

## General Comment

**From:** [CFEC Staff](#)  
**To:** [Public Comment](#)  
**Subject:** Another union Project Labor Agreement (PLA) failure in California: City of Watsonville received ONE BID that's 40% over estimate!  
**Date:** Sunday, May 19, 2024 1:00:28 PM

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Greetings!

Below is the letter we sent to the Watsonville City Council following their latest Project Labor Agreement (PLA) debacle. A project that had been estimated to cost \$19 million **received only ONE BID which came in at \$26 million, or almost 40% higher!**

**Re: WWTF Electrical System Hazard Mitigation Project - Rebid Without a Project Labor Agreement**

Dear Watsonville City Councilmembers:

You received ten public comments from local union special interests at your February 27, 2024 meeting asking you to forever preserve the 2014 city council requirement for construction companies to sign a Project Labor Agreement with trade unions as a condition of working on city contracts over \$600,000.

At the same meeting, you approved advertising and bid specifications for the city's Wastewater Treatment Facility (WWTF) Electrical System Hazard Mitigation Project. As requested by the ten union officials and their allies, you kept the Project Labor Agreement in the bid specifications.

You hoped that maybe the union officials would do something so the Project Labor Agreement would no longer cut competition and raise costs for city projects. Regrettably for you and the residents of Watsonville, the unions are not interested in increasing bid competition and lowering construction costs. Unions demand Project Labor Agreements for their self-interest — not the public interest.

Tonight, at your May 14, 2024 meeting, you're receiving a staff recommendation to reject the one lonely bid (from a company with headquarters in Irvine — in Orange County) for the Wastewater Treatment Facility (WWTF) Electrical System Hazard Mitigation Project. The bid was \$25,997,140 and the engineer's estimate was \$18,735,000.

**Yes, it happened AGAIN! One bid. It's 39% over the estimate.**

How many times does it take to prove to you that your Project Labor Agreement cuts competition, increases costs, and attracts out-of-area contractors?

You have a few options:

1. If you think Project Labor Agreements are truly a benefit for the community, why not accept the bid that's 39% over the estimate? Consider it the cost for taxpayers of giving unions a Project Labor Agreement. Tell your constituents that the unions deserve it and residents need to accept that the Project Labor Agreement means less services for residents.

2. Rebid the project without a Project Labor Agreement. Fair and open bid competition will attract numerous bids at reasonable prices involving local contractors.

3. Rebid the project and give contractors the choice to commit to signing the Project Labor Agreement or not signing the Project Labor Agreement. Let the employer decide the relationship with its employees, rather than you, the members of the Watsonville City Council.

Regrettably, a city council in office ten years ago locked you into a Project Labor Agreement that doesn't expire and never requires review. That 2014 city council wanted to help one of their fellow councilmembers get elected to the state legislature. They needed to buff up her record so she could get endorsements and campaign support from interest groups at the state capitol.

The campaign didn't work out, and the price is still being paid by Watsonville residents in 2024.

It's time to acknowledge that 2014 was a different time in Watsonville. In 2024, the city needs adequate bid competition to obtain quality work from local companies at the best price.

Repeal the failed Project Labor Agreement.

Sincerely,

Eric Christen  
Executive Director, CFEC

###

**PLAs: Never on time, never on budget and never helping working people.**

Coalition for Fair Employment in Construction | PO Box 1627 | Poway, CA 92074 US

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Constant Contact



**From:** alan\_mil  
**To:** CA DA Deputy D Matthew Struhar; rob.bonta@doj.ca.gov; Star News - Chula Vista; Jose Rodriguez; Marcus Bush; Ron Morrison; Clerk; Luz Molina; Ditas Yamane; jack.fisher@imperialbeachca.gov; Mayor Chula Vista John McCann; Chula Vista Council 3 Alonzo Gozalez; Chula Vista Council 2 Jose Preciado; Chula Vista Council 1 Carolina Chavez; Chula Vista Council 4 Rachel Morineau; Chula Vista City Clerk - Kerry Bigelow/ Tyshar  
**Subject:** Fwd: SANDAG VOTE PERMANENT MANAGED TOLL 125 / USE NOV TAX TO CHANGE 805 TO MANAGED LANES TOLL ROAD  
**Date:** Friday, May 17, 2024 1:27:34 PM

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COPY TO  
 NEWS  
 MAYORS  
 SANDAG  
 CITY COUNCILS  
 SAN DIEGO SUPERVISORS  
 CA STATE REPRESENTATIVES

@CLERKS - Please attach entire email, links and attachments into next meeting under Non Agenda Comment Public Record

Good Morning Media and Elected Representatives,

**IF ONLY 76 FREEWAY WAS EXPANDED DECADES AGO AS PROMISED BY TRANSNET TAX PEOPLE WOULD NOT HAVE BEEN KILLED ON THE NARROW FREEWAY LOOK WHICH POLITICIANS DID THIS**

"I'm heartbroken to hear of the tragic loss of Peggy Moore and Hope wood. Peggy was a friend, an activist, and one of the best organizers I knew. Her passion and fight for justice and equality is what brought her and Hope together."— Rep. Barbara Lee (@RepBarbaraLee) May 12, 2024"

<https://www.nbcсандiego.com/news/local/bay-area-political-couple-killed-in-crash-near-fallbrook/3513826/>

SANDAG USE TAX  
 DOUBLE TAX COMMUTERS  
**FEBRUARY 2022** CBS 8 Video

Chula Vista Mayor Salas: 'We're the only ones being asked to pay for a toll road'  
 SANDAG TWO YEARS AGO ADMITS TRANSNET TAX PAID ROAD WILL BE PERMANENT TOLL  
<https://www.youtube.com/watch?v=Q70E2MaKFZo&t=0s>

**JULY 8 2022** SANDAG Meeting Video (SANDAG YouTube)  
 Mayor Salas and Council McCann (after public comment) Request REMOVE TOLL  
 SANDAG unanimous bipartisan vote remove 125 toll. Obtains 2 million from state.  
 YET PLANS FOR YEARS TO MAKE PERMANENT MANAGED TOLL LANES on 125  
<https://www.youtube.com/watch?v=zLfORc7KdSQ&t=9920s>

JURISDICTION	VOTE	TALLY
Carlsbad	Yes	1
Chula Vista	Yes	1
Coronado	Yes	1
County A		
Del Mar	Yes	1
El Cajon	Yes	1
Encinitas	Yes	1
Escondido		
Imperial Beach	Yes	1
La Mesa	Yes	1
Lemon Grove	Yes	1
National City	Yes	1
Oceanside		
Poway		
San Diego A	Yes	1
San Marcos	Yes	1
Santee	Yes	1
Solana Beach	Yes	1
Vista	Yes	1

**Item 9 Action: ADOPT State Route 125**

**Item 9** State Route 125

**Action** [https://www.sandag.org/uploads/meetingid/meetingid\\_6011\\_32368.pdf](https://www.sandag.org/uploads/meetingid/meetingid_6011_32368.pdf)

The Board of Directors is asked to consider adoption of a resolution to eliminate debt and toll-only operations on the State Route 125 as early as 2027.

**TALLY**  
 15  
 % Yes 100%  
 % No 0%

**Pass**

**SANDAG**  
 Board of Directors - July 8, 2022

**In Video: Heartless Caltrans Climate Agenda  
 Ann Fox Ignores Gridlock 805 and 5 Accident Risks  
 WANTS KEEP 125 TOLL FORCE COMMUTERS TAKE BUS**

## CALTRANS CLIMATE ONLY AGENDA FOR TOLL 125 NO MENTION GRIDLOCK ACCIDENTS ON FREEWAYS

"Removal 125 Toll must meet climate and equity goals such as reducing greenhouse gas emissions and encouraging the use of public transit."



