



October 7, 2015

SANDAG

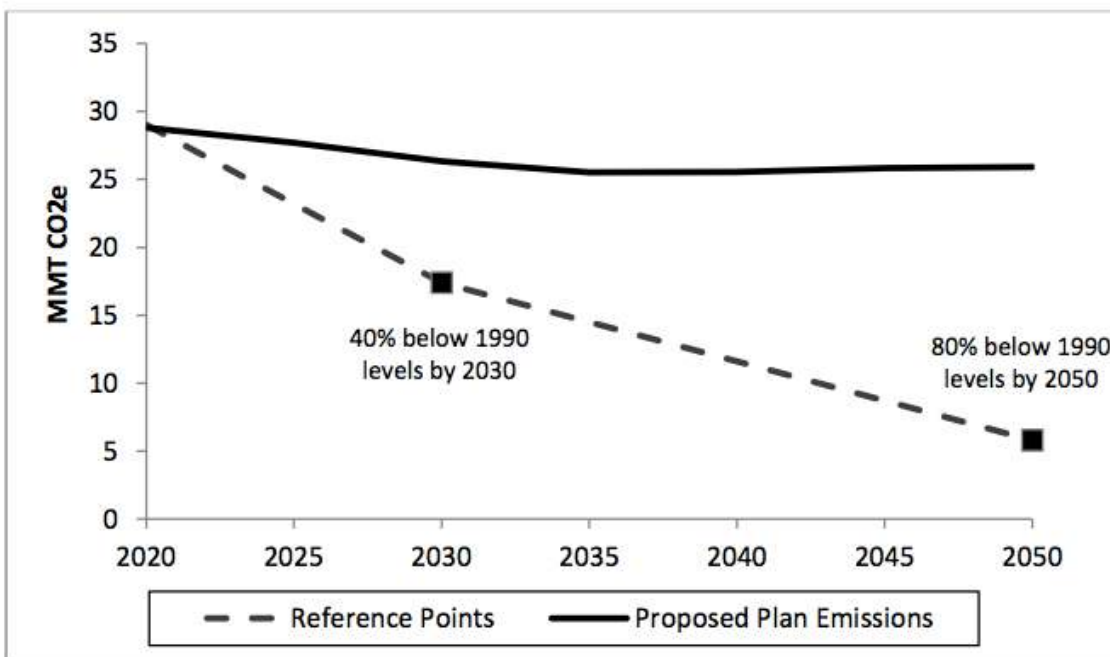
Board of Directors, Chair Jack Dale  
Transportation Committee, Chair Todd Gloria  
Regional Planning Committee, Chair Lesa Heebner  
401 B St. Ste. 800  
San Diego, CA 92101

**RE: 2015 Regional Plan Draft EIR & Draft Regional Plan Fails to Protect Public Health, our Quality of Life and Regional Economy.**

Dear Chair Dale,

Climate Action Campaign (CAC) is a climate watchdog organization with a simple mission: to stop climate change. There is no greater threat to public health, our beautiful San Diego quality of life, our regional economy or the future of human civilization than the rising tide of perilous carbon emissions due to the burning of fossil fuels.

Unfortunately, the proposed Regional Plan (Plan) fails to even come close to protecting our quality of life, public health or regional economy. This is evident when looking at the evaluation of the Plan on GHG emissions for the region. SANDAG's own charts highlight the significant gap between where the best available science says we need to be to protect our future and where the Plan is taking us:



Source: Appendix G-1 to the EIR.

The plan has been promoted as a “balance” in funding transportation choices such as freeways, transit, and bicycling. However, SANDAG’s own evaluation of the Plan shows that after \$100 Billion investment in transit over the next 35 years, transit ridership in the region will increase a meager four percent, and transit travel times will still be double those of driving trips.

For the City of San Diego specifically, we see that the Regional Plan only projects a 15% ridership in biking, walking and transit in transit priority areas while the City’s Climate Action Plan commits to a 50% increase in alternative forms of transportation in transit priority areas. That signals a lack of communication, coordination and partnership that is so desperately needed to move the needle forward. It also contradicts what SANDAG’s own [Urban Area Transit Strategy](#) has a goal of 30% transit use in the downtown area and 20-25% transit use in the urban core. The City of San Diego’s CAP is in line with these projections.

At the end of the day, the only thing that matters is data and an assessment of whether or not we are meeting local and state climate and mode-share goals and metrics. The data shows that we are not on track to meaningfully reduce carbon emissions or increase ridership for transit and active transportation.

**For these reasons, we must urge a “no” vote on the current proposal so that we can start anew, with a focus on a transportation system that achieves carbon reductions, meets new biking, walking and public transit mode-share goals and sets San Diego on a path to build a world-class transportation system.**

We also encourage a renewed focus on real transit and active transportation solutions through the proposed Quality of Life measure that must include requirements and funding to advance transit and active transportation.

**Conclusion:**

The only way to significantly reduce our carbon footprint to protect our quality of life is to electrify the transportation system and “green the grid,” while also significantly reducing the number of vehicle miles people travel – meaning, make real investments in bike, walk and transit infrastructure networks as well as compact, mixed use-developments in urban areas that persuade people there are viable alternatives to work commuting than a single-occupancy vehicle.

We are not technical experts on the perfect amalgamation of projects and funding opportunities to meet state GHG reductions, but SANDAG is, and SANDAG has a duty to provide those scenarios for the public and decision-makers to assure the public we are protecting the future of their children and grandchildren.

Thank you for the opportunity to comment on this critically important planning document.

Sincerely,



Nicole Capretz  
Executive Director