in the overall analysis of the transportation network and funding (and priorities).</p> <p>The Quickway approach would not require the proposed new managed lanes, can accommodate all transportation modes, utilizes already-tested/in-place transit system components, more closely focuses transit stations and lines with major use/demand centers, and has preliminary capital and operating costs that are below those of the proposed plan/projects. This would allow SANDAG to eliminate or greatly scale-down new freeway and managed lanes (and funding), perhaps even arterials (consistent with the draft CTP). From a modeling perspective, the Regional Travel Model (RTM), is used to determine where people are, where they’re going, and how they will choose to get there. But, it is very complicated and incorporates assumptions that may not be appropriate: (1) Mode Choice Component -the part of the model that determines whether someone will choose their transit alternative or drive -does not accurately measure or predict what choice San Diegans would make on a transit system that looks or behaves differently from our current system; and (2) it assumes that future land uses will be concentrated around proposed transit stations, even though experience over the past 30+ years is that the market does not always want to build up around SANDAG-chosen station locations.</p> <p>The 5010 Plan proposes a rail transit prioritization and presents a number of critical transportation-related assumptions that do not appear to have been considered by SANDAG in the Regional Plan assessment of “transit-first” alternatives. Specifically, the 5010 Plan cites national data compiled by the Department of Transportation showing that “standard” assumptions about VMT and population growth are no longer appropriate - its Figure 1 and text illustrate and describe how actual VMT in the past 10 or so years has been substantially lower than estimates of VMT in past/current modeling. Second, the plan cites transportation sources who agree that increasing roadway capacity increases VMT and greenhouse gas emissions. And, for congested metropolitan areas, adding new capacity to existing of limited-access highways is unlikely to reduce congestion or associated GHG in the long-run. Based on many studies – including SANDAG’s own VMT projections in its 2007 and 2011 RTPs and the draft 2015 RTP - the evidence clearly shows that VMT is consistently lowering, yet the Regional Plan proposes no significant removal of road projects – and advancement of more transit projects – despite clear evidence to warrant those changes. The Los Angeles region is proposing a forward-looking transit plan to build a rail system that would have stations within 3 miles of 7.8 million residents.</p>	<p>The Quickway proposal is a modification to the transit component of the proposed Plan. Both concepts accomplish the same goals of higher speed and frequent service on transit networks that include rail and bus rapid transit services. The key difference is that bus rapid transit services in the proposed plan use Managed Lanes and arterial transit priority measures to achieve higher travel speeds and trip reliability, while the Quickway proposal uses an extensive level of dedicated guideways, tunnels, and grade separations. Given the extensive level of these capital infrastructure elements, our experience with major capital projects suggests that the capital costs would exceed the revenue available. While the proposed Plan does make assumptions on the transit mode for each corridor served for costing and modeling purposes, an alternatives analysis would be done at the project development stage. This alternatives analysis would assess a range of transit modal options based on the specific land use and physical geography characteristics within each project corridor.</p> <p>The provision of secure bike parking at transit stations is included in the draft San Diego Forward: The Regional Plan by way of the Regional Bike Parking Program and implementation of current planning efforts (e.g. Safe Routes to Transit and Mobility Hub Implementation Strategy). Currently, the SANDAG iCommute Program manages more than 800 bike lockers at more than 60 transit stations and Park & Ride lots. The Sabre Springs/Peñasquitos Transit Station features the first group bike parking facility of its kind in the San Diego region and is equipped with 20 lockable bike racks, a bike pump, and a repair workstation. SANDAG continues to work with Caltrans, MTS, NCTD, and local jurisdictions to ensure adequate and secure bike parking is available as a first and last mile travel solution.</p> <p>The provision of electric bikes, and other similar personal electric vehicles will be considered as part of the concept development the regional Mobility Hubs Implementation Strategy.</p> <p>Further, the SANDAG iCommute program conducts outreach to increase commuter and community awareness of, and participation in transportation demand management programs and campaigns, including the use of bicycle facilities; bicycle education and encouragement.</p> <p>The Draft EIR for the Regional Plan analyzes a range of alternatives. All action alternatives advance 35 years of transit into the first 10 years of the plan (from 2015 to 2050, which is the horizon year of the plan), similar in concept to the 5010 Transit Plan. The 5010 Transit Plan also envisions delays in highway The 5010 Transit Plan also envisions delays in highway investments similar to those included in Draft EIR Alternatives 3, 4, and 5A through 5D. The feasibility of these alternative is affected by funding constraints, among other factors. The Board of Directors will consider the comparative merits of the alternatives in the EIR when they consider adoption of the final Plan.</p> <p>The Quickway proposal is a modification to the transit component of the draft Regional Plan. Both concepts accomplish the same goals of higher speed and frequent service on transit networks that include rail and bus rapid transit services. The key difference is that bus rapid transit services in the proposed plan use Managed Lanes and arterial transit priority measures to achieve higher travel speeds and trip reliability, while the Quickway proposal uses an extensive level of dedicated guideways, tunnels, and grade separations. Unlike the Managed Lanes facilities that accommodate bus rapid transit and carpools/vanpools, the Quickway facilities would only accommodate bus rapid transit services. Carpooling/vanpooling are an integral part of the draft Plan’s goal of increasing use of alternative modes, especially in areas where transit is not a cost-effective investment due to low density land uses and auto-oriented street design.</p> <p>The SANDAG transportation model is based on the revealed travel preferences of San Diego residents and visitors collected through surveys and direct observation. The mode choice components of the model use factor in frequency of service, land use density and diversity near transit stations, walk accessibility, and other factor proven to be statistically significant indicators of transit ridership. The model adequately represents the response of San Diego residents and visitors to the introduction of any new transit service.</p> <p>Developers have shown an interest in building near transit over the last 30 years. Much of the development near the Green Line in Mission Valley was completed in the last 20 years. Most of the 25,000 housing units downtown were built in the last 15 years. The Grossmont Trolley station added significant new housing at the end of the last decade. In the North County, jurisdictions have already seen development around the SPRINTER corridor and some recently have increased densities in their plans to support new development near transit.</p>	Letter

No.	Name	Agency	Comment	Response	Source
482 Cont.	Bill Tippetts	Southwest Wetlands Interpretive Association (SWIA)	Chapter 2, Page 58. The adopted Regional Bike Plan would substantially improve upon currently deficient biking opportunities. The adopted bike plan must have sufficient flexibility to accommodate/adapt to changes to the currently presumed transportation network such as if a transit-prioritized system were to replace the current proposed plan. Increasing bike ridership must be an essential component of the bike planning effort and include effective incentives to encourage ridership. Each transit station must have safe, simple bike parking structure with racks for holding and locking bikes – preferably covered (and with solar PV panels). Also, SANDAG should consider how to provide incentives, possibly through places of employment, to partially subsidize electric bikes. Electric bikes make bike commuting practical for many people who would not be able or willing to ride a standard bike to work (or as part of a bike-transit commute)		
483	Bill Tippetts	Southwest Wetlands Interpretive Association (SWIA)	Chapter 2, Pages 71-72. The mobility hub concept should be a priority component of the region's transportation system – and expanded to emulate the SuperStation concept proposed in Quickway. The proposed plan would only develop three hubs by 2020 and another 17 by 2035, which would seriously impede incentives for developers to focus building in smart growth centers and slow the creation of an effective, multi-modal <i>Rapid</i> transportation system. These superstations/hubs will be especially valuable to accommodate the shift in modal share to (mass/public) transit and active transit – and link with transit-oriented development and other smart growth components.	The development of a Regional Mobility Hub Implementation Strategy is underway. The strategy will identify transportation services, amenities, and urban design enhancements that can bridge the distance between transit and an individual's origin or destination. The strategy will also recommend improvements, conceptual designs, and implementation options for different communities served by high-frequency transit throughout the San Diego region. Mobility hub locations will be prioritized based on a variety of factors including the mix of land uses and the type and frequency of available transit service. Smart growth opportunity areas will also be leveraged to identify viable sites for mobility hub investments. Mobility hub investments will complement other efforts that seek to improve access to transit such as the Safe Routes to Transit investments and Active Transportation Early Action Program. Mobility hub planning is also being coordinated with other regional planning efforts that encourage transit-oriented development (e.g. SANDAG Regional Transit Oriented Development Strategy) and capital and planning projects funded through the SANDAG Smart Growth Incentive and Active Transportation Grant Programs. Availability of funding through the life of the Regional Plan allows for the implementation of up to 20 mobility hubs by 2035. SANDAG aims to explore additional mobility hub implementation funding opportunities through federal and state grants in addition to public-private partnerships.	Letter
484	Bill Tippetts	Southwest Wetlands Interpretive Association (SWIA)	Chapter 2, Page 74. The increased modal share of transportation by transit and active transportation should be linked with changes to parking availability and rates. Presently, the "real costs" of vehicle parking are essentially being "subsidized" and that subsidization should be phased out with the improvements to transit/active transportation options.	Thank you for your comment. While parking management decisions lie with local jurisdictions, SANDAG provides resources and tools to support local jurisdictions with proactive parking management efforts. SANDAG recently completed a Regional Parking Management Toolbox to assist staff and policy makers from local jurisdictions with developing comprehensive parking management programs that include pricing strategies for managing parking demand.	Letter
485	Bill Tippetts	Southwest Wetlands Interpretive Association (SWIA)	Chapter 2, Page 75. The transition from high-gas consuming vehicles to low consumption/zero emission vehicles should be encouraged through actions and incentives in the Regional Plan. Particularly, the proposed plan should provide incentives for replacing existing lower-MPG, petroleum cars and light trucks as well as encouraging new drivers to choose electric vehicles. However, this transition should not detract from or reduce the incentive to produce a transit-prioritized transportation system for the region. The key to an effective transportation plan and network is to reduce total vehicle miles, not just to make them more efficient/less polluting.	The Regional Plan does recommend the establishment of a Regional Charger Program by setting aside approximately \$30 million of Congestion Management and Air Quality (CMAQ) Improvement Program funds expected between 2020 and 2050 (approximately \$1 million annually) to fund the installation of publicly available electric vehicle charging stations (EVCS). The funding is identified in mitigation measure GHG-4C: Fund Electric Vehicle Charging Infrastructure on page 4.8-40 of the Draft Regional Plan Program Environmental Impact Report. Incentives for plug-in electric vehicles and hydrogen fuel-cell electric vehicles are provided through the California Air Resources Board's Clean Vehicle Rebate Program. These programs are complementary to the transportation investments and other programs outlined in the regional plan which include transit, bicycle and pedestrian improvements. Further, SANDAG's grant programs award funding to projects that demonstrate implementation of smart growth principles.	Letter

No.	Name	Agency	Comment	Response	Source
486	Bill Tippets	Southwest Wetlands Interpretive Association (SWIA)	<p>Chapter 2, Page 77. As part of the improved rail/Trolley system the plan proposes to retrofit grade separations at 20 key crossings by 2050. The text should identify where those crossings are and when each is scheduled, and how the timing was determined. Apparently grade separations are not proposed for the <i>Rapid</i> (bus) projects? The Quickway referenced earlier identifies its grade separated crossings and where at-grade crossings and tunnels would be appropriate. And, the buildout could occur within 10-15 years, which advances transit compared to the proposed plan. In addition to rail/trolley grade separation, the proposed plan must provide guidance (as part of the transportation system network “blueprint”) regarding pedestrian and cyclist “safe routes to travel.” Increasing population densities (and pedestrian and cyclist travel) in smart growth areas will necessitate better measures to provide safe and efficient travel. The proposed plan should include guidelines that the subsequent projects would use to ensure greater safety. For example, the July 12, 2015, Los Angeles Times’ analysis of pedestrian accidents, injuries and deaths demonstrated that most incidents occur in a relatively small number of densely population centers where safety infrastructure – and increased public awareness campaigns – have not been implemented. The proposed plan should provide a basic outline of what types of safety features/improvements would make those areas safer.</p> <p>Chapter 2, Pages 93-96. The projected additional GHG emission reductions under the draft Regional Plan are calculated to be substantially greater than the region’s reductions in the 2011 plan. However, much of the reduction derives from state and federal vehicle efficiencies and low carbon fuel requirements (that do not affect VMT) as well as from previous local government land use decisions to reduce sprawl development (including adoption of habitat conservation plans that align with densification) and that help reduce VMT. SANDAG’s Regional Plan should identify additional Sustainable Community Strategy (SCS) approaches and incentives for local governments that provide SB 375-required VMT (GHG) emission reductions from land use and transportation. Also, the document must clearly identify how much of the current proposed plan’s greater (than the 2011 plan’s) GHG/VMT reductions are a result of the new elements added to the plan, because, as SANDAG staff has stated, the Regional Plan utilizes the 2011 plan’s 2050 RTP/SCS transportation network and project (freeway and roadway) prioritization, with only some modifications. It is not clear that the draft Regional Plan appropriately attempted to incorporate and analyze approaches like Quickway and the 50-10 Plan, and what their GHG emissions (and VMT) reduction benefits would be.</p>	<p>The grade separation projection are listed in Appendix M, Table M-12. No grade separations are needed for the <i>Rapid</i> Bus system; the <i>Rapid</i> routes that utilize the Managed Lanes facilities are already grade separated from local streets and the arterial <i>Rapid</i> routes operate in city street rights-of-way in mixed-flow traffic in most areas, but do utilize dedicated lanes, queue jump lanes, and transit signal priority treatments to bypass congested street segments.</p> <p>Regarding Safe Routes to Transit types of safety features/improvements that might make transit station areas safer, these improvement types are included in Appendix U.19, the Active Transportation Implementation Strategy.</p> <p>Figure 2.22 on page 96 illustrates regional GHG emissions before and after reductions from state and federal vehicle efficiency policies. There are a few differences that account for the varying results obtained for the SB 375 targets when comparing SANDAG’s 2011 Regional Transportation Plan to the Draft Regional Plan. These differences include, for example, aligning fuel costs with Department of Energy fuel forecasts, fewer rural residents, and more compact land use patterns in the draft Regional Plan SCS.</p>	Letter

No.	Name	Agency	Comment	Response	Source
487	Bill Tippets	Southwest Wetlands Interpretive Association (SWIA)	<p>Chapter 3, Pages 105 et seq. (financing). The Draft Plan documents that it will require new sources of funds to implement all of its identified actions/projects. More discussion is needed regarding how funding could be structured to allow for advancing transit projects (e.g., a combined Quickway/50-10 approach) in contrast to the current schedule, which commits to construct a number of freeway and managed roadway projects that could be deferred or deleted when a comprehensive transit approach is prioritized over roadways. As noted in SANDAG's adopted Climate Action Strategy, the region needs to make fundamental changes in policy, technology and behavior...to meet the challenges of successfully addressing climate change and promoting its quality of life.</p> <p>Because a "Quality of Life" initiative or similar local financing will be needed to support our future transportation system network, the final network must reflect the most probable needs and opportunities in the region to increase the likelihood of a public vote to approve it.</p> <p>If the new funding is used to prioritize transit-first projects, then past funding decisions will need to be revised to allow some of those funds to be redirected from freeways/roadways. As noted previously in these comments, there is much more flexibility in how the various funding sources (including TransNet) can be utilized (see previous reference to a report by Circulate San Diego, "TransNet Today"). That is not to imply that no funds should be applied to new freeways and roadways, particularly needed maintenance, rather that the allocation of funds should be directed to the most effective/efficient projects and transportation modes.</p>	<p>A key goal of the Draft Regional Plan is to increase use of alternative modes, including transit, walking, bicycling, and ridesharing. About half of the Draft Plan's expenditures are devoted to new and expanded public transit. This is true for the life of the proposed Plan, and individual phases (2014-2020, 2021-2035, 2036-2050). These numbers do not include expenditures for the draft Plan's managed lane investments, which make up the vast majority of highway expenditures. The Managed Lanes are designed as multi-modal facilities that provide priority access to transit (Rapid services) and ridesharing (carpools and vanpools). These facilities will be managed to ensure free-flow travel for transit and ridesharing, providing a significant travel time savings over the congested main lanes and making these alternative modes are a more attractive travel choice.</p> <p>We agree that new funding sources are needed to supplement existing sources in order to complete all projects proposed in the Draft Regional Plan. As you mention, any proposal subject to voter approval will need to appropriately reflect and address transportation needs to increase the likelihood of the public to approve it.</p> <p>As explained in Chapter 3, the majority of the funding sources are tied to certain types of projects (e.g., transit infrastructure or highway operations/maintenance) which means SANDAG does not have the broad authority to interchange them. Funding sources come with specific provisions from Congress or the state Legislature. In addition, the TransNet Ordinance, as a program, assumes that a 50 percent match of state and federal sources is needed to complete all the capital projects in the ordinance. Shifting the state and federal funds that are currently used to match the TransNet funds would create a financial gap and potentially lead to some TransNet projects being completed beyond the time 2048 horizon of the Ordinance.</p>	Letter
488	Bill Tippets	Southwest Wetlands Interpretive Association (SWIA)	<p>Chapter 4, Page 128. This section of the proposed plan's description states that the San Diego (and Tijuana) region imports up to 90% of its energy and 80% of its water each year. The proposed plan, a combined RTP and RCP, should provide guidelines and propose incentives and implementation measures to substantially reduce this region's energy and water demand.</p> <p>Our region must increase its energy efficiency in addition to increasing our internal energy supply. Non-transportation energy supply and demand concerns are not specifically required RTP/SCS issues, but these issues should be included in the "RCP guidance" component of the proposed plan. The plan should address and identify means to provide incentives that promote Community Choice Aggregation (CCA) and increased distributed generation. CCA allows cities and counties to aggregate the buying power of individual customers within a defined jurisdiction in order to secure alternative energy supply contracts on a community-wide basis, but allowing consumers not wishing to participate to opt out. Several large metropolitan/urban regions of the state already have approved CCAs. The plan should also address and identify means to provide incentives that promote distributed generation, particularly solar PV, wind and co-generation. Also, the proposed plan should address and identify means to provide incentives that promote building efficiencies.</p>	<p>While SANDAG coordinates with the San Diego County Water Authority (CWA) on the regional growth forecast, which is used to inform the CWA's Urban Water Management Plan, SANDAG is not responsible for establishing guidelines or identifying incentives to reduce water demand. That responsibility lies specifically with the CWA, the Metropolitan Water District, and other water-related state and federal agencies. That said, we have added information to Chapters 1 and 5 acknowledging the impacts of the drought, explaining the benefits of compact development vis a vis water consumption, and calling for continued collaboration between the two agencies on this resource.</p> <p>Regarding energy demand, SANDAG has taken action through guidance documents, tools, and/or incentives to support local and regional efforts to reduce energy use. Additionally, SANDAG and the Regional Plan promote energy and water efficiency, clean energy supplies, building efficiencies, benchmarking, and energy audits through the Regional Energy Strategy (RES) and Energy Roadmap Program (ERP). The RES includes goals that pertain to energy efficiency, water efficiency, clean onsite distributed generation, the local green economy, and seven other important topics. The RES is a policy guide for the region that is used by local and regional governments to inform their sustainability efforts. The RES and a progress report on achieving each RES goal are included as Appendix U.9.</p> <p>The ERP is a voluntary program that all eligible member agencies are participating in, and through which they have received tailored Energy Roadmap Reports for their individual jurisdictions. Using the RES for policy guidance, the ERP describes ways each jurisdiction can reduce energy use in their municipal operations and in their communities. The ERP has performed over 250 energy audits of municipal sites in the region and benchmarked all sites at which benchmarking is applicable. In addition, The ERP provides information on available sources of funding to undertake energy efficiency upgrades, including rebates/incentives, SDG&E On-Bill Finance Program, Property Assessed Clean Energy (PACE) programs, and California Energy Commission low-interest loans for local governments.</p> <p>Your comment regarding including energy in the "RCP guidance" component of the proposed plan refers to the plan's five building blocks and five strategies to move us toward sustainability shown on page 26 of Chapter 2. Non-transportation energy supply and demand is an inherent part of the first building block, "A land use pattern that accommodates our region's future employment and housing needs, and protects sensitive habitats and resource areas." Three of the regional energy planning efforts that helped inform this building block were the SANDAG Climate Action Strategy, Regional Energy Strategy (RES), and Energy Roadmap Program for local governments which are referenced on pages 75-76 of Chapter 2. The RES is the long-range strategy built on guiding principles and containing goals for increasing energy efficiency, distributed generation, and nine other important aspects to this region's energy supply and use. The Roadmap program is the mechanism that SANDAG uses since 2010 to inform local governments about energy rebates and incentives that they, their local businesses, and/or residents can take advantage of from SDG&E, the State and other sources. Through these mechanisms, SANDAG also has supported development of best practices and guidebooks on zero net energy policies, solar permitting, and accessing distributed generation incentives.</p>	Letter

No.	Name	Agency	Comment	Response	Source
489	Bill Tippetts	Southwest Wetlands Interpretive Association (SWIA)	Chapter 5, Pages 143-149. Although SANDAG “doesn’t have direct responsibility for issues such as water quality, water supply, solid waste, education, libraries, police/crime, hospitals, local parks, and other issues that have regional significance” (Page 149), it has committed to prepare/update the Regional Comprehensive Plan as part of this Regional Plan. Much of the discussion and description of immediate action/implementation focuses on the transportation aspects of the RTP/SCS, with little direct reference to actions that reflect “RCP” concerns. The “continuing actions” list is mostly a list of generic actions with some specific actions that implement portions of the currently approved transportation system network. As noted in many of the previous comments in this letter, the Regional Plan must also clearly reflect and include “RCP” guidance and actions that will improve the region’s quality of life and sustainability: for example, it should identify guidelines, incentives and actions that improve our non-transportation energy supply and demand, our water supply and demand, and our region’s green infrastructure (e.g., urban forest). The local governments and agencies that are directly responsible for implementing those issues would benefit greatly from RCP guidance to help coordinate their actions.	While the intent of the Regional Plan is to be broad and inclusive, there are many agencies in the region that have direct responsibility for issues that are referenced in the plan and that contribute to the region's quality of life. SANDAG's primary responsibilities relate to transportation planning and the interrelationships of transportation to these other issues. We recognize that implementation is a collaborative process with many agencies and stakeholders, through a series of iterative cycles. There are several actions in the plan that directly relate to energy and climate change that draw upon the Regional Energy Strategy. We will add an action regarding collaboration with the San Diego County Water Authority on the Urban Water Management Strategy and its implementation. We will add an action regarding collaboration with the San Diego County Water Authority on the long-term forecasting process.	Letter
490	Bill Tippetts	Southwest Wetlands Interpretive Association (SWIA)	Chapter 5, Page 150/Figure 5.1. Appropriate performance measures are essential for determining how well the region is implementing the Regional Plan’s commitments and whether its guidance is being followed. Many of the proposed performance monitoring indicators are appropriate and would provide measures of compliance/effectiveness of the Regional Plan. A number of the proposed indicators are monitored by other entities (e.g., water supply-demand, water quality, water body impairment) and the Regional Plan should clarify which indicators SANDAG does/would actively monitor and which indicators it would gather from other entities. Most importantly, the Regional Plan’s performance monitoring should focus on the effects (consequences) arising from implementing the Regional Plan’s key objectives/actions as summarized in the draft EIR (page 6-1 and Table 6.0-1).	Appendix S, Monitoring Performance, lists the responsible agency and data source for each of the indicators shown on Figure 5.1 in Chapter 5. The indicators are aimed at monitoring the Goals and Policy Objectives of the Plan. The next monitoring report is due out in 2017.	Letter
491	Bill Tippetts	Southwest Wetlands Interpretive Association (SWIA)	However, the plan does not propose guidelines and possible implementation measures that could greatly reduce region’s future per capita water consumption. The accompanying comment letter on the Regional Plan indicates that a substantial reduction of the current (2012) population’s per capita water consumption is not infeasible given examples from other urban areas could nearly accommodate the expected new population growth. The “RCP” element of the proposed plan should provide a much more complete assessment of water demand reduction measures and implementation ideas that could be employed to achieve that level of per capita water use reduction across the region.	The Plan acknowledges that water demand and supply are significant concerns for the San Diego region, and California. Similar to how SANDAG is required by law to update its transportation plan every four years, the San Diego County Water Authority is also required by law to update its Urban Water Management Plan every five years. As part of the planning process, SANDAG works in collaboration with each of the local jurisdictions and other agencies to update the region’s regional growth forecast which is used by the County Water Authority in their planning efforts. SANDAG reports on water consumption and diversity of the water supply through our on-going Performance Monitoring program which is summarized on pages 149 and 150. It is not within SANDAG purview to set or enforce conservation measures.	Letter

No.	Name	Agency	Comment	Response	Source
492	Ramel Wallace	ThChurch	<p>Dear San Diego Association of Governments (SANDAG)</p> <p>My name is Ramel Wallace and I was born and raised in San Diego. I grew up around the Ocean View, Barrio area and have invested my time in many places along the 94 freeway. I was recently featured on your San Diego Forward: The Regional Plan video and gained a great knowledge about your companies involvement in expanding transportation and communication. I am a business owner in Barrio Logan, of a multi media art space called The Chrch, the idea is that Art is our Religion. ThChrch (pronounced The Church), is a multi-media, live events & education center, was created by the community it sits in. We are a self-funded, grassroots organization who encourage entrepreneurial artists in their quest for self-sustainability. Anything you can sense we can create. We encourage artist to think bigger than themselves, And our ultimate goal is to record the first album while orbiting the earth. One of the most encouraging things that has happened this year was that I was selected to Go to the Grammy's with Ryan Lewis through Delta Airlines. Once Delta got behind us I knew this was my destiny and that people were listening, not only to my music but my message. Another thing I realized is that I love to travel and get a knew perspective on life, and how it increases communication amongst people. I really love the fact that SANDAG is, San Diego's primary public planning, transportation, and research agency. It is something I excel to accomplish on a grassroots level and/or to be a representative of the culture to a company like yourselves. Once Delta got involved, Amtrak soon followed offering the artist in ThChrch all expense transportation to shows, as we cross promote both brands. This all aligned perfectly with the idea of traveling and reaching a hand out to my own city. Please let me know how we can help with The Regional Plan, as I am in Barrio Logan, 5 minutes from downtown and expanding everyday. The word gentrification is being throw around, but I think it's all about integrating the right way and paying attention, acknowledging and improving communication. How can thChrch help you help others?</p> <p>Ryan Lewis talks honesty on Delta Innovation Class https://www.youtube.com/watch?v=mrNNHP3Pybs</p> <p>San Diego Forward: The Regional Plan https://www.youtube.com/watch?v=Fgoq7-fGaSE</p> <p>State Route 94: An 'inner state of mind http://www.sdcitybeat.com/sandiego/blog-744-state-route-94-an-inner-state-of-mind.html</p> <p>Orko Eloheim gives guidance to hip-hop hopefuls http://www.nbcsandiego.com/blogs/sounddiego/Orko-Eloheims-Hip-Hop-College-296595701.html</p> <p>Donate http://www.gofundme.com/thchrch</p>	<p>Thank you for your comment and for your interest in learning more about the regional planning process. We urge you to visit our project website, SDForward.com, and join our e-mail list. Throughout the development of these planning documents (updated every four years), we conduct a substantial public outreach process that is both continual and iterative. We urge you to continue to stay involved in the next Regional Plan update.</p>	Email
493	Noel Spaid	Torrey Pines Community Planning Board	<p>It is difficult to respond to 2050 "San Diego Forward" with any positive comments because the plan consists of only 19th century technology, thinking, planning and devices. Why are we spending Billions, Billions, and Billions on Bikes, Buses and Broadening cement? How are Bikes, Buses and cars transit, much less mass transit, (irrespective of what a legislature attempts to call them)? Congress can designate that a web-footed, duckbilled small water-foul is a giraffe, and that foul remains a duck. Judges enjoy these plays.</p>	<p>The Draft Regional Plan also considers technology to maximize mobility. Please see Chapter 2 and Appendix E of the Draft Regional Plan for detailed discussion.</p>	Fax

No.	Name	Agency	Comment	Response	Source
494	Noel Spaid	Torrey Pines Community Planning Board	BUSES were transit in the 20th century, but modernly, due to massive intrusion of "traffic", how are they a modern modern for moving people? Intercity well-run bus systems work in some isolated cities but how do buses respond to the needs of large-spread, big county needs? Don't they use gas; congest highways, add CO2 to the atmosphere? Is San Diego County is one of the largest counties in the United States, distinct in it's geography and distances between borders? How are Buses, a completely inadequate transit, an adequate 'response' to the long-ignored transit problem in San Diego? Besides the other deficits, aren't buses caught in the same traffic vicissitudes as vehicles? During gridlock, NO lanes are passable. Doesn't the fact that Buses have to leave freeway and enter ordinary traffic for passengers, make it another time-waster, non-transit friendly device?	Bus vehicles bought now are required to use alternative fuels, which have less pollutants than the gas or diesel engines of the past. Compressed Natural Gas (CNG) is the commonly used fuel, and electric and hydrogen fuel cells powered vehicles are likely in the near future. Buses can get caught in congestion -- that is why the draft Plan includes implementation of Managed Lane facilities in freeway corridors that gives priority access to transit and carpools/vanpools and are managed to ensure free-flow conditions. For arterial streets, use of dedicated lanes, queue jump lanes, and transit signal priority are all measures the draft Plan includes to help increase operating speeds and reliability.	Fax
495	Noel Spaid	Torrey Pines Community Planning Board	BIKES are great recreation and a commute when work-home is reasonable, and weather permitting, one person per bike. Which major cities have classified BIKES as transit? How do bikes constitute "the carrying of people, goods, or materials from one place to another," the definition of transit? By definition, transit requires transport of multiples. Does the 2050 contain HOV BIKE lanes, only for use of multiples on bike, such as our vehicle freeway HOV lanes? Has Caltrans noted that, concurrent with San Diego's building more bike 'routes', there is a fairly large rise in bike deaths, accidents, and notable bicycle traffic violations putting them and others at risk?	While many bicycle trips are made for the purposes of recreation or commuting, many bicycle trips are also made for other utilitarian and commercial purposes, such as errands, shopping, and for the delivery of goods via courier services or restaurant delivery services. Additionally, studies in American cities and cities abroad have demonstrated "safety in numbers" when it comes to bicycling; specifically, as safer bicycle facilities are built, the number of people bicycling increase, and the number of bicycle-related collisions actually decreases relative to the number of people riding bicycles.	Fax
496	Noel Spaid	Torrey Pines Community Planning Board	BROADENING CEMENT is what Caltrans does and while the 2050 plan is vague regarding exactly where all the freeways and side road enhancements will be made, don't closer studies done by other San Diego groups maintain that the roadway expansion is as great as it was in the prior 2050 plan that a recent court found invalid because of CEQA violations, (perhaps the reasons for being jejune)? (There is a larger Big Book, which carries more details of the plan). What is Caltrans explanation for this cynical, painful, disappointing and more than maddening "new Caltrans plan"? How can Caltrans justify expending the money, time, effort, and resources to create and produce this extraordinarily extravagant, expensive, detailed study, decisive plan, with graphics, maps, pies, multiple expositions, etc. all to put before the public, government (and eventually the courts), which is the same mess that has already been rejected soundly as overly emphasizing on cars and light trucks, not enough transit? San Diego Taxpayers should fulminate at this irresponsible, profligate, complete disregard for the hard-earned tax dollars that disappeared in this attempt to defraud the very taxpayers that paid for it.	Caltrans was consulted on the development of San Diego Forward: The Regional Plan, but the San Diego Association of Governments, or SANDAG is the Metropolitan Planning Organization (MPO) and the Regional Transportation Planning Agency (RTPA) for the San Diego region; SANDAG and Caltrans are different agencies. As the MPO for the region SANDAG is required by law to develop a Regional Transportation Plan every four years. Transit capital and operations account for half of the proposed investments in the Draft Regional Plan. A good portion of the remaining investment is proposed for services and programs that support travel by transit. The Regional Plan calls for five new Trolley lines, 32 new <i>Rapid</i> transit services, continued COASTER double tracking, SPRINTER Express service, as well as an extension to Westfield North County, four new streetcar lines, and three new intermodal transit centers. Regarding the litigation mentioned in the comment, the Court of Appeal decision on the 2050 RTP/SCS EIR has been vacated, and the Supreme Court is currently reviewing the decision.	Fax
497	Noel Spaid	Torrey Pines Community Planning Board	RAIL: There is some rail, double-tracking Amtrak with a tunnel in Del Mar, all of which was in the prior plan. How does this rail plan differ from the prior plan, now on appeal? Caltrans designates Trolley as "light rail", and the Trolley has been, and continues in this plan to reach La Jolla. Isn't North County completely abandoned again? Isn't the "transit fix" for North County heavily reliant on a tortured express bus system that loops through La Jolla before dumping at the big UTC connection of all things great and transit, bus, bike and trolley? How long from Oceanside to downtown San Diego will this big cum-by-ahhh trip take by 'express bus'? How long does it take TODAY by single person vehicle? Is it true that by 2050, per the 2050 plan, North County will not even have Trolley connection? Arguable, Trolley is not light rail, because any system that travels on surface streets is always subject to surface street traffic problems. Irrelevant to North County because we don't get it anyway, right?	The draft Plan includes a number of transit modes and service types based on the needs in a given corridor. For Oceanside to UTC and San Diego, there are three transit service types planned: 1) doubletracking the rail corridor to allow for increased service frequencies and improved travel times for COASTER and Amtrak services that serve long distance tripmaking, 2) <i>Rapid</i> Bus along the Coast Highway corridor that offer frequent, limited-stop, faster service for riders making medium distance trips between the various communities along the coast, and 3) improved local bus service with frequent bus stops that serve short distance tripmaking. There will also be improved access from the COASTER/Amtrak to the University City and Sorrento Mesa employment areas. Regarding light rail, the SPRINTER service is a light rail technology that utilizes diesel multiple unit vehicles rather than overhead catenaries Trolley vehicles on the San Diego Trolley system; double tracking improvements on the SPRINTER line will allow for increased service frequencies and higher speeds.	Fax

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498	Noel Spaid	Torrey Pines Community Planning Board	<p>ACTUAL SOLUTION - REAL LIGHT RAIL: Don't Modern 21st century cities build light rail, mag-rail, underground systems, even pods to move people, transit? Isn't the concept of "MODERN TRANSIT", any transit, the movement of a number of people in an efficient manner? Efficient, particularly in CA, is not measured in cost-effectiveness since most transit is subsidized, the measurement is TIME. How can buses and bikes quality as "movers of PEOPLE in an efficient timely manner?" Built historically around car/vehicle culture, California politics and culture have changed, and said changes are now integrated via legislation, mainly CEQA. Aren't courts are required to uphold the mandated emission levels built into the laws, irrespective of "plans" government department's devise? Wasn't this was the basis of the recent court rejection of first Caltrans 2050 plan? Didn't the court, rejecting the 2050 plan stress that the plan's emphasis on "cars and light trucks", did not meet CEQA requirements/goals? One of the four Caltrans panelists at the UTC exposition stated that he preferred to start with an elevated light rail line right down the middle I-5 and I-15, but this was rejected. On inquiry about this, the answer was it was "extremely expensive". Would a light rail or monorail over I-5 and I-15 with feeder stations/platforms at the rail, and parking lots below constitute modern 21st Century transit? Once the major overhead is accomplished, can't horizontal overheads can be inserted in the major east-west feeders highways? Isn't it true that besides moving substantial numbers of people to substantial DIFFERENT locations, quickly, efficiently, and with ease, vast emissions are reduced, safety is increased, and the trillions spent on deaths and serious vehicular accidents each year is greatly reduced? Many people are unaware of the excessive emergency services and healthcare costs related to vehicle accidents per years, which is over 4 billion yearly. Death, paralysis, broken limbs, broken families, rehabilitation, most families have felt the loss or harm from a family member or close friend related to this disaster. Transit accidents cause more per persons harm, but they are so infrequent, they are near insignificant statistically. Imagine reducing this 4 billion to 2 billion or less. Car dependent California leads the costs and accident rates over all other states.</p>	Both cost-effectiveness and operational efficiency are factored into the evaluation of transit projects. Cost-effectiveness is a key evaluation factor for prioritizing major capital projects and ensuring that public funds are wisely used; it is also used by the Federal Transit Administration in ranking projects across the nation for receipt of limited federal New Starts Program funding. Operational efficiency is equally important and involves maximizing speed and reliability, as well as achieving cost-effective operations.	Fax
499	Noel Spaid	Torrey Pines Community Planning Board	<p>Isn't it true that the only viable issue is the same issue that exists for every meaningful issue - money? Wouldn't overhead rail constitute a big, major, commitment to a future San Diego, a future statement that this City-by-the-Sea is part of the future, not stuck forever in the past, is ready for being the Finest City, the easiest City to navigate, to work in, to travel in, to enjoy, to love, not another Los Angeles city of cement? Aren't cars, bikes and buses dependent on cement/cement-like surfaces?</p> <p>Either we throw BILLIONS DOWN THE DRAIN NOW, in the trash bin of failure, following the trail of past failure, failed attempts, failed highways, failed bus systems, failed plans, failed, failed, failed, failed litigation, or we: "DO IT ONCE, DO IT RIGHT": do it once and do it right, for a meaningful change. Wouldn't this commitment be the right thing to do - spend all the transit dollars on building the overheads NOW, and the future funds on expanding it until we have overhead transit equivalent to the major cities throughout the world? Isn't spending transportation dollars on 19th Century technology wasteful, unintelligent, and not responsive to current and future need?</p>	<p>Overhead, or grade separated rail is used where need be to ensure high-speed operations, but is not the solution in all areas. In many areas, at grade alignments work equally well and are more cost effective, both from a capital and operating cost standpoint. In other areas, grade-separated alignments can create noise and visual impacts on adjacent communities that need to be evaluated.</p> <p>Where overhead facilities are needed due to right-of-way constraints, the draft Plan assumes their construction. Where at-grade, but still dedicated transit facilities can be built, the speed and reliability of transit is still maintained but a lesser cost.</p>	Fax

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500	Noel Spaid	Torrey Pines Community Planning Board	Isn't the proposed 2050 plan intended to be transformative of society? Precisely, how does the proposed 2050 plan relieve traffic with transit? Does Caltrans really believe that a 3+ million population of people will transform to bikes and buses because Caltrans won't give them transit. Isn't part of this "transportation" plan, meant to transform society to STATE's wishes, rather than State providing for the NEEDS of society?	The Draft Regional Plan is aimed at creating a number of transportation choices to single-occupant vehicles travel. No one transportation mode is the answer. Creating time competitive public transit, roads that provide priority treatment for transit, carpools/vanpools, and establishment of a regional system of bikeways and improved pedestrian pathways are lessons learned from other cities that have created "transformative" change.	Fax
501	Noel Spaid	Torrey Pines Community Planning Board	Why is "housing" and creating housing sections near transit centers (which we don't have) even in a transportation plan? Isn't the purpose of a free society to allow people to work, play, LIVE where they want, and State to accommodate the people's free choices? How do BIKES AND BUSES accommodate transit to people that don't want to bike or take buses? What is the incentive to take a bus? What is the incentive to use a bike to go to work? Isn't it true that cars get people to their destinations faster than bikes and/or busses? Given the truth (generally) of that statement, why is Caltrans' 2050 offering the public more of what doesn't work? Can the reason be that STATE wants to dictate OUR LIVING, OUR STYLE OF LIFE, OUR CHOICES (lack thereof) by NOT PROVIDING ADEQUATE TRANSIT? Doesn't this plan aim to force people into denser, low and middle-income housing because vehicle travel become effectively so ineffective and/or impossible? What authority does state have to spend billions to change society, not provide adequate transportation plan? Where is STATE'S authority to force small town living on people in a large metropolitan county? What has Caltrans done to ASK the PEOPLE what they want? Is Caltrans aware that surveys have shown the citizens of San Diego want MASS TRANSIT (by it's commonly accepted definitions, which does not include bike or busses)? What surveys/studies does Caltrans have that show this San Diego County wants to move to bikes and buses as a "mode" of transportation in place of mass transit? IDENTIFY by name, company, date and source of the surveys/studies Caltrans has that show that San Diego County wants to move to bikes and buses as a major "mode of transportation"? IDENTIFY by name, company, date and source of the surveys/studies Caltrans has that show that San Diego County wants to move to bikes and buses as a major "mode of transportation", by the persons/entities that paid for these surveys/studies? Distinguish with specificity how this proposed plan is substantially CEQA compliant that a court would be able to sustain this plan over the last plan which was disapproved by the court, with litigation still on appeal? How does this proposed plan not constitute a defiant, enormous waste of taxpayers' money, when it does not cure the defects of the same/similar plan that is on appeal? How could Caltrans do this to the taxpayers when Caltrans knows that this plan does not comply with the defects in the prior plan on appeal?	The Regional Plan includes housing for various reasons, including the fact that residential land uses, in addition to commercial, retail, employment, and other land uses, affect the physical layout of the transportation network as well as the performance of the transportation system. In addition, Senate Bill 375 requires metropolitan planning organizations such as SANDAG to prepare and include a "Regional Housing Needs Assessment (RHNA)" in regional transportation plans every eight years. The RHNA is found in Appendix L and provides the framework for planning for housing in our region. The Regional Plan is based on the concept of creating a wide range of transportation choices to driving alone, including increased transit services, carpooling/vanpooling, bicycling, and walking. Our Regional Growth Forecast projects changing demographics, including the aging of the population and an increase in "millenials" (from the Generation Y cohort). These significant changes in demographics are indicating the need for more transportation choices. In many cases, the specific projects included in the Regional Plan are aimed at accommodating multiple alternatives. For example, a new Trolley line would include the development of "mobility hubs" that enable a wide range of options for accessing station sites such as bike lockers, carshare and bike share services, and shuttle services. Managed Lanes facilities provide priority access for <i>Rapid</i> transit services and carpool/vanpooling, giving users a congestion-free bypass of congested main lanes. The Regional Plan contains a rich network of both new Trolley and <i>Rapid</i> lines, and creation of a network of ten-minute all day service on existing Trolley, <i>Rapid</i> , and local bus services in urban areas. Transit will be a key element in meeting our future mobility needs along with other projects that will create a wide range of time-competitive and convenient alternatives to driving alone. Regarding the litigation mentioned in the comment, the Court of Appeal decision on the 2050 RTP/SCS EIR has been vacated, and the Supreme Court is currently reviewing the decision. Please note that while Caltrans prepares a statewide transportation plan as an umbrella framework for regional and local plans, SANDAG, not Caltrans, is responsible for preparing and adopting the Regional Plan.	Fax
502	Noel Spaid	Torrey Pines Community Planning Board	Isn't it true that this plan, if adopted, will only increase the dependence on vehicles if/when people reject bike-commute and buses, as they always have? What is the name of all of the major cities throughout the world that depend on bike and buses for "transit"? With respect to the cities named in the prior question, what is the size of the city area, the size of population, and the distance from work most of the population lives? With respect to the cities named in the prior question, what date the city was established and what country are they in?	By 2050 with the implementation of the plan, more people would travel by transit, biking, and walking as they opt to take advantage of the transportation network improvements proposed in the plan. Many cities in the U.S. and throughout the world have mature and robust transit systems and bicycle facilities that provide convenient options for travel (e.g. San Francisco, New York, Boston, Washington D.C., London, Seoul).	Fax

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503	Noel Spaid	Torrey Pines Community Planning Board	2050 is NOT a transportation plan; it is a social community adjustment system to make any real transit so impossible, so unattainable that we move to high density, close to bus-bike-work social change. Where is Caltrans authorized to be in the business of Social engineering rather than transportation? If Caltrans' plan is considered by a court to be more social engineering than transportation, can Caltrans use OUR DESIGNATE TRANSPORTATION FUNDS for this purpose? Can State of California obtain Federal Transportation funds if the plan is determined to be social engineering vs a Transportation plan?	A transportation system that offers more choices to get around allows people to choose different ways to travel and offers more choices that improve the connections between businesses and their workers, customers, and partners--fueling the economy. This ultimately makes the system itself more functional, because more choices allow people and businesses to choose the best options for them--for the kinds of trips they're making and the time of day they're making them.	Fax
504	Noel Spaid	Torrey Pines Community Planning Board	Smart, efficient, effective overhead travel that avoids the vicissitudes of surface traffic has standing room only subscription in all the major cities that built it, Did It Once and Did It Right, and are continuing to add to it. What is the name of every major city in AMERICA that is spending MAJOR "transit dollars" on bikes and busses as a mode of "mass transportation"? With respect to the prior question, state the yearly amount/approximate that each major city in AMERICA is spending on bikes and busses, as "transit dollars", or "mass transit"? Incomprehensible is the only word that can really describe, 2050, San Diego Forward; unimaginable that a county would think to spend this much money on an impossible dinosaur, which can't work.	Cities throughout the country from New York City to Portland, Oregon to Los Angeles are investing in public transportation and bicycle facilities. These cities have chosen to invest in a range of transportation alternatives that, together, help create an increased level of viable transportation choices.	Fax
505	Noel Spaid	Torrey Pines Community Planning Board	How does the proposed 2050 plan incorporates the highest transportation necessity of the people? How does the proposed 2050 plan meet the definition of meaningfully modern <i>RAPID</i> TRANSIT?	The Draft Regional Plan is based on the transit concepts developed as part of the Urban Area Transit Strategy (see Appendix U.17). A key part of this strategy is to invest in transit in areas where there is strong transit-supportive land uses. Doing so maximizes the number of potential users of transit, is cost-effective, and recognizes that there are some areas of the region where transit is simply not a viable alternative. Transit is an important piece of the puzzle for improving regional mobility, but is not the only piece. Creating a wide range of alternative that also include car/vanpooling, bicycling, and increased walkability are also important elements.	Fax
506	Noel Spaid	Torrey Pines Community Planning Board	How does the proposed 2050 plan use the taxpayers dollars in a responsible, non-wasteful manner, both in planning and building?	The Draft Regional Plan and the prioritization of projects contained therein are developed through an open, participatory process. Established industry standards that seek to maximize the use of taxpayer dollars are used in their implementation. As an example, the Independent Taxpayer Oversight Committee (ITOC), an independent citizen committee, oversees the use and performance in the use of <i>TransNet</i> funds through program reviews, annual fiscal audits and triennial performance audits. The ITOC's meetings are open to the public who may attend.	Fax
507	Noel Spaid	Torrey Pines Community Planning Board	NORTH COUNTY What obligation, if any, does Caltrans have to the populace of North County? Is it true that the "light rail" trolley won't come north to Del Mar, the most southern part of North County by 2050? Are the rights of North County citizens equal to the rights of other parts of San Diego County? Does Caltrans believe that North County transportation needs are answered with buses and bikes?	As noted in a previous comment you made, a number of factors go into the planning of future transit projects, the most important being the land use design around a potential rail or <i>Rapid</i> line. The cost effectiveness of a transit project works best where the greatest number of people can easily access stations. The lower density, auto-oriented development patterns that characterize much of North County make it difficult for a major capital transit project like a new rail line to be an effective investment. The plan also includes a number of Managed Lanes improvements in the North County area that make carpooling and vanpooling more time competitive to single-occupant vehicle travel. In areas that are not conducive to major transit investments, these two options can be a more effective strategy than transit.	Fax

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508	Noel Spaid	Torrey Pines Community Planning Board	<p>Many parts of North County are thought of as “more affluent” than other parts of San Diego. What percentage of the more affluent areas has Caltrans estimated will regularly use the “Express Bus” by 2050? What percentage of the more affluent areas has Caltrans estimated will regularly use bikes for transportation in 2050? What percentage of the more affluent areas has Caltrans estimated will regularly use the “improved hard rail, Amtrak” by 2050? What kind of “mass transit” has Caltrans contemplated that could logically incentivize a more affluent area to trade vehicles for the mass transit? Why isn’t Caltrans proposing any of these systems? If such systems are that much more expensive, shouldn’t the public be the entity that decides where to put the transportation money? If not, why not? Would doing transportation plan wrong 5 times, cost more than doing it right the first time, over period of time? Or is that just not the political will of the State? What transportations systems in MAJOR AMERICAN cities did Caltrans study before and during the composing of the proposed 2050 plan? What major International cities did Caltrans study/consider in drafting the 2050 plan? Did Caltrans consider the major distinctions between European cities and American cities while drafting the proposed 2050 plan? What distinctions did Caltrans make between the major European cities and the major American cities regarding transit/transportation did Caltrans make? Does Caltrans recall the multiple taxpayer paid studies, hundreds of millions dollars, not surveys, done to find where to locate the airport before San Diego understood that the people did NOT want it moved? Then they expanded it, and will likely at some point, extend a runway onto the ocean for the largest aircraft as has been done in other cities. Point made? Consider that a question, please.</p>	<p>A number of factors go into the planning of future transit projects. One of the most important is the land use and access around a potential rail or <i>Rapid</i> line. The cost effectiveness of a transit project works best where the greatest number of people can easily access stations. The lower density, auto-oriented development patterns that characterize much of North County make it difficult for a large capital transit project like a new rail line to be an effective investment. Lower cost bus services are often more cost effective transit investments for these areas.</p> <p>That being said, there are areas in North County where higher level transit investments have been effective -- the COASTER and SPRINTER corridors being the best examples. SANDAG has worked closely with local jurisdictions to locate higher density, walkable communities adjacent to stations. Reflective of these land use changes, the Draft Regional transit plan includes investments in doubletracking improvements that will allow for increased service frequencies over time. In addition to these two corridors, arterial <i>Rapid</i> services (limited-stop, high frequency service) is planned along several key arterial corridors.</p> <p>In terms of lessons learned from other cities, we consistently look at other cities for lessons learned in the planning, engineering/design, construction, and operation of transit. For the development of the 2050 Regional Transportation Plan (RTP) approved in 2011, we undertook an Urban Area Transit Strategy study that included a peer review panel made up of transportation experts from around the world. The results of that study (which is included as Technical Appendix 7) were used to develop the details of the transit plan in the 2050 RTP</p>	Fax
509	Noel Spaid	Torrey Pines Community Planning Board	<p>How long in actual time will it take someone to go from Oceanside to Downtown San Diego by bus, said time to include all the time wasted in transferring to other mode(s) of transportation? How many stops does the “Express Bus” coming from Oceanside make before deadheading in La Jolla? How long does this trip take, including all the stops? How many stops does the “light rail” trolley make from UTC to Downtown San Diego? What is the total time of this trip by express bus, Oceanside to Downtown San Diego including the stop and wait times?</p>	<p>The Draft Regional Plan includes funding for a number of different transit modes that serve different trip types. Local buses are designed for shorter distance trips and have frequent stops. Trolley, SPRINTER, and <i>Rapid</i> services are designed for medium distance tripmaking and so have fewer stops and their own separate right-of-way or transit priority measures to ensure higher-speed operation. COASTER and <i>Rapid</i> Express services on Managed Lanes are focused on longer distance tripmaking with very limited stops and utilization of separate rights-of-way or freeway Express Lanes to maximize travel speeds. In the draft plan, most key travel corridors have all three of these types of service that then allow the rider to choose the best mode of travel depending on the trip they are making.</p>	Fax
510	Noel Spaid	Torrey Pines Community Planning Board	<p>The State of California, San Diego County, and the People of San Diego deserve to have a transportation plan that 1) incorporates the highest transportation necessity of the people, 2) is meaningfully modern <i>RAPID</i> TRANSIT, 3) uses the taxpayers dollars in a responsible, non-wasteful manner, both in planning and building, 4) looks to what works in large cities all over America and the World, 5) refuses to not acknowledge that the county is now a major metropolitan city, and the 7th largest city in the U.S. 6) recognizes that the past, long standing policy of ignoring the significant <i>Rapid</i> transit needs of a large metropolitan area has created a serious deficit which needs immediate and ongoing attention which will necessarily be costly and take time, but the radical change has to start NOW.</p>	<p>The Draft Regional Plan incorporates all the ideals you have outlined. The draft plan factors in not just the current population and employment levels, but the growth that is projected to occur between now and 2050. The proposed transit investments are based on continuous reflection on lessons learned in other cities (including peer review panels made up of experts from other cities). Projects are ranked according to a number of criteria, capital cost effectiveness being one of the most important. The investment in transit is significant, ranging from new rail lines, to a network of <i>Rapid</i> services operating on Managed Lanes and arterials, to creation of a system of ten-minute all day service frequencies on rail, <i>Rapid</i>, and local bus services in the urbanized areas of the region.</p>	Fax

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511	Noel Spaid	Torrey Pines Community Planning Board	Does Caltrans admit San Diego county is one of the largest counties in the United States? Does Caltrans admit that San Diego is now a major metropolitan city, and the 7th largest city in the U.S? (Varies from 6th to 8th largest, depending on date survey taken)? Does Caltrans recognize that the past, long standing policy of ignoring the significant <i>Rapid</i> transit needs of a large metropolitan area has created a serious deficit which needs immediate and ongoing attention which will necessarily be costly and take time? Does Caltrans believe that an efficient, costly, time-consuming system that does not start NOW, will only be much more costly if delayed to 'tomorrow'? Does Caltrans believe price of things don't go up? Has Caltrans discussed how they will handle the problems that arise if (when) this plan fails and the public is seriously furious with more wasted transportation money, with inadequate results? Why doesn't Caltrans conduct independent surveys by unaffiliated pollsters on what the people of this San Diego County WANT with respect to transportation?	The California Transportation Plan (CTP) provides a long-range policy framework to meet our future mobility needs and reduce greenhouse gas emissions. The CTP defines goals, performance-based policies, and strategies to achieve our collective vision for California's future statewide, integrated, multimodal transportation system. The plan envisions a sustainable system that improves mobility and enhances our quality of life. The plan addresses many of the concerns you raise and is intended as policy guidance for the State of California. Additional details are available at: http://www.dot.ca.gov/hq/tpp/californiatransportationplan2040/ .	Fax
512	Noel Spaid	Torrey Pines Community Planning Board	It is time to put a <i>Rapid</i> transit overhead system, with costs, vs. bikes and buses to the people in a referendum before we spend more millions on useless costly plans and lawsuits. We are tired of wasting taxpayers' money on failure. Isn't it time for government to hear what the people want? The deliberate process is the most remarkable manner of fleshing out the best ideas, the finest minds, the most cogent plans, and results acceptable to the majority. We believe our government would agree with this. Do It Once, Do It Right.	SANDAG conducted an extensive, three-year public input process where plan the plan's goals, objectives, project rankings, and evaluation of alternative transportation scenarios were discussed at public meetings and workshops before the Draft Regional Plan was developed. Ideas and comments from the public were factored into the preparation of the Draft Plan. See Appendix F for details on the Public Involvement Program.	Fax
513		Vista Community Clinic – CBO Workshop	The consideration of open space is important and I'm glad to see it's being considered. However, North County SD seems to be an after thought taking long to complete.	San Diego Forward assumes that approximately half of the County of San Diego would be conserved as open space. The local jurisdictions are in various stages of the adoption of regional habitat conservation plans. These plans will protect wildlife and provide for open space throughout the region by identification, conservation and management of an interconnected of habitat lands. SANDAG is assisting in this effort through its <i>TransNet</i> Environmental Mitigation Program (EMP) which has conserved over 3,400 acres to date. Additional acquisitions are planned in the future that will both protect open space, implement regional habitat conservation plans, and satisfy the future mitigation requirements of regional transportation projects.	Web
514		Vista Community Clinic – CBO Workshop	Bus transportation to Mira Costa College in Cardiff to Encinitas. Why not until 2050? The sooner the better.	The Mira Costa College San Elijo campus is currently served by NCTD's Flex service; NCTD has evaluated possibly serving it with local Breeze service, but there is no timetable for implementation. The Draft Regional Plan doesn't propose other transit service. The area has very low land use densities that make it difficult to serve cost-effectively with transit as compared to other areas.	Web
515		Vista Community Clinic – CBO Workshop	Create more affordable housing units throughout the North County.	Providing affordable housing is one of the 13 policy objectives in San Diego Forward. In addition, the Regional Housing Needs Assessment (RHNA), found in Appendix L, is updated every eight years and provides the framework for planning for housing in our region. The most recently adopted regional growth forecast and other demographic data and planning factors are used to allocate the region's very low, low, moderate, and above moderate income housing needs to all 19 jurisdictions. These housing needs are used to prepare the housing elements of local General Plans, which identify sites for housing for all income levels. Local jurisdiction housing elements include programs that assist in the production of affordable housing for very low, low and moderate income households. The Regional Transit Oriented Development Strategy (Appendix U-4) recommends that local jurisdictions support/plan for the location of affordable housing in Smart Growth Opportunity Areas (SGOAs) shown on the Smart Growth Concept Map and/or in transit oriented districts.	Web
516		Vista Community Clinic – CBO Workshop	Do more to outreach to community hosting table at farmer's markets, street festivals/community events not enough for municipalities to do outreach/venue. More efforts to connect North County other than freeway lanes. It seems lots of effects for San Diego City/versus rest of the region.	Appendix F: Public Involvement Program, includes all of the public outreach that took place throughout the Regional Plan update. Outreach event locations vary, but are chosen based the ability to reach high numbers of the public and near public transit lines. We appreciate your comment regarding outreach at farmer's markets, street festivals, and community events. We will certainly consider this for future outreach events. Relating to your comment regarding connecting North County to the rest of the region, SANDAG has identified several North-South transit investments such as double-tracking the LOSSAN corridor, several <i>Rapid</i> transit lines running along the Interstate-(I-) 5 and Highway 101 corridors, as well as the I-15 corridor. Similarly, the draft Plan has several transit routes that connect North County to these regional transit lines, including Route 103, Route 440, as well as the SPRINTER Express. A full list of all transportation projects and their respective descriptions can be found in Appendix A: Transportation Projects, Costs, and Phasing. Relating to your comment regarding transportation investment prioritization, each transportation project was evaluated by mode and prioritized according to performance. A number of factors were considered when evaluating the projects, all of which support the main goals of San Diego Forward. For more information on how projects were evaluated, please see Appendix N: Evaluating the Performance of the Transportation Network.	Web

No.	Name	Agency	Comment	Response	Source
517		Vista Community Clinic – CBO Workshop	There should be higher priority on improving the COASTER schedule from North County to San Diego. Every time I try to take it, it doesn't go at the convenient times. Even to go out on a weekend night, the last departure from San Diego is 11:15 which is too early to go to a show, go out etc. The more it doesn't meet my needs, the less likely I am to keep trying to take transit instead of drive.	The Draft Regional Plan includes an increase in peak frequencies to 20 minutes by 2020; off-peak service would be every 2 hours. There is also a <i>Rapid</i> bus service planned (<i>Rapid</i> Route 473) for the Highway 101 corridor that would provide limited stop service between Oceanside and UTC. The first phase project between Solana Beach and UTC via Carmel Valley is included in the 2035 phasing period.	Web
518		Vista Community Clinic – CBO Workshop	Are there any plans at all to expand the SPRINTER more Inland? Has this been considered?	The Draft Regional Plan includes an extension of the SPRINTER from Escondido Transit Center south to Westfield North County Shopping Center by 2050. No other extensions are planned. Double-tracking of the existing SPRINTER line to allow for increased service frequencies is included in the draft Plan.	Web
519		Vista Community Clinic – CBO Workshop	Can the COASTER extend operation times later during the evening.	The Draft Regional Plan includes an increase of service frequencies to 20 minutes in the peak and some limited evening service.	Web
520		Vista Community Clinic – CBO Workshop	I look forward to seeing this in the near future.	Thank you for your feedback. Please follow along and participate by visiting the project website, SDForward.com, and joining our e-mailing list.	Web
521		Vista Community Clinic – CBO Workshop	When is all the construction going to start?	The SANDAG Board will consider adoption of the Regional Plan in fall 2015. Construction already has started on some projects included in the current regional transportation plan. Please see Appendix A of the Draft Regional Plan for the projects anticipated to be implemented by 2020 and beyond.	Web
522		Vista Community Clinic – CBO Workshop	I suggest there should be more transportation from Murrieta to Oceanside and Vista to get to work and community college. Build them now not until 2035.	Transit service from South Riverside County into San Diego County is handled by the Riverside Transit Agency; they currently operate a commuter service to Escondido and Oceanside as part of their Commuter Link Express program.	Web
523		Vista Community Clinic – CBO Workshop	North County Carpool Lanes should NOT take 20 years to be completed. We need carpool lanes ASAP!!! Traffic in North County on the SR 78 is ridiculous during the peak traffic hours. It takes about 1 hour from Oceanside to Escondido. When there is an accident, it takes longer. Please put SR 78 on the top of priorities.	The SR 78 segment from Interstate-5 (I-5) to College Avenue, as well as the Twin Oaks to Interstate-15 (I-15) segment are both proposed to be complete by 2025 which are the areas most congested during peak hours, with one Managed Lanes in each direction. The middle portion of SR 78 would follow. Additionally, both SR 78 connectors with I-5 as well as the SR 78 and I-15 connector are included in the draft plan and anticipated for completion by 2025. Caltrans is conducting studies on the I-5/SR 78 connectors.	Web
524		Vista Community Clinic – CBO Workshop	I like the plan. I encourage as much public education on the region's plan as possible. I did not hear any clear strategies as to how this information will be disseminated to the communities.	<p>We appreciate your feedback and agree that involving the public early and at all times is a major component in building a comprehensive vision and plan for our region's future.</p> <p>To support the development of San Diego Forward: The Regional Plan, SANDAG implemented a comprehensive public outreach and involvement program. Early in the planning process, the agency developed a Public Involvement Plan (PIP) to guide the public outreach program. Per Government Code Section 65980(b)(2)(E), Public Involvement Plans for individual projects must draw upon the SANDAG Public Participation Plan, which serves as a guiding framework for all of the agency's PIPs. The Public Participation Plan was adopted by the SANDAG Board of Directors on December 21, 2012, and the PIP was subsequently adopted on February 22, 2013.</p> <p>Information regarding SANDAG's public involvement processes and outreach programs can be found in Appendix F: Public Involvement Program.</p> <p>The planning process for the Regional Plan is iterative; the feedback that we receive from our partners and the public is considered and influences the development of the plan. SANDAG has worked to keep the project site (www.SDForward.com) up to date, provide updates on the plan via social media (Facebook, Twitter, E-mail), presented at the SANDAG Board of Directors and other SANDAG Policy Advisory Committees meetings (all of which are open to the public), and send out media advisories and press releases for major milestones related to the plan.</p>	Web

No.	Name	Agency	Comment	Response	Source
525		Vista Community Clinic – CBO Workshop	Create agreements with college campuses. Incorporate more services from COASTER and High School. Still doesn't look that there is a lot for North County. The public transportation/COASTER, SPRINTER rails are primarily concentrated in San Diego and immediate areas. Yes to expansion of Managed Lanes to North County. Planned preservation is good. Let's work with what we've already destroyed/developed rather than decreasing our green space. Changes that occur in transit won't even happen until 2050!?! Toll lanes either need to be managed properly or not even introduced. I have gone through 2 in LA and haven't had to pay.	Both transit operators (MTS and NCTD) have agreements with a number of college campuses where the college provides reduced cost passes for using rail and bus services. In terms of transit coverage, transit improvements are focused in areas where land uses allow convenient access to streets where transit is located. Low density, suburban land uses like those found in many areas of North County are difficult areas to provide cost effective transit services. That being said, the Draft Regional Plan includes frequency improvements on COASTER and SPRINTER, several new <i>Rapid</i> services in North County and frequency improvements to ten-minute all day service on many North County local bus routes.	Web
526		Vista Community Clinic – CBO Workshop	I work in Vista and live in Escondido. My husband works in Carlsbad and lives in Escondido. The SR 78 freeway is the worst freeways in San Diego County. I am very disappointed to hear that the Managed Lanes for the SR 78 will not be worked on for another 20 years. It's a parking lot now at the rush hour. Something needs to be done in the next 5 years.	The Interstate-5 (I-5) to College Avenue segment along the State Route 78 (SR 78), as well as the Twin Oaks to Interstate-15 (I-15) segment along the SR 78 are both proposed to be complete by 2025 to address the most congested areas of the corridor, with two Managed Lanes improvements. The middle portion of SR 78 would be completed following these projects. Both SR 78 connectors with I-5 as well as the Managed Lane connector with I-15 are included in the plan by 2025. Caltrans is conducting studies for the I-5/SR 78 connectors.	Web
527		Vista Community Clinic – CBO Workshop	Like focus on preserving open space as well as promoting smart growth efforts. Would like to see more emphasis in North County region sooner. It is a high growth area for the county, but it doesn't appear to be prioritized until after 2035.	The Regional Plan focuses extensively on smart growth efforts and open space preservation throughout the region. There are many efforts happening in North County along these lines. For example, the County of San Diego completed a general plan update in 2011, the cities of Escondido, Vista, and Oceanside completed general plan updates in 2012, Solana Beach completed a general plan update in 2014, and the City of Carlsbad has a general plan update underway. In addition, the City of San Marcos has drafted Specific Plans for the San Marcos Creek and University districts adding mixed use developments near Cal State-San Marcos and the SPRINTER Rail Corridor. Now that many of these planning efforts have been completed, North County is poised for more smart growth construction in the coming years.	Web
528		Vista Community Clinic – CBO Workshop	Great presentation to keep us informed and involved	Thank you for your feedback. Please follow along in this process and participate by visiting the project website, SDForward.com, and joining our e-mailing list.	Web
529		Vista Community Clinic – CBO Workshop	I find San Diego Forward to be very interesting movement. further publication would benefit. This was the first time I've I heard of it.	We appreciate your feedback regarding outreach and are glad that you are engaging in the regional planning process. We continue to look for new ways to engage the public in this process, and while we do work with our partner agencies, local Community-Based Organizations, and other organizations to spread the word about our outreach and get individuals involved in this process, we are always looking to improve our efforts. To support the development of San Diego Forward: The Regional Plan, SANDAG implemented a comprehensive public outreach and involvement program. Early in the planning process, the agency developed a Public Involvement Plan (PIP) to guide the public outreach program. Per Government Code Section 65980(b)(2)(E), Public Involvement Plans for individual projects must draw upon the SANDAG Public Participation Plan, which serves as a guiding framework for all of the agency's PIPs. The Public Participation Plan was adopted by the SANDAG Board of Directors on December 21, 2012, and the PIP was subsequently adopted on February 22, 2013. Information regarding SANDAG's public involvement processes and outreach programs can be found in Appendix F: Public Involvement Program.	Web
530		Vista Community Clinic – CBO Workshop	No toll lane on the 15!	The new toll lanes included in the Draft Regional Plan will be built if it is determined that future revenues can pay for those facilities. The I-15 toll lane from SR 78 to Riverside County is not included in the Plan until the later phases of the draft Plan. The existing non-tolled lanes will continue to be available.	Web
531		Vista Community Clinic – CBO Workshop	Applaud keeping open areas in county. Progress on expansion of highway lanes seems to slow.	More than 1/2 of the County of San Diego would be conserved as open space. The local jurisdictions are in various stages of the adoption of regional habitat conservation plans. These plans will protect wildlife and provide for open space throughout the region by identification, conservation and management of an interconnected of habitat lands. SANDAG is assisting in this effort through its <i>TransNet</i> Environmental Mitigation Program (EMP) which has conserved over 3,400 acres to date. Additional acquisitions are planned in the future that will both protect open space, implement regional habitat conservation plans, and satisfy the future mitigation requirements of regional transportation projects. Federal law requires SANDAG to develop a regional plan built on reasonable assumptions of the revenues that will be available during the time period covered by that plan. While we're anticipating around \$204 billion over 35 years (in year of expenditure), we don't have all the money right now. Also, a majority of the funding sources are tied to certain types of projects (for example, transit infrastructure or highway operations and maintenance) and we don't have the authority to interchange them. These constraints come with specific provisions from Congress or the state Legislature. The "revenue constrained scenario" for transportation investments detailed in our Regional Plan plays by those rules. It's what we can do given the budget we project.	Web
532		Vista Community Clinic – CBO Workshop	Happy to see 55% open space in plan -that is what makes San Diego a great place to live and work.	Comment noted.	Web