<https://www.sandiegouniontribune.com/communities/south-county/story/2022-07-08/sandag-declares-support-for-clearing-debt-to-eliminate-state-route-125-toll>  
<https://www.youtube.com/watch?v=zLfORc7KdSQ&t=10353s>

### AUGUST 2018 FOR DECADES ACCIDENT RISK

COMMUTERS TAKE NEIGHBORHOOD STREETS TO AVOID MANAGED LANE TOLLS

"Somebody's going to get killed," said resident Judy Tieber. **Drivers trying to avoid paying tolls on state Route 125 are using neighborhood streets to get to and from state Route 54** "With the toll road, 125, traffic on this road has jumped to 7,000-8,000 cars a day. It's all for one reason, it's called toll road avoidance." **The problem is especially dangerous near Sunnyside Elementary School, where the marquee out front tells drivers to slow down. The committee says that's one of their primary concerns. "In the afternoon or the morning when school's getting out, this whole roadway's full of cars with people crossing the street going to school,"** said Mike Clowers. "Drivers need to know; this is a neighborhood, not a freeway."

<https://www.10news.com/news/drivers-dodging-tolls-on-sr-125-cause-problems-in-south-bay-neighborhood>

### WEEKS LATER 07-30-2022

**New Toll Equipment TAX WASTE**

**AFTER UNANIMOUS VOTE REMOVE TOLL**

<https://timesofsandiego.com/life/2022/07/29/sandag-to-close-sr-125-toll-road-this-weekend-for-new-tolling-equipment/>

THE NEW TOLL CONTRACT THE CAUSE OF 45,000 COMMUTERS MISCHARGES

<https://www.sandiegouniontribune.com/communities/east-county/story/2023-11-28/el-cajon-mayor-calls-on-sandag-to-probe-south-bay-expressway-tolls>



NOV 2023 CBS 8 Thousands of drivers mischarged on SR-125 South Bay toll road

<https://www.youtube.com/watch?v=PvmsgwIMEhA&t=0s>

125 ALREADY PAID BY TRANSNET TAX

PROMISED VOTERS **FREEWAYS**

NOT MANAGED LANES NOT TOLL ROADS

COUNTY SALES TAX SINCE 1987 EXPIRES 2048  
 WHERE ARE OUR TAX FUNDS ROADS PROMISED?  
 TRANSNET TAX FREEWAY EXPANSION LIE SINCE 1987  
<https://www.keepsandiegomoving.com/transnet-about.aspx>

SCREENSHOT VOTER BALLOT EXPAND FREEWAYS

**TransNet**  
 1988 - 2048 Transportation  
 Sixty Year County Sales Tax

**A SAN DIEGO COUNTY TRANSPORTATION IMPROVEMENT PROGRAM. 2004 Vote**  
<https://www.keepsandiegomoving.com/transnet-about.aspx>

To relieve traffic congestion, improve safety, and match state/federal funds by:

- Expanding I-5, I-8, I-15, SR 52, SR 54, SR 56, SR 76, SR 78, SR 94, SR 125, I-805;
- Maintaining/improving local roads;
- Increasing transit for seniors and disabled persons;
- Expanding commuter express bus, trolley, Coaster services;

Shall San Diego County voters continue the existing half-cent transportation sales tax (SDCRTC Ordinance 04-01) for forty years, including creating an Independent Taxpayer Oversight Committee to conduct yearly audits ensuring voter mandates are met?

**SANDAG** — **EXPAND FREEWAYS = NO TOLLS** YES 000 → ○  
 NO 000 → ○

**MAY 2024 PROPOSAL CONVERT 125 TO PERMANENT MANAGED LANES TOLL ROAD**  
 SANDAG planning to change toll road to PERMANENT Managed Lanes Toll Road USING OUR TAX TO DOUBLE TAX COMMUTERS. "Convert all existing lanes to managed lanes: Converting the toll road to a fully managed facility is believed to be a lower cost to implement and with less environmental impacts. It also would be consistent with SANDAG Resolution No. 2023- 11. A fully managed facility could be operated in a variety of ways to address specific goals related to traffic and equity."  
[https://www.google.com/url?sa=D&q=https://legistarweb-production.s3.amazonaws.com/uploads/attachment/pdf/2600257/Item\\_8\\_-\\_Process\\_for\\_Removing\\_Tolls\\_on\\_SR\\_125.pdf&ust=171605028000000&usg=AOvVaw0mpTECRZeOSD0dJbzPkOK7&hl=en](https://www.google.com/url?sa=D&q=https://legistarweb-production.s3.amazonaws.com/uploads/attachment/pdf/2600257/Item_8_-_Process_for_Removing_Tolls_on_SR_125.pdf&ust=171605028000000&usg=AOvVaw0mpTECRZeOSD0dJbzPkOK7&hl=en)



**HISTORY OF 125 TOLL FAILURE**  
 Toll Road Operator Files For Chapter 11  
 South Bay Expensive Toll Expressway Use Below Forecast  
 LOW USE 125 FREEWAY CAUSES 805 AND 5 CONGESTION  
<https://www.sandiegouniontribune.com/sdut-south-bay-expressway-builders-file-chapter-11-2010mar23-htmistory.html>

**TOOK TRANSNET BONDS FROM EXPAND FREEWAYS**  
 SANDAG BOUGHT 125 IN 2011 FOR \$341 MILLION  
 IGNORED TRANSNET TAX PROMISE EXPAND FREEWAYS  
 \$265 MILLION NOT SPENT EXPANDING OTHER FREEWAYS  
[https://legistarweb-production.s3.amazonaws.com/uploads/attachment/pdf/2322756/Item\\_15\\_-\\_Supporting\\_Materials.pdf](https://legistarweb-production.s3.amazonaws.com/uploads/attachment/pdf/2322756/Item_15_-_Supporting_Materials.pdf)

**IMMEDIATE STOP TOLL NOW**  
**SANDAG PAY NEW TOLL OPERATOR**  
**ADDITIONAL COST \$31.7 MILLION**  
[https://legistarweb-production.s3.amazonaws.com/uploads/attachment/pdf/2370933/Item\\_X\\_-\\_Toll\\_Road\\_Operations\\_Action\\_Plan.pdf](https://legistarweb-production.s3.amazonaws.com/uploads/attachment/pdf/2370933/Item_X_-_Toll_Road_Operations_Action_Plan.pdf)

**TAX INCREASE TO FUND TOLL ROAD**  
**NO ON SANDAG SALES TAX NOV BALLOT**  
**THAT WILL CONVERT 805 LANES INTO TOLL ROAD**  
**SANDAG \$2.7 BILLION PLAN CONVERT FOUR LANES 805 INTO MANAGED TOLL LANES**  
[https://apasandiego.org/download/I-805\\_Managed\\_Lanes.pdf](https://apasandiego.org/download/I-805_Managed_Lanes.pdf)

**SANDAG IN ORDER TO BYPASS 2/3 VOTE OF THE PEOPLE**  
**USES TAX PAID UNION FUNDS TAX INCREASE NOVEMBER BALLOT**  
 " Let's Go! San Diego pursued the [ballot initiative](#) to pay for a slate of transit and road projects sought by the [San Diego Association of Governments](#) (SANDAG). One key difference between the current measure and the one from eight years ago – as it is an initiative, it would only require a simple majority to pass, unlike Measure A, which needed a two-thirds vote."  
<https://timesofsandiego.com/politics/2024/01/05/voters-to-decide-fate-of-half-cent-sales-tax-increase-which-makes-november-ballot/>

**LESSON FROM NORTH COUNTY MANAGED LANES 15 TAXING COMMUTERS:**

**SANDAG TRANSNET LIE OF FUNDS "FREE"WAYS  
HOV TOLL CONCRETE BARRIER = 2 LANES LOST  
CONGESTED LANES WHILE CENTER HOV TOLL ROAD EMPTY**



Transportation

**I-805 MANAGED LANES  
FACT SHEET**

**The Project**

The Interstate 805 (I-805) Managed Lanes, estimated to cost \$2.7 billion, will create a 27-mile Managed Lanes facility in the median of I-805 between State Route 905 (SR 905) and Interstate 5 (I-5).

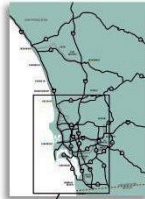
**Project Costs**

The total cost for this project is estimated at \$2.7 billion (2006 dollars). This includes an estimated \$26.3 million for preliminary engineering studies and implementation of

*(Continued on reverse)*

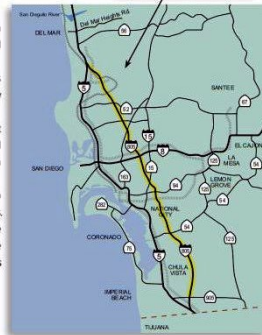
**The Need**

I-805 is the backbone of mobility in the urban core of the San Diego region. It is a key north-south corridor that traverses the most heavily populated portion of the region. Average daily traffic on I-805 ranges from 110,000 to 250,000 vehicles with daily congestion lasting between two and four hours. Demand on this corridor is expected to exceed 330,000 vehicles in 2030 with congestion lasting over six hours.



