

**From:** [Gonzales, Jessica](#)  
**To:** [Lero, Tessa](#); [McCormack, Irene](#); [Hansen, Lindsey](#)  
**Cc:** [Clerk of the Board](#)  
**Subject:** FW: Go by bike  
**Date:** Friday, January 31, 2020 11:29:55 AM

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FYI

-----Original Message-----

From: Robert Sergeant <bobsqt@mac.com>  
Sent: Thursday, January 30, 2020 4:42 PM  
To: PIO <PIO@sandag.org>  
Subject: Go by bike

The shift of highway funds to bike enablement has me very angry

My wife has to commute from Oceanside to La Jolla everyday. It takes 3 hours out of her day everyday. She is 61 years old and is not going to bike to work especially up the grade into La Jolla.

Yes the I-5 is being widened but this is the same with all the freeways. The freeway projects that are not getting done due to the emphasis of the SANDAG director is hurting working people

The intersection of eastbound Vista Way to southbound I-5 is death defying. It needs to be a high priority.

SANDAGS rabid pursuit of bicycle enablement at the expense of all other transportation priorities is a waste of taxpayer money

The director of SANDAG should be replaced

Bob Sergeant  
Oceanside CA  
BobSgt@mac.com  
(609) 760-0900

**From:** [Jp Nevins](#)  
**To:** [Clerk of the Board](#)  
**Subject:** Re: Bicycle summit  
**Date:** Friday, January 31, 2020 1:58:24 PM

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**From:** Jp Nevins <jpnevins@gmail.com>  
**Sent:** Friday, January 31, 2020 7:02 AM  
**To:** SDCBC <andyhanshaw@sdcbc.org>  
**Subject:** Bicycle summit

I am deeply disappointed that there is no session on safe routes to school, walking school buses and bicycle trains. Also nothing about the underlying critical problem we have in getting people back to active transportation. It all starts with how our children get to elementary school which builds life long appreciation for being active and eschewing driving a motor vehicle over walking or riding a bicycle.

<https://sdbikecoalition.org/shift-san-diego-regional-bike-summit-2020-schedule/>

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# SAVE OUR FOREST AND RANCLANDS

P.O. Box 475 Descanso, CA 91916  
[www.sofar.org](http://www.sofar.org) [sofar@nethere.com](mailto:sofar@nethere.com)



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[www.cnff.org](http://www.cnff.org) [info@cnff.org](mailto:info@cnff.org)

[www.transitsandiego.org](http://www.transitsandiego.org)

February 12, 2020

## **Via Electronic Mail**

Board of Directors  
San Diego Association of Governments  
401 B Street, Suite 800  
San Diego, CA 92101-4231

Re: Memorandum of Understanding with the San Diego International Airport, Port of San Diego, and City of San Diego Regarding the Airport Connectivity Project.

We write this letter to express our unconditional support for the Memorandum of Understanding (“MOU”) between SANDAG, the San Diego International Airport, Port of San Diego, and the City of San Diego regarding the Airport Connectivity Project. As SANDAG is well aware, the Cleveland National Forest Foundation (“CNFF”) has long advocated for increased local and regional public transportation. With the need to reduce greenhouse gas emissions and to increase housing, San Diego must move away from a car-dependent model of mobility and develop a comprehensive fully integrated transit network that would make traveling by transit competitive with the automobile. The Airport Connectivity Project—together with the exemplary regional agency collaboration and cooperation that has culminated in the proposed MOU—is a critical step to achieve this goal.

There are several transportation-related projects in the region that are in a varying state of completion: the San Diego Grand Central Station, the Airport Connectivity Project, double-tracking the Los Angeles-San Diego-San Luis Obispo Rail (“LOSSAN”) corridor, and a tunnel through Miramar Hill (“Miramar Tunnel”). Each of these projects

in and of themselves will result in an increase in public transportation. Yet, increasing transit mode share in any measurable way cannot be accomplished in the absence of a comprehensive fully integrated transit network. Consequently, once *all* of these projects are completed, San Diego will finally have the comprehensive fully integrated transit network that the region has been sorely lacking.

CNFF had been actively monitoring the San Diego Regional Airport Authority's Airport Development Plan ("ADP"). Initially, CNFF had serious concerns with the ADP and its environmental impact report ("EIR"). Although the Airport Authority had an unprecedented opportunity to improve multi-modal access to the Airport, the Authority released a Plan, and proposed mitigation for the Plan's significant transportation impacts, that was 100-percent auto-based. We understand that SANDAG and Caltrans were also highly critical of the ADP's auto-based approach. However, with the adoption of the ADP's Alternative 4 and with the Airport Authority's commitment to provide funding for off-airport public transportation and to preserve and accommodate a future public transit connection to the Airport, CNFF now supports the ADP.

It is also imperative to acknowledge the courageous decision by the SANDAG Board to appoint Hasan Ikhtrata as that agency's Executive Director. Mr. Ikhtrata had a vision that CNFF has long shared: with a comprehensive transit network, San Diego will finally be able to achieve its world class status. The Airport Connectivity Project, and the joint-agency MOU, are at this point perhaps the strongest examples of this monumental sea change. CNFF is optimistic that SANDAG will continue to move our region in a direction that supports sustainable growth. While our national leaders turn a blind eye to sustainability, CNFF, along with our children and grandchildren, sincerely appreciate SANDAG's efforts.

Sincerely,

Duncan McFetridge

A handwritten signature in cursive script that reads "Duncan McFetridge".

Director, CNFF  
President, SOFAR

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