No.	Name	Agency	Comment	Response	Source
533		Vista Community Clinic – CBO Workshop	Bus to Mira Costa College -Thank you!	The Mira Costs College San Elijo campus is currently served by NCTD's Flex service; NCTD has evaluated possibly serving it with local Breeze service, but there is no timetable for implementation. The draft Plan has no proposals for other transit service. The area has very low land use densities that make it difficult to serve cost-effectively as compared to other areas.	Web
534		Vista Community Clinic – CBO Workshop	I think more outreach to our minorities needs to be done. I think people still don't know what SANDAG is and how to give input.	In the development of San Diego Forward, SANDAG made a concerted effort to reach out to the most vulnerable communities in the region from the very beginning of the process. Fourteen community-based organizations, including the Vista Community Clinic, were contracted to partner with SANDAG to get the word out and engage their communities in the process. Please see Appendix H - Social Equity: Engagement and Analysis for details.	Web
535		Vista Community Clinic – CBO Workshop	If accomplished, the mobility hub can impact and affect a lot of low-income communities in a positive way. It will allow access to people who otherwise wouldn't have any. How do you plan on incorporating this to rural North County? Most of this renovations take place in the city leaving rural North County behind.	SANDAG is developing a Regional Mobility Hub Implementation Strategy to identify transportation services, amenities, and urban design enhancements that can bridge the distance between transit and an individual's origin or destination. The strategy will recommend improvements, conceptual designs, and implementation options for different communities served by high-frequency transit throughout the San Diego region. A mix of land uses and residential and employment densities are key components of this concept. While the rural North County may not be located within close proximity of high-frequency transit, other affordable transportation solutions are available. For example, SANDAG offers complimentary ridematching and trip planning services through the iCommute program. Commuters can use these tools to find carpools and vanpools traveling in the same direction allowing them to save time and money in their daily commute. The Regional Vanpool Program provides a subsidy of up to \$400 per month for eligible vanpools to off-set the cost of the vehicle lease. North County commuters have the option of using the Interstate 15 Express Lanes at no charge as an incentive to carpooling and vanpooling. Commuters who carpool, vanpool, take transit, bike, or walk to work are also eligible for the Guaranteed Ride Home (GRH) program which provides a free ride home in a taxi or rental car up to three times per year in the event of personal or family illness or emergency; unscheduled overtime; or being stranded at work due to carpool or vanpool driver leaving for an emergency. More information on these services can be found at 511sd.com/iCommute.	Web
536		Vista Community Clinic – CBO Workshop	Is there any way to speed up the projects? 2050 is a long time from now and we continue facing continues traffic issues across the SR 78 - including a high volume of accidents. "	Federal and state laws require SANDAG to develop a regional plan built on reasonable assumptions of the revenues that will be available during the period covered by that plan. Projects will be implemented between now and 2050. Please see Appendix A, which includes the lists of transit, highway and managed lanes, and bicycle facility projects that would be built by 2020, by 2035, and by 2050. For more information on the availability of funding, please see Chapter 3: Financing Our Future. The Interstate-5 (I-5) to College Avenue segment along the State Route 78 (SR 78), as well as the Twin Oaks to Interstate-15 (I-15) segment along the SR 78 are both proposed to be complete by 2025 to address the most congested segments of the corridor, with two Managed Lanes. The middle portion of SR 78 would be complete following these projects. Both SR 78 connectors with I-5 as well as the Managed Lane connector with I-15 are included in the plan by 2025. Caltrans is conducting studies on the I-5/SR 78 connectors.	Web
537		Vista Community Clinic – CBO Workshop	Very interesting for the economy; prioritize housing and SPRINTER projects to be accomplished by 2025 instead of 2050. We want to enjoy it.	The draft Plan calls for capital improvements that would allow for an increase of service on the SPRINTER Line to every 20 minutes by 2025, with full doubletracking of the line that would enable 15 minute service by 2035. The housing elements of local General Plans identify sites for housing for all income levels within each local jurisdiction. All of the 15 SPRINTER stations are located within Smart Growth Opportunity Areas (SGOAs) shown on the Smart Growth Concept Map. To incentivize residential and employment development in these areas, SANDAG provides grants for planning and capital projects. The Regional Transit Oriented Development (TOD) Strategy (Appendix U-4 of the Regional Plan) recommends that local jurisdictions support development in SGOAs and transit oriented districts by focusing their capital improvement programs and other funding resources to provide infrastructure/public facilities in these areas.	Web
538		Vista Community Clinic – CBO Workshop	Great projects for the future. Very informative. Public transportation more frequency with concentration to major points. Affordable housing in all areas.	Thank you for your feedback. As displayed in Figure A.10, Appendix A: Transportation Projects, Costs, and Phasing, many local bus routes in key corridors will see service frequencies increased to every 15 minutes by 2020, and additionally, to 10 minutes by 2035. In response to your housing comment, the Regional Housing Needs Assessment (RHNA), found in Appendix L, is updated every eight years and helps provide the framework for the planning and construction of affordable housing in our region by using the most recently adopted regional growth forecast.	Web
539		Vista Community Clinic – CBO Workshop	I am concerned and wonder if they are thinking about the low-income community while developing these projects that are really good. I want it to know if they are collaborating with solar appliance companies. Much money and time is invested in roads, but nothing gets fixed. At the end, roads are worse. We need sidewalks in our communities for our own safety. There are many roads with no sidewalks.	SANDAG partnered with community-based organizations around the region in the most disadvantaged communities to engage low income, minority, newcomers, and seniors, including the Vista Community Clinic, and encourage their input in developing San Diego Forward. SANDAG supports all of the jurisdictions on energy saving and has developed Energy Road Maps for almost all of the jurisdictions. See Appendix U.9 Regional Energy Strategy. As part of San Diego Forward, the SANDAG Board of Directors has adopted a 'Regional Complete Streets Policy' which encourages the design of streets for all users. See Appendix U.2 for more details.	Web

No.	Name	Agency	Comment	Response	Source
540		Vista Community Clinic – CBO Workshop	In reality, will housing be affordable for low-income? How will transportation system help?	The Regional Housing Needs Assessment (RHNA), found in Appendix L, of San Diego Forward is updated every eight years and provides the framework for planning for housing in our region. The most recently adopted regional growth forecast and other demographic data and planning factors are used to allocate the region's very low, low, moderate, and above moderate income housing needs to all 19 jurisdictions. These housing needs are used to prepare the housing elements of local General Plans, which identify sites for housing for all income levels. Local jurisdiction housing elements also include programs that assist in the production of affordable housing for very low, low and moderate income households. Local jurisdictions typically plan for lower income housing near transit stations. Also, funding used to finance lower income housing typically is allocated based on proximity to public transit.	Web
541		Vista Community Clinic – CBO Workshop	These long-term projects are smart. San Diego will continue being an important city, offering a good quality of life for its residents, but I am very concerned about high housing costs and that there are no policies to control that. We need policies to refrain landlords from raising rent fees whenever they feel like it. There is a long waiting list for low-income housing and the requirements make it impossible for people who make the minimum wage.	Local jurisdiction housing elements of General Plans address the housing needs for households who fall into four income categories -- very low, low, moderate, and above moderate. Housing that is rent or price restricted for very low and low-income households is in short supply. A number of statewide initiatives have been proposed or are funded to help provide affordable housing for low-income households. This is a long term issue that requires the implementation of a number of policies and programs at the state and local level. Rent control is an issue addressed at the local jurisdiction level, not the regional level.	Web
542		Vista Community Clinic – CBO Workshop	My comment is that something should be done in regards to the high housing cost. Housing is becoming more expensive every day. Please do something in the plan that makes housing more accessible.	The Regional Housing Needs Assessment (RHNA), found in Appendix L, is updated every eight years and provides the framework for planning for housing in our region. The most recently adopted regional growth forecast and other demographic data and planning factors are used to allocate the region's very low, low, moderate, and above moderate income housing needs to all 19 jurisdictions. These housing needs are used to prepare the housing elements of local General Plans, which identify sites for housing for all income levels. Local jurisdiction housing elements also include programs that assist in the production of affordable housing for very low, low and moderate income households.	Web
543		Vista Community Clinic – CBO Workshop	We need more parks, affordable housing, less traffic and healthy communities.	The Regional Plan address regional housing needs, regional transportation, and the need for healthy communities, and proposes actions to move the region forward in these areas.	Web
544		Vista Community Clinic – CBO Workshop	The workshop was very informative and it has new information about the transportation system smart growth projects.	For additional information about our current Smart Growth Incentive Program, please see Chapter 2, A Strategy for Sustainability, and visit sandag.org/smartgrowth .	Web
545		Vista Community Clinic – CBO Workshop	We need polices to control rent fees. Low income housing is a good idea, but will it work?	Rent control is a local issue. The Regional Plan addresses housing through the Regional Housing Needs Assessment (RHNA), found in Appendix L, which is updated every eight years and provides the framework for planning for housing in our region. The most recently adopted regional growth forecast and other demographic data and planning factors are used to allocate the region's very low, low, moderate, and above moderate income housing needs to all 19 jurisdictions. These housing needs are used to prepare the housing elements of local General Plans, which identify sites for housing for all income levels. Local jurisdiction housing elements also include programs that assist in the production of affordable housing for very low, low and moderate income households.	Web
546		Vista Community Clinic – CBO Workshop	This long-term plan is very good, but the bad part is that I will not enjoy it (2050). Our community needs polices to control rent fees. I believe everything is connected and we should not put aside the housing concerns. We need policies to control rent fees.	Rent control is a local issue. The Regional Plan addresses housing through the Regional Housing Needs Assessment (RHNA), found in Appendix L, which is updated every eight years and provides the framework for planning for housing in our region. The most recently adopted regional growth forecast and other demographic data and planning factors are used to allocate the region's very low, low, moderate, and above moderate income housing needs to all 19 jurisdictions. These housing needs are used to prepare the housing elements of local General Plans, which identify sites for housing for all income levels. Local jurisdiction housing elements also include programs that assist in the production of affordable housing for very low, low and moderate income households.	Web
547		Vista Community Clinic – CBO Workshop	This long-term plan is very good, but the bad part is that I will not enjoy it (2050). Our community needs polices to control rent fees. I believe everything is connected and we should not put aside the housing concerns. We need policies to control rent fees.	Rent control is a local issue. The Regional Plan addresses housing through the Regional Housing Needs Assessment (RHNA), found in Appendix L, which is updated every eight years and provides the framework for planning for housing in our region. The most recently adopted regional growth forecast and other demographic data and planning factors are used to allocate the region's very low, low, moderate, and above moderate income housing needs to all 19 jurisdictions. These housing needs are used to prepare the housing elements of local General Plans, which identify sites for housing for all income levels. Local jurisdiction housing elements also include programs that assist in the production of affordable housing for very low, low and moderate income households.	Web
548		Vista Community Clinic – CBO Workshop	We need more low-income housing for people like us who make the minimum wage. Rent is very expensive.	The Regional Plan addresses affordable housing through the Regional Housing Needs Assessment (RHNA), found in Appendix L. It is updated every eight years and provides the framework for planning for housing in our region. The most recently adopted regional growth forecast and other demographic data and planning factors are used to allocate the region's very low, low, moderate, and above moderate income housing needs to all 19 jurisdictions. These housing needs are used to prepare the housing elements of local General Plans, which identify sites for housing for all income levels. Local jurisdiction housing elements also include programs that assist in the production of affordable housing for very low, low and moderate income households.	Web

No.	Name	Agency	Comment	Response	Source
549		Vista Community Clinic – CBO Workshop	I agree with SANDAG's plans, but I would like to see more open spaces in the community.	One of the five strategies in the Regional Plan is to "Protect the environment by preserving sensitive habitat, open space, and farmland." About half of our region's 2.7 million acres have been preserved as open space and parks, habitat, or farmland. By 2050, 55 percent will be preserved, according to our regional growth forecast. Our region is fortunate to have a local funding source for preserving natural habitats. The <i>TransNet</i> half cent sales tax includes a provision to fund an \$850 million "Environmental Mitigation Program" (EMP) to purchase habitat as mitigation for future transportation projects. In addition, the EMP provides funding, through a competitive incentive program, to acquire, manage, and monitor sensitive lands in habitat preservation planning areas. Urban open space areas that have habitat value are eligible for funding through the EMP. In addition to these regional habitat conservation efforts, local jurisdictions also plan for parks and open spaces, which are available to local residents for recreational uses.	Web
550		Vista Community Clinic – CBO Workshop	I would like the issue of housing to be taken very seriously. Today we work just to pay the rent; sometimes we have neither money to eat nor for clothes.	The Regional Housing Needs Assessment (RHNA), found in San Diego Forward Appendix L, is updated every eight years and provides the framework for planning for housing in our region. The most recently adopted regional growth forecast and other demographic data and planning factors are used to allocate the region's very low, low, moderate, and above moderate income housing needs to all 19 jurisdictions. These housing needs are used to prepare the housing elements of local General Plans, which identify sites for housing for all income levels. Local jurisdiction housing elements also include programs that assist in the production of affordable housing for very low, low and moderate income households.	Web
551		Vista Community Clinic – CBO Workshop	I would like to see more low-income housing to be constructed in our communities. One of the downsides with this plan is that the rural areas are being left out. Communities such as Fallbrook, Pala, Pauma, Rainbow, De Luz and Bonsall, which are communities that for many years have been neglected in many aspects and it seems that once again we are being left out from change.	Providing adequate housing for a growing number of people, in all income levels and at all stages of life is one of the 13 policy objectives in San Diego Forward.. SANDAG addresses housing through the Regional Housing Needs Assessment which is included in Appendix U.	Web
552		Vista Community Clinic – CBO Workshop	The project is very ambitious but necessary. Although I like SANDAG's project, it seems that it is a long-term plan. Housing and 78 must be a priority in the plan.	Housing projections are an important component of the demographic forecast included in the Draft Regional Plan. In terms of SR 78 improvements, the segment from Interstate-5 (I-5) to College Avenue along the State Route 78 (SR 78), as well as the Twin Oaks to Interstate-15 (I-15) segment along the SR 78 are both proposed to be complete by 2025 to address the most congested segments of the corridor, with two Managed Lanes improvements. The middle portion of SR 78 would be complete following these projects. Both SR 78 connectors with I-15 as well as the Managed Lane connector with I-15 are included in the plan by 2025. Caltrans is conducting studies on the I-5/SR 78 connectors.	Web
553		Vista Community Clinic – CBO Workshop	Will the transportation system includes driverless cars?	With the Regional Plan horizon ending of 2050, one must seriously consider the reality and impact of driverless vehicles on the urban landscape. The timeline and the impact of driverless vehicles is covered in detail in the Emerging Technology white paper. At this early stage in the development of this technology, SANDAG role is in the realm of planning for the eventual adoptions. Driverless vehicles have the potential of increasing road safety as well as mobility and environmental benefits in well conceived future plans.	Web
554		Vista Community Clinic – CBO Workshop	I would like to see more support for environment friendly transportation and access for people powered vehicles.	The Draft Regional Plan includes full implementation of the entire regional bike network. Most bike projects will have safety improvements not only for bicyclists but also for pedestrians. The Regional Plan incorporates safe bike and pedestrian access into investments in other modes of travel, including public transit and highway improvements-- a practice already assumed by SANDAG in ongoing planning and construction of capital projects.	Web
555		Vista Community Clinic – CBO Workshop	The bike project is very good. It will help families and also will reduce chronic diseases.	Thanks for your comment. The Draft Regional Plan proposes investments for completing the Regional Bike Network and for supporting Safe Routes to School and Safe Routes to Transit.	Web
556		Vista Community Clinic – CBO Workshop	We need work for the entire community and seniors.	The economic analysis shows that the implementation of San Diego Forward will result in significant job and GDP benefits over the life of the plan. These benefits come not just from the construction and operation of the transportation system, but primarily from the private sector taking advantage of the increased efficiency of the transportation system. SANDAG estimates that in the average year, San Diego Forward means more than 50,000 additional jobs versus a "no-build" scenario where we do little to improve the transportation system.	Web
557		Vista Community Clinic – CBO Workshop	We need the expansion of the SR 78 sooner. Traffic is very bad every day from Monday through Friday.	Currently this project has been split in two segments in order to advance the most congested portions, at the east and west ends of the freeway near the I-15 and I-5 freeways. Two new Managed Lanes would be built at each end of the Oceanside to Escondido corridor by 2025 and the middle portion (College Avenue to Twin Oaks) by 2030.	Web
558	Jonathan Olow	Webster Community Council	The Webster Community utilizes the A Street on-ramp to the SR 94 Freeway and must stay open. There are 2 other on-ramps to the SR 94 freeway from the side communities of Home Ave and Euclid. There are large truck/semis from FedEx and a private moving company on 47th, along with Coca Cola plant that already congest the Euclid and Home Ave. entrances and also use the A Street on-ramp. If A Street is closed then it will further congest Euclid and Home Ave on-ramps...and leave Webster LOCKED into the area.	Caltrans has been studying the environmental impacts of adding Express Lanes along SR 94 between I-805 and Downtown San Diego. The addition of these Express Lanes would support the planned South Bay <i>Rapid</i> service, as well as carpools and vanpools along the route. Local representatives and community stakeholders along the project alignment have recently requested that Caltrans consider incorporating community-based alternatives into the SR 94 Express Lanes draft Environmental Impact Report (EIR). Among the possibilities proposed is a bus on shoulder alternative. While current law does not allow permanent use of a shoulder for buses along SR 94, the proposed Bus on Shoulder Project is an opportunity to employ this strategy in the interim until the permanent improvements can be constructed. Other feedback from the community is also being considered and as a result Caltrans is evaluating the feasibility of converting existing general purpose lanes into Express Lanes. Another alternative would provide communities along SR 94 with direct access to current and future <i>Rapid</i> service, which would require accelerated evaluation of the future SR 15/SR 94 HOV-to-HOV direct connector project. The draft EIR will be released once additional analysis has been completed.	Web

No.	Name	Agency	Comment	Response	Source
559	Jonathan Olow	Webster Community Council	Trolley Impacts - Keep traffic moving and suggest the Trolley lines either go under or over traffic signals.	The Draft Regional Plan includes grade-separations of key intersections on both the Blue and Orange Lines. Please see Appendix M for the list of rail grade separations (Table M.12).	Web
560		Youthbuild/Able-Disabled Advocacy (A-DA) – CBO Workshop	Need <i>Rapid</i> bus transportations. Trolley and signal lights need to be aligned sometime waiting over 5 minutes to get through a signal.	The Draft Regional Plan includes a rich network of <i>Rapid</i> services operating on Managed Lanes and arterials. These projects include the use of transit signal priorities, queue jump lanes, and dedicated transit rights-of-way to minimize delays.	Comment Card
561		Youthbuild/A-DA – CBO Workshop	In 50 years the world will look all brand new & government is gonna build new houses, new trolley stations and new technology.	We appreciate your comment and your participation in the planning process. The Regional Plan is updated every four years using the most accurate and up-to-date information available at the time. With each iteration of the plan, planning strategies reflect the most current estimates and forecasts in areas such as population, housing, employment density, etc. Similarly, the plan is also able to incorporate the research and planning of emerging technologies.	Comment Card
562		Youthbuild/A-DA – CBO Workshop	Amazing to learn about the future and new things to come.	We appreciate your interest in our region's future. Please follow along in this process and participate by visiting the project website, SDForward.com, and joining our e-mailing list.	Comment Card
563		Youthbuild/A-DA – CBO Workshop	SANDAG is cool	Thank you for your feedback. Please follow along and participate by visiting the project website, SDForward.com, and joining our e-mailing list.	Comment Card
564		Youthbuild/A-DA – CBO Workshop	Make power outlets for your phones so it can charge on the Trolley/buses	There is no plan or proposal at this point to add charging outlets to MTS buses or Trolleys. The costs of and the time required to manage and maintain such fixtures would likely draw resources from core activities of providing transit service and maintaining other vehicle systems.	Comment Card
565		Youthbuild/A-DA – CBO Workshop	This is a good idea	Thank you for your feedback. Please follow along and participate by visiting the project website, SDForward.com, and joining our e-mailing list.	Comment Card
566		Youthbuild/A-DA – CBO Workshop	It's a good idea	We appreciate your support and feedback. Please continue to follow along in this process by visiting SDForward.com.	Comment Card
567			It could be beneficial to incorporate recreational features into the EMP and SANDAG land procurement. Hiking trails; running and bike paths, picnic areas. While the EMP will focus on species preservation, there is a lot of space and land. Public participation and enjoyment could yield positive quality of life improvements for the region.	Recreation compatible with open space is currently allowed in much of the open space area conserved in the region. The regional conservation planning efforts and the jurisdictional land use plan envisions these uses to continue leading to a healthy and enjoyable use of the San Diego region's open space areas while continuing to protect sensitive species.	Comment Card
568	Alejandro Garcia		Transportation to and from the eastern portion of Southeast San Diego is incredibly difficult for residents without vehicles of their own. Increased transit frequency would help low income families access higher paying jobs in a more timely fashion than they can now. For families with several members, travelling by bus and Trolley becomes incredibly expensive. Bus fares are very high for low-income/working families.	The Draft Regional Plan includes increased service frequencies on all trolley and bus routes in the urbanized area to every 15 minutes throughout the day by 2020 and to every 10 minutes throughout the day by 2035. In addition, several new trolley lines and <i>Rapid</i> lines will provide higher speed connections throughout the region, making it easier to access key job centers. Fares are set at a level that makes up the difference between the cost of providing the service and the subsidies received from local, state, and federal funds. Additional resources would need to be identified to subsidize any reduction in fares; or, services offered would need to be reduced accordingly. However, MTS does offer a variety of fare products and discounted cash fares and monthly pass prices for qualifying seniors and disabled riders. Details of all fares and passes for MTS services are available on-line at www.sdmts.com or by calling the MTS Information and Trip Planning office at (619) 233-3004.	Web

No.	Name	Agency	Comment	Response	Source
569	Alison Farrin		The Plan Says: In short, our transportation investments are not just about the transportation projects themselves. They're also about the surrounding land uses that make our communities livable and vibrant, and the improvements to our streets to make them friendlier and safer for all users, including people who walk and bike. If you truly believe this, where is the county regional trails plan in your transportation planning? Countywide, people asked for trails and pathways that would make connections within our communities and keep us out of our cars when going to school and recreating. There are miles and miles of pathways and trails in the County master plan that are not mentioned in your plan. In addition, the MSCP mandates that PUBLIC USE and ACCESS be part of the planning for those areas set aside as open space. In Otay and Ramona our public access is being seriously abused by Fish and Wildlife restrictions that are arbitrary, capricious, violate their own standards and are clearly designed to keep the public off public land that was far more accessible when the land was private. 10 years ago, Ramona identified 244 miles of trails and pathways to connect our community. It appears that most other areas of the county have identified similar amounts of trails and pathways. How have you included this community identified transportation and environmental priority in your planning? Sad to say, in 10 years, Ramona has a net loss of trails and pathways, while under the trails plan we are supposed to have added 40 miles by 2020. Our children no longer walk or bike anywhere, as most communities do not have good trail paths or residential pathways that stay off busy streets. The number of cars on the street could be successfully reduced by connecting our residential use centers, schools, playgrounds, and open spaces together by a network of trails and pathways. It feels nearly criminal to load the bike or the horse on the trailer and put the kids in the car to drive a couple of miles to park, unload and then ride or walk in the minimal open spaces to which we have access. A truly thoughtful Regional Plan would change that.	Connections were considered and prioritized when developing the Regional Bike Network. More direct inclusion of trails in the transportation network is evolving gradually. Restrictions on how funding can be used are changing gradually as well. Part of the difficulty in more comprehensive inclusion is the inability to accurately model what benefits, or usage, would result from investing in developing more trails. Here again there is a gradual evolution of the capabilities of the transportation model. Bicycle and pedestrian components of the travel demand modeling tools are improving, but more meaningful output is still several years away.	Web
570	Allen Jones		No mention of COASTER Electrification.	<p>Electrification along the LOSSAN and SPRINTER corridors would be challenging due to the mixed operations between COASTER, SPRINTER, Amtrak, Metrolink, and BNSF Freight. Amtrak, Metrolink, and BNSF Freight trains travel well beyond the SANDAG region and will rely on conventional non-electrified locomotives for the foreseeable future. Electrification is not identified in the LOSSAN Programmatic EIR.</p> <p>Electrification along the sensitive coastal LOSSAN corridor would be inconsistent with the coastal communities due to the overhead catenary wires that would potentially impact coastal views and the lack of available right-of-way for in the coastal area for electrical substations and transmission lines.</p> <p>As of 2015, all new locomotives purchased must meet US EPA' Tier 4 emissions regulations which dramatically reduce emissions from diesel locomotives. Amtrak Pacific Surfliner Trains will receive delivery of these new Tier 4 locomotives in 2017. Over the life of the plan, all locomotives and SPRINTER vehicles will be replaced with low emission locomotives.</p>	Web
571	Allen Jones		Was desalination considered?	Yes, desalination is considered. The San Diego County Water Authority's Urban Water Management Plan includes development of seawater desalination in San Diego County as a way to assist the region in diversifying its water resources, reduce dependence on imported supplies, and provide a new drought-proof, locally treated water supply. The Carlsbad Seawater Desalination Plant, which is expected to provide 56,000 acre feet of water per year, is anticipated to be completed by fall 2015.	Web
572	Andrea Monk		A couple of comments: The discussion addresses commuting to work and school; however, many vehicle trips are made for recreational purposes, as one can see by looking at San Diego's weekend traffic congestion. Although transit continues to improve, there is no convenient way to get to Balboa Park from the airport or the growing Mission Valley area and no way to get to Mission Bay on transit. (I've tried - the bus drops you off where it's impossible to cross I-5). These are just a couple of examples of destinations that are not well-served by transit. Kearny Mesa and Mira Mesa are others.	<p>While not all areas are as well served as others, many of the areas you cited are well served by transit today:</p> <ul style="list-style-type: none"> Airport to Balboa Park: Take Route 992 from the airport to downtown, transfer at any stop along Broadway to <i>Rapid</i> 215 that connects directly to Balboa Park; both routes operate every 15 minutes throughout most of the day Airport to Mission Valley: Take Route 992 from the airport to the Santa Fe Depot stop on Broadway, transfer to the Green Line at Santa Fe Depot for direct connections to Mission Valley; both route operate every 15 minutes throughout most of the day Mission Bay: there are several routes serving various locations in Mission Bay - Route 8, 9, 27, and 30 Kearny Mesa and Mira Mesa: both these areas are served by several local, express and <i>Rapid</i> services <p>The Draft Regional Plan includes a number of new Trolley and <i>Rapid</i> lines that will improve access to these areas, along with development of a network of ten-minute all day service on these and other routes in urban areas.</p>	Email

No.	Name	Agency	Comment	Response	Source
573	Andrea Monk		With regards to the political infeasibility of huge increases in transit funding or in cost of driving, perhaps some limited-area, limited-duration pilot projects would be feasible. That is, increase frequency of bus (or vanpool, or taxicab under contract with MTS) service to a defined area for a certain number of months. (And advertise the service heavily!) The fact that some 85% of the population lives somewhere that is only a 30-minute commute to work or school on transit supports the belief that some smaller tweaks could get the percentage of transit users above 2%. An attractive and convenient pilot project could also get new users "used to" transit and would give planners a better idea of which improvements to give the most "bang for the buck."	This strategy of trying out new services is something that is in use today. MTS, for example, has implemented several new services in recent years to areas based on service requests as pilot routes that have to achieve a certain performance level after a given period of time in order to become permanent services. There are also ongoing monitoring and adjustments being made to existing routes by both transit operators to maximize ridership and minimize costs.	Email
574	Andrea Monk		I would be interested in reading a summary of the comments submitted if one is prepared.	A summary of comments received on the Draft Regional Plan and staff draft responses will be compiled and shared at a future meeting of the SANDAG Board of Directors.	Email
575	Anne Barron		San Diego needs mass transit- efficient, linked and affordable for all San Diegans. A responsive plan must move mass transit projects and open space/habitat preservation to the fore. These reductions if met by a regional San Diego plan will also result in tremendous improvements in public health (asthma, dementia, heart disease, obesity, etc.), improved mass transit times enhancing people's access to both regional and local enterprises, better forecasting and models of future conditions, the list goes on.	<p>The Draft Regional Plan includes a significant investment in both new rail and <i>Rapid</i> services, as well as improvements to the existing Trolley and bus system. The rich network of transit services will improve the access, connectivity, and convenience of using transit. Fares are a part of using transit, but improvements, over time, to the Compass Card will make it easier to use transit for everyone.</p> <p>Public health considerations have been incorporated throughout the Regional Plan development including a Public Health White Paper, Project Evaluation Criteria, Performance Measures, evaluation of transportation network scenarios. A Public Health Stakeholders Working Group provided input throughout the development of the draft Plan.</p> <p>Approximately 1/2 of the County of San Diego would be conserved as open space. The local jurisdictions are in various stages of the adoption of regional habitat conservation plans. These plans will protect wildlife and provide for open space throughout the region by identification, conservation and management of an interconnected of habitat lands.</p>	Email
576	Anne Barron		In a nutshell: No more highways or roads. Your plan as proposed has little more than what was in the 2011 plan already deemed inadequate by the courts. The new Trolley line to UC, the increase in bike accessibility and linkage to existing transit hubs you propose is exactly what is needed in the rest of the Plan Elements. More "neighborhood" bus or light rail loops are needed than the 4 small ones proposed, building on existing MTS loops (i.e., the City Heights loop must connect more of the area's destinations with the surrounding housing blocks and the main transit hubs at Euclid and along University). The COASTER service must be expanded (increase trips and connections into LA) and safe infrastructure installed to accommodate the increased use. Expanded loops are desperately needed in East County, particularly in El Cajon with its abysmal air pollution indices. Existing bus schedules often cannot accommodate the numbers of people with mobility devices. Evening hour service is severely curtailed, particularly in Lakeside/Santee area. This is unfair to those whose work hours are not within the "9-5" transit scheduling. The plan also discriminates against the more rural population centers, providing much less access and forcing people to choose cars over rent. I have attended almost all of your public input sessions; these additional mass transit services were demanded by participants at all sessions. Where are they in the plan? Scheduling out much-needed transit projects to 30 years is unacceptable for the people who live and work in our region.	<p>It is important to note that the vast majority of highway improvements are aimed at developing a regional Managed Lanes system which provides priority access for <i>Rapid</i> services operating on Managed Lanes and carpools/vanpools. The Managed Lanes allow the <i>Rapid</i> services to bypass congested main lane traffic -- the new I-15 <i>Rapid</i> service is an example of how the Managed Lanes improve travel speeds.</p> <p>The Draft Regional Plan also includes a rich network of not only new rail and <i>Rapid</i> services, but also increasing span of service and service frequencies to ten-minutes all day on most routes in the urban areas. These improvements will make it easier for those not working the traditional 9-5 work hours to use transit.</p> <p>The draft plan focuses transit in the urban areas where land use densities and urban design make transit accessible and easy to use. Rural areas are characterized by low density, auto-oriented development that is difficult for transit to serve. In these areas, other options like increasing options for carpooling and vanpooling is a more effective strategy for improving mobility. SANDAG's iCommute department is focused on these kinds of efforts.</p>	Email

No.	Name	Agency	Comment	Response	Source
577	Anne Barron		I am disturbed that despite public demand for better mass transit, the 2015 draft remains firmly entrenched in out-dated planning strategies, ignoring current scientific forecasts that climate change will cause significant coastal changes, extended droughts and fire seasons along with population disruption. Your plan forecasts and models of the economic, population and recreational distributions over the next 50 years don't include this data, and so are most likely incorrect. For instance, the light rail planned along the southern coastal communities between Ocean and Pacific Beaches will be under water. This is a terrible waste of public monies, criminally negligent in the face of credible scientific models. Plan elements also discount the incredible diversity of the San Diego commercial scene, where small businesses are the main blood of the regional economy. Agriculture is all but ignored, despite the fact that San Diego County has one of the densest urban farming zone in the country and a vibrant farmers' market sector. The solid waste management sector is also expanding <i>Rapidly</i> ; zero waste is the future. The plan has no plan to incorporate and support new economic expansions, relying instead on the status quo Big Business needs.	<p>We appreciate your interest in the future of the San Diego region.</p> <p>Since 1972, the San Diego Association of Governments (SANDAG) has produced long-range forecasts of population, housing, and employment that are used as a basic resource by elected officials, planners, academics, and the general public. These forecasts represent the best assessment of the changes we can anticipate for the region and its communities based on the best available information and well-proven and verified computer models. The forecasts are developed through a collaborative effort with experts in demography, housing, the economy, and other disciplines, and the close cooperation of the local planning directors and their staffs.</p> <p>Regarding your comments on the prominent economic sectors within San Diego, please refer to Chapter 2: Benefits of the Plan, and Appendix P: Economic Impact Analysis and Competitive Analysis for a more detailed discussion of what was included in our economic analyses as they relate to the implementation of the Regional Plan.</p>	Email
578	Bob Spencer		Thank you very much for hosting the comments. I'm a little chagrin. I don't think you did quite the job in publicizing the meeting (public hearing held on 6/18/15). I got it last minute from a City Council Member in Oceanside and just zipped over, so anyway in any event, I appreciate the meeting. I don't know that the general public heard about it in quite the manner that I thought it might be.	Senate Bill 375 requires that SANDAG conduct two public hearings to gather public input following the release of the Draft Regional Plan. SANDAG held two public hearings (June 12th and June 18th), as well as hosted a series of public workshops in communities throughout the region, to maximize opportunities for public input. Additionally, SANDAG accepted comments through the project webpage (SDForward.com), by mail, fax, phone, and TTY up until the comment deadline, July 15, 2015. Prior to the hearings, the specific dates and times for both hearings were listed on sdforward.com, a flier, in the agenda of the June 12, 2015 Board of Directors Meeting, as well as shared through SANDAG E-blasts. Additional information on SANDAG's public outreach efforts is included in Appendix F: Public Involvement Program.	Court Reporter
579	Bob Spencer		I'm going to do a rudimentary cost benefit analysis of it (I-5 North Coast Corridor project?) -- I understand the major benefit is to alleviate traffic down the I-5 corridor, make things a little faster. I don't know if all of the costs have been calculated in this global, you know, laudable goal. All of the data that I've seen, it's going to take a long time for this project to be completed. It's a major project; you're going to be doing it in small segments. I might be misinformed, but I think it will take 25 or 30 years to complete the project. During those 25 or 30 years, you're actually going to slow down traffic when you build. Traffic was affected during the construction of the I-15 and the 210. When freeways are built, you have to work on it; when you work on it, you have to lessen the traffic, so this has to be into the cost benefit equation. All of the traffic delays for the next 30 years, if you make it through the court system and break ground and start, then once you get this project built, (I don't think it's going to happen but it may), I will agree there's a good chance that you could alleviate traffic for maybe a long-term, but for sure for a short-term. However, we need to look at history. If you look at our neighbors to the north, Los Angeles has tried to build their way out of freeway problems. They haven't added lanes. They've added all freeway systems and it's made the congestion worse. People that were sharing rides, finding other ways to travel have gotten back on the freeways. I think that it's very shortsighted and if we take into account -- that the new drivers coming on and also, in 30 years who's to say what transportation is going to be jetpacks, more busing, more things. Do we even know the internal combustion engine is going to be moving people at that rate?	While highway improvements are one part of the overall vision, the North Coast Corridor (NCC) Program is a comprehensive package of transportation, environmental, coastal access, and community enhancement projects to improve the quality of life throughout the region. The planned transportation improvements, which include Express Lanes on Interstate 5, double tracking the Coastal rail line, and new bike paths, will provide the region additional travel choices. It's been more than 40 years since major freeway improvements were made to I-5 in the NCC. Because the highway improvements will need to be built over the next 30 years, Phase 1 includes the flexibility for future transportation technology that could be developed during later construction phases. As part of the construction phase Caltrans will create a Traffic Management Plan (TMP) to keep motorists informed about the construction activities. Elements of the TMP will include a construction project website, a 24-hour hot line phone number and electronic message signs to provide real time information to the public. Finally, the final environmental document for the highway portion of the NCC Program identified the Express Lanes Only project as the preferred alternative because this option has the smallest environmental footprint, requires the fewest property relocations, and has the lowest construction cost. Additional program information can be found at KeepSanDiegoMoving.com/NCC .	Court Reporter

No.	Name	Agency	Comment	Response	Source
580	Carmela Simoncini		I am pleased that the plans for the High Speed Rail project include a leg going from San Diego to Riverside. However, that is a long way off. I commute daily to Riverside, but there is no public transportation that can take me all the way to work, accommodating a 9 to 5 workday. The Metrolink leaves from Oceanside, but requires a 40 mile drive for me from Point Loma, because there is no train that can get one to Oceanside in time for the OCIE train. Additionally, that Metrolink line does not arrive in Riverside until 9:53 a.m. To return from Riverside by Metrolink, I would have to leave Riverside by 3:30 p.m. Any later Metrolink would mean I get home at 10 p.m. or later. So Metrolink is not feasible. This means that I take Amtrak to Orange County, and then drive from OC to Riverside. This is a 45 mile drive each way, because there are no daily bus or rail connections between Orange County and Riverside that would get me to work at a reasonable hour and allow me to put in a full workday. Surely there must be a way to coordinate the various rail commuting options so people can get to Riverside County and back. With the growing number of people buying homes in Temecula and Murrieta while working in San Diego, burdening the I-15 corridor, it seems logical to improve commuting options between San Diego and Riverside.	We agree that today, this is a difficult commute. However, the Plan does include additional COASTER service, including additional "reverse commute" trips, those originating in downtown San Diego and terminating in Oceanside. SANDAG is a member of the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor Agency, which oversees Amtrak's Pacific Surfliner service but whose members include the rail owners and operators along the entire southern California coastal corridor. Metrolink, COASTER, and LOSSAN coordinate passenger services in the corridor and plan to continue these efforts as additional passenger rail service is added, making the connections you need easier and more frequent and convenient. More information on that plan is available at www.lossan.org	Web
581	Chase Weinholtz		Bus stop locations - will there be strategic changes to placing? [Such as] secure areas to lock bikes if the pick-up location is not within walking distance.	Bus stops are selected for safe and accessible locations at a frequency that offers necessary availability but doesn't unduly slow the service. Suggestions from riders on specific routes and locations are welcome by contacting our Customer Service Department at (619) 557-4555. Some MTS stations offer bicycle lockers, managed by SANDAG's iCommute program. More information is available at icommutesd.com .	Comment Card
582	Chase Weinholtz		Life cycle analysis - net carbon reduction?	The greenhouse gas inventory and analysis for passenger vehicles included in the Draft Regional Plan does not include a "life cycle" carbon analysis, but follows protocols for SB 375 analyses established by the California Air Resources Board. The Draft EIR greenhouse gas inventory and analysis emissions from all source also does not use a "life cycle" carbon analysis, but rather follows professionally-accepted protocols; See Draft EIR Appendix G.	Comment Card
583	Chase Weinholtz		Proximity to stations/stops is a major point in transportation decision making. On demand convenience is key.	Access to stations/stops is a major consideration. The greater the access, the greater the potential ridership. In addition to local feeder buses and park-and-ride lots, a regional Mobility Hubs Study is underway to explore other possible "first mile, last mile" connections to stations ranging from carshare and bike share to improved pedestrian and bicycle facilities.	Comment Card
584	Chase Weinholtz		Emission reductions could be further reduced by selecting sustainable energy sources. Is it possible to select sources and bypass SDGE energy mix? Can public transit be 100% renewable before utilities supply it?	The Regional Energy Strategy, included in Appendix U.9 of the Draft Regional Plan, includes goals related to advancing renewable energy in the San Diego region. In addition, a number of local governments are considering ways to advance renewable energy in their local climate action plans through community choice aggregation or another mechanism. Emission reductions from state mandates for SDG&E to meet the renewable portfolio standard are reflected in the greenhouse gas analysis included in the draft EIR.	Comment Card
585	Chase Weinholtz		Pollution reductions can extend beyond efficiency: <ul style="list-style-type: none"> TiO2 (titanium dioxide) nanoparticles have shown to passively scrub NOx to negate 20 cars/day See Italcementi Group's Tx active building materials that embeds TiO2. 	Pollution reductions from this type of material would be difficult to estimate on a regional scale. The Draft Regional Plan evaluated the 8-hour ozone and the carbon monoxide standards for transportation conformity purposes.	Comment Card
586	Chris Wakeham		I do not believe this plan adequately addresses the GHG reduction requirements of AB32. Any spending on freeways, interconnects or Managed Lanes only emits huge quantities of CO2 during construction and only serves to INCREASE the VMT. I do not think we should be spending ANY money on roads unless it is for the sole purpose of making the road safer, faster and more efficient for public transport systems, bicycles and pedestrians.	The Draft EIR (Impact GHG-2) demonstrates that the Draft Regional Plan would not conflict with the State's ability to achieve the AB 32 target of reducing statewide GHG emissions to the 1990 levels by 2020. AB 32 and its Scoping Plan do not establish any GHG emission reduction targets for specific geographic regions such as the SANDAG region. As required by federal and state law, SANDAG has included all modes of transportation, including roads and highways, in the Draft Regional Plan. Also, the Draft EIR's transportation and GHG impact analyses clearly demonstrate that large future GHG emissions reductions from transportation sources can be achieved even with increases in regional VMT.	Web
587	Cindy Lesinski		We need carpool lanes on every freeway, highway and express way now. Not years from now. Take the fast lane or #1 lane and make it an HOV lane. It can be done and should have been done 20 years ago. Buses, bikes or light rail will not get most people from the places they live to the places they work. We are far too spread out around the county for buses to provide a reasonable service time. My own commute would take 5 hours a day. Not going to happen but carpooling is doable and reasonable.	The Regional Plan incorporates Managed Lane/High Occupancy Vehicle (HOV) improvements on corridors with substantial traffic congestion to support carpools, transit services, and solo drivers who pay a fee (such as in the I-15 corridor). Conversion of general purpose lanes to create additional Managed/HOV lanes would be governed by federal and state laws and regulations, Also, several alternatives evaluated in the Draft EIR (5A, 5B,5C, and 5D) convert general purpose lanes to managed lanes that support carpools. The Board of Directors will consider the comparative merits of the alternatives in the EIR when they consider adoption of the final Plan.	Web

No.	Name	Agency	Comment	Response	Source
588	Cindy Rocco		<p>I'm Cindy Rocco. I live on Alvarado Street in South Cal and I did present this to City Council, but this primarily has to do with the interchange and the widening, and I think my main concern is the environment. One of the things is with the lagoons. I have several documents. I'm not sure where the reference point is, but the other lagoons along six or five others, they are actually getting a lot of mitigation from bike paths, pedestrians. They're getting restoration efforts. They're getting a lot of wetland for the production, et cetera. But from what I saw for our point of vista alone, was I think it was kind of handed off to -- I'm not sure if it's somebody took over and it's a restoration and they're trying to decide fresh water or whatever, but there's no -- it doesn't seem to be any other accountability or umbrella there. And then, I also read -- oh, by the way, Caltrans said that they didn't have any plans for mitigations or anything, as if they didn't know what I was talking about two weeks ago. And then, for us the money funds go to the other lagoons, so we don't get the money towards allocation towards ours. I'm not sure whose budget that is and, you know, we already -- it's going to be a wet -- filled up or wetland in 50 years. We already gave half away from the mall. I think it has more diversity in birds and animals, et cetera, et cetera, and tying in to -- so I would want to have more consideration for our water bodies because even Loma Alta Creek got contaminated or whatever with the railroad, et cetera.</p> <p>The other thing is, when they build now -- a fellow said, "You can't look at 100 years," but we can project things how things are going, and when they build now, they should build the bridges for the train three- wide. In anticipation he said, "Well --" the Mayor "Well we're having enough trouble getting two, but anticipate."</p> <p>And then also with the I-5, no matter how wide you make it, make it higher because the sea level projections, I think with floodplains, et cetera, wave height, it's going to come up five feet. And I was reading where they said, "Oh, Well, we'll do jacks. It can be remedied through jacks and shims," but why would we do that if we know now what's going to happen? Oh, so what you ended up doing is, disturbing the lagoon again and again and again and it was like the first ecological reserve. It was supposed to be a State Park, but there's a lot of history to that lagoon. And my thought was, because of financial issues like the corridor up in Orange County ended up like, doubling their budget once they started getting -- started -- so if you look at present dollars, future value of the present dollars, it's going to actually be a better return in payoff in the long run if you prepare now. And, um -- okay, you know, just based on bonds and et cetera. I mean, you're going to end up paying a lot more now and we're going to take on and it's sort of like being the stewards for the future. I have a lot more stuff, but that was just my basic feedback. Okay; thank you. Oh, and maybe a diamond -- divergent diamond; just the other idea.</p>	Any improvements to I-5 at Vista Way and the Buena Vista Lagoon will require approval of resource agencies including the California Coastal Commission. The Buena Vista Lagoon could be restored as a component of the freeway improvements resulting in a more ecologically functional lagoon habitat.	Court Reporter
589	Cindy Rocco		Take great care for you legally owe a duty of care and must act prudently and reasonably. Knowing the impacts makes them inherently avoidable. You have a duty to today but most importantly tomorrow to the earth and the population. Look beyond this as what your job defines but look at this as how you will define our future.	SANDAG understands its legal obligations and takes care to meet those obligations.	Email

No.	Name	Agency	Comment	Response	Source
590	Cindy Rocco		<p>I hope that SANDAG would challenge the state saying highways first. It just does not make sense and the highway build approach is grossly inefficient and fiscally irresponsible. I am from the east coast and see that mass transit is the god-send. The theory of displacement is at play and if you build roadways, they will fill with cars; same with mass transit...water will seek it's own level. I may not even have my home in a month from foreclosure but I feel so strongly about what I see going on around me that getting you this, as haphazard as it is, is something I am compelled to do regardless of where it should be on my priority list. I am but one person with lots of ideas for solutions etc. & maybe just maybe my one drop can make a difference.</p> <p>Bus <i>Rapid</i> Transit BRT: We already know going to do so do first! Innovative, high capacity, lower cost public transit solution that can significantly improve urban mobility;(natural gas reduces ghg plus less cars reduces ghg). Partner with the National BRT Institute TODAY & use/leverage their knowledge and innovation for increasing speed, efficiency, and reliability of high-capacity bus service through the implementation of BRT systems in San Diego County.</p> <p>Build it & We Will Use It. Re- PRIORITIZE & Re-ARRANGE SEQUENCE OF TRANSPORTATION STRATEGY. Build out mass transit system infrastructure FIRST. People really want <i>Rapid</i> transit infrastructure first, not roads. Mass transit moves more people than cars & better population growth. Express & trains, buses, shuttles to transit nodes, and shoulder lanes then express & local highway lanes. Simultaneously use shoulder lanes to ease congestion (bus, SOV, HOV). Wait to see how the moving of people is working to determine if even need all the highway construction/reconstruction! Build it and they will come: lay pavement and cars will fill it SOV variable rates penalty does NOT encourage HOV. Establish express & local <i>Rapid</i> bus transit routes and schedules NOW. The only buses seen on highway are for casinos or border crossing. Express & local schedule/pathway strategy: reduces travel times & keeps local transit off of highways, reducing volumes.</p>	<p>The Draft Regional Plan is based on the concept of creating a wide range of transportation choices to driving alone, including increased transit services, carpooling/vanpooling, bicycling, and walking. In many cases, the specific projects included in the Regional Plan are aimed at accommodating multiple alternatives. For example, a new Trolley line would include the development of "mobility hubs" that enable a wide range of options for accessing station sites such as bike lockers, carshare and bike share services, and shuttle services. Managed Lanes facilities provide priority access for <i>Rapid</i> transit services and carpool/vanpooling, giving users a congestion-free bypass of congested main lanes. The Regional Plan contains a rich network of both new Trolley and <i>Rapid</i> lines, and creation of a network of ten-minute all day service on existing Trolley , <i>Rapid</i>, and local bus services in urban areas. Transit, therefore, will be a key element in meeting our future mobility needs along with other projects that will create a wide range of time-competitive and convenient alternatives to driving alone.</p>	Email
591	Cindy Rocco		<p>The executive order that mandates reducing greenhouse gas emissions by 80 percent below 1990 levels by the year 2050. RTP plan still allows emissions to significantly rise over time when Mass <i>Rapid</i> Transit infrastructure FIRST would actually accelerate us to our goals & even reduce highway reconstruction plans once operating at baseline capacity (with room to improve!) Inform the public and decision-makers about the full impact of its project over the entire life of the project. Take a leadership role and really mitigate the impact of its project by encouraging or spending money on measures that would reduce greenhouse gas emissions over the long-run."</p>	<p>The Draft EIR looks at many alternatives to the proposed Plan. The eight alternatives evaluated in detail include alternatives with features suggested by the public such as a greater emphasis on transit projects, accelerating transit investments to the first ten years of the Plan, and delaying or eliminating highway and managed lane investments, and planning for a modified, more compact land use pattern.</p> <p>The Draft Regional Plan includes development of a rich network of new and improved transit services. While the desire is to implement these projects as soon as possible, several key factors influence how fast projects can get implemented: 1) the Regional Plan has to be based on reasonably expected revenue sources (the draft Plan includes reasonable levels of growth in existing sources as well the assumption of a new local funding measure); 2) many of our major transit projects utilize federal funding that involves a lengthy process to secure; 3) major transit capital project take many years to develop given the detailed level of analysis needed for the environmental document and considerable public outreach efforts to solicit input and minimize impacts to adjacent communities.</p> <p>SANDAG takes its role in the statewide effort to reduce GHG emissions seriously. That is why even though SANDAG's current targets are per capita CO2 emission reductions from passenger vehicles of 7 percent by 2020 and 13 percent by 2035 relative to 2005 levels, the proposed Plan exceeds these targets. The Draft EIR sets forth additional mitigation measures to reduce GHG emissions. The proposed Plan does not allow GHG emissions to significantly rise over time. Regarding total GHG emissions from all sources, the Draft EIR (Impact GHG-1) shows a decrease of 26.8 percent between 2012 and 2050.</p>	Email
592	Cindy Rocco		<p>Advance technology NOW and save money, i.e., overpass sensors (not in ground).</p>	<p>Thank you for the comment. The San Diego region employs several types of technology for sensors including in-ground loops, side-fire radar, video detection, and probe data. Each family of technology has advantages and limitations. When we plan for detection technology for any given project we look at all factors prior to make final selection.</p>	Email

No.	Name	Agency	Comment	Response	Source
593	Cindy Rocco		<p>BUILD managed SHOULDER / auxiliary lanes entire length now (Not just auxiliary lanes described below as part of the HOV/Managed Lanes project.). - Carlsbad Village Drive to SR-78 (extension of southbound only) - Las Flores Drive to SR-78 (northbound deceleration lane) - SR-78 to Cassidy Street (southbound weaving lane; an existing southbound auxiliary/weaving lane would extend to the new southbound auxiliary/weaving lane that would begin at Oceanside Boulevard southbound on-ramp) - Cassidy Street to Oceanside Boulevard (extension of northbound; southbound weaving) - Oceanside Boulevard to Mission Avenue (northbound and southbound weaving lanes) - Mission Avenue to SR-76 (northbound weaving only) - SR-76 to Harbor Drive (northbound deceleration lane, extension southbound).</p> <p>Proposed new or extended auxiliary lane locations were determined in accordance with the Level of Service (LOS) D Method (weaving analysis) documented in HDM Index 504.7. Specifically, as further detailed in Section 7.1 of the I-5 North Coast Freeway Operations Report, LOS D weaving limits of 2,000 vphpl are specified for non-weaving main through lanes, and 1,800 vphpl are specified for weaving lanes. Each of the locations specified below is projected to exceed one of these limits in 2030 (consistent with design year 2035). These proposed auxiliary lanes would help to reduce congestion caused by traffic weaving between the begin and end points specified below, and would not, in and of themselves, require the addition of arterials that must cross the lagoons to meet the demand of the local trips.</p> <p>Comments for I-5 Corridor: Prevent multiple disruptions in mobility that we are trying to improve. Reduce multiple significant environmental disruptions. Use current ideas being implemented worldwide, not to just what current rules & regulations that restrict introduction of progressive alternatives, especially in technology. Also, if build now, prepare now for future lane expansion; build shoulders now & use now even though not currently being implemented in CA. Use interchangeable center lanes that do not include traditional barriers; use technology to create <i>Rapid</i> response to changes in traffic. Do not penalize SOV to incent HOV; it makes no sense. Infrastructural changes encourage alternative transportation not SOV tolls. Shuttles to nodes <i>Rapid</i> transit ; do bus, train & other NOW; why wait. New lanes simply spread out drivers. Fast lanes and slow lanes must be adhered to otherwise all of traffic moves at same pace. Enclose 4 interior lanes in segments as solely express lanes for all vehicles like route 80 in NJ, i.e. the harbor 76 to the 78; Oceanside [Oceanside] to Palomar airport; Palomar airport to Del Mar; Del Mar to 805 5 split. Continue pattern along entire corridor to high employment and high activity areas.</p> <p>Consider PURE Express / Local Divided Lanes: no fee, all vehicle types allowed, purpose is to keep speed momentums, reduce crossovers in & out of HOV lanes for local exiting & keeps express lanes moving even if local exit slowdowns. Express funnels with breakouts/ins at major points/destinations. Drive express lane to bypass interchange = avoids traffic slowdowns, crossovers indecisive drivers. 76 to Carlsbad Village Drive, Carlsbad Village Drive to Del Mar, Delmar to La Jolla Village Drive. All without any HOV on off local traffic breakouts/flow disruptions barriers force flow and controls weaving. Less stop and go and idling; 2 lanes express each direction avoids pitfall of one slow driver backing up entire special access lane.</p>	<p>I-5 improvements referenced in this comment are part of the North Coast Corridor (NCC) Program. The NCC program is a comprehensive package of transportation, environmental, coastal access, and community enhancement projects to improve the quality of life throughout the region. The planned transportation improvements, which include Express Lanes on Interstate 5, double tracking the coastal rail line, and new bike paths, will provide the region additional travel choices. The final environmental document for the highway portion of the NCC Program identified the Express Lanes Only project as the preferred alternative because this option has the smallest environmental footprint, requires the fewest property relocations, and has the lowest construction cost. Additional program information can be found at KeepSanDiegoMoving.com/NCC.</p> <p>Regarding the I-5/SR78 connector project, the Regional Plan documents a network of multi-modal improvements to be implemented over 35 years. As specific projects move forward toward implementation, they are refined in greater detail. Alternative designs are identified in project-level planning to achieve the purpose and need for the improvements.</p> <p>The I-5/SR78 connector project is identified in the Draft Regional Plan because of the need to address an existing and future deficiency in the transportation network. At the project level of planning, alternatives will be developed to address the deficiency while at the same time assessing the impacts to the environment. Impacts to sensitive habitats such as the Buena Vista Lagoon and sensitive receptors such as school children will be carefully analyzed in the project-specific environmental analysis. . While a project may be included in the Regional Plan, a specific design will not be selected until such time as the project level environmental review process is complete. Many of the concerns raised in your comments are best addressed by the project level environmental review process, which is currently in the scoping phase. SANDAG has shared your comments with the I-5/SR78 connector project development team.</p>	Email

No.	Name	Agency	Comment	Response	Source
594	Cindy Rocco		Present value of dollar vs. doubling tripling budgets for predictable changes / anticipation of future further expansion. Future value of today's value automatically makes it more expensive to modify then vs. now. Create special funding resource research team to attain today's dollars vs. creating even greater financial burdens for the future population/generations of the Region.	We agree that completing projects today rather than in the future is likely to be less costly. However, the reality is that funding to pay for all projects is not available today. Voters and policy-makers prefer a pay as you go system where funds are collected over time to pay for improvements over time. It should also be noted that the Plan is shown in year of expenditure vs. current year dollars based on federal requirements for regional plans.	Email
595	Cindy Rocco		RTP Objective 7: Reduce travel time for all trips. 4 interior lanes separated from exterior lanes (concrete or those pop up rubber lane tubes so can modify lanes in each direction). Local lanes for on/off local traffic. Express lanes to/from high destination points. Local lanes improved efficiency because eliminate volume from speeding drive-through vehicles. Maintains continuous flow of vehicles. Reduces emissions from traffic congestion; stop start idling. Allows reaching destinations points faster reducing drive times. Improves safety resulting from current high speed passing in any lane to then cut-over to exits because drivers drive close to each other in packs and impede regular movement. Creates more efficient use of each lane constructed because manages the flow rate more effectively. Greater return on investment because reduces inefficient use of lanes: currently cars travel in packs, all at same rate in every lane. Passing is impeded by slow drivers in the passing lane forcing illegal passing on the right side causing higher probabilities of accidents from weaving and illegal passing. Drivers pass trucks on the right side, a daily occurrence , traveling along their blind spot (another illegal maneuver & highly dangerous). Improve ramp entry and exit through use of shoulder lanes so longer runway to get to moving traffic speed and sensor tripped ramp lights. Entering the highway is slower moving vehicles migrating into the number one lane causing breaking of on-coming traffic just to accommodate their entering the freeway. Entering cars do not accelerate to dovetail into existing traffic, there is not enough roadway for both incoming and existing traffic flow. Nature is to spread across lanes and drive at the same speed, forcing passing on the left, difficulty changing lanes, ease of egress for on-coming and exiting traffic.	The more efficient use of the existing capacity of the system is a shared goal with Caltrans. System Performance is one of the strategic management goals recently adopted by Caltrans. The goal states, "utilize leadership, collaboration and strategic partnerships to develop an integrated transportation system that provides reliable and accessible mobility for travelers". To that end, Caltrans and SANDAG continue to invest in the intelligent transportation system to better manage the traffic on the system. These include Integrated Corridor Management being implemented on I-15 and to be applied to additional corridors and studying the potential of Active Traffic Demand Management currently underway on the I-805 South corridor. Many of the issues raised regarding driver behavior are governed by state laws embodied in the California Vehicle Code and the Streets and Highway Code. Enforcement of existing laws on the freeways is the responsibility of the California Highway Patrol.	Email
596	Cindy Rocco		RTP Objective 8: Enhance the efficiency of the transportation network through the deployment of new technologies. Design & build bridges today with the ability/capacity to support add-on technology such as lane boards, overhead traffic sensors, GHG sensors wireless/satellite modems, along with communication dashboards. This way phased in enhancements to traffic management etc. are not reconstructs and further construction costs and interruptions in transportation will be greatly reduced if not eliminated. Impacted infrastructures/modifications should be designed and built to accommodate emerging technology related to communication and automated sensors. Put sensors above ground = more cost effective, greater longevity (under road expensive to install plus subject to issues over time. Do not use cell phone technology because of potential litigation issues related to privacy (also, cell phone technology will change & want to have <i>Rapid</i> response to changes in technology) i.e., Build new bridge and add lane boards & airwave sensor technology even if not using system-wide: prep the bridge now so that can easily accommodate modifications and [no text after this word]	SANDAG works very closely with regional and local transportation agencies to examine the application of technologies to transportation systems including intersections, transit, traveler information, bike and pedestrian networks, payment systems and freeway and local roadway systems including bridges, with the goal of using such technologies to improve the region's understanding of how our transportation system is performing, how it can be improved to minimize congestion, and how can we provide quality information to the commuting public to influence the use of transportation modes and choices for travel. The Draft Regional Plan presents a number of technological concepts broken down by decade that are focused on achieving a specific regional outcome. These focus areas include, for example, Multi-Modal Management or Mobility Hubs. Discussion of the specific technologies to be applied or used are generally identified during the project design and development efforts particularly when technologies are constantly evolving and maturing over time.	Email

No.	Name	Agency	Comment	Response	Source
597	Cindy Rocco		<p>Take Care of Oceanside Waterbodies. Algae bloom depletes oxygen in water. APPLY FOR STATE PARK STATUS RIGHT NOW. We should SUBMIT FOR STATE PARK STATUS for Buena Vista Lagoon. We accepted sewage spills. We accepted developers' footprints. We allowed 50% of the lagoon to be filled in for a mall. Could we now say quid pro quo in the face of what has happened and what will be happening in & around the state's FIRST ecological Reserve, only fresh water lagoon in CA & what was to be declared a State Park? Sediment will fill the Buena Vista Lagoon in 50 years.BV LAGOON MITIGATION [Buena Vista Lagoon]: DO NOT ACCEPT CRUMBS...EVER. • Quid Quo Pro: impact our sacred Natural Resources? Leave them BETTER & Brighter than ever to prevent further degradation and to bring the waters back to health & stay that way • Mitigation, enhancement, endowments, proprietary funding, deed transfers • Act from a position of Abundance: don't allow mitigations to be allocated to sister cities south of us (78/5 lagoon mitigations) • NCC I-5 lagoon mitigations (all 3 water bodies , emphasis on BV) • REMEMBER, Buena Vista Lagoon was supposed to be a State Park not so long ago • SPRINTER damage, sewer damage, st. malo, I-5 in 1960s-70s, mall</p> <p>Build all bridges HIGHER now because we know sea level is rising (minimum of 5 feet in x years. Scripp's scientific research) This goes for entire corridor. BUILD RAIL BRIDGE WIDE enough now FOR 3 TRACKS NOW (delay double track if must in order to more prudently plan ahead). Do not Jack & Shim the bridges ETC: • Prudent Man</p> <p>• Foreseeable events require responsibility today or else be sued in the future for not heeding the dangers and being completely fiscally irresponsible. Pass legislature making it illegal to ever disrupt the 3 Oceanside water bodies ever again, in perpetuity (no further disruption of ANY SD County water bodies). Do not disturb 3 water bodies AGAIN when KNOW NOW part of the future & can logically predict from COMMON SENSE. Measure twice, cut once. no more do-over's or mulligan's...ever. Note spills already SPRINTER and XXX Kohl's Mall. Duty of Care.</p> <p>BV Lagoon Mitigation: • I-5 Shared Use Path Extension Perimeter Loop BV Lagoon • Eastern Basin &/or Central Basin's • Shared Use Park bike path satellite loop • Meets coastal access to coastal resources • Bike path connectivity • Component of mitigation package • Mitigation: BVL is subject to dramatic disturbances from every transportation project: Rail, Widen, Interchange, & will be 78 widening, Ramp changes</p> <p>Do Not Accept Less Than We Deserve. "Think Small" planning. Big Ideas applied at a Human Scale.</p> <p>Pedestrian bike paths should be all around the lagoon entire circumference as much as possible, i.e. st. malo? no but yes north sides e & w of 5 and s w perimeter</p> <p>BVL looks quite shortchanged. The EIR Enhancement appears disjointed from the large scale efforts and dollars than others in NCC.</p> <p>BVL & other Oceanside watersheds: • MUST BE ENHANCED PROTECTED PRESERVED • Money cannot go to other towns • Mitigation monies must be spent in the areas where there is any work being done equal to or greater than the environmental disruptions and scope of construction DO NOT SHORT CHANGE OCEANSIDE</p> <p>San Elijo Lagoon:http://www.keepsandiegomoving.com/Libraries/I5-Corridor-doc/SAN_I5_ART_BOARD_Lagoon_Enhancement_FINAL.sflb.ashx</p>	<p>Thank you for the comment regarding Buena Vista Lagoon. The Healthy Communities Section of San Diego Forward, promotes a system of interconnected open space. The coastal lagoons are part of this open space system. SANDAG is working on an proposed Enhancement Plan for Buena Vista Lagoon. Details can be reviewed at keepsandiegomoving.com/BV Lagoon.</p> <p>Further, SANDAG works with regulatory agencies to determine appropriate location and quantity of compensatory mitigation when projects being built by SANDAG will impact sensitive habitat/resources.</p>	Email

No.	Name	Agency	Comment	Response	Source
598	Cindy Rocco		<p>Environmental Enhancements in Oceanside. Only ONE in NCC I-5 Project even though we have THREE highly sensitive & polluted water-bodies already in existence. We should EXPECT that the state of CA Project MUST prevent, recover & restore all 3 water bodies: San Luis Rey, Loma Alta Creek/Slough & BV Lagoon.</p> <p>I-5NCC: Accountability & Planned Measurements of Success:</p> <ul style="list-style-type: none"> • Only see sound receptors • No GHG measurement tools • No sensor management system 	<p>Interstate 5 improvements referenced in this comment are part of the North Coast Corridor (NCC) Program. The NCC program is a comprehensive package of transportation, environmental, coastal access, and community enhancement projects to improve the quality of life throughout the region. The planned transportation improvements, which include Express Lanes on Interstate 5, double tracking the coastal rail line, and new bike paths, will provide the region additional travel choices. The final environmental document for the highway portion of the NCC Program identified the Express Lanes Only project as the preferred alternative because this option has the smallest environmental footprint, requires the fewest property relocations, and has the lowest construction cost. Additional program information can be found at KeepSanDiegoMoving.com/NCC.</p>	Email

No.	Name	Agency	Comment	Response	Source
599	Cindy Rocco		<p>BV Lagoon vs. Other towns Environment Mitigation & Enhancement Summary: • NO other water bodies included! • 3 track rail now for long-term planning, not just 2 (restoration & preservation) • Want sediment removal short & long term dredging, Eelgrass planting? I/Vector mgmt. • Detention basin, inlet management BUY THE MOUTH OF LAGOON BACK • Restoration & preservations sites Include ALL 3 water bodies • Long term project funding, enhancements • Local land purchase for Dedicated Reserve NW corner lots 3-4 minimum/Park features • Lookout points/binoculars • Pedestrian/bike lagoon crossing • paths both sides of bridge with connections to added perimeter paths • Management Endowment for Reserve, sedimentation, vector & inlet management • Visible GHG measurement on-going along bridge • Other town/Water bodies enhancements much more extensive Vs. Los Penasquitos Lagoon: • Deer Canyon II: Upland Establishment (14.6 ac) (near SR 56) •Lagoon Management Endowment for Inlet Maintenance • CARLSBAD Aqua Hedionda • Hallmark East and West: Upland (3.5 ac) & Wetland (4.37 ac) Establishment; Upland (6.6 ac) & Wetland (.97 ac) Enhancement; Upland (1.8 ac) & Wetland (.44 ac) Preservation • Enhanced Trail and Bridge on East Side of I-5 • I-5 North Coast Bike Trail • Dredging and Eelgrass Planting SAN DIEGUITO • Dean Family Trust Site - Upland Establishment (20.8 ac) - Upland Preservation (1.5 ac) • San Dieguito W19 - Upland (9.6 ac) & Wetland (47.3 ac) • Establishment - Upland Restoration (19.8 ac) • Bike/ Pedestrian Trails • Enhanced Trail and Bridge on West Side of I-5 • Coast to Crest Trail Crossing • I-5 North Coast Bike Trail • Detention Basin • SCE Restoration Initiated in 2006 Preservation site, FOUR Restoration site, proposed preservation site • Laser: Upland (4.1 ac) & Wetland (.02 ac) Preservation • Potential San Elijo Lagoon Restoration Project Funding • San Elijo Uplands (30 ac) •Pedestrian Trailhead • Pedestrian Enhanced Trail on Both sides of I-5 with Bridge Connection to Manchester Avenue • Segments of Coastal Rail Trail •I-5 North Coast Bike Trail • Bioswales • Detention Basin with First Flush Treatment Capability • 50 ac Pavement Treated • First Flush Flow Diversion San Elijo Lagoon Restoration Project • Long-term monitoring by other responsible agencies is either on-going as part of current restoration efforts, or proposed as part of future restoration projects • San Elijo bridge lengthened to 700 ft. as part of 1.5-mile double track project, improving tidal flow • I-5 bridge replaced and lengthened for enhanced tidal flow • I-5 channel width expanded for enhanced tidal flow Shift highway to North: CREATES GREATER BARRIER/BUFFER between lagoon & highways. Build Bike/Pedestrian Path around entire Basin (see conceptual designs for other lagoons NCC) i.e., Can the bridge be raised with suspended path/undercrossing. Start the lanes on 78 how will look in 30 years NOW so no rebuilds/only slight modifications (we all know it is going to happen so prevent double disruption of lagoon). The light green lines should be designated lanes now not later/shoulder open, closed etc. No St. Malo. St Malo should not own the MOUTH of the BVL lagoon. Also, there is political mis-behavior lurking if the west basin is getting the weeds removed and not the rest of the basins even though there is a carefully crafted eir for the bvl [Buena Vista Lagoon] (some wording appears to be protecting the St Malo HOA).</p>	<p>Thank you for the comment regarding Buena Vista Lagoon. The Healthy Communities Section of San Diego Forward promotes a system of interconnected open space. The coastal lagoons are part of this open space system. SANDAG is working on an proposed Enhancement Plan for Buena Vista Lagoon. Details can be reviewed at keepsandiegomoving.com/BVLagoon.</p>	Email