**Project Elements**

- Four Managed Lanes
- Multiple access points between the Managed Lanes and general purpose lanes.
- Direct access ramps for buses and other high occupancy vehicles.
- Continuous Bus Rapid Transit (BRT) service will be operated on Managed Lanes (i.e. South Bay BRT).
- Solo drivers also will be able to pay a per trip fee to use the lanes. This Managed Lanes technique has been successfully used in the region, providing additional funds for transit service.



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www.sandag.org

**CHULA VISTA HAS WEIGHTED VOTE**

<https://www.kpbs.org/news/politics/2023/01/05/10-cities-demand-sandag-scrap-weighted-vote-to-get-representation>

SANDAG REP CAROLINA CHAVEZ [cchavez@chulavistaca.gov](mailto:cchavez@chulavistaca.gov) STOP MANAGED LANE 125 AND 805

**CHULA VISTA TUESDAY MEETINGS**

<https://www.chulavistaca.gov/departments/mayor-council/council-meeting-agenda>



# COUNCIL

## Meetings

276 Fourth Avenue  
Chula Vista CA 91910



**TUESDAY 5PM**

Learn how you can  
participate at

¡Hoy a las 5 pm el concilio  
se reúne en vivo!  
Más detalles en

[chulavistaca.gov/councilmeetings](http://chulavistaca.gov/councilmeetings)

**SANDAG FRIDAY MEETINGS EVERY CITY REP ATTENDING**

<https://www.sandag.org/calendar>



**Stop the Mileage TAX**

**CALIFORNIA SANDAG PROPOSED TAXES**

<https://www.kusi.com/proposed-sandag-plan-will-charge-sandag-san-diegans-for-every-mile-traveled-increase-sales-tax/>

- Future Local Sales Tax Ballot Measure – half-cent measure (would require ballot measure)
- Future MTS Sales Tax ballot measure – half-cent sales tax after 2024 presidential election (would require ballot measure) **TAX PAYERS PAY TRANSNET HALF CENT SALES TAX 1967-2048**
- Future State Mileage-Based Road User Fee – begin in 2026 that would \$0.023 per mile with a half cent increase on an annual basis (would require legislation) **ADD TO SB1 GAS TAX ANNUAL INCREASE**
- Future Local Road User Charge – \$0.02 per mile starting in 2026 **MLEAGE TAX EXISTING ROADS**  
<https://www.keepsandagmoving.com/transnet-about.aspx> **ALREADY PAID BY TAX PAYERS**
- Future Ridehailing (UBER/VFT) User Fee – \$1.25 for single trips; \$0.65 for pooled trips

--  
**Alan Curry**

**From:** [REDACTED]  
**To:** [alan\\_mil](#); [CA DA Deputy D Matthew Struhar](#); [rob.bonta@doj.ca.gov](#); [Star News - Chula Vista](#); [Jose Rodriguez](#); [Marcus Bush](#); [Ron Morrison](#); [Clerk](#); [Luz Molina](#); [Ditas Yamane](#); [jack.fisher@imperialbeachca.gov](#); [Mayor Chula Vista John McCann](#); [Chula Vista Council 3 Alonzo Gozalez](#); [Chula Vista Council 2 Jose Preciado](#); [Chula Vista Council 1 Carolina Chavez](#); [Chula Vista Council 4 Rachel Morineau](#); [Chula Vista City Clerk - Kerry Bigelow](#); [Tyshar](#)  
**Cc:** [CV Live Data Robert Johnson](#); [ABC 10 San Diego](#); [News Fox5sandiego](#); [Fox 5 69 San Diego](#); [KOGO Carl DeMaio \(Reform California KOGO DeMaio Report\)](#); [KOGO Lou Penrose](#); [KOGO Mark Larsen Radio San Diego](#); [KOGO Mike Slater](#); [KPBS Erik Anderson](#); [KPBS](#); [KUSI News 9 News Story Ideas](#); [KUSI Dan Plante](#); [KUSI Jason Austell](#); [KUSI Lauren Phinney](#); [KUSI Logan Byrnes](#); [KUSI Mark Mathis](#); [KUSI Paul Rudy](#); [KUSI Teresa Sardina](#); [NewsLaprensasd](#); [Mike Slater KFMB](#); [NBC 7 San Diego](#); [Escondido Times-Advocate](#); [Rancho Santa Fe Review](#); [Del Mar Times](#); [San Diego UT Senior Editor](#); [San Diego UT Community Op Ed](#); [The Times of San Diego](#); [Voice of San Diego](#); [Advocate](#); [Coronado Times](#); [La Jolla Light Editor](#); [Star News - Chula Vista](#); [Carlsbad Coast News \(also San Marcos Vista & Oceanside](#)  
**Subject:** Re: Fwd: SANDAG VOTE PERMANENT MANAGED TOLL 125 / USE NOV TAX TO CHANGE 805 TO MANAGED LANES TOLL ROAD  
**Date:** Friday, May 17, 2024 5:41:21 PM  
**Attachments:** [image.png](#)  
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Hello All,

I agree completely. SANDAG has lied and cheated consistently over the years and even hid the truth from its own Board of Directors and even the proposed tax says 87% for whatever projects SANDAG wants and only 7% for roads. We simply cannot trust SANDAG with our money, whatever the merits of this tax.

SUMMARY OF SANDAG SCANDALS

- 1- 2004 - Staff lied about financial records to justify a proposed tax increase.
- 2 - 2017 - Staff altered financial records to justify a proposed tax increase.
- 3 - 2019 - CEO Awarded Staff Bonusses without asking the Board of Directors
- 4 - 2022 - Staff used improper perks on business trips, non-business expenses.
- 5 - 2022 - Payouts on contracts were increased improperly
- 6 - 2022 - Contracts awarded without amounts, signatures
- 7 - 2023 - SR-125 toll system, payer accounts wrong 6 yrs. - Board not told until 2023.

By "REFORM CALIFORNIA"

[SANDAG Has Failed Both Drivers and Taxpayers — and Now a Complete Overhaul is Needed - January 26, 2023 \(excerpts\)](#)

San Diegans are being forced to drive on some of the worst roads in the nation – but we've been paying the highest gas and car taxes in the nation and have been paying an extra sales tax for road repairs for nearly 40 years. So where is all the money going?

Local politicians have repeatedly diverted our road repair funds from projects we were promised. For example, in 1987 and again in 2004, local politicians put the TransNet tax hike on the ballot to raise our local sales taxes and included language on the ballot promising the funds would be “earmarked” for specific projects.

The “promised” projects included widening Interstates 5, 8, 15 and 805 and Highways 52, 56, 67, and 78. The result? Only a partial expansion has been completed on I-15 with a completely inadequate expansion underway on I-5. In fact, 15 promised projects from TransNet remain unfinished. [as of Jan. 2023]

In light of the projects not getting done, questions were raised as to whether this is a case of dishonesty or theft. The answer is “both.”

At the center of this scam is an agency called the San Diego Association of Governments (SANDAG) - the supposed regional transportation authority for San Diego County. Not only has SANDAG not fixed our roads as promised, but it has found itself mired in controversies over the years for its policies and missteps.

1 - When SANDAG sought to extend the TransNet Tax in 2004, they knowingly outright lied to voters on the ballot measure for their support. Independent investigations now show that the SANDAG Board knew the TransNet extension would not bring in the \$14 billion in revenue needed for the projects they promised on the ballot.

2 - So far, SANDAG has collected 25 percent less revenue under TransNet than it promised voters on the ballot (\$9 billion vs. 16 billion.) Staff at the San Diego Association of Governments took steps to hide public records and delete official documents last year, after Voice of San Diego uncovered major errors in the revenue forecast for a tax increase that went before voters last year (Measure A).

