

REQUEST TO COMMENT

This form will be included with the record of the meeting as a public document.

Date: 2019-05-10 Agenda Item #: 2 In Favor Opposed

Name to be called: Clive Richard Representing: Self

Address (optional): _____

Phone (optional): _____ Email (optional): _____

Request to Speak: **Yes** **No**

If you do not wish to speak, you may write any comments below:

1207 10/18



Please Submit to the Clerk

REQUEST TO COMMENT

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Date: 05/10/2019 Agenda Item #: 2 In Favor Opposed

Name to be called: Kevin Byrne Representing: Myself

Address (optional): Oceanside CA

Phone (optional): 760-683-4615 Email (optional): Kbyrne@cox.net

Request to Speak: **Yes** **No**

If you do not wish to speak, you may write any comments below:

1207 10/18



Please Submit to the Clerk



DIANNE JACOB
CHAIRWOMAN, SECOND DISTRICT
SAN DIEGO COUNTY BOARD OF SUPERVISORS

May 6, 2019

Serving the cities of:
El Cajon
La Mesa
Lemon Grove
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Serving the Indian reservations of:
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Manzanita
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Hasan Ikhmeta
Executive Director
San Diego Association of Governments
401 B Street, Suite 800
San Diego, CA 92101

Dear Director Ikhmeta:

On behalf of the County of San Diego Board of Supervisors, I write this letter to convey our opposition to any modification to the 2004 TransNet Extension Ordinance (Extension Ordinance), including the shifting or removal of funding from highway projects, and request that the San Diego Association of Governments (SANDAG) pursue new sources of funding for projects not listed in the Extension Ordinance.

In November 2004, voters approved Proposition A, a 40 year-extension of a half-cent transportation sales tax, also known as TransNet. The Extension Ordinance specifically identified expansions of highways, including SR 78, SR 52, and SR 67; improvements to local roads; transit projects; and other programs to relieve traffic congestion and improve safety. Regrettably, there are still 14 unfunded highway projects that the San Diego County voters were promised by SANDAG in 2004 that have yet to be funded. Meanwhile, public transit projects have been frontloaded and most have either been completed or are underway. Despite over 96% of the population utilizing vehicles, TransNet dollars to date have been disproportionately appropriated to public transit.

On April 26, 2019, SANDAG staff unveiled a new vision for the Regional Transportation Plan (RTP) that identifies numerous new public transit projects while removing the unfunded highway projects promised to voters in 2004. If adopted, this reallocation of TransNet funding will degrade the confidence of San Diego's voters and contribute to worsening traffic conditions throughout the region. The County of San Diego is not opposed to new projects outlined in the revised RTP, and agrees we need clean air and to reduce emissions, but if SANDAG wants to pursue this new vision then other funding should be pursued, rather than cannibalize the funding approved by voters for specific projects outlined in the 2004 Extension Ordinance.

Additionally, the County would like to emphasize the importance of including highway and road projects in SANDAG's new RTP. The success of San Diego's transportation system relies on more than just public transportation; roads and highways are, and will continue to be, a critical component. Businesses throughout San Diego rely on the region's road network on a daily basis for a multitude of reasons. Residents in rural communities do not have reliable access to public transit and they need cars to get to jobs, schools and other communities. Also, a functioning road network is crucial to public safety. The fires that have occurred in our region are a testament to the need for improvements to congested roads and highways. During the 2007 fire, we saw total gridlock occur when people tried to get out of Ramona, which is likely to occur again, and is why improvements to roads and highways like SR 67 are so important.

For these reasons, we oppose modifications to the 2004 TransNet Extension Ordinance, including any changes to highway projects and their funding, and request SANDAG pursue new funding sources for projects not originally included in the Extension Ordinance. It is important that SANDAG maintain the confidence of voters and deliver on promises to address critical road and highway projects.

The County of San Diego believes the importance of a functioning road network cannot be overstated and welcomes the opportunity to work together on this issue.

Sincerely,



DIANNE JACOB
Chairwoman

Cc: San Diego Association of Governments Board of Directors

From: [Deanna Blair](#)
To: [Lero, Tessa](#)
Subject: 2004 TransNet Highway Improvement Funds
Date: Thursday, May 9, 2019 11:54:35 AM

Good morning,

I am one of 53,000 greater Ramona area citizens. For our safety as well as 58,000 Lakeside citizens; 53,000 Santee citizens; and the thousands of visitors to Ramona's wineries, Julian's apple pie, Borrego Springs' desert flowers, and Mt. Woodson's Potato Chip Rock, please keep the promise of the 2004 TransNet highway improvement funds and create a safer State Route 67. Also remember that when a wildfire occurs State Route 67 is a critical corridor to safety. People's safety is more important than any type of mass transit. Please pass this information on to those responsible for making allocations of these funds.