No.	Name	Agency	Comment	Response	Source
600	Cindy Rocco		<p>Build in Oceanside: Thoughts, Issues, Concerns, IDEAS: BV Lagoon enhancement / Bike Loop proposal. Make sure Oceanside gets QUID QUO PRO (find doc with \$ distribution ir family trust) (like OTHER richer towns have done) why is environmental 78/5 Mitigation> ALL MONEY TO OTHER LAGOONS. o MARRY ALL PROJECTS current & future PROJECTS I-5 NCC, Rail Project, 78/5 Interchange, Future 78 Plans measure twice, cut once BUILD RAIL BRIDGE WIDE ENUF [ENOUGH] FOR # TRACKS NOW NO DO OVERS project 100 years out o Northern shift in eastern basin/transfer land to BV Foundation o ALL three water bodies must be protected in perpetuity from invasive public and private development projects Request water body ENHANCEMENTS, RESTORATION, PRESERVATION o NO PROJECTS DO-OVERS plan ahead, protect water forever o PRESERVATION first, no further deterioration allowable o SUGGEST DIAMOND INTERCHANGE, censored middle lane switchovers, express, local lanes, shoulder reliefs, use computerized intelligent highway management systems NOW o Reestablish North bound Cassidy Street entrance o No Build or No Fly-Over modifications: NO flyovers EVER enter into agreement in perpetuity (10/20/2005 article quote "Do expect towering structures to overshadow homes along I-5".) & never ever over lagoon! o More sound mitigation walls (decorative barriers & colorful landscape architecture) o Pocket Pock California unhealthy park/recreation young children dangerous o Cannot build within x feet away from ie school; please do not use loopholes to mitigate</p>	<p>The Draft Regional Plan documents a network of multi-modal improvements to be implemented over 35 years. As specific projects move forward towards implementation, they are refined and scoped in greater detail. Alternatives are identified to achieve the purpose and need for the improvements. No specific improvement is selected when the Regional Plan is adopted. That next step occurs when the specific project location is analyzed and alternatives developed. The I-5/SR78 connector project is an example where the Regional Plan has identified a need to address an existing and future deficiency in the transportation network. Based on the purpose and need for the project, alternatives are being developed to address the deficiency while at the same time assessing the impacts to the environment. Sensitive habitats like the Buena Vista Lagoon and community impacts like the need for right-of-way are all carefully analyzed and documented in technical studies and the environmental impact report. All viable alternatives can be considered during the environmental review process and in some cases alternatives may have been eliminated from further consideration if they do not accomplish the purpose and need of the project, i.e. addressing the identifies deficiency. It should also be noted that a "no project" alternative is also analyzed so as to document the effects of not addressing the deficiency. Therefore, the project level environmental review process is the best opportunity to identify project impacts and benefits so that the best alternative may be selected. While a project may be included in the Regional Plan, a specific improvement still needs to be selected based upon the project level environmental review process. Many of the concerns raised in your comments are best addressed by the project level environmental review process, which is currently in the scoping phase. Your comments have been shared with the I-5/SR78 connector project development team.</p>	Email

No.	Name	Agency	Comment	Response	Source
601	Cindy Rocco		<p>78/5 Interchange Concepts:</p> <ul style="list-style-type: none"> • JUST SAY NO! • NO FLY OVERS >>>>>> EVER • Be More Creative i.e. 78/5 interchange • Look globally for solutions • The PM had not even driven all points of entry on the interchange but had scenarios. PMs need to know their routes inside and out...live it breathe it • ask locals! Use MetroQuest project public interface software • Diverging Diamond Concept. Objective Success Measurements Transparency Visibility: • achieve the greenhouse gas emission reductions targets • How will public know efforts are working • If people see numbers then can make wiser choices • Visible display of measurements along freeway at 3 water body points • Start, current, benchmarks/ goal (1990) <p>Use Public Interface SOFTWARE:</p> <ul style="list-style-type: none"> • There are too many projects, too many sites, redundancy, ambiguity • Very difficult to be current to relevant information • Metroquest Software for ALL PROJECTS • Public interchange of ideas info & status • One-stop information platform all projects • Include all related documents • ProjectsMulti-Project Coordination Team: • Ensure smooth marrying of various Agenda 21 projects • Reduce duplication of efforts • Reduce cost of projects related to disjointed studies / research / analysis <p>Current documents don't reveal other project layers. MARRY PROJECTS NOW present linked to future ALSO.</p>	<p>The RTP documents a network of multi-modal improvements to be implemented over 40 years. As specific projects move forward towards implementation, they are refined and scoped in greater detail. Alternatives are identified to achieve the purpose and need for the improvements. No specific improvement is selected when the RTP is adopted. That next step occurs when the specific project location is analyzed and alternatives developed. The I-5/SR78 connector project is an example where the RTP has identified a need to address an existing and future deficiency in the transportation network. Based on the purpose and need for the project, alternatives are being developed to address the deficiency while at the same time assessing the impacts to the environment. Sensitive habitats like the Buena Vista Lagoon and community impacts like the need for right of way are all carefully analyzed and documented in technical studies and the environmental impact report. All viable alternatives can be considered during the environmental review process and in some cases alternatives may have been eliminated from further consideration if they do not accomplish the purpose and need of the project, i.e. addressing the identifies deficiency. It should also be noted that a "no project" alternative is also analyzed so as to document the effects of not addressing the deficiency. Therefore, the project level environmental review process is the best opportunity to identify project impacts and benefits so that the best alternative may be selected. While a project may be included in the RTP, a specific improvement still needs to be selected based upon the project level environmental review process. Many of the concerns raised in your comments are best addressed by the project level environmental review process. Your comments have been shared with the I-5/SR78 connector project development team.</p>	Email
602	Cindy Rocco		<p>Pocket Park Cassidy Street, Suggested Modifications NCC: Cassidy Street:</p> <ul style="list-style-type: none"> • Request pocket park (see purple) where won't displace a home • Coastal Barrier Design; Colorful Landscape architecture • Select the wall design: be part of the process • keep Cassidy open to and from SB I-5 + NB I-5 on-ramp to Cassidy restored because it provides the only access to Fire Mountain neighborhood / provides safe passage / less interchange traffic from local residents California St / Loma Alta Creek: • POCKET PARK DISPLACES HOME(S) • Direct Mitigation for Loma Alta Creek (SPRINTER already damaged water body) • Shift park budget to Enhance Marshall St Pool/Park 	<p>For the I-5 North Coast Corridor, comprehensive design guidelines have been developed for each community to assure that local community context is preserved and enhanced as project features such as walls are constructed. Closure of any freeway ramps will be determined based on additional design level analysis with community input. Impacts to any environmental resources including Loma Alta Creek require permits from resource agency charge with the protection of these resources.</p>	Email

No.	Name	Agency	Comment	Response	Source
603	Cindy Rocco		<p>Show Me the \$: Sources of Funding:</p> <ul style="list-style-type: none"> Federal Clean Water Act Coastal Commission • Local Coastal Program AMTRAK CALTRANS Fed & Private Grants Section 319 Nonpoint Source Management Watershed Project: Federal Grant Programs EPA Office of Wetlands, Oceans, and Watersheds has a funding portal with links to many different types and sources of funding. This website should be a first step in seeking any federal funding for many different types of watershed-related grants. A few of the many specific grant programs are listed below [referring to the website]: http://www.fxbrowne.com/html/grants_new.htm <p>Alternative Funding Team:</p> <ul style="list-style-type: none"> Funding Where There's a Will...There is a Way Alternative Funding Sources • Private, Federal, State, Local Grants Establish Alternative Funding Research Team Work with fxbrown Stop Cost Redundancy/Be Fiscally Responsible: 214 billion in transportation investments 2011 dollars Sharpen saw ; measure twice cut once Orange County: budget doubled before execution Present value of investment vs future value Quality w/ high \$\$\$ initial investment, long-term savings Short-term solution=large present value and exponentially higher future value/impact Look to other countries, best practices Project the project a full century from now (1950's = major highways/expansions) 1957 Highway 5 indicates MUST be forward thinking NOW. Sell/transfer right of way to BV Lagoon Foundation. 	<p>SANDAG meets monthly with federal and state wildlife agencies to coordinate issues and to discuss how federal and state pending grants can be used to leverage <i>TransNet</i> dollars. In addition, SANDAG holds regular meetings of the Environmental Mitigation Program (EMP)Working Group. Though SANDAG may not be eligible to apply for all grants listed above, we have partnered and will continue to partner with the EMP Working Group member jurisdictions and non-profits as opportunities become available. One of our roles through this working group is to inform such organizations of potential grant funding opportunities.</p> <p>In regards to your comment about selling/transferring the right of way (ROW) to the Buena Vista Lagoon Foundation, the ROW is retained by the transportation agency that controls the land so that the transportation infrastructure can be maintained.</p>	Email
604	Clark Frazier		<p>I would hope to see some sort of a national standard for transit, parking and toll media to help create a better travel experience. When I was in Southern California, I was asked to pay \$1 for a Tap card for LA Metro so that I could take a couple of trips. I already have a Seattle Metro Senior discount card and one for the Massachusetts Bay Transportation Authority in Boston, not to mention having a BART and Washington, DC Metro cards. I also have two toll transponders, one for Seattle and the other for the Northeast. I would hope that a universal toll transponder would exist for the United States (and Canada) as well as some sort of universal tap card for various transit systems. Some fairly short trips in the Northeast require multiple and perhaps incompatible fare media. I hope that this will not happen in Southern California or all of California once high speed rail is available.</p>	<p>Thanks for your comments and suggestions. Consolidation of payment methods in the San Diego region is included in the Draft Regional Plan. On page 4 of draft Appendix E, the concept of a Universal Transportation Account (UTA) is discussed. In brief, the vision lays out connecting all forms of transportation payments into a single user-controlled account including transit, tolling, and parking. The goal of such a system is two-fold with the primary goal of consumer convenience and the second goal of rewarding choices that reduce demand on the transportation system through mode shift.</p> <p>Ideally, this UTA would extend beyond the border of San Diego County. This requires market forces and consumer choices. The same conditions to consolidate all loyalty programs such as shopping rewards and frequent flyer miles. There is momentum in this space and it is being driven by the private sector. Already, the consumer is able to pay for goods and services via smart phones and have all loyalty programs in a single device.</p>	Web
605	Craig S. Maxwell		<p>Concerning habitat lands, I was very pleased at SANDAG's acquisition of the Daley ranch - "the Lucky 5." Our open land is vanishing quickly. Why aren't we buying more?</p>	<p>Approximately 1/2 of the County of San Diego is protected as open space. The local jurisdictions are in various stages of the adoption of regional habitat conservation plans. These plans will protect wildlife and provide for open space throughout the region. SANDAG is assisting in this effort through its Environmental Mitigation Program (EMP) which has conserved over 3,400 acres to date. Additional acquisitions are planned in the future that will both protect open space, implement regional habitat conservation plans, and satisfy the future mitigation requirements of regional transportation projects.</p>	Comment Card

No.	Name	Agency	Comment	Response	Source
606	Craig S. Maxwell		Given the negligible effect bike lanes, etc. will have on traffic congestion and, ultimately, carbon emission reduction, why are we wasting - thinking about wasting - so much much much time and money on ineffectual projects and policies.	Investments in infrastructure improvements for people who walk or bike are important not just as a means to alleviate traffic congestion and reduce greenhouse gas emissions, but also to improve safety and to facilitate connections to public transit. Due to high vehicular speeds, and/or right-of-way constraints, many of the region's roadways are currently unsafe for people who walk or bike, particularly for the most vulnerable roadway users such as children, seniors, and people with disabilities. Additionally, many transit riders get to or from their transit stops by walking or biking. Bicycle and pedestrian infrastructure investments will help enhance safety for all users, and provide safer access for people walking or biking to transit.	Comment Card
607	Dan Allen		<p>Greetings:</p> <p>Please consider my comments below on the Draft Regional Plan. My comments are limited to the 2050 Revenue Constrained Transit Network shown in Section 2, "A Strategy for Sustainability, Smart Growth and Environmental Protection Through Transportation Choices", and in particular in Figures 2.9, 2.10 & 2.11:</p> <ol style="list-style-type: none"> 1. The Plan states that it incorporates the 2050 RTP/SCS adopted in 2011. The Transit Network presented is not the same as was previously published. When were the changes made? What was the public participation in that process? 2. Specifically, the extension of LRT lines beyond the northern Mid-Coast terminus (ref. 561 - UTC to COASTER and 562 - San Ysidro to Carmel Valley) previously was a single line to run to Mira Mesa via Sorrento Mesa/Carroll Canyon. The important feature of the previous route was to serve the industrial sections of west Mira Mesa. I can't see how transit connection to a residential community of upper/middle economic class already having transportation options takes precedence over a major employment zone. The intensity of employment in west Mira Mesa versus housing in Carmel Valley is clearly shown in Figure 2.4, "2050 Housing and Employment Densities". I have first-hand experience witnessing the difficulty disadvantaged workers have today getting daily from southeast San Diego to good jobs in west Mira Mesa. 	<ol style="list-style-type: none"> 1. The changes proposed in the Draft Regional Plan are based on updated information/study of various projects, public input received over the course of the draft plan development, and the results of the rankings of the various projects that take into account population and job growth in the region. 2. The Trolley line to Carmel Valley is an extension of Trolley Route 562 that is included in the 2011 RTP but terminated at UTC. Regarding Trolley Route 561, the latest travel projections show that, while the segment between UTC and Sorrento Valley/Sorrento Mesa is cost-effective, the segment between Sorrento Mesa and Mira Mesa is not. The result is that the Mira Mesa segment is not included in the revenue constrained plan, but the UTC-Sorrento Valley-Sorrento Mesa is retained. It is also worth noting that the full Mira Mesa Blvd corridor is served by the new <i>Rapid</i> 237 service, while the Miramar Road corridor is served by existing Route 31. 	Letter
608	Dan Allen		<p>The Mission Boulevard/La Jolla Boulevard streetcar (565 - Mission Beach to La Jolla via Pacific Beach) is a silly idea. It makes no sense to run a streetcar in parallel with two bus lines (existing MTS Route 30 and proposed <i>Rapid</i> route – both are shown in Figure 2.11, "2050 Revenue Constrained Transit Network".) Additionally, this is the segment of the present MTS Route 30 with the fewest boardings and riders, according to what I recall learning from Mark Thomsen.</p> <p>One assumes that the streetcar would follow Mission Boulevard and La Jolla Boulevard rather than the old streetcar line that cuts through residential neighborhoods. Most negative aspect of the proposed streetcar then is that it would require demolition of the traffic circles and street amenities on La Jolla Boulevard in Bird Rock that SANDAG has just sunk money into. I checked with the Bird Rock Community Council, and there been no discussion with the impacted on their neighborhood.</p> <p>Dave Schumacher told me that the idea is that the streetcar would be for joy riders or tourists. You should check with the operator of the Old Town Trolley on their La Jolla & Mission Beach tour, which does not seem to be an overwhelming success. Also, there is some idea that Mission Beach, La Jolla and Pacific Beach merchants would pay for this streetcar. I know there has been no mention of that to the La Jolla Village Merchants' Association.</p>	The aim of the streetcar is to provide enhanced transit service along the north-south corridor between Mission Beach and La Jolla. Increased frequency on existing local and express bus services and future planned <i>Rapid</i> service may be a better alternative. No studies have been done to date, and any future efforts would need to address the potential impacts you mentioned, and look at a wide range of alternative solutions in collaboration with the community.	Letter

No.	Name	Agency	Comment	Response	Source
609	Dan Allen		The La Jolla Community Plan in its Transportation System section calls for "a shuttle bus system that would provide service to central La Jolla from ... the proposed LRT line within the Interstate 5 corridor". The Community Plan has been prepared with broad public participation and has wide support in La Jolla. It should not be ignored. This key alternative transportation link needs to be specifically included in the Plan. Thank you for the opportunity to comment.	The Draft Regional Plan includes a <i>Rapid</i> (Route 30) that will provide faster, limited stop access from La Jolla to the Mid-Coast Trolley line. In addition, creation of an network of ten-minute all day service on most local buses (including existing Route 30) will make access to the Mid-Coast line more convenient.	Letter
610	Daniel Castanon		The SR 94 freeway expansion from I-805/SR-94 will have a negative impact to all the broader communities, not only will it create an eye-sore and decrease many of the home owners property values, but it will also cause addition smog/ CO2 emission that will make our city less attractive and create a smog cloud like Los Angeles. Instead of spending all this money on a Bus <i>Rapid</i> Transit which not that many users will take advantage of, invest the money(ies) allocated, to expanding/rerouting/improving the trolley lines, as well as improving the current freeway entrances and exits along the above named routes. Also use the money to promote and build bicycle and pedestrian friendly bridges and walk ways connecting the communities of Ridgeview/Webster, Chollas View, Mount Hope, Mountain View, Fairmount Park, South Park, Golden Hill, Stockton, Grant Hill, and Sherman Heights. We must understand and respond to the needs of the people and values of our diverse San Diego community.	Caltrans has been studying the environmental impacts of adding Express Lanes along SR 94 between I-805 and Downtown San Diego. The addition of these Express Lanes would support the planned South Bay <i>Rapid</i> service, as well as carpools and vanpools along the route. Local representatives and community stakeholders along the project alignment have recently requested that Caltrans consider incorporating community-based alternatives into the SR 94 Express Lanes draft Environmental Impact Report (EIR). Among the possibilities proposed is a bus on shoulder alternative. While current law does not allow permanent use of a shoulder for buses along SR 94, the proposed Bus on Shoulder Project is an opportunity to employ this strategy in the interim until the permanent improvements can be constructed. Other feedback from the community is also being considered and as a result Caltrans is evaluating the feasibility of converting existing general purpose lanes into Express Lanes. Another alternative would provide communities along SR 94 with direct access to current and future <i>Rapid</i> service, which would require accelerated evaluation of the future SR 15/SR 94 HOV-to-HOV direct connector project. The draft EIR will be released once additional analysis has been completed.	Web
611	Daniel Castañon		My comments are basically with access to transportation from Fairmont Park into Downtown. One of the issues we're facing is the SR-94 project. The BRT that is being planned from the SR 94 west into Downtown. I don't have access to that. My concern is we in the Fairmont Park area do not have much access to get into Downtown, especially for when we're summoned for jury duty. Well, we would have to take a bus up to University and down to the Trolley station to get to Downtown, which will take about an hour. Where I can jump in my car and go down the SR 94 into Downtown in 30 minutes. So just when you are planning or if you can take into consideration a smaller neighborhood that is surrounded by the 805 on the east side, the 15 on the west side, along the 94 on the south side, don't forget about us and give us appropriate access to transportation to Downtown.	This is a good suggestion -- will include evaluation of access to Fairmount Park for both the proposed Trolley Route 562 along I-805 corridor in the advanced planning studies that will start in 2015, as well as in future analysis of the proposed Route 90 <i>Rapid</i> .	Court Reporter
612	Daniel Garcia		How to keep the transportation plan for 2015 going [if] the lack of water [remains] within the state?	Amid the ongoing drought, water is a major concern within the State of California. See response to comment #59.	Comment Card
613	Diane Nygaard		My concern is having detail backup behind the greenhouse gas emission reduction number. I talked to Coleen earlier and she stated that it's part of the computer model; computer model doesn't give people the access to understanding the numbers or being able to verify that the assumptions that went into it are valid or not, so it's really critical that that information be presented in a way that the public understands it and has a way to validate that the assumptions are correct.	Draft EIR Appendix G-3 presents the technical methodology used to estimate GHG emissions reductions to achieve the SB 375 targets for passenger vehicles. Final Regional Plan Appendix C will include additional information on the relative contributions of several strategies toward achieving the SB 375 targets. Please note that the per capita GHG emissions reductions do not take credit for reductions due to low carbon fuels or more efficient vehicles.	Court Reporter

No.	Name	Agency	Comment	Response	Source
614	Douglas Scott		You are not in compliance with carbon reduction goals set by the State of California, and you are using our tax revenues to fight a losing battle. Concede and build all the public transport improvements first. Use discretionary language in <i>TransNet</i> II to move funds from highway construction to public transport. More highways equal more environmental degradation the evidence of which can be seen all around us. If the current federal government funding is geared only to highways, then reject the funding with those restrictions and lobby for the right to use the funds with more flexibility ie. to build public transport.	SANDAG is required to demonstrate how land use patterns and transportation investments will meet the per capital greenhouse gas reduction targets for passenger vehicles established for the San Diego region by the California Air Resources Board. The Draft Regional shows that both the 2020 and 2035 GHG reduction targets set for the region are met and exceeded. There is no current legal or planning requirement that the SANDAG region's emissions be reduced by the same percentage ("equal share") as the statewide percentage in order for the State to achieve the Executive Order GHG reduction goals. SANDAG is required by federal law to include the highway mode of travel in the draft Plan. That being said, 50 percent of the Plan's investment is allocated toward the operation, maintenance, and development of the transit system. This percentage is roughly true of all time periods in the plan. Additionally, a good portion of the remaining investment is proposed for services and programs that support travel by transit. SANDAG does not have the flexibility to reallocate <i>TransNet</i> funds from freeway and <i>Rapid</i> bus lane (managed lane) expansion to pedestrian, bicycle, and rail transit, as requested by the comment. The <i>TransNet</i> Ordinance estimates that about a 50 percent match in funds from other sources will be used to complete all of the Ordinance's highway and transit capital projects. Fully 90 percent of SANDAG's discretionary state and federal funds are used to match <i>TransNet</i> funds to complete <i>TransNet</i> projects. Redirecting these matching funds away from <i>TransNet</i> projects to advance non- <i>TransNet</i> transit projects would create a funding deficiency that, at this time, would prevent SANDAG from completing all <i>TransNet</i> capital projects approved by the voters.	Web
615	Ed Greene		Build a tube (high up) to carry bike traffic over SD - Coronado Bridge (tube in center hanging below road). The decision (20 years ago) was in newspaper - what happened to it?? Philly built a bike lane (2 way) over their bridge above water front.	A feasibility study of this proposal, funded by a grant from County of San Diego Supervisor Greg Cox, is currently underway.	Comment Card
616	El Cajon Collaborative		Safe Routes to School- Sweetwater Union High School District pays hundreds of thousands of dollars each year to bus students to San Ysidro High School due to no sidewalks and dangerous pedestrian roadways.	In implementing the Regional Bike Plan, SANDAG will explore opportunities to implement Safe Routes to School improvements in areas where we are building Regional Bike Plan projects. The SR 905 Corridor project will present an opportunity to address Safe Routes to School improvements near San Ysidro High School.	Web
617	Eva Kerckhove		I do not think, it is a good idea to widen the five freeway, for it will look at LA with all the freeways,. There is congestion, almost, all the time in the LA basin. There is also, a lot of air pollution generated when there are more cars on the road. If you work to have public transportation more accessible you could create hundreds if not thousands of new jobs, for residents of the county.	We appreciate your comment and interest in our region's future. In regards to your first comment about the North Coast Corridor I-5 Express Lanes project, two Express Lanes in each direction are planned from La Jolla Village Drive to Vandergrift Boulevard. The Express Lanes will serve <i>Rapid</i> transit services, as well as, carpools and vanpools; solo drivers will be able to utilize the Express Lanes for a fee. Implementing San Diego Forward will result in substantial economic benefits for the region. Many thousands of construction jobs will be generated as projects are built. As those projects are completed, economic benefits will continue as increased connectivity saves time and money, leading to increased productivity. Access to jobs, housing, and education will strengthen the labor pool, And the increased flow of commerce will benefit the operations of our business community.	Web
618	Eva Kerckhove		I do not think the highway 5 should be expanded in San Diegp county. The LA basin has many, many freeways and there is always congestion in that area. It is not healthy to be breathing in increased quantities of air pollution generated by more cars on the roads. If you fostered increased public transportation, you could, also, address the employment situation by providing more employment oppurtunties for people who are out of work.	We appreciate your comment and interest in our region's future. In regards to your first comment about the North Coast Corridor I-5 Express Lanes project, two Express Lanes in each direction are planned from La Jolla Village Drive to Vandergrift Boulevard. The Express Lanes will serve <i>Rapid</i> transit services, as well as, carpools and vanpools; solo drivers will be able to utilize the Express Lanes for a fee. Implementing San Diego Forward will result in substantial economic benefits for the region. Many thousands of construction jobs will be generated as projects are built. As those projects are completed, economic benefits will continue as increased connectivity saves time and money, leading to increased productivity. Access to jobs, housing, and education will strengthen the labor pool, And the increased flow of commerce will benefit the operations of our business community.	Web
619	George Courser		What I was looking for was the -- I was looking for an asterisk on that board that says "SB375 Greenhouse Gas." It is presented as an accepted statement of fact that these are the projections for San Diego Forward -- well, I have to disagree. These projections are in dispute with the State Supreme Court of California who have rejected SANDAG's Climate Action Plan and related environmental documents, unfortunately SANDAG has put forth items for consideration for reducing pollution but only through 2030 instead of the 2050 that was prescribed by Governor Schwarzenegger in 2005. So the Supreme Court had stated that this plan is not accepted. It's going to be an article of review for the Supreme Court on their new agenda. They have also rejected the County of San Diego, CAP or "Climate Action Plan" outright and this has to be completely redone, so it's amazing that SANDAG is moving forward with these plans for the RTP 2050 and making these -- these are presumptions. These are not factual.	The draft Plan shows that SANDAG will exceed the greenhouse gas reduction targets set by the California Air Resources Board for SANDAG pursuant to SB 375. The EIR prepared for the draft Plan (Impact GHG-4) evaluates whether the Plan conflicts with the state GHG reduction goal Governor Schwarzenegger established in EO-S-3-05. The commenter is referencing litigation involving the EIR for the 2050 RTP/SCS adopted in 2011. The Court of Appeal decision on the 2050 RTP/SCS EIR has been vacated, and the Supreme Court is currently reviewing the decision. The commenter also refers to litigation involving the County of San Diego's Climate Action Plan. The County's Climate Action Plan (CAP) is not used as a basis for SANDAG's Draft Regional Plan.	Court Reporter

No.	Name	Agency	Comment	Response	Source
620	George Courser		The County of San Diego is a huge component of the SANDAG area that they are planning for with the inability of the County to have a recognized and improved Climate Action Plan. It destabilizes all that SANDAG can do. It has to be in conjunction with, without that, SANDAG will again be vulnerable to litigation. I don't need litigation; what we need are actual concrete plans that reduce greenhouse gas and they're under "AB32" and "SB375" and the implementation has to be realistic. It has to be doable and there has to be financial plans that go to achieve it. Hot air is not that factor. It's not a factor that can be counted on. This is make believe right now; thank you.	Draft EIR Section 4.8 provides detailed analysis demonstrating that under implementation of the Draft Regional Plan, the region would not conflict with the AB 32 statewide GHG target of reducing GHG emissions to 1990 levels by 2020 or conflict with SB 375 regional GHG targets for passenger vehicles. Supporting documentation for the analysis is provided in EIR Appendix G.	Court Reporter
621	George Courser		SANDAG has failed to demonstrate where any Trolley line (or trolley hub complex) could not be substituted by bus lines, van lines or competitive non-line vehicles available to any smart phone user. Placing huge infrastructure bets, such as depots, bridges and concrete lines over streets and freeways is a preposterous waste of money and planning when even in the instant present there is no material advantage of trolleys. In actual fact - buses, vans, peseros, taxis, or ready transport services such as LYFT or UBER hold distinct advantages in both costs and environmental impacts. Please explain any possible justification of fixed rail transport other than giving advantages to developers' claims of solely point-to-point routes to support development.	Trolley lines are most effective in high demand locations--one four-car train can handle upwards of 400 passengers. The number of buses, vans, or taxis that would be needed to handle that level of demand would be considerable both in terms of additional vehicles on the streets and GHG emissions. While 400-passenger loads are not on every Trolley trip, there are usually hundreds of riders on each Trolley train during most hours of its operations. The real value of Uber/Lyft types of service for local trips in neighborhood areas where transit may not be available. One value that we think they could also offer is in serving first mile/last mile access to transit -- we are currently developing a regional Mobility Hubs strategy where a mixture of services such as Uber/Lyft, carshare, bikeshare, and shuttles would help improve connectivity to Trolley and <i>Rapid</i> services. In this case, the total cost of, say Uber/Lyft to/from transit + the transit fare would likely be a less costly option than using Uber/Lyft on an everyday basis for longer distance tripmaking.	Email
622	George Courser		Please determine the cost of bus and van service vs. Trolley Please also explain the end-of-effective-life status of trolley cars. How are they to be recycled or resold? Where exactly are the markets for archaic trolleys vs the omnipresent market for buses? Should trolley cars be resold, how are trolleys to be transported for resale? Please state the anticipated value of a "used" Trolley car vs. a used bus. How is the vast differential in price justified for any Trolley purchase? What references and citations may be employed to gauge the value of used trolleys in comparison to buses?	MTS' operating costs vary by mode and operator, and fluctuate according to many factors including labor and fuel costs. Details can be located in MTS' annual budgets, which are posted on www.sdmts.com . MTS buses are disposed of by public auction after they are fully depreciated per federal guidelines. Value would vary based on demand and vehicle condition. For light rail vehicles, MTS successfully sold a number of retired cars to Mendoza, Argentina. This option remains available for the disposal of other light rail cars in the future. MTS isn't aware of a general reference source for information on used bus and rail car values or market demand.	Email
623	George Courser		Passenger car electric vehicles are no longer rarities, seen everyday as recognized clean air vehicles. SANDAG could insure recharging facilities for such a fleet of vehicles, powered by solar, could be available 24 hours a day with the use of new technology inverters and batteries. The products are mainstream, not a 2030 or 2050 pipedream. Ignoring these viable alternatives compared to present-day internal combustion vehicles is diametrically opposed to the beneficial use of public resources and the stated goals of California governors requiring GHG reductions.	The Regional Plan does include support for electric vehicle charging stations (EVCS) on pages 75-76. The Plan also recommends the establishment of a Regional Charger Program by setting aside approximately \$30 million of Congestion Management and Air Quality (CMAQ Improvement Program funds expected between 2020 and 2050 (approximately \$1 million annually) to fund the installation of publicly available EVCS. The funding is identified in mitigation measure GHG-4C: Fund Electric Vehicle Charging Infrastructure on page 4.8-40 of the Draft Regional Plan Program Environmental Impact Report (Draft EIR). Additional Draft EIR mitigation measures (EN-2A, EN-3C, and GHG-4F) recommend SANDAG reduce energy consumption and increase use of renewable energy, such as solar-power. In addition to the electric grid, onsite technologies such as solar, batteries, and energy storage are being considered to power EVCS.	Email

No.	Name	Agency	Comment	Response	Source
624	Greg Hogan		<p>San Diego Forward - SANDAG's Regional Transportation Plan Appendix U.16 - Riding to 2050 The Bike Plan - Dangerous Encounters of the Vehicular Kind Proudly proclaiming and prognosticating, SANDAG promises to produce, promote, and promulgate a proper product that provides a process for the progressive proposition that bicyclists are profoundly affected by the profusion of proximate vehicular processions and that probability proposes a prospect of prostrate bicyclists unless proven progress proceeds from the pro forma proposals provided by proponents at SANDAG who propitiate the proliferating bicycle subculture progression by proffering proportional protection through provision, proviso, procedure and propaganda. Procrastination should provoke and propel protests promptly. Prosperous planners' programs pronounce propriety and propound prospective progeny's providence. Productive projects produce a prognosis probably proving that proximity to prosperity is proof positive that prolific freeways rule the probable future until 2050. If what you just read makes your head spin, go to sdforward.com and wade through the hundreds of pages of reports and documents. To review the section on the future of bicycling in San Diego County go to Appendix U.16, Riding to 2050. Look carefully at the maps and notice the fact that 89% of the time bicyclists will be forced to ride with motor vehicles. The decades long promised Coastal Rail Trail is a disconnected debacle, as now planned it is a failure before it is ever finished. Will the Citizens, and their elected officials, fight long entrenched entities like North County Transit for access to land ? Bicycling in San Diego is DANGEROUS and the SANDAG plan perpetuates the DANGER far out into the future. The total transportation infrastructure in this county is worth Billions of dollars. Future projections for spending on bicycle infrastructure allocates around 3% of total spending until 2050. That is truly where the rubber meets the road along with riders' Blood, sweat and Deaths. SANDAG is not responsible for the future of biking in San Diego County. They use terms like support, recommend, encourage, and promote. SANDAG has NO Land Use Authority. It all devolves onto the cities and county. Ultimately, it is up to the people of the county to create a bike system they can live with. Make no mistake, blood will be shed and lives lost because of decisions made regarding the plan and its implementation. DRIVERS ARE GETTING MORE DANGEROUS ALL THE TIME. Creating a functional system of interconnecting Class I bike trails, where bicyclists are separated from vehicular traffic, is one Solution. The Big Question is whether San Diego County residents care enough to Provide Safe Bike Trails for All. Greg Hogan, 7-15-2015</p>	<p>In partnership with local jurisdictions, SANDAG is committed to providing safer access for people who walk or bike. Many of the Regional Bicycle Plan Early Action Program projects, which are included in San Diego Forward: The Regional Plan, will build separate, dedicated facilities for people who ride bikes (through cycletracks and class I facilities). Completion of the Coastal Rail Trail is included in the Plan.</p>	Web

No.	Name	Agency	Comment	Response	Source
625	Harry Jenson		I have a business down on Morena Boulevard, native San Diegan. First 18 years of my life, I grew up in Linda Vista, graduated Kearny, graduated San Diego State. All of that being said, I'm here to ask for the cessation of all northern Trolley extension plans. In other words, don't build a northern Trolley center from Old Town to USD -- or UCSD. We recommend -- the people that support me recommend that you reallocate your resources to a Trolley from Santa Fe Station out to the airport via Harbor -- via Broadway to Harbor. And I've been told that this is impossible, but it's just an engineering problem. You've got elevated tracks all over San Diego County. You have three rail systems right now -- that between Santee, line two, and South Bay, one; and you're losing -- that -- the June 30, 2014, 10-day San Diego Metropolitan Transit System states that you lost -- that Trolley system lost 27 million dollars. If you build a northern Trolley extension, that's probably going to add another 8 million dollars to that deficit. So -- so you're asking, okay, subsidized ridership. You can build the Trolley rails out to the airport, and you probably -- the cost could be about \$12.50. \$6.00 would be operational costs, 6 and a half dollars would be to repay the bonds necessary to build that. You are facing right now legal problems from the Cleveland National Foundation, Friends of Rosecrans, Sierra, and people of the sort -- me. You also have a financial problem in building, so don't build the northern Trolley extension.	The planned Mid-Coast Trolley extension from Old Town to UCSD/University City has been a highly ranked project for many years dating back to the first <i>TransNet</i> approval in 1988. The project was approved by voters as part of the Program of Projects in that measure, as well as the second <i>TransNet</i> measure approved in 2004. It is also one of the highest ranked projects in the country for the federal New Starts discretionary grant program. It connects the existing trolley system to one of the region's largest employment and education centers in University City. With regards to connecting the Trolley to the airport, past studies indicated relatively low ridership and cost effectiveness compared to other Trolley projects. In working with the Regional Airport Authority on how best to connect transit to the airport, having a shuttle connection from the north side of the airport that is adjacent to the existing rail corridor would allow direct connections from the COASTER, Amtrak, local buses, as well as the Trolley. Creation of an Intermodal Transportation Center in the vicinity of Washington St, with an elevated pedestrian connection to an airport shuttle is included in the draft plan. The first phase of this project will be connecting the existing Middletown Trolley station to an airport shuttle stop at Palm St./Pacific Highway; this project is in final design and will be completed by mid-2016. The on-airport shuttle will operated by the Airport Authority and will begin service later this year concurrent with the opening of the new Airport Rental Car Center now under construction. Trolley passengers will be able to transfer free to/from the airport shuttle.	Court Reporter
626	Ira Kauman		I'd like to see the Amtrak maintenance facility at The Santa Fe Station eventually moved to the new & upcoming Intermodal Transit Center at Lindbergh Airport at Washington St. or located nearby to that vicinity.	Train servicing of Amtrak trains currently takes place at Santa Fe Depot. SANDAG will continue to work with Amtrak and our state partners to locate a maintenance facility near downtown San Diego.	Web
627	Jack Shu		It is kind of curious how these two hearings, both last Friday and today (6/12 and 6/18) came about. It'd be interesting to know, perhaps there's some other information you can give me later as what brought about these two hearings, because they seem like they were a last minute item.	Senate Bill 375 requires that SANDAG conduct two public hearings to gather public input following the release of the Draft Regional Plan. SANDAG held two public hearings (June 12th and June 18th), as well as hosted a series of public workshops in communities throughout the region, to maximize opportunities for public input on the draft plan. Additionally, SANDAG accepted comments through the project webpage (SDForward.com), by mail, fax, phone, and TTY up until the comment deadline, July 15, 2015. Prior to the hearings, the specific dates and times for both hearings were listed on sdforward.com, a flier, in the agenda of the June 12, 2015 Board of Directors Meeting, as well as shared through SANDAG E-blasts. Additional information on SANDAG's public outreach efforts is included in Appendix F: Public Involvement Program.	Court Reporter
628	Jack Shu		In the Regional Transportation Plan -- it is very interesting that when one looks at the actual projects laid out in the plan, that we have actually the same number of road and highway projects as in the previous RTP. In fact, the total cost of them presumed due to inflation or other reasons, we're going to be spending more money on freeways and roads than the last Regional Transportation Plan had called for, even though the public meetings I've attended for the past three years all call for additional Transit development, rather than road development.	As with the 2050 RTP/SCS, the draft San Diego Forward: The Regional Plan proposes investments of over 50 percent for transit and non-motorized projects. The revisions to cost estimates, whether highway, transit or active transportation, are due to refined project scope and updating the cost estimates to current year (2014 instead of 2010).	Court Reporter
629	Jack Shu		The other point that is very curious and I hope SANDAG Staff can clarify, is how it's going to achieve its Greenhouse Gas Emission goals to meet the, I guess, voters that have been put out as well as legislation. So I was curious how those can be achieved when the previous plan three years ago was not achieving those goals into 2050 and all of a sudden, there's a thought that they can. And if it is through lower emission vehicles and non-emission vehicles, how that is modeled. How did you come about to this idea that 75 percent of our vehicles by 2050 would be not emitting at all? To me is kind of a curious calculation. If I can get some clarification or information on how SANDAG modeled that, that would be very good. I think it's something that is necessary in an EIR; thank you.	The SB 375 analysis, which considers per capita reduction in GHG emissions associated with light duty trucks and vehicles, does not account for the additional GHG reduction benefits of state laws and programs for cleaner vehicles and fuels. In order to demonstrate the additional GHG reductions that come from state laws and programs for cleaner vehicles and fuels, Figure 2.22 on page 96 of Chapter 2, includes a line that represents a possible scenario for continued GHG reductions beyond 2035 that could come from zero emission vehicles (ZEVs) and/or VMT reductions. The state policy ZEVs, which includes plug-in electric vehicles and hydrogen fuel cell electric vehicles, includes goals for 15 percent of new car sales to be ZEVs by 2025 and 1.5 million ZEVs to be operating in California by 2025. Figure 2.22 represents a possible scenario for continued growth of the ZEV fleet beyond 2035.	Court Reporter

No.	Name	Agency	Comment	Response	Source
630	Janai Brown		We need more public transportation and NOT more freeways! We need to have a comprehensive public transportation that is convenient and affordable for the masses that will REDUCE and NOT increase CO2 emissions from the freeways.	Much of the highway improvements are oriented towards creating a network of Managed Lanes that provide priority access to freeway <i>Rapid</i> services and carpool/vanpools. The Draft Regional Plan represents a comprehensive framework for creating a wide range of time-competitive alternatives to single-occupant vehicle travel, including transit, carpool/vanpool, bicycle, and pedestrian facilities.	Web
631	Janai Brown		This freeways first plan is not good enough. We need to DECREASE CO2 emissions by adding more public transport options and create safer bike routes, people will get out of their cars and use public transport if it's comprehensive and affordable. San Diego is WAY behind other cities and we need to change our course NOW and reduce greenhouse gases.	<p>The Regional Plan is not a "freeways first" plan. The Regional Plan is based on the concept of creating a wide range of transportation choices to driving alone, including increased transit services, carpooling/vanpooling, bicycling, and walking. In many cases, the specific projects included in the Regional Plan are aimed at accommodating multiple transportation modes, including pedestrian, bicycle, and transit. Transit capital and operations account for half of the investment plan in the Draft Regional Plan. A good portion of the remaining investment is proposed for services and programs that support travel by transit. The Draft Regional Plan calls for five new Trolley lines, 32 new <i>Rapid</i> transit services, continued COASTER double tracking, SPRINTER Express service, as well as an extension to Westfield North County, four new streetcar lines, and three new intermodal transit centers.</p> <p>The Draft Regional Plan includes a system of Managed Lanes that give priority access to transit, carpools, vanpools, motorcycles, and certain clean-air vehicles at no cost. Solo drivers, however, are provided the opportunity to utilize Express Lanes, but must pay a fee to do so. This fee, in turn, is reinvested to support transit services along the same corridor, such is the case with the Interstate 15 corridor. The draft Plan includes improvements (including highway lanes, freeway connectors, and operational improvements) that complement and complete the existing highway network. Planned improvements will increase the efficiency of the regional transportation system.</p> <p>SANDAG's Senate Bill (SB) 375 target is to reduce per capita greenhouse gas emissions from cars and light trucks by 7 percent, by 2020, and by 13 percent by 2035, compared with a 2005 baseline. The Draft Regional Plan shows that our region will exceed these targets. By pursuing strategies discussed in the Plan, including using land in ways that make developments more compact, conserving open space, and investing in a transportation system that provides people with alternatives to driving alone, the draft Plan is able to meet the regional greenhouse gas emissions reduction targets established by the California Air Resources Board.</p>	Web
632	Janet Castanos		I would like to make a proposal to extend the existing 125 bike path that runs from Grossmont College to Navajo Road along the 125 freeway. The plan is to make the path extend south to the Grossmont Transit Station. The path would continue south along the 125 freeway and connect with surface streets (East Lake Dr and Lubbock Ave.) until it connects to Fletcher Parkway at the signal crossing into the transit center (at Bus Court intersection). See attached PP presentation for details.	Thank you for this suggestion. This is something that could be considered in the update of the Regional Bike Plan which is scheduled to be update. The initial network was developed around providing connections between Smart Growth Opportunity Areas, regional transit, and major activity centers. The network was prioritized to focus initially on areas that have the highest potential for more people riding bikes. When the Regional Bike Plan is updated in the future suggested changes to the network will be considered comprehensively to maintain the integrity of network connectivity.	Email
633	Janet Castanos		As a follow-up to my email below, I have meet with individuals from the City of El Cajon, City of La Mesa, and Grossmont College regarding the plans. I have been in contact with CalTrans as well. The representatives at Grossmont College are very much interested in including this route on the regional bike path plan. Let me know if you have any questions or if you need additional information.	<p>The Regional Bike Network was developed around providing connections between Smart Growth Opportunity Areas, regional transit, and major activity centers. At the Plan level these connections are identified as corridors. As projects move in to implementation, specific alignments are developed. The network was prioritized to focus initially on areas that have the highest potential for more people riding bikes. With the adoption of the Regional Bike Plan Early Action Program (EAP) SANDAG is currently focusing resources on implementation of the highest priority projects as identified in the EAP. It is anticipated the Regional Bike Plan will be updated in the 2018-2019 timeframe. Suggested updates to the network will be considered comprehensively to maintain the integrity of network connectivity. Updating the Regional Bike Network within the context of an updated Plan will also give us the opportunity to potentially reprioritize implementation to align with new goals and policies.</p> <p>Additionally, the Grossmont College to Grossmont Transit Center Bike Path Extension has the potential to be considered through SANDAG Safe Routes to Transit efforts that are funded in San Diego Forward: The Regional Plan, associated with improvements to the Grossmont Trolley station. Proposals such as these can be considered for inclusion in the Safe Routes to Transit bicycle and pedestrian enhancements in transit station areas, when the transit project is being planned.</p>	Email
634	Jeanette White		I live in Oceanside. I was disappointed that everyone on the panel was pro, the whole plan. I expected that there would be some Devil's advocate people, professionals, people in the know who would be speaking on the side where there would be maybe raising more objections that the community could think about. Most of the comments that came from the community were just average citizens. I thought maybe there would be some other organizations that were presenting some of the other -- at least the cons to this plan/program.	The public workshops were planned to provide the general public a chance to better understand the draft plan and provide their opinions on the progress made to date. Invitations were open to everyone from the planning profession, advocates, to the informed resident. For the Spring 2015 public outreach series, the draft plan was explained in greater detail by a staff presentation and discussion with a panel comprised of professionals within the community. Panel members were asked a variety of questions by SANDAG staff, including questions relating to the support and improvement of the plan. Additionally, all participants were encouraged to leave comments for the public record, whether the comments were expressed during the Q&A session, were written on a card, or were verbalized to the bilingual court reporter.	Court Reporter

No.	Name	Agency	Comment	Response	Source
635	Jeff Sparksworthy		<p>I lived in San Diego in the '80s and then moved back here last year and have been interested in seeing the last mile issue resolved. I take the Trolley. A lot of people every morning have to get to the Trolley stations in a variety of ways, and I look at all the little canyons that come down from neighborhoods in San Diego and think that there could be Gondolas, that would be feeders for the Trolley system, just like a Trolley Line could run from the Airport up Maple Canyon and get to the Trolley, the Tramlane could run from the Airport up Maple Canyon and get to the existing Trolley and to the zoo.</p> <p>It's a little silly that our Trolley system doesn't serve the Airport or the zoo in Balboa Park and I know there are reasons for that, and aerial trams get around a lot of those reasons by not having a right-of-way issue, not having a land footprint of having to build more roads and places that there aren't available routes, and can move six thousand people an hour with one 500-horsepower motor instead of every single car having 200-horsepower. That's my comment. If anybody wants a copy of my proposal, which is tailored for the Lake Tahoe, Truckee area but has the same type of research, they can contact me at atjsparksworthy@gmail.com and I could send them a flyer. My paper has been embedded by Caltrans, by Regional Transit Agency, people up North, by engineers, by architects, by Trolley operators and so, it's not just smoke-and-mirrors. It's been fairly well researched; thank you.</p>	Gondolas, also referred to as aerial trams, are operating in several cities and are under development in several countries. They have been suggested as a possible transit option in San Diego and other US cities. A feasibility study of a gondola line between downtown and Balboa Park was completed in June 2015 (sandag.org/uploads/publicationid/publicationid_1956_19279.pdf).	Comment Card
636	Jeff Sparksworthy		<p>My thoughts representing the Back Country Coalition are concerning the aspects of the Regional Transportation Plan. The Regional Transportation Plan has aspects of it that are incomplete, unplanned or frankly, an error and -- there's some very clear examples of this beginning in the meeting that I was attending today from SANDAG. There's an example of the 78 freeway going west and intersecting the I-5 north and south and it intersects it like a T-bone, so it actually is a stoplight there. It's a signal instead of being a transition for traffic and it's a very dangerous intersection and it could -- you mentioned of two major arteries for San Diego, yet we really don't have an effective transportation ability at that point. We don't have the capability, or at least the drive to make the correction.</p>	The State Route 78 and Interstate 5 connectors (both for the Managed Lanes and freeway lanes) are included in the Draft Regional Plan and projected to open in the early phases of the Plan. The freeway connector will replace that signalized intersection at the "T-bone." Caltrans is conducting studies for this project.	Other
637	Jeff Sparksworthy		<p>There's not an actual exit, a prescribed dedicated freeway exit from the I-5 freeway to San Diego's Lindbergh Field. We're still taking various side streets, different routes that are uneconomical, unsustainable, frankly, we're putting huge bounds of traffic in the neighborhoods that would have been planned for, yet we have a clear visual shot right from the I-5 freeway into the airport that can easily be accommodated; but likewise, we don't have the ability for anyone to take the Trolley to the airport or leave the airport. The biggest transportation hub in the County of San Diego doesn't have transportation that is viable for saving vehicle miles traveled, for convenience of the ratepayers, the taxpayers or even the tourists. We do not have an ability for the tourists that we have, to take the Trolley to or from the airport or say, from the airport to the world famous San Diego Zoo or to Balboa Park. They can't do that. It's impossible. It's amazing because of the infrastructure we've already developed in these areas and we put enormous amounts of resources, money, so-called planning into this, yet somehow, we missed the plan. We didn't get the 78 to the I-5. We didn't get the dedicated road to the airport. We didn't get the ability of the Trolley line to be able to travel right to and from there. And it's about all I have to say. I thank you for that.</p>	<p>The draft plan includes several improvement plans that address the concerns raised:</p> <ul style="list-style-type: none"> • A direct connector ramp to and from north I-5 to Pacific Highway that will facilitate easier access to the airport vs the current I-5 ramps that require use of a number of local streets. • An intermodal center located just south of Washington St along the existing trolley, Coaster, and Amtrak corridor that will provide a direct pedestrian connection to an on-airport shuttle system serving the passenger terminals. The first phase of this intermodal center will be providing an improved pedestrian connection from the existing Middletown Trolley station to an on-airport shuttle stop to be located just west of the Pacific Highway-Palm St intersection. When completed in mid-2016, Trolley passengers will have a short walk (<1/8 mile) link to the shuttle that they can use free of charge. • A new limited stop <i>Rapid</i> service (Rt 215) connects all three Trolley lines in downtown with Balboa Park with fast, frequent connections. 	Other

No.	Name	Agency	Comment	Response	Source
638	Jenni Winfrey		Adding more lanes to local freeways (even HOV lanes) and then building more houses farther out doesn't make sense if our goal is to have less cars on the road for less time. Convenient transportation options need to be added to deliver people from homes to business centers where they work. I prefer trains or trolley expansions to buses, since buses are still stuck in traffic, while a well designed public transport system on tracks does not have that problem.	The vast majority of road investments are in the development of Managed Lanes facilities, which provide priority access to <i>Rapid</i> bus services that allow them to bypass congested main lanes and create a more rail-like experience in terms of higher-speed operations and reliability. Various transit signal priority treatments and transit lanes along key arterial corridors are planned as well that will help arterial <i>Rapid</i> bus services and local bus routes. Several new Trolley lines also are planned.	Web
639	Jill Terp		Page 15 states: "While the western areas will grow over time through more compact communities, more land in the eastern two-thirds of the region will be preserved as open space. ... By 2050, our region's population is projected to grow by nearly a million people." The public desire for more active recreation creates conflicts with the open space/habitat conservation envisioned in the Regional Plan and Multiple Species Conservation Plan (MSCP). Currently, open space/habitat reserves and preserves are being negatively affected by the large number of recreational users (especially active recreation such as mountain biking, distance running, exercise walking, endurance horseback riding , geocaching, dog walking) who were never envisioned to be using these MSCP conserved lands. Many of these activities increase trail impacts, or may lead to off trail activity and creating unauthorized trails that degrade the sensitive resources, many of which were conserved to offset development impacts. The Regional Plan needs to address how to provide "great places for people to ... play" while not leaving it to the open spaces and habitat to provide such recreation. The conserved lands can play some role in supporting recreation appropriate to those lands, but additional land to meet the recreational demand must be identified, acquired, and funded for current and future public use. Millions of dollars have been invested to preserve our sensitive habitats and species, so the Plan must outline how recreational needs can be met to ensure the conservation of open space and habitats.	Based upon local land use plans, the Plan assumes that more than half of the region will be conserved as open space. Much of this open space will be open for recreation and managed to balance the need for conservation and the desire for open space recreation. It is recognized that the land managers in the region are under increasing pressure to achieve this balance. Education and enforcement is an important component to sustain the conservation of the regions natural resources. <i>TransNet</i> has provided funding towards these efforts and SANDAG has committed to place a measure on a future ballot to address regional funding gaps in existing habitat conservation plans.	Web
640	Joe LaCava		Opposed to the proposed alignment of the Coastal Rail Trail San Diego between Rose Creek and Sorrento Valley. The trail must not go through Rose Canyon and then via surface streets through the "UTC area" as currently depicted. Please recognize the City of San Diego's preferred alternative which routes the trail from Rose Creek to Gilman Drive through UCSD and connecting with Caltrans' new dedicated trail on the west side of the I-5 expansion. The city's route was developed through a community driven process which SANDAG should honor. I believe the 4 following elements must be altered: Coastal Rail Trail San Diego – UTC Coastal Rail Trail San Diego - Rose Canyon Coastal Rail Trail San Diego - Carmel Valley to Roselle via Sorrento Coastal Rail Trail San Diego - Roselle Canyon Thank you.	We are aware of the City of San Diego's change in preferred alignment for this route. However, the Regional Bike Network is not being amended as part of the Regional Plan process. This change will be addressed during the update process sometime in the future. One of the primary factors in developing the regional network is providing safe connections in and between Smart Growth Opportunity areas. A goal of the Regional Bike Network will continue to be regional bike facilities to connect to and serve the UTC community.	Web
641	Joe LaCava		Appendix A - Table A.1 Remove "Coastal Rail Trail San Diego - Rose Canyon " Remove "Coastal Rail Trail San Diego - Carmel Valley to Roselle via Sorrento" Remove "Coastal Rail Trail San Diego - Roselle Canyon" and remove from subsequent Tables as well. Replace with "Coastal Rail Trail San Diego - Rose Creek to Gilman Drive to UCSD to Caltrans/I-5 Separated Hike/Bike Path to Sorrento Valley" (or similar language.) This alignment is the preferred alignment of the City of San Diego, the Coastal Rail Trail Working Group, and the community. Simply put, no rail trail through Rose Canyon.	We are aware of the City of San Diego's change in preferred alignment for this route. However, the Regional Bike Network is not being amended as part of the Regional Plan process. This change will be addressed during the update process sometime in the future. One of the primary factors in developing the regional network is providing safe connections in and between Smart Growth Opportunity areas. A goal of the Regional Bike Network will continue to be regional bike facilities to connect to and serve the UTC community.	Web

No.	Name	Agency	Comment	Response	Source
642	Joe LaCava		SANDAG has a moral and ethical responsibility for creating a plan that cuts emissions 80 percent by 2050 as Governor Brown set with executive orders. Your current projections that show emissions dipping by only 10% between 2020 and 2050 and increasing slightly between 2035 and 2050 are not acceptable. You may not be legally required to comply with an executive order but you have a responsibility to this generation and future generations to do everything possible within the Regional Plan to assure compliance. Please step up to that responsibility and amend the Regional Plan accordingly.	<p>The Draft Regional Plan includes many features that have the effect of reducing greenhouse gas (GHG) emissions and the draft Plan demonstrates how the San Diego region will meet and exceed the SB 375 GHG reduction targets for 2020 and 2035 for passenger vehicles established by the California Air Resources Board. The Draft EIR presents additional mitigation measures to reduce GHG emissions from all sources.</p> <p>SANDAG recognizes that substantial reductions in global, state, and regional GHG emissions are an urgent priority, and strives in its regional plans and programs to do its part in reducing GHG emissions from all sources. SANDAG's Climate Action Strategy documents many of the region's ambitious programs to reduce GHG emissions. However, as the comment notes, there is no current legal or planning requirement that the SANDAG region's emissions be reduced by the same percentage ("equal share") as the statewide percentage in order for the State to achieve the Executive Order's goals.</p> <p>The Regional Plan Draft EIR summarizes several recent studies addressing what would be needed to reduce state GHG emissions proportional to the 2050 goal of EO S-3-05. As the Draft EIR notes (p. 4.8-39), full implementation of many of the measures that could result in a an 80 percent reduction of GHG emissions by 2050 in the San Diego region would require major changes in clean technologies utilization, markets, and state and federal policies and regulations that are beyond SANDAG's or local agencies' current ability to implement.</p>	Web
643	Joe LaCava		Appendix A - Table A.1 Remove "Coastal Rail Trail San Diego - Rose Canyon " Remove "Coastal Rail Trail San Diego - Carmel Valley to Roselle via Sorrento" Remove "Coastal Rail Trail San Diego - Roselle Canyon" and remove from subsequent Tables as well. Replace with "Coastal Rail Trail San Diego - Rose Creek to Gilman Drive to UCSD to Caltrans/I-5 Separated Hike/Bike Path to Sorrento Valley" (or similar language.) This alignment is the preferred alignment of the City of San Diego, the Coastal Rail Trail Working Group, and the community. Simply put, no rail trail through Rose Canyon.	The Regional Bike Network was developed around providing connections between Smart Growth Opportunity Areas, regional transit, and major activity centers. At the Plan level these connections are identified as corridors. As projects move in to implementation, specific alignments are developed. The network was prioritized to focus initially on areas that have the highest potential for more people riding bikes. With the adoption of the Regional Bike Plan Early Action Program (EAP) SANDAG is currently focusing resources on implementation of the highest priority projects as identified in the EAP. When the Regional Bike Plan is updated in the future suggested changes to the network will be considered comprehensively to maintain the integrity of network connectivity.	Web
644	Joseph Nevins		<p>My comment is regarding the 78 flyover issue and the I-5 expansion. I'm well aware of the stated goals that Caltrans has undertaken to achieve concerning vehicle miles reduction, air quality, etcetera, etcetera and also that SANDAG is undertaken similar goals and yet, we see this project is in direct conflict and contradictory goals. Now, not only is the project contradictory to the stated goals and objectives of both SANDAG and Caltrans, but having lost in court twice, the agencies are continuing to press on and continue in a manner where they assume the public is going to finally accept it, where they assume, it seems by their presentations that they've already committed to this project, even though they've lost twice in court and it's contrary and in direct conflict of the stated goals in both department and organization.</p> <p>So what I'd like SANDAG and the member cities to do, is request from Attorney General Harris, an investigation into whether or not there may be some conflict of interest among staff and potential contractors or Members of the Board or Directors and in particular, District 11, seems to be an outlier and not in compliance with Caltrans's overall goals and the other projects that are going out throughout the State. And so, I urge the Members of SANDAG to request an investigation by the State Attorney General into whether or not there may be corruption; corrupt practices or illegal conflicts of interest.</p>	<p>The I-5/SR 78 interchange improvements to be implemented by Caltrans are included in the Draft Regional Plan. The project is part of the system of transportation network improvements that helps achieve the Regional Plan's goals and objectives as described Plan Chapter 1. Caltrans and SANDAG are two separate and independent agencies, and SANDAG cannot speak for Caltrans. SANDAG itself has no pending litigation concerning this project. If the commenter is referring to the litigation concerning the EIR for its 2050 RTP/SCS, that matter remains unresolved as it is pending before the California Supreme Court.</p> <p>As to the commenter's request regarding a conflict of interest investigation by the Attorney General's Office, SANDAG has no knowledge of any inappropriate conflict of interest or corruption on the part of its staff, contractors ,or members of the Board of Directors. SANDAG staff and Board members are required to undergo state-approved ethics training every two years and to fill out disclosures of financial interests on an annual basis, which are provided to the County of San Diego.</p>	Court Reporter
645	Joseph Timmons		More light rail, less highway. Light rail from Point Loma through the airport through Hillcrest and Balboa Park/the Zoo and terminate at Naval Balboa Hospital.	<p>Several new light rail lines are included in the Draft Regional Plan and much of the highway improvements are focused on Managed Lanes and not additional main travel lanes. Managed Lanes facilities are focused on providing priority access to alternatives to driving alone (transit, carpooling, and vanpooling) that enable them to bypass congested main lanes.</p> <p>Access to the airport is focused on the north side improvements along the existing rail corridor. An Intermodal Transportation Center located just south of the Washington St trolley station is proposed in the Draft Regional Plan. This center would be served by Trolley, COASTER, Amtrak, local buses, and the proposed California High Speed Rail Line. An elevated walkway connection to the north side of the airport would provide access to a free on-airport shuttle connecting to the passenger terminals. A first phase improvement, planned for completion in mid-2016, will provide an enhanced pedestrian connection to the airport shuttle from the existing Middletown station.</p>	Email

No.	Name	Agency	Comment	Response	Source
646	Judd Curran		<p>The draft Regional Plan fails to recognize that San Diegans need and want a TRANSIT-FIRST alternative. Pedestrian, bicycle, and transit must be the top funding priority, and <i>TransNet</i> funds should be shifted away from freeway and <i>Rapid</i> bus lane expansion and into pedestrian, bicycle, and rail transit alternatives. This should be not only the top priority for SANDAG to meet the needs of San Diegans, but also to meet the mandated California clean-air greenhouse gas emission reduction targets as highlighted by the recent successful Sierra Club Lawsuit, and soon-to-be successful Cleveland National Forest Foundation lawsuit. Why wait for the decision to be made, when it's the right thing to do for San Diegans and Californians as well. SANDAG must stop playing favor to powerful special interest groups and developers, and start doing what's right for the San Diegans they have a responsibility to serve.</p>	<p>The Draft Regional Plan dedicates half of its projected expenditures to transit, a larger investment than any previous RTP. The Draft Plan creates a wide range of transportation choices to driving alone, including increased transit services, carpooling/vanpooling, bicycling, and walking. In many cases, the specific projects included in the Draft Plan are aimed at accommodating multiple transportation modes, including pedestrian, bicycle, and transit. For example, new trolley lines include the development of "mobility hubs" that enable a wide range of options for accessing station sites such as bike lockers, carshare and bike share services, and shuttle services. Managed Lanes facilities provide priority access for <i>Rapid</i> transit services and carpool/vanpooling, giving users a congestion-free bypass of congested main lanes. The Regional Plan contains a rich network of both new trolley and <i>Rapid</i> lines, and creates network of ten-minute all day service on existing trolley, <i>Rapid</i>, and local bus services in urban areas. Transit, therefore, will be a key element in meeting our future mobility needs.</p> <p>SANDAG does not have the flexibility to reallocate <i>TransNet</i> funds from freeway and <i>Rapid</i> bus lane (managed lane) expansion to pedestrian, bicycle, and rail transit, as requested by the comment. The <i>TransNet</i> Ordinance estimates that about a 50 percent match in funds from other sources will be used to complete all of the Ordinance's highway and transit capital projects. Fully 90 percent of SANDAG's discretionary state and federal funds are used to match <i>TransNet</i> funds to complete <i>TransNet</i> projects. Redirecting these matching funds away from <i>TransNet</i> projects to advance non-<i>TransNet</i> transit projects would create a funding deficiency that, at this time, would prevent SANDAG from completing all <i>TransNet</i> capital projects approved by the voters. Managed Lane revenues are used to help fund transit service, and managed lanes are necessary to make the Plan's investments in <i>Rapid</i> bus service competitive with cars.</p> <p>Regarding GHG targets, the only mandated greenhouse gas (GHG) emission targets applicable to SANDAG are the SB 375 per capita GHG emission reduction targets for passenger vehicles. The Draft Plan exceeds these targets. The CNFF Court of Appeal decision referenced by commenter (and now depublished) called for a comparison between the proposed Plan's emissions and the state's 2050 GHG reduction goal, and an assessment of whether the RTP/SCS emissions are consistent with the state goal. The Court of Appeal expressly noted there was no statute or regulation translating the Executive Order's goals into comparable regional GHG reduction targets.</p>	Web
647	Judi Potter		<p>My concern is regarding clean air in the high density areas and high density housing areas. I live right next to the COASTER and Amtrak and Metro lines. It runs right under my bedroom window and I knew that when I moved in, so it's not a problem. I'm concerned about the future because that platform is going to be extended right under my bedroom window. I'm worried about air quality going forward and what's going to be done to mitigate any issues or try to making that situation better in the future. I guess the noise quality (along the COASTER/Amtrak line) is also a concern, but my biggest concern is air quality. Obviously the trains make a lot of noise when my doors are closed. It's not too bad. I sleep through it. My guests sleep through it, but it's loud, so noise is the concern but I'm more concerned about the quality of the air that I breathe and everybody else. And that's going to be an issue, you know, in other high density areas and there are quite a number of them that are coming in the future.</p>	<p>Existing COASTER vehicles are compliant with Environmental Protection Agency (EPA) standards. NCTD will be undergoing a complete refurbishment of the locomotive fleet in the next few years. As part of the refurbishment project, NCTD will evaluate emissions reduction equipment and will install such equipment as feasible. As part of NCTD's long term plans, when vehicle replacements are considered, additional technologies will be explored to further reduce emissions.</p>	Court Reporter

No.	Name	Agency	Comment	Response	Source
648	Karen Carlson		<p>In our review of the San Diego Forward Plan, there does not appear to be any significant reference or weight given to the enacted County Master Trails Plan. This plan was designed to connect communities on both a pathway and off-road basis, enabling citizens to use non-motorized transport to reach live/work/play destinations. I would think it should be an integral part of your forward planning as it specifically states it is to be the implementing document!</p> <p>What happened? http://www.sandiegocounty.gov/parks/trails.html</p> <p>On January 12, 2005, the San Diego County Board of Supervisors unanimously approved the adoption of the County Trails Program and the Community Trails Master Plan (CTMP). The County Trails Program will be utilized to develop a system of interconnected regional and community trails and pathways. These trails and pathways are intended to address an established public need for recreation and transportation, but will also provide health and quality of life benefits associated with hiking, mountain biking, and horseback riding throughout the County's biologically diverse environments. The County Trails Program involves both trail development and management on public, semi-public, and private lands. The Community Trails Master Plan will be the implementing document for the trails program and contains adopted individual community trails and pathways plans.</p> <p>You must utilize the trails plan in the overall transportation network.</p>	We will incorporate the County Regional Trails Plan into Figure A.14 in the final version of the Plan.	Email
649	Ken Brennecke		<p>Proposed Ramona Street Extension</p> <p>The proposed Ramona Street extension has a projected completion date of 2035 in the draft San Diego Forward document. There are so many problems associated with this project and such vigorous opposition to it that we doubt it will ever be seriously reconsidered.</p> <p>Most of the major objections to this plan are outlined in the accompanying document Report to SANDAG on the Infeasibility of the Proposed Ramona Street Extension Project, August 27th, 2012. This document will be updated periodically to reflect additional objections as they are discovered. Presently, there are six additional problems not covered in the document.</p> <p>The original concept for this area was merely a wagon trail over the hill and was added to the Ramona road plan without any referral to this original intent. The County in trying to respond to the Ramona Community Planning Group created 4 designs over a period of 5 years at a cost of \$885,300; none of which has addressed the complex difficulties associated with cutting a swath up to 20 feet deep through this hillside. The current community responses to all these County efforts is also included in the 2012 report to SANDAG.</p> <p>It can be concluded that these difficulties became so self-evident that the funds for further efforts on this project were allowed to be diverted entirely to the Dye Road/Highway 67 intersection project.</p> <p>Finally, all baseline studies that had been accomplished in the past in support of this proposed roadway are no longer usable and will have to be entirely redone and it can be expected that strong community opposition to this street extension will not abate and will lead to its removal from all consideration in the future.</p>	Local streets are under the purview of local jurisdictions. Your comment has been shared with staff at the County of San Diego.	Letter

No.	Name	Agency	Comment	Response	Source
650	Ken Brennecke		<p>Proposed Dye Road Extension</p> <p>The proposed Dye Road extension is the second leg of the proposed Southern Bypass that would skirt traffic around the Ramona business district but would completely destroy the last rural enclave in Ramona – the southern valley. All phases of the proposed Southern Bypass have consistently been opposed by the Ramona community members.</p> <p>In January 2015, a major review of the four segments of this bypass were thoroughly evaluated by the Trails and Transportation Subcommittee of the Ramona Community Planning Group, accompanied by a strong public outcry against this proposal. All four segments of this bypass were soundly rejected and the matter forwarded to the Ramona Community Planning Group. The Planning Group reinstated the second leg (proposed Dye Road extension) by the margin of only one vote.</p> <p>The contentious of this project guarantees vigorous opposition in the future and begs the question of what value this very costly proposed project will ever provide to the community. The original rationale for this proposed Dye Road extension was that there were too many accidents on the corners of Dye Road and Ramona Street and also at Warnock Drive and Ramona Street. However, a careful review of the available data showed that not to be the case and it is noteworthy that there never has been a serious accident at either of these intersections. Since that was pointed out, there have been no proponents for this project.</p> <p>Maps 55, 56, 57, 61 and 65 of the San Diego Forward Draft need to be corrected to reflect the deletion of segments 1, 3, and 4 of the proposed Southern Bypass.</p>	<p>Local streets are under the purview of local jurisdictions. Your comment has been shared with staff at the County of San Diego. Maps that show local streets and roads reflect the adopted circulation or mobility elements of the local jurisdictions.</p>	Letter
651	Lael Montgomery		<p>I share concerns with the Cleveland National Forest Foundation, Sierra Club and others that the draft plan does not change spending allocations or look at real alternatives. Thus it seems to be facing backward at the past toward expanding and adding freeways than it is facing forward into the future.</p>	<p>The Regional Plan is based on the concept of creating a wide range of transportation choices to driving alone, including increased transit services, carpooling/vanpooling, bicycling, and walking. In many cases, the specific projects included in the Regional Plan are aimed at accommodating multiple alternatives. For example, a new trolley line would include the development of “mobility hubs” that enable a wide range of options for accessing station sites such as bike lockers, carshare and bike share services, and shuttle services. Managed Lanes facilities provide priority access for <i>Rapid</i> transit services and carpool/vanpooling, giving users a congestion-free bypass of congested main lanes.</p> <p>Transit capital and operations account for half of the investments proposed in the Draft Regional Plan. A good portion of the remaining investment is proposed for services and programs that support travel by transit. The Draft Regional Plan calls for five new trolley lines, 32 new <i>Rapid</i> transit services, continued COASTER double tracking, <i>SPRINTER</i> Express service, as well as an extension to Westfield North County, four new streetcar lines, and three new intermodal transit centers. Transit, therefore, will be a key element in meeting our future mobility needs along with other projects that will create a wide range of time-competitive and convenient alternatives to driving alone.</p> <p>The Draft EIR examines many alternatives to the proposed Plan. The eight alternatives evaluated in detail include alternatives with features suggested by the public such as a greater emphasis on transit projects, accelerating transit investments to the first ten years of the Plan, delaying or eliminating highway and managed lane investments, and planning for a modified, more compact land use pattern. The Board of Directors will consider the comparative merits of the alternatives in the EIR when they consider adoption of the final Plan.</p>	Web
652	Lael Montgomery		<p>Recently an appellate court ruled that the last Regional Transportation Plan SANDAG completed needed to include health impact assessments for expanding our freeway system and the State Supreme Court said it would not review this issue, essentially letting the ruling stand. These are assessments that other regional planning organizations in Calif. have done. Does SD Forward include such assessments? Does SANDAG have data on how many more asthma and cancer cases will result from the expansion of our freeways?</p>	<p>SANDAG completed a Health Risk Assessment (HRA) on the Environmental Impact Report for San Diego Forward: The Regional Plan. The Health Risk Assessment identified both cancer and non-cancer health risks. The SANDAG Healthy Communities Atlas, completed in 2012, has a regional map on Air Quality showing communities located within 500 feet high traffic roads or 1/4 mile of rail yards and ports. The data is aggregated at the Census Block Group Level.</p>	Web