Result: Since 2019, SANDAG has employed what's known as the Office of the Independent Performance Auditor. Led by Mary Khoshmashrab, who previously held auditing positions at state and county agencies, the office's five-person team is tasked with investigating potential fraud, waste and abuse.

This office exists because it was created more than five years ago by a state law that specifically targeted SANDAG: In addition to ushering in a weighted voting system that shifted power to the board representatives of the county's largest cities, the new law also required the agency to employ an independent auditor.

Introduced by then-Assemblymember Lorena Gonzalez Fletcher, the law was in response to a SANDAG scandal that revealed officials knowingly overstated how much revenue the TransNet sales tax would generate.

3 - The first audit from Khoshmashrab's office, released in 2020, found the agency improperly made severance and bonus payments worth hundreds of thousands of dollars.

Among the audit's findings are that SANDAG management:

- Promoted and gave raises to several employees, most of them in upper management, without sufficient justification supported by good performance reviews.
- Failed to inform board members of their responsibility to enact policies governing special compensation and was generally not transparent in presenting budget information. [Still withhold info.]
- Failed to rely on comparable government agencies when completing its salary comparison surveys, instead relying on private and out-of-state agencies.
- Lacks fair, objective and competitive hiring practices and does not consistently score candidates or document the results of interviews.
- Three departing executive-level staffers received severance they were not entitled to because they left voluntarily, the report found.

A subsequent investigation found former Executive Director Gary Gallegos, former Director of Technical Services Kurt Kroninger and John Kirk, the general counsel, went to extraordinary lengths to shield documents relating to the forecasting error from public records requests. Gallegos announced his retirement from SANDAG a week after the investigation was made public.

[Mr. Kirk is still at SANDAG]

Auditors also found promotions and raises to mostly upper-management employees that weren't sufficiently justified by performance reviews and a failure to rely on comparable public agencies for salary surveys.

Portions of the documents included in the audit were redacted, ostensibly to limit the agency's legal exposure and protect employee privacy — though some of the redactions were easily readable by copying and pasting the redacted text.

One such redaction blacks out an allegation of "harassment and/or improper treatment of staff" as well as "a cross-allegation of wrongful harassment by management against (Office of the Independent Performance Auditor) staff members."

Following that redacted text, the management response from the audit reads: "Personnel matters are subject to heightened confidentiality at SANDAG." The response states SANDAG will hire an independent firm to investigate the harassment allegations. No further details were available.

The redacted sections of the documents were made on the recommendation of SANDAG General Council John Kirk

Ikhata acknowledged some deficiencies at SANDAG, such as outdated record keeping practices and payroll software, and pledged to make changes based on the audit's recommendations.

[typical - pledges made and not followed through on.]

4 - SANDAG staff racked up hundreds of thousands of dollars in "improper" and "questionable" payments on taxpayer-funded credit cards — including nearly

\$70,000 at local restaurants and almost \$250,000 in transactions on non-working days over a four-year period, according to a March 2022 audit.

Auditors also flagged SANDAG's credit card policy, saying it lacked "basic elements" seen in other public agencies' guidelines and that staff training to understand the rules was minimal.

Subsequent reporting by inewssource found that some of the highest-paid staff used their credit cards hundreds of times, often at upscale dining spots and with bills topping out at more than \$100 per visit. CEO Hasan Ikhata was one of the agency's most frequent spenders, charging \$17,000 in meals over roughly two years and mostly at **local** restaurants.

5 - The San Diego Association of Governments increased vendor contracts by tens of millions of dollars more than their original amounts, internal auditors revealed in a new report this week.

As with the regional planning agency's other spending, the Office of the Independent Performance Auditor found SANDAG's contract process lacks adequate oversight, proper documentation and sufficient employee training.

Auditors found the agency's 10 vendors with the highest percentage changes originally were awarded nearly \$48 million in work, but that total more than doubled over a four-year period to nearly \$106 million.

One vendor received a \$20 million increase, over 400% more than what its contracts initially awarded. Another vendor got nearly \$9 million more — almost a 700% increase — for what are known as on-call contracts, meaning it was among firms that have undergone a prior bidding process and are available to perform general SANDAG work when needed.

6 - The report released late Friday by SANDAG's Office of the Independent Performance Auditor flagged large contract amendments that lacked board approval, missing and poorly kept paperwork, and millions of dollars in consultant payments for work that auditors argued could have been done by in-house staff.

[Still in the dark on major issues.]

Auditors found SANDAG's contracts process concerning enough that they're conducting further investigation on some matters and will refer findings to outside oversight agencies.

Mary Khoshmashrab, who has headed the office since 2019, also noted that some members of management "remained unwilling to provide direct access" to certain documents over confidentiality concerns — a move that hindered the auditors' work, she said.

[still going]

Among auditors' other findings:

According to the report by Independent Auditor Mary Khoshamshrab, vendor contracts during this timeframe were frequently missing information, signatures and itemized breakdowns of work performed. inadequate information for sole-sourced transactions; and material weakness with the identification of on-call and sole-source contracts and amendments.

[Pretty basic stuff.]

The audit also found inadequate administrative standard operating procedures for both contract analysts and project managers. Neither have step-by-step instruction and the procurement manual has conflicting and outdated policies and tasks.

The audit also found the "original amount" field was left blank in 447 out of 1,627 total contracts — meaning no dollar amount was assigned to the contracts. Of 308 on-call contracts (only pay for services as needed), nearly 88% were missing an

original dollar amount.

Forty-four of 122 task order changes exceeded \$100,000 and did not receive specific board approval, which auditors found concerning despite being allowed under current policy.

Seventeen of 201 transactions were inappropriately dated retroactively to authorize changes after a contract or task order had already expired.

Approval documents such as cost estimates, records of negotiations and others were missing from 170 transactions.

More than 100 consultant contracts totaling some \$40 million were awarded for human resources and legal services, which auditors flagged for “overlap” with internal staff’s expected duties and qualifications.

7 - Agency officials last week acknowledged that ETAN Tolling Technology had been paid more than \$8 million for software that did not work properly — and had not over several years. [from the start in 2018.] SANDAG is now expected to pay up to \$28 million for new software for the toll road, according to a report by Jeff McDonald of the Union-Tribune.

Tens of thousands of drivers were improperly charged while using the highway.

Khoshmashrab’s office conducts investigations based on citizen and employee complaints. (That’s how it found SANDAG lost some \$1.8 million in toll revenue while it kept malfunctioning equipment operating on State Route 125 for months.)

[I believe the total loss is over \$3 million plus the estimated \$28 million which will be wasted on fixing the problem, apart from using the system's designer and its supervisor to help fix it.]

The toll system figures into a wrongful-termination lawsuit filed last month. Former SANDAG finance director Lauren Warrem said top agency administrators fired her after she raised questions about whether the system could be fixed.

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

From: alan mil [REDACTED] >

Sent: May 17, 2024 1:27 PM

To: CA DA Deputy D Matthew Struhar <matthew.struhar@doj.ca.gov>, <rob.bonta@doj.ca.gov>, News Star News Chula Vista <info@thestarnews.com>, <jrodriguez@nationalcityca.gov>, <mbush@nationalcityca.gov>, Mayor National City Ron Morrison <rmorrison@nationalcityca.gov>, <clerk@nationalcityca.gov>, <LMolina@nationalcityca.gov>, <DYamane@nationalcityca.gov>, <jack.fisher@imperialbeachca.gov>, Mayor Chula Vista John McCann <jmccann@chulavistaca.gov>, Chula Vista Council 3 Alonzo Gozalez <agonzalez@chulavistaca.gov>, Chula Vista Council 2 Jose Preciado <jpreciado@chulavistaca.gov>, Chula Vista Council 1 Carolina Chavez <cchavez@chulavistaca.gov>, Chula Vista Council 4 Rachel Morineau <district4@chulavistaca.gov>, Chula Vista City Clerk - Kerry Bigelow/ Tyshar <cityclerk@chulavistaca.gov>  
Subject: Fwd: SANDAG VOTE PERMANENT MANAGED TOLL 125 / USE NOV TAX TO CHANGE 805 TO MANAGED LANES TOLL ROAD