Thank you,

Deanna Blair

From: [Beth Edwards](#)
To: [Lero, Tessa](#); [Ikhata, Hasan](#); dianne.jacob@sdcounty.ca.gov; jim.desmond@sdcounty.ca.gov; kristin.gaspar@sdcounty.ca.gov; greg.cox@sdcounty.ca.gov; nathan.fletcher@sdcounty.ca.gov; CRL.RCPG.CHAIR@gmail.com; kmansolf@gmail.com
Subject: SANDAG and Road Safety
Date: Tuesday, May 7, 2019 3:06:54 PM

Dear SANDAG Board of Director Chair Steve Vaus and SANDAG Executive Director Hasan Ikhata,

The idea of SANDAG creating green-energy mass transit systems for city dwellers in San Diego County does nothing to address the safety issues that are at least 20+ years behind schedule for the protection of citizens in the backcountry areas. Please support the widening of Highways 67 and 78. This is a life or death situation for Ramona residents. Obnoxious yellow delineators do not come close to helping our community. We need passing lanes, turning lanes and wider thoroughfares. Put SAFETY before even bike lanes and horse trails—human safety first.

My family lives in the very easternmost portion of Ramona, off Highway 78. Both the 2003 and 2007 fires have proven that the roadways are inadequate for safe evacuation of my town's population. These same roads are also used as evacuation paths for those living in Julian, Wynola, and other eastern backcountry locations. It took me three hours in 2007 to travel less than five blocks while trying to evacuate the Witch Fire with my sons. We wound up parking at a grocery store until we could finish evacuating hours later. Thank God the fire was diverted around the town by a plowed field, and they probably didn't have a permit for plowing in their ag zone, either (excuse my acquired sarcasm).

The town of Paradise (destroyed by the Camp Fire) had similar issues with roads being incapable of handling the number of residents evacuating during an emergency, and 88 people perished. We need at least two lanes from Ramona all the way to Lakeside. Even Chair Vaus' town has two-lane roads that crisscross the small city. We do not need more empty buses, and the mass transit plans do not even call for trolleys or trains to come up to our mountain town. We need roads. This area has been neglected for many, many years. Decades.

Both the 2003 and 2007 fires initially occurred during weekends. This meant that the thousands of parents that work "down the hill" from our town were already up here. Otherwise, the traffic of parents racing home to Ramona would have blocked the first responders for at least five hours or more. A snow in the Cuyamaca Mountains on Jan. 1, 2015, blocked eastern passage through our town for more than 5 hours, and that was just for people traveling up to the snow for fun. Had it been an emergency—where every soul was asked to flee with your most precious possessions—and the situation would have been even worse. We certainly cannot survive a mid-week fire with our current roads. The lawsuits for a tragedy such as Paradise's would make SANDAG's current environmental lawsuits seem trivial.

Widen the roads. Put in REAL passing lanes for the 40 miles between Julian and Lakeside. Protect the thousands of residents that must turn on and off of Highways 67 and 78 by building turning lanes.

Our zoning laws have prevented people from living amongst retail stores and restaurants, forcing people to live far from where they work, shop and eat for decades. Now we're trying to approach

the transportation problem bass ackwards. **Build safer roads first.**

Mentally ill/homeless trolley riders, wetting themselves while sitting across from my family, have made the trolley experience less than anything we'd ever pay to do again. It's a Petri dish for hepatitis A, tuberculosis and other easily communicable diseases. San Diego is too warm of a city to discourage the homeless from staying or using the transit, and they cannot be asked to not sit on public seats.

FYI: One of my sons lives in Escondido and works only seven (7) miles away. He's been trying to survive without a car, and it takes him 1 1/2 hours to get to work via that town's transit system. His shift is over at 9 pm, so he's forced to catch a Lyft or Uber ride home because the buses don't run late enough. The bus smells to urine, and he has started using shared rides in both directions. The cost for people to get to and from work like that is more expensive, so he's being forced to buy a car. He also has to be able to access grocery stores that are miles from his apartment, where he has to either skateboard or bike ride—not conducive for carrying necessary purchases.

Transit doesn't work within our current towns and cities—San Diego is too widespread. Don't clog our overcrowded roads with more empty buses, that lose money.

WE NEED: passing lanes, turning lanes and wider thoroughfares.

Big "thank-yous" go to Supervisors Jacob, Desmond and Gaspar for recognizing the backcountry's need for better infrastructure. And thank you for your time reading this,

Beth Edwards

Beth Edwards
26502 Highway 78, Ramona, CA 92065
BethEdwardsGraphics@aol.com
760-705-0728 cell

From: [lesford](#)
To: [Lero, Tessa](#)
Subject: Stop now
Date: Monday, May 6, 2019 3:53:33 PM

I am opposed to sandag diverting funds from 2004 vote and spending on mass transit. I have reached out to Ron hall and John minto and they oppose the diversion of funds.

I look forward to your response.

Les Ford
Debt Is Normal, Be Weird
www.daveramsey.com
Sent from my Verizon, Samsung Galaxy smartphone