No.	Name	Agency	Comment	Response	Source
653	Lael Montgomery		SANDAG has the ability to reallocate our local <i>TransNet</i> Transportation Tax funds and for the past eight years members of the community have asked that an alternative plan be developed with the regional freeway portion of that fund be used for transit, does SD Forward include such an alternative? If not, how are we to know this is the best plan for our future?	<p>SANDAG does not have the flexibility to reallocate <i>TransNet</i> funds from freeway and <i>Rapid</i> bus lane (managed lane) expansion to pedestrian, bicycle, and rail transit, as requested by the comment. The <i>TransNet</i> Ordinance estimates that about a 50 percent match in funds from other sources will be used to complete all of the Ordinance's highway and transit capital projects. Fully 90 percent of SANDAG's discretionary state and federal funds are used to match <i>TransNet</i> funds to complete <i>TransNet</i> projects. Redirecting these matching funds away from <i>TransNet</i> projects to advance non-<i>TransNet</i> transit projects would create a funding deficiency that, at this time, would prevent SANDAG from completing all <i>TransNet</i> .capital projects approved by the voters.</p> <p>Also, redirecting funds from Managed Lanes to additional transit investments transit would jeopardize the proposed plan's existing transit investments. Managed Lanes are necessary to support the proposed Plan's transit investments and make them successful. Managed lane revenues are used to support transit service, and managed lanes are necessary to make the Plan's investments in <i>Rapid</i> bus service competitive with cars.</p> <p>The Draft EIR does look at many alternatives to the proposed Plan. The eight alternatives evaluated in detail include alternatives with features suggested by the public such as a greater emphasis on transit projects, accelerating transit investments to the first ten years of the Plan, delaying or eliminating highway and managed lane investments, and planning for a modified, more compact land use pattern. The Board of Directors will consider the comparative merits of the alternatives in the EIR when they consider adoption of the final Plan.</p>	Web
654	Lael Montgomery		Many people have pointed out during the early phases of developing this plan that we can save a lot of money, protect our environment and air quality if we used our existing lanes for the Bus <i>Rapid</i> Transit lines and managed lanes rather than build new lanes. Other regions in California have done this. Does this plan consider such an alternative so that we can redirect billions of dollars from such construction towards better forms of transportation?	<p>The Draft Regional Plan includes Managed Lane improvements to be incorporated on corridors with substantial traffic congestion to support carpools, transit services, and solo drivers who pay a fee (such as in the I-15 corridor). Net revenues from those fees help support transit operations along the corridor.</p> <p>The Draft EIR evaluates four alternatives that would convert General Purpose lanes to Managed Lanes, Alternatives 5A, 5B, 5C, and 5D. The Board of Directors will consider the comparative merits of the alternatives in the EIR when they consider adoption of the final Plan.</p>	Web
655	Lael Montgomery		The plan points out that we need to reduce vehicle miles traveled (VMT) from current levels by significant percentages both on a per capita and overall basis if we are to meet our green house gas reduction targets for 2020, 2035 and 2050. Why then are we planning to increase the number of lanes, including Managed Lanes and roadways costing billions of dollars and doing so in the next 10-20 years when need fewer cars on the roads?	<p>The Draft EIR's transportation and GHG impact analyses demonstrate that future GHG emissions reductions can be achieved from the transportation sector without proportionate reductions in VMT. In 2050, total annual VMT is projected to increase by approximately 20 percent, but total on-road GHG emissions are projected to decrease, by 61 percent (Table 4.8-8, p. 4.8-24).</p> <p>The Draft Regional Plan meets the per capita greenhouse gas emissions reductions targets for passenger vehicles established by the California Air Resources Board for 2020 and 2035 and will reduce per capita VMT. The draft Plan is based on the concept of creating a wide range of transportation choices to driving alone, including increased transit services, carpooling/vanpooling, bicycling, and walking. Planned roadway improvements will increase the efficiency of the regional transportation system and the Regional Plan includes a robust system of Managed Lanes that give priority access to transit, carpools, vanpools, motorcycles, and certain clean-air vehicles at no cost. Solo drivers, however, are provided the opportunity to utilize Managed Lanes, but must pay a fee to do so. This fee, in turn, is reinvested to support transit services along the same corridor, such is the case with the Interstate 15 corridor. In order to provide these transportation choices and make the transportation network work as a whole, Managed Lanes are needed.</p>	Web
656	Lael Montgomery		Don't current studies between the relationship of adding lanes and auto traffic show that adding lanes only cause more congestion rather than reducing it and that we will end up with more cars rather than fewer? (called "induced demand")	The issue of congestion is evaluated in the Draft Regional Plan and the Draft EIR by analyzing both peak-period travel time to work as well as daily vehicle delay per capita. The performance results show that both of these categories stay essentially flat without increasing congestion from now through 2050. Based on this analysis, the Draft EIR (ImpactT-2) concludes that the proposed Plan's increase in lane miles would not induce substantial vehicle travel.	Web
657	Lael Montgomery		Is there a transit first alternative that doesn't include any future freeway expansion and instead focuses investments on transit, bike and walk infrastructure? Why wasn't there a serious consideration of a transit first alternative like the 50-10 Transit Plan?	While the Draft Regional Plan proposes freeway improvements, most of them are part of the strategy to create a network of Managed Lanes that provides priority access for our <i>Rapid</i> routes as well as carpooling/vanpooling. It is important to note that, while increasing transit investments is a key component of the draft Plan, there are many areas of the region where transit is not a cost-effective investment (especially areas with low density, auto-oriented land uses). In those areas, carpooling, vanpooling, and bicycling are a more realistic alternatives.	Web
658	Lael Montgomery		SD Forward purports congestion relief as a guiding goal. This presumes cars are the only form of transportation that matters. Instead, shouldn't the goal be to develop an effective transportation system for people and goods that will also improve our health, economy, quality of life and environment? Shouldn't SANDAG be showing through the modeling different alternatives how we can best achieve that goal?	<p>The Regional Plan is based on the concept of creating a wide range of transportation choices to driving alone, including increased transit services, carpooling/vanpooling, bicycling, and walking. In many cases, the specific projects included in the Regional Plan are aimed at accommodating multiple alternatives. For example, a new trolley line would include the development of "mobility hubs" that enable a wide range of options for accessing station sites such as bike lockers, carshare and bike share services, and shuttle services. Managed Lanes facilities provide priority access for <i>Rapid</i> transit services and carpool/vanpooling, giving users a congestion-free bypass of congested main lanes. The Regional Plan contains a rich network of both new trolley and <i>Rapid</i> lines, and creation of a network of ten-minute all day service on existing trolley, <i>Rapid</i>, and local bus services in urban areas. Transit, therefore, will be a key element in meeting our future mobility needs along with other projects that will create a wide range of time-competitive and convenient alternatives to driving alone.</p> <p>During the development of the transportation network, several alternatives were considered based on the resulting performance of the system. While congestion (expressed as daily vehicle delay) was one of the factors evaluated, there also were nine other performance measures involved in the process including the use of non-motorized modes, improved connections, benefits to the economy, safety, job access and air quality, among others.</p>	Web

No.	Name	Agency	Comment	Response	Source
659	LeAnna Zevely		It is extremely disappointing that the SANDAG Board of Directors and staff have ignored the community input received at SANDAG Board meetings since the Draft Regional Plan was presented to the community in 2011. A third option has been requested for consideration by the Board and staff at every public opportunity, which is to reduce increasing levels of greenhouse emissions through increasing investment in light rail transit throughout the region. It appears our requests have been summarily dismissed. Indeed, a huge disappointment and an opportunity missed.	The Draft Regional Plan is based on the concept of creating a wide range of transportation choices to driving alone, including increased transit services, carpooling/vanpooling, bicycling, and walking. In many cases, the specific projects included in the Regional Plan are aimed at accommodating multiple alternatives. For example, a new Trolley line would include the development of "mobility hubs" that enable a wide range of options for accessing station sites such as bike lockers, carshare and bike share services, and shuttle services. Managed Lanes facilities provide priority access for <i>Rapid</i> transit services and carpool/vanpooling, giving users a congestion-free bypass of congested main lanes. The Draft Regional Plan contains a rich network of both new Trolley and <i>Rapid</i> lines, and creation of a network of ten-minute all day service on existing Trolley, <i>Rapid</i> , and local bus services in urban areas. Transit, therefore, will be a key element in meeting our future mobility needs along with other projects that will create a wide range of time-competitive and convenient alternatives to driving alone.	Web
660	Linda Sills		<p>I just received the newsletter regarding comments on the "San Diego" forward plans, so I am taking this opportunity to state my views.</p> <p>First of all, I have studied Agenda 21-Sustainable Development for 6 years now, and what you are saying on Your web site, is the exact same thing. All of this garbage comes from the ideology of Karl Marx. In other words perhaps something you might be able to understand: Communism.</p> <p>I will stand against all of this stuff with every fiber of my being. As soon as I can get out of the state of California, I will be gone.</p> <p>Further, I will attempt to educate the public on the truth of this garbage, every day for the rest of my life.</p>	We appreciate your review of the Draft Regional Plan.	Email
661	Linda Sills		<p>Ian Rutherford Plimer is an Australian geologist, professor emeritus of earth sciences at the University of Melbourne, professor of mining geology at the University of Adelaide, and the director of multiple mineral exploration and mining companies. He has published 130 scientific papers, six books and edited the Encyclopedia of Geology. Born 12 February 1946 (age 68) Residence Australia Nationality Australian Fields Earth Science, Geology, Mining Engineering Institutions University of New England, University of Newcastle, University of Melbourne, University of Adelaide Alma mater University of New South Wales, Macquarie University Thesis The pipe deposits of tungsten-molybdenum-bismuth in eastern Australia(1976) Notable Awards Eureka Prize(1995,2002),Centenary Medal(2003), Clarke Medal (2004) Where Does the Carbon Dioxide Really Come From? PLIMER: "Okay, here's the bombshell. The recent volcanic eruption in Iceland . Since its first spewing of volcanic ash has, in just FOUR DAYS, NEGATED EVERY SINGLE EFFORT you have made in the past five years to control CO2 emissions on our planet - all of you. Of course, you know about this evil carbon dioxide that we are trying to suppress - it's that vital chemical compound that every plant requires to live and grow and to synthesize into oxygen for us humans and all animal life. I know....it's very disheartening to realize that all of the carbon emission savings you have accomplished while suffering the inconvenience and expense of driving Prius hybrids, buying fabric grocery bags, sitting up till midnight to finish your kids "The Green Revolution" science project, throwing out all of your non-green cleaning supplies, using only two squares of toilet paper, putting a brick in your toilet tank reservoir, selling your SUV and speedboat, vacationing at home instead of abroad, nearly getting hit every day on your bicycle, replacing all of your 50p light bulbs with £5 light bulbs well, all of those things you have done have all gone down the tubes in just four days. The volcanic ash emitted into the Earth's atmosphere in just four days - yes, FOUR DAYS - by that volcano in Iceland has totally erased every single effort you have made to reduce the evil beast, carbon.</p>	This comment does not appear to address any specific contents of the Draft Regional Plan. The Draft Regional Plan addresses both efforts to reduce GHG emissions as well as prepare for impacts of climate change. The efforts to reduce GHG emissions also align with other policy goals related to public health, clean air, and economics. The Draft Regional Plan recognizes that climate impacts are likely to occur despite efforts to reduce GHG emissions and describes efforts in the region to prepare for impacts such as sea level rise, increased heat waves and wildfires, and impacts to habitat.	Web

No.	Name	Agency	Comment	Response	Source
662	Linda Sills		There are around 200 active volcanoes on the planet spewing out this crud (CO2) at any one time - EVERY DAY. I don't really want to rain on your parade too much, but I should mention that when the volcano Mt. Pinatubo erupted in the Philippines in 1991, it spewed out more greenhouse gases into the atmosphere than the entire human race had emitted in all its years on earth. Yes, folks, Mt. Pinatubo was active for over one year - think about it!!!! Of course, I shouldn't spoil this 'touchy-feely tree-hugging' moment and mention the effect of solar and cosmic activity and the well-recognized 800-year global heating and cooling cycle, which keeps happening despite our completely insignificant efforts to affect climate change. And I do wish I had a silver lining to this volcanic ash cloud, but the fact of the matter is that the brush fire season across the western USA and Australia this year alone will negate your efforts to reduce carbon in our world for the next two to three years. And it happens every year. Just remember that your government just tried to impose a whopping carbon tax on you, on the basis of the bogus 'human-caused' climate-change scenario. Hey, isn't it interesting how they don't mention 'Global Warming' anymore, but just 'Climate Change' - you know why? It's because the planet has COOLED by 0.7 degrees in the past few years and these global warming bull artists got caught with their pants down. just keep in mind that you might yet have an Emissions Trading Scheme - that whopping new tax - imposed on you that will achieve absolutely nothing except make you poorer.	The Draft Regional Plan addresses both efforts to reduce GHG emissions from human-made sources as well as prepare for impacts of climate change. The efforts to reduce GHG emissions also align with other policy goals related to public health, air pollution, and economics. The Draft Regional Plan recognizes that climate impacts are likely to occur despite efforts to reduce GHG emissions and describes efforts in the region to prepare for impacts such as sea level rise, increased heat waves and wildfires, and impacts to habitat.	Web
663	M. Wal		I think it's stupid to keep spending money on painting useless bike lanes everywhere and proposing ideas like the Draft Regional Plan. You're going to spend all of this money on expanding the 94 and not fix any of the real issues with transportation in San Diego. Why not fix the entrances and exits to the 94 that hardly give drivers any time to merge onto the freeway? Or fix all of the damaged street surfaces?	Realigning ramps or interchanges are generally done as part of larger capital projects such as the SR 94 Express Lanes. The Draft Regional Plan includes funding to maintain and rehabilitate state highways. Caltrans has a "fix it first" approach to keeping facilities in good state of repair.	Web
664	Marcus Bush		SANDAG put in the Blue Line Express in the last RTP and then they took it out for this plan and I want them to put it back in. So that, number 1, the Purple Line, Route 562 is a real good project. I'm really excited about it and it'll help connect people in the South Bay to the good paying jobs in Kearny Mesa, so it's a really good project.	The Blue Line Express, while attracting high ridership, would be expensive to construct given the limited right-of-way available along the corridor for station widening and the need for a trolley tunnel downtown to handle the additional trains. It was deemed more cost effective to advance the Purple Line Rt 562 project and implement <i>Rapid</i> services along the I-5 corridor that would provide limited stop service to downtown. SANDAG will include a National City stop along this route (<i>Rapid</i> 640) to provide access to National City with connections to existing Blue Line Trolley. Additionally, this route can be implemented much earlier than Express Trolley given the lower cost, as shown in the phasing table (Table A.2) in Appendix A. The <i>Rapid</i> service also is better suited to longer distances and can provide faster service than the Express Trolley, thereby providing an auto-equivalent transit trip from National City to Downtown San Diego and Kerny Mesa.	Court Reporter
665	Marcus Bush		It's cheaper to do a Blue Line Express than the proposed BRT and I-5 freeway expansion project, so it's actually cheaper in SANDAG's figures.	The Blue Line Express would be very expensive to construct given the limited right-of-way available along the corridor for station widening and the need for a trolley tunnel downtown to handle the additional trains. It was deemed more cost effective to advance the Purple Line Rt 562 project and implement <i>Rapid</i> services along the I-5 corridor that would provide limited stop service to downtown. Managed Lanes would be added to I-5 to provide priority access for <i>Rapid</i> services and carpools/van pools. Additionally, Managed Lanes also will facilitate travel by carpools and vanpools and not not planned solely for the use of transit vehicles. The I-5 general purpose lane project ranked well (#4 out of 37) due to bottleneck conditions that occur on this segment between State Route 54 and SR 15 due to merging and additional traffic volumes from those facilities.	Court Reporter
666	Marcus Bush		SANDAG put in the Blue Line Express Trolley in a previous RTP. It has been taken out for this plan and I want it to be put it back in. It's cheaper to do a Blue Line Express Trolley than the proposed BRT and I-5 Freeway expansion project.	The Blue Line Express, while attracting high ridership, would be expensive to construct given the limited right-of-way available along the corridor for station widening and the need for a trolley tunnel downtown to handle the additional trains. It was deemed more cost effective to advance the Purple Line Rt 562 project and implement <i>Rapid</i> services along the I-5 corridor that would provide limited stop service to downtown. SANDAG will include a National City stop along this route (<i>Rapid</i> 640) to provide access to National City with connections to existing Blue Line Trolley. Additionally, this route can be implemented much earlier than Express Trolley given the lower cost, as shown in the phasing table (Table A.2) in Appendix A. The <i>Rapid</i> service also is better suited to longer distances and can provide faster service than the Express Trolley, thereby providing an auto-equivalent transit trip from National City to Downtown San Diego and Kerny Mesa.	Court Reporter
667	Marcus Bush		So that, No 1, the Purple Line, Route 562 is a really good project. I'm really excited about it and it'll help connect people in the South Bay to the good paying jobs in Kearny Mesa, so it's a really good project.	Thank you for your interest in this important project. The initial planning studies for Route 562 will begin later this year.	Court Reporter

No.	Name	Agency	Comment	Response	Source
668	Marcy Bonham		I could Cut my Trash Pick-up to BI-Weekly. Fix the streets w/the money saved.	Trash pick-up is facilitated by the local jurisdictions. Your comment has been shared with staff in the City of San Diego's Environmental Services Department.	Web
669	Marcy Bonham		Are you aware that UNLIKE some Other neighborhoods, Azalea Park has NO street signs posting WHEN our streets are going to be cleaned. Don't need a Bunch, but just a Few would be nice. That's part of the reason others think of our "poor" neighborhood- we "don't take care of what we have." THEY don't have to FIGURE OUT WHEN the truck will come, like We do!	Street cleaning and street cleaning signs are controlled by the local jurisdictions. Your comment has been shared with staff in the City of San Diego's Environmental Services Department.	Web
670	Matthew Fedder		The 2050 Regional Transit Plan had significantly different plans for the Trolley, in both its proposed projects and phasing of those projects. Of particular interest to me is the elimination of a Trolley connection through Carroll Canyon. In the 2050 RTP plan, this was listed as the first project that would be pursued (with a 2035 targeted completion date under the staging of the revenue constrained scenario), while the "Forward" plan eliminates it entirely, instead terminating with a COASTER connection. What was the reason for this change? Has SANDAG undertaken to discuss this shift in priorities with the Mira Mesa Town Council Planning Board? If so, what were their recommendations? If not, why was their input not sought?	Further analysis showed that other proposed Trolley lines had a higher overall ranking based on the various criteria we evaluated, most notably in the categories of ridership and cost effectiveness than the proposed line to Mira Mesa. The first segment of a Trolley line to Mira Mesa (UTC to Sorrento Mesa) did rank high because that segment had high ridership and cost effectiveness relative to the segment between Sorrento Mesa and Mira Mesa. We have not eliminated the Mira Mesa segment as it is still in the Unconstrained Plan; there are not sufficient revenues available to include it in the Revenue Constrained Plan. The corridor from UTC to Mira Mesa is served by the new <i>Rapid</i> 237 service. Comments on the draft networks scenarios were solicited in August 2014. Public workshops were held in May to solicit input on the draft San Diego Forward plan.	Web
671	Melinda Nyikos		In general my thoughts are as a resident of Mission Hills and also very much affected as our home is on the corner of Hawk and University - one block east of the Washington ramp that is at Ibis and University. I am writing to express my dismay to only have sharrows on most of University. As SANDAG stated, University is carrying far more traffic than it was designed for and the traffic speeds are extremely dangerous, not just as a community but trying to support a bicycle corridor - it's only going to get more dangerous. The traffic deteriorates the quality of life for all here - not just with speeding cars, noise but the bumper-to-bumper traffic it brings to this beautiful and small neighborhood. Those who spoke against the plan do not live on/around University and do NOT speak for all of Mission Hills, let alone the majority. I fear it will take a horrible accident to do what's right here. Please reconsider the west end of University to make us all safe! Let's bring back the calm residential street University once was. Thank you for your time and consideration.	Thank you for your comment and support of the Uptown Bikeways Project. Traffic calming where feasible continues to be a part of the project along this stretch of University Avenue.	Web
672	Michael Burkart		This Regional Plan totally misses the mark in terms of the needs of our community. The plan favors freeway expansion over a transit-first approach, leaving San Diego destined to live with traffic congestion, poor air quality, and high greenhouse gas emissions in perpetuity. This Regional Plan fails AB32 requirements. To make matters worse, Governor Brown has just mandated more -- a 40% cut in greenhouse gas emissions by 2030. In order to follow the law and do what is right for San Diego, <i>TransNet</i> funds must abandon freeway and <i>Rapid</i> bus lane expansion to create a TRUE transit-first strategy.	<p>The Draft Regional Plan creates a wide range of transportation alternatives to driving alone, including increased transit services, carpooling/vanpooling, bicycling, and walking. In many cases, the specific projects included in the Draft Regional Plan are aimed at accommodating multiple alternatives. Public transit projects account for half of the investment plan in the Regional Plan. A good portion of the remaining investment is proposed for services and programs that support travel by transit. The Regional Plan calls for five new Trolley lines, 32 new <i>Rapid</i> transit services, continued COASTER double tracking, SPRINTER Express service, as well as an extension to Westfield North County, four new streetcar lines, and three new intermodal transit centers.</p> <p>The only mandated greenhouse gas (GHG) emission targets applicable to SANDAG are the SB 375 per capita GHG emission reduction targets for passenger vehicles. The Draft Regional Plan exceeds these targets. The Draft EIR (Impact GHG-2) demonstrates that the proposed Plan would not conflict with the State's ability to achieve the AB 32 target of reducing statewide GHG emissions to the 1990 levels by 2020. Although the Draft EIR compares the proposed Plan's GHG reductions to a 2030 regional reference point based on Governor Brown's Executive Order B-30-15, there is no mandate for the proposed Plan to "comply" with the EO state GHG reduction goal.</p> <p>SANDAG does not have the flexibility to reallocate <i>TransNet</i> funds from freeway and <i>Rapid</i> bus lane (managed lane) expansion to pedestrian, bicycle, and rail transit, as requested by the comment. The <i>TransNet</i> Ordinance estimates that about a 50 percent match in funds from other sources will be used to complete all of the Ordinance's highway and transit capital projects. Fully 90 percent of SANDAG's discretionary state and federal funds are used to match <i>TransNet</i> funds to complete <i>TransNet</i> projects. Redirecting these matching funds away from <i>TransNet</i> projects to advance non-<i>TransNet</i> transit projects would create a funding deficiency that, at this time, would prevent SANDAG from completing all <i>TransNet</i> capital projects approved by the voters.</p> <p>Also, redirecting funds from Managed Lanes to additional transit investments would jeopardize the Draft Plan's existing transit investments. Managed lanes are necessary to support the proposed Plan's transit investments and make them successful. Managed lane revenues are used to support transit service, and managed lanes are necessary to make the Plan's investments in <i>Rapid</i> bus service competitive with cars.</p>	Web

No.	Name	Agency	Comment	Response	Source
673	Michael Wonsidler		<p>Thank you for the opportunity to provide comments on this important project. To put it simply, the plan focuses too heavily on highway expansion. San Diego already has an extensive system of highways and arterial roads. The problem is that so many people want to use them at the exact same time: weekdays at 8 a.m. and 5 p.m. Building more roads is very expensive: Highway projects and connector roads in the proposed plan would consume the majority of funding, and would require much more for maintenance and rehabilitation. This continued focus on highway expansion will generate new trips that lead to yet more people stuck in traffic. SANDAG should change its focus to the following: Focus on reducing vehicle miles of travel: SANDAG's plan focuses too much on relieving congestion. Instead, it should work to reduce vehicle travel in general.</p>	<p>Transit capital and operations account for half of the proposed investments in the Draft Regional Plan. A good portion of the remaining investment is proposed for services and programs that support travel by transit. The Regional Plan calls for five new Trolley lines, 32 new <i>Rapid</i> transit services, continued COASTER double tracking, SPRINTER Express service, as well as an extension to Westfield North County, four new streetcar lines, and three new intermodal transit centers.</p> <p>Highway improvements (including highway lanes, freeway connectors, and operational improvements) complement and complete the existing highway network. Planned improvements will increase the efficiency of the regional transportation system. The Regional Plan includes a robust system of Managed Lanes that give priority access to transit, carpools, vanpools, motorcycles, and certain clean-air vehicles at no cost. Solo drivers, however, are provided the opportunity to utilize Express or Managed Lanes, but must pay a fee to do so. This fee, in turn, is reinvested to support transit services along the same corridor, such is the case with the Interstate 15 corridor.</p>	Web

No.	Name	Agency	Comment	Response	Source
674	Michael Wonsidler		<p>Thank you for the opportunity to provide comments on this important project. To put it simply, the plan focuses too heavily on highway expansion. San Diego already has an extensive system of highways and arterial roads. The problem is that so many people want to use them at the exact same time: weekdays at 8 a.m. and 5 p.m. Building more roads is very expensive: Highway projects and connector roads in the proposed plan would consume the majority of funding, and would require much more for maintenance and rehabilitation. This continued focus on highway expansion will generate new trips that lead to yet more people stuck in traffic. SANDAG should change its focus to the following: Focus on reducing vehicle miles of travel: SANDAG's plan focuses too much on relieving congestion. Instead, it should work to reduce vehicle travel in general. Change land use projections: The San Diego region is predicted to grow in a more walkable, compact way than just a few years ago. Yet there is still a significant amount of job and housing sprawl projected; much of it supported with SANDAG investments. SANDAG can do more to change its focus to accelerate smart growth, such as setting aside a portion of its sales tax funding that repairs local streets and roads to reward local jurisdictions that accommodate a significant portion of the region's affordable homes and density. Spend the same amount- just change the priorities: Building more public transit early means additional funds will be needed to operate them. While this transit should be prioritized and "front loaded", it means SANDAG should find areas to reduce costs so that the plan remains financially viable. Identifying road expansions to delay, scale back or eliminate will be critical. Expand highway capacity, without widening roads. SANDAG has done an excellent job expanding vanpooling in the region, which works well to bring commuters from spread-out suburbs to central work locations. The agency proposes expanding vanpools and its network of commuter buses. But the success of these services depends on free-flowing lanes. This could be accomplished by converting select general purpose lanes to Express (aka HOT) Lanes, and use the revenue for transit and vanpooling, before costly (road) expansions. This would save money, reduce environmental impact and free up funds to put toward better transportation choices. Dramatically expand demand management strategies. From car-sharing to free transit pass programs to subsidizing the vanpool program, reducing demand works is one of the least expensive ways to achieve greenhouse gas reductions and achieve true congestion relief. Smarter parking management is another area of great opportunity. These programs will be key for reducing the demand for road expansion. The Bay Area's Metropolitan Transportation Commission anticipates a reduction of roughly 2 percent from a massive expansion of car-sharing alone, and recently put out a call for projects to jump-start that. (Importantly, the grants are prioritized for the cities taking on the most housing growth.) To conclude, in order to reduce greenhouse gas emissions and encourage resident use of public transit- SANDAG should complete public transit expansions prior to highway expansions. We do not need to encourage vehicle miles, rather encourage use of transit. Investing in a well-funded transit system will offer a myriad of benefits, including attracting well-educated workforce, reduce GHG emissions, improve quality of life for citizens and reduce transit costs. Funding more highway expansions creates a highly probable outcome- more cars and GHG emissions as well as lower quality of life. Our region needs significant investment to create a world-class transit system- not more highway expansions. SANDAG must use its resources to make a plan that can create a truly sustainable, affordable future for all San Diegans.</p>	<p>The Draft Regional Plan creates a wide range of transportation alternatives to driving alone, including increased transit services, carpooling/vanpooling, bicycling, and walking. In many cases, the specific projects included in the Draft Regional Plan are aimed at accommodating multiple alternatives. Public transit projects account for half of the investment plan in the Regional Plan. A good portion of the remaining investment is proposed for services and programs that support travel by transit. The Regional Plan calls for five new Trolley lines, 32 new <i>Rapid</i> transit services, continued COASTER double tracking, SPRINTER Express service, as well as an extension to Westfield North County, four new streetcar lines, and three new intermodal transit centers.</p> <p>The Plan shows a reduction in VMT per capita through the development of a transportation network that offers more choices and through implementation of land use decisions that have been made by the cities and County to develop mostly within their existing boundaries. Total VMT increases due to the impacts of population growth with the addition of about a million new people and a half million new jobs by 2050.</p> <p>The Regional Plan incorporates Managed Lane/High Occupancy Vehicle (HOV) improvements on corridors with substantial traffic congestion to support carpools, transit services, and solo drivers who pay a fee (such as in the I-15 corridor). Conversion of general purpose lanes to create additional Managed/HOV lanes would be governed by federal and state laws and regulations, Also, several alternatives evaluated in the Draft EIR (5A, 5B,5C, and 5D) convert general purpose lanes to managed lanes that support carpools. The Board of Directors will consider the comparative merits of the alternatives in the EIR when they consider adoption of the final Plan.</p>	Web

No.	Name	Agency	Comment	Response	Source
675	Michael Wonsidler		Expand highway capacity, without widening roads. SANDAG has done an excellent job expanding vanpooling in the region, which works well to bring commuters from spread-out suburbs to central work locations. The agency proposes expanding vanpools and its network of commuter buses. But the success of these services depends on free-flowing lanes. This could be accomplished by converting select general purpose lanes to Express (aka HOT) Lanes, and use the revenue for transit and vanpooling, before costly (road) expansions. This would save money, reduce environmental impact and free up funds to put toward better transportation choices.	<p>Throughout the life of the Plan, Managed Lane improvements will be incorporated on corridors with substantial traffic congestion to support vanpools, carpools, transit services, and solo drivers who pay a fee (such as in the I-15 corridor). Net revenues from those fees help support transit operations along the corridor.</p> <p>The Draft EIR evaluates four alternatives that would convert General Purpose lanes to Managed Lanes, Alternatives 5A, 5B, 5C, and 5D. The Board of Directors will consider the comparative merits of the alternatives in the EIR when they consider adoption of the final Plan.</p> <p>SANDAG will continue to subsidize and promote vanpooling in the region. SD Forward: The Regional Plan calls for continued growth in the Regional Vanpool Program with a 13 percent increase by 2020, a 62 percent increase by 2035, and a 110 percent increase by 2050.</p>	Web
676	Michael Wonsidler		Dramatically expand demand management strategies. From car-sharing to free transit pass programs to subsidizing the vanpool program, reducing demand works is one of the least expensive ways to achieve greenhouse gas reductions and achieve true congestion relief. Smarter parking management is another area of great opportunity. These programs will be key for reducing the demand for road expansion. The Bay Area's Metropolitan Transportation Commission anticipates a reduction of roughly 2 percent from a massive expansion of car-sharing alone, and recently put out a call for projects to jump-start that. (Importantly, the grants are prioritized for the cities taking on the most housing growth.)	<p>SANDAG currently offers a comprehensive transportation demand management (TDM) program known as iCommute to help reduce traffic congestion by encouraging the use of transportation alternatives. This includes educating the public on their transportation choices and providing incentives and support for vanpooling, carpooling, transit, biking, walking, and teleworking. iCommute is currently piloting Try Transit, an employer benefit program that provides eligible employees with a 30-Day Pass to try one of the many transit choices in the San Diego region. Employers located within one-half mile of a transit stop may be eligible to participate. iCommute also offers complimentary ridematching and trip planning services. Commuters can use these tools to find carpools and vanpools traveling in the same direction allowing them to save time and money in their daily commute. The Regional Vanpool Program provides a subsidy of up to \$400 per month for eligible vanpools to off-set the cost of the vehicle lease. More information on these services can be found at 511sd.com/iCommute.</p> <p>Additionally, SANDAG is developing a Regional Mobility Hub Implementation Strategy to identify transportation services, amenities, and urban design enhancements that can bridge the distance between transit and an individual's origin or destination. The strategy will recommend improvements, conceptual designs, and implementation options for different communities served by high-frequency transit in the San Diego region. A wide range of new and emerging shared mobility services (e.g. carshare, bikeshare, scootershare, on-demand shuttles) will be evaluated and incorporated to provide residents, employees, and visitors with a range of convenient travel options. Mobility hub locations will be prioritized based on a variety of factors including the mix of land uses and the type and frequency of available transit service. Smart growth opportunity areas will also be leveraged to identify viable sites for mobility hub investments. Pilot projects will be implemented to demonstrate how mobility hub concepts can be incorporated at both new and existing transit stations. Availability of funding through the life of the Regional Plan allows for the implementation of up to 20 mobility hubs by 2035. SANDAG aims to explore additional mobility hub implementation funding opportunities through federal and state grants in addition to public-private partnerships.</p> <p>While parking management decisions lie with local jurisdictions, SANDAG provides resources and tools to support local jurisdictions with proactive parking management efforts. SANDAG recently completed a Regional Parking Management Toolbox to assist staff and policy makers from local jurisdictions with developing comprehensive parking management programs rooted in data collection and analysis. SANDAG will continue to assist local jurisdictions with the development and implementation of parking management programs that encourage TOD, support economic development, and expand transportation choices. More information on the Regional Parking Management Toolbox can be found on http://www.sdforward.com/mobility-planning/parking-toolbox.</p>	Web
677	Michael Wonsidler		Spend the same amount- just change the priorities: Building more public transit early means additional funds will be needed to operate them. While this transit should be prioritized and "front loaded", it means SANDAG should find areas to reduce costs so that the plan remains financially viable. Identifying road expansions to delay, scale back or eliminate will be critical.	<p>The Regional Plan is based on the concept of creating a wide range of transportation choices to driving alone, including increased transit services, carpooling/vanpooling, bicycling, and walking. In many cases, the specific projects included in the Regional Plan are aimed at accommodating multiple alternatives. For example, a new Trolley line would include the development of "mobility hubs" that enable a wide range of options for accessing station sites such as bike lockers, carshare and bike share services, and shuttle services. Managed Lanes facilities provide priority access for <i>Rapid</i> transit services and carpool/vanpooling, giving users a congestion-free bypass of congested main lanes.</p> <p>Federal and State laws require SANDAG to develop a regional plan built on reasonable assumptions of the revenues that will be available during the period covered by that plan. Certain funds can only be used for certain projects. For example, <i>TransNet</i> sales tax revenue can only be used for specific projects and programs, including active transportation, transit and highway projects, as well as smart growth incentives.</p>	Web
678	Michael Wonsidler		Change land use projections: The San Diego region is predicted to grow in a more walkable, compact way than just a few years ago. Yet there is still a significant amount of job and housing sprawl projected; much of it supported with SANDAG investments. SANDAG can do more to change its focus to accelerate smart growth, such as setting aside a portion of its sales tax funding that repairs local streets and roads to reward local jurisdictions that accommodate a significant portion of the region's affordable homes and density.	As described in Chapter 5, the Regional Plan calls for using federal, state, regional, and local transportation funds, in conjunction with locally-generated incentives, as catalysts to promote smart growth, economic prosperity, and sustainable development. The implementation strategy includes incentives to help communities across the region realize specific goals. In past decades, the region has developed a variety of incentives funded through the local <i>TransNet</i> half-cent sales tax. <i>TransNet</i> grant programs will continue to play a big role in providing incentives for this Regional Plan. The key incentives related to your comment include: the Active Transportation Grant Program, which funds bike and pedestrian plans, projects, and education and training programs; the Smart Growth Incentive Program, which funds planning and infrastructure projects that support mixed use and higher density development in the urbanized areas of the region near existing and planned public transportation. The program also supports long-term sustainability by encouraging development in areas that are not being used as habitat, farmland, rural land, or open space and the Environmental Mitigation Program, which funds the acquisition, management, and monitoring of habitat preservation lands and environmentally sensitive species.	Web

No.	Name	Agency	Comment	Response	Source
679	Michael Wonsidler		To conclude, in order to reduce greenhouse gas emissions and encourage resident use of public transit- SANDAG should complete public transit expansions prior to highway expansions. We do not need to encourage vehicle miles, rather encourage use of transit. Investing in a well-funded transit system will offer a myriad of benefits, including attracting well-educated workforce, reduce GHG emissions, improve quality of life for citizens and reduce transit costs. Funding more highway expansions creates a highly probable outcome- more cars and GHG emissions as well as lower quality of life. Our region needs significant investment to create a world-class transit system- not more highway expansions. SANDAG must use its resources to make a plan that can create a truly sustainable, affordable future for all San Diegans.	The Draft Regional Plan is based on the concept of creating a wide range of transportation choices to driving alone, including increased transit services, carpooling/vanpooling, bicycling, and walking. In many cases, the specific projects included in the Regional Plan are aimed at accommodating multiple alternatives. For example, a new Trolley line would include the development of "mobility hubs" that enable a wide range of options for accessing station sites such as bike lockers, carshare and bike share services, and shuttle services. Managed Lanes facilities provide priority access for <i>Rapid</i> transit services and carpool/vanpooling, giving users a congestion-free bypass of congested main lanes. The Draft Regional Plan contains a rich network of both new Trolley and <i>Rapid</i> lines, and creation of a network of ten-minute all day service on existing Trolley, <i>Rapid</i> , and local bus services in urban areas. Transit, therefore, will be a key element in meeting our future mobility needs along with other projects that will create a wide range of time-competitive and convenient alternatives to driving alone.	Web
680	Mike Bullock		<p>My first concern is that the plan cannot lead to an Environmental Impact Report that is consistent with California Environmental Quality Act Law, CEQA. And I say that, because it does not have clear climate stabilizing targets and the reason that is true, is that, CEQA requires that all negative environmental impacts be considered. So an important negative environmental impact, is climate destabilization, and to obey CEQA, there needs to be a clear explanation of what climate destabilization is, and it is when the positive feedbacks take over in our climate system, such as melting polarized caps, which reflect light, now they're melted not as large and so there's more black water which absorbs heat, so that's a negative impact. It's a negative impact but it's a positive feedback in that the worse it gets the worse it gets. And the other example often stated is the freeing of methane gas from the permafrost which is melted, that's methane is also a greenhouse gas. So these positive feedbacks can drive the climate to a very, very different climate than what we have now and we'll have no ability to slow it down.</p> <p>These effects will be larger than our greenhouse gas emissions from the combustion of positive fuel and methane gas from agriculture, those kinds of things and this destabilization will result in the loss of most life forms on the planet, including our own species and so, that's what the literature on climate and climate destabilization. It's also called "going over the tipping point," tells us and so that must be avoided at all cost.</p>	In the Draft EIR for the Regional Plan, SANDAG properly evaluates the significant environmental impacts of the Plan, and concludes that the Plan would have significant and unavoidable GHG emissions impacts (see Impact GHG-4). The Draft EIR then identifies mitigation measures and alternatives to the Plan that would reduce this significant impact. For more detail see Draft EIR Section 4.8 and Chapter 6.0. The EIR Responses to Comments will address this matter.	Court Reporter
681	Mike Bullock		San Diego County can't all by itself stabilize or destabilize the climate, but we cannot contribute to it by hitting those greenhouse gas targets and those targets have to be described and then those -- and then, the measures and projects, transportation projects, various types of measures that could be done here to achieve those targets also have to be described because the decision-makers have to say, "That's something we definitely want to do and we can do and those measures will work." Or, I guess, they could say, "That's too hard. We will just let the climate destabilize knowing that at some point, maybe our grandchildren or their children will suffer a devastating collapsed of the human population," that's a phrase from "Scientific American 2008," devastating collapsed of the human population," so that's a description of climate destabilization. So SANDAG has to explain that and they have to have a plan/option, which will achieve those targets but they have to get their own targets. They can't just use the State mandates and they can't use SB375, which isn't even about climate stabilization.	<p>Draft EIR Section 4.8 evaluates GHG emissions for conflicts with several state GHG targets or goals, including the AB 32 statewide target to reduce GHG emissions to 1990 levels by 2020, the SB 375 regional GHG per capita reduction targets for passenger vehicles, and the Executive Orders B-30-15 and S-3-05 statewide GHG reduction goals of 40 percent below 1990 levels by 2030 and 80 percent below 1990 levels by 2050.</p> <p>The mandated GHG emission targets applicable to SANDAG are the SB 375 per capita GHG emissions reduction targets for passenger vehicles. The Draft Plan exceeds these targets.</p>	Court Reporter

No.	Name	Agency	Comment	Response	Source
682	Mike Bullock		<p>Governor's Executive Order "S-3-05" was about climate stabilization in 2005, but things have gotten worse and that's not obeying CEQA to just start using as S-3-05, the old 2005 because it was in 2005, Governor Schwarzenegger who signed that. And in 2005, that was thought to be -- those targets were thought to be climate stabilizing, those three targets. If SANDAG still thinks they are, they have to rationalize that and they have to come out and say, "We're going to use those targets." I believe that would be incorrect from a technical standpoint, and the targets need to be more aggressive you might say, they have -- we have to have a greater reduction sooner, because what's happened between 2005-and-2015 is this 10- year period that's gone by, is not what was supposed to happen in the world as described by "Governor's Executive Order S-3-05." That's the primary concern that I have and I have had, and I've expressed many times to the SANDAG Board that they need to adopt targets to stabilize climate and they have to show how they can achieve those targets.</p>	<p>Draft EIR Section 4.8 evaluates the proposed Plan for conflicts with several state GHG reduction goals, including Executive Order S-3-05 from 2005 and Executive Order B-30-15 from 2015. The text of EO-B-30-15, which sets a statewide GHG reduction goal of 40 percent below 1990 levels by 2030, endorses the science behind the 2050 reduction goal, and does so in 2015 - 10 years after the 2050 reduction goal Executive Order was issued in 2005:</p> <p>"(the 2030 reduction goal) will make it possible to reach the ultimate goal of reducing emissions 80 percent under 1990 levels by 2050. This is in line with the scientifically established levels needed in the U.S. to limit global warming below 2 degrees Celsius - the warming threshold at which scientists say there will likely be major climate disruptions such as super droughts and rising sea levels."</p>	Court Reporter
683	Mike Bullock		<p>I want to talk about the things that I have proposed to SANDAG that they have ignored. One that's quite easy to understand is the electrification of the COASTER service, and that would not only help a reduction in greenhouse gas emissions, it would also reduce diesel exhaust which is a known carcinogen and they definitely need to do much more in terms of explaining what is needed to protect public health from air pollution, very similar to the destabilization targets. I guess it's called, "significant thresholds. They need to have clear significant thresholds for air pollution and then achieve those significant thresholds, you know, get below those thresholds, so it's not significant, so we're not causing large amounts of cancer as an example and other health problems.</p>	<p>Electrification along the LOSSAN and SPRINTER corridors would be challenging due to the mixed operations between COASTER, SPRINTER, Amtrak, Metrolink, and BNSF Freight. Amtrak, Metrolink, and BNSF Freight trains travel well beyond the SANDAG region and will rely on conventional non-electrified locomotives for the foreseeable future. Electrification is not identified in the LOSSAN Programmatic EIR.</p> <p>Electrification along the sensitive coastal LOSSAN corridor would be inconsistent with the coastal communities due to the overhead catenary wires that would potentially impact coastal views and the lack of available right-of-way for in the coastal area for electrical substations and transmission lines.</p> <p>As of 2015, all new locomotives purchased must meet US EPA' Tier 4 emissions regulations which dramatically reduce emissions from diesel locomotives. Amtrak Pacific Surfliner Trains will receive delivery of these new Tier 4 locomotives in 2017. Over the life of the plan, all locomotives and SPRINTER vehicles will be replaced with low emission locomotives.</p> <p>Draft EIR Section 4.3 identifies five significance criterion for air quality impacts, and identifies mitigation measures to avoid or reduce the air quality impacts found to be significant. Draft EIR Chapter 6.0 evaluates alternatives to the proposed Plan that would reduce the Plan's significant air quality impacts.</p>	Court Reporter

No.	Name	Agency	Comment	Response	Source
684	Mike Bullock		<p>I have shown SANDAG what I believe are climate stabilizing targets and this is in a peer- review report that I wrote for the Air and Waste Management Association, it's called, "The Development of Light Duty Vehicle Requirements to Support Climate Stabilization. There's two types of requirements. One set is "car efficiency" and the other set is "per capita driving." Actually, it's one number per capita driving, so there's a lot of requirements that have to do with getting our fleet of cars more efficient than emitting less greenhouse gas per mile driven, but it's not enough. It also requires a reduction of per capita driving. And so, after I get per capita driving, I have a list of measures which achieve that reduction in per capita driving and one of them that's important about seven-and-a-half percent I predict out of that 32-and-a- half percent is pretty important, is the widespread adoption of parking policies which would unbundle; unbundle the cost of car parking, in effect, in effect it would unbundle the car parking in effect and that system could be described, or that system is where the parking lot is operated as a business for the people for whom the parking is built. For example, for employees they have an off- street parking lot or parking garage underground parking, whatever the parking is and that parking should be operated as a business for the employees whereby, the employees get the earnings from the parking lot. It's their business. They get the earnings. Now, the money comes about because like any business, we charge to use the parking. The employees could be their own customers or not; so two employees that work the same number of hours in a day, one never drives, the other always drives, they both get the exact same earnings. However, the employee that always drives will see on their statement, their monthly statement, a charge so that's how the business would work and the employees would be very happy if the parking lot is nearly full, even if it requires people that don't work for the company to park there, because they will pay and that pay puts money in the pockets of the employees. So by this mechanism, this system not only does it in effect unbundle the cost of the parking lot and restore the full income that they should have gotten, it also supports full sharing of the parking, so ultimately, when this system is in place for all types of parking, anybody can park any place for any amount of times, and it's all automated, like turning on a light bulb, you park your car and you don't have to think about it at all if you don't want to, there's nothing to do. There's no 25 parking meter. However, you will get a bill because the system knows whose car that is and knows when it came and when it left and what the parking rate was; you can have such things, as instantaneous congestion pricing to ensure that there's always available parking spots, that's important to many cases like around, especially around a train station, you definitely want to have vacant spots even close to a platform. They would probably be very pricey because you would have blocks of parking that you instantaneously congestion priced, so the price is always changing but it's forcing vacancy. So anyway, that's another paper and I have -- this paper is now hosted by the City of San Diego in their Climate Action Plan work.</p>	<p>The EIR Responses to Comments will address this comment about using parking policies to reduce greenhouse gas emissions and vehicle miles traveled.</p>	<p>Court Reporter</p>

No.	Name	Agency	Comment	Response	Source
685	Mike Bullock		I have shared my papers and pointed these potential mitigations to the SANDAG Board of Directors, but they have not elected to work towards that system or even acknowledge that that system has been formulated, even though, that system was described in Appellate Court in the Sierra Club lawsuit against the County's Climate Action Plan. Specifically, one of the three Justices asked our lawyer, described a feasible mitigation that was ignored by the County and our lawyer described this system for employees and when she got done, when our lawyer got done with this description, the Justice said, "Yes, that sounds like feasible mitigation ..."Therefore, SANDAG should not be ignoring feasible mitigation because that also violates CEQUA. I think that's about it; thank you.	The EIR Responses to Comments will explain that the Draft EIR GHG mitigation measures meet CEQA requirements.	Court Reporter
686	Mike Bullock		And, first of all, you stop expanding roads and you reallocate <i>TransNet</i> money that's been allocated to highways to Transit why we would so call, break a promise to the voters because we have a crises. A life and death situation. And that's why we should certainly have a super-majority to do that and stop expanding highways and spend all of that money on Transit, mainly because we need to reduce driving so much, we don't need the additional capacity. The other thing we need to do, is we need to improve the way we pay for car parking and roads. And I'll submit detail on that and you've seen details on that over the years. So thank you very much.	Transit capital and operations account for half of the investment plan in the Regional Plan. A good portion of the remaining investment is proposed for services and programs that support travel by transit. The Regional Plan calls for five new trolley lines by 2050, 32 new <i>Rapid</i> transit services, continued COASTER double tracking, SPRINTER Express service, as well as an extension to Westfield North County, four new streetcar lines, and three new intermodal transit centers. The Draft Regional Plan also includes a robust system of Managed Lanes that give priority access to transit, carpools, vanpools, motorcycles, and certain clean-air vehicles at no cost. Solo drivers, however, are provided the opportunity to utilize Express Lanes, but must pay a fee to do so. This fee, in turn, is reinvested to support transit services along the same corridor, such is the case with the Interstate 15 corridor. While parking management decisions lie with local jurisdictions, SANDAG provides resources and tools to support local jurisdictions. SANDAG recently completed a Regional Parking Management Toolbox to assist staff and policy makers from local jurisdictions with developing parking management programs. The resource also provides guidance on finance considerations related to parking improvements.	Court Reporter
687	Muntasser Alkhalidi		Why is there no bus on Saturday or Sunday? Why is there no bus after 7pm? Bus #816 There is no accuracy in bus time.	Route frequencies and days of service are driven by the level of ridership demand. Nighttime and Saturday and Sunday demand is lower in most areas, and in some areas it is insufficient to warrant that service. As demand increases in these areas, MTS can add service to match, pending available resources to do so. Route 816 is duplicated along Main Street by Route 815, which does offer night and weekend service. South of Main Street, demand is largely driven by Cuyamaca College, where activity is less intense on nights and weekends. (Cuyamaca College and Rancho San Diego also have service everyday on Route 856.) For more specific requests, riders can contact the Customer Service Department at (619) 557-4555.	Web
688	Nicolas Soriano	Soriano	Hey Todd Gloria and Myrtle Cole, How about focusing on mass transit across all San Diego County instead of wasting our tax dollars on more roads and highways. I'm tired of seeing our trolleys and buses overfilled with people because you don't provide adequate and efficient mass transit. How can we call ourselves Americas Finest city when Portland and San Francisco have way better mass transit than us? Why is does it only take me 25 minutes to get San Ysidro by Car and 1 hour and 25 min by mass transit? Do you go out of your way to make our lives harder? I don't want to drive everywhere and neither do my friends and family. I want to be able to ride the trolley to the beach or anywhere else without having to fight for parking all the time. You got elected to solve problems, not to be part of them or ignore them.	Transit capital and operations account for half of the investments proposed in the Draft Regional Plan. A good portion of the remaining investment is proposed for services and programs that support travel by transit. The Regional Plan calls for five new Trolley lines by 2050, 32 new <i>Rapid</i> transit services, continued COASTER double tracking, SPRINTER Express service, as well as an extension to Westfield North County, four new streetcar lines, and three new intermodal transit centers. Also, the Draft Regional Plan includes improvements in service frequencies on most bus routes in the urbanized areas to every 15 minutes all day by 2020 and to 10 minutes all day by 2035. A "Safe Routes to Transit" program would fund improvements designed to make it easier and safer to access new transit stations. The recent Trolley Renewal project has upgraded all Trolley stations along the Blue and Orange Lines.	Web
689	Pam Chambers		I would like more dollars spent on widening I-5 and SR 78.	Both of these projects are included in the Draft Regional Plan with the dollars associated to cover the estimated costs. Table A.1 in Appendix A, Transportation Projects, Costs, and Phasing, includes a detailed list of all Managed Lanes and connector improvements in the Revenue Constrained plan.	Comment Card
690	Pam Chambers		Comments by the public should be transparent and detailed, i.e. how many people were present, who were the stakeholders? At the Oceanside workshop there were 50-60 public people.	Details, including number of workshop participants, comments made at the workshop, as well as staff responses to such comments will be included in Appendix F: Public Involvement Program. Each workshop participant reserves the right to sign-in at our events with the acknowledgment that signing is not only voluntary, but by filling out one's contact information, this becomes part of the public record. Should someone like to find out who from their community attended the meeting, all sign-in sheets are available upon request as part of the official public record.	Comment Card
691	Patrick Tierney		As mentioned in our general comment submitted earlier, the Plan does not address the critical need for grade separation at the Chesterfield crossing and other locations along the SD NC coast. There is "collateral damage" we fear that will exacerbate an already existing public safety risk of at grade crossings. You are asking for a catastrophic event by allowing double tracking without solving today's problems at these crossings.	Chesterfield Drive and all at-grade crossings that will be double tracked must follow the top safety standards set by the Federal Railroad Administration and the California Public Utilities Commission. Safety improvements to at-grade crossings are an important component of each double tracking project.	Web

No.	Name	Agency	Comment	Response	Source
692	Patrick Tierney & & Karen Mendez		While the public safety threat exists at all at grade crossings, the Chesterfield crossing in Encinitas is particularly concerning due to the traffic congestion there. We live near this crossing and have seen firsthand over and over how dangerous this at grade crossing is even with a single track running through it due to the short run between the traffic lights intersected by the train tracks between the Coast Hwy and San Elijo Ave and the many entry and exit points at that crossing. The added track will limit even further the space for vehicles waiting to pass through the San Elijo/Chesterfield and Chesterfield/Coast Hwy traffic intersections making it more likely for vehicles to be trapped on the tracks and more likely for vehicle accidents. It is also perilous to cross on foot with frustrated drivers consistently running the red left arrow from Chesterfield to San Elijo and from the Coast Hwy to Chesterfield while the crossing signals are green. Adding a pedestrian overpass or underpass at the tracks will not alleviate this danger as the danger is from the crossing the streets (San Elijo and the Coast Hwy) adjacent to the track crossings, not at the track crossing.	All at-grade crossings that fall within a LOSSAN double tracking project must follow the highest safety standards set by the FRA and CPUC. For example, the Chesterfield Drive grade crossing will be upgraded for safety and mobility by eliminating the free right turning movements, adding an ADA compliant bike and pedestrian path with pedestrian gates, constructing quad vehicular gates with a median, and interconnecting and synchronizing adjacent signals. Additionally there are 3 pedestrian undercrossings included in the plan within the City of Encinitas located at Hillcrest, El Portal, and Montgomery.	Web
693	Patrick Tierney & & Karen Mendez		The area around the crossing is also very noisy since trains must sound their horns before and through at grade crossings like Chesterfield. Additional tracks means more trains traffic, which means more horns and increased times the crossing rails go down stopping pedestrians and vehicles in a dangerous traffic jam. We have seen many near misses between vehicles and many instances of vehicles nearly hitting pedestrians and have been close to being run over ourselves at the Chesterfield crossing while walking across San Elijo.	SANDAG and NCTD will cooperate with the City of Encinitas if the City wishes to pursue a quiet zone that will eliminate train horn noise. Safety enhancements will be made to the Chesterfield Drive at-grade crossing as part of the San Elijo Lagoon Double Track and Coastal Rail Trail projects.	Web
694	Patrick Tierney & & Karen Mendez		All of these issues will be amplified when the tracks are doubled if not solved FIRST. The solution is to make grade separations at all of the crossings and the best way to do this is by trenching the tracks like was done in Solana Beach. The Solana Beach trenching project was completed in 1995 for a cost of \$18M (see http://www.greatamericanstations.com/Stations/SOL for this figure and the source of funding). In today's dollars that figure is conservatively \$27M. Why is the trenching estimate for Encinitas 10 times that amount?	The Draft Regional Plan includes select grade separations along the LOSSAN corridor including Leucadia Boulevard in Encinitas and possibly others to be determined. Because geotechnical, environmental, and community conditions are different, it is not possible to reasonably apply the cost from the Solana Beach trench with future trenching in other segments of the corridor.	Web
695	Patrick Tierney & & Karen Mendez		In appendix A of the Plan double tracking starts in 2020. Grade separation is then listed for 2035 and only for Leucadia. Again, the grade separation has to be done FIRST, not as an afterthought and it has to be done at Chesterfield/Birmingham as well. Also in appendix A it lists "plus 2 grade separations" for 2050. Which 2? Same concerns as above. In appendix M double tracking is listed as the 4th priority, but the Leucadia grade separation is listed at 25th. The Carlsbad grade separations are also listed at the bottom. This is completely out of order. The grade separations need to be prioritized and completed BEFORE double tracking or at least in conjunction with it.	Double tracking does not require grade separations. The "plus 2 grade separations" are not defined but may include any of the LOSSAN corridor at-grade crossings. Table M.11 explains the criteria for the Rail Grade Separations ranking shown in Table M.12. The Encinitas and Carlsbad grade separations do not rank as high compared to many of the Trolley at-grade crossings.	Web

No.	Name	Agency	Comment	Response	Source
696	Patrick Tierney & Karen Mendez		The Plan is overlooking major public safety and quality of life issues that exist along the SD North County Coastal corridor today and will only be exacerbated by double tracking without proper grade separation. This additional collateral damage can be avoided in the future IF today's issues are addressed and fixed BEFORE the dual tracks are built. We have reviewed the latest SD regional long range plan published by SANDAG, attended a SANDAG meeting to review that plan, discussed the issues with SANDAG employees and an Encinitas city planner, and have had several email exchanges with Encinitas city council members. All of these communications have confirmed that only very limited grade separations are planned, that none are currently funded and that even those too few grade separations happen very late in the overall transit improvement plans (i.e., well after the double tracking is done). How can you even think about moving forward with this Plan when there are already many safety and quality of life issues with current at grade crossing with only one track? An example of the many at grade crossing issues is the Chesterfield crossing.	All at-grade crossings that fall within a LOSSAN double tracking project must follow the highest safety standards set by the FRA and CPUC. For example, the Chesterfield Drive grade crossing will be upgraded for safety and mobility by eliminating the free right turning movements, adding an ADA compliant bike and pedestrian path with pedestrian gates, constructing quad vehicular gates with a median, and interconnecting and synchronizing adjacent signals. Although not currently funded, there are also three pedestrian undercrossings included in the Plan within the City of Encinitas at Hillcrest, El Portal, and Montgomery.	Web
697	Patrick Tierney & Karen Mendez		We live near the Chesterfield crossing in Encinitas and have seen firsthand over and over how dangerous this at grade crossing is even with a single track running through it due to the short run between the traffic lights intersected by the train tracks between the Coast Hwy and San Elijo Ave and the many entry and exit points at that crossing. The added track will limit even further the space for vehicles waiting to pass through the San Elijo/Chesterfield and Chesterfield/Coast Hwy traffic intersections making it more likely for vehicles to be trapped on the tracks and more likely for vehicle accidents. It is also perilous to cross on foot with frustrated drivers consistently running the red left arrow from Chesterfield to San Elijo and from the Coast Hwy to Chesterfield while the crossing signals are green. Adding a pedestrian overpass or underpass at the tracks will not alleviate this danger as the danger is from the crossing the streets (San Elijo and the Coast Hwy) adjacent to the track crossings, not at the track crossing.	The safety for all users of the Chesterfield Drive at-grade crossing will be significantly improved as part of the San Elijo Lagoon Double Track and Coastal Rail Trail projects. SANDAG and Caltrans were recently awarded a federal grant to complete the design and implement safety improvements at this intersection over the next three to four years.	Web
698	Patrick Tierney & Karen Mendez		The area around the crossing is also very noisy since trains must sound their horns before and through at grade crossings like Chesterfield. Additional tracks means more trains traffic, which means additional times when the horns are blown and increased times the crossing rails go down and pedestrians and vehicles are stopped in a dangerous traffic jam. We have seen many near misses between vehicles and many instances of vehicles nearly hitting pedestrians and have been close to being run over ourselves at the Chesterfield crossing while walking across San Elijo and we are sure this is the case at several other at grade crossings along the coastal corridor.	SANDAG and NCTD will cooperate with the City of Encinitas if the City wishes to pursue a quiet zone that will eliminate train horn noise. Safety enhancements will be made to the Chesterfield Drive at-grade crossing as part of the San Elijo Lagoon Double Track project.	Web

No.	Name	Agency	Comment	Response	Source
699	Patrick Tierney & Karen Mendez		We do not fully understand everyone's role in the planning and implementation of the double tracking, but it is clear from our research that the local governments and SANDAG do not have the funding or the power to ensure that the double tracking is implemented with the safety and quality of life of the residents in mind. We need to ensure the agency or agencies that are planning, funding and implementing the double track projects incorporate the planning and funding to ensure the grade separation is done at Chesterfield and the other already dangerous at grade crossing in the SD North County Coastal corridor before or in conjunction with the double tracking. Disregarding or delaying grade separation after double tracking at Chesterfield and elsewhere is negligent and an affront to public safety and quality of life. Double tracking does very little to help the residents of Encinitas, and without proper grade separations, it only hurts the city in terms worsened public safety and quality of life. Someone needs to be accountable and we hope SANDAG can at least force that accountability.	Double tracking is necessary to make train service more reliable and more frequent to accommodate the growing demand for rail travel for residents and visitors in Encinitas and the entire coastal region. Safety of at-grade crossings will be improved as double tracking is added.	Web
700	Patrick Tierney & Karen Mendez		Why is Leucadia the only grade separation for Encinitas listed in the plan? Chesterfield is more of an issue than Leucadia, but both need to be addressed and BEFORE the tracks are doubled. There is Feb 14, 2014 Draft Project Study Report titled Birmingham Drive Grade Separation for SANDAG that people in the Encinitas town council think is part of the plan for double tracking, but we see this nowhere in the "Plan". Why? It is a decent solution that needs a little work to make it a great solution and should be part of the overall Regional Plan. How do we get this to be part of the Plan and how will it be funded?	Grade separations listed in the Draft Regional Plan are generally initiated by the local jurisdictions on the regional grade separation list. The City of Encinitas did not nominate Birmingham or Chesterfield to SANDAG to be included in the Plan. However the plan does include two additional grade separations on the COASTER corridor that have not been identified but may include any at-grade crossing. Leucadia Boulevard is included in the draft Plan because initial design work was completed on the project several years ago.	Web
701	Peter H. St. Clair		First, the plan is well written, beautifully illustrated, has good maps and supporting documentation. The Smart Growth Toolbox, EMT, Complete Streets, California Coastal Trail, ITS, Heavy Rail and Managed Lanes programs are superb. But the central element of the plan - increasing employment and residential density - seems to fail in light of reality. There is no evidence that this Plan will reduce our region's reliance on cars. I am not sure there is any evidence from any region the size of San Diego that the strategies you outline actually lead to reductions in VMT or in single riders driving to work or shop in cars. It would be helpful to see comparative data from Denver, Atlanta and Toronto - three large cities/regions that have proposed something similar to what you outline. As is stands, Seattle and Portland have reached modest levels of train/bus/walk modes of transportation (15% to 25%). They are the only "new" cities to do so. All of the others - Boston, New York, Philadelphia, Washington, D.C., and Chicago are "old" cities.	With regard to reducing our region's reliance on cars, the Regional Plan is based on the concept of creating a wider range of transportation choices, including increased transit services, carpooling/vanpooling, bicycling, and walking. In many cases, the specific projects included in the Regional Plan are aimed at accommodating multiple alternatives. For example, a new Trolley line would include the development of "mobility hubs" that enable a wide range of options for accessing station sites such as bike lockers, carshare and bike share services, and shuttle services. Managed Lanes facilities provide priority access for <i>Rapid</i> transit services and carpool/vanpooling, giving users a congestion-free bypass of congested main lanes. The Regional Plan contains a rich network of both new Trolley and <i>Rapid</i> lines, and creation of a network of ten-minute all day service on existing Trolley, <i>Rapid</i> , and local bus services in urban areas. Transit, therefore, will be a key element in meeting our future mobility needs along with other projects that will create a wide range of time-competitive and convenient alternatives to driving alone. The Urban Area Transit Strategy, an appendix of the Regional Plan, studied the transit systems of 10 metropolitan areas across the world, including that of Denver, as well as other areas similar in size and lay-out of San Diego, such as Portland, Sydney, Vancouver, Los Angeles, and Seattle. The study was used as the basis for developing the key elements of the transit network included in the Regional Plan.	Letter

No.	Name	Agency	Comment	Response	Source
702	Peter H. St. Clair		<p>The plan relies on projections that new residential development will be more dense. In fact, as City of San Diego Community plans are revised, particularly in already dense urban areas surrounding downtown, densities are not being increased as significantly as San Diego Forward forecasts. The Barrio Logan plan was overturned in a referendum. Residents in Claremont/Bay Ho demonstrated against a plan to increase residential densities along the proposed Morena Blvd. Trolley corridor. Mission Hills/Hillcrest residents have roundly opposed increases in density along the area's major transportation corridors. Community plan updates for North Park, Golden Hill lag behind schedule. Other areas of the City have consistently opposed higher density development. The Point Loma community rejected higher density development of NTC, now Liberty Station. Scripps Ranch rejected higher density along Pomerado Rd. for housing as well as institutional uses (education and health). The region has been chronically unwilling to approve workforce housing, affordable housing or meet the objectives of state or regional housing plans. There is no mechanism to enforce compliance. There has been no political will to deal with the issue. Mayor Jerry Sanders proposed that neighborhoods outside downtown accept a fair share of affordable housing in return for benefits and penalties. No council member supported his idea and it died. While the City of San Diego General Plan calls for mixed uses and workforce housing, in reality, the City of Villages concept that would have institutionalized the required zoning was not approved - although - the concept remains - in conjunction with TOD. Yet the recent City Council approval of One Paseo based on TOD concepts was met with a successful initiative to overturn the approvals. The developer and city are now in discussions to downzone what was approved.</p>	<p>Since 1972, SANDAG has produced long-range forecasts of population, housing, and employment that are used as a resource by elected officials, planners, academics, and the general public. Among other applications (including general plans and infrastructure planning), the Series 13 Regional Growth Forecast is the basis for the Regional Plan.</p> <p>These forecasts represent the best assessment of the changes we can anticipate for the region and its communities based on the best available information and well-proven and verified computer models. They are based on the most recent planning assumptions, considering local general plans and other factors, per Senate Bill 375 Government Code Section 65080(b)(2)(B). The forecasts are developed through a collaborative effort with experts in demography, housing, the economy, and other disciplines, and the close cooperation of the local planning directors and their staffs. The forecast process includes two iterative phases. First, a forecast for the entire region is produced based largely on economic and demographic trends. The second phase allocates the forecasted growth down to the jurisdictions and smaller geographic areas. The subregional forecast model distributes growth based on a variety of factors including available capacity for housing and accessibility to jobs and transportation; however, it does not allocate growth beyond what is allowed for by any jurisdiction's general plan. Therefore, the forecast allocation is influenced by local land use and transportation policy decisions. Because local land use plans and policies continually change, SANDAG updates its forecasts every several years, particularly before each regional planning cycle. The next regional plan will be prepared in four years, and the regional forecast will, accordingly, be updated within that same timeframe.</p>	Letter
703	Peter H. St. Clair		<p>Major employers in areas that would benefit from workforce housing are reluctant to support proposals. Why? Look at the Torrey Pines mesa. A world-class research center with increasing production capabilities. Look at a similar area along Scripps-Poway Parkway in Poway and San Diego. You will not find new residential development in those areas. Adding residents who are chronically fearful of what they believe to be toxic or polluting aspects of biotech or R&D is not a formula for allowing quick expansion of an R&D or industrial facility. In fact, it invites political and legal challenges from many fronts. While these employers do not pollute and are governed by very strict local, state and federal operating and reporting obligations, none of that restrains residents from trying to stop or hold up industrial/R&D expansion.</p>	<p>Land use decisions regarding where housing and employment uses are located and their proximity to one another is the responsibility of the local jurisdictions not SANDAG. The cities and County of San Diego have land use decision making authority; SANDAG does not. SANDAG works collaboratively with local jurisdictions to integrate land use and transportation plans. The Smart Growth Concept Map and Smart Growth Tool Box are examples of this collaboration.</p>	Letter