COPY TO  
NEWS  
MAYORS  
SANDAG  
CITY COUNCILS  
SAN DIEGO SUPERVISORS  
CA STATE REPRESENTATIVES

**@CLERKS - Please attach entire email, links and attachments into next meeting under Non Agenda Comment Public Record**

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PEOPLE WOULD NOT HAVE BEEN KILLED ON THE NARROW FREEWAY LOOK WHICH POLITICIANS DID  
THIS**

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<https://www.nbcsandiego.com/news/local/bay-area-political-couple-killed-in-crash-near-fallbrook/3513826/>

SANDAG USE TAX

DOUBLE TAX COMMUTERS

**FEBRUARY 2022** CBS 8 Video

Chula Vista Mayor Salas: 'We're the only ones being asked to pay for a toll road'

SANDAG TWO YEARS AGO ADMITS TRANSNET TAX PAID ROAD WILL BE PERMANENT TOLL

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Mayor Salas and Council McCann (after public comment) Request REMOVE TOLL

SANDAG unanimous bipartisan vote remove 125 toll. Obtains 2 million from state.  
 YET PLANS FOR YEARS TO MAKE PERMANENT MANAGED TOLL LANES on 125  
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JURISDICTION	VOTE	TALLY
Carlsbad	Yes	1
Chula Vista	Yes	1
Coronado	Yes	1
County A		
Del Mar	Yes	1
El Cajon	Yes	1
Encinitas	Yes	1
Escondido		
Imperial Beach	Yes	1
La Mesa	Yes	1
Lemon Grove	Yes	1
National City	Yes	1
Oceanside		
Poway		
San Diego A	Yes	1
San Marcos	Yes	1
Santee	Yes	1
Solana Beach	Yes	1
Vista	Yes	1

**Item 9 Action: ADOPT  
State Route 125**

**Item 9**  
State Route 125

**Action** [https://www.sandag.org/uploads/meetingid/meetingid\\_6011\\_32368.pdf](https://www.sandag.org/uploads/meetingid/meetingid_6011_32368.pdf)  
 The Board of Directors is asked to consider adoption of a resolution to eliminate debt and toll-only operations on the State Route 125 as early as 2027.

**TALLY**  
15  
% Yes 100%  
% No 0%

**Pass**

**SANDAG**  
Board of Directors - July 8, 2022

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 Ann Fox Ignores Gridlock 805 and 5 Accident Risks  
 WANTS KEEP 125 TOLL FORCE COMMUTERS TAKE BUS**

**CALTRANS CLIMATE ONLY AGENDA FOR TOLL 125  
 NO MENTION GRIDLOCK ACCIDENTS ON FREEWAYS**

"Removal 125 Toll must meet climate and equity goals such as reducing greenhouse gas emissions and encouraging the use of public transit."

**ANN FOX**  
  
<https://dot.ca.gov>

<https://www.sandiegouniontribune.com/communities/south-county/story/2022-07-08/sandag-declares-support-for-clearing-debt-to-eliminate-state-route-125-toll>  
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<https://www.10news.com/news/drivers-dodging-tolls-on-sr-125-cause-problems-in-south-bay-neighborhood>

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 AFTER UNANIMOUS VOTE REMOVE TOLL**  
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125 ALREADY PAID BY TRANSNET TAX  
 PROMISED VOTERS FREEWAYS  
 NOT MANAGED LANES NOT TOLL ROADS

COUNTY SALES TAX SINCE 1987 EXPIRES 2048  
 WHERE ARE OUR TAX FUNDS ROADS PROMISED?  
 TRANSNET TAX FREEWAY EXPANSION LIE SINCE 1987  
<https://www.keepsandiegomoving.com/transnet-about.aspx>

SCREENSHOT VOTER BALLOT EXPAND FREEWAYS

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[https://www.google.com/url?sa=D&q=https://legistarweb-production.s3.amazonaws.com/uploads/attachment/pdf/2600257/Item\\_8\\_-\\_Process\\_for\\_Removing\\_Tolls\\_on\\_SR\\_125.pdf&ust=171605028000000&usg=AOvVaw0mpTECRZeQSD0dJbzPkOK7&hl=en](https://www.google.com/url?sa=D&q=https://legistarweb-production.s3.amazonaws.com/uploads/attachment/pdf/2600257/Item_8_-_Process_for_Removing_Tolls_on_SR_125.pdf&ust=171605028000000&usg=AOvVaw0mpTECRZeQSD0dJbzPkOK7&hl=en)



## HISTORY OF 125 TOLL FAILURE

Toll Road Operator Files For Chapter 11  
South Bay Expensive Toll Expressway Use Below Forecast  
LOW USE 125 FREEWAY CAUSES 805 AND 5 CONGESTION  
<https://www.sandiegouniontribune.com/sdut-south-bay-expressway-builders-file-chapter-11-2010mar23-htmistory.html>

### TOOK TRANSNET BONDS FROM EXPAND FREEWAYS

SANDAG BOUGHT 125 IN 2011 FOR \$341 MILLION  
IGNORED TRANSNET TAX PROMISE EXPAND FREEWAYS  
\$265 MILLION NOT SPENT EXPANDING OTHER FREEWAYS  
[https://legistarweb-production.s3.amazonaws.com/uploads/attachment/pdf/2322756/Item\\_15\\_-\\_Supporting\\_Materials.pdf](https://legistarweb-production.s3.amazonaws.com/uploads/attachment/pdf/2322756/Item_15_-_Supporting_Materials.pdf)

### IMMEDIATE STOP TOLL NOW SANDAG PAY NEW TOLL OPERATOR ADDITIONAL COST \$31.7 MILLION

[https://legistarweb-production.s3.amazonaws.com/uploads/attachment/pdf/2370933/Item\\_X\\_-\\_Toll\\_Road\\_Operations\\_Action\\_Plan.pdf](https://legistarweb-production.s3.amazonaws.com/uploads/attachment/pdf/2370933/Item_X_-_Toll_Road_Operations_Action_Plan.pdf)

TAX INCREASE TO FUND TOLL ROAD  
NO ON SANDAG SALES TAX NOV BALLOT  
THAT WILL CONVERT 805 LANES INTO TOLL ROAD  
SANDAG \$2.7 BILLION PLAN CONVERT FOUR LANES 805 INTO MANAGED TOLL LANES  
[https://apasandiego.org/download/I-805\\_Managed\\_Lanes.pdf](https://apasandiego.org/download/I-805_Managed_Lanes.pdf)

SANDAG IN ORDER TO BYPASS 2/3 VOTE OF THE PEOPLE  
USES TAX PAID UNION FUNDS TAX INCREASE NOVEMBER BALLOT  
"Let's Go! San Diego pursued the [ballot initiative](#) to pay for a slate of transit and road projects sought by the [San Diego Association of Governments](#) (SANDAG). One key difference between the current measure and the one from eight years ago – as it is an initiative, it would only require a simple majority to pass, unlike Measure A, which needed a two-thirds vote.."  
<https://timesofsandiego.com/politics/2024/01/05/voters-to-decide-fate-of-half-cent-sales-tax-increase-which-makes-november-ballot/>

LESSON FROM NORTH COUNTY MANAGED LANES 15 TAXING COMMUTERS:

**SANDAG TRANSNET LIE OF FUNDS "FREE"WAYS  
HOV TOLL CONCRETE BARRIER = 2 LANES LOST  
CONGESTED LANES WHILE CENTER HOV TOLL ROAD EMPTY**



## I-805 MANAGED LANES FACT SHEET



### The Project

The Interstate 805 (I-805) Managed Lanes, estimated to cost \$2.7 billion, will create a 27-mile Managed Lanes facility in the median of I-805 between State Route 905 (SR 905) and Interstate 5 (I-5).

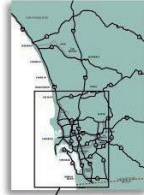
### Project Costs

The total cost for this project is estimated at \$2.7 billion (2006 dollars). This includes an estimated \$26.3 million for preliminary engineering studies and implementation of

*(Continued on reverse)*

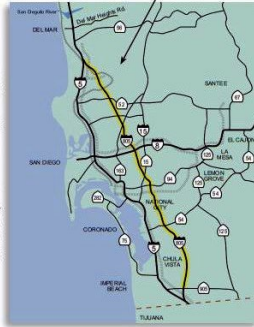
### The Need

I-805 is the backbone of mobility in the urban core of the San Diego region. It is a key north-south corridor that traverses the most heavily populated portion of the region. Average daily traffic on I-805 ranges from 110,000 to 250,000 vehicles with daily congestion lasting between two and four hours. Demand on this corridor is expected to exceed 330,000 vehicles in 2030 with congestion lasting over six hours.



### Project Elements

- » Four Managed Lanes
- » Multiple access points between the Managed Lanes and general purpose lanes.
- » Direct access ramps for buses and other high occupancy vehicles.
- » Continuous Bus Rapid Transit (BRT) service will be operated on Managed Lanes (i.e. South Bay BRT).
- » Solo drivers also will be able to pay a per trip fee to use the lanes. This Managed Lanes technique has been successfully used in the region, providing additional funds for transit service.



401 B Street, Suite 800  
San Diego, CA 92101  
619 699-1900  
Fax: 619 699-1905  
www.sandag.org

### CHULA VISTA HAS WEIGHTED VOTE

<https://www.kpbs.org/news/politics/2023/01/05/10-cities-demand-sandag-scrap-weighted-vote-to-get-representation>

SANDAG REP CAROLINA CHAVEZ [cchavez@chulavistaca.gov](mailto:cchavez@chulavistaca.gov) STOP MANAGED LANE 125 AND 805

### CHULA VISTA TUESDAY MEETINGS

<https://www.chulavistaca.gov/departments/mayor-council/council-meeting-agenda>

**CITY OF CHULA VISTA**

# COUNCIL Meetings

276 Fourth Avenue  
Chula Vista CA 91910

**TUESDAY 5PM**  
Learn how you can participate at

¡Hoy a las 5 pm el concilio se reúne en vivo!  
Más detalles en

[chulavistaca.gov/councilmeetings](http://chulavistaca.gov/councilmeetings)

**SANDAG FRIDAY MEETINGS EVERY CITY REP ATTENDING**

<https://www.sandag.org/calendar>



**Stop the Mileage TAX**

**CALIFORNIA SANDAG PROPOSED TAXES**

<https://www.kusi.com/proposed-sandag-plan-will-charge-sandag-san-diegans-for-every-mile-traveled-increase-sales-tax/>

- Future Local Sales Tax Ballot Measure – half-cent measure (would require ballot measure)
- Future MTS Sales Tax ballot measure – half-cent sales tax after 2024 presidential election (would require ballot measure) **TAXPAYERS PAY TRANSNET HALF CENT SALES TAX 1987-2048**
- Future State Mileage-Based Road User Fee – begin in 2026 that would \$0.023 per mile with a half cent increase on an annual basis (would require legislation) **ADD TO SBI GAS TAX ANNUAL INCREASE**
- Future Local Road User Charge – \$0.02 per mile starting in 2026 **MILEAGE TAX EXISTING ROADS**  
<https://www.keepsandagmoving.com/transnet-about.aspx> **ALREADY PAID BY TAXPAYERS**
- Future Ridehailing (UBER/LFT) User Fee – \$1.25 for single trips, \$0.65 for pooled trips

--  
**Alan Curry**

**From:** [REDACTED]  
**To:** [REDACTED]  
**Subject:** RE: SANDAG VOTE PERMANENT MANAGED TOLL 125 / USE NOV TAX TO CHANGE 805 TO MANAGED LANES TOLL ROAD  
**Date:** Monday, May 20, 2024 6:00:44 PM

---

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

---

**From:** alan mil [REDACTED] >  
**Sent:** Monday, May 20, 2024 8:33 AM  
**To:** J Lillie Hebert [REDACTED] >  
**Subject:** Fwd: SANDAG VOTE PERMANENT MANAGED TOLL 125 / USE NOV TAX TO CHANGE 805 TO MANAGED LANES TOLL ROAD

----- Forwarded message -----

**From:** alan mil [REDACTED] >  
**Date:** Fri, May 17, 2024 at 1:26 PM  
**Subject:** Fwd: SANDAG VOTE PERMANENT MANAGED TOLL 125 / USE NOV TAX TO CHANGE 805 TO MANAGED LANES TOLL ROAD  
**To:** CA DA Deputy D Matthew Struhar <[matthew.struhar@doj.ca.gov](mailto:matthew.struhar@doj.ca.gov)>, <[rob.bonta@doj.ca.gov](mailto:rob.bonta@doj.ca.gov)>, News Star News Chula Vista <[info@thestarnews.com](mailto:info@thestarnews.com)>, <[jrodriguez@nationalcityca.gov](mailto:jrodriguez@nationalcityca.gov)>, <[mbush@nationalcityca.gov](mailto:mbush@nationalcityca.gov)>, Mayor National City Ron Morrison <[rmorrison@nationalcityca.gov](mailto:rmorrison@nationalcityca.gov)>, <[clerk@nationalcityca.gov](mailto:clerk@nationalcityca.gov)>, <[LMolina@nationalcityca.gov](mailto:LMolina@nationalcityca.gov)>, <[DYamane@nationalcityca.gov](mailto:DYamane@nationalcityca.gov)>, <[jackfisher@imperialbeachca.gov](mailto:jackfisher@imperialbeachca.gov)>, Mayor Chula Vista John McCann <[jmccann@chulavistaca.gov](mailto:jmccann@chulavistaca.gov)>, Chula Vista Council 3 Alonzo Gozalez <[agonzalez@chulavistaca.gov](mailto:agonzalez@chulavistaca.gov)>, Chula Vista Council 2 Jose Preciado <[jpreciado@chulavistaca.gov](mailto:jpreciado@chulavistaca.gov)>, Chula Vista Council 1 Carolina Chavez <[cchavez@chulavistaca.gov](mailto:cchavez@chulavistaca.gov)>, Chula Vista Council 4 Rachel Morineau <[district4@chulavistaca.gov](mailto:district4@chulavistaca.gov)>, Chula Vista City Clerk - Kerry Bigelow/ Tyshar <[cityclerk@chulavistaca.gov](mailto:cityclerk@chulavistaca.gov)>

COPY TO  
NEWS  
MAYORS  
SANDAG  
CITY COUNCILS  
SAN DIEGO SUPERVISORS  
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Poway		
San Diego A	Yes	1
San Marcos	Yes	1
Santee	Yes	1
Solana Beach	Yes	1
Vista	Yes	1

**Item 9 Action: ADOPT State Route 125**

**Item 9** State Route 125

**Action** [https://www.sandag.org/uploads/meetingqid/meetingqid\\_6011\\_32368.pdf](https://www.sandag.org/uploads/meetingqid/meetingqid_6011_32368.pdf)

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15  
% Yes 100%  
% No 0%

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Board of Directors – July 8, 2022

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### WEEKS LATER 07-30-2022

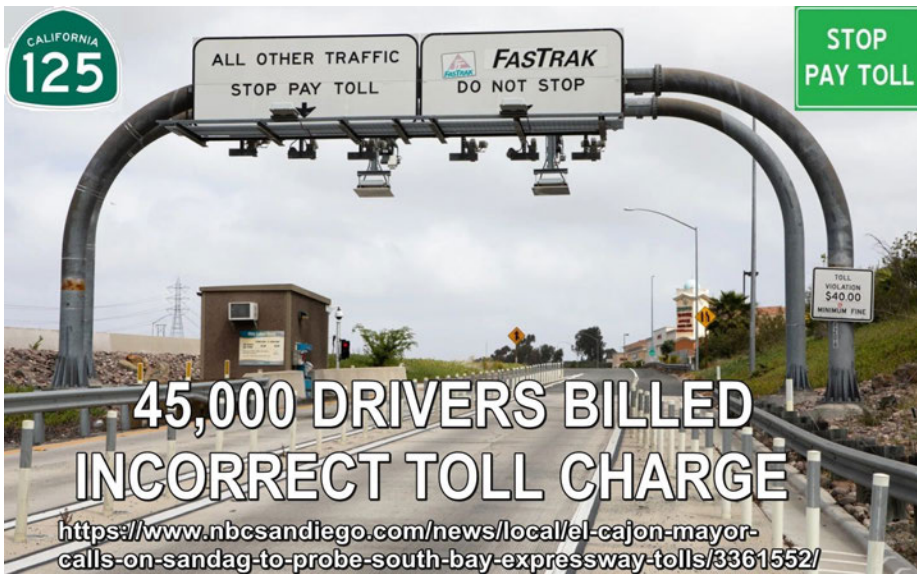
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<https://www.keepsandiegomoving.com/transnet-about.aspx>