No.	Name	Agency	Comment	Response	Source
704	Peter H. St. Clair		It can cost over \$1,000,000 for a developer to initiate a Community Plan Amendment and create mixed use or workforce housing - especially on lands deemed to be "employment lands" in the City of San Diego. While there is ample evidence that the major employers in our "clusters" no longer require large tracts of land for one-story production/distribution facilities - the general plan and zoning have not kept up. It is very, very difficult in the face of inadequate zoning to actually build a project. Developers have repeatedly shunned the lengthy (often 5 to 10 year) process in the City of San Diego to create mixed use. The most recent example is the Vons grocery store at W. Washington St. and Dove in Mission Hills. It could have been topped with affordable or market rate/affordable housing. Safeway, Vons parent, has done that in numerous locations up and down the west coast. Such projects are easy to build and very easy to finance. But in San Diego, they are virtually impossible to be entitled. The new general plan, the updated Community Plans, and the lack of any progress in changing our zoning code will assure this road-block stays in place.	The land use/zoning issue identified in this comment is solely within the jurisdiction of the City of San Diego. The City of San Diego is responsible for making the types of land use decisions identified in this comment. SANDAG does not have land use authority. SANDAG does provide grants to local jurisdictions to incentivize smart growth and higher densities in areas identified on the Smart Growth Concept Map through the Smart Growth Incentive Program (SGIP). SGIP grants are evaluated based on existing and planned density among other criteria.	Letter
705	Peter H. St. Clair		The Plan relies on projections that new jobs will be located in downtown San Diego and other urbanized areas. In fact, most new employment downtown is in low-wage hospitality and tourism, to a lesser degree in government and education, and finally in "live-work" units. There has been no significant movement of any large private sector employer from our region's major employment sectors to downtown. Sempra Energy HQ stayed downtown, but much of its workforce has relocated to Century Park on Balboa Ave., east of Rt. 163. When John Moores developed Petco Park and rezoned much of East Village, he could not even convince the employees of the software company he controlled to move there. They stayed in Carmel Valley. Consequently, land intended for mixed use or employment was ultimately built as apartments or condos. Yes, many residents work from their residences, but the overall increase in employment is far less than that what would have been achieved in traditional office buildings where employee "density" is many times that of work-live lofts. And, nearly all new market-rate downtown residences have parking at much higher ratios than do office structures. You need only look at the revitalization of downtown Los Angeles to discover that urban dwellers love their autos. Residents of downtown LA condos and apartments tend to work in Santa Monica, Burbank and Studio City - employment centers for media, communications, film, TV and music. They largely drive to work. In fact, early downtown developers discovered they needed to convert one old building to structured parking for just about every beautiful old building they converted from office to residential. So their residents could park their cars.	The Regional Growth forecast (Series 13) shows that the region's existing employment centers will continue to thrive. The University Towne Centre (UTC) / Sorrento Valley / Torrey Mesa employment cluster will continue to be the largest job center in the region. It is expected that downtown will add another 30,000 jobs by 2050. The Otay Mesa border area will become a much larger job center growing from just over 15,000 jobs today to over 45,000 by 2050. Finally, Chula Vista will add nearly 50,000 new jobs as the Chula Vista Bayfront, downtown investments, and new planned communities in eastern Chula Vista come online. SANDAG staff worked extensively with the region's 18 cities, the County of San Diego, and other agencies that manage land use (e.g., the Department of Defense, tribal governments) to understand local land use plans and policies, including general plans, community plans, or specific plans, as well as constraints to development. That detailed land use information is incorporated into the future development and redevelopment projections that comprise the Series 13 Regional Growth Forecast. The local land use inputs incorporate such information as existing development, general plans, constraints to development (e.g., floodplains, steep slopes, habitat preserves, historic districts, etc.), and permitted projects in the development pipeline. The final building blocks of the subregional forecast are proximity to existing job centers (along with travel time and commute choice information), and historical development patterns. These four key inputs influence the probability of a neighborhood's future growth.	Letter

No.	Name	Agency	Comment	Response	Source
706	Peter H. St. Clair		As far as other urbanized areas go, there is precious little data that show that residents of TODs actually work nearby or use transit to get to work. When HUD sponsored the creation of new communities like Rancho Bernardo, the idea was that workers would live close to work. That proved not to be true. Similarly, there is no data from our regions TODs that indicate residents are walking or biking to work, or even taking the Trolley or bus. Ridership on mass transit in San Jose, at something like 3% -- a bit less than San Diego, has not changed even though billions have been invested in light rail and bus service - and as Apple, Google, Adobe, Microsoft and other mega employers build very high density campuses around the city's center.	While it is true that the regional transit mode share in San Diego, as well as in other metropolitan areas, is relatively low in comparison to other modes of transportation, we begin to see higher transit mode shares when we measure transit use in specific corridors where transit investments are being made and where multi-family housing, high density employment, and mixed uses are being planned and implemented. Part of the equation relates to access to transit. The Regional Transit Oriented Development (TOD) Strategy, which is an appendix to San Diego Forward: The Regional Plan, sets forth the concept of access to transit stations within five minutes, through catchment areas that include walking (closest to the transit station), biking (more intermediate distance), and driving (generally a two mile radius). In 2012, 5.5 percent of people could walk between a transit stop to and from home within five minutes; and 21.3 percent of people could ride a bike between a transit stop to and from home within five minutes. By 2050, it is estimated that 15.7 percent of people could walk between a transit stop to and from home within five minutes (and increase of 268 percent); and 49.1 percent could ride a bike between a transit stop to and from home within five minutes (an increase of 199 percent). Collectively, by 2050, it is estimated that nearly 72 percent of people living in the San Diego region could access a transit stop to and from home within five minutes. The figures are similar, but even stronger, for employment. By 2050, it is estimated that nearly 80 percent of people working in the San Diego region could access a transit stop to and from work within five minutes. This enhanced access to transit stations, based on the sheer volume of new stations included in the plan, paired with the strategies in the Regional TOD strategy, will result in higher mode shares within the corridors where the greatest investments are being made. This is a more useful way of viewing transit mode share than the frequently-cited regional mode share.	Letter
707	Peter H. St. Clair		Because employment tends to be distant from place of residence - by choice, or as a result of economics (while low income jobs proliferate in hospitality/tourism, there is inadequate low income housing in most of the areas where these jobs are created) - we need mass transit that moves people quickly to work. We do not have that. The new <i>Rapid</i> Bus system from downtown to SDSU seems to save a total of 7 minutes from the old bus route. Our Trolley system relies on single track and "all local" service. While it is efficient in moving people downtown, to NASCO or to 32nd St. Naval Base - its extension will be incredibly inefficient in moving employees to UCSD or UTC area. It is just too slow. It makes too many stops and there are no express trains.	The Draft San Diego Forward: The Regional Plan includes a number of new limited-stop commuter services -- the new <i>Rapid</i> Express services in the north Interstate 15 corridor are examples of such services. In addition, the Draft Regional Plan includes funding for transit priority measures aimed at enabling <i>Rapid</i> and local bus services to bypass congestion.	Letter
708	Peter H. St. Clair		Where we do have rail systems or bus lines that serve commuters, we have inadequate parking at the stations. The idea of "kiss and go" drop-off sites where one spouse drops off the other with a kiss then returns to work or takes the kids to schools is a fiction - or a dream of a life last lived in the 1960's.	The Draft San Diego Forward: The Regional Plan (Regional Plan) includes funding for additional park-and-ride capacity at existing stations. In addition, the Draft Regional Plan looks to develop "Mobility Hubs" at key rail and bus stations designed to increase options for first mile/last mile connections, including car sharing, bike sharing, employer shuttles, on demand ridesharing, and bike/pedestrian improvements.	Letter
709	Peter H. St. Clair		Mass transit achieves a greater share of passenger miles when employment density increases - and transit connects people with those centers in an efficient and economical way. There is very little evidence that mass transit ridership increases as residential density increases.	San Diego Forward: The Regional Plan (Regional Plan) recognizes the importance of providing transit in the region's employment areas. The Draft Regional Plan proposes several new transit lines that will serve the major employment centers such as the Mid Coast Trolley that will connect UC San Diego, the University City area with the downtown San Diego and South County. While there are a number of factors that influence transit ridership (service frequency, span of service, fare levels, connectivity to destinations), residential density also plays a role. The more people who are within a short walk, bike ride, or car trip to rail, <i>Rapid</i> , and local bus services, the greater the probability they will use transit for some of their daily tripmaking than locations outside this access shed. A recent study done in Los Angeles for the new Exposition rail line bears this out.	Letter
710	Peter H. St. Clair		I found the analysis and suggested improvements to the Regional Arterial Plan to be deficient. I think many of us are experiencing a change in the way street lights in the City of San Diego are timed - for the worse - slowing traffic. There is a proliferation of new stop signs. The City seems to give lip service to computer aided traffic flow, and at the same time has largely eliminated the ability to drive at the speed limit and not stop incessantly at red lights. While the approval for One Paseo was based on arterial solutions and local loop transit, neither has yet appeared in San Diego or provided much relief.	Funding for the plan is composed of a combination of local, state, and federal revenues. Specifically, local funds make up 35 percent of the projected revenues. These funds would be available to local agencies for setting local arterial roadways priority improvements including along the regional arterial network system. From a regional perspective, the plan also identifies 11 program investment areas as means to improve overall transportation system management and operations and among those is Arterial Management which focuses, for example, on technological improvements in signal timing systems. These program areas are included in Appendix E of the plan, Transportation System and Demand Management Programs, and Emerging Technologies. Arterial Management system improvements focus on managing arterial roadways (major streets) in order to reduce delays and result in quicker trips and lower vehicle emissions. The investment level for the Arterial Management Program is proposed at \$237 million through 2050.	Letter
711	Rich Thompson		The high speed rail will be good for more affordable housing options.	The California High-Speed Rail Authority is currently working with local jurisdictions in other corridors to properly integrate high-speed rail stations into the community, including smart growth areas and activity centers that could potentially include affordable housing components. We would expect a similar effort for future stations in the San Diego region.	Web

No.	Name	Agency	Comment	Response	Source
712	Richard Phillipe		The adopted plan needs to be a rational, balance of transportation modes. At these workshops, a lot of activists show up. Don't take that vocal minority to skew the "public" consensus. Improvement of the freeways are necessary for a balanced transportation system. People/households will still use a vehicle to get around. The Plan should be balanced, with fair distribution among various transportation modes.	Thank you for your comment. We agree that San Diego Forward: The Regional Plan (Regional Plan) needs to include a balanced approach to shape our region for the 21st century. The transportation projects proposed in the Draft Regional Plan serve an overarching goal: create more transportation choices, which ultimately will lead to healthier communities, healthier people, and a healthier environment.	Comment Card
713	Richard Phillipe		The "NIMBYism" of local government's activities often work against regional good of a regional transportation, for example, excessive stop signs, road closures, etc.	We appreciate your interest in our region's future. SANDAG works closely with staff of local jurisdictions through standing working groups with representation from Planning and Public Works Directors to better align regional strategies.	Comment Card
714	Rob Hixson		<p>I'm the chairperson of the Otay Mesa Planning Group and also a commercial real estate broker for the last 28 years, chair of the planning group for the last eight years. Nobody else wants the job. We are grateful for SANDAG and Caltrans for giving us our great freeways that we now have down in Otay Mesa. We are looking for future transportation to -- and as you can see on page 18, there's a highlight there that the future jobs will all be down in Otay Mesa, and I want to bring that to your attention from my commercial real estate background. Right now, there is no more industrial land in the central part of the City of San Diego or all city -- central part of San Diego. The remaining land is up in North County and also down at the border and also some at Chula Vista. So I'm very concerned about that and also the amount of cost it is to improve these properties.</p> <p>Now, with all the mitigation for this Burrowing Owl that we still think is a species of interest, it's not endangered. And also this new stormwater regulations that we have is quite extensive. So I'm very concerned about it.</p> <p>Right now, the commercial crossing in Otay Mesa is served by a city street, so we've got trucks from all over the United States and California using the city street to access the border crossing. We're hopeful in the future that we're going to get Otay Two and have a new crossing that'll make it so that these streets are easier to drive on and access. We're grateful for all the stuff we've got, all the transportation we've got so far, and we'd like additional transportation for those trucks. Thank you.</p>	Thank you for your feedback. In response to goods movement and the truck mode specifically, the Draft San Diego Forward: The Regional Plan includes the SANDAG Draft 2015 Updated Freight Gateway Study, which reviews tonnage and trade value growth for all major gateways in the region, including the Otay Mesa border crossing. As you mentioned, SANDAG and Caltrans, along with a number of local, state, and federal agencies in the United States and Mexico, are developing an innovative systematic approach to both financing and better managing traffic demand through intelligent transportation systems (ITS) for both passenger and commercial vehicles, through the proposed new Otay Mesa East border crossing and State Route 11. More information on cross border transportation issues can be found in Appendix U.14: Borders. For more information on the Updated Freight Gateway Study, please see Appendix U.15: Draft Executive Summary SANDAG Gateway Study Update.	Court Reporter
715	Robert C. Leif, Ph.D.		<p>[For background information, please look to the attachment or go to: M:\RP\2050 REGIONAL PLAN\Draft Regional Plan Comments\Emails\Email_RobertLeif_051215]</p> <p>Economics:</p> <p>A recent Article, "Transportation Emerges as Crucial to Escaping Poverty", by Mikayla Bouchard in the N.Y. Times MAY 7, 2015, (http://www.nytimes.com/2015/05/07/upshot/transportation-emerges-as-crucial-to-escaping-poverty.html?_r=0&abt=0002&abg=1) stated, "In a large, continuing study of upward mobility based at Harvard, commuting time has emerged as the single strongest factor in the odds of escaping poverty. The longer an average commute in a given county, the worse the chances of low-income families there moving up the ladder."</p> <p>"The relationship between transportation and social mobility is stronger than that between mobility and several other factors, like crime, elementary-school test scores or the percentage of two-parent families in a community, said Nathaniel Hendren, a Harvard economist and one of the researchers on the study."</p>	The transit plan provides a rich network of services designed to serve both local trip needs (via local buses and <i>Rapid</i> lines operating on arterial streets) and longer regional trip needs (via <i>Rapid</i> lines operating in freeway Managed Lanes and light rail/COASTER services). Connecting key residential areas with regional job centers is a key focus of the plan. The Social Equity Analysis (Appendix H) focuses heavily on analyzing transit access for low-income populations in comparison to non-low-income populations to key amenities including jobs and education. Ninety-two percent of low income populations can get to job/education centers within 30 minutes by transit.	Email

No.	Name	Agency	Comment	Response	Source
716	Robert C. Leif, Ph.D.		<p>Initiate a study for an Intermodal Trolley station that connects the Orange Line with the I-15 Bus <i>Rapid</i> Transit at the crossing of I-15 and the Orange Line Trolley.</p> <p>Construct the Intermodal Trolley station that connects the Orange Line with the I-15 Bus <i>Rapid</i> Transit.</p>	<p>The Interstate 15 Bus <i>Rapid</i> Transit (<i>Rapid</i> 235) is designed to connect downtown San Diego with Escondido via City Heights and Kearny Mesa. Adding in a station at State Route 15/Imperial Avenue/Orange Line would create a significant out-of-direction move for this <i>Rapid</i> line and added time for riders traveling between Downtown and City Heights. A station along State Route 94 is under consideration that would allow access to both <i>Rapid</i> 235 and the future South Bay <i>Rapid</i> (Downtown - Otay Mesa Border) for residents of Southeastern San Diego neighborhoods.</p> <p>It should be noted that the Draft San Diego Forward: The Regional Plan includes a new light rail transit (LRT) line along the Interstate 805 corridor between San Ysidro and Carmel Valley via National City, Southeastern San Diego, City Heights, Mission Valley, Kearny Mesa, and University City, and Sorrento Valley. Access for the Southeastern San Diego area would be at the existing 47th Street Trolley station.</p>	Email
717	Robert C. Leif, Ph.D.		<p>Construct the planned <i>Rapid</i> bus route that connects North Park and the 32nd Street Intermodal Trolley Station.</p> <p>Move and reuse the present 32nd St. and Commercial trolley stop to 28th St. and Commercial St.</p> <p>Install amenities including benches, streetscapes, renovation of existing bench areas to include roofed shelters and arrival time information devices, etc.</p> <p>Save the money to pay for the above by not constructing a Bus <i>Rapid</i> Transit that duplicates access to stops that are already served by the Orange line.</p> <p>Replace the left-hand exit lanes on SR-94 with standard right-hand exit lanes.</p>	<p>The Interstate 15 (I-15) Bus <i>Rapid</i> Transit (<i>Rapid</i> 235) is designed to connect downtown San Diego with Escondido via City Heights and Kearny Mesa. Adding in a station at State Route 15 (SR 15)/Imperial Avenue/Orange Line would create a significant out-of-direction move for this <i>Rapid</i> line and added time for riders traveling between Downtown and City Heights. A station along State Route 94 (SR 94) is under consideration that would allow access to both <i>Rapid</i> 235 and the future South Bay <i>Rapid</i> (Downtown - Otay Mesa Border) for residents of Southeastern San Diego neighborhoods.</p> <p>The Draft San Diego Forward: The Regional Plan includes a new light rail transit (LRT) line along the Interstate 805 corridor between San Ysidro and Carmel Valley via National City, Southeastern San Diego, City Heights, Mission Valley, Kearny Mesa, and University City, and Sorrento Valley. Access for the Southeastern San Diego area would be at the existing 47th Street Trolley station.</p> <p>Moving the 32nd Street station to 28th/Commercial Street would put the station only 1/3 mile from the existing 25th/Commercial station and create longer walk access for those neighborhoods to the east of 28th Street.</p> <p>It is not clear about the meaning of the comment on "not constructing a Bus <i>Rapid</i> Transit" that duplicates access to stops served by the Orange Line. If it refers to the proposed Route 90 <i>Rapid</i>, this service would not duplicate the Orange Line stations. It is designed as a limited stop express in the SR 94/Orange Line corridor for riders making longer distance trips. If the comment refers to the South Bay <i>Rapid</i> service, not clear if this means the service would terminate at the commenter's proposed SR 15/Imperial Avenue station -- if so, this would force all downtown destined passengers to transfer to the Orange Line. As with the I-15 and Mid-City <i>Rapid</i> services, Downtown San Diego is a major trip origin/destination and transfer point to other Trolley lines and local bus routes. If a transfer to the Orange Line would be required, the result would be great inconvenience and added travel time.</p> <p>The replacement of SR 94 left-hand exit lanes is part of the proposed SR 94 High Occupancy Vehicle lanes project.</p>	Email
718	Robert C. Leif, Ph.D.		<p>The Orange Trolley Line provides good East-West public transportation for many of the residents of Southeastern San Diego. Unfortunately the lack of similar North-South transportation restricts opportunities for employment and education, as well as access to medical care facilities particularly those North of I-8 and those adjacent to I-8 including San Diego State University. The ability to use the I-15 Bus <i>Rapid</i> Transit (BRT) would increase these opportunities because it includes the following transit station locations (Figure 2): Mid- City (University Avenue and El Cajon Blvd.), Mission Valley, Kearney Mesa, Mira Mesa/Scripps Ranch, Sabre Springs/Penasquitos, Rancho Bernardo, Del Lago, and Escondido. The creation of a trolley station that would permit reciprocal access between the: Orange Line Trolley, I-15 BRT, I-805 BRT, Imperial Ave Bus, and Proposed <i>Rapid</i> Bus would improve and unify the San Diego <i>Rapid</i> Transfer. It would also provide the BRT riders with access to those Trolley that connect with the Orange Line.</p>	<p>Providing direct transit connections from the Southeastern San Diego area to employment and education opportunities north of and adjacent to I-8 are worthy goals. The Draft Regional Plan calls for a light rail transit (LRT) line along the I-805 and SR 15 corridors that would serve the City Heights area, Mission Valley, Kearny Mesa, University City/UCSD, Sorrento Valley, and Carmel Valley. Access to the new LRT line from the Southeastern San Diego would be at the existing I-805/47th St Trolley stations that would allow transfer connections between this new LRT line and the Orange Line and local bus routes.</p> <p>Access to jobs, housing, and other services to/from the Southeastern SD area is important. The Draft Regional Plan includes a new light rail transit (LRT) line along the I-805 corridor between San Ysidro and Carmel Valley via National City, Southeastern San Diego, City Heights, Mission Valley, Kearny Mesa, and University City, and Sorrento Valley. Access for the Southeastern San Diego area would be at the existing 47th St Trolley station. Regarding the idea of creating an intermodal center at SR 15/Orange Line, you are right that it would connect the Southeastern SD community with the new I-15 Bus <i>Rapid</i> Transit (<i>Rapid</i> 235). Doing so, however, would create a significant out-of-direction move and added time for riders traveling between Downtown and City Heights. This <i>Rapid</i> service is designed to connect downtown San Diego with Escondido via City Heights and Kearny Mesa. A better way to give access to this <i>Rapid</i> service would be in adding along SR 94; such a station appears to be feasible and would generate significant new ridership to both the I-15 <i>Rapid</i> and proposed South Bay <i>Rapid</i> services. It will be studied further as part of the SR 94 Express Lanes Study.</p>	Email

No.	Name	Agency	Comment	Response	Source
719	Robert C. Leif, Ph.D.		<p>Initially, only the 32nd St. Trolley stop needs to be moved. It is understood that projects that involve significant alterations to a freeway require significant amounts of time and effort just to be approved, and subsequently to be engineered, and completed. However, the lifetime of this plan will be longer than twenty years. Another advantage of moving the Trolley station is that it will provide easier access in the area East of I-15 and be sufficiently separated from the 25th St. station that the present objections to an intermediate station will be overcome and a new station created in the vicinity of 28 or 29 St. and the new station for the I-805 BRT shown in Figure 3.3 should also be constructed. This connection of the Trolley to the I-15 together with the addition of 2 Trolley stops would provide Southeastern San Diego with valuable <i>Rapid</i> transit linkages to the rest of the City.</p> <p>Since the Orange Line Trolley downtown stations are each near one of the proposed Bus <i>Rapid</i> Transit stops, many of the modifications to California State Route 94 (SR 94) will not be needed, the extension of the BRT is redundant. This redundancy of the proposed I-805 BRT section that runs on SR-94 and the Orange Line is sufficient as to split the riders between them. A single modality that carried all of the riders would permit an increase in frequency of the Trolley, which would also generate more riders. This elimination of redundancy would increase the cost-effectiveness of San Diego's transit system. The construction of the new Intermodal stations will require only part of the funds for that project to be used and the connection of the Trolley. The saved money can be used to accelerate the southern extension of I-BRT to the South. The rest of the money can be spent on the uses specified by the local planning groups when they voted against the extension of the BRT on to SR-94, namely "putting in amenities such as benches and streetscapes".</p> <p>The passengers on both the I-15 BRT and the I-805 will have access to all of the Orange Lines stops including its downtown stops, as well as after transfer to those of the Blue and Green lines, the BRT passengers will be able to go from San Ysidro to Gillespie Field.</p>	As noted in previous responses to comments, the Draft Regional Plan includes a new light rail transit (LRT) line along the Interstate 805 corridor between San Ysidro and Carmel Valley via National City, Southeastern San Diego, City Heights, Mission Valley, Kearny Mesa, and University City, and Sorrento Valley. Access for the Southeastern San Diego area would be at the existing 47th Street Orange Line Trolley station.	Email
720	Robert C. Leif, Ph.D.		I'm a chemist by training and a property owner. This meeting was somewhat of a farce, because of the fact it was an advertising section. There was no honest discussion. It was not getting real input from the audience, especially on the engineering details of what has been proposed.	The Spring 2015 public outreach meetings followed a predetermined format, which included a SANDAG video and staff presentation on San Diego Forward: The Regional Plan (Regional Plan), a panel discussion including an audience Question and Answer session, followed by an open house, where participants could review poster displays, reference copies, ask SANDAG staff specific questions, and leave comments for the public record. Regarding your comment about receiving more information on the engineering details of what has been proposed in the Draft Regional Plan, the projects included in the Regional Plan will undergo environmental review, which includes engineering analyses.	Court Reporter
721	Robert C. Leif, Ph.D.		There's a singular lack of intermodal connections between the Trolley and the bus <i>Rapid</i> transit. Since the people like in the southeastern are locked in the ghetto, they can't go north. And why should we support it and, in fact, the planning in the area have not supported this and SANDAG has to learn to listen.	The Draft San Diego Forward: The Regional Plan includes improved access to existing and future rail and <i>Rapid</i> services, including: a transfer point between the existing Orange Line/local bus routes in the Southeastern area and the planned Trolley Line 562. Consideration is also being given to including a <i>Rapid</i> station along State Route 94 that would provide connections to the existing Interstate 15 <i>Rapid</i> 235 and future South Bay <i>Rapid</i> 225. Creation of single connection point is not feasible without considerable out-of-direction travel.	Court Reporter

No.	Name	Agency	Comment	Response	Source
722	Robert C. Leif, Ph.D.		<p>I'm speaking about southeast of San Diego needing an intermodal transit stop. Because with all of these wonderful things, we got nothing. We don't have any access going north. And we have poor people who need jobs north -- you can see all about jobs. Please read the full document I gave you because I'm going to go fast.</p> <p>This will improve connectivity and access to jobs, housing and services, and increased ridership. And what we want to do is take the Orange Line Trolley and connect it with the I-15 Bus <i>Rapid</i> Transit at the crossing of I-15 and Imperial Avenue by constructing an intermodal Trolley station.</p> <p>If you look on the left of the loop, right down at the bottom, there' a little white arrow that you will see is where the present station is. If you go around on to Imperial, right underneath I-15, which is where it should have been, if you put it together with the bus <i>Rapid</i> transit, you have an intermodal connection.</p> <p>In order to build this, you're going to have to widen the freeway because of the fact is the -- the buses are in on the left-hand side, which means they're in the center. You have to put a station in there, but you have to be able to take the cars around so they don't hit the buses. And you then put an elevator, which is the cheapest form of <i>Rapid</i> transit I know -- now going up and down -- and you -- of course, you have the stairs. Now you have them connected, and the connections are phenomenal because you also hit the Imperial Avenue bus, the newly planned bus on 32nd Street, and you can get your passengers on the Bus <i>Rapid</i> Transit down to Downtown without even touching State Route 84. Now, it doesn't say you shouldn't do it in the long run, but this would get it done fast because it's one-shot, very small addition to your plan. And that would allow them to get there as quickly as possible, so you would maintain the ridership because they want to go Downtown. So they have to take an elevator. That's not too much. So in other words, we're going to connect Orange Trolley Line with the I-15 BRT Imperial bus and propose the 32nd Street <i>Rapid</i> bus. That is intermodal. And you can use it at least for the time being as a connection to get your people Downtown who want to come down from north. So we have three Trolley lines that the bus route and transit can connect to at America's Plaza on 12th and Imperial, a ride -- BRT riders can then go south as far as San Ysidro, and the Trolley riders to the northern part of the area, such as Escondido, Rancho Bernardo, Sabre Springs, UTC, and UCSD. There are many well-paying jobs. We have people with lousy jobs. They can also go to school at UCSD and get into the middle class and break out of poverty. So I think this will help our community and everyone else. I am on the planning group for Southeastern. I'm also on for City Heights and a member of the CPC, but I'm speaking for myself. And lastly, keep the northern Trolley. I want to use it.</p>	<p>Access to jobs, housing, and other services to/from the Southeastern San Diego area is important. The Draft San Diego Forward: The Regional Plan includes a new light rail transit (LRT) line along the Interstate 805 corridor between San Ysidro and Carmel Valley via National City, Southeastern San Diego, City Heights, Mission Valley, Kearny Mesa, and University City, and Sorrento Valley. Access for the Southeastern San Diego area would be at the existing 47th Street Trolley station.</p> <p>Regarding the idea of creating an intermodal center at State Route 15/Orange Line, you are right that it would connect the Southeastern San Diego community with the new Interstate 15 Bus <i>Rapid</i> Transit (<i>Rapid</i> 235). Doing so, however, would create a significant out-of-direction move and added time for riders traveling between Downtown and City Heights. This <i>Rapid</i> service is designed to connect downtown San Diego with Escondido via City Heights and Kearny Mesa. A better way to give access to this <i>Rapid</i> service would be in adding along State Route 94 (SR 94); such a station appears to be feasible and would generate significant new ridership. It will be studied further as part of the SR 94 Express Lanes environmental study.</p>	Court Reporter
723	Robert Little		<p>The proposed High-speed Rail should go south to Tijuana. It should not stop at Lindbergh Field but go south along I-15 with a station near Qualcomm Stadium. There should be a rail line from Lindbergh Field east to the station near Qualcomm Stadium.</p>	<p>Two high-speed rail alignments are under consideration by the California High-Speed Rail Authority (CHSRA). One follows the alignment shown in Figure 2.11 roughly along Interstate 15 (I-15), Carroll Canyon, and Interstate 5 while the other alignment follows I-15 and State Route 163. The CHSRA has selected San Diego International Airport as the terminal station in San Diego. An extension of high-speed rail to the border is included in the unconstrained project list (Table A.5) but it is not part of the revenue constrained plan.</p>	Web

No.	Name	Agency	Comment	Response	Source
724	Sandra Foote		<p>I am a homeowner in Del Mar Heights, California, 92014. We and our neighbors are gravely concerned about the ADDITIONAL FREEWAY NOISE that a planned 70' flyover connecting Route 56 to Route 5 will inflict on our community.</p> <p>We have already experienced a tremendous increase in freeway noise from highway developments in this area over the past decade. The problem is already severe, significantly reducing quality of life for current residents. Any pretending that another flyover near us will not exacerbate the problem would be ludicrous.</p> <p>Please figure out, BEFORE building another flyover, how to protect us from ESCALATING FREEWAY NOISE, which is already battering our otherwise lovely community. If quality of life for current residents is truly valued, further escalation of the freeway noise in this area needs to be prevented.</p> <p>Thank you.</p>	<p>Your concerns have been shared with the project team and will be taken into consideration. The Interstate 5 (I-5)/State Route (SR 56) Interchange Project proposes to improve the traffic operations on I-5 between Del Mar Heights Road and Carmel Valley Road, and on SR 56 between I-5 and Carmel Country Road. On May 18, 2012, the Draft Environmental Impact Report (EIR)/ Environmental Impact Statement (EIS) for the project was released for a 45-day public review and comment period. The Draft EIR/EIS is a direct result of more than ten years of community, private and public collaboration. Five alternatives (four build and one no build) are included in the Draft EIR/EIS, which analyzes environmental, air quality, visual and other community impacts. You can access the Draft EIR/EIS by visiting http://www.dot.ca.gov/dist11/Env_docs/I5_SR56/DEIR.html. As part of the proposed project, sound walls are planned to be constructed on private property near the interchange to mitigate freeway noise. The Final EIR/EIS is expected to be released this year. At that time, the Preferred Alternative will also be announced and documented.</p>	Email
725	Sandra Wilson		<p>As a resident of the area east of Alpine, I find that public transportation is ineffective. The bus does not operate every day. The days it does operate it leaves Descanso around 11:30 am and does not return until after 5:00 pm.</p> <p>The hours of operation does not allow for the people of towns east of Descanso to use the bus to access shopping or jobs. If you have to be at work at 9:00 am and don't get off until 5:00 pm you will not be able to use the bus system. If you are shopping and your food is perishable, you have a problem waiting until 5:00 pm to return home.</p> <p>If the bus just operated between Viejas Casino and the rural east county cities several times a day, those in the rural east county could go to work or shop. Once at Viejas Casino, they could take another bus to access the transit center or any other area of San Diego County knowing that they would also have several opportunities to return home. Some people would just like to access the market in Alpine to purchase food that they could not get in the small communities. Some would like to access a job, school or medical appointments further out in the community and need to connect to the transit center. Having access at many times during the day would make using public transportation more effective for them.</p> <p>I also ask that a weekend bus would operate so that people who are in the rural east county could access the zoo, museum or the beaches. This would be valuable to the communities in the rural east county. Such transportation would allow those that live in these communities to enjoy what San Diego has to offer even when they don't have their own transportation.</p> <p>I hope you will consider in your plan the needs of those individuals that make their home in the rural east county beyond Alpine.</p>	<p>Transit works best in areas where there is a strong interface between land use and transit planning. Transit works best where existing and planned densities and urban design makes transit easily accessible for large numbers of people and garner a level of ridership that makes the investment in transit cost-effective. With this in mind, an "Urban Area Transit Strategy Boundary" was established (see map on Page 35 of the Draft San Diego Forward: The Regional Plan) that reflects those areas of the region where there is a strong transit/land use interface.</p> <p>Areas east of Alpine are characterized by relatively low density and a land use design geared towards automobile travel. This does not mean there will be no transit outside the Urban Area Transit Strategy Boundary, but future improvements in terms of the number of routes and service frequency will likely be minimal.</p>	Letter
726	Sandra Wilson		<p>There are many seniors that don't drive and live in the rural east county because of the availability of inexpensive housing. They are in need of a transportation system that would operate several times a day for shopping and medical appointments.</p>	<p>The Coordinated Public Transit - Human Services Transportation Plan (Coordinated Plan [Appendix U.1]), developed every two years, takes Senior Transportation and rural areas into account. The Coordinated Plan provides a five-year blueprint for the implementation of public transit and social service transportation concepts described in the Regional Plan. It establishes a regional strategy to provide transportation to recognized transportation-disadvantaged groups, including seniors, individuals with disabilities, and persons with limited means.</p> <p>The development of the next Coordinated Plan will begin in the Summer of 2015, with extensive outreach in the fall, including in the rural areas of San Diego.</p>	Letter

No.	Name	Agency	Comment	Response	Source
727	Steve Otto		Should be more funds for TRANSIT. In fact pie chart Distorted, including a major share of new "managed lane" and calling it Transit!! Should be proportionally more \$\$ to South County for environmental justice for transit. Should construct South County Projects - EARLIER! Highest Transit Demand in total MTS System NOW not 2035 to start Express Bus #640 and #688 Routes. NEED direct <i>Rapid</i> Bus connector from San Ysidro Intermodal to new Eastlake <i>Rapid</i> Bus at Palomar/I-805 Interchange. Need to RE-ESTABLISH Bus-Trolley-Bus Transferring!!	The <i>Rapid</i> routes mentioned will provide fast express service along the Interstate 5 and Interstate 805 corridors, but depend upon the implementation of Managed Lanes facilities to bypass congested freeway main lanes. These facilities provide priority access to <i>Rapid</i> services and car/vanpools, and will be managed (as is the current Interstate 15 Managed Lanes facility) to ensure free-flow travel for <i>Rapid</i> services like Routes 640 and 688. The Metropolitan Transit System (MTS) offers a number of fare products, including passes that allow unlimited trips, and discounted cash fares and monthly pass prices for qualifying seniors and disabled riders. In fact, fewer than ten percent of boardings on MTS vehicles are cash fares. Approximately 70 percent use a monthly pass and over 20 percent board with a Day Pass. At this time, MTS has no plans to add a free transfer to its fare options, although continual advances in fare and ticketing technology may allow for more fare structure options in the future.	Web
728	Steve Otto		Please move forward the transportation project for the San Ysidro Intermodal Transportation Center at the border crossing. We need this to take place sooner than what is in the plan! The present situation is HORRIBLE. Also Express Bus Services in San Ysidro and Otay Mesa are URGENTLY needed!	A study which developed a concept for a potential future San Ysidro Intermodal Transit Center (ITC) was completed in 2014. The study explored different financing strategies for building the facility including potential for public private partnerships. If additional funds are identified this project could be advanced. In addition to the ITC, San Diego Forward: The Regional Plan includes multiple transit projects serving San Ysidro, including <i>Rapid</i> routes 905 from the Iris Street Trolley station to the Otay Mesa Port of Entry, 640A from San Ysidro to Old Town Transit Center via City College, 640B from Iris Trolley to Kearny Mesa via City College, 688 from San Ysidro to Sorrento Mesa (peak period), and a new Trolley line - Route 562 from San Ysidro to Kearny Mesa and Carmel Valley along the Interstate 805 corridor.	Web
729	Steve Otto		With new quasi-Trolley from Eastlake to I-805 @ Palomar, ensure there's coordinated BRT from San Ysidro Intermodal Transportation Center (will be considerable commuter demand).	San Diego Forward: The Regional Plan (Regional Plan) would allow commuters traveling from the San Ysidro Intermodal Center to Eastlake to use the Purple Line Trolley line (Route 562) from San Ysidro to a station at Palomar Street/Interstate 805, then transfer to the South Bay <i>Rapid</i> (Route 225) to access employment centers in the Otay Ranch/Eastlake areas. With the Regional Plan goal of having Trolley and <i>Rapid</i> services both operating at ten minutes frequency throughout the day, there will be convenient transfers between the two lines.	Comment Card
730	Steve Otto		<u>Expedite</u> construction of the new "purple line" Trolley. 2035 is too far out, will be high ridership now!	The Purple Line is one of the highest priority projects in San Diego Forward: The Regional Plan. The project could be implemented sooner depending on funding availability and project readiness. Trolley projects are major capital projects and so take a number of years to implement given the planning, environmental, design, and construction work that needs to be done, as well as ensuring sufficient time for public involvement throughout the process. Initial planning studies for the line will begin later this year.	Comment Card
731	Steve Otto		Restore transfers to MTS - considerable hardship for low-income folks to have to pay two fares - bus to Trolley. San Ysidro residents are heavy transit users, now and even more so in the future.	Purchasing a Day Pass, which is about twice the cost of a one-way fare, allows unlimited travel on buses and Trolleys for the day. The Metropolitan Transit System (MTS) offers a number of fare products, including passes that allow unlimited trips, and discounted cash fares and monthly pass prices for qualifying seniors and disabled riders. Fewer than 10 percent of boardings on MTS vehicles are cash fares. Approximately 70 percent use a monthly pass and over 20 percent board with a Day Pass. At this time, MTS has no plans to add a free transfer to its fare options, although continual advances in fare and ticketing technology may allow for more fare structure options in the future.	Comment Card
732	Steve Otto		Speed Trolley services within downtown corridor. Need traffic signal "jumpers." Trolley should have <u>priority</u> movement over cars!	The Metropolitan Transit System (MTS) and SANDAG are continuously working with the City of San Diego to improve Trolley operations along C Street and Park Boulevard. While providing priority for transit over cars would be nice, several of the cross streets are main arteries to and from the freeways and, given the number of trains operated through downtown, there has to be a balance between Trolley and street traffic. Remember too that many of these cross streets have local and <i>Rapid</i> services operating on them, so smooth flow for these services is important as well.	Comment Card
733	Susan Freedman		SB375- No mention of how SANDAG will promote/encourage "green vehicles."	The promotion and encouragement of green vehicles is discussed in several sections of San Diego Forward: The Regional Plan. Please refer to the following sections: <ul style="list-style-type: none"> • Chapter 2 (pages 71-73) related to plug-in electric vehicle chargers at Mobility Hubs; • Chapter 2 (pages 75-76) under Promoting Sustainable Mobility, the draft plan calls for building infrastructure to more environmentally friendly vehicles; • Chapter 5 (page 145) under Continuing Actions for a Healthy Environment and Communities, one of the actions calls for building a network of electric vehicle charging stations; and Appendix U.12 is the San Diego Regional Plug-In Electric Vehicle Readiness Plan, which the SANDAG Board adopted in January 2014. 	Comment Card

No.	Name	Agency	Comment	Response	Source
734	Susan Ranft		<p>I recognize you have poured years of work into this document. Yet I lament the continued emphasis on a 20th century solution to a now 21st century problem: widening of highways to ease congestion. Wider highways are, at this point, self-defeating. Wider highways = more cars = more congestion = more greenhouse emissions. San Diego needs to do what smart cities are doing: placing an emphasis on rail as the primary people mover and on buses and cars as feeders to the rail systems. New York City opened their rail transportation system in 1904 when the NY City area population was 3.4 million people; San Diego's population is currently 3.2 million. Boston opened their rail system in 1897 when their population was 560,000; San Diego's population is currently 3.2 million. Washington DC opened their rail system in 1976 when the City's population was 706,000 and the Washington DC. SMSA population was 2.6 million; San Diego's population is currently 3.2 million. San Francisco opened BART in 1972 (after the Key system was dismantled) when the City's population was 714,000 and the Bay Area population was 4.6 million. San Diego's population is projected to reach 4 million by 2060. The future is here and it is now. Without modern 21st Century rail centered transit, San Diego will NOT become a great City. Thank you for this opportunity to comment.</p>	<p>There is agreement that continuing the past trend of expanding/increasing general purpose freeway lanes is not the answer to addressing regional mobility needs. The focus of this plan is to increase the availability of time competitive and safe alternative travel choices. This includes improvements to the transit, car/vanpooling, bicycle, and pedestrian systems. The vast majority of the highway improvements are for Managed Lanes facilities, which provide priority access to transit (specifically, the <i>Rapid</i> services) and car/vanpooling to bypass congested freeway main lanes. The term Managed Lanes is used because there is on-going management to ensure free-flow conditions are maintained.</p>	Web

No.	Name	Agency	Comment	Response	Source
735	UC San Diego Student Body (letter submitted with 124 signatures)		<p>Dear SANDAG Board Members,</p> <p>I am an undergraduate student at the University of California San Diego. As a university student in San Diego, I feel strongly compelled to voice my dissatisfaction with the current state of <i>TransNet</i> Ordinance and Expenditure Plan. I would like to see a reallocation of our tax money to an alternative public transit strategy, namely the 50-10 Transit Plan proposed by CNFF. This need is dire and is supported by numerous facts: According to the Appellate Court decision in Nov. 2014, SANDAG has abused its authority and misinformed the public on the long-term consequences of the 2050 RTP. SANDAG has asked for Supreme Court review of the Appellate Decision, however the Supreme Court has conditionally affirmed the Appellate decision citing SANDAG's failures on four critical regional planning issues: regional health impacts of freeways; regional impacts of farmland loss; lack of mitigation for climate change impacts and failure to consider alternatives to reduce driving in the region. The San Diego public does not support SANDAG. Most residents of San Diego do not support monetary efforts spent on legal conflicts for special interests. We want SANDAG to use our tax money to support a much needed policy and infrastructural change in our public transit system. The current light rail transport system simply fails to reach the vast majority of citizens in the urban core, SPRINTER and COASTER corridors, and Blue Line corridor. Spending <i>TransNet</i> dollars on freeways is not going to get us there; we need a transit-first alternative.</p> <p>I understand your recent struggles in the legal front, but I am convinced that a more effective solution can come from reallocation of our tax money away from the existing <i>TransNet</i> expenditures and toward alternative solutions that reflect CNFF's 50-10 Transit Plan as a transit-first alternative that meets CEQA standards and SB 375. This would greatly improve the quality of SANDAG's future RTP updates and mitigate the pressure that SANDAG currently faces from the environmental groups, students and the general public.</p> <p>The issue is of great concern to the student body here at the University of California San Diego. Much of <i>TransNet</i>'s current course of spending contradicts what we have learned to be optimal for our environment, both locally and at the state level. I hope that the facts and the concerns of our student body will be considered seriously. Thank you for your time and consideration.</p> <p>Sincerely, UC San Diego Student Body</p>	<p>The Draft Environmental Impact Report (EIR) for San Diego Forward: The Regional Plan (Regional Plan) analyzes a range of alternatives. All action alternatives advance 35 years of transit into the first ten years of the Regional Plan (from 2015 to 2050, which is the horizon year of the plan), similar in concept as the 5010 Transit Plan. The 5010 Transit Plan also envisions delays in highway investments similar to those included in Draft EIR Alternatives 3, 4, and 5A through 5D. The feasibility of these alternatives is affected by funding constraints, among other factors. The Board of Directors will consider the comparative merits of the alternatives in the EIR when they consider adoption of the final Regional Plan.</p> <p>SANDAG does not have the flexibility to reallocate TransNet funds from freeway and Rapid bus lane (managed lane) expansion to pedestrian, bicycle, and rail transit, as requested by the comment. The TransNet Ordinance estimates that about a 50 percent match in funds from other sources will be used to complete all of the Ordinance's highway and transit capital projects. Fully 90 percent of the SANDAG discretionary state and federal funds are used to match TransNet funds to complete TransNet projects. Redirecting these matching funds away from TransNet projects to advance non-TransNet transit projects would create a funding deficiency that, at this time, would prevent SANDAG from completing all TransNet capital projects approved by the voters.</p>	Letter

No.	Name	Agency	Comment	Response	Source
736	Valentina Molteni		<p>The draft Regional Plan fails to recognize that San Diegans need and want a TRANSIT-FIRST alternative. Pedestrian, bicycle, and transit must be the top funding priority, and <i>TransNet</i> funds should be shifted away from freeway and <i>Rapid</i> bus lane expansion and into pedestrian, bicycle, and rail transit alternatives. This should be not only the top priority for SANDAG to meet the needs of San Diegans, but also to meet the mandated California clean-air greenhouse gas emission reduction targets as highlighted by the recent successful Sierra Club Lawsuit, and soon-to-be successful Cleveland National Forest Foundation lawsuit. Why wait for the decision to be made, when it's the right thing to do for San Diegans and Californians as well. SANDAG must stop playing favor to powerful special interest groups and developers, and start doing what's right for the San Diegans they have a responsibility to serve.</p>	<p>San Diego Forward: The Regional Plan (Regional Plan) dedicates half of its projected expenditures to transit, a larger investment than any previous Regional Transportation Plan (RTP), The Regional Plan creates a wide range of transportation choices to driving alone, including increased transit services, carpooling/vanpooling, bicycling, and walking. In many cases, the specific projects included in the Regional Plan are aimed at accommodating multiple transportation modes, including pedestrian, bicycle, and transit. For example, new Trolley lines include the development of "mobility hubs" that enable a wide range of options for accessing station sites such as bike lockers, carshare and bike share services, and shuttle services. Managed Lanes facilities provide priority access for <i>Rapid</i> transit services and carpool/vanpooling, giving users a congestion-free bypass of congested main lanes. The Regional Plan contains a rich network of both new Trolley and <i>Rapid</i> lines, and creates network of ten-minute all day service on existing Trolley, <i>Rapid</i>, and local bus services in urban areas. Transit, therefore, will be a key element in meeting our future mobility needs.</p> <p>SANDAG does not have the flexibility to reallocate <i>TransNet</i> funds from freeway and <i>Rapid</i> bus lane (managed lane) expansion to pedestrian, bicycle, and rail transit, as requested by the comment. The <i>TransNet</i> Ordinance estimates that about a 50 percent match in funds from other sources will be used to complete all of the Ordinance's highway and transit capital projects. Fully 90 percent of the SANDAG discretionary state and federal funds are used to match <i>TransNet</i> funds to complete <i>TransNet</i> projects. Redirecting these matching funds away from <i>TransNet</i> projects to advance non-<i>TransNet</i> transit projects would create a funding deficiency that, at this time, would prevent SANDAG from completing all <i>TransNet</i> capital projects approved by the voters.</p> <p>Managed Lane revenues are used to help fund transit service, and managed lanes are necessary to make the Plan's investments in <i>Rapid</i> bus service competitive with cars.</p> <p>Regarding greenhouse gas (GHG) targets, the only mandated GHG emission targets applicable to SANDAG are the Senate Bill 375 per capita GHG emissions reduction targets for passenger vehicles. The proposed Regional Plan exceeds these targets. The CNFF Court of Appeal decision referenced by commenter (and now depublished) called for a comparison between the proposed Plan's emissions and the state's 2050 GHG reduction goal, and an assessment of whether the RTP/Sustainable Communities Strategy emissions are consistent with the state goal. The Court of Appeal expressly noted there was no statute or regulation translating the Executive Order's goals into comparable regional GHG reduction targets.</p>	Web
737	Valerie Pasquetto		<p>The draft regional plan fails to recognize that San Diegans need and want a TRANSIT-FIRST alternative. Pedestrian, bicycle, and transit must be the top funding priority, and <i>TransNet</i> funds should be shifted away from freeway and <i>Rapid</i> bus lane expansion and into pedestrian, bicycle, and rail transit alternatives. This should be not only the top priority for SANDAG to meet the needs of San Diegans, but also to meet the mandated California clean-air greenhouse gas emission reduction targets. It is time for SANDAG to take its responsibilities to do what's right for the San Diegans seriously.</p>	<p>San Diego Forward: The Regional Plan (Regional Plan) dedicates half of its projected expenditures to transit, a larger investment than any previous Regional Transportation Plan (RTP), The Regional Plan creates a wide range of transportation choices to driving alone, including increased transit services, carpooling/vanpooling, bicycling, and walking. In many cases, the specific projects included in the Regional Plan are aimed at accommodating multiple transportation modes, including pedestrian, bicycle, and transit. For example, new Trolley lines include the development of "mobility hubs" that enable a wide range of options for accessing station sites such as bike lockers, carshare and bike share services, and shuttle services. Managed Lanes facilities provide priority access for <i>Rapid</i> transit services and carpool/vanpooling, giving users a congestion-free bypass of congested main lanes. The Regional Plan contains a rich network of both new Trolley and <i>Rapid</i> lines, and creates network of ten-minute all day service on existing Trolley, <i>Rapid</i>, and local bus services in urban areas. Transit, therefore, will be a key element in meeting our future mobility needs.</p> <p>SANDAG does not have the flexibility to reallocate <i>TransNet</i> funds from freeway and <i>Rapid</i> bus lane (managed lane) expansion to pedestrian, bicycle, and rail transit, as requested by the comment. The <i>TransNet</i> Ordinance estimates that about a 50 percent match in funds from other sources will be used to complete all of the Ordinance's highway and transit capital projects. Fully 90 percent of the SANDAG discretionary state and federal funds are used to match <i>TransNet</i> funds to complete <i>TransNet</i> projects. Redirecting these matching funds away from <i>TransNet</i> projects to advance non-<i>TransNet</i> transit projects would create a funding deficiency that, at this time, would prevent SANDAG from completing all <i>TransNet</i> capital projects approved by the voters.</p> <p>Managed Lane revenues are used to help fund transit service, and managed lanes are necessary to make the Regional Plan's investments in <i>Rapid</i> bus service competitive with cars.</p> <p>Regarding greenhouse gas (GHG) targets, the only mandated GHG emission targets applicable to SANDAG are the Senate Bill 375 per capita GHG emissions reduction targets for passenger vehicles. The proposed Regional Plan exceeds these targets. The CNFF Court of Appeal decision referenced by commenter (and now depublished) called for a comparison between the proposed Plan's emissions and the state's 2050 GHG reduction goal, and an assessment of whether the RTP/Sustainable Communities Strategy emissions are consistent with the state goal. The Court of Appeal expressly noted there was no statute or regulation translating the Executive Order's goals into comparable regional GHG reduction targets.</p>	Web

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738	Victoria Curran		<p>The draft regional plan fails to recognize that San Diegans need and want a TRANSIT-FIRST alternative. Pedestrian, bicycle, and transit must be the top funding priority, and <i>TransNet</i> funds should be shifted away from freeway and <i>Rapid</i> bus lane expansion and into pedestrian, bicycle, and rail transit alternatives. This should be not only the top priority for SANDAG to meet the needs of San Diegans, but also to meet the mandated California clean-air greenhouse gas emission reduction targets as highlighted by the recent successful Sierra Club Lawsuit, and soon-to-be successful Cleveland National Forest Foundation lawsuit. Do the right thing for San Diegans, Californians, as well as the planet. Be on the forefront rather than behind the curve; show your civic and moral responsibility rather than wait for the decision to be made. SANDAG must stop playing favor to powerful special interest groups and developers, and start doing what's right for the San Diegans they have a responsibility to serve.</p>	<p>San Diego Forward: The Regional Plan (Regional Plan) dedicates half of its projected expenditures to transit, a larger investment than any previous Regional Transportation Plan (RTP). The Regional Plan creates a wide range of transportation choices to driving alone, including increased transit services, carpooling/vanpooling, bicycling, and walking. In many cases, the specific projects included in the Regional Plan are aimed at accommodating multiple transportation modes, including pedestrian, bicycle, and transit. For example, new Trolley lines include the development of "mobility hubs" that enable a wide range of options for accessing station sites such as bike lockers, carshare and bike share services, and shuttle services. Managed Lanes facilities provide priority access for <i>Rapid</i> transit services and carpool/vanpooling, giving users a congestion-free bypass of congested main lanes. The Regional Plan contains a rich network of both new Trolley and <i>Rapid</i> lines, and creates network of ten-minute all day service on existing Trolley, <i>Rapid</i>, and local bus services in urban areas. Transit, therefore, will be a key element in meeting our future mobility needs.</p> <p>SANDAG does not have the flexibility to reallocate <i>TransNet</i> funds from freeway and <i>Rapid</i> bus lane (managed lane) expansion to pedestrian, bicycle, and rail transit, as requested by the comment. The <i>TransNet</i> Ordinance estimates that about a 50 percent match in funds from other sources will be used to complete all of the Ordinance's highway and transit capital projects. Fully 90 percent of the SANDAG discretionary state and federal funds are used to match <i>TransNet</i> funds to complete <i>TransNet</i> projects. Redirecting these matching funds away from <i>TransNet</i> projects to advance non-<i>TransNet</i> transit projects would create a funding deficiency that, at this time, would prevent SANDAG from completing all <i>TransNet</i> capital projects approved by the voters.</p> <p>Managed Lane revenues are used to help fund transit service, and managed lanes are necessary to make the Regional Plan's investments in <i>Rapid</i> bus service competitive with cars.</p> <p>Regarding greenhouse gas (GHG) targets, the only mandated GHG emission targets applicable to SANDAG are the Senate Bill 375 per capita GHG emissions reduction targets for passenger vehicles. The proposed Regional Plan exceeds these targets. The CNFF Court of Appeal decision referenced by commenter (and now depublished) called for a comparison between the proposed Regional Plan's emissions and the state's 2050 GHG reduction goal, and an assessment of whether the RTP/Sustainable Communities Strategy emissions are consistent with the state goal. The Court of Appeal expressly noted there was no statute or regulation translating the Executive Order's goals into comparable regional GHG reduction targets.</p>	Web

No.	Name	Agency	Comment	Response	Source
739	Walt Brewer		<p>Below comments and questions pertaining to the Draft San Diego Forward Regional Plan, and its associated EIR. If any further information is needed to facilitate a response and answers to questions, please contact me promptly at the address below. Thank you.</p> <p>Comments and Questions:</p> <p>This review and comments/questions about Draft San Diego Forward and its EIR contains a request for consideration and evaluation of the transportation portion by introduction of on-demand and shared autos as the primary mode replacing mass transit. Emphasis for low-income users and non-drivers. Generally, with San Diego Forward emphasis on reduced energy use and GHG, allocations are discussed for the several major sources, fixed and mobile. Following SB-375, definitions of dense harmonious villages, while reducing GHG to California Air Resources Board standards, transportation considerations dominate the discussions. Portions of numerical performance appear, but there is no system oriented discussion or evaluation, to support the mode funding distribution promoted, or comparison with other choices. Question #1: Considering SANDAG emphasis on choices, and the Public Participation Program, why isn't there a side by side comparison of the principal system options evaluated for consideration by a more broad public representation?? It can be determined from listed gasoline use reduction, on-road vehicles will continue to dominate with daily energy savings; by 2050 about 3 million gallons, about a 48% reduction. That is more than 30 times mass transit equivalent energy reduction, even assuming a factor of three improvement. Add a similar high share of about 20 million daily passenger-miles growth projected. 2% to 4% or so remaining consume half capital funds, mainly for mass transit to provide travel to low income travelers and non-drivers. Question #2: Considering these environmentally favorable numbers increasingly efficient autos, why isn't support to on-road vehicles a higher share of capital funds? Other Alternative: Question #3: Instead allocate the mass transit segment to evolution and installation of the on-call personal or share vehicle rental sources, e.g. Lyft, Uber, growing in major cities. As public personal transportation offering on-demand no transfer direct service for all, including non-drivers. What combination of major factors defines a "For-Hire" system to best compare with SD Forward's mass transit system; including cost considerations?Some factors: - "On-Call" in operation meets the conservative requirement rules as proven technology. -Public transportation access available as on-demand personal direct to destination for all; young, old, handicap, low income. An extensive mass transit network overlay not required expecting to improve access. - Flexible adaptation to community productivity and social needs w/o need to concentrate near limited mass transit lines.(SD Forward shows little reduction in work distance).(Current US data show over 70% new jobs locating in suburbs). -Provides at least 50% faster work trips.-Provides near 100% access to transportation instead of inferior close spaced fixed route networks up to .5 mile away. Drastically lower capital costs. Actual cost/pass-mile similar to SDF Plan. Therefore similar fare subsidy. Consideration to repetitive daily trips, pools, etc. Reduced parking land in high cost areas. Increases VMT perhaps ~2%, with increasingly energy-efficient vehicles. Thus provides funds saved to build roads in Caltrans unconstrained plan. Congestion still more, (travel delay drops only 10% less), and mobility index 20% less in 2050 than current. (Distance traveled/minute by representative mode distribution.) Restrict transit growth to a very few peak period surge locations.Meaningful on-call capability creates Regional postures for increasingly even more efficient autonomous vehicle systems, self driving and/or guideway approaching feasibility.</p>	<p>SANDAG evaluated three transportation network scenarios that were presented at public meetings and workshop for public input. See Appendix F for detailed information. Final Chapter 2 will include a more detailed section on the development of the transportation network. This section will explain the process of evaluating projects and ranking them as well as the performance measures which are applied to the network as a whole. The evaluation process resulted in the development of ranked project lists by mode. The highest ranking projects were then brought together in a series of transportation network scenarios that could be implemented within projected funding availability. A side-by-side comparison between transit and highway projects (for example) was not done since funding is typically tied to individual modes and the merits of projects are unique to each mode (i.e. safety is an evaluation criteria used for highway project ranking while system utilization is a criteria unique to transit projects). The evaluation criteria (shown in Appendix M) did award points for both transit and highway projects that projected a reduction in greenhouse gases and smog-forming pollutants. Funding availability, project readiness, and project rankings were all taken into consideration in crafting the transportation network scenarios.</p> <p>Regarding questions about the relationship between transit and shared transportation, we see an opportunity for both modes to work together to strengthen the role each can play in addressing regional mobility needs. A Regional Mobility Hubs strategy is currently being developed that could transform transit stations into multi-modal hubs where shared mobility services and other modes can improve connectivity and extend the reach of public transportation into areas not directly served. Availability of funding through the life of the Regional Plan allows for the implementation of up to 20 mobility hubs by 2035. SANDAG aims to explore additional mobility hub implementation funding opportunities through federal and state grants in addition to public-private partnerships.</p> <p>The Draft Regional Plan also includes investment in the expansion of on-demand, shared mobility services, including carshare, bikeshare, rideshare, and ride sourcing services such as Lyft and Uber. See Appendix E for detailed information.</p>	Email

No.	Name	Agency	Comment	Response	Source
739 Cont.	Walt Brewer		<p>Question #4: Action Item suggestion below. Is there a better way to make the general public aware, and motivated to choose between these options? Action Item: As replacement for the mass transit plan and funds in the current Draft SD Forward and EIR, prepare and receive approval for a specific personal on-demand Plan along guidelines presented above. Involve on-call system designers and operators.</p> <p>Notes: Suggest in addition to comments list responses, this subject of an on-demand alternative be discussed in timely more extensive considerations. Please do not base answers or further comment on precision of numbers used. They are believed sufficiently in the actual range to support statements.</p>		
740	Walt Brewer		Regarding Transit Performance: Question #2, Why isn't the summary of transit performance, ~43 million to more the 100 million in 2013 annual boardings, in context compared directly with the 2013 transportation total of several billion total annual trips; mostly direct origin to destination, that would instead by transit require 2 to 3 boardings by transfer to different vehicles?	The annual trips account for all trips. Transit is a percentage of those trips which is also shown in the "mode share" data expressed as percentages in Performance Measure No.5 in Table N.1 of Appendix N. Additional information about transit travel time is included in Appendix N. Performance measure 4A in Table N.1 highlights the average peak-period travel time work by transit. Table N.3 shows average travel time during peak-periods in 11 key corridors by auto (drive alone), transit, and carpool. The travel times shown in this table account for any transit transfers needed to make the trip between the origin and destination.	Email
741	Walt Brewer		Question #3, Considering emphasis on public participation claimed, are transit vs total transportation performance comparisons of this kind presented during public meetings, focus groups, etc?	The Regional Plan includes a number of performance measures which have been highlighted at SANDAG Policy Committee and Board meetings and public outreach meetings. The performance measures are included in Appendix N and include information on travel time by mode. Additionally peak period travel times (by carpool, transit, and driving alone) for 11 key corridors are highlighted in Table N.3.	Email
742	Walt Brewer		<p>Regarding Managed Lanes:</p> <p>Question #4, For the Managed Lanes equipped freeways used as basis for comparisons of energy, emissions, GHG, capacity, etc. in the report and its EIR, using instead, the same performance indicators, how would freeways in the same settings and with the same total number of lanes compare if smooth flow averaging in the 50 to 70 mph range perform?</p>	Altering speeds on major corridors like freeways would change travel patterns across the region, so the greenhouse gas impacts would have to be analyzed in the context of new travel patterns. In general, however, according to the California Air Resources Board Emissions Factors database, vehicles emit the least amount of emissions per mile when traveling around 45 miles per hour. However, utilizing this speed as a goal would not improve overall traffic conditions that worsen rapidly when speeds dip below this optimal threshold. Providing alternative choices, such as carpool capacity via the Managed Lanes, also provides a travel time incentive for modes that demand less capacity per person on the highway network.	Email
743	William Henderson		The goal of 82% of new housing as multi-family, is overly restrictive. Urban growth boundaries artificially increase the price of housing. This has been attested to by Brookings Institution Metropolitan Policy Program Senior Researcher Jonathan Rothwell.	While the San Diego region does not have a formal urban growth boundary, such as Portland and Seattle, our region's Multiple Habitat Conservation Plan and Multiple Species Conservation Plan serve as a de-facto urban growth boundary. That said, it is not our region's goal to achieve 82 percent of new housing as multi-family. Rather, our 2050 Regional Growth Forecast projects that, based on the collective land use patterns of the 18 cities and the County of San Diego, 82 percent of new housing between now and 2050 will be multi-family units. While multi-family units don't guarantee housing affordability, they tend to increase housing affordability.	Web
744.	William Henderson		I LIKE the idea of "smart" intersections, if that means traffic light coordination. Bus <i>Rapid</i> transit (as exists along I-15) is great. I've used this many times to get from Mira Mesa to downtown, and it works wonderfully. Much more economical, and flexible than fixed light rail systems. I wanted to see at least some acknowledgement of the role of autonomous cars. This will happen sooner or later, and I hope SANDAG is planning for it.	SANDAG is closely monitoring the advancement in the technology for automated vehicles that has great promise for making our roadways and transit systems operate with improved safety and greater efficiently. The use of intelligent transportation technology is already in use in many applications throughout the region, and this will continue in the future.	Web
745			Solve the first/last mile issue using high speed aerial gondolas as "feeder lines" to mass transit. Advantages - far higher per passenger mile efficiency, lower right of way and land footprint needs, greater on demand flexibility than bus lines, lower cost per mile to build and maintain. Contact sparksworthy@gmail.com to get detailed analysis and proposal.	While capital investments have been planned in the most densely populated areas, both in terms of residential and employment opportunities, oftentimes the first-mile/last-mile issue of connecting the rider to their final destination still remains a deterrent for using public transportation. Concepts such as the Mobility Hub are currently being researched to see what types of transportation demand management and system management technologies and programs could be implemented at different hubs, depending on the urban or suburban location of the potential mobility hub. In a similar fashion, SANDAG is also researching skyways to understand more completely the benefits and constraints to implementing this type of alternative mode. Skyways, also referred to as gondolas or aerial trams, are operating in several cities and are under development in several countries. They have been suggested as a possible transit option in San Diego and other US cities. A feasibility study of a Skyway between Downtown and Balboa Park was completed in June 2015 (sandag.org/uploads/publicationid/publicationid_1956_19279.pdf).	Comment Card
745			Funding would not be such a huge obstacle if big corporations and developers were forced to pay their fair share.	There is a funding source for public/private partnerships and transit oriented development. In addition, developers contribute to the funding available for local transportation through the Regional Transportation Congestion Improvement Program and other fair share requirements within local jurisdictions.	Comment Card

No.	Name	Agency	Comment	Response	Source
746			<p>Commitment to Active Transit. Signal lights synced to pedestrians.</p> <p>A six-lane highway through Downtown La Mesa? Crazy, right? Oh yeah, Spring St. - 2 lane each way, with turn pocket, and wider right hand lanes - yep, six lane.</p> <p>If a senior can't cross a street without stopping in the middle... there should be a darn nice, very safe middle for them to re-energize and cross the next three lanes! :)</p>	<p>Medians that provide a refuge for people crossing the street (particularly for vulnerable populations such as seniors and pedestrians with disabilities), are a type of improvement that would be included in the Safe Routes to Transit, Safe Routes to School, and Regional Bicycle Plan projects implemented as part of the San Diego Forward: The Regional Plan.</p>	Comment Card
747			<p>Please explain the difference between "constrained" and "unconstrained" and how projects were selected for the revenue constrained list of projects to be funded.</p>	<p>Federal law requires SANDAG to develop a regional plan built on reasonable assumptions of the revenues that will be available during the time period covered by that plan. While we're anticipating around \$204 billion over 35 years (in year of expenditure), we don't have all the money right now. Also, a majority of the funding sources are tied to certain types of projects (for example, transit infrastructure or highway operations and maintenance) and we don't have the authority to interchange them. These constraints come with specific provisions from Congress or the state Legislature. The "revenue constrained scenario" for transportation investments detailed in San Diego Forward: The Regional Plan (Regional Plan) plays by those rules. It's what we can do given the budget we project.</p> <p>What if our region had an unlimited budget? SANDAG considered this too, in order to get a clear-eyed view of what the region is actually expected to need through 2050. This "Unconstrained Needs Analysis" provided a cost estimate for additional projects, programs, and services that would meet our transportation demands through 2050. This included the costs for operating, maintaining, and rehabilitating the transportation system regionwide. Obviously, this would cost more than our actual investment plan, but it's worth looking at because it shows the total actual needs for the region.</p> <p>Constructing and managing a transportation network that will work best for our region into the future – and that we can afford – is no small challenge. But the Regional Plan has been guided by the three Board-adopted goals of Innovative Mobility and Planning, a Vibrant Economy, and a Healthy Environment and Communities. To predict the success of the network included in the Regional Plan, we subjected it to ten key questions that were designed to gauge the performance of the chosen network. Appendix N: Evaluating the Performance of the Transportation Network includes detailed performance results at the regional, subregional, and corridor level, and the methodology SANDAG used for estimating the performance measures.</p>	Comment Card
748			<p>The Coordinated Plan includes some great concepts for people of all ages. But, most of the future population growth is in the aging section. Has the Coordinated Plan been checked in terms of age-friendliness? Hundreds of major cities have included age-friendly parameters in their development plans - see World Health Organization - age friendly network.</p>	<p>The Coordinated Plan (Appendix U.1) will be updated in the spring of 2016. The Coordinated Plan does focus in part on transportation for seniors, and has identified the issues the region faces with the future growth in this age demographic. The next version will research and possibly use the WHO's age-friendly parameters as part of the sections identifying needs and prioritizing funding.</p>	Comment Card
749			<p>If the idea is to actually get less cars on the road - then road projects need to be moved back and active transit projects need to be moved forward.</p> <p>Folks aren't going to take active transit as long as we keep building more roads and freeway lanes. Active transit will have to be the easy and best choice over a packed impossible road structure - then it will happen - ask LA and NYC.</p>	<p>The Draft San Diego Forward: The Regional Plan (Regional Plan) is based on the concept of creating a wide range of transportation choices to driving alone, including increased transit services, carpooling/vanpooling, bicycling, and walking. In many cases, the specific projects included in the Regional Plan are aimed at accommodating multiple alternatives. For example, a new Trolley line would include the development of "mobility hubs" that enable a wide range of options for accessing station sites such as bike lockers, carshare and bike share services, and shuttle services. Managed Lanes facilities provide priority access for <i>Rapid</i> transit services and carpool/vanpooling, giving users a congestion-free bypass of congested main lanes. The Regional Plan contains a rich network of both new Trolley and <i>Rapid</i> lines, and creation of a network of ten-minute all day service on existing Trolley, <i>Rapid</i>, and local bus services in urban areas. Transit, therefore, will be a key element in meeting our future mobility needs along with other projects that will create a wide range of time-competitive and convenient alternatives to driving alone.</p>	Comment Card
750			<p>If SANDAG is predicting - due to land use and transportation performance of users, that per capita and overall VMT is going to be less than what it is currently, why are we investing billions of dollars on more roadways. Existing lanes can be converted to HOV, managed lanes and bus lanes. This would free up funds to develop the transit system we need more light rail/Trolley lines.</p>	<p>While Vehicle-Miles Traveled (VMT) per capita is going to be less than what it is currently, total VMT increases based on population and job growth. Investments in Managed Lane improvements have been incorporated in the Draft San Diego Forward: The Regional Plan (Regional Plan), which reduce VMT on corridors with substantial traffic congestion to support carpools, transit services, and solo drivers who pay a fee (such as in the Interstate 15 corridor). Net revenues from those fees help support transit operations along the corridor.</p> <p>The Draft Environmental Impact Report evaluates four alternatives that would convert General Purpose lanes to Managed Lanes, Alternatives 5A, 5B, 5C, and 5D. The Board of Directors will consider the comparative merits of the alternatives in the EIR when they consider adoption of the final Regional Plan.</p>	Comment Card
751			<p>Get the big rigs off our streets and highways = lower maintenance and fewer accidents.</p>	<p>California State law regulates tractor and trailer trucks (big rigs) to use the first two slow lanes on Interstates and Highways. Additionally, tractor and trailer trucks are provided the use of prime and major arterials per local jurisdictions.</p> <p>The San Diego region has a current population of 3.2 million which is projected to grow by nearly 1 million to 2050. Nearly 70 percent of all goods consumed within the region are delivered by tractor and trailer trucks. These goods consist of items for residents, private properties, businesses, schools, non-profit organizations, government agencies, among many others. As the population continues to grow, delivery of goods also will increase.</p> <p>San Diego Forward: The Regional Plan in unison with State and local agencies, provides a foundation for preserving infrastructure and for safe mobility. Federal regulations along with the California Air Resources Board are driving important changes directly to tractor driver responsibility and accountability; and newer technologies are leading to safer tractor and trailer driving environments. SANDAG is working closely with all of these agencies and stakeholders to ensure these important goals are achieved.</p>	Comment Card