SCREENSHOT VOTER BALLOT EXPAND FREEWAYS

**TransNet**  
 1988 - 2048 Transportation  
 Sixty Year County Sales Tax

**A** SAN DIEGO COUNTY TRANSPORTATION IMPROVEMENT PROGRAM. 2004 Vote  
<https://www.keepsandiegomoving.com/transnet-about.aspx>

To relieve traffic congestion, improve safety, and match state/federal funds by:

- Expanding I-5, I-8, I-15, SR 52, SR 54, SR 56, SR 76, SR 76, SR 78, SR 94, SR 125, I-805;
- Maintaining/improving local roads;
- Increasing transit for seniors and disabled persons;
- Expanding commuter express bus, trolley, Coaster services;

Shall San Diego County voters continue the existing half-cent transportation sales tax (SDCRTC Ordinance 04-01) for forty years, including creating an Independent Taxpayer Oversight Committee to conduct yearly audits ensuring voter mandates are met?

**SANDAG** **EXPAND FREEWAYS = NO TOLLS** YES 000 → ○  
 NO 000 → ○

MAY 2024 PROPOSAL CONVERT 125 TO PERMANENT MANAGED LANES

## TOLL ROAD

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South Bay Expensive Toll Expressway Use Below Forecast  
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<https://www.sandiegouniontribune.com/sdut-south-bay-expressway-builders-file-chapter-11-2010mar23-htmlstory.html>

#### TOOK TRANSNET BONDS FROM EXPAND FREEWAYS

SANDAG BOUGHT 125 IN 2011 FOR \$341 MILLION  
IGNORED TRANSNET TAX PROMISE EXPAND FREEWAYS  
\$265 MILLION NOT SPENT EXPANDING OTHER FREEWAYS  
[https://legistarweb-production.s3.amazonaws.com/uploads/attachment/pdf/2322756/Item\\_15\\_-\\_Supporting\\_Materials.pdf](https://legistarweb-production.s3.amazonaws.com/uploads/attachment/pdf/2322756/Item_15_-_Supporting_Materials.pdf)

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**SANDAG PAY NEW TOLL OPERATOR**  
**ADDITIONAL COST \$31.7 MILLION**

[https://legistarweb-production.s3.amazonaws.com/uploads/attachment/pdf/2370933/Item\\_X\\_-\\_Toll\\_Road\\_Operations\\_Action\\_Plan.pdf](https://legistarweb-production.s3.amazonaws.com/uploads/attachment/pdf/2370933/Item_X_-_Toll_Road_Operations_Action_Plan.pdf)

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**THAT WILL CONVERT 805 LANES INTO TOLL ROAD**  
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[https://apasandiego.org/download/l-805\\_Managed\\_Lanes.pdf](https://apasandiego.org/download/l-805_Managed_Lanes.pdf)

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[agenda](#)



**CITY OF CHULA VISTA**

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276 Fourth Avenue  
Chula Vista CA 91910

**TUESDAY 5PM**  
Learn how you can participate at  
[chulavistaca.gov/councilmeetings](https://chulavistaca.gov/councilmeetings)

¡Hoy a las 5 pm el concilio se reúne en vivo!  
Más detalles en

**SANDAG FRIDAY MEETINGS EVERY CITY REP ATTENDING**  
<https://www.sandag.org/calendar>



**DOWNTOWN SAN DIEGO**  
clerkoftheboard@sandag.org (619) 699-1900  
<https://www.sandag.org/meetings-and-events/board-of-directors>

**SANDAG**  
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SUITE 800  
FREE PARKING  
VALIDATION AT  
SANDAG OFFICE

**Stop the Mileage TAX**

### CALIFORNIA SANDAG PROPOSED TAXES

<https://www.kusi.com/proposed-sandag-plan-will-charge-sandag-san-diegans-for-every-mile-traveled-increase-sales-tax/>

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- Future Ridehailing (UBER/LYFT) User Fee - \$1.25 for single trips, \$0.65 for pooled trips

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**Alan Curry**

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**Alan Curry**

**From:** [REDACTED]  
**To:** [REDACTED]  
**Subject:** RE: SANDAG VOTE PERMANENT MANAGED TOLL 125 / USE NOV TAX TO CHANGE 805 TO MANAGED LANES TOLL ROAD  
**Date:** Monday, May 20, 2024 5:59:54 PM

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CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

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**From:** alan mil [REDACTED] >  
**Sent:** Monday, May 20, 2024 8:33 AM  
**To:** J Lillie Hebert [REDACTED] >  
**Subject:** Fwd: SANDAG VOTE PERMANENT MANAGED TOLL 125 / USE NOV TAX TO CHANGE 805 TO MANAGED LANES TOLL ROAD

----- Forwarded message -----

**From:** alan mil [REDACTED] >  
**Date:** Fri, May 17, 2024 at 1:26 PM  
**Subject:** Fwd: SANDAG VOTE PERMANENT MANAGED TOLL 125 / USE NOV TAX TO CHANGE 805 TO MANAGED LANES TOLL ROAD  
**To:** CA DA Deputy D Matthew Struhar <[matthew.struhar@doj.ca.gov](mailto:matthew.struhar@doj.ca.gov)>, <[rob.bonta@doj.ca.gov](mailto:rob.bonta@doj.ca.gov)>, News Star News Chula Vista <[info@thestarnews.com](mailto:info@thestarnews.com)>, <[jrodriguez@nationalcityca.gov](mailto:jrodriguez@nationalcityca.gov)>, <[mbush@nationalcityca.gov](mailto:mbush@nationalcityca.gov)>, Mayor National City Ron Morrison <[rmorrison@nationalcityca.gov](mailto:rmorrison@nationalcityca.gov)>, <[clerk@nationalcityca.gov](mailto:clerk@nationalcityca.gov)>, <[LMolina@nationalcityca.gov](mailto:LMolina@nationalcityca.gov)>, <[DYamane@nationalcityca.gov](mailto:DYamane@nationalcityca.gov)>, <[jackfisher@imperialbeachca.gov](mailto:jackfisher@imperialbeachca.gov)>, Mayor Chula Vista John McCann <[jmccann@chulavistaca.gov](mailto:jmccann@chulavistaca.gov)>, Chula Vista Council 3 Alonzo Gozalez <[agonzalez@chulavistaca.gov](mailto:agonzalez@chulavistaca.gov)>, Chula Vista Council 2 Jose Preciado <[jpreciado@chulavistaca.gov](mailto:jpreciado@chulavistaca.gov)>, Chula Vista Council 1 Carolina Chavez <[cchavez@chulavistaca.gov](mailto:cchavez@chulavistaca.gov)>, Chula Vista Council 4 Rachel Morineau <[district4@chulavistaca.gov](mailto:district4@chulavistaca.gov)>, Chula Vista City Clerk - Kerry Bigelow/ Tyshar <[cityclerk@chulavistaca.gov](mailto:cityclerk@chulavistaca.gov)>

COPY TO  
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MAYORS  
SANDAG  
CITY COUNCILS  
SAN DIEGO SUPERVISORS  
CA STATE REPRESENTATIVES

**@CLERKS - Please attach entire email, links and attachments into next meeting under Non Agenda Comment Public Record**

Good Morning Media and Elected Representatives,

**IF ONLY 76 FREEWAY WAS EXPANDED DECADES AGO AS PROMISED BY TRANSNET TAX  
PEOPLE WOULD NOT HAVE BEEN KILLED ON THE NARROW FREEWAY LOOK WHICH POLITICIANS DID THIS**

*"I'm heartbroken to hear of the tragic loss of Peggy Moore and Hope wood. Peggy was a friend, an activist, and one of the best organizers I knew. Her passion and fight for justice and equality is what brought her and Hope together."— Rep. Barbara Lee (@RepBarbaraLee) May 12, 2024"*