No.	Name	Agency	Comment	Response	Source
752			Exceed GHG reduction targets? - How does that contribute to healthy environment?	The Draft San Diego Forward: The Regional Plan demonstrates that the San Diego region will reduce more greenhouse gas (GHG) emissions per capita from passenger vehicles than it is mandated to do so by the California Air Resources Board. Reducing GHG emissions helps to decrease the region's contributions to global climate change and has additional air quality, public health, and economic co-benefits.	Comment Card
753			I'm from Spring Valley. There is no thought for us even though we have mostly a commuter population and a lot of low income residents. We are being pressed for denser zoning while (improving?) that infrastructure necessary. We are already a (indecipherable) over projected population but (indecipherable)! I apparently live in nowhere land as far as dollars and infrastructure are concerned.	There are several major projects planned in and around Spring Valley that are included in the Draft San Diego Forward: The Regional Plan (Regional Plan). In terms of freeway improvements, the State Route 94 (SR 94)/State Route 125 (SR 125) south to east freeway connector ramp is planned to open by 2025, followed by the west to north connector in 2030. Improvements of two additional lanes on SR 94 east of SR 125 are included in the Draft Regional Plan in later years. Additionally, Orange Trolley line frequency improvements are planned for 2030 with nearby access to Spring Valley via Spring Street.	Comment Card
754			In thinking of the fastest growing population of San Diego - older adults - how does SANDAG plan to ensure mobility options for those who cannot drive, walk, or bike? I'd like to see older adults represented in the Regional Plan.	The <i>TransNet</i> Extension funds the Senior Transportation Mini-Grant Program (Senior Mini-Grant) by setting aside 3.25 percent out of the total 16.5 percent in annual <i>TransNet</i> revenues allocated for transit operating and capital purposes. Senior Mini-Grants are intended to fund innovative and flexible programs that support the transportation needs of older adults. SANDAG requires that grant-funded projects address a very high or high priority in the Coordinated Plan (Appendix U.1). The Coordinated Plan identifies transportation needs of seniors, among others, and provides strategies for meeting those needs and prioritizes transportation services for funding and implementation. There are also federal 5310 funds that are used for senior and disabled services. Additionally, discount transit tickets are available for seniors, persons with disabilities, and youth (18 and under). In the Draft Regional Plan, seniors are included as one of three disadvantaged populations in evaluating the network (in addition to low income and minority populations). In terms of funding, the Draft Regional Plan includes nearly \$2 billion in year of expenditures for Specialized Transportation Services (5 percent of funds used for operations). Additional demographic information, particularly about seniors, will be added to Chapter 1.	Comment Card
755			We need to market a culture change. There is still so much cultural resistance to multi-modal transportation and smart growth. We hear that from Downtown to Carmel Valley, East County to North County. What can we do through this Plan to incorporate efforts to promote this Plan's vision?	The region is beginning to see greater acceptance of smart growth and multi-modal transportation options, as evidenced in many mixed use, higher density communities across the region, including Downtown San Diego (Little Italy, Gaslamp Quarter, East Village, Cortez Hill), and various downtown areas in local jurisdictions around the region, such as downtown Oceanside, Chula Vista, Escondido, Vista, National City, La Mesa, and others. San Diego Forward: The Regional Plan recognizes that smart growth does not conform to a "one-size fits all" approach, and therefore encourages financial incentives to plan for, and implement, smart growth development and active transportation projects at varied density ranges. The Regional Transit Oriented Development Strategy, which is an appendix to the Regional Plan, continues this effort with specific strategies and actions.	Comment Card
756			Prioritize real transit (train, Trolley) earlier on as soon as possible, especially increasing frequency of COASTER service - more frequency as well as earlier and later COASTER service. Funding structure should be adjusted to emphasize greater funding to transit earlier on to induce/encourage increased transit. Greater proportion of funding should be directed to increase and grow Trolley/train (COASTER and Amtrak) service and infrastructure. Bicycle, transit, pedestrian improvements need to be prioritized earlier on.	San Diego Forward: The Regional Plan (Regional Plan) includes early phasing of several transit projects, including rail. Examples are projects such as Mid-Coast Trolley between Old Town and University City and COASTER double tracking projects to allow for increased train frequencies to 20 minutes during peak periods by 2020. Additionally, 20 minutes frequencies are planned on the SPRINTER corridor by 2025. Additionally, \$200 million for bicycle projects from the Regional Bike Plan were advanced under the Early Action Program which will build these projects over the next 10 years. With this program, SANDAG is implementing as many protected bikeways and bike boulevards with traffic calming as possible. Studies show that well designed bike facilities such as these will attract more riders and improve safety for all roadway users. In general, the Draft Regional Plan is based on the concept of creating a wide range of transportation choices to driving alone, including increased transit services, carpooling/ vanpooling, bicycling, and walking. In many cases, the specific projects included in the Draft Regional Plan are aimed at accommodating multiple alternatives. For example, a new Trolley line would include the development of "mobility hubs" that enable a wide range of options for accessing station sites such as bike lockers, carshare and bike share services, and shuttle services. Managed Lanes facilities provide priority access for <i>Rapid</i> transit services and carpool/vanpooling, giving users a congestion-free bypass of congested main lanes. The Regional Plan contains a rich network of both new Trolley and <i>Rapid</i> lines, and creation of a network of ten-minute all day service on existing Trolley, <i>Rapid</i> , and local bus services in urban areas. Transit, therefore, will be a key element in meeting our future mobility needs along with other projects that will create a wide range of time-competitive and convenient alternatives to driving alone.	Comment Card
757			The vision and goals are great, but it is our plan of how we are investing our transportation dollars into the right projects: Active Transportation projects then Transit. "Providing real mobility choices" - taking a car on highways is already an option. It's time to invest in other modes to get people out of their vehicles and enjoying communities and their environments; and to make healthy lifestyle commutes. "Vision into Reality" - SANDAG's Colleen Windsor - What is our vision?	The Draft San Diego Forward: The Regional Plan (Regional Plan) is based on the concept of creating a wide range of transportation choices to driving alone, including increased transit services, carpooling/vanpooling, bicycling, and walking. In many cases, the specific projects included in the Regional Plan are aimed at accommodating multiple alternatives. For example, a new Trolley line would include the development of "mobility hubs" that enable a wide range of options for accessing station sites such as bike lockers, carshare and bike share services, and shuttle services. Managed Lanes facilities provide priority access for <i>Rapid</i> transit services and carpool/vanpooling, giving users a congestion-free bypass of congested main lanes. The Regional Plan contains a rich network of both new Trolley and <i>Rapid</i> lines, and creation of a network of ten-minute all day service on existing Trolley, <i>Rapid</i> , and local bus services in urban areas. Transit, therefore, will be a key element in meeting our future mobility needs along with other projects that will create a wide range of time-competitive and convenient alternatives to driving alone. Additionally, the Draft Regional Plan includes full build-out of the entire regional bike network with an Early Action Program to build \$200 million in bicycle projects over the next ten years. Most bike projects will have safety improvements not only for bicyclists but also for pedestrians. The Draft Regional Plan incorporates safe bike and pedestrian access into investments in other modes of travel, including public transit and highway improvements-- a practice already assumed by SANDAG in ongoing planning and construction of capital projects.	Comment Card
758			It's good to see the bike routes expanding.	Thank you for your interest in San Diego Forward: The Regional Plan (Regional Plan) and support for bike projects included in the Draft Regional Plan.	Comment Card

No.	Name	Agency	Comment	Response	Source
759			Invest money now to provide network of bikeways to become world-class bike city to meet the goals of the Plan. Investments in bike transportation will provide "real mobility choices," a vibrant economy and healthy residents and communities. 1% of entire \$208 billion budget for Regional Plan could build the entire network of bike projects and provide opportunities for SD residents to make healthy; sustainable and fun commutes.	With the development of the Regional Bike Plan Early Action Program, SANDAG is implementing as many protected bikeways and bike boulevards with traffic calming as possible. The Draft San Diego Forward: The Regional Plan proposes \$4.9 billion (in year of expenditure) in investments for active transportation projects and programs.	Comment Card
760			More span of service (evenings and weekends) on transit. More frequency on transit service. Last mile local bus grid. Last mile BAT lanes where there is congestion.	As displayed in Figure A.10, Appendix A: Transportation Projects, Costs, and Phasing, many local bus routes in key corridors will see service frequencies increased to every 15 minutes by the year 2020, and additionally, to 10 minutes by 2035. One solution to the first-mile/last-mile issue in the region (meaning the first-mile or last-mile between your respective origin and/or destination that often times deters choice transit riders from utilizing public transportation options) that SANDAG is committed to studying further is the mobility hub concept. Mobility hubs, or transportation centers focused around particular urban/suburban locations, are designed to give people more options such as bike parking, shared mobility services, electric vehicle chargers, etc.	Comment Card
761			Resurfacing roads for the next year is great and painting stripes is nice but it's not protected bikeways. It's often faster to ride a bike than take a bus or find parking so we might as well encourage more people to do so by making it safer and easier. This will also meet goals of C.A.P. and help with livability issues as well as promote healthy living.	In developing and implementing the projects from the Regional Bike Plan the goal is to provide protected bikeways or bike boulevards wherever possible.	Comment Card
762			The Plan is good but is it feasible? If there's too much tax burden placed on residents to fundraise, we don't want the Plan. If the fares for transit increase to pay for the Plan's implementation, we don't want the Plan. The less financial burden this puts on the residents, the better.	Transportation funding is sourced from user fees, gas taxes, sales taxes, fares, weight fees, fines, and other means. The amount and level of investment that the San Diego region can make for transportation is directly related to the amount of funding that is made available through these sources. San Diego Forward: The Regional Plan is feasible in that it includes fund sources that are reasonably believed to be available through 2050 to implement all projects.	Comment Card
763			The <i>Rapid</i> bus connecting Point Loma - Linda Vista - Kearny Mesa is welcomed news; we need that service sooner than later.	Thank you for your participation in this planning process and we are happy to hear that you support <i>Rapid</i> route 28. Regarding your comment relating to timing of the projects, federal and state laws requires SANDAG to develop a regional plan built on reasonable assumptions of the revenues that will be available during the period covered by that plan. Projects will be implemented between now and 2050. Please see Appendix A, which includes the lists of transit, highway and managed lanes, and bicycle facility projects that would be built by 2020, by 2035, and by 2050. For more information on the availability of funding, please see Chapter 3: Financing Our Future.	Comment Card
764			The Plan will be great to connect community members to medical facilities.	Thank you for your comment. San Diego Forward: The Regional Plan (Regional Plan) aims to provide safe, secure, healthy, affordable, and convenient travel choices between the places where people live, work, and play in the region. Access to health care is considered in the development of the Regional Plan.	Comment Card
765			Why is transit funding delayed to later phases of the Plan? (75% of transit expenditure occurs after 2030)	Federal law requires SANDAG to develop a regional plan built on reasonable assumptions of the revenues that will be available during the time period covered by that plan. While we're anticipating around \$204 billion over 35 years, we don't have all the money right now. Also, a majority of the funding sources are tied to certain types of projects (for example, transit infrastructure or highway operations and maintenance) and we don't have the authority to interchange them. These constraints come with specific provisions from Congress or the state Legislature. The "revenue constrained scenario" for transportation investments detailed in our Regional Plan plays by those rules. It's what we can do given the budget we project. That being said, 50 percent of the plan's investment is allocated toward the operation, maintenance, and development of the transit system. This percentage is roughly true of all time periods in the plan.	Comment Card
766			How does the Plan reduce VMT?	The Draft San Diego Forward: The Regional Plan reduces Vehicle-Miles Traveled (VMT) per capita for passenger vehicles through the development of a transportation network that offers more choices and through implementation of land use decisions that have been made by the cities and county. Total VMT is projected to increase due to the impacts of growth in the region with the addition of about a million new people and a half million new jobs by 2050.	Comment Card
767			Why are there new freeway expansion when we need to meet E.O. S-3-05.	With the exception of State Route 11, the Regional Plan does not propose any new freeways. Highway improvements (including highway lanes, freeway connectors, and operational improvements) complement and complete the existing highway network. Planned improvements will increase the efficiency of the regional transportation system. San Diego Forward: The Regional Plan includes a robust system of Managed Lanes that give priority access to transit, carpools, vanpools, motorcycles, and certain clean-air vehicles at no cost. Solo drivers, however, are provided the opportunity to utilize Express Lanes, but must pay a fee to do so. This fee, in turn, is reinvested to support transit services along the same corridor, such is the case with the Interstate 15 corridor. SANDAG recognizes that substantial reductions in global, state, and regional greenhouse gas (GHG) emissions are an urgent priority, and strives in its regional plans and programs to do its part in reducing GHG emissions from all sources. However, there is no current legal or planning requirement that the SANDAG region's emissions be reduced by the same percentage ("equal share") as the statewide percentage in order for the state to achieve the Executive Order S-3-05 GHG reduction goal (80 percent below 1990- levels by 2050).	Comment Card

No.	Name	Agency	Comment	Response	Source
768			Why expand I-5 before double-tracking the COASTER?	These two projects are actually being constructed concurrently with delivery of frequency enhancements from the COASTER double tracking (allowing 20-minute peak frequencies) and construction of two additional Managed Lanes on Interstate 5 (between Manchester and State Route 78) by 2020. Further double tracking projects and Managed Lanes enhancements continue to be phased in San Diego Forward: The Regional Plan through 2050.	Comment Card
769			Land use has to support transit and transit has to encourage density.	One of the five strategies of the Sustainable Communities Strategy is to "focus housing and job growth in urbanized areas where there is existing and planned transportation infrastructure" (Chapter 2). The region is seeing more acceptance of smart growth and multi-modal transportation options, as evidenced in many mixed use, higher density communities across the region, including Downtown San Diego (Little Italy, the Gaslamp Quarter, East Village, Cortez Hill), and various downtown areas in other jurisdictions around the region, such as downtown Oceanside, Chula Vista, Escondido, Vista, National City, La Mesa, and others, that are served by transit. The transit network in San Diego Forward: The Regional Plan (Regional Plan) is designed to serve the region's most urbanized areas. In turn, enhanced transit services will encourage higher densities in surrounding areas. The Regional Transit Oriented Strategy, an appendix to the Regional Plan, contains strategies and actions to continue to reinforce the connections between land use and transit.	Comment Card
770			Public transit options should have extended hours. And should look into automation for Trolley/rail systems (there are currently systems in Europe that are not operated by humans).	The Trolley lines currently start operating as early as 3:45 a.m. and run as late as 1:30 a.m., depending on the line. The Draft San Diego Forward: The Regional Plan calls for additional service frequency to ~7.5 minutes throughout the day. Automated rail systems do operate in other parts of the world but, unlike our system here in San Diego, are completely grade-separated from auto traffic. As automation technology of automobiles in mixed-traffic advances, the ability to introduce automated trains could be considered.	Comment Card
771			No more freeways expansion because of induced demand.	Highway improvements (including highway lanes, freeway connectors, and operational improvements) complement and complete the existing highway network. Planned improvements will increase the efficiency of the regional transportation system. San Diego Forward: The Regional Plan includes a robust system of Managed Lanes that give priority access to transit, carpools, vanpools, motorcycles, and certain clean-air vehicles at no cost. Solo drivers, however, are provided the opportunity to utilize Express Lanes, but must pay a fee to do so. This fee, in turn, is reinvested to support transit services along the same corridor, such is the case with the Interstate 15 corridor.	Comment Card
772			Less money for areas that have parking minimums.	Most research indicates that parking strategies are best implemented at a community or neighborhood level. The SANDAG online Parking Management Toolbox provides a number of strategies and resources that local jurisdictions can use to address community parking needs. The SANDAG Regional Transit Oriented Development (TOD) Strategy recognizes parking as a key issue in the region's most urbanized areas. The Parking Management Toolbox and Regional TOD Strategy are both appendices to San Diego Forward: The Regional Plan.	Comment Card
773			1. Bike and pedestrian connections should be separated from vehicle travel lanes. 2. Provide bike/ped connections from universities to Downtown, Trolley stops, and beaches. 3. Consider water way connections (Bay to Bay connection).	In developing projects from the Regional Bike Plan, the goal is to implement as many protected bikeways and bike boulevards as possible. The Regional Bike Network was developed around providing connections between Smart Growth Opportunity Areas, regional transit, and major activity centers.	Comment Card
774			Have a "one cost one ride" system for Trolley/COASTER/SPRINTER/bus	There are different fares for different services based on the type of service provided. Basically, higher speed services like the Trolley, COASTER, and the Interstate 15 <i>Rapid/Rapid Express</i> services have higher fares that reflect the fact that they are more expensive to operate vs. a local bus. The Day Pass and Monthly Pass do allow riders to pay once and then be able to ride unlimited times within that day or month. There are discounts given to seniors, persons with disabilities, and youth.	Comment Card
775			Look into the solar roadways project - solarroadways.com Solar panels should be used at transit hubs and at individual bus stops (protects people from elements).	SANDAG prepared an Emerging Technologies White Paper (ETWP) that is included in the appendix to San Diego Forward: The Region Plan. The ETWP identified solar roadways as one of several emerging technologies that may have potential to benefit the region. We consider this a new area of research that may hold promise in the future as a technology approach that could help us get the most out of our infrastructure investments, improve our quality of life, and reduce our impact on the environment. SANDAG is exploring ways to include solar panels for shading at transit sites as they are developed. The renovated Sabre Springs Transit Station includes a new parking structure that was built with solar carports on the roof. The purpose was to offer shade and reduce greenhouse gas emissions. The solar energy produced onsite is used to power the lights and electric vehicle charging stations (EVCS). North County Transit District has installed carports with solar shading and EVCS at the Oceanside Transit Center too.	Comment Card
776			Tunnel from Orange Ave in Coronado to Harbor Dr. and Park Blvd ships would be able to pass over (i.e. the Chesapeake Bay/Bridge Tunnel - VA)	This would likely be a costly project and require extensive study to assess its feasibility. The City of Coronado studied a tunnel connecting the Coronado Bay Bridge to Naval Air Station North Island, but no tunnel under the bay has been evaluated to date.	Comment Card
777			Dollars spent should be directly proportional to the 6% increase for bikes.	The availability of funds are not directly tied to performance of certain modes but, rather, are based on more than 30 separate funding sources which often come with certain flexibility constraints dictating which type of projects they can be used for. However, the investment in the implementation of the Regional Bike Plan has been expedited with the Early Action Program which designates \$200 million for bike project completion from now through 2025.	Comment Card
778			Take money from massive freeway budgets to increase bike, ped, Trolley, bus ... active transportation.	The Draft San Diego Forward: The Regional Plan proposes 50 percent of the funds for transit projects, including their operating and maintenance costs. This can be compared to six percent that is allocated to highway and connector capital improvements. About \$5 billion (in Year of Expenditure) is earmarked for active transportation projects. For more information on revenue sources and investments, please see Chapter 3: Financing Our Future. Federal and State laws require SANDAG to develop a regional plan built on reasonable assumptions of the revenues that will be available during the period covered by that plan. Certain funds can only be used for certain projects. For example, <i>TransNet</i> sales tax revenue can only be used for specific projects and programs, including active transportation, transit and highway projects as well as smart growth incentives.	Comment Card

No.	Name	Agency	Comment	Response	Source
779			Need better methods for measuring change in mode share.	The SANDAG Activity Based Model (ABM) uses the latest research and data to estimate travel in the region. The SANDAG ABM uses the same techniques and methods for determining travel behavior as other leading metropolitan planning organizations across the country.	Comment Card
780			It's ridiculous that city transportation hasn't applied for any grants - one of her [Linda Marabian?] 9 staff/18% increase should be dedicated to grant writing. We need money to do these projects; she said so herself.	Your comment has been shared with City of San Diego staff.	Comment Card
781			\$360 million in grants available - why hasn't the City applied for any?	Your comment has been shared with City of San Diego staff. The City of San Diego regularly applies for competitive grant opportunities that SANDAG administers.	Comment Card
782			Push all bikeway projects through - commercial districts will benefit from increased bike and pedestrian traffic. Density will occur - bikes will address vehicular traffic.	The Regional Bike Network was developed to connect Smart Growth Opportunity Areas, regional activities centers, and transit. The network was prioritized to focus initial on areas that have the highest potential for more people riding bikes. Two of the urban bikeway projects SANDAG is implementing currently, Uptown Bikeways and North Park - Mid-City Bikeways, go through 25 miles of the most dense urban neighborhoods in the region.	Comment Card
783			EASE is not realistic - being healthy does not equate to easiness	Having more options to access transit, bike and pedestrian facilities allows residents to get the U.S. Surgeon General's recommended 30 minutes of daily exercise.	Comment Card
784			Increasing carpool lanes options for some but those options already exist - just building on. How does highway expansion increase options if those already exist? Then fill and "move" will be necessary.	Most of the current highway system is not equipped with Managed Lanes which provide priority access for <i>Rapid</i> transit services and carpool/vanpooling, giving users a congestion-free bypass of congested main lanes. These types of improvements will offer more options throughout the region and not just on the corridors where they are currently in operations.	Comment Card
785			Why not increase alternative options to decrease VMTs? Adding highway lanes increases VMTs, not decrease.	The Draft San Diego Forward: The Regional Plan is based on the concept of creating a wide range of transportation choices to driving alone, including increased transit services, carpooling/vanpooling, bicycling, and walking. In many cases, the specific projects included in the Regional Plan are aimed at accommodating multiple alternatives. Managed Lanes facilities provide priority access for <i>Rapid</i> transit services and carpool/vanpooling, giving users a congestion-free bypass of congested main lanes and an option for those carpoolers and transit users to reduce Vehicle-Miles Traveled.	Comment Card
786			Of major interest to my clients is "the last mile." Example - Union Bank now occupies 2 of the previous Illumina buildings at Towne Center Drive. Public transportation can get employees to UTC - but not down to a walkable distance. Then options from North County Inland to coastal employment hubs.	SANDAG has several efforts underway to address first and last mile connectivity. A study that evaluates first and last mile solutions for communities served by <i>Rapid</i> transit service including University Town Centre is under development. Strategies being examined include bike and pedestrian improvements, shared mobility services (e.g. carshare, bikeshare, on-demand shuttles) that extend the reach of transit, and other amenities (e.g. real-time travel information, mobile/concierge services) that make it more convenient to ride transit. SANDAG is also developing a Regional Mobility Hub Implementation Strategy to identify transportation services, amenities, and urban design enhancements that can bridge the distance between transit and an individual's origin or destination. The strategy will recommend improvements, conceptual designs, and implementation strategies for different communities served by high-frequency transit in the San Diego region. The SANDAG iCommute program provides a dedicated team of employer outreach staff that assist employers with developing commuter programs and educating employees on their transportation choices (e.g. vanpool, carpool, transit, telework). This service is provided to companies at no cost.	Comment Card
787			Why is there no project to electrify and automate the COASTER (LOSSAN)?	Electrification along the Los Angeles – San Diego – San Luis Obispo Rail Corridor (LOSSAN) and SPRINTER corridor would be challenging due to the mixed operations between COASTER, SPRINTER, Amtrak, Metrolink, and BNSF Freight. Amtrak, Metrolink, and BNSF Freight trains travel well beyond the SANDAG region and will rely on conventional non-electrified locomotives for the foreseeable future. Electrification is not identified in the LOSSAN Programmatic Environmental Impact Report. Electrification along the sensitive coastal LOSSAN corridor would be inconsistent with the coastal communities due to the overhead catenary wires that would potentially impact coastal views and the lack of available right-of-way for in the coastal area for electrical substations and transmission lines. As of 2015, all new locomotives purchased must meet U.S. Environmental Protection Agency Tier 4 emissions regulations which dramatically reduce emissions from diesel locomotives. Amtrak Pacific Surfliner Trains will receive delivery of these new Tier 4 locomotives in 2017. Over the life of the plan, all locomotives and SPRINTER vehicles will be replaced with low emission locomotives.	Comment Card
788			Climate Change: Even with much cleaner cars, which we must have, we must drive less. My Air and Waste Management Association paper on this topic proves this to be true, if light-duty vehicles are going to support climate stabilization. Light-duty vehicles emit 41% of the GHG in SD County.	San Diego Forward: The Regional Plan includes strategies to both reduce vehicle miles traveled and expand the use of zero-emission vehicles in order to reduce green house gas emissions from the transportation sector.	Comment Card
789			Air pollution: No one should live, work, or exercise close to freeway. However, given current development, we must. Given these facts we must stop expanding freeways.	San Diego Forward: The Regional Plan (Regional Plan) is based on the concept of creating a wide range of transportation choices to driving alone, including increased transit services, carpooling/vanpooling, bicycling, and walking. In many cases, the specific projects included in the Regional Plan are aimed at accommodating multiple alternatives. Included in the draft Plan is an analysis of air quality. Air quality in the San Diego region has improved significantly over the past four decades and, in 2013, San Diego County's air quality was the best it has been since the early 1970s. Transportation investments detailed in the Regional Plan, coupled with improvements in fuel and vehicle technologies, will continue to help improve air quality throughout the region. More information on air quality can be found in both Chapter 2 and Appendix B of the Plan.	Comment Card

No.	Name	Agency	Comment	Response	Source
790			NO MORE Freeway Expansion [Please see "Air Quality Recommendations for Local Jurisdictions" by the County of Los Angeles Public Health: http://preservecalavera.org/wp-content/uploads/2015/01/AQinFreeways.pdf].	With the exception of State Route 11, San Diego Forward: The Regional Plan (Regional Plan) does not propose any new freeways. Highway improvements (including highway lanes, freeway connectors, and operational improvements) complement and complete the existing highway network. Planned improvements will increase the efficiency of the regional transportation system. The Regional Plan includes a robust system of Managed Lanes that give priority access to transit, carpools, vanpools, motorcycles, and certain clean-air vehicles at no cost. Solo drivers, however, are provided the opportunity to utilize Express Lanes, but must pay a fee to do so. This fee, in turn, is reinvested to support transit services along the same corridor, such is the case with the Interstate 15 corridor. The reference to the Los Angeles County publication does not tie to a specific comment on Plan content, so no response is given.	Comment Card
791			No one talked about water! Your "green belts" and open spaces will be brown desert unless a pro-active plan is implemented. See www.ted.com/talks/allen_savory .	Approximately half of the County of San Diego would be conserved as open space. San Diego's vegetation is adapted to droughts and fires. Urban green belts are important for visual and aesthetical value. Programs to conserve water and state mandates are curbing the use of potable water for irrigation. At the same time increased use of reclaimed water and the promotion of drought tolerate and native landscaping is reducing the need for water in these urban green belts.	Comment Card
792			I was glad to see health included in the plan - disappointed to only see 3% active transportation.	Active transportation trips (walking, biking) are part of both transit and managed lane trips which will account for approximately 75 percent of total trips in the region.	Comment Card
793			I'd like to see SANDAG leadership on the (workshop) panel - to take the heat and/or defend the Plan.	Thank you for your comment. SANDAG is always looking at ways to improve our public engagement strategies. The set up for the May 2015 outreach series was designed so that workshop participants would be able to hear from different local leaders on how San Diego Forward: The Regional Plan (Regional Plan) benefits and impacts the communities and subregions that they represent. Ideally, during the panel discussion portion of the workshop, questions would have been focused on the regional nature of the Regional Plan, while more specific questions, at the local level perhaps, would have been reserved for the open house portion of the workshop. Because of the open and unstructured nature of the panel discussion, SANDAG staff had to adjust to any natural shift in the program. SANDAG staff were available during the panel discussion (and open house portion) to answer any project-specific questions from the audience.	Comment Card
794			Concerned regarding clean air in high density areas. I live right in front of the rail tracks in a condo in Oceanside. The platform is to be extended right under my bedroom window. How is air quality being addressed now and in the future? I have the same concerns also regarding noise, which is already substantial.	Existing COASTER vehicles are compliant with Environmental Protection Agency (EPA) standards. North County Transit District (NCTD) will be undergoing a complete refurbishment of the locomotive fleet in the next few years. As part of the refurbishment project, NCTD will evaluate emissions reduction equipment and will install such equipment as feasible. As part of NCTD's long term plans, when vehicle replacements are considered, additional technologies will be explored to further reduce emissions.	Comment Card
795			The CO2 emission graph shows reduced emissions vs. 2005. Some of that reduction is due to modified assumptions to make SANDAG assumptions the same as those as other jurisdictions e.g. LA. How much of the change is due to changes in assumptions?	The SANDAG Activity Based Model (ABM) uses the latest research and data to estimate travel in the region. The SANDAG ABM uses the same techniques and methods for determining travel behavior as other leading metropolitan planning organizations across the country. The 2005 baseline for calculating GreenHouse Gas (GHG) emission reductions for SB 375 was determined by the California Air Resources Board (ARB) and its Regional Targets Advisory Committee. ARB established the SANDAG baseline at 26 CO2 lbs per capita. The 2011 and 2015 Regional Plans both use this as the 2005 baseline for Senate Bill 375. The final Regional Plan will include in Appendix C the estimated contributions of several strategies toward reducing per capita GHG emissions from passenger vehicles to address the SB 375 targets. The per capita GHG emissions reductions do not take credit for reductions due to low carbon fuels or more efficient vehicles.	Comment Card
796			COASTER and SPRINTER should be electrified to reduce GHG, particulates, etc.	Electrification along the Los Angeles – San Diego – San Luis Obispo Rail Corridor (LOSSAN) and SPRINTER corridor would be challenging due to the mixed operations between COASTER, SPRINTER, Amtrak, Metrolink, and BNSF Freight. Amtrak, Metrolink, and BNSF Freight trains travel well beyond the SANDAG region and will rely on conventional non-electrified locomotives for the foreseeable future. Electrification is not identified in the LOSSAN Programmatic Environmental Impact Report. Electrification along the sensitive coastal LOSSAN corridor would be inconsistent with the coastal communities due to the overhead catenary wires that would potentially impact coastal views and the lack of available right-of-way for in the coastal area for electrical substations and transmission lines. As of 2015, all new locomotives purchased must meet U.S. Environmental Protection Agency Tier 4 emissions regulations which dramatically reduce emissions from diesel locomotives. Amtrak Pacific Surfliner Trains will receive delivery of these new Tier 4 locomotives in 2017. Over the life of the plan, all locomotives and SPRINTER vehicles will be replaced with low emission locomotives.	Comment Card
797			18% reduction in bike collision rate is a very timid goal. 80% or more should be the target.	The 18 percent reduction in bicycle and pedestrian collision rate represents the projected reduction in collisions through implementation of the draft San Diego Forward: The Regional Plan (Regional Plan), compared to 2012. The Regional Plan does not have collision reduction targets.	Comment Card
798			Bike/ped improvements at I-5/railroad crossings need to be expedited.	Bicycle/Pedestrian improvements at Interstate 5 (I-5)/railroad crossings along the COASTER corridor will be addressed as part of the following efforts, some of which will be completed by 2035: <ol style="list-style-type: none">1. I-5 North Coast Corridor project2. Blue Line Trolley station improvements, which include stations along the I-5 corridor3. 3. Rail grade separation projects listed in San Diego Forward: The Regional Plan (please see Appendix M for project rankings)	Comment Card

No.	Name	Agency	Comment	Response	Source
799			More bike storage needs to be provided on the COASTER. I ride my bike and take the COASTER every work day. I typically see 5-6 bikes piled up in an area designed to store 2 bikes. This is not safe for passengers. And this discourages more bike riders since it takes too long to get bikes out at stops and/or it might get damaged.	The North County Transit District (NCTD) currently has storage capacity for 2-4 bicycles on each COASTER car (10-20 per COASTER train set). This capacity is only fully utilized during some peak periods. Currently, bicycle storage space must be balanced with the need for passenger seating. As COASTER rail cars are replaced over time, NCTD will explore options for creating additional bicycle storage as warranted based on demand.	Comment Card
800			The stack and pack, HOVs, the transit system - this ridiculous "open space" is to herd people out of private homes. Not developing rural areas causes housing costs to soar.	SANDAG acknowledges that there are many reasons for high housing costs. Open space preservation is important for the health and economic prosperity of the region. The construction of multi-family housing, over time, will result in a broader variety of housing types and price ranges for housing throughout the region, particularly in areas close to transit. The Regional Housing Needs Assessment, discussed in Chapters 1 and 2, and detailed in Appendix L, provides more information on housing.	Comment Card
801			Getting people out of their cars is all about control. There is a word for this: fascism.	The Draft San Diego Forward: The Regional Plan is based on the concept of creating a wide range of transportation choices including increased transit services, carpooling/vanpooling, bicycling and walking, as well as driving alone. People traveling in the region can select the transportation option that works best for them.	Comment Card
802			A goal of the ATP is to reduce bike/ped collisions by 18%. How will this be done?	The overall goal to reduce crashes will be addressed through a combination of properly designed facilities and education. In developing and implementing the projects from the Regional Bike Plan, the goal is to provide protected bikeways or bike boulevards with traffic calming wherever possible. The regional bike projects will also include outreach and education components with safety training for all roadway users in the community. SANDAG utilizes 22 performance measures to project the performance of San Diego Forward: The Regional Plan (the Regional Plan). The annual projected number of bicycle/pedestrian injury/fatal collisions per thousand bicyclist/pedestrian miles traveled in 2050 with implementation of the Regional Plan is projected to be 18percent lower than in 2012. This number reflects the projected reduction in accidents, not a numeric goal.	Comment Card
803			Are there funds for education and encouragement to increase bike and ped travel?	Yes, the Draft San Diego Forward: The Regional Plan includes \$30 million (in 2014 dollars) or \$52 million (in Year of Expenditure dollars) in funding for programs that support active transportation, such as education and encouragement.	Comment Card
804			A potential east/west bicycle corridor is the Inland Rail Trail along the SPRINTER. Why is this a higher priority?	The Inland Rail Trail will provide important connections between several North County communities and provide another transportation option to major activities centers including transit stations and future Smart Growth areas. Construction on the next phase of the Inland Rail Trail that will include the segments in San Marcos, County of San Diego, Vista, and Oceanside, is scheduled to begin in 2015.	Comment Card
805			Very disappointed that direct transport to the SD Airport is put off until 2035. It seems that a shuttle from Old Town to the new parking structure would solve that issue in the short term.	While the full Airport Intermodal Center project is in the 2035 phasing period, we are currently working on a Phase 1 project that would allow Trolley riders to access an on-airport shuttle system that will connect the new Rental Car Facility being built on the north side of the airport along Pacific Highway to the passenger terminals. The Airport Authority will construct an airport shuttle stop just to the west of the Pacific Highway/Palm Street intersection, which is located a short 400-foot walk from the existing Middletown Trolley Station. Trolley riders will be able to use the airport shuttle for free. SANDAG will be enhancing the walk connection with new sidewalks, lighting, and intersection improvements. This Phase 1 project is scheduled for completion by mid-2016.	Comment Card
806			On your "mobility hub concept" you've ignored senior and disabled needs in your depiction.	SANDAG is developing a Regional Mobility Hub Implementation Strategy to identify transportation services, amenities, and urban design enhancements that can bridge the distance between transit and an individual's origin or destination. This strategy will address the needs of all users including disabled populations and seniors. For example, rideshare services that are equipped to assist seniors and offer wheelchair accessible vehicles will be assessed in addition to a variety of technologies and programs that can improve personal mobility for seniors and individuals with disabilities.	Comment Card
807			How come there is no integration of "private (funds) into your funding concept?	The Draft San Diego Forward: The Regional Plan does include private/public partnership and transit oriented development funding. Tolls also are included for some highways. Please see Table 3.1 Revenue Sources in draft Chapter 3.	Comment Card
808			Regional Plan bullet points ignored the largest growing population - seniors.	SANDAG identified specific populations that would need special attention in the planning process. These included minorities, people with low-incomes (200 percent of the Federal Poverty Rate), and seniors who are 75 years or older. A social equity analysis was performed using several performance measures to determine how the Regional Plan would benefit or burden disadvantaged populations in comparison to the rest of the region, with a key concept that the benefits and the burdens of the Regional Plan should be equitably distributed. For more information of the social equity analysis, please see Appendix H: Social Equity: Engagement and Analysis. The Transportation Plan (Coordinated Plan [Appendix U.1]), developed every two years, takes Senior Transportation and rural areas into account. The Coordinated Plan provides a five-year blueprint for the implementation of public transit and social service transportation concepts described in the current Regional Transportation Plan. It establishes a regional strategy to provide transportation to recognized transportation-disadvantaged groups, including seniors, individuals with disabilities, and persons with limited means. The development of the next Coordinated Plan will begin in September of 2015, with extensive outreach later in the fall, including in the rural areas of San Diego. The current Coordinated Plan can be found in Appendix U.1: The Coordinated Plan 2014-2018.	Comment Card
809			On "projected land use" did not see the MHCP indicated.	The "Where and How We'll Grow" section in Chapter 1 sets the stage for more specific information in succeeding chapters. In Chapter 2, both the Multiple Habitat Conservation Plan, as well as the Multiple Species Conservation Plan, are referenced in the "Where We've Been and How We Got Here" section. These habitat conservation efforts are critical components of the region's growth patterns.	Comment Card

No.	Name	Agency	Comment	Response	Source
810			No mention of ghettoized neighborhoods.	<p>If the question is whether we discuss lower income or underserved communities, there is discussion in Appendix H - Social Equity, as well as Chapter 4 (Benefits of the Plan) which addresses how San Diego Forward: The Regional Plan contributes to improving the economy and access to jobs/education and other amenities for everyone. Appendix H specifically describes the disadvantaged communities around the region, documents their issues and shows the social equity analysis for comparative access to key amenities. The results indicate that there are no disparate impacts for disadvantaged populations.</p> <p>State Housing Element Law requires that local jurisdictions plan for affordable housing through the Regional Housing Needs Assessment (RHNA) process with a goal being that affordable housing is not concentrated in single areas but is distributed throughout the region in all jurisdictions. Senate Bill 375 requires SANDAG to integrate the preparation of the RTP with the RHNA every other cycle (every eight years). Also, SB 375 requires that the collective land use plans of the region identify areas sufficient to house all economic segments of the population. The RHNA process was conducted with the development of the 2050 RTP/SCS and adopted concurrently in October 2011. The planning efforts embodied in the RHNA and local housing elements have moved the region and local jurisdictions toward ensuring a mix of housing types and affordability, thus providing workers of all income levels with opportunities to live close to work. Meeting these objectives is a key focus in the development of the RHNA and the 2050 RTP/SCS</p> <p>In addition, the Social Equity Performance Measures discussed in App H demonstrated that minority, low income, and senior populations for most measures receive the same or better benefit from the transportation system as the rest of the population.</p> <p>The age threshold for seniors resulted from an extensive discussion between staff analysts and stakeholders specializing in senior services. The threshold is a function of limited mobility which was determined to be the key criteria. The analysts and stakeholders were trying to isolate the most vulnerable population. Although not a requirement for Title VI or Environmental Justice, the stakeholders involved in the social equity analysis wanted to ensure we measured the performance of the system on this vulnerable population. We will, however, take this comment into consideration for the next cycle when defining the most disadvantaged populations.</p>	Comment Card
811			No indication of stream preservation in the healthy environments goal - like the Loma Alto Creek.	Thank you for the comment regarding stream preservation. The Draft San Diego Forward: the Regional Plan (Regional Plan) promotes a system of interconnected open space that includes wetlands. The Draft Regional Plan builds off of the local jurisdictions who have approved or are in process of approving these regional habitat conservation plans. In each plan, wetland conservation is addressed. In addition, state and federal wetland preservation is required under the Clean Water Act and the California Fish and Game Code.	Comment Card
812			Economic benefit - you point to a \$1 to \$2 return on investment but cite no sources. Nor do you allow for economic fluxuations - should have a pessimistic plan as well.	SANDAG conducted a Benefit-Cost Analysis that is documented in draft Chapter 4 and Appendix P. SANDAG monetized time savings, cost-savings, health, safety, and environmental benefits of San Diego Forward: The Regional Plan and compared them to the project costs. These costs and benefits would be only minimally affected by future economic fluctuations. While future economic fluctuations could impact the economic impacts (jobs and Gross Regional Product) SANDAG estimated, they would likely be affected in proportion to the economy in general.	Comment Card
813			Benefits to all ignores the largest group regionally 30% seniors and disabled.	As part of the social equity analysis (Appendix H), SANDAG selected three key disadvantage populations: minorities, low-income (200 percent of FPR) and seniors (75+) to analysis the comparative benefits and burdens of the transportation investments on those populations in relation to the rest of the population. There was no significant disparate impact for seniors on any of the performance measures. Because of limitations to data, we cannot forecast the disabled population, however SANDAG worked with an advocacy group, Able Disable Advocacy throughout the planning process to ensure the voice and concerns of the disabled population were heard and considered in the planning process.	Comment Card
814			Need to include bike/ped travel lanes on north side of I-5/SR 78 overpass that connects to Vista Avenue (WalMart, Stader Brothers etc.).	As part of the Interstate 5/State Route 78 interchange improvement project, bicycle and pedestrian connectivity would be evaluated as part of the project alternatives.	Comment Card
815			Involve lower socio-economic and other ethnicities in your planning. I have not seen any movement in San Marcos. I'm very involved in the community and represent the school district learners parents and have heard nothing about this - not in English and Spanish.	SANDAG contracted with a network of community-based organizations from all around the region in areas with high concentrations of disadvantaged populations (including low-income, minorities, seniors, and the disabled) through a competitive Request for Proposal process. In the north, Vista Community Clinic and Alliance for Regional Solutions partnered with SANDAG to reach out to these populations. The Community Based Organization Outreach Network has been engaged an doing outreach all around the county with disadvantaged communities from the beginning and involved their communities in each step of the process. In each iteration of San Diego Forward: The Regional Plan we strive to reach out further and deeper. Please refer to Appendix H for more detail on both the process of engagement and the social equity analysis.	Comment Card
816			Felt sorry for the panelists. All the questions were directed at SANDAG. SANDAG - knowledgeable staff should have been present to receive comments/questions and respond. I didn't learn anything. Sorry - rethink your public outreach.	<p>Thank you for your comment. SANDAG is always looking at ways to improve our public engagement strategies.</p> <p>The set up for the May 2015 outreach series was designed so that workshop participants would be able to hear from different local leaders how San Diego Forward: The Regional Plan (Regional Plan) benefits and impacts the communities and subregions that they represent. Ideally, during the panel discussion portion of the workshop, questions would be focused on the regional nature of the Regional plan, while more specific questions, at the local level perhaps, would be reserved for the open house portion of the workshop. Because of the open and unstructured nature of the panel discussion, SANDAG staff had to adjust to any natural shift in the program. SANDAG staff were available during the panel discussion to answer any project-specific questions from the audience.</p>	Comment Card

No.	Name	Agency	Comment	Response	Source
817			Why are trains not electrified yet? San Diego is one of the "smartest" cities in California...really? That way we could lower CO2 emissions and make a big impact!	<p>Electrification along the Los Angeles – San Diego – San Luis Obispo Rail Corridor (LOSSAN) and SPRINTER corridor would be challenging due to the mixed operations between COASTER, SPRINTER, Amtrak, Metrolink, and BNSF Freight. Amtrak, Metrolink, and BNSF Freight trains travel well beyond the SANDAG region and will rely on conventional non-electrified locomotives for the foreseeable future. Electrification is not identified in the LOSSAN Programmatic Environmental Impact Report.</p> <p>Electrification along the sensitive coastal LOSSAN corridor would be inconsistent with the coastal communities due to the overhead catenary wires that would potentially impact coastal views and the lack of available right-of-way for in the coastal area for electrical substations and transmission lines.</p> <p>As of 2015, all new locomotives purchased must meet U.S. Environmental Protection Agency Tier 4 emissions regulations which dramatically reduce emissions from diesel locomotives. Amtrak Pacific Surfliner Trains will receive delivery of these new Tier 4 locomotives in 2017. Over the life of the plan, all locomotives and SPRINTER vehicles will be replaced with low emission locomotives.</p>	Comment Card
818			How to widen 5 at Vista Way - Coastal Commission has "protection" for frogs. There is not enough room. How can you reduce air pollution while increasing traffic?	Any improvements to Interstate 5 at Vista Way and the Buena Vista Lagoon will require approval of resource agencies including the California Coastal Commission. The Buena Vista Lagoon could be restored as a component of the freeway improvements resulting in a more ecologically functional lagoon habitat. Air pollution associated with vehicular travel is based not only on the volume of vehicles, but also emissions associated with vehicles idling, decelerating and accelerating while stuck in traffic congestion resulting in air pollution "hot spots". By improving vehicle flow and traffic congestion, air pollution can be reduced.	Comment Card
819			I commend the plan for showing how our region can meet our SB 375 GHG reduction targets. However, I feel SANDAG has an opportunity to save money while protecting our environment and improve quality of life for future generations if we reallocate funds from freeway expansion to investments in transit - early stage development of transit options ("transit first"). That will actually get people out of cars, instead of adding freeway lanes. If we get more people in train transit in early years, we'll find we don't need freeway expansions.	The Draft San Diego Forward: The Regional Plan (Regional Plan) is based on the concept of creating a wide range of transportation choices to driving alone, including increased transit services, carpooling/vanpooling, bicycling, and walking. In many cases, the specific projects included in the Regional Plan are aimed at accommodating multiple alternatives. For example, a new Trolley line would include the development of "mobility hubs" that enable a wide range of options for accessing station sites such as bike lockers, carshare and bike share services, and shuttle services. Managed Lanes facilities provide priority access for <i>Rapid</i> transit services and carpool/vanpooling, giving users a congestion-free bypass of congested main lanes. The Draft Regional Plan contains a rich network of both new Trolley and <i>Rapid</i> lines, and creation of a network of ten-minute all day service on existing Trolley, <i>Rapid</i> , and local bus services in urban areas. Transit, therefore, will be a key element in meeting our future mobility needs along with other projects that will create a wide range of time-competitive and convenient alternatives to driving alone.	Comment Card
820			I would like to commend the plan for protection of open space - yay!	Thank you for your comment. Obtaining community input is critical to creating a plan that reflects the needs and interests of the San Diego region. Comments are being compiled and considered in the preparation of the final San Diego Forward: The Regional Plan and its Environmental Impact Report.	Comment Card
821			What are the sources of funding for the double tracking project? Shouldn't Amtrak, Metrolink and the freight train carriers be footing much of the bill? What about state and federal funding? The Encinitas City Council says it has no funding for grade separations, but the double tracking does nothing to help the city. It will only create new issues unless the Plan includes grade separation at Chesterfield/Birmingham and Leucadia and includes non-city funds for those projects. Is this funding already secured?	The Encinitas COASTER station is the fourth busiest station along the San Diego corridor, providing residents with an alternative to driving the Interstate 5 corridor. SANDAG uses a variety of funding sources for rail improvement projects including local <i>TransNet</i> funds, and state and federal funds. For example, the Santa Fe Drive pedestrian undercrossing was funded by a combination of city, <i>TransNet</i> , and state funds. Additional vehicular and pedestrian grade separations are included in the Draft Regional Plan; however, these projects need to be weighed against other regional projects in San Diego Forward: The Regional Plan. No specific funding has currently been identified.	Letter
822			Without spending time debating the necessity of dual tracks along this North County coastal corridor, we want to focus on the obvious "collateral damage" we fear that will exacerbate an already existing public safety risk. The risk that exists and will be asking for a catastrophic event should additional tracks be put in place without solving today's problem occurs and will occur at the railroad crossings that exist today and any in the future along this corridor which have no grade separation-meaning where the tracks are on the same level as the pedestrians and vehicles.	All at-grade crossings that will be double tracked must follow the top safety standards set by the Federal Railroad Administration and the California Public Utilities Commission. Safety improvements to at-grade crossings are an important component of each double tracking project.	Letter

No.	Name	Agency	Comment	Response	Source
823			<p>While the public safety threat exists at all same grade crossings, the Chesterfield crossing in Cardiff is particularly concerning due to the traffic congestion there and it is extremely dangerous given the short run between the traffic lights intersected by the train tracks. It is also perilous to cross on foot with frustrated drivers consistently running the red left arrow from Chesterfield to San Elijo Avenue while the crossing signal is green, and very noisy since trains must sound their horns at grade crossings like Chesterfield. Additional tracks means additional times when the horns are blown and additional trains passing through which in turn means additional times the crossing rails go down and pedestrians and vehicles are stopped in a dangerous traffic jam.</p> <p>All of these issues will be amplified when the tracks are doubled if not solved FIRST.</p> <p>The solution is to make grade separations at all of the crossings and the best way to do this is by trenching the tracks like was done in Solana Beach.</p>	All at-grade crossings that fall within a Los Angeles – San Diego – San Luis Obispo Rail Corridor double tracking project must follow the highest safety standards set by the Federal Railroad Administration and the California Public Utilities Commission. For example, the Chesterfield Drive grade crossing will be upgraded for safety and mobility by eliminating the free right turning movements, adding an American with Disabilities Act compliant bike and pedestrian path with pedestrian gates, constructing vehicular gates with a median, and interconnecting and synchronizing adjacent signals.	Letter
824			Encinitas city officials claim there is no money in Encinitas' coffers to trench the tracks, however, they neglected to construct a study for their vision (rail corridor vision) to solve this problem that they themselves were ordered to do as a result of a February 2013 meeting. Perhaps this study needs to be done ASAP and at no extra cost.	It is our understanding that the City of Encinitas will be completing a rail corridor vision study. SANDAG plans to participate.	Letter
825			The Solana Beach trenching project was completed in 1995 for a cost of \$18M (see http://www.greatamericanstations.com/Stations/SOL/ for this figure and the source of funding). In today's dollars that figure is conservatively \$27M. Why is the trenching estimate for Encinitas 10 times that amount?	Because geotechnical, environmental, and community conditions are different, it is not possible to reasonably apply the cost from the Solana Beach trench with future trenching in other segments of the corridor.	Letter
826			<p>Can the city deny the construction of dual tracks unless appropriate funding to make the project safe for residents is provided by the train companies/county/state/federal government?</p> <p>Carlsbad, Del Mar and Oceanside may be facing similar crossing issues and funding problems. Can these cities not collaborate to secure funding and/or prevent the dual track project until appropriate funding is committed?</p>	Decisions on double tracking are made by SANDAG and the North County Transit District in cooperation with our state and federal partners. Collaboration with local jurisdictions is a major component of rail project development. Cities may contribute funding for grade separations which primarily benefit local streets and roads.	Letter
827			<p>Why is Leucadia the only grade separation for Encinitas listed in the Plan? Is there funding only for this one in Encinitas? What is the source of funding? There are three listed for Carlsbad. How are these being funded?</p> <p>Chesterfield is more of an issue than Leucadia, but both need to be addressed and BEFORE the tracks are doubled.</p>	Grade separations listed in San Diego Forward: The Regional Plan (Regional Plan) are generally initiated by the local jurisdictions on the regional grade separation list. The City of Encinitas did not nominate Birmingham or Chesterfield to SANDAG to be included in the Regional Plan. However the Regional plan does include two additional grade separations on the COASTER corridor that have not been identified but may include any at-grade crossing. Specific funding has not yet been set aside for these projects.	Letter
828			There is a February 14, 2014 Draft Project Study Report titled Birmingham Drive Grade Separation for SANDAG that people in the Encinitas City Council think is part of the plan for double tracking, but we see this nowhere in the "Plan." Why? It is a decent solution that needs a little work to make it a great solution and should be part of the overall Regional Plan. How do we get this to be part of the Plan and how will it be funded?	Grade separations are generally initiated by the local jurisdictions on the regional grade separation list. The City of Encinitas did not submit Birmingham or Chesterfield to SANDAG to be included in the San Diego Forward: The Regional Plan (Regional Plan). However the Regional plan does include two additional grade separations on the COASTER corridor that have not been identified but may include any at-grade crossing. Specific funding has not yet been set aside for these projects.	Letter
829			<p>In Appendix A of the Plan, double tracking starts in 2020, correct? Grade separation is then listed for 2035 and only for Leucadia Blvd? Again, the grade separation has to be done FIRST, not as an afterthought and it has to be done at Chesterfield/Birmingham as well.</p> <p>Also in Appendix A it lists "plus 2 grade separations" for 2050. Which 2? Same concerns as above.</p>	The SANDAG double tracking program began in 2008 and is ongoing. Table A.2 list the projects that will be built by 2020, 2035, and 2050. Visit keepsandiegomoving.com for the current schedules of double tracking projects. Double tracking does not require grade separations. The "plus 2 grade separations" are not defined but may include any of the LOSSAN corridor at-grade crossings.	Letter

No.	Name	Agency	Comment	Response	Source
830			In Appendix M double tracking is listed as the 4th priority, but the Leucadia Blvd. grade separation is listed as 25th. The Carlsbad grade separations are also listed at the bottom. This is completely out of order. The grade separations need to be prioritized and completed BEFORE double tracking or at least done at the same time AND Chesterfield/Birmingham has to be added.	Table M.4 is a list of the rankings of transit service projects where COASTER double tracking is ranked 4th. Table M.12 is a separate list of regional rail grade separation projects with Leucadia Blvd ranking 25th. These lists were developed separately using different criteria for each type of project that are outlined in Table M.3 and M.11 respectively. Double tracking does not require grade separation nor does it preclude grade separations from being built in later phases. Chesterfield/Birmingham was not included in the regional rail grade separation project rankings because the City of Encinitas did not submit this crossing for evaluation.	Letter
831			Funds MUST prioritize disadvantaged/underserved communities - spending \$ to attract/benefit tourism only cannot continue.	The analysis performed for the Draft Regional Plan concludes that funds have been prioritized in disadvantaged/underserved communities. As discussed in Appendix H, page 45 the benefit-cost analysis of the Regional Plan indicates that low income residents make up 32.5 percent of the population, but receive 36.3 percent of the benefits. The same holds true for minority populations; they make up an average of 60 percent of the county population but receive 67 percent of the benefits. See Table H.16 in the Draft Regional Plan, Appendix H, page 46.	Comment Card
832			A more welcoming and collaborative tone must be set at meetings if SANDAG wants to solicit authentic local engagement. Otherwise, why have these meetings?	With each update to San Diego Forward: The Regional Plan, we strive to continue to improve our public outreach efforts. We appreciate your feedback and will consider this comment in future public workshops, such as the one you participated at the Jacobs Center. For more information on our public engagement efforts, please see Appendix F: Public Involvement Program.	Comment Card
833			Active transportation and transit MUST be prioritized regionwide (especially in underserved areas). 50% is not enough, given current investments to date that have not done enough in this area.	By 2050, San Diego Forward: The Regional Plan (Regional Plan) includes full build-out of the entire regional bike network. Most bike projects will have safety improvements not only for bicyclists but also for pedestrians. The Regional Plan incorporates safe bike and pedestrian access into investments in other modes of travel, including public transit and highway improvements-- a practice already assumed by SANDAG in ongoing planning and construction of capital projects.	Comment Card
834			Support innovative and site specific bus stop improvements for the safety and cultural/art character of the community. Bus shelters should not be a 1 size fits all solution.	Areas near transit stops are typically controlled by the local jurisdiction and/or private property owners, who would be responsible for commissioning or authorizing various furnishings in their right-of-way. The Metropolitan Transit System (MTS) maintains a role at the bus stop area because of its legal obligation to ensure that its services are safe and accessible. Amenities provided for by MTS itself are standardized to provide a uniform and consistent image for its service, minimize costs, assure maintainability, and control quality and safety. Many MTS-provided amenities also include an advertising component which pays for their maintenance, power, cleaning, and repair.	Comment Card
835			If building a bridge over Euclid make it with adequate bike and pedestrian access. Not just sufficient, but safe and <u>easy</u> bike and ped access! Easy and efficient. Will make cars happier not having to wait and keep all modes of transport <u>safe</u> .	The Draft San Diego Forward: The Regional Plan includes a grade separation of the Orange Line tracks at Euclid Avenue anticipated in 2030.	Comment Card
836			We would like to see as much money go into multimodal forms of transportation - i.e. Trolleys, bus, subway, bike lanes - as goes into freeways. IF vehicle miles travelled are supposed to be going down to help support the increase in people going up - we also need to support transit funding. If there is going to be a 6% ridership increase at least that much funding needs to go into the program to support the projections. How are we supposed to promote multi-modal modes of transportation adequately if there are not sufficient funds? A much larger proportion of the funding is still going to freeways than should be for the projected projects needed to provide transportation to all people in all places, especially city and urban dense areas and minority populations. LESS MONEY TO FREEWAYS, MORE MONEY TO BIKES (and Trolleys)!	Of the nearly \$204 billion in transportation investments, over 53 percent of the funds are proposed for transit capital, operations, and non-motorized programs. In the draft Regional Plan, funds for highway improvements (not including managed lanes required for efficient operations of <i>Rapid</i> services) total approximately \$10.8 billion, or about five percent of the total. Another \$15.7 billion is identified for rehabilitation, maintenance and operations of the existing system, or a little less than eight percent.	Comment Card
837			In fact, choose not to widen freeways but invest in transit instead to support the density that is forecasted. Allow low income/minority communities, often with only one or even no cars to access jobs, goods and services in an equitable way.	The draft Regional Plan is based on the concept of creating a wide range of transportation choices to driving alone, including increased transit services, carpooling/vanpooling, bicycling, and walking. In many cases, the specific projects included in the Regional Plan are aimed at accommodating multiple alternatives. Managed Lanes facilities provide priority access for <i>Rapid</i> transit services and carpool/vanpooling, giving users a congestion-free bypass of congested main lanes. The Regional Plan contains a rich network of both new Trolley and <i>Rapid</i> lines, and creation of a network of ten-minute all day service on existing Trolley, <i>Rapid</i> , and local bus services in urban areas. Transit, therefore, will be a key element in meeting our future mobility needs along with other projects that will create a wide range of time-competitive and convenient alternatives to driving alone. In terms of lower cost transportation, there are limited operating funds available and all funding is being used to maximize service. While many people would like fare levels to be lowered, this could have a negative impact on the transit services (less frequency or fewer routes). Discounts are available for seniors, persons with disabilities, and youth (18 and under). The \$5 Day Pass allows unlimited use of most rail and bus services (fares for COASTER and <i>Rapid</i> Express are higher).	Comment Card
838			We need a bridge over Euclid!	The Draft San Diego Forward: The Regional Plan (Regional Plan) recognizes the importance of rail grade separations and has included their implementation on several key corridors intersecting with the Trolley, COASTER, and SPRINTER rail networks. The phasing of grade separations is based on individual project rankings along with available funding. Project ranking criteria included an assessment of traffic volumes, delay, bus connectivity, safety, and cost-effectiveness among other criteria. The Euclid grade separation is currently phased in the Draft Regional Plan in 2030.	Comment Card

No.	Name	Agency	Comment	Response	Source
839			What is the timeline for your projects? Please prioritize transit spending over highway investments.	Federal and state laws require SANDAG to develop a regional plan built on reasonable assumptions of the revenues that will be available during the period covered by that plan. Projects will be implemented between now and 2050. Please see Appendix A, which includes the lists of transit, highway and managed lanes, and bicycle facility projects that would be built by 2020, by 2035, and by 2050. For more information on the availability of funding, please see Chapter 3: Financing Our Future. San Diego Forward: The Regional Plan (Regional Plan) is based on the concept of creating a wide range of transportation choices to driving alone, including increased transit services, carpooling/vanpooling, bicycling, and walking. In many cases, the specific projects included in the Regional Plan are aimed at accommodating multiple alternatives. For example, a new Trolley line would include the development of "mobility hubs" that enable a wide range of options for accessing station sites such as bike lockers, carshare and bike share services, and shuttle services. Managed Lanes facilities provide priority access for <i>Rapid</i> transit services and carpool/vanpooling, giving users a congestion-free bypass of congested main lanes. The Regional Plan contains a rich network of both new Trolley and <i>Rapid</i> lines, and creation of a network of ten-minute all day service on existing Trolley, <i>Rapid</i> , and local bus services in urban areas. Transit, therefore, will be a key element in meeting our future mobility needs along with other projects that will create a wide range of time-competitive and convenient alternatives to driving alone.	Comment Card
840			Will there be mobility hubs located in low income/minority communities?	SANDAG is developing a Regional Mobility Hub Implementation Strategy to identify transportation services, amenities, and urban design enhancements that can bridge the distance between transit and an individual's origin or destination. The strategy will recommend improvements, conceptual designs, and implementation strategies for different communities served by high-frequency transit throughout the San Diego region. Additionally, the development of this strategy includes a robust public outreach effort to ensure it will address the needs of all users including low income and minority populations.	Web
841			In terms of economic benefit, has there been any research on how the connectivity of low income/minority residents to higher-wage jobs will be improved? All I saw in the PowerPoint was job creation through transit jobs.	The jobs increase mentioned in the presentation is not simply from transit and highway construction and operations, but from the private sector taking advantage of an improved transportation system (compared to the no-build scenario) to boost employment. So the jobs created under the Regional Plan include those resulting from improved access for low income and minority residents. SANDAG could not specifically separate out the employment effects for those populations, but in the Benefit-Cost Analysis, SANDAG did analyze the overall benefits (mobility, health, cost-savings) to low income and minority residents, and they received a slightly higher proportion of benefits than the population as a whole.	Comment Card
842			The Euclid transit center needs repair. The community around the station is changing. The Euclid transit center is the second busiest in San Diego! Please focus on it in this area, being the second busiest transit center in San Diego, in the entire MTS System. It deserves to be recognized and deserves beautiful environments.	The Metropolitan Transit System (MTS) recently rehabilitated all of the stations along the Orange Line, including the Euclid Avenue Transit Center, with new Trolley shelters, platforms, and passenger amenities. Additionally, MTS is planning a major cleaning of the channel and replacement of the bus shelters. Other short term improvements could include enhanced lighting and restoration of the pavement in the bus area. For the long-term, there are substantial public and private improvements constructed and planned for the Encanto area, including Lincoln Park and the Market Street corridor. This will undoubtedly extend to the transit center itself. MTS will work with its local partners to ensure that any long-term improvements to the Euclid station are mutually beneficial to the community and its riders, create a positive impact on the area, and enhance the environment.	Comment Card
843			Please provide grade separation for Orange Line with priority at Euclid and Market. Double track the Orange Line.	A grade separation of the Orange Line at Euclid Avenue is included in the Draft San Diego Forward: The Regional Plan in 2030. The Orange Line is already doubletracked, and the recent Trolley Renewal Project included upgrades/modernization of Trolley infrastructure, including stations and new low-floor vehicles.	Comment Card
844			Encourage and support placemaking as a transit strategy.	SANDAG adopted Regional Urban Design Guidelines which provide guidance on how to create great places with strong connections to public transit. The <i>TransNet</i> Smart Growth Incentive Program provides \$280 million of grant funds to local jurisdictions through the year 2048, to incentivize the development of great places that include mixed use and affordable housing near existing and planned public transit. The Regional Transit Oriented Development Strategy, which is an appendix of San Diego Forward: The Regional Plan, includes additional strategies to support vibrant communities that are accessible to transit is at the foundation of the region's coordinated land use and transportation planning.	Comment Card
845			Please change classification of SR 94 through the communities of concern and over-burdened neighborhoods from 8F+2HOV to 6F+2 HOV or 8F+2 Transit Only lanes.	Caltrans has been studying the environmental impacts of adding Express Lanes along State Route 94 (SR 94) between Interstate 805 and Downtown San Diego. The addition of these Express Lanes would support the planned South Bay <i>Rapid</i> service, as well as carpools and vanpools along the route. Local representatives and community stakeholders along the project alignment have recently requested that Caltrans consider incorporating community-based alternatives into the SR 94 Express Lanes draft Environmental Impact Report (EIR). Among the possibilities proposed is a bus on shoulder alternative. While current law does not allow permanent use of a shoulder for buses along SR 94, the proposed Bus on Shoulder Project is an opportunity to employ this strategy in the interim until the permanent improvements can be constructed. Other feedback from the community is also being considered and as a result Caltrans is evaluating the feasibility of converting existing general purpose lanes into Express Lanes. Another alternative would provide communities along SR 94 with direct access to current and future <i>Rapid</i> service, which would require accelerated evaluation of the future State Route 15/SR 94 HOV-to-HOV direct connector project. The draft EIR will be released once additional analysis has been completed.	Comment Card
846			Advance SR 15 to SR-94 transit only connector and Gold Hill/Sherman Heights to 2020; same time as "Express Lanes" implementation.	The Draft San Diego Forward: The Regional Plan includes this improvement by 2035. The State Route 94 (SR 94) Express Lanes environmental study will evaluate advancing this project earlier along with a transit in-line station along SR 94.	Comment Card
847			Great job on the Mid-City bike corridor. Highly supportive and very needed!	Thank you for supporting this project.	Comment Card
848			Make transit costs more affordable!	Balancing the cost of transit fares and service levels is the heart of the matter. There are limited operating funds available and all funding is used to maximize service. While many people would like fare levels to be lowered, this would likely mean lower service levels. Discounts are available for seniors, persons with disabilities, and youth (18 and under). The \$5 Day Pass allows unlimited use of services during a given day.	Comment Card

No.	Name	Agency	Comment	Response	Source
849			Marketing of the available modes of transportation.	Regional travel information is available through a number of different venues including the iCommuteSD.com website, 511SD website (as well as the mobile app available for iOS and Android), shiftsandiego.com, and the transit operator's websites (SDMTS.com and GONCTD.com). SANDAG, Metropolitan Transit System, and North County Transit District are all active on social media (Facebook and Twitter) and provide travel information updates on a daily basis, as well. Information regarding transportation services and information for seniors, persons with disabilities, and social service recipients can be found on our partner agency's website, FACTSD.com.	Comment Card
850			Must have a Trolley bridge on Euclid Avenue at Market Street.	San Diego Forward: The Regional Plan (Regional Plan) recognizes the importance of rail grade separations and has included their implementation on several key corridors intersecting with the Trolley, COASTER and SPRINTER rail networks. The phasing of grade separations is based on individual project rankings along with available funding. Project ranking criteria included an assessment of traffic volumes, delay, bus connectivity, safety and cost-effectiveness among other criteria. The Euclid grade separation is currently phased in the Draft Regional Plan by 2030.	Comment Card
851			There are some elements in the plan that are good, but there is a need for major shifts in prioritization. San Diego is currently car focused and highway focused. The only way to accomplish urgent GHG reduction requirements is to have a complete shift. Projects like the Trolley Purple Line, and double the Orange and Blue lines must be expedited in order to get this shift. And any freeway expansion (even under the guise of BRT) takes us in the wrong direction.	The Draft San Diego Forward: The Regional Plan (Regional Plan) contains a rich network of both new Trolley and <i>Rapid</i> lines, and creation of a network of ten-minute all day service on existing Trolley, <i>Rapid</i> , and local bus services in urban areas. Transit, therefore, will be a key element in meeting our future mobility needs along with other projects that will create a wide range of time-competitive and convenient alternatives to driving alone. The Purple Line (Route 562) is phased in the Regional Plan as the next major Trolley investment after the Mid-Coast project. However, Trolley projects are major capital projects and take a number of years to implement given the planning, environmental, design, and construction work that needs to be done, as well as ensuring sufficient time for public involvement throughout the process.	Comment Card
852			Trolleys are new to our neighborhood. They now block emergency vehicles (ambulances, fire trucks) and prohibit us from using our main street which is Euclid Avenue by the Trolley stop at Jacobs Center. We were promised a bridge but this has not been provided. This is a health and safety issue. Ambulances are blocked by the Trolley - the hospital is located south of this Trolley stop on Euclid Ave. It is urgent to have a bridge or tunnel on Euclid Avenue at the Trolley stop at Market and Euclid.	The Draft San Diego Forward: The Regional Plan recognizes the importance of rail grade separations and has included their implementation on several key corridors intersecting with the Trolley, COASTER, and SPRINTER rail networks. The phasing of grade separations is based on individual project rankings along with available funding. Project ranking criteria included an assessment of traffic volumes, delay, bus connectivity, safety and cost-effectiveness among other criteria. The Euclid grade separation is currently phased in the Draft Regional Plan by 2030.	Comment Card
853			A Trolley bridge over Euclid Ave. is needed.	The Draft San Diego Forward: The Regional Plan recognizes the importance of rail grade separations and has included their implementation on several key corridors intersecting with the Trolley, COASTER and SPRINTER rail networks. The phasing of grade separations is based on individual project rankings along with available funding. Project ranking criteria included an assessment of traffic volumes, delay, bus connectivity, safety and cost-effectiveness among other criteria. The Euclid grade separation is currently phased in the draft Plan by 2030.	Comment Card
854			The tracks in Lincoln Park - Encanto are both used for both Trolley and freight trains. The set backs are for Trolleys, but they are not safe for freight trains. If there are any derailments it will be a large loss of life and property because apartment buildings and homes are too close to the "train track." Also it's not healthy for people to be woken up all night from both trains and Trolleys.	Freight trains operate on the Orange Line between 12th & Imperial Transit Center and Bradley Avenue in El Cajon and on the Blue Line south of 12th & Imperial Transit Center. Those lines were built on existing freight rail right-of-way and the Metropolitan Transit System (MTS) is required to permit continued freight service (through freight and light rail will not operate at the same time in the same location). Ensuring safe operations is of paramount importance to MTS in the operations of Trolley and freight services, and all federal and state regulations are strictly adhered to. Furthermore, it is important that transportation projects are coordinated closely with local development plans. SANDAG works regularly with the region's planning directors to collaborate on regional and local plans and projects.	Comment Card
855			There are no Trolleys that go to the beaches. Why not, it's needed since there is little parking at beaches. It's very important for kids who can use the Trolley to be able to get to the beaches, the zoo, and Balboa Park.	The Draft San Diego Forward: The Regional Plan includes a Trolley line that would connect with Pacific Beach. In addition, there are several <i>Rapid</i> services that would connect to beaches in Imperial Beach, Ocean Beach, and North County communities.	Comment Card
856			More people are walking and riding bikes now. I only imagine that the number will grow. Why are investments in the Plan made to highways/freeways first instead of prioritizing transit?!	The Draft San Diego Forward: The Regional Plan (Regional Plan) is based on the concept of creating a wide range of transportation choices to driving alone, including increased transit services, carpooling/vanpooling, bicycling, and walking. In many cases, the specific projects included in the Regional Plan are aimed at accommodating multiple alternatives. For example, a new Trolley line would include the development of "mobility hubs" that enable a wide range of options for accessing station sites such as bike lockers, carshare and bike share services, and shuttle services. Managed Lanes facilities provide priority access for <i>Rapid</i> transit services and carpool/vanpooling, giving users a congestion-free bypass of congested main lanes. The Draft Regional Plan contains a rich network of both new Trolley and <i>Rapid</i> lines, and creation of a network of ten-minute all day service on existing Trolley, <i>Rapid</i> , and local bus services in urban areas. Transit, therefore, will be a key element in meeting our future mobility needs along with other projects that will create a wide range of time-competitive and convenient alternatives to driving alone. The Draft Regional Plan also includes investments to complete the Regional Bike Plan and to improve pedestrian and bicycle access to transit stations.	Comment Card

No.	Name	Agency	Comment	Response	Source
857			Cost of transit is high now and the short times to connect using transfers are too short. Does the Plan address this?	Fares are set at a level that makes up the difference between the cost of providing the service and the subsidies received from local, state, and federal funds. Additional resources would need to be identified to subsidize any reduction in fares; or, services offered would need to be reduced accordingly. However, the Metropolitan Transit System (MTS) does offer a variety of fare products, including passes that allow unlimited trips, and discounted cash fares and monthly pass prices for qualifying seniors and disabled riders. MTS endeavors to provide the best connections possible to minimize travel times and improve the customer experience. With dozens of connection points throughout the region, some transfers must be prioritized by the number of riders making the transfer. While it isn't possible to provide a perfect connection in all directions at every location, MTS is happy to review any specific locations for improvements. Such comments can be sent tomts.planning@sdmts.com.	Comment Card
858			I came to this meeting expecting to discuss issues relating to my community such as trash, graffiti, stray pets, houses not up to code, drug dealers; instead I was told how billions of dollars will be spent on freeways - how is this possible? Spending so much money on things our communities don't even need and ignoring what these communities really need - wasting money.	We appreciate your interest in this region's future. Your comment on specific community issues has been shared with City of San Diego staff. Regarding your comment on freeways, the Draft San Diego Forward: The Regional Plan includes a robust system of Managed Lanes that give priority access to transit, carpools, vanpools, motorcycles, and certain clean-air vehicles at no cost. Solo drivers, however, are provided the opportunity to utilize Express Lanes, but must pay a fee to do so. This fee, in turn, is reinvested to support transit services along the same corridor; such is the case with the Interstate 15 corridor. Highway improvements (including highway lanes, freeway connectors, and operational improvements) complement and complete the existing highway network.	Comment Card
859			I grew up in San Diego since 1969 when I was in kindergarten. I grew up without a good transit system, and lots of freeways. How will San Diego meet GHG emissions targets to cut carbon emissions by 2050 by building freeways? San Diego must do what modern cities do, build trains and transit. We want express trains, trains to the airport and beaches, for a sustainable way of life.	Transit capital and operations account for half of the investments proposed in the Draft Regional Plan. A good portion of the remaining investment is proposed for services and programs that support travel by transit. The Draft Regional Plan calls for five new Trolley lines by 2050, 32 new <i>Rapid</i> transit services, continued COASTER double tracking, SPRINTER Express service, as well as an extension to Westfield North County, four new streetcar lines, and three new intermodal transit centers. Planned highway improvements will increase the efficiency of the regional transportation system. The Regional Plan includes a robust system of Managed Lanes that give priority access to transit, carpools, vanpools, motorcycles, and certain clean-air vehicles at no cost. Solo drivers, however, are provided the opportunity to utilize Express Lanes, but must pay a fee to do so. This fee, in turn, is reinvested to support transit services along the same corridor, such is the case with the Interstate 15 corridor today. Improvements proposed in the draft plan will provide access to the airport and beaches.	Comment Card
860			As I've said at every iteration of public comment on the SDF Plan, we need to put every allowable dollar toward transit first (before freeway expansion, Managed Lanes, or otherwise). This plan doesn't do this. Let's prioritize transit in our urban core neighborhoods. Expedite the following projects: 54th BRT, I-15 South to SR 94 west connector, Trolley Purple Line, double tracking of the Blue and Orange Lines, community-based alternative to SR 94 corridor.	Transit capital and operations account for half of the investments proposed in the Draft San Diego Forward: The Regional Plan (Regional Plan) and maximize the funding that is eligible for transit. A good portion of the remaining investment is proposed for services and programs that support travel by transit. The Regional Plan calls for five new Trolley lines by 2050, 32 new <i>Rapid</i> transit services, continued COASTER double tracking, SPRINTER Express service, as well as an extension to Westfield North County, four new streetcar lines, and three new intermodal transit centers. In terms of project phasing, federal law requires SANDAG to develop a regional plan built on reasonable assumptions of the revenues that will be available during the time period covered by that plan. While we're anticipating around \$204 billion over 35 years, we don't have all the money right now. Also, a majority of the funding sources are tied to certain types of projects (for example, transit infrastructure or highway operations and maintenance) and we don't have the authority to interchange them. These constraints come with specific provisions from Congress or the State Legislature. The "revenue constrained scenario" for transportation investments detailed in our Regional Plan plays by those rules. This creates a barrier to moving any projects earlier such as the ones mentioned in this comment. It is important to note though that the 54th Street Bus <i>Rapid</i> Transit (Route 550) is currently planned to open in 2025 (the 2035 phase captures the years 2021-2035 and this project is a 2025 project). However, the Interstate 15 South to State Route 94 (SR 94) west connector and Trolley Purple Line projects are planned to open in 2035 but the Blue and Orange line station improvements have already been completed. The SR 94 alternatives will be explored at the project level in the Environmental Impact Report.	Comment Card
861			I support building <i>Rapid</i> trains through southeastern San Diego including elevated trains like in Mission Valley.	The Draft San Diego Forward: The Regional Plan includes a Trolley line that would operate along the Interstate 805 and State Route 15 corridors between San Ysidro and Carmel Valley via Chula Vista, National City, Southeastern San Diego, Mid-City, Mission Valley, Kearny Mesa, University City, and Sorrento Mesa. Connections to the Southeastern San Diego community and the Orange Line would be made at the existing 47th Street Trolley station area.	Comment Card
862			Improve the Orange Line Trolley line to be grade separated from street traffic.	The Draft San Diego Forward: The Regional Plan recognizes the importance of rail grade separations and has included their implementation on several key corridors intersecting with the Trolley, COASTER, and SPRINTER rail services. The phasing of grade separations is based on individual project rankings along with available funding. Project ranking criteria included an assessment of traffic volumes, delay, bus connectivity, safety and cost-effectiveness among other criteria. Grade separations for the Orange Line at Euclid Avenue, Broadway/Lemon Grove Avenue, Allison Avenue/University Avenue, and Severin Drive are included by 2035.	Comment Card
863			We need a bridge over Euclid!	The Draft San Diego Forward: The Regional Plan includes a grade separation of the Orange Line tracks at Euclid Avenue anticipated in 2030.	Comment Card
864			We need a bridge over Euclid!	The Draft San Diego Forward: The Regional Plan includes a grade separation of the Orange Line tracks at Euclid Avenue anticipated in 2030.	Comment Card

No.	Name	Agency	Comment	Response	Source
865			I would like new ideas that implement the needs of the communities affected by the expansion of the MLK freeway corridor. These new alternatives of the plan must eliminate the expansion of the MLK freeway corridor. We need transit benefits for the impacted communities.	Caltrans has been studying the environmental impacts of adding Express Lanes along State Route 94 (SR 94) between Interstate 805 and Downtown San Diego. The addition of these Express Lanes would support the planned South Bay <i>Rapid</i> service, as well as carpools and vanpools along the route. Local representatives and community stakeholders along the project alignment have recently requested that Caltrans consider incorporating community-based alternatives into the SR 94 Express Lanes draft Environmental Impact Report (EIR). Among the possibilities proposed is a bus on shoulder alternative. While current law does not allow permanent use of a shoulder for buses along SR 94, the proposed Bus on Shoulder Project is an opportunity to employ this strategy in the interim until the permanent improvements can be constructed. Other feedback from the community is also being considered and as a result Caltrans is evaluating the feasibility of converting existing general purpose lanes into Express Lanes. Another alternative would provide communities along SR 94 with direct access to current and future <i>Rapid</i> service, which would require accelerated evaluation of the future State Route 15/SR 94 HOV-to-HOV direct connector project. The draft EIR will be released once additional analysis has been completed.	Comment Card
866			We want to see expedited inclusion of 54th Street. This will make it faster to travel from National City to City Heights on Euclid and 54th Street.	The Draft San Diego Forward: The Regional Plan includes the <i>Rapid</i> line between San Diego State University and National City (<i>Rapid</i> Line 550) by 2025.	Comment Card
867			The Orange Line grade separations should be included and expedited. This will make the Orange Line Trolley faster by not having the train tracks interfere with car traffic.	The Draft San Diego Forward: The Regional Plan recognizes the importance of rail grade separations and has included their implementation on several key corridors intersecting with the Trolley, COASTER, and SPRINTER. The phasing of grade separations is based on individual project rankings along with available funding. Project ranking criteria included an assessment of traffic volumes, delay, bus connectivity, safety and cost-effectiveness among other criteria. Grade separations for the Orange Line at Euclid Avenue, Broadway/Lemon Grove Avenue, Allison Avenue/University Avenue, and Severin Drive are included by 2035.	Comment Card
868			What are the ways SANDAG is mitigating immediate needs of residents with the big plan?	The Environmental Impact Report (EIR) associated with San Diego Forward: The Regional Plan looks at mitigation measures. However, environmental analysis (including mitigation) also is conducted for each project prior to the implementation phase. Please see Appendix A for a list of projects and their implementation phases. Some projects are planned for completion by 2020.	Comment Card
869			Make community involvement a priority.	To support the development of San Diego Forward: The Regional Plan, SANDAG implemented a comprehensive public outreach and involvement program. Early in the planning process, the agency developed a Public Involvement Plan (PIP) to guide the public outreach program. Per Government Code Section 65980(b)(2)(E), Public Involvement Plans for individual projects or plans must draw upon the SANDAG Public Participation Plan, which serves as a guiding framework for all of the agency's PIPs. The Public Participation Plan2 was adopted by the SANDAG Board of Directors on December 21, 2012, and the PIP was subsequently adopted on February 22, 2013. Information regarding the SANDAG public involvement processes and outreach programs can be found in Appendix F: Public Involvement Program.	Comment Card
870			Need a bridge over Euclid!	The Draft San Diego Forward: Regional Plan includes a grade separation of the Orange Line tracks at Euclid Avenue anticipated in 2030.	Comment Card
871			More shades over bus stops are needed.	Shelter locations are prioritized by the number of daily boardings at each location. The Metropolitan Transit System (MTS) endeavors to install shelters at high ridership stops, where space and necessary infrastructure is available. In some locations it is not possible to install a shelter because there is insufficient width to maintain accessibility requirements, the sidewalk is not level or otherwise suitable for the installation, or the number of rider boardings is too low to warrant a shelter. Although there are a limited number of shelters available, MTS is happy to review any location upon request for a future installation. Such comments can be submitted to the MTS Customer Service Department. MTS is currently purchasing up to 600 shelters, which will represent a 35 percent increase in the number of shelters provided.	Comment Card
872			Make the percentage of money spent to improve bike infrastructure equal or greater (preferably greater than) the projected increase in ridership, i.e. we are at 1% ridership currently and 6% is goal - so we need sufficient dollars to support this!	The availability of funds is not directly tied to performance of certain modes but, rather, is based on more than 30 separate funding sources which often come with certain constraints dictating which type of projects they can be used for. However, the investment in the implementation of the Regional Bike Plan has been expedited with the Early Action Program which designates \$200 million for bike project completion from now through 2025. The Draft San Diego Forward: The Regional Plan includes full implementation of the Regional Bike Plan.	Comment Card
873			What is your projected plan for restrooms at Trolley stops and bus areas? My concern is not only for those that frequently use the transit systems such as people going to work, students, mothers and their children, and the elderly but also for the people that do not use the transit systems all the time such as Padres fans, tourists, those that perform their civic duty downtown at the court house. Not having restrooms currently causes men and women to urinate in parking lots, behind bushes, etc. The odor currently at these terminals is terrible causing people to not want to use these transportation options.	Restrooms are available at certain Metropolitan Transit System (MTS) transit centers for the use of patrons, including 12th & Imperial, Old Town, El Cajon, and San Diego State University. Hours and access vary by location. There are no plans to install additional public restrooms at MTS transit centers, due to the significant resources required to maintain and secure them. Unfortunately, the maintenance and security costs with the few restrooms MTS does provide are extraordinarily high, due to frequent damage, destruction and theft of fixtures, vandalism, and illegal activities. These expenses reduce funds available for MTS to provide transit services. Please note that many Downtown destinations already provide restrooms for their users, including the courthouses, civic buildings, schools, and Petco Park. Other public restrooms are available near the Civic Center, 12th & Imperial, and Gaslamp Quarter stations.	Comment Card

No.	Name	Agency	Comment	Response	Source
874			What is your projected plan for restrooms, truck stops and rest areas for commercial drivers (ie. semi trucks, buses, etc)? As far as I can tell there is no projected plan for this. My concern is that truck drivers do not have any place to stop for food, restrooms or resting places. Truck drivers consequentially are stopping on off -amps and street parking congesting those areas growing truck traffic and safety in the region. According to the summary report findings and recommendations of the Comprehensive Regional Goods Movement Plan and Implementation strategy (See pdf in website noted below) the projected growth in truck traffic is anticipated to significantly grow through 2035. Noted on page 15 "According to California Highway Patrol's Statewide Integrated Traffic Records System (SWITRS), there were 99 fatal truck-involved accidents in the SCAG region in 2009 and 2,564 truck-involved accidents that resulted in injuries. One estimate calculates the average cost per fatal crash involving commercial vehicles at \$7.2 million." http://www.camsys.com/pubs/CRGM_OnTheMove_ExecSummary.pdf	The Draft San Diego Forward: The Regional Plan (the Regional Plan) includes truck stops and rest areas (page 82 in Chapter 2). There are two locations planned for the future near the Interstate 15 and State Route 76 interchange, and near the State Routes 905 and 125 and new State Route 11 interchanges. These two planned facilities are within the unconstrained portion of the Regional Plan, meaning that there are no funding identified currently for these projects. Inclusion in the Regional Plan positions these projects to compete for funding as funding opportunities come up.	Comment Card
875			New bike facilities for street bikes should not be placed in our canyons and creeks. No pavement in our open space areas- dedicated or not.	In the instances where plans call for regional bikeways to be located in canyons or near waterways, we will continue to refine those alignments in the more specific project level analyses, taking into account environmental concerns.	Comment Card
876			The San Diego River Bike trail is not contiguous and doesn't work well for commuting as you either have to illegally cross the street or detour to the nearest traffic light.	A Gaps Analysis report for the San Diego River Trail (SDRT) has been completed. Using SANDAG Active Transportation Grant Program funding, the City of San Diego recently completed a direct crossing at Mission Center Road and will install another direct crossing at Camino Del Este. In addition, SANDAG currently has two projects on the SDRT in the Preliminary Engineering phase at Qualcomm Stadium and Carlton Oaks.	Comment Card
877			All traffic signals should have sensors that change the light for bicyclists.	Local jurisdictions are increasingly using this technology as they upgrade their traffic signals. Two SANDAG grant programs, both included in San Diego Forward: The Regional Plan, incentivize local jurisdictions to install or modify traffic signals that detect/change the signal for people who ride bicycles. These grant programs are the Active Transportation grant program and the Smart Growth Incentive Program.	Comment Card
878			Please focus on safe access to existing transit hubs before building new hubs. Transit centers without first mile/last mile access turn people off to transit making it harder to get support for future projects.	Retrofit projects to improve access to existing transit stops and stations are included in the Unconstrained Transportation Network. However, San Diego Forward: The Regional Plan (Regional Plan) will be updated to reflect that these types of projects will be possible through planned future investments in Mobility Hubs included in the Revenue Constrained Network. The Regional Plan also prioritizes providing safe access wherever new transit projects are built, as it is more efficient and cost-effective to include safe bike and pedestrian access as new stations are developed, rather than after the project is already on the ground.	Comment Card
879			Please consider updating the bike master plan to show the portion through Rose Canyon as being removed. It still shows the "old plan."	The Regional Bike Plan is not being updated as part of San Diego Forward: The Regional Plan. When the Regional Bike Plan is updated adjustments to corridor alignments will be considered at that time.	Comment Card
880			This "vision" is all Agenda 21. This is specific to a very totalitarian-Marxist ideology. You are lying to the people and you have no regard for the protection of private property and zero tolerance for individual freedom. I will rejoice on the day I can leave this communist state of California	We appreciate your interest in our region's future.	Comment Card
881			There need to be paths dedicated to bikes (and pedestrians). Streets have become simple too dangerous. Shared lanes downtown are a helpful interim step, but long term plans should reflect bike corridors.	Many of the Regional Bicycle Plan Early Action Program projects, which are included in San Diego Forward: The Regional Plan, will build separate, dedicated facilities for people who ride bikes (through cycletracks and class I facilities), and people who walk (through class I facilities).	Comment Card
882			SANDAG needs a near term plan to look at traffic bottlenecks and propose resolutions. For example, connecting Tierrasanta Blvd to Mission Gorge Rd. or adding an access point to the Golden Triangle, such as proceeding with the Regents Road bridge.	Decisions regarding local streets and roads are under the purview of the local jurisdictions. Your comment has been shared with staff at the City of San Diego.	Comment Card
883			A train platform at the Del Mar Fairgrounds should be a priority.	The Del Mar Fairgrounds special events platform is scheduled to be constructed by 2035 as part of the COASTER double tracking project across San Dieguito Lagoon. Preliminary Engineering and Environmental work are already underway.	Comment Card

No.	Name	Agency	Comment	Response	Source
884			The term "Smart Growth" is tossed out as a new planning concept. It would help to have a better definition of what this would entail.	Chapter 1 discusses smart growth in depth. The section entitled, "The Importance of Planning," contains a definition box of smart growth, stating that, "Smart growth is a compact, efficient, and environmentally-sensitive pattern of development that provides people with additional travel, housing, and employment choices by focusing future growth away from rural areas and closer to existing and planned job centers and public facilities, while preserving open space and natural resources and making more efficient use of existing urban infrastructure." A definition box is also included for sustainability. The "Why 'San Diego Forward: The Regional Plan'?" section of Chapter 1 discusses smart growth, and refers to the Smart Growth Concept Map. The Smart Growth Concept Map was inadvertently left out of the Draft Regional Plan, and will be incorporated into this section. Chapter 2 also discusses smart growth, and includes definition boxes for both active transportation as well as mixed-use. This chapter also details the transportation projects and investments between now and 2050 that collectively help support smart growth in the region. Chapter 3 discusses funding associated with smart growth. Chapter 5 includes a description of the Smart Growth Incentive Program and other resources that support smart growth and sustainable development in the region.	Comment Card
885			The Plan would benefit with true innovation. Modal centers are nice, and a good plan, but are short term. We already have bicycle rental racks being installed and EV smart cars. It would be good to brainstorm what are innovative ideas. Is this housing density with stores adjacent to minimize trips? We need to anticipate better.	SANDAG is developing a Regional Mobility Hub Implementation Strategy to identify transportation services, amenities, and urban design enhancements that can bridge the distance between transit and an individual's origin or destination. San Diego Forward: The Regional Plan (Regional Plan) will recommend improvements, conceptual designs, and implementation strategies for different communities served by high-frequency transit in the San Diego region. A mix of land uses and residential and employment densities are key components of this concept. Additionally, a wide range of new and emerging shared mobility services (e.g. carshare, bikeshare, scootershare, on-demand shuttles) will be evaluated and incorporated to provide residents, employees, and visitors with a range of convenient travel options. Further, innovative concepts like universal transportation payment and real-time traveler information and trip planning tools will be incorporated to make transportation options more convenient and easy to access. As part of the Regional Plan, SANDAG developed an Emerging Technologies White Paper that describes the wide range of innovative transportation solutions that are being evaluated for the region. The white paper can be found at sdforward.com .	Comment Card
886			Why is light rail long-term? I feel it should be short-term. Carpool has not worked. People (not many) are not going to bicycle to work. If we wait "long-term" for light rail there will not be any more money than there is now. Please spend the money now on public transit, rather than widening the I-5 Coastal Corridor.	Trolley projects are major capital projects and take a number of years to implement given the planning, environmental, design, and construction work that needs to be done, as well as ensuring sufficient time for public involvement throughout the process. That being said, there is a major light-rail project from Old Town to University City/UC San Diego planned to open by 2020 and a major San Ysidro to Kearny Mesa Trolley route planned for 2035.	Comment Card
887			There should be restriping instead of widening on freeways.	San Diego Forward: The Regional Plan (Regional Plan) incorporates Managed Lane/High Occupancy Vehicle (HOV) improvements on corridors with substantial traffic congestion to support carpools, transit services, and solo drivers who pay a fee (such as in the Interstate 15 Corridor). Conversion of general purpose lanes to create additional Managed/HOV lanes would be governed by federal and state laws and regulations. Also, several alternatives evaluated in the Draft Environmental Impact Report (EIR) (5A, 5B, 5C, and 5D) convert general purpose lanes to managed lanes that support carpools. The Board of Directors will consider the comparative merits of the alternatives in the EIR when they consider adoption of the final Regional Plan.	Comment Card
888			Why so much emphasis on walking and biking, as if that will solve the lack of public transit.	Investments in bicycle and pedestrian infrastructure will increase travel options for the region's residents, particularly as an alternative to driving for short trips. Additionally, bicycle and pedestrian infrastructure helps support transit, as many people who ride transit get to or from transit stops or stations by walking or biking. The Draft San Diego Forward: The Regional Plan proposes about 50 percent of the investments for transit projects and operations.	Comment Card
889			Study an extension of the Orange Line Trolley into the airport.	A study was conducted in the 1980s regarding a Trolley extension of the Trolley system to the airport along Harbor Drive. The project did not rank high compared with other rail lines under consideration at the time. The idea was reintroduced in recent years; the SANDAG Board decided it would be better to connect to the airport along Pacific Highway rail corridor to enable access to the airport for Amtrak and COASTER as well as the Trolley. The Draft San Diego Forward: The Regional Plan includes an Airport Intermodal Transportation Center that would be served by all rail services, with an elevated walkway over Pacific Highway connecting to the airport rental car facility now under construction. An airport shuttle would operate along an on-airport road to connect with the passenger terminals; transit users would be able to use the shuttle at no cost. A first phase project would connect the existing Middletown station with an airport shuttle station located just west of the Pacific Highway and Palm Street intersection. This first phase project would enhance the pedestrian pathway between the Trolley station and the shuttle stop. This project is anticipated to be completed in mid-2016.	Comment Card
890			Work on a grid of bus routes in the most urban parts of San Diego - downtown, Mid City, Coastal San Diego, and La Jolla.	A good idea. The Draft San Diego Forward: The Regional Plan (Regional Plan) envisions a rich network of local bus and <i>Rapid</i> services along key arterial streets throughout the Urban Area Transit boundary, which includes the areas mentioned. Service frequency is also a key element of a good network of services, and the Draft Regional Plan proposes ten-minute all day service for most services in the Urban Area Transit boundary.	Comment Card
891			Cross connect Trolley lines so you can get anywhere with no more than 2 transfers.	A cross town Trolley line is precisely what the proposed Trolley Route 562 is designed to do. It would operate between San Ysidro and Carmel Valley via the Interstate 805 and State Route 15 corridors, and would provide transfers with the Orange and Green Lines, as well as other local bus and <i>Rapid</i> services.	Comment Card
892			Frequency is important on the Trolley - at least 1 train every 10 minutes on the Green and Orange Lines. These frequencies should come with train tunnels downtown and more grade separations.	The Draft San Diego Forward: The Regional Plan includes frequency improvements on all Trolley lines to every 7.5 minutes throughout the day. Grade separations are planned at a number of locations along the Trolley lines. A Trolley tunnel downtown was evaluated but was deemed unnecessary with the additional of the Trolley Route 562 line along the Interstate 805 and State Route 15 corridors that will take much of the burden off Blue and Orange operations in the downtown area.	Comment Card

No.	Name	Agency	Comment	Response	Source
893			Gondolas should be considered where appropriate. Gondolas are super frequent, can climb steep grades, and cross ground based obstacles. The La Jolla/Torrey Pines coast, USD, Mission Valley, and downtown are all appropriate locations.	SANDAG will evaluate the feasibility of implementing the skyway/aerial gondola concept in a number of locations including: Sorrento Valley, Pacific Beach, and Downtown.	Comment Card
894			Pedestrian access to both sides of Trolley stations across the freeways and river is important.	Pedestrian access surrounding transit stops and stations is critical - improvements to pedestrian access in transit stop/station areas will be addressed through investments in Safe Routes to Transit, with funding included the Draft San Diego Forward: The Regional Plan.	Comment Card
895			University City - projected growth will have traffic impacts on the quality of life for University City residents. The following should be considered: 1. Alternative routes through and around the "Golden Triangle" : adding lanes on SR 52, building Regents Road bridge to provide an alternative route, widening Genesee to accommodate the massive traffic during the commuting hours. Funding (federal, state, and local) and the California High Speed Rail bonds are general issues.	Improvements to State Route 52 are included in the Plan with two additional General Purpose Lanes planned between Interstate 5 and Interstate 805. The City of San Diego includes improvement to the local roadway network in its Mobility Element. California High Speed Rail is included in the San Diego Forward: The Regional Plan; this is a project of the California High-Speed Rail Authority.	Comment Card
896			Need more space for bikes on Trolley cars.	The Metropolitan Transit System (MTS) understands the limited space available in Trolley cars for bicycles. Unfortunately increasing space for bicycles would remove seats and other available space for passengers, especially those with mobility devices. MTS is working with SANDAG on the placement of bicycle infrastructure at station locations to reduce some of the need for passengers to travel on the system with their bicycle on board.	Comment Card
897			SANDAG needs to do a grade separation of the road at Governor and Genesee. This would solve the Genesee traffic problem without going through Rose Canyon.	Separation of local streets is under the purview of local jurisdictions. Your comment has been shared with staff at the City of San Diego.	Comment Card
898			Preserving the small amount of open space we have in University City is crucial. Keep Rose Canyon green and no bridge or "paved" bike paths.	In the instances where plans call for regional bikeways to be located in canyons or near waterways, we will continue to refine those alignments in the more specific project level analyses, taking into account environmental concerns.	Comment Card
899			SANDAG was short sighted not to put rail system down I-5 and I-805. Not enough access to Mission Valley from I-805.	The Draft San Diego Forward: The Regional Plan includes the Mid-Coast Trolley line that runs parallel to the Interstate 5 corridor from Old Town to the University City and UC San Diego area. The planned Trolley Route 562 that will connect San Ysidro and Carmel Valley would run along both the Interstate 805 and Interstate 15 corridors.	Comment Card
900			Parking at transit centers is very limited and restricted (tow away risks, etc.). When is SANDAG or this Plan going to increase parking structures to better accommodate commuters in their efforts to get from our homes to transit centers?	The Draft San Diego Forward: The Regional Plan includes funding for capacity enhancements at existing rail and <i>Rapid</i> park-and-ride locations to better meet future demand. In addition, a regional Mobility Hubs strategy is being developed that could offer an array of "first/last mile" connections in addition to park-and-ride lots, ranging from bikeshare and carshare to pedestrian and bicycle infrastructure.	Comment Card
901			MTS question: Why can't you provide some Express buses to SD County Fair, especially in June? I arranged for some people to work at the fair last year and they had to change buses 3 times and then ended up in Solana Beach and took another bus back to the fair.	The Federal Transit Administration, which distributes funds to operators like the Metropolitan Transit System (MTS), has determined that limited, special event bus service like this would be considered a charter. It is generally prohibited for federally-funded transit agencies like MTS to offer charter service. Further, MTS does not have the buses or the manpower available to provide a resource-intensive service for a short duration like the San Diego County Fair. Fair-goers interested in using transit can utilize the NCTD COASTER from Downtown or Old Town to the Solana Beach station, from which a shuttle is offered to the fair gates.	Comment Card
902			Really need to decrease cars.	The Draft San Diego Forward: The Regional Plan includes investments to provide choices for people to get around. It includes a robust system of Managed Lanes that give priority access to transit, carpools, vanpools, motorcycles, and certain clean-air vehicles at no cost. Solo drivers, however, are provided the opportunity to utilize Express Lanes, but must pay a fee to do so. This fee, in turn, is reinvested to support transit services along the same corridor, such is the case with the Interstate 15 corridor.	Comment Card
903			Plan a rail stop at split off at the west side of the Del Mar Fairgrounds.	SANDAG, the North County Transit District, and other stakeholders are currently developing a project to construct a special events platform on the west side of the Fairgrounds. The project is included in the Draft San Diego Forward: The Regional Plan; however, no final design or construction funds have currently been set aside for the project.	Comment Card
904			The main issue with these plans is that they take forever to get built in this state. There needs to be a way to cut red tape so that these projects take less time to complete and for less money.	We appreciate your feedback. Federal law requires SANDAG to develop a regional plan built on reasonable assumptions of the revenues that will be available during the time period covered by that plan. While we are anticipating around \$200 billion over 35 years, we don't have all of that money right now. Some funds will become available on a yearly, ongoing basis; others will be delivered in a single payment at one particular time. The timing also can depend on when the state Legislature and federal government pass their budgets. Projects will be implemented in phases over the next 35 years. Appendix A includes the list of projects by phasing period.	Comment Card
905			Were Bird Rock style roundabouts considered for Camino Del Mar/Coastal Del Mar region?	The Bird Rock roundabouts were a City of San Diego project and not a SANDAG project. However, the project did receive Smart Growth Incentive Program funding from SANDAG. Future projects (such as roundabouts in Del Mar by the City of Del Mar) could seek similar funding from SANDAG assuming that the projects meet the eligibility requirements. Your comment has been shared with staff at the City of Del Mar. Roundabouts along Camino del Mar in the downtown area have been analyzed in the Village Specific Plan (2012) that was rejected by the Del Mar voters. Del Mar is currently in the process of analyzing a roundabout at Jimmy Durante Boulevard and San Dieguito Drive (currently under CEQA review), and may consider additional roundabouts in the future.	Comment Card

No.	Name	Agency	Comment	Response	Source
906			MTS - There needs to be vans from downtown to Balboa Park, downtown to beaches, from south University City to north University City or UTC so we can get to the Trolley. MTS and SANDAG need much more coordination.	MTS offers extensive bus service between Downtown and Balboa Park (Routes 3, 7, 120, and 215), Downtown and the beach areas (Routes 30, 901, and 923), and between South University City and North University City (Routes 41, 50, and 105). MTS is advisory member on the SANDAG Board of Directors and Policy Committees and staff from both agencies work collaboratively on projects on a regular basis.	Comment Card
907			Universal transportation account key to eliminating currency equivalency barriers between transit types.	The Compass Card was the first step toward this goal of creating a universal transportation card; the next step in the evolution is in the planning stages.	Comment Card
908			How do we pre-empt/counter/deal with inevitable and near instant community pushback relative to transit hubs/new corridors and their necessary intensification/diversity of uses?	As the regional planning agency, SANDAG acknowledges that land use authority rests with the local jurisdictions. SANDAG collaborates with local jurisdictions and communities by providing incentives for smart growth and active transportation through the <i>TransNet</i> Smart Growth Incentive and Active Transportation grant programs. The grant programs strive to support projects that will serve as models of higher density, mixed-use development near existing and planned transit that could be replicated in a variety of settings throughout the region. In addition, a near-term action included in San Diego Forward: The Regional Plan is to complete the first phase of a Regional Mobility Hub Strategy to identify potential locations. This effort will include community involvement to identify the areas that would be best suited for early implementation and could serve as models for other communities moving forward.	Comment Card
909			Why is there no public transportation whatsoever in the densely populated areas of: Carmel Valley, Del Mar Heights, Pacific Highlands Ranch, Del Mar Mesa, Torrey Highlands, Black Mountain Ranch, 4S Ranch, Del Sur, or Fairbanks Ranch?	Transit is effective where there is a strong transit-supportive land uses -- areas that have higher densities and allow walking access to transit stations. The Carmel Valley/Del Mar Heights areas have these transit-supportive land uses, and a Trolley line and <i>Rapid</i> service are planned. The other areas are lower density and have urban designs oriented around the automobile, making it difficult to serve with transit. There is one <i>Rapid</i> service planned to connect the Solana Beach/Carmel Valley with the Interstate 15 Corridor that will provide some access to these areas.	Comment Card
910			Absolutely 19th Century. No vision. "Tricycle lanes". If Steve Jobs thought this way we wouldn't have iPhones. Transit- study big cities - spend smart money, overhead rail now. Bicycles are not transit. Buses - heavy, Trolley is yesterday. This "Plan" is just more lawsuit generating waste of money. Transit more timely = light rail, monorail - not buses/bikes.	The Draft Regional Plan contains a rich network of both new light rail and <i>Rapid</i> lines, and the creation of a network of ten-minute all day service on existing light rail, <i>Rapid</i> , and local bus services in urban areas. Transit, therefore, will be a key element in meeting our future mobility needs along with other projects that will create a wide range of time-competitive and convenient alternatives to driving alone.	Comment Card
911			Big Vision - Future not Yesterday This is 19th century technology. Nothing futuristic, modern. Transit orient - study big city transit.	San Diego Forward: The Regional Plan (Regional Plan) contains a rich network of both new Trolley and <i>Rapid</i> lines, and creation of a network of ten-minute all day service on existing Trolley, <i>Rapid</i> , and local bus services in urban areas. Transit, therefore, will be a key element in meeting our future mobility needs along with other projects that will create a wide range of time-competitive and convenient alternatives to driving alone. In terms of technology, the Draft Regional Plan includes several transportation demand and systems management elements that will take advantage of both existing and future technology including vehicle automation. Investment in "mobility hubs" also is included in the Draft Regional Plan to utilize technology to enable a wide range of options for accessing station sites such as bike lockers, carshare, and bike share with real time information travel and traffic information. The Urban Area Transit Strategy (Appendix U.17) researched transit systems in Portland, Oregon, Sydney, Australia, and Vancouver BC, Canada, among other cities.	Comment Card
912			Did you look into implementing congestion management strategies? Like the strategies/policies in Singapore, London, or Stockholm.	Yes, the San Diego region has implemented the application and use of congestion pricing strategies and is considering future expansion through 2050. The existing congestion pricing strategy applies toll rates computed using a dynamic pricing algorithm based on real time roadway conditions along the Interstate 15 corridor and is part of a larger congestion management strategy package. Specifically, the region's congestion pricing system (FasTrak® system) is accompanied by other complementary strategies as part of the Managed Lanes network that places emphasis on improving mobility and providing commuters with flexible and valid alternative transportation choices to the single occupant vehicle. Managed Lanes are designed to give priority access to transit, carpool, and vanpool users free of charge while applying congestion pricing for people driving alone through the FasTrak system. San Diego Forward: The Regional Plan includes funding for Managed Lanes segments along the region's transportation corridors including, but not limited to, the Interstate 15 and Interstate 805, and Managed Lanes along portions of, but not limited to, State Route 52, State Route 94, and State Route 78 for approximately a total of 160 miles by 2050.	Comment Card
913			You mention funding as one of the reasons why we can't build transit. Have you considered going back to the voters to ask them to reshuffle <i>TransNet</i> priorities?	The Draft San Diego Forward: The Regional Plan describes the statutorily allowed uses for the funds that are included. Many of these funds are specific to transit systems, including capital and operations. The <i>TransNet</i> Ordinance includes several transit projects, and has in fact completed, or has completed some of the initial phases of work, for most of the transit projects listed in the Ordinance. The Ordinance also requires a comprehensive review by the Board every ten years of all projects and programs implemented under the Expenditure Plan to evaluate the performance of the overall program over the previous ten years and to make revisions to the Expenditure Plan to improve its performance over the subsequent ten years. The first such review is required in FY 2019.	Comment Card
914			I would like to know where to find studies on climate and I would like you to organize a workshop in the area about the topic. A mí me gustaría saber en dónde buscar trabajos sobre el clima y que organizaran un taller en el área.	The Climate Change Mitigation and Adaptation White Paper prepared for San Diego Forward: The Regional Plan contains a number of resources related to climate change and is available at SDForward.com . El documento sobre la Adaptación y Mitigación del Cambio Climático preparado para San Diego Forward: El Plan Regional contiene una serie de recursos informativos relacionados con el cambio climático y está disponible en el sitio web sdforward.com .	Comment Card

No.	Name	Agency	Comment	Response	Source
915			<p>I wish there was more publicity to these type of workshops through television and radio, so the community could engage more and give their opinion.</p> <p>Me gustaría que hubiera más difusión a este tipo de talleres a través de televisión y radio para que la comunidad en general participe con su opinión.</p>	<p>We greatly appreciate your feedback and will take this comment into consideration for future outreach events. While the May 2015 workshops were not featured in local radio or TV spots, SANDAG used other cost-effective ways to reach out to the public including newspaper notices, Facebook and Twitter posts, and email notifications. SANDAG also reached out to our partner agencies, committees, working groups, and Community-Based Organizations to help spread the word of any upcoming outreach activities.</p> <p>Estamos muy agradecidos por sus comentarios y los tomaremos en cuenta para futuros eventos de contacto. Mientras que los talleres de mayo del 2015 no se promocionaron a través de programas locales de radio o televisión, SANDAG utiliza otras formas efectivas para llegar al público, incluyendo avisos en periódicos, Facebook y Twitter, y notificaciones de correo electrónico. SANDAG también se puso en contacto con agencias asociadas, comités, grupos de trabajo y organizaciones de base comunitaria para ayudar a difundir la palabra de todas las actividades futuras de diálogo.</p>	Comment Card
916			<p>I think that the construction of the Trolley is taking too long.</p> <p>Opino que la construcción del trolley es un poco tardada.</p>	<p>SANDAG wishes it did not take so long either. Unfortunately, the public outreach, environmental, and federal funding processes add considerable time to the schedule. Plus the fact that Trolley projects, especially where elevated structures are required, are often complex undertakings.</p> <p>SANDAG también desearía que la construcción durara menos. Desafortunadamente, la difusión pública, procesos ambientales, y financiamiento federal añaden tiempo considerable al tiempo de planeación. Aunado al hecho de que los proyectos de Trolley, especialmente cuando estructuras elevadas son requeridas, suelen ser labores complejas.</p>	Comment Card
917			<p>I think that you are doing a good job encouraging people to use bicycles.</p> <p>Me parece una buena idea que alienten a la gente a usar bicicletas.</p>	<p>Thanks for your comment. The Draft San Diego Forward: The Regional Plan includes the implementation of the Regional Bike Plan and other programs such as Safe Routes to Transit and Safe Routes to School to support active transportation.</p> <p>Gracias por su comentario. El borrador del Plan Regional incluye la implementación del Plan Regional de Ciclovías y otros programas tales como Rutas Seguras al Transporte Público y Rutas Seguras a la Escuela con el fin de apoyar el transporte activo.</p>	Comment Card
918			<p>What will happen to the protected areas of vegetation and birds within the next 10 years?</p> <p>Will urban growth affect the protected areas in Chula Vista, such as the area of the "Mantarraya", and estuaries? It's a beautiful place!</p> <p>¿Qué va a pasar con las reservas de vegetación y aves dentro de los próximos 10 años?</p> <p>¿Afectarán los crecimientos urbanos a las áreas de reservas en Chula Vista, como el área de la "Mantarraya", y los estuarios? ¡Es un lugar precioso!</p>	<p>Approximately half of the County of San Diego would be conserved as open space. The local jurisdictions are in various stages of the adoption of regional habitat conservation plans. These plans will protect wildlife and provide for open space throughout the region by identification, conservation, and management of interconnected habitat lands. SANDAG is assisting in this effort through its <i>TransNet</i> Environmental Mitigation Program which has conserved over 3,400 acres to date. Additional acquisitions are planned in the future that will both protect open space, implement regional habitat conservation plans, and satisfy the future mitigation requirements of regional transportation projects.</p> <p>Aproximadamente la mitad del Condado de San Diego sería conservada como espacio abierto. Las jurisdicciones locales se encuentran en diversas etapas de la adopción de los planes de conservación de hábitats regionales. Estos planes protegerán la fauna y proveerán espacio abierto a través de la región por medio de la identificación, conservación, y el manejo de una red de hábitats. SANDAG está asistiendo en este esfuerzo a través del Programa de Mitigación Ambiental <i>TransNet</i> (EMP, por sus siglas en inglés) el cual ha conservado más de 3,400 acres hasta la fecha. Más adquisiciones están planeadas para el futuro, las cuales protegerán espacios abiertos, implementarán planes de conservación de hábitats regionales, y cumplirán con los requerimientos de mitigación de proyectos de transporte regional.</p>	Comment Card
919			<p>Una idea para agilizar el acceso al trolley a personas discapacitadas es asignar un lugar específico en un vagón que siempre esté disponible y que utilice tecnología que facilite a la persona acceder al vagón. Esto hará que las personas discapacitadas siempre tengan un lugar específico donde viajar.</p> <p>An idea for quick access to the trolley for disabled people is to assign a specific spot in a car that is always available for the person, and use technology to facilitate access to the car. This will allow disabled people to always have a specific seat on the trolley.</p>	<p>The Metropolitan Transit System has no plans to offer such a service at this time. The resources that would be required to implement and enforce such a system would probably be unsustainable. In an open environment such as a transit vehicle, a reservations program isn't likely to be manageable.</p> <p>En este momento, MTS no tiene planes de ofrecer dicho servicio. Los recursos que requeriría implementar y mantener tal sistema probablemente no serían sustentables. En un espacio abierto, tal como como un vehículo de transporte público, un programa de reservación no sería manejable.</p>	Comment Card
920			<p>I recommend a new <i>Rapid</i> Bus route along 54th street for faster travel to National City, City Heights, and Kearny Mesa.</p> <p>Recomiendo un camión rápido en la calle 54 para hacer viajes más rápido a National City, City Heights, y Kearny Mesa.</p>	<p>The Draft San Diego Forward: The Regional Plan includes a new <i>Rapid</i> service (<i>Rapid</i> 550) connecting San Diego State University and the Palomar Street Trolley station via the 54th Street corridor, Southeastern San Diego, City Heights, National City, and Chula Vista. While the service is not envisioned to connect directly to Kearny Mesa, connections can be made to the future Trolley route that will provide direct service between Grossmont Center and Kearny Mesa.</p> <p>El borrador del Plan incluye un nuevo servicio rápido (<i>Rapid</i> 550) que conecta SDSU y la estación de Trolley de Palomar Street a través de 54th St., el sureste de San Diego, City Heights, National City y Chula Vista. Mientras que el servicio no está previsto para conectarse directamente con Kearny Mesa, las conexiones se pueden hacer a través de la futura ruta del Trolley que proporcionará un servicio directo entre Grossmont Center y Kearny Mesa.</p>	Comment Card

No.	Name	Agency	Comment	Response	Source
921			<p>The Plan does not include bus stops in communities that are being impacted, and this is not fair. We have to include a benefit for the community.</p> <p>El Plan no incluye paradas en comunidades que están siendo impactadas, y esto no es justo. Tenemos que incluir un beneficio para la comunidad.</p>	<p>It is not clear what "impacted communities" are being referred to here, but many of the increased Trolley and bus services included in the Draft San Diego Forward: The Regional Plan (Regional Plan) will provide improved access to disadvantaged communities.</p> <p>If the commenter refers to the State Route 94 (SR 94) Express Lanes project, please note that local representatives and community stakeholders along the project alignment have recently requested that Caltrans consider incorporating community-based alternatives into the SR 94 Express Lanes draft Environmental Impact Report (EIR). Among the possibilities proposed is a bus on shoulder alternative. While current law does not allow permanent use of a shoulder for buses along SR 94, the proposed Bus on Shoulder Project is an opportunity to employ this strategy in the interim until the permanent improvements can be constructed. Other feedback from the community is also being considered and as a result Caltrans is evaluating the feasibility of converting existing general purpose lanes into Express Lanes. Another alternative would provide communities along SR 94 with direct access to current and future <i>Rapid</i> service, which would require accelerated evaluation of the future State Route 15/SR 94 HOV-to-HOV direct connector project. The draft EIR will be released once additional analysis has been completed.</p> <p>No está claro a lo que "comunidades afectadas" hace referencia aquí, pero muchos de los aumentos de servicios de Trolley y autobús incluido en el borrador del Plan Regional proporcionarán un mejor acceso a las comunidades en desventaja.</p> <p>Si el comentador hace referencia al proyecto SR 94 Express Lanes, por favor note que representantes locales y personas interesadas de la comunidad han solicitado recientemente a Caltrans que considere incorporar alternativas basadas en la comunidad dentro del Reporte de Impacto Ambiental (EIR, por sus siglas en inglés) del proyecto de carriles exprés SR 94. Entre las alternativas propuestas se encuentra una ruta de autobús que transite por los acotamientos de la autopista. Mientras que actualmente la ley no permite el uso permanente de acotamientos para rutas de autobús a lo largo de SR 94, la propuesta de una ruta de autobús en los acotamientos es una oportunidad para emplear esta estrategia de forma temporal hasta que las mejoras permanentes puedan ser implementadas. Otros comentarios de la comunidad también están siendo considerados, y como resultado Caltrans está evaluando la factibilidad de convertir carriles regulares en Carriles Exprés. Otra alternativa proveería a comunidades a lo largo de SR 94 acceso a servicios <i>Rapid</i>, tanto actuales como a futuro, lo cual requeriría la evaluación del proyecto de conexión de SR 15/SR94 HOV-to-HOV antes de lo previsto. El borrador del Reporte de Impacto Ambiental (EIR) será publicado una vez que más análisis sean completados.</p>	Comment Card
922			<p>I recommend improving existing transit. Safer routes and investing on improvements, such as street lights and sidewalks in good shape to board the busses, can result in a safer experience using public transportation.</p> <p>Recomiendo el mejoramiento de tránsito que ya existe. Rutas más seguras y la inversión de fondos en mejoras, tales como iluminación y banquetas para abordar los camiones, pueden resultar en una experiencia más segura usando el transporte público.</p>	<p>Safe Routes to Transit, which address the types of improvements described in this comment, is funded in San Diego Forward: The Regional Plan.</p> <p>Rutas Seguras hacia el Transporte Público, el cual aborda las clases de mejoras descritas en este comentario, está presupuestado en San Diego Forward: El Plan Regional.</p>	Comment Card
923			<p>El Proyecto de expansión de la interestatal 94 no beneficia a las comunidades, solo causa más contaminación.</p> <p>The expansion project of Interstate 94 does not benefit the communities. It only causes more pollution.</p>	<p>Caltrans has been studying the environmental impacts of adding Express Lanes along State Route 94 (SR 94) between Interstate 805 and Downtown San Diego. The addition of these Express Lanes would support the planned South Bay <i>Rapid</i> service, as well as carpools and vanpools along the route. Local representatives and community stakeholders along the project alignment have recently requested that Caltrans consider incorporating community-based alternatives into the SR 94 Express Lanes draft Environmental Impact Report (EIR). Among the possibilities proposed is a bus on shoulder alternative. While current law does not allow permanent use of a shoulder for buses along SR 94, the proposed Bus on Shoulder Project is an opportunity to employ this strategy in the interim until the permanent improvements can be constructed. Other feedback from the community is also being considered and as a result Caltrans is evaluating the feasibility of converting existing general purpose lanes into Express Lanes. Another alternative would provide communities along SR 94 with direct access to current and future <i>Rapid</i> service, which would require accelerated evaluation of the future State Route 15/SR 94 HOV-to-HOV direct connector project. The draft EIR will be released once additional analysis has been completed.</p> <p>Caltrans ha estado estudiando los impactos ambientales de añadir Carriles Exprés a lo largo de SR 94 entre la autopista I-805 y el Centro de San Diego. La adición de estos Carriles Exprés ayudará a la implementación de los planes del South Bay <i>Rapid</i>, así como el uso compartido de vehículos a lo largo de la ruta. Representantes locales y miembros interesados de la comunidad han solicitado recientemente que Caltrans considere la incorporación de alternativas basadas en la comunidad en el Reporte de Impacto Ambiental (EIR, por sus siglas en inglés) del SR 94. Entre las posibles propuestas se encuentra una ruta de autobús sobre el acotamiento de la carretera. A pesar de que la ley no permite el uso permanente de acotamientos para rutas de autobuses en la autopista SR 94, la propuesta de una ruta de autobús sobre el acotamiento es una oportunidad para emplear esta estrategia de forma temporal hasta que las mejoras permanentes puedan ser llevadas a cabo. Otros comentarios de parte de la comunidad también están siendo considerados, y como resultado, Caltrans está evaluando la factibilidad de convertir carriles regulares en Carriles Exprés. Otra de las alternativas ofrecería a las comunidades a lo largo de la SR 94 acceso directo a servicios de Autobuses <i>Rapid</i> actuales y futuros, lo cual requeriría una evaluación más rápida del futuro proyecto de conexión directa SR 15/SR 94 HOV-a-HOV. El borrador del Reporte de Impacto Ambiental (EIR) será publicado una vez que los análisis adicionales sean completados.</p>	Comment Card
924			<p>I would like for the blue and orange lines of the Trolley to be faster.</p> <p>Me gustaría que las líneas azul y naranja del trolley fueran más rápidas.</p>	<p>The Draft San Diego Forward: The Regional Plan includes implementation of limited-stop <i>Rapid</i> bus services in the Interstate 5 and State Route 94 corridors that would provide faster service for Blue and Orange Line passengers making longer distance trips.</p> <p>El borrador del Plan incluye la implementación de servicios de autobuses Rápidos con paradas limitadas en los corredores de la autopista I-5 y SR 94 que proporcionarían un servicio más rápido para los pasajeros de las Líneas Azul y Naranja que realizan viajes de mayor distancia.</p>	Comment Card

No.	Name	Agency	Comment	Response	Source
925			<p>We need a Trolley line that goes through City Heights and other communities.</p> <p>Urge otra línea de trolley que circule por City Heights y otras comunidades.</p>	<p>The Draft San Diego Forward: The Regional Plan includes a new Trolley line (Route 562) that would connect San Ysidro with University City/Sorrento Mesa via the Interstate 805 and State Route 15 (SR 15) corridors, including stations at SR 15/El Cajon Boulevard and SR 15/University Avenue. This new Trolley line will provide direct connections to the Green Line in Mission Valley, Kearny Mesa, and University Town Centre/Sorrento Mesa.</p> <p>El borrador del Plan Regional incluye una nueva línea de Trolley (Rt 562) que conectaría San Ysidro con University City/ Sorrento Mesa a través de los corredores de las autopistas I-805 y SR 15, incluyendo estaciones en SR 15 / El Cajon Blvd y SR 15 / University Ave. Esta nueva línea de Trolley ofrecerá conexiones directas a la Línea Verde en Mission Valley, Kearny Mesa y UTC / Sorrento Mesa.</p>	Comment Card
926			<p>Communities need those \$ 600 million to improve transit.</p> <p>Las Comunidades necesitan esos \$600 millones para mejorar el transporte público.</p>	<p>The Draft San Diego Forward: The Regional Plan contains a rich network of new and improved transit projects throughout the region totaling over \$80 billion (in year of expenditure).</p> <p>El borrador del Plan Regional contiene una vasta red de nuevos proyectos y mejoras al transporte público a lo largo de la región que suman más de \$80 billones (en año de gasto).</p>	Comment Card
927			<p>We need public transportation justice.</p> <p>Necesitamos justicia de transporte público.</p>	<p>San Diego Forward: The Regional Plan (Regional Plan) is based on the concept of creating a wide range of transportation choices to driving alone, including increased transit services, carpooling/vanpooling, bicycling, and walking. In many cases, the specific projects included in the Regional Plan are aimed at accommodating multiple alternatives. For example, a new Trolley line would include the development of “mobility hubs” that enable a wide range of options for accessing station sites such as bike lockers, carshare and bike share services, and shuttle services. Managed Lanes facilities provide priority access for <i>Rapid</i> transit services and carpool/vanpooling, giving users a congestion-free bypass of congested main lanes. The Regional Plan contains a rich network of both new Trolley and <i>Rapid</i> lines, and creation of a network of ten-minute all day service on existing Trolley, <i>Rapid</i>, and local bus services in urban areas. Transit, therefore, will be a key element in meeting our future mobility needs along with other projects that will create a wide range of time-competitive and convenient alternatives to driving alone.</p>	Comment Card
928			<p>We don't want you to spend millions and millions on highways. The most important thing for us is to improve public transportation. The reason that our communities are heavily polluted is because we are surrounded by so many highways. We want a benefit to our communities, and not diseases, such as respiratory problems, in our children. Thanks!</p> <p>No queremos que gasten millones y millones en autopistas. Lo más importante para nosotros es que mejoren el transporte público. La razón por la que nuestras comunidades están muy contaminadas es porque estamos rodeados de tantas autopistas. Queremos un beneficio para nuestras comunidades, y no enfermedades como problemas respiratorios en nuestros niños. ¡Gracias!</p>	<p>The San Diego Forward: The Regional Plan (Regional Plan) is based on the concept of creating a wide range of transportation choices to driving alone, including increased transit services, carpooling/vanpooling, bicycling, and walking. In many cases, the specific projects included in the Regional Plan are aimed at accommodating multiple alternatives. For example, a new Trolley line would include the development of “mobility hubs” that enable a wide range of options for accessing station sites such as bike lockers, carshare and bike share services, and shuttle services. Managed Lanes facilities provide priority access for <i>Rapid</i> transit services and carpool/vanpooling, giving users a congestion-free bypass of congested main lanes. The Regional Plan contains a rich network of both new Trolley and <i>Rapid</i> lines, and creation of a network of ten-minute all day service on existing Trolley, <i>Rapid</i>, and local bus services in urban areas. Transit, therefore, will be a key element in meeting our future mobility needs along with other projects that will create a wide range of time-competitive and convenient alternatives to driving alone. Public Health has been fully incorporated throughout the Regional Plan update process including a Public Health White Paper, Project Evaluation Criteria, Performance Measures, Unconstrained Transportation Network, Alternative Transportation Scenarios, Preferred Transportation Network, and the Draft Plan for the Regional Plan. The Regional Plan projections show that the San Diego Region will not only meet but exceed Senate Bill 375 greenhouse gas emission reduction targets set by the California Air Resources Board for future years 2020, 2035, and 2050.</p>	Comment Card
929			<p>En general son buenos planes, sin embargo en esta comunidad existen muchas necesidades relacionadas con servicios de transporte, por ejemplo el servicio de usuarios de autobuses, y principalmente en el área de espera para discapacitados. Se necesitan techos de sombra especialmente cuando llueve.</p> <p>The ideas are generally good, but in this community there are many needs related to transportation services, such as bus service, mainly in the waiting area for the disabled people. Shade roofs are needed especially when it rains.</p>	<p>The Metropolitan Transit System (MTS) is currently purchasing up to 600 new shelters, which will represent a 35 percent increase in the number of shelters provided. Shelter locations are prioritized by the number of daily boardings at each location. MTS endeavors to install shelters at high ridership stops, where space and necessary infrastructure is available. Some locations are not possible for a shelter because there is insufficient width to maintain accessibility requirements, the sidewalk is not level or otherwise suitable for the installation, or the number of rider boardings is too low to warrant a shelter. Although there are a limited number of shelters available, MTS is happy to review any location upon request for a future installation. Such comments can be submitted to the MTS Customer Service Department.</p> <p>Actualmente MTS está adquiriendo hasta 600 nuevas paradas cubiertas, lo cual representa un aumento del 35 percent en el número actual. La ubicación de paradas cubiertas es determinada en base al número de abordajes diarios en cada locación. MTS busca la instalación de paradas cubiertas en estaciones con un alto número de pasajeros, donde el espacio y la infraestructura necesaria están disponibles. Algunas ubicaciones no son factibles para la instalación de paradas cubiertas por que no cuentan con suficiente espacio para cumplir las normas de accesibilidad, las banquetas no están niveladas o no están adecuadas para la instalación, o el número de abordajes es muy bajo. A pesar de que hay un número limitado de paradas cubiertas disponibles, MTS está feliz de analizar cualquier locación bajo solicitud para una futura instalación. Dichos comentarios pueden ser enviados al Departamento de Servicio al Cliente de MTS.</p>	Comment Card

No.	Name	Agency	Comment	Response	Source
930			<p>Projects on expanding roads should be postponed. The plan of expanding the SR 94 freeway is not good for our community because we have a lot of pollution in Sherman Heights. And this plan will worsen the quality of the air we breathe. The streets in the community of Sherman Heights are in bad conditions and there is no money to improve the streets, but there are millions of dollars to expand the highways. This is not fair.</p> <p>Los proyectos de expansión de carreteras se deben de posponer. El plan de expansión del 94 no es bueno para nuestra comunidad porque ya tenemos mucha contaminación en Sherman Heights. Este plan va a empeorar el aire que respiramos. Las calles en la comunidad de Sherman Heights están muy destruidas y no hay dinero para mejorar las calles, pero si hay millones de dólares para la carretera. Esto no es justo.</p>	<p>Caltrans has been studying the environmental impacts of adding Express Lanes along State Route 94 (SR 94) between Interstate 805 (I-805) and Downtown San Diego. The addition of these Express Lanes would support the planned South Bay <i>Rapid</i> service, as well as carpools and vanpools along the route. Local representatives and community stakeholders along the project alignment have recently requested that Caltrans consider incorporating community-based alternatives into the SR 94 Express Lanes draft Environmental Impact Report (EIR). Among the possibilities proposed is a bus on shoulder alternative. While current law does not allow permanent use of a shoulder for buses along SR 94, the proposed Bus on Shoulder Project is an opportunity to employ this strategy in the interim until the permanent improvements can be constructed. Other feedback from the community is also being considered and as a result Caltrans is evaluating the feasibility of converting existing general purpose lanes into Express Lanes. Another alternative would provide communities along SR 94 with direct access to current and future <i>Rapid</i> service, which would require accelerated evaluation of the future State Route 15/SR 94 HOV-to-HOV direct connector project. The draft EIR will be released once additional analysis has been completed.</p> <p>Caltrans ha estado evaluando los impactos ambientales resultantes de añadir Carriles Exprés a lo largo de la SR 94 entre I-805 y el Centro de San Diego. La adición de estos Carriles Exprés apoyaría el servicio previsto South Bay <i>Rapid</i>, así como vehículos compartidos a lo largo de la ruta. Representantes locales y personas interesadas de la comunidad han solicitado recientemente a Caltrans que considere incorporar alternativas basadas en la comunidad dentro del Reporte de Impacto Ambiental (EIR, por sus siglas en inglés) del proyecto de carriles exprés SR 94. Entre las alternativas propuestas se encuentra una ruta de autobús que transite por los acotamientos de la autopista. Mientras que actualmente la ley no permite el uso permanente de acotamientos para rutas de autobús a lo largo de SR 94, la propuesta de una ruta de autobús en los acotamientos es una oportunidad para emplear esta estrategia de forma temporal hasta que las mejoras permanentes puedan ser implementadas. Otros comentarios de la comunidad también están siendo considerados, y como resultado Caltrans está evaluando la factibilidad de convertir carriles regulares en Carriles Exprés. Otra alternativa proveería a comunidades a lo largo de SR 94 acceso a servicios <i>Rapid</i>, tanto actuales como a futuro, lo cual requeriría la evaluación del proyecto de conexión de SR 15/SR94 HOV-to-HOV antes de lo previsto. El borrador del Reporte de Impacto Ambiental (EIR) será publicado una vez que más análisis sean completados.</p>	Comment Card
931			<p>Communities need improvements within cities, not outside of them. Highways can wait, residents do not.</p> <p>Las comunidades necesitan mejoras dentro de las ciudades, no fuera de ellas. Las autopistas pueden esperar, los residentes no.</p>	<p>The demographic projections for the Draft San Diego Forward: The Regional Plan (Regional Plan) show that the cities and county are growing mostly within the existing developed areas which creates this opportunity to plan for more mobility choices within these urban areas. This includes developing a wide range of transportation choices to driving alone, including increased transit services, carpooling/vanpooling, bicycling, and walking. Planned highway Improvements will increase the efficiency of the regional transportation system. Additionally, the Regional Plan includes a robust system of Managed Lanes that give priority access to transit, carpools, vanpools, motorcycles, and certain clean-air vehicles at no cost. Solo drivers, however, are provided the opportunity to utilize Express Lanes, but must pay a fee to do so. This fee, in turn, is reinvested to support transit services along the same corridor, such is the case with the Interstate 15 corridor.</p> <p>Las proyecciones demográficas del borrador del Plan Regional muestran que las ciudades y el condado están creciendo principalmente dentro de las áreas desarrolladas existentes, lo cual crea la oportunidad de planificar más opciones de movilidad en estas áreas urbanas. Esto incluye el desarrollo una amplia gama de opciones de transporte, incluyendo un aumento en servicios de transporte público, el uso de automóviles compartidos, el uso de bicicletas, y caminar. Planes de mejoras a las autopistas incrementara la eficacia del sistema de transporte regional. Aunado a eso, el Plan Regional incluye un robusto sistema de Carriles Exprés que brindan prioridad de acceso al transporte público, automóviles compartidos, motocicletas, y ciertos tipos de vehículos de baja emisión totalmente gratis. Sin embargo, conductores que viajen solos tienen la opción de usar los Carriles Exprés, pero tendrán que pagar una cuota. Esta cuota es usada para reinvertir en el mantenimiento y mejoras de los servicios de transporte público a lo largo del mismo corredor; tal es el caso de la autopista Interestatal 15.</p>	Comment Card
932			<p>Pedestrian bicycle bridges: They are really good and can be very useful when used; however, more effort and thought must go into planning how they connect to something. These zig-zag ramps back-and-forth to the sidewalk don't work, people won't use them. They need to go into where they're connected to. They don't need to get the easements, the right-of-way to people and put the path and connect something, not just zig-zag at the sidewalk.</p>	<p>Design of such facilities is crucial to providing impactful access for people who walk or bike, particularly for vulnerable roadway users such as seniors and people with disabilities. Design and alignment will be carefully considered as SANDAG implements such projects.</p>	Court Reporter
933			<p>Trolley speeds: Right now, it is no matter how fast they are going, is perceived to be very much slower than it keeps going. They slow down a lot, and I understand there's construction going on right now; however, even when there's no construction they slow down a lot. Some effort needs to be made into fixing these issues what makes it slow down so much, fix it; whatever is slowing the transit, whether it's the tracks, safety issue, something else, fix it. Get rid of it so that transit can be on their way and take people where they need to go. The people will ride them.</p>	<p>It is hard to answer this without specifics on the location of the problem and date/time. It could be the Trolley Renewal project that has been underway for the last two years; it could also be traffic lights (for downtown Trolley operations along Park Blvd and C Street) or general train congestion. The Metropolitan Transit System operates the Trolleys as fast as possible but prioritizes safety and must comply to all laws and regulations.</p>	Court Reporter

No.	Name	Agency	Comment	Response	Source
934			The trains, the tracks to Del Mar: Instead of building a big giant tunnel through Del Mar to avoid the bus, I'd put in one tunnel for just northbound tracks, should be cheaper and easier to construct and leave the southbound tracks on the bluffs. After the tunnel is built and the tracks are near, you could keep the tracks in there and then fix the bluffs so there's no issues there, beef up the tracks, whatever you need to do along the bluffs but leave the southbound train on the bluffs. Part of the reason that people take the train is to see the ocean.	Several stabilization projects have already been completed along the Del Mar bluffs to extend the life of the tracks. The bluffs will continue to erode and eventually the track alignment must be changed. The Del Mar tunnel is currently planned to be constructed as a double track tunnel and the tracks along the bluffs are envisioned to be removed.	Court Reporter
935			The transit tax should be increased: All these people, the bike people, the pedestrians, the transit people, environmentalists who want to see more transit are complaining it's not happening fast enough, well then let's increase the transit tax half a percent and then we'll build those things they want.	The <i>TransNet</i> Ordinance includes a provision which requires the SANDAG Board of Directors to act on an additional funding measure to meet some of the needs of the regional habitat conservation plans. In addition, the Board is assessing other regional needs and is analyzing the feasibility of placing a funding measure on the November 2016 ballot to address some of these regional needs.	Court Reporter
936			There are many missing roadway connections in town. They need to be fixed so that people, they can walk, drive, transit, whatever, can use it to get that way, instead of going around in circles to get to where they want to be. Stop worrying about what one little community's concern is, what's better for the region, for the whole city, as long as we don't - I don't want to damage the community and I think it can be mitigated, but put the roads through.	San Diego Forward: The Regional Plan takes the regional perspective to develop a system of transportation projects that meet the diverse mobility needs of the region by providing a wide range of choices in how we travel. Local jurisdictions are responsible for implementing local road projects included in their mobility or circulation elements. In terms of local road improvements. The Draft Regional Plan identifies funding that local jurisdictions receive for these type of projects. Please see Chapter 3 for additional information.	Court Reporter
937			I'm referencing South Park past Gregory Street. What we'd really like to see is the postponement of any freeway expansion project and prioritize really priorities transit structure.	The Draft San Diego Forward: The Regional Plan (Regional Plan) seeks to achieve a balance in providing a wide range of transportation choices to driving alone, including increased transit services, carpooling/vanpooling, bicycling, and walking. The Managed Lane system included in the Regional Plan will provide priority access for <i>Rapid</i> transit services and carpool/vanpooling, giving users a congestion-free bypass of congested main lanes. Transit, therefore, will be a key element and is largely combined with the Managed Lane improvements to meet our future mobility needs. Caltrans will evaluate alternatives proposed by the communities in the State Route 94 Express Lanes project Environmental Impact Report.	Court Reporter
938			We have a list of particular projects we'd like to see included or expedited in the Plan that are really important to environmental justice communities. One is the double-tracking of the Blue Line and Orange Line. They're currently not in the Regional Transportation Plan. And this would make traveling on those Trolley lines much quicker because it would create an express line for the Orange and Blue Line. So that's been a priority we heard a lot with the communities about the Orange and Blue Line.	The Blue and Orange Lines are already double-tracked. The recent Trolley Renewal project also updated the trackway, stations, and funded new low-floor vehicles. In terms of express Trolley services along the Orange and Blue Lines, this would require an additional third and possibly fourth track along portions of the Trolley right-of-way. Because of right-of-way constraints, this is not considered a feasible option. To address the need for express, limited-stop service along these Trolley corridors, we have added <i>Rapid</i> Express services on Managed Lanes (similar to those along the Interstate 15 Corridor) that are focused at providing high-speed commuter access to key regional employment areas like Downtown San Diego and Kearny Mesa	Court Reporter
939			This is included in the Plan currently, but we'd like to see it expedited in the next five years, is the bus <i>Rapid</i> transit down 54th Street down into Euclid. It's the same route -- this bus <i>Rapid</i> transit is supposedly the same route as the 935 bus. What this would do is make it much quicker for folks all the way in City Heights to get down into National City very quickly.	<i>Rapid</i> 550 is one of the highest ranked transit projects. Based on available funding, it is projected to be completed by 2025.	Court Reporter
940			We'd like to see the Purple Line expedited to 2025. It is currently in the Plan, projected to be implemented, built in 2035. On the Purple Line, it will serve communities all the way from San Ysidro, all the way up and down to Kearny Mesa. So touching upon the communities, it's Chula Vista, National City, Southeast San Diego, City Heights and all the way to Kearny Mesa.	The proposed Purple Line is the highest ranked transit project in the Draft San Diego Forward: The Regional Plan, and initial planning studies will begin later this year. Because of the magnitude of constructing a Trolley line of this length and the extensive environmental review and public outreach involved, implementation by 2025 would be a challenge. There will be better idea of the project timeline once these initial planning studies are completed in 2016. Funding will also need to be identified.	Court Reporter
941			We see that this region really lacks really good north/south transit connectors. So it's really hard for people to move north/south in the region quickly on public transit. So that would be helpful. We want to see that expedited also.	Additional north-south connections, especially from South County to job centers in Kearny Mesa, University City/Sorrento Mesa, and the north Interstate 15 Corridor are a focus of the Draft San Diego Forward: The Regional Plan. Key projects include a new Trolley line (Route 562) that will connect San Ysidro with University City/Sorrento Mesa via the Interstate 805 and State R 15 corridors; <i>Rapid</i> 225 connecting the Otay Mesa border crossing to downtown via Otay Ranch, Chula Vista, and National City; <i>Rapid</i> Express commuter services along both the south I-5 and I-805 corridors; and an arterial <i>Rapid</i> service (Route 550) along the 54th Street/Euclid Avenue corridor between San Diego State University and South Bay.	Court Reporter

No.	Name	Agency	Comment	Response	Source
942			Another thing that was mentioned tonight, and we hear it all the time from the community, is the technical term, 'grade separation.' So grade separation for the Orange Line. And so what that means is there's a Trolley crossing across the street, that Trolleys can either go above ground or underground so that cars can flow freely and so people can walk freely at the street level and so that prevents traffic and it also allows for the Trolley line to go much faster. So here in Southeast San Diego on Euclid Street, in particular, each side, it doesn't meet that as well. The Orange Line grade separation, that's currently not in the Regional Transportation Plan. That should be a priority to be done quickly.	The Draft San Diego Forward: The Regional Plan recognizes the importance of rail grade separations and has included their implementation on several key corridors intersecting with the Trolley, COASTER, and SPRINTER. The phasing of grade separations is based on individual project rankings along with available funding. Project ranking criteria included an assessment of traffic volumes, delay, bus connectivity, safety and cost-effectiveness among other criteria. Grade separations for the Orange Line at Euclid Avenue, Broadway/Lemon Grove Avenue, Allison Avenue/University Avenue, and Severin Drive are included by 2035.	Court Reporter
943			<p>We're really advocating for retrofits to existing transit for safe routes to transit. Meaning, there's a lot of bus stops and Trolley stops where there aren't good sidewalks, or there aren't good crosswalks or street lights. Basically, it's like walking infrastructure - so you can get to that bus stop or that Trolley stop safely on the street.</p> <p>In regards to existing stops, this is currently not in the Plan. It originally had \$500 million dollars set aside for this, but now it's taken out and we're concerned about that because we want to make sure people can access both the Trolley lines and the bus stops safely and that there's the crosswalks so people get to the sidewalk to help them get there. In particular, I can give you an example. In Logan Heights, I can see the Trolley on Commercial, Commercial Street is super dangerous. Where both people on bikes, people on foot, and even people in cars crossing that intersection with the Trolley is dangerous.</p>	Retrofit projects to improve access to existing transit stops and stations are included in the Unconstrained Network. However, the San Diego Forward: The Regional Plan will be updated to reflect that these types of projects will be possible through planned future investments in Mobility Hubs included in the Revenue Constrained Network.	Court Reporter
944			In regards to the 94 freeway project, which is the Martin Luther King freeway, SANDAG as part of this Plan, is proposing on adding extra lanes to the freeways. And communities along that corridor are really concerned because through the adding of extra lanes, the research shows that it doesn't relieve congestion. Actually, congestion reaches the same levels within four to five period as it did prior to the expansion of the transit. And so what that does is you allow more cars on the road, that's going to increase air pollution, it's going to increase gas emissions, and it's going to further impact those communities. Another thing as well is SANDAG's saying, "Well, it's a transit benefit." So they're throwing the bus on that. But there's not one single bus stop being proposed to the impact of community. So we want to see a bus stop there, particularly the Sherman Heights area, for those community members.	Caltrans has been studying the environmental impacts of adding Express Lanes along State Route 94 (SR 94) between Interstate 805 (I-805) and Downtown San Diego. The addition of these Express Lanes would support the planned South Bay <i>Rapid</i> service, as well as carpools and vanpools along the route. Local representatives and community stakeholders along the project alignment have recently requested that Caltrans consider incorporating community-based alternatives into the SR 94 Express Lanes draft Environmental Impact Report (EIR). Among the possibilities proposed is a bus on shoulder alternative. While current law does not allow permanent use of a shoulder for buses along SR 94, the proposed Bus on Shoulder Project is an opportunity to employ this strategy in the interim until the permanent improvements can be constructed. Other feedback from the community is also being considered and as a result Caltrans is evaluating the feasibility of converting existing general purpose lanes into Express Lanes. Another alternative would provide communities along SR 94 with direct access to current and future <i>Rapid</i> service, which would require accelerated evaluation of the future SR 15/SR 94 HOV-to-HOV direct connector project. The draft EIR will be released once additional analysis has been completed.	Court Reporter
945			We're asking SANDAG to look to making improvements to the 94 freeway, that do not include the widening, that include other innovative communities supportive solutions, but also include bus access for folks who live in the neighborhood.	Caltrans has been studying the environmental impacts of adding Express Lanes along State Route 94 (SR 94) between Interstate 805 (I-805) and Downtown San Diego. The addition of these Express Lanes would support the planned South Bay <i>Rapid</i> service, as well as carpools and vanpools along the route. Local representatives and community stakeholders along the project alignment have recently requested that Caltrans consider incorporating community-based alternatives into the SR 94 Express Lanes draft Environmental Impact Report (EIR). Among the possibilities proposed is a bus on shoulder alternative. While current law does not allow permanent use of a shoulder for buses along SR 94, the proposed Bus on Shoulder Project is an opportunity to employ this strategy in the interim until the permanent improvements can be constructed. Other feedback from the community is also being considered and as a result Caltrans is evaluating the feasibility of converting existing general purpose lanes into Express Lanes. Another alternative would provide communities along SR 94 with direct access to current and future <i>Rapid</i> service, which would require accelerated evaluation of the future State Route 15/SR 94 HOV-to-HOV direct connector project. The draft EIR will be released once additional analysis has been completed.	Court Reporter
946			Please sync traffic lights. A mailbox on 43rd by the police station is quite needed. We have no box we can drop off from driver's side.	These areas fall under the purview of local jurisdictions. Your comment has been shared with City of San Diego staff.	Web
947			With the project[ed] growth in buildings/homes, do you have a standard of LEED or 'Net Zero buildings'? How do you plan to both achieve quality <u>AND</u> quantity?	The State continues to update building codes to reflect more stringent energy standards with the goal for all new residential buildings to be zero net energy by 2020 and all new commercial buildings to be zero net energy by 2030. These goals are reflected in the Regional Energy Strategy, included as Appendix U.9 in the Regional Plan, and SANDAG assists member agencies in working toward zero net energy buildings in their communities via the Energy Roadmap Program.	Comment Card

No.	Name	Agency	Comment	Response	Source
948	Lauren Tanney		Please take this opportunity to step up your leadership! If you don't feel responsible for the whole issue and reduction targets, who else do you need to get involved? Throwing up your hands is not the leadership we expect to see, nor that we desperately need as a society and region. Identify the true gap, and assign responsibility to someone, even if you have to have big buckets like "business reductions TBD."	The Climate Change Mitigation and Adaptation White Paper, included in Appendix Q, describes the role that the State, SANDAG and local governments each play in reducing GHG emissions and preparing for impacts of climate change. As described in draft Chapter 2 of the Regional Plan, SANDAG works closely with local governments, other agencies, and regional stakeholders to advance GHG reduction strategies across all emission sources. The draft Regional Plan meets the SB 375 per capita greenhouse gas emissions reduction targets from cars and light duty trucks established by ARB.	
949	Lisa Wellens	San Diego 350 – Climate Change Action	NO SIGNIFICANT CHANGE: Since we first engaged with SANDAG in 2011 regarding the Regional Transportation Plan (RTP), we had hoped and anticipated that San Diego Forward would be an improvement over RTP 2050. In reviewing the San Diego Forward 2015 Regional Plan and DEIR, we are disappointed to find the current draft is little improved our the plan that was adopted in 2011. The San Diego region remains on a trajectory that fails to meet state greenhouse gas (GHG) reduction targets.	AB 32 requires that statewide GHG emissions be reduced to 1990 levels by 2020. AB 32 required that ARB develop a Scoping Plan presenting the main strategies California will implement to reduce statewide GHG emissions to 1990 levels by 2020. ARB approved the initial Scoping Plan in 2008, and approved the first update to the Scoping Plan in 2014. The update concludes that California is on track to meet the 2020 GHG limit and is well positioned to maintain and continue reductions beyond 2020. While the update discusses setting a mid-term target between 2020 and 2050, it does not recommend any numeric post-2020 targets. Senate Bill 375 provides for a planning process to coordinate land use planning and RTPs to help California meet the GHG reductions established in AB 32. SB 375 requires RTPs prepared by MPOs, including SANDAG, to incorporate an SCS in their RTPs that demonstrates how the region would achieve GHG emission reduction targets set by ARB. On September 23, 2010, ARB adopted regional targets for major MPOs. SANDAG's current targets are per capita CO2 emission reductions from passenger vehicles of 7 percent by 2020 and 13 percent by 2035 relative to 2005 levels, and the proposed Plan meets and exceeds these targets.	
950	Sara Kent		In analyses of various mobility options to serve the growing San Diego population, the presupposition is that SANDAG must build roads. No other approach to moving people and goods throughout the region is given equal consideration. The "balance" you acknowledge you must consider and implement to provide a variety of transportation options to serve the whole of San Diego's population has long been weighted in favor of roadways. This is a failure in your own terms when you use the word "balance." 'Widen freeways now and promise a few transit projects later' is insufficient to actually provide a variety of functional mobility options, and you are far overdue to shift the priority to other modes of transport to correct the imbalance. The longer you delay implementation of functional, integrated transit, the more it will cost. It is imperative to prioritize transit infrastructure now, without further needless delay. Your bias favoring roads has served to create polluting congestion with limited non-car options that is our current reality. This continued approach does not take into account one of the most important segments of our population: the young who will be middle aged and older adults by the time many of the roadways projects listed in the DEIR will be built, and who have a declining interest in personal car ownership and driving (Exhibit "A," attached).	The draft Regional Plan is based on the concept of creating a wide range of transportation choices to driving alone, including increased transit services, carpooling/vanpooling, bicycling, and walking. In many cases, the specific projects included in the Regional Plan are aimed at accommodating multiple alternatives. For example, a new trolley line would include the development of "mobility hubs" that enable a wide range of options for accessing station sites such as bike lockers, carshare and bike share services, and shuttle services. Managed Lanes facilities provide priority access for Rapid transit services and carpool/vanpooling, giving users a congestion-free bypass of congested main lanes. Transit capital and operations account for half of the investments proposed in the draft Regional Plan. A good portion of the remaining investment is proposed for services and programs that support travel by transit. The draft Regional Plan calls for five new trolley lines, 32 new Rapid transit services, continued COASTER double tracking, SPRINTER Express service, as well as an extension to Westfield North County, four new streetcar lines, and three new intermodal transit centers. Transit, therefore, will be a key element in meeting our future mobility needs along with other projects that will create a wide range of time-competitive and convenient alternatives to driving alone.	
951	Sara Kent		We can't pave our way out of the current problem, and more pavement certainly will not serve to reduce regional greenhouse gas emissions, stormwater runoff pollution, nor traffic congestion (Exhibit "B," attached) and will not adequately serve the San Diegans of the future. Clearly, as referenced in Figure 4.8-1, priorities must shift if we ever hope to reach the greenhouse gas reduction targets necessary to achieve climate stabilization. There is a remedy. It is an approach to transportation that can exceed state emissions reductions requirements, provide complete mobility choice, benefit the local economy, and protect San Diego's future without expanding roads and their negative impacts. You, our heavily funded transportation agency, are obligated to study it, seek federal, state and local funding for it, and prioritize implementation of it.	The Draft EIR Sections 4.8, 4.10, and 4.15 analyze the GHG emissions, hydrology and water quality, and transportation impacts of the proposed Plan, respectively. Also the Draft EIR GHG analysis properly considers consistency with the state's ability to achieve Executive Order goals. Regarding the feasibility of achieving further substantial reductions, the Draft EIR (pp. 4.8-37 through 4.8-39) explains the infeasibility of an alternative (or mitigation measures) that could meet regional reference points based on the state 2030 and 2050 GHG reduction goals. Such an alternative has more major feasibility concerns than Alternative 5D. Recent studies have shown that full implementation of many of the measures that could result in a 40% reduction of GHG emissions by 2030 and an 80% reduction of GHG emissions by 2050 in the San Diego region would require major changes in clean technologies utilization, markets, and state and federal policies and regulations. Full implementation of these changes is beyond SANDAG's or local agencies' current ability to implement.	

No.	Name	Agency	Comment	Response	Source
952	Sara Kent		<p>Your current proposal contains all the same road-based projects as the prior iteration of the RTP, although as the years have passed cost projections have increased. Thus, transit projects have been removed (including the incredibly important below-grade transit station at UTC) in the DRTP to fund your hallowed freeways, and the region thus fails to meet regional greenhouse gas emissions reductions targets set by Executive Orders S-3-05 and B-30-15. While it is not currently a requirement for SANDAG to adhere to the additional emissions reductions set forth in S.B. 32 (Pavley) (which, if passed and signed into law will go into effect January 2016), the trends are clear that California's legal framework is evolving to include increasingly stringent requirements to limit climate impacts.</p> <p>The writing is on the wall. You, our leaders and representatives at SANDAG cannot continue to plan in a vacuum as though scientifically deduced targets for the continued viability of humankind are arbitrary guidelines to be ignored.</p>	<p>In comparison to the prior plan, the proposed Plan advances completion of a new Trolley line and SPRINTER rail line frequency improvements to earlier phases of the Plan, adds seven new transit projects to the proposed Plan, and adjust the schedule for completion of about 18 highway or managed lane projects.</p> <p>Regarding the feasibility of achieving regional greenhouse gas emissions reductions targets set by Executive Orders S-3-05 and B-30-15, recent studies have shown that full implementation of many of the measures that could result in a 40% reduction of GHG emissions by 2030 and an 80% reduction of GHG emissions by 2050 in the San Diego region would require major changes in clean technologies utilization, markets, and state and federal policies and regulations. Full implementation of these changes is beyond SANDAG's or local agencies' current ability to implement.</p>	
953	Sara Kent		<p>While some of you give lip service to such principles as "Vision Zero" and its goal of zero pedestrian and traffic deaths, you continue to perpetuate the paradigm that can only induce more traffic-related deaths; not only from collisions, but also the slower forms of death caused by particulate matter emissions from vehicles powered by fossil fuels. Much like the discussion of human health impacts in the DRTP concluding in a veritable shrug ('impacts are inevitable, because we build roads'), you among SANDAG leadership refuse to meaningfully study or adopt any vision for the region that does not include an expansion of existing freeways.</p> <p>This is despite documented benefits of a no new roads plan to accommodate the transportation needs of the region by maintaining (but without expanding) existing freeways and instead adding significant investments in light rail transit networks and safe active transportation infrastructure.</p>	<p>Public health has been considered throughout the Regional Plan update process. The draft Plan includes a Public Health White Paper, Project Evaluation Criteria, Performance Measures, Alternative Transportation Scenarios, and the Preferred Transportation Network, all of which take public health into consideration.</p> <p>The Draft Regional Plan includes funding for pedestrian improvements such as marked crosswalks, through Safe Routes to Transit projects, bicycle and pedestrian improvements at freeway interchanges, Regional Bike Network projects, and through the Active Transportation grant program and Smart Growth Incentive Program.</p>	
954	Sara Kent		<p>Although presented to SANDAG on multiple occasions by various individuals and organizations, I include here a copy of the Cleveland National Forest Foundation's 50-10 Transit Plan: A World Class Transit System for the San Diego Region (Exhibit "C"), which lays out the feasibility and framework of implementing fifty years' worth of projected transit in ten years. Realistically, the first phase of such transit investments would build out capacity along existing rail lines within the first ten years, which would lay the foundation for the expansion of the network arterials in the following decade.</p> <p>More recently in April of this year the same renowned expert, Norman L. Marshall of Smart Mobility, Inc., released a supplemental report: "The 50-10 Transit Plan: Quantifying the Benefits," (Exhibit "D").</p> <p>The human and environmental benefits of the proposed planning approach as discussed in the new report so significantly outshine those documented in the DTRP, the plan deserves more than a dismissive response by you who are hold San Diego's transportation future in your hands.</p> <p>I encourage through consideration of the documentation enclosed, primarily the quantification of the benefits of the 50-10 Plan. It is your duty to build mobility options for San Diegans that will not exacerbate greenhouse gas emissions to further degrade our health and increase climate instability.</p>	<p>The Draft EIR for the Regional Plan analyzes a range of alternatives. All action alternatives advance 35 years of transit into the first 10 years of the plan (from 2015 to 2050, which is the horizon year of the plan), similar in concept to the 5010 Transit Plan. The 5010 Transit Plan also envisions delays in highway The 5010 Transit Plan also envisions delays in highway investments similar to those included in Draft EIR Alternatives 3, 4, and 5A through 5D. The feasibility of these alternatives is affected by funding constraints, among other factors. The Board of Directors will consider the comparative merits of the alternatives in the EIR when they consider adoption of the final Plan.</p>	

COMMENTS RECEIVED AFTER THE CLOSE OF THE PUBLIC COMMENT PERIOD

No.	Name	Agency	Comment	Response	Source
9554	Kenneth Grimes	City Heights CDC	As a community-based organization with 35 years of experience working with and advocating for the needs of City Heights, it has been a pleasure to participate as a member of the San Diego Forward Community-Based Outreach Network. The CBO partner process has helped CHCDC to better understand how all the components of the Regional Plan work together and strengthened our ability to solicit and share informed community input to better serve City Heights.	We appreciate your participation in the Community-Based Organization Network. As this is a regional plan, needs of all communities need to be considered and balanced to provide the greatest level of service in a fair and equitable manner. The San Diego Forward: The Regional Plan strives to provide the region's residents with viable transportation choices to driving alone, including increased transit services, carpooling/vanpooling, bicycling, and walking.	Letter
956	Kenneth Grimes	City Heights CDC	The City Heights community is excited by the SR-15 Centerline Stations Groundbreaking in July and appreciates the leadership of SANDAG in taking this project forward. The community was also pleased that the update on the SR-94 Express Lanes project, to approve \$31 million to implement a Bus-On-Shoulder demonstration project along the SR-94, included the analysis of community-supported alternatives in the Draft Environment[al] Impact Report for the SR-94 Express Lanes project.	Your comments are appreciated. SANDAG takes great efforts to work closely with community and business groups.	Letter
957	Kenneth Grimes	City Heights CDC	City Heights Recommendations: As a CBO partner we have appreciated the opportunity to share input on each layer of 'San Diego Forward: The Regional Plan,' and learned a lot both from community residents and SANDAG staff. Being at that table has helped us understand how each of the pieces fit together and has enabled us to relay accurate information to community residents.	We appreciate the participation and feedback that we have received from the Community-Based Organization network.	Letter
958	Kenneth Grimes	City Heights CDC	Based on the importance that the Unconstrained Network Plan played in identifying a new transit line (Route 550) for City Heights, we suggest that SANDAG consider creating a broader community engagement process to solicit input on the Unconstrained Network Plan during the next regional planning process. Based on community input, we recommended at a CBO partners meeting that the Unconstrained Network Plan include two specific light rail lines, Routes 550 and 562, designed to serve City Heights, Southeast San Diego, National City and western Chula Vista. After modeling, both of these routes proved to be some of the highest ranking transit lines in the region. Excluding the Blue Line extension to UCSD, the Purple Line (Route 562) is San Diego's next new trolley. It is currently planned for 2035. Given the benefit overburdened communities will derive from this major regional transit upgrade and the high level of community support, we recommend advancing the Purple Line to 2025. The inclusion of Route 550, a Bus <i>Rapid</i> Transit line that will utilize 54th Street, is a good example of how the CBO network and community input can inform decisions that improve transit. We greatly appreciate the effort made by SANDAG staff to keep the community informed regarding decisions surrounding Route 550.	The Community-Based Organizations (CBOs) have played an integral role in the refinement of the Unconstrained Transportation Network. There were a number of public forums to contribute to the development of the Unconstrained Network, including the Board, Policy Advisory Committees, and Working Groups. SANDAG staff met several times to discuss the Unconstrained Network and receive City Heights Community Development Corporation's input. This is further documented in Appendix H: Social Equity: Engagement and Analysis, Table H.2. For more on the public involvement plan see Appendix F. We recognize that there are always opportunities to improve the process and public involvement. Once the process is complete, the CBOs will be asked to share lessons learned and recommend improvements in the process for future plan updates. The <i>Rapid</i> 550 corridor ranks high for implementation of a limited-stop arterial <i>Rapid</i> service. Implementation of this service, including transit priority elements, will greatly increase travel speeds and service reliability for riders making longer distance trips within the corridor. Whether the corridor warrants a Trolley service at a future date is uncertain; putting a Trolley line in an arterial corridor may not result in higher operating speeds and could have community and environmental impacts. Further analysis would be needed. The Purple Line is the highest ranked transit project in the transit plan and advanced planning studies will begin later this year. While a 2025 implementation would be desirable, the complexity of the project, lengthy environmental and federal funding processes, and extensive public review process make a ten-year implementation problematic. The advanced planning study will provide us with a better sense of project timing, along with possible alignments/stations and capital costs.	Letter
959	Kenneth Grimes	City Heights CDC	Community Input on Specific Projects and Project Implementation: Throughout our San Diego Forward outreach, community residents shared their desire for near-term infrastructural improvements to improve the quality of their daily active transportation trips. City Heights is plagued by poorly maintained sidewalks, inadequate lighting, insufficient bikeways, and unsafe pedestrian crossings. Residents hope that Early Action Plan investments, such as the North Park - Mid City Bikeways projects, will address some of these deficiencies and we urge their implementation on the accelerated timeline as proposed.	The North Park-Mid City Bikeways project is one of the first Early Action Plan projects to be planned and implemented. We appreciate your support and feedback.	Letter

No.	Name	Agency	Comment	Response	Source
960	Kenneth Grimes	City Heights CDC	<p>When asked which Mid City transportation projects were highest priority, residents at our June 11, 2015 San Diego Forward Draft Workshop chose the Purple Line (Route 562), 54th Street <i>Rapid</i> (Route 550), and North Park - Mid City Bikeways as their top projects. Residents urge SANDAG to accelerate these transit projects and implement the NPMC Bikeways project.</p> <p>Advancing the Purple Line 10 years, from 2035 to 2025, and the 54th Street <i>Rapid</i> 5 years, from 2025 to 2020, has strong community support; these projects will connect San Diego's most underserved, overburdened neighborhoods to jobs, schools, retail, and major regional transit nodes and mobility hubs.</p> <p>While residents are grateful that Route 550 phasing was advanced from 2035/2050 to 2025 during the scenarios analysis process, they would prefer 2020 phasing.</p>	<p>The Purple Line is one of the highest priority transit projects in the Draft San Diego Forward: The Regional Plan. It is possible the project could be implemented sooner depending on funding availability and project readiness. Trolley projects are major capital projects and take a number of years to implement given the planning, environmental, design, and construction work that needs to be done, as well as ensuring sufficient time for public involvement throughout the process. Because of the magnitude of constructing a Trolley line of this length and the extensive environmental review and public outreach involved, implementation by 2025 could be a challenge. There will be a better idea of the project timeline once initial planning studies are completed in 2016.</p> <p><i>Rapid</i> 550 also ranked high on the transit priority list and would be implemented by 2025. Sufficient funds are not anticipated to be available in the 2020 phasing to implement it earlier.</p>	Letter
961	Kenneth Grimes	City Heights CDC	<p>As evidenced by the community input at our San Diego Forward workshop on June 11, and almost 1,000 hours of dedicated CHCDC staff time, there is strong community support for the NPMC Bikeways project. The \$34 million approved for bike projects in Mid City - including NPMC Bikeways, I-15 Bike Path, and the Central Ave Bikeway - will benefit the community. Residents look forward to these projects.</p>	<p>We appreciate your support and feedback on these projects.</p>	Letter
962	Kenneth Grimes	City Heights CDC	<p>While these projects [NPMC, I-15 Bike Path, and Central Ave Bikeway] will be a big leap forward in implementing Complete Streets in City Heights, given the high density of residents, \$34 million designated for Mid City would appear to be inequitable on a per capita basis, for example, in comparison to funding allocated for the Uptown Bikeways project. Our research, which we've shared directly with SANDAG Active Transportation staff, indicates that Uptown receives \$925 per capita (in SANDAG Bike Program EAP Funding) while City Heights receives \$293 per capita. To correct this inequity, we encourage SANDAG to consider increasing the funding available for bike projects in Mid City.</p>	<p>Proposed project funding for Regional Bike Plan Early Action Projects are based on preliminary engineering concepts designed to provide safe bikeways that connect people to schools, shopping, parks, and other local and regional destinations. Dependent upon physical context of the Right-of-Way available, project alignments and features are balanced against the needs and concerns of the community at large that are identified during project development. The quality and safety of a project is not necessarily based on a per capita cost comparison.</p>	Letter

No.	Name	Agency	Comment	Response	Source
963	Kenneth Grimes	City Heights CDC	<p>Based on our community outreach there is strong community support in City Heights for the transit and active transportation projects that SANDAG is proposing in San Diego Forward. However, there are community concerns with freeway expansion in City Heights. Residents are concerned about more vehicle trips through the heart of their already impacted community. The City Heights Area Planning Committee voted in unanimous opposition to the SR 94 Express lanes project, on June 3, 2013, noting that the project would significantly impact City Heights in a negative way without any major benefits and no transit benefit for the impacted communities.</p> <p>The community input on the SR 94 Express Lanes favors the exploration of other strategies that do not add lanes for more cars and increase Vehicle Miles Traveled. In the course of our outreach the following ideas have emerged:</p> <p>Innovative Community-Supported Alternative 1- Convert an existing general purpose lane on the MLK, Jr. Freeway (SR-94) for High Occupancy Vehicles (HOV) and transit use. <input type="checkbox"/></p> <p>Innovative Community-Supported Alternative 2- Install transit only lanes using the existing right-of-way (shoulder and/or median).</p> <p>Regional & Local Transit- Improve regional and local transit options by providing transit access to the CenterLine and South Bay Rapid with a transit station in the impacted community along the MLK, Jr. Freeway (SR-94); implement proposed transit-only connection from the SR-15 to the MLK, Jr. Freeway (SR-94) for the CenterLine Rapid 235.</p> <p>Complete Corridor- Increase the funding of bike and pedestrian infrastructure along the MLK, Jr. Freeway (SR-94) project corridor and fixing the dangerous SR-94 freeway off-ramps/on-ramps to create a Complete Corridor.</p> <p>CHCDC respectfully requests that these and similar alternatives be explored also under the I-805 expansion through City Heights, which is planned to be widened under San Diego Forward.</p>	<p>SANDAG remains committed to implementing the Regional Bikeway Early Action Projects, including 20 active projects in the FY 2016 Capital Improvement Program, in partnership with our local jurisdictions, transit agencies, and other key stakeholders. As we transition from the plan stage to the project development stage, specific refinements will be made as with any capital project.</p> <p>Caltrans has been studying the environmental impacts of adding Express Lanes along State Route 94 (SR 94) between Interstate 805 (I-805) and Downtown San Diego. The addition of these Express Lanes would support the planned South Bay <i>Rapid</i> service, as well as carpools and vanpools along the route. Local representatives and community stakeholders along the project alignment have recently requested that Caltrans consider incorporating community-based alternatives into the SR 94 Express Lanes draft Environmental Impact Report (EIR). Among the possibilities proposed is a bus on shoulder alternative. While current law does not allow permanent use of a shoulder for buses along SR 94, the proposed Bus on Shoulder Project is an opportunity to employ this strategy in the interim until the permanent improvements can be constructed. Other feedback from the community is also being considered and as a result Caltrans is evaluating the feasibility of converting existing general purpose lanes into Express Lanes. Another alternative would provide communities along SR 94 with direct access to current and future <i>Rapid</i> service, which would require accelerated evaluation of the future State Route 15/SR 94 HOV-to-HOV direct connector project. The draft EIR will be released once additional analysis has been completed.</p>	Letter
964	Kenneth Grimes	City Heights CDC	<p>The SR-94 to SR-15 connector that will connect the CenterLine <i>Rapid</i> 235 to the SR-15 and SR-94 is currently planned as an HOV to HOV connector. Given community input, SANDAG might consider the connector being specifically dedicated as a Transit-Only Connector. This could seamlessly connect to the region's first Transit-Only Lane on a freeway, which is currently under construction on the SR-15 from the I-8 to the I-805. Community members have indicated their preference that the SR-15 through City Heights and Mid City prioritize transit not carpool travel, and request that the draft of San Diego Forward reflect this priority.</p>	<p>The Draft San Diego Forward: The Regional Plan (Regional Plan) is based on the concept of creating a wide range of transportation choices to driving alone, including increased transit services, carpooling/vanpooling, bicycling, and walking. In many cases, the specific projects included in the Regional Plan are aimed at accommodating multiple alternatives. To that end, the High Occupancy Vehicle connector ramps will be designed in such a way to ensure the free-flow of transit vehicles so that transit is prioritized. As a result, City Heights and Mid City transit access will improve with better travel times to Downtown San Diego and as well as to other locations.</p>	Letter
965	Kenneth Grimes	City Heights CDC	<p>We are committed to working together in the development of 'San Diego Forward: The Regional Plan' and helping to ensure transportation justice for the residents of City Heights and for the residents of neighboring overburdened and underserved communities.</p> <p>Thank you for taking the time to review the community input we have provided for your consideration. We would be happy to set up a meeting to discuss these matters in greater detail.</p>	<p>We appreciate the support and feedback from City Heights Community Development Corporation. Please continue to follow along in this process by visiting SDForward.com. We look forward to continued engagement with your organization.</p>	Letter

No.	Name	Agency	Comment	Response	Source
966	Chuck Lowery	City of Oceanside	An efficient, connected, and affordable transit network can improve quality of life and make San Diego a world-class. As the San Diego Forward: The Regional Plan (Regional Plan) stands, it does not set the region on a path to becoming a world-class place because it does not come close or put us on a trajectory to reaching our proportionate share of state GHG emission reduction targets or move the region closer to achieving transportation justice.	The only mandated greenhouse gas (GHG) emission targets applicable to SANDAG are the Senate Bill 375 per capita GHG emissions reduction targets for passenger vehicles. The proposed San Diego Forward: The Regional Plan (Regional Plan) exceeds these targets. The Draft Environmental Impact Report (Impact GHG-2) demonstrates that the proposed Regional Plan would not conflict with the State's ability to achieve the Assembly Bill 32 target of reducing statewide GHG emissions to the 1990 levels by 2020. SANDAG recognizes that substantial reductions in global, state, and regional GHG emissions are an urgent priority, and strives in its regional plans and programs to do its part in reducing GHG emissions from all sources. However, there is no current legal or planning requirement that the San Diego region's emissions be reduced by the same percentage ("equal share") as the statewide percentage in order for the state to achieve the Executive Order S-3-05 GHG reduction goal (80 percent below 1990- levels by 2050).	Letter
967	Chuck Lowery	City of Oceanside	I am requesting that SANDAG offer at least one financially feasible alternative analysis that makes significant gains to meeting all future state GHG targets. Let's work towards building a world-class transportation network which includes the following: TRANSIT EFFICIENCY & AFFORDABILITY: First, spread the implementation of existing projects in the Regional Plan Draft Environmental Impact Report (DEIR) through the 2050 planning horizon. Second, prioritize all public transit capital projects and public transit operations improvements located within the urban core and most overburdened communities in our region. Third, increase frequencies for Urban Core local bus routes and routes where ridership was at or near capacity by 2025 and, expand bus service for early morning and late night commuters. Lastly, provide transit access assistance through subsidized or free transit passes for those individuals who are at or below the regional median income level. SAFE STREETS FOR ALL PEOPLE: Complete all retrofits for safe routes to new and existing transit, prioritizing infrastructure in overburdened communities by 2025 and complete all Active Transportation Retrofits for Bicycle/Pedestrian Improvements at Freeway Interchanges by 2025, prioritizing overburdened communities first. These two critical elements for improving safety are currently not in the Regional Plan as it is proposed. INNOVATIVE CORRIDOR STRATEGIES: Eliminate the proposed Plan's investments in highways that add general purpose lanes and managed lanes and allow for operational improvements. Instead, convert existing general purpose lanes to managed lanes to accommodate <i>Rapid</i> routes and HOV that would operate in new Managed Lanes under the proposed Plan and explore the usage of existing right-of-way for transit on lanes.	The Draft San Diego Forward: The Regional Plan (Regional Plan) dedicates half of its projected expenditures to transit, a larger investment than any previous plan. The Regional Plan is based on the concept of creating a wide range of transportation choices to driving alone, including increased transit services, carpooling/vanpooling, bicycling, and walking. In many cases, the specific projects included in the Regional Plan are aimed at accommodating multiple transportation modes, including pedestrian, bicycle, and transit. Federal law requires SANDAG to prepare a Regional Transportation Plan that could be implemented with reasonably expected revenues. The Regional Plan provides mobility options for all the region's residents within the reality of financial constraints. Retrofit projects to improve access to existing transit stops and stations, and in areas surrounding freeway interchanges, are included in the Unconstrained Network. Though they are not being funded as part of the Revenue Constrained Network in this Regional Plan, they will continue to be considered for funding in future regional plans. The Regional Plan also prioritizes providing safe access wherever new transit and freeway projects are built, as it is more efficient and cost-effective to include safe bike and pedestrian access as new projects are constructed, rather than after the project is already on the ground. The Regional Plan incorporates Managed Lane/High Occupancy Vehicle (HOV) improvements on corridors with substantial traffic congestion to support carpools, transit services, and solo drivers who pay a fee (such as in the Interstate 15 corridor). Conversion of general purpose lanes to create additional Managed/HOV lanes would be governed by federal and state laws and regulations. Also, several alternatives evaluated in the Draft Environmental Impact Report (EIR) (5A, 5B,5C, and 5D) convert general purpose lanes to managed lanes that support carpools. The Board of Directors will consider the comparative merits of the alternatives in the EIR when they consider adoption of the final Regional Plan.	Letter

No.	Name	Agency	Comment	Response	Source
968	Mike Bullock	DEMCCO	<p>The Democratic Club of Carlsbad and Oceanside (DEMCCO) appreciates the opportunity to communicate with you concerning this important topic, as you focus on whether or not to approve your proposed Regional Transportation Plan for 2015, San Diego Forward (the "proposed Plan"). We oppose the proposed Plan because it fails to achieve climate stabilizing targets, it expands freeways, and it increases the negative health impacts of air pollution.</p> <p>NEIGHBORHOOD HARM</p> <p>Oceanside and Carlsbad have many neighborhoods that will be harmed by widening Interstate 5 (I-5) from 8 to 12 lanes. Many years ago, by a unanimous vote of both our Executive Board and those attending a general membership meeting, we approved a resolution in opposition to that project. Considering the Los Angeles experience of continually widening freeways, we believe that the traffic-growth inducement of such an expansion means that if all other factors were to be kept equal, the congestion would only be expanded, from 8 congested lanes to 12 congested lanes. If I-5 is expanded and State Route 78 (SR-78) is expanded, as described in the proposed Plan, then the interchange between them would need to be expanded. Figure 2 was constructed based on the primary Caltrans proposal to expand the interchange. Those "flyover" lanes would be about 300 feet from South Oceanside Elementary School.</p>	<p>Thank you for your feedback on the Regional Plan. The only mandated greenhouse gas (GHG) emission targets applicable to SANDAG are the SB 375 per capita GHG emissions reduction targets for passenger vehicles. Chapter 2 describes how the proposed Plan meets and exceeds these targets for 2020 and 2035.</p> <p>While highway improvements are one part of the overall vision, the North Coast Corridor (NCC) Program is a comprehensive package of transportation, environmental, coastal access, and community enhancement projects to improve the quality of life throughout the region. The planned transportation improvements, which include Express Lanes on Interstate 5, double tracking the coastal rail line, and new bike paths, will provide the region additional travel choices. The final environmental document for the highway portion of the NCC Program identified the Express Lanes Only project as the preferred alternative because this option has the smallest environmental footprint, requires the fewest property relocations, and has the lowest construction cost. Additional program information can be found at KeepSanDiegoMoving.com/NCC.</p>	Letter
969	Brian Pollard	Urban Collaborative	<p>The purpose of this letter is to clarify the position of the Urban Collaborative Project as it relates to the San Diego Forward: The regional Plan and the Southeastern San Diego residents we engaged in the process of developing the plan. The Urban Collaborative supports the process SANDAG used to engage community in the development of the San Diego Forward: The Regional Plan. We understand that our role as a subcontractor in the SD Forward CBO Network is to inform, educate, engage and share the input and concerns of our community so that our collective voice is taken into consideration by the decision makers of this plan. Although as an organization we support the principles of transportation justice, we do not concur with all of the positions taken in the Transportation Justice letter dated July 15 submitted during the SD Forward public comment period. Therefore we are not in the position to support the Transportation Justice letter. We are submitting this organizational letter in lieu of the aforementioned collaborative letter.</p>	<p>Thank you for your involvement in the process. Please stay engaged as the process continues.</p>	Letter
970	Brian Pollard	Urban Collaborative	<p>In outreaching to different neighborhoods in Southeastern San Diego we have learned that there are some issues of particular concern to residents and are included below. Although investment into the public transit system is reflected in the final transportation map for 2050, most of those improvements are made in the later implementation periods of the plan. We want to see public transportation be prioritized in the earliest period of implementation, 2020, particularly as it pertains to routes that go through Southeastern San Diego. Public transit fares are a barrier for working families to use public transit as a mode of transportation. Local residents have repeatedly asked for "transfer" services to be reinstated and reduced fares for children, youth, and seniors. Of particular concern to our community is the trolley crossing near the corner of Euclid Ave. & Market St. that creates daily traffic backups on Euclid Ave. north to SR 94. We appreciate SANDAG's support in providing resources to engage our community in this important regional process and look forward to continuing that role in good faith. We hope to continue to work with the Jacobs Center for Neighborhood Innovation in supporting the involvement of our community in this process.</p>	<p>The timing of transit investments is based on expected levels of funding (federal, state, and local) anticipated over the life of the San Diego Forward; The Regional Plan (Regional Plan) between now and 2050. Also, major capital investments like a Trolley service do take time to implement given the complexity of projects like this, the environmental process, and public outreach/engagement.</p> <p>It is understood that fare affordability can be difficult for low income families; given the limited funding available for transit operations, it comes down to balancing fare levels and service levels -- the lower the fares, the less funding available for services. The Day Pass offers unlimited usage of most Trolley and bus services for one \$5 price, which is equal to a round trip ticket on the Trolley.</p> <p>The Draft Regional Plan includes a grade separated crossing of the Orange Line at Euclid Avenue by 2030.</p>	Letter

No.	Name	Agency	Comment	Response	Source
971	John Holder	WILDCOAST	<p>Please find our comments related to the Draft Regional Plan sections on environment and border region bike plans. We look forward to working with SANDAG to make this project viable, sustainable and ensure that it incorporates existing south San Diego open space areas and underserved communities of south San Diego.</p> <p>Appendix U.14 Pg. 21 paragraph 3-4 These active transportation efforts should include efforts to identify a route from the San Ysidro POE (via Camino del Plaza) to the Tijuana River Valley, bike lanes in Imperial Beach, the Otay Valley Regional Park and the Bayshore Bikeway. Potential sentence adjustment highlighted:</p> <p>“One of the bicycle routes included in the Plan’s Early Action Program, which identifies 42 of the highest priority projects to be implemented first, is a route that will connect the San Ysidro border area to the Bayshore Bikeway and existing south San Diego open space areas, such as the Tijuana River Valley, Otay Valley Regional Park and the South San Diego Bay National Wildlife Refuge. Planning for this route is expected to begin in 2015.”</p>	<p>Thanks for your review of the Draft San Diego Forward: The Regional Plan. Advanced planning for the bike route between the San Ysidro border area and the Bayshore bikeway will evaluate alternative alignments, in collaboration with partner agencies and stakeholders.</p>	Letter
972	John Holder	WILDCOAST	<p>Appendix U.14 Pg. 37 paragraph 3-5 This would be an appropriate location to mention solid waste, which has significant impacts in the Tijuana River Valley and to adjacent conservation areas. Specifically the flow of cross border waste tires, plastic and Styrofoam. We are happy to work with SANDAG on providing this language.</p>	<p>Appendix U.14 "Binational Perspective - Watersheds & Water Quality"(page 47-51) addresses the Tijuana River Valley Watershed-Estuary.</p>	Letter
973	John Holder	WILDCOAST	<p>Chapter 2 Pg. 60 Bike route 3 “Border Access Corridor” should have optional route or additional route connecting to the Tijuana River Valley trail system (via Camino de la Plaza) and a connection to the Otay Valley Regional Park and the Bayshore Bikeway (via Saturn Blvd). There are over 22 miles of mixed-use trails for biking that could be part of these routes. Either additional routes or way finding signs should be part of the “Border Access Corridor” or any border access/Bayshore Bikeway connection efforts. The adjacent communities are some of San Diego’s most low income and underserved areas and creating this access to open space areas also aligns with SANDAG’s Border Health Equity Transportation Study.</p> <p>General comment on the Border to Bayshore Bikeway project inclusion in the Draft Regional Plan: Border to Bayshore Bikeway project should be implemented as a high-priority project for SANDAG’s Regional Plan. The existing open space areas, trails and bike lanes in the border region create a fantastic opportunity to make the region a bike hub and carry out goals of the “Border Health Equity Transportation Study” with a connection of these underserved communities, the San Ysidro POE, open space and the Bayshore Bikeway. Furthermore, the momentum of the “Tijuaneando en Bici” movement in Tijuana makes cross border facilitation and collaboration more sustainable.</p>	<p>This project is one of the highest priority projects in the Regional Bike Plan, as it is part of the Regional Bike Plan Early Action Program being implemented over the next ten years. Planning for this project will begin later this year. One of the goals of the Regional Bike Network is to connect regionally significant centers, including residential areas, recreational areas, and commercial centers.</p> <p>Planning for this project will begin later this year.</p>	Letter
974	Ernie Griffes		<p>How about a causeway across south bay that takes military traffic off of horrible smog clogged Palm Ave? Which will get massively worse soon. From I-5 to Silver Strand, directly into the relocated Seal Base, with a ramp at 13th for the Navy auxiliary field, and ramps at Silver Strand for Coronado and North Island traffic. As a matter of national security the Feds might chip in on it.</p> <p>Also take beach traffic to the beach and maybe even make Ed Kravitz Trolley to the beach feasible.</p>	<p>With the exception of State Route 11, San Diego Forward: The Regional Plan (Regional Plan) does not propose any new freeways, including causeways. Additionally, projects in the Regional Plan must be drawn from the Unconstrained Network which is developed early in the plan preparation and represents the list of needs throughout the region. Your comment will be shared with the City of Coronado.</p> <p>Regarding access to the beach, <i>Rapid</i> bus services (limited stop, high frequency) will be included in the Regional Plan to connect the Blue Line Trolley to the beaches in Imperial Beach, and from Downtown to Coronado.</p>	Email

No.	Name	Agency	Comment	Response	Source
975	Robert Ito	Asian Business Association of San Diego	<p>I am writing on behalf of the Asian Business Association of San Diego (ABA) to express our support for San Diego Forward: The Regional Plan. With more than 500 members, the ABASD provides a strong voice on business, cultural and political issues of interest to San Diego's Asian and Pacific Islander community. Our organization facilitates the growth and development of member businesses, and one of our primary goals is to enable members to participate fully in San Diego's economic development, without regard to race, color, creed or national origin.</p> <p>San Diego Forward presents a balanced approach to accommodating our region's growth over the next 35 years. By focusing our future growth in existing urban areas, the plan will promote the creation of healthy and vibrant urban communities while allowing us to preserve our most cherished natural resources. The transportation investments in the plan will significantly increase public transit use -an important element to making our more urban communities successful - and also makes smart investments in our rail and road network to ensure that they can efficiently support businesses and promote economic development.</p> <p>The \$200 billion in infrastructure investments called for in the plan present a significant opportunity for SANDAG to support local businesses. We hope that you will promote employment and contracting opportunities so that minority-owned and small local businesses have the chance to fully participate in these projects that will move our region forward. We look forward to working with you on the implementation of this importation plan.</p>	<p>We appreciate your support and feedback. The San Diego Forward: The Regional Plan supports local businesses by making connections that will fuel the continued success of the economy by connecting businesses with customers, future employees with education and training, and suppliers and manufacturers with retailers and service industries.</p> <p>SANDAG is in the process of implementing a new labor compliance system that will monitor local hiring practices by contractors that are working on SANDAG projects. SANDAG has allocated resources to develop a system that will provide real time information of local workers on SANDAG construction projects. SANDAG supports job creation in our local economy and many of our public works projects include local companies and workers. Implementing a system to monitor and provide feedback on local worker data to our contractors is a major step forward in increasing local worker participation on SANDAG transit projects.</p> <p>Additionally, the SANDAG DISCO effort supports our Disadvantaged Business Enterprises (DBE) program with a goal to ensure that small businesses have an equal opportunity to receive and participate in our solicitations and awarded contracts. SANDAG received Federal Transit Administration (FTA) approval of its proposed overall DBE goal and methodology for implementation on July 27, 2012. This approval authorizes SANDAG to establish race-conscious (contract specific) Underutilized/DBE goals for FTA-funded procurements. SANDAG is a subrecipient of Federal Highway Administration funding through Caltrans. Caltrans issued a directive to local subrecipient agencies that contract goals for federally funded projects authorized on or after July 1, 2012 must include all DBE groups (African Americans, Asian Pacific American, Native American, Women, Hispanic American, Subcontinent Asian American, and any other groups whose members are certified as socially or economically disadvantaged).</p>	Letter
976	Jessica Jensen & Ella Tour		<p>My friend and I stumbled upon your website and were really interested in the work you're doing to make San Diego a more livable, sustainable place to live. We are especially interested in ways in which to get more people outside walking, instead of driving cars. Not only do we feel walking preserves the environment and makes our bodies healthier but it also brings neighbors outside and connecting with one another in person. Something we all need in light of how much time we spend in the digital world these days.</p> <p>Ella and I are on a small crusade to make our particular neighborhood (Torrey Hills, San Diego, 92130) safer and more pedestrian friendly. We are working with the City of San Diego to try to get a cross walk installed which would allow children, families, elderly, runners, dog walkers, etc. to all cross a busy thoroughfare safely and with ease. The particular road is East Ocean Air and it is being used as a commuting thoroughfare where people are traveling up to 50 MPH. Across the street are a public park and an elementary school, so there are loads of reasons for people to want to cross.</p> <p>Unfortunately, it is taking a very long time to convince the city that there is a legitimate need. We are writing because we are wondering if there is any way your organization could help us in this cause? We think more voices than just our neighborhood might expedite this process and relay a sense of gravity and importance to this cause. Is it possible to have a phone call to discuss?</p>	<p>In areas where SANDAG has no regional projects planned a good approach is to work with the local Community Planning Group and your respective City Council District Office. Local advocacy groups such as Circulate San Diego can also be very good resources.</p>	Email
977	Stan Rapoport		<p>I am interested to know when the 56 bike trail to Torrey Pines beach will be completed. Riding on Carmel Valley Road from the 56 west is very dangerous.</p>	<p>The construction of a Class I bike path on Carmel Valley Road west of I-5 to Coast Highway as depicted in the Regional Bike Plan is currently unfunded. It is proposed this facility could be considered in the 2030 to 2040 timeframe. Currently, there are Class II bike lanes on Carmel Valley Road that connect to McGonigle Road providing direct access to Torrey Pines beach area. Other improvements for bike access in this area that are planned to be completed by 2020 include completing the link between SR 56 and Old Carmel Valley Road under I-5.</p>	Email

No.	Name	Agency	Comment	Response	Source
978	Dimitrios Alexiou	Hospital Association of San Diego and Imperial Counties	<p>I am writing on behalf of the Hospital Association of San Diego and Imperial Counties (HASD&IC) to express support for San Diego Forward: The Regional Plan. As an organization that represents 35 hospitals in two counties from rural to urban, profit to investor-owned, small and large, HASD&IC provides advocacy and leadership on issues that affect the delivery of accessible and quality healthcare for all residents.</p> <p>San Diego Forward presents a balanced approach to accommodating the San Diego region's growth over the next 35 years. By focusing future growth in existing urban areas, the plan will promote the creation of healthy and vibrant urban communities that promote walking, biking and public transit ridership – all of which are encouraged by members of HASD&IC. We believe these activities advance healthy lifestyles that are key to prevention of many ailments and diseases. At the same time, our members recognize that the effectiveness of our healthcare delivery systems requires that first responders and patients who must use vehicles have safe and efficient access to and from our healthcare facilities. Therefore, it is critical that local roads and highways maintain a level of operation that ensures accessibility to vital services throughout the region, especially in our rural areas where transit is not widely available. The \$200 billion in infrastructure investments called for in the plan present a significant opportunity for SANDAG to provide a variety of transportation choices that promote the health and economic well-being and quality of life for those who live here. We believe the San Diego Forward Plan provides a balanced approach to meeting the region's infrastructure needs through 2050.</p> <p>We appreciate the opportunity to provide comment on San Diego Forward and welcome future requests for our feedback on how transportation investments and regional planning will affect our healthcare delivery system.</p>	<p>We appreciate your support and feedback. A major goal of the Regional Plan is to improve mobility for everyone by creating more travel choices in a way that protects the environment and fuels our regional economy. Additionally, access to healthcare is considered in the development of the Regional Plan and in the evaluation of the transportation network.</p> <p>Public health has been considered throughout the Draft Regional Plan development including a Public Health White Paper, Project Evaluation Criteria, Performance Measures, Alternative Transportation Scenarios, Preferred Transportation Network, and the Draft Plan for San Diego Forward.</p>	Letter
979	Brian C. Murray	US Encode Corporation	<p>It is my view that the 56 bike trail be extended to Torrey Pines this will most certainly increase the safety of cyclists. We have some wonderful cycling areas and with the sport of cycling growing day by day it is imperative that we follow the lead of other states and ensure that our cyclists are safe.</p>	<p>The construction of a Class I bike path on Carmel Valley Road west of I-5 to Coast Highway as depicted in the Regional Bike Plan is currently unfunded. It is proposed this facility could be considered in the 2030 to 2040 timeframe. Currently, there are Class II bike lanes on Carmel Valley Road that connect to McGonigle Road providing direct access to Torrey Pines beach area. Other improvements for bike access in this area that are planned to be completed by 2020 include completing the link between SR 56 and Old Carmel Valley Road under I-5.</p>	Email

No.	Name	Agency	Comment	Response	Source
980	Peter St.Clair		<p>I submitted detailed comments on the 2050 Regional Growth plan when it was released. Since then, a number of Community Plans in the City of San Diego have completed their draft updates.</p> <p>As I warned in my earlier comments to you, urban densities are not increasing. The number of new dwellings to be constructed in Uptown San Diego (Hillcrest/Mission Hills) over the life of the updated plan is about the same as was constructed in the previous twenty years. The same thing is happening in almost every one of the City's community plan areas. North Park, Pacific Beach, Pt Loma, Golden Hill, Barrio Logan (if a plan is even submitted) will all have about the same rate of growth as in the past. Downtown will have an increase. But only downtown. In contrast, the Morena Corridor for the new trolley service to UCSD/UTC will have far, far fewer units than anticipated. The community flatly rejected the idea of higher density and TOD.</p> <p>The Uptown Community plan suggests another problem with local planning and densification in urban areas: the area currently has about 1.56 residents/dwelling unit. The plan forecasts a future density of over 2/du. This flies in the face of demographic projections for fertility as well as everything that is known about the relationship between housing value and family size.</p> <p>It seems to me a wholly cynical decision on the part of the Uptown planners to assume additional population will be accommodated without need for new housing—magically—by an increase in the number or persons in each home.</p> <p>The foundation of the SANDAG 2050 plan is denser urban areas whose residents and workers will carpool, bike, walk or use mass transit. But without increased density this is not going to happen. (There is even a question in San Diego whether increased density from TOD projects in San Diego, La Mesa, San Marcos and elsewhere has lead to any increase in mass transit use. Surveys show most residents of TOD's still drive to work—mostly in a single occupancy vehicle).</p> <p>The exact opposite of densification is occurring as the County continues to accept applications for leap-frog sprawl, such as at Lilac Hills and Merriam Mountains on the I-15 corridor north of Escondido. The recently concluded County General Plan is quite clear that this should not occur. Development should be more compact, and within existing Villages. Applicants see a pathway toward approval of very large, low density projects outside Villages.</p> <p>In short, for all the work that has gone into your planning, and all the very good things you have said about density, none of what you forecast is occurring outside downtown San Diego and perhaps around CalState San Marcos. Those two exemplary areas' development do not outweigh the preponderance of approved or proposed development in lower density projects distant from employment or mass transit.</p>	<p>Every four years, before SANDAG embarks upon the preparation of its regional transportation plan as required by federal law, SANDAG updates its regional growth forecast. SANDAG works closely with the planning and community development directors and technical staff members of each local jurisdiction to prepare and review the land use inputs that become the foundation for the updated forecast. The land use inputs of the Series 13 2050 Regional Growth Forecast reflect the long-term capacity based on current, adopted local land use plans. In some areas, those capacities changed between the Series 12 and Series 13 forecasts to more accurately reflect community-level land use planning efforts. As you reference in your comment, growth rates are decreasing. Since the 1970's, when the region's annual growth rates were well above 4 percent, the region's growth rate has decreased considerably, with an annual average growth rate of less than one percent between now and 2050. This means that our region is growing considerably slower than it has in the past. Ultimately, the density at which development occurs in local communities is the purview of the local city council (or Board of Supervisors for the unincorporated areas), based on a variety of factors, including community input. While the region is still recovering from the recession, recent developments throughout the region show mixed use, higher density projects are being built close to transit stations around the region. Examples include mixed income apartments in La Mesa next to the Grossmont Trolley Station; two affordable housing projects within a block of the Vista Village SPRINTER Station; market rate apartments and condominiums in Escondido near the Escondido Transit Center SPRINTER Station; mixed use development at the Palomar College SPRINTER Station in San Marcos; affordable housing next to the Lemon Grove Depot Trolley Station, with high-density market rate housing on the way; higher density development in the Otay Town Ranch area of Chula Vista; higher density housing and mixed use development in the downtown areas of Oceanside and National City; emerging housing development in North Park; and housing and mixed use in Downtown San Diego, as you mentioned, among others.</p> <p>Consistent with trends over the past several decades, land use plans will continue to change over time. SANDAG updates its forecasts every four years in order to reflect local land use plans as accurately as possible as they evolve and to incorporate development projects as they are built. SANDAG's Smart Growth Concept Map, Smart Growth Incentive Program, Active Transportation Grant Program, and Regional Transit Oriented Development (TOD) Strategy (Appendix U) will continue to be used as tools to encourage local smart growth and TOD efforts in the most urbanized areas of the region. If the land use capacities assumed in the Series 13 Regional Growth Forecast fail to substantially materialize, future updates of the forecast (Series 14 and beyond) will be modified to reflect these changes. Over the course of the long term, SANDAG's forecasts, particularly at the regional level, have been consistently accurate, and SANDAG will continue to strive for accuracy in the forecasting process to the greatest extent possible.</p>	Email

No.	Name	Agency	Comment	Response	Source
981	David Nydegger	Oceanside Chamber of Commerce	<p>On behalf of the Oceanside Chamber of Commerce Board of Directors, we are writing to express our support of the San Diego Forward: The Regional Plan, as recommended by SANDAG. Our organization represents the interest of industry, business and landowners in the Oceanside and North Coastal areas of North San Diego County.</p> <p>We continue to enjoy steady growth in our community, including increased tourism, and continue to support all efforts to provide adequate public services along with responsible and sustainable growth strategies. Oceanside is the gateway to the rest of the Coastal area in San Diego County and, more importantly, the gateway for most of the tourist traffic using Interstate 5.</p> <p>The tourism and normal daily traffic along I-5 is dependent on significant infrastructure investment to ensure efficient movement of vehicle traffic through the city. San Diego Forward's planned expenditures for the improvement of the interchange at I-5 and State Route 78 are critical to keeping the traffic flowing south and east through the coastal corridor. This improvement is needed sooner, not later, than is projected in the plan.</p> <p>Oceanside is also home to the North County Transit District main transit hub, providing options for all travelers to connect with other North County areas and the City of San Diego.</p> <p>The San Diego Forward Regional Plan promotes a sound, balanced strategy to accommodate our region's future growth while protecting the environment, promoting economic development, and maintaining our quality of life.</p>	<p>Thank you for your support. The Draft Regional Plan recognizes the importance of the I-5 and SR 78 corridors and provides as early phasing as possible to bring these improvements to fruition. Additionally, the Regional Plan recognizes the importance of the Oceanside Transit Center as a critical hub for COASTER, MetroLink, SPRINTER and local bus services and includes increased local bus frequencies connecting to the transit center by 2020 and phased LOSSAN corridor improvements included throughout the plan.</p>	Letter
982	Rorie Johnston	Escondido Chamber of Commerce	<p>On behalf of the Escondido Chamber of Commerce Board of Directors, we are writing to express our support of the San Diego Forward: The Regional Plan, as recommended by SANDAG. Our organization represents the interests of industry, business and landowners in the Escondido area of North San Diego County.</p> <p>We are poised for growth in our community, and support all efforts to provide adequate public services along with responsible and sustainable growth strategies. With its central location in the county of San Diego, Escondido will benefit with job creation within its sphere of influence.</p> <p>But, this job growth is dependent on significant infrastructure investment to ensure efficient goods movement, and transportation options that improved transit access through projects such as this will allow workers to be able to access new jobs. San Diego Forward's planned investments in the extension of Sprinter service south to Westfield North County and managed lanes for I-15 will help to ensure that Escondido has the infrastructure needed to support this economic development.</p> <p>San Diego Forward promotes a sound, balanced strategy to accommodate our region's future growth while protecting the environment, promoting economic development, and maintaining our quality of life.</p>	<p>Thank you for your support of the Draft Regional Plan. The Regional Plan recognizes that SPRINTER and I-15 improvements are critical to facilitate access to jobs and freight movement. Additionally, in terms of economic impact, the Regional Plan investments will positively impact job creation and will improve the regional economy.</p>	Letter

No.	Name	Agency	Comment	Response	Source
983	Joe Panetta	Biocom	<p>I am writing to express Biocom's support for San Diego Forward: The Regional Plan (Plan), and to urge the SANDAG board to adopt the draft Plan as it was released in April 2015. Biocom leads the advocacy efforts of the Southern California life science community with more than 670 members, including biotechnology and medical device companies, universities, basic research institutions, and service support firms. San Diego's life science cluster employs 60,000 people, and supports an additional 158,000 jobs, for a total countywide impact of over 218,000 jobs. These jobs pay a total of \$15 billion in wages and salaries, with an overall impact of \$37 billion in economic activity.</p> <p>Transportation is a key element in the quality of life in San Diego, impacting the ability of employees to commute from work in a reasonable time as well as the ability of companies to attract the necessary workforce and transport goods and products. Investment in San Diego transportation infrastructure is critical for San Diego's future growth and quality of life. As the life science industry continues to expand its research and development facilities, we must make sure to provide funding for the necessary transportation improvement projects.</p> <p>In 2010 and 2011, SANDAG staff worked closely with the public, including Biocom, to create a balanced Plan that includes both public transit and highway expansion. This balance is a necessary and realistic approach to transportation in our region. The Plan will allow SANDAG to provide demonstrable congestion relief projects, enhanced mobility, improved safety, and stronger connectivity to benefit our region's largest employment and activity centers.</p>	<p>We appreciate your support. The Draft Regional Plan recognizes that physical "clustering" of businesses can stimulate the growth of industries such as biotechnology and life sciences while spurring innovation and entrepreneurship. The Regional Plan takes into account the circulation system as a whole to include transit and roadway improvements with access to businesses but also considers the pedestrian scale and land uses involved with attracting customers and employees. The economic analysis of San Diego Forward looked specifically at the impact of improved transportation on the region's critical industry clusters, and showed that investments in transportation will reduce travel costs and increase productivity. See Appendix P for details.</p>	Letter
984	Carl S. Morgan	North County Economic Development Corporation	<p>On behalf of the San Diego North Economic Development Council (SDNEDC) Board of Directors, we are writing to express our support of the San Diego Forward: The Regional Plan, as recommended by SANDAG.</p> <p>Our organization represents 26 cities and unincorporated communities in North San Diego County. The continued growth of our key industry clusters is dependent on significant planned infrastructure investment to ensure efficient movement of vehicle traffic through the city. San Diego Forward's planned expenditures for the improvement of the interchange at I-5 and State Route 78 are critical to keeping the traffic flowing south and east through our North County Community.</p> <p>In order to maintain the balanced approach, which maintains the projects in the pipeline and does not favor one approach at the expense of another, we feel the SANDAG recommendation in the San Diego Forward Plan is the best option. The plan follows through on the projects approved in the TransNet ballot measure and keeps faith with the voters by avoiding any significant shift of funds, causing delays and possible loss of needed managed lane projects and other highway improvements (I-5 and 78 interchange). Anything less than the San Diego Forward Plan would represent a broken promise to the voters who supported the TransNet funding approach.</p> <p>The San Diego Forward Regional Plan promotes a sound, balanced strategy to accommodate our region's future growth while protecting the environment, promoting economic development, and maintaining our quality of life. We strongly support the plan as recommended in the San Diego Forward Regional Plan.</p>	<p>Thank you for your comments. SANDAG will continue to work with the San Diego North Economic Development Council to support infrastructure investments and funding opportunities in North County.</p>	Letter

No.	Name	Agency	Comment	Response	Source
985	Jerry Sanders	San Diego Regional Chamber of Commerce	<p>On behalf of the San Diego Regional Chamber of Commerce (Chamber), I am writing to express our support for the SANDAG Draft Regional Plan, San Diego Forward. With approximately 2,500 members representing nearly 400,000 employees, the Chamber is dedicated to growing commerce in the San Diego region, requiring a transportation infrastructure that encourages such growth and supports the needs of the local business community.</p> <p>San Diego Forward invests over \$200 billion in the regional transportation network, which will be critical to support the additional one million people that the region is expected to grow by. This addition to our population equates to an additional 330,000 homes and 500,000 new jobs in the region, a significant growth that our business community eagerly looks forward to.</p> <p>As the leading voice for business in the region, the Chamber is acutely aware of the impact that transportation availability, access and efficiency has on the local economy. We are uniquely situated for substantial growth in key industry sectors in the near future, but if we cannot adequately get folks to and from our businesses, we will struggle to attract and retain the talent necessary for a thriving regional business sector. San Diego Forward will promote smart growth and transportation options that take into account the changing commuting preferences of future workforce populations, and preserving the quality of life for individuals working and living here currently.</p> <p>This plan is a comprehensive approach to guiding the way our region grows, and anticipating additional ways for our community to be competitive in an increasingly global market. Goods movement, transit improvement and preservation of open space - all addressed in this proposal, are reflective of San Diego's unique culture that has successfully and consistently attracted businesses and families.</p> <p>We support San Diego Forward: The Regional Plan, and look forward to the opportunity to assist in its success.</p>	Thank you for your support. SANDAG will continue to work with the San Diego Regional Chamber of Commerce to support infrastructure investments, policies, projects, and programs to make the region both more competitive globally and to attract business while improving the lives of those who make the region their home.	Letter
986	Monique Lopez and Randy Van Vleck	Environmental Health Coalition and City Heights CDC	<p>We would like to thank you for your vote at the SANDAG Board in favor of designating \$31 million for a pilot demonstration project which would implement one of the innovative community-supported alternatives, bus on shoulder/median (Agenda Item 12, July 24, 2015). Additionally, we are particularly supportive of the inclusion of innovative community-supported alternatives in the Draft Environmental Impact Report. We see this as a positive step in ensuring better regional and local mobility and recreating the Martin Luther King, Jr. Freeway as a complete corridor.</p> <p>Ensuring that communities of Golden Hill and Sherman Heights have access to both the South Bay Rapid and Centerline 235 Rapid busses through the inclusion of a transit stop is critically important for regional and local mobility and we look forward to continuing the conversation with the SANDAG Board regarding this important feature of the project. We are committed to continuing to engage in the process to ensure a project that best meets the community's needs and priorities.</p> <p>Please let us know how we may serve as a resource and be available to you and your staff throughout the process. We look forward to working with you and your staff moving forward on this important project.</p>	Thank you for your support of this project and we look forward to your continued interest as it advances through the environmental review stages. Additionally, a transit station will be added to the Final Plan to be constructed in the vicinity of 28th Street on State Route 94 to facilitate Rapid access to these communities.	Email

No.	Name	Agency	Comment	Response	Source
987	Alejandra Mier y Teran	Otay Mesa Chamber of Commerce	<p>The Otay Mesa Chamber of Commerce appreciates the opportunity to provide feedback on the San Diego Regional Forward Plan.</p> <p>We very much appreciate your strong support for several important projects in our community that enhance cross-border trade opportunities in Southern CA and therefore sustain hundreds of jobs in our region: A) SR-11/East Otay Mesa Port of Entry B) SR 125/905 Connectors, as well as other border related infrastructure serving the thousands of trucks carrying merchandise through our community.</p> <p>We are also very excited about the South Bay .BRT, which will significantly enhance transit opportunities for the more than 1,300 employees working in Otay Mesa.</p> <p>Because trade projections are growing and truck traffic can only move through highways, we feel it is of utmost importance that the plan include freeway expansions, along the LA-San Diego corridors. In addition, we feel that the managed lanes included in the plan are not sufficient to accommodate the needs in the South Bay. For example, the 805 HOV lanes in South Bay are already at capacity and there are no expansions planned. We strongly encourage you and the Board to program additional HOV lanes along the 805 and include freeway expansion projects that will continue to enhance trade opportunities.</p>	<p>Thank you for your support. SANDAG will continue to work with the Otay Chamber of Commerce to support infrastructure investments, policies, projects, and programs to facilitate cross-border trade. The Regional Plan includes a number of improvements to north-south highway corridors to allow for the efficient movement of people and goods.</p>	Letter