<https://www.nbcsandiego.com/news/local/bay-area-political-couple-killed-in-crash-near-fallbrook/3513826/>

**SANDAG USE TAX  
DOUBLE TAX COMMUTERS  
FEBRUARY 2022 CBS 8 Video**

Chula Vista Mayor Salas: 'We're the only ones being asked to pay for a toll road'  
SANDAG TWO YEARS AGO ADMITS TRANSNET TAX PAID ROAD WILL BE PERMANENT TOLL

<https://www.youtube.com/watch?v=Q70E2MaKFZo&t=0s>

**JULY 8 2022 SANDAG Meeting Video (SANDAG YouTube)**

Mayor Salas and Council McCann (after public comment) Request REMOVE TOLL SANDAG unanimous bipartisan vote remove 125 toll. Obtains 2 million from state. YET PLANS FOR YEARS TO MAKE PERMANENT MANAGED TOLL LANES on 125

<https://www.youtube.com/watch?v=zLforC7KdSQ&t=9920s>

JURISDICTION	VOTE	TALLY
Carlsbad	Yes	1
Chula Vista	Yes	1
Coronado	Yes	1
County A		
Del Mar	Yes	1
El Cajon	Yes	1
Encinitas	Yes	1
Escondido		
Imperial Beach	Yes	1
La Mesa	Yes	1
Lemon Grove	Yes	1
National City	Yes	1
Oceanside		
Poway		
San Diego A	Yes	1
San Marcos	Yes	1
Santee	Yes	1
Solana Beach	Yes	1
Vista	Yes	1

**Item 9 Action: ADOPT State Route 125**

**Item 9** State Route 125

**Action** [https://www.sandag.org/uploads/meetingqid/meetingqid\\_6011\\_32368.pdf](https://www.sandag.org/uploads/meetingqid/meetingqid_6011_32368.pdf)

The Board of Directors is asked to consider adoption of a resolution to eliminate debt and toll-only operations on the State Route 125 as early as 2027.

**SANDAG**

**Pass** % Yes 100% % No 0%

TALLY 15

**SANDAG**  
Board of Directors – July 8, 2022

**In Video: Heartless Caltrans Climate Agenda  
Ann Fox Ignores Gridlock 805 and 5 Accident Risks  
WANTS KEEP 125 TOLL FORCE COMMUTERS TAKE BUS**

## CALTRANS CLIMATE ONLY AGENDA FOR TOLL 125 NO MENTION GRIDLOCK ACCIDENTS ON FREEWAYS

"Removal 125 Toll must meet climate and equity goals such as reducing greenhouse gas emissions and encouraging the use of public transit."



<https://www.sandiegouniontribune.com/communities/south-county/story/2022-07-08/sandag-declares-support-for-clearing-debt-to-eliminate-state-route-125-toll>

<https://www.youtube.com/watch?v=zLfORc7KdSQ&t=10353s>

### AUGUST 2018 FOR DECADES ACCIDENT RISK

COMMUTERS TAKE NEIGHBORHOOD STREETS TO AVOID MANAGED LANE TOLLS

"Somebody's going to get killed," said resident Judy Tieber. **Drivers trying to avoid paying tolls on state Route 125 are using neighborhood streets to get to and from state Route 54** "With the toll road, 125, traffic on this road has jumped to 7,000-8,000 cars a day. It's all for one reason, it's called toll road avoidance." **The problem is especially dangerous near Sunnyside Elementary School**, where the marquee out front tells drivers to slow down. The committee says that's one of their primary concerns. **"In the afternoon or the morning when school's getting out, this whole roadway's full of cars with people crossing the street going to school,"** said Mike Clowers. "Drivers need to know; this is a neighborhood, not a freeway."

<https://www.10news.com/news/drivers-dodging-tolls-on-sr-125-cause-problems-in-south-bay-neighborhood>

### WEEKS LATER 07-30-2022

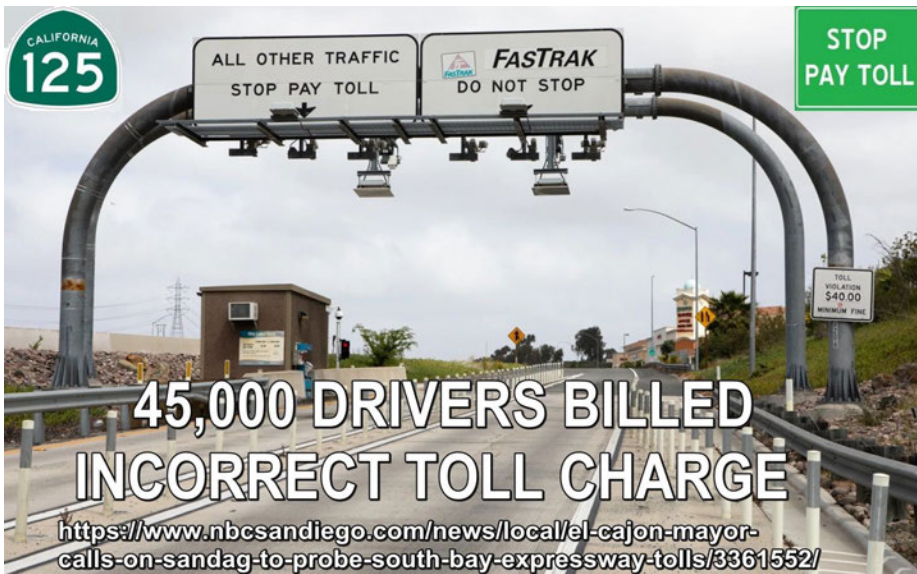
New Toll Equipment TAX WASTE

AFTER UNANIMOUS VOTE REMOVE TOLL

<https://timesofsandiego.com/life/2022/07/29/sandag-to-close-sr-125-toll-road-this-weekend-for-new-tolling-equipment/>

THE NEW TOLL CONTRACT THE CAUSE OF 45,000 COMMUTERS MISCHARGES

<https://www.sandiegouniontribune.com/communities/east-county/story/2023-11-28/el-cajon-mayor-calls-on-sandag-to-probe-south-bay-expressway-tolls>



NOV 2023 CBS 8 Thousands of drivers mischarged on SR-125 South Bay toll road

<https://www.youtube.com/watch?v=PvmsgwlMEbA&t=0s>

125 ALREADY PAID BY TRANSNET TAX  
 PROMISED VOTERS FREEWAYS  
 NOT MANAGED LANES NOT TOLL ROADS

COUNTY SALES TAX SINCE 1987 EXPIRES 2048  
 WHERE ARE OUR TAX FUNDS ROADS PROMISED?  
 TRANSNET TAX FREEWAY EXPANSION LIE SINCE 1987

<https://www.keepsandiegomoving.com/transnet-about.aspx>

SCREENSHOT VOTER BALLOT EXPAND FREEWAYS

**TransNet**  
 1988 - 2048 Transportation  
 Sixty Year County Sales Tax

**A** SAN DIEGO COUNTY TRANSPORTATION IMPROVEMENT PROGRAM. 2004 Vote  
<https://www.keepsandiegomoving.com/transnet-about.aspx>

To relieve traffic congestion, improve safety, and match state/federal funds by:

- Expanding I-5, I-8, I-15, SR 52, SR 54, SR 56, SR 76, SR 76, SR 78, SR 94, SR 125, I-805;
- Maintaining/improving local roads;
- Increasing transit for seniors and disabled persons;
- Expanding commuter express bus, trolley, Coaster services;

Shall San Diego County voters continue the existing half-cent transportation sales tax (SDCRT Ordinance 04-01) for forty years, including creating an Independent Taxpayer Oversight Committee to conduct yearly audits ensuring voter mandates are met?

**SANDAG** EXPAND FREEWAYS = NO TOLLS YES 000 → ○  
 NO 000 → ○

MAY 2024 PROPOSAL CONVERT 125 TO PERMANENT MANAGED LANES

## TOLL ROAD

SANDAG planning to change toll road to PERMANENT Managed Lanes Toll Road USING OUR TAX TO DOUBLE TAX COMMUTERS. "Convert all existing lanes to managed lanes: Converting the toll road to a fully managed facility is believed to be a lower cost to implement and with less environmental impacts. It also would be consistent with SANDAG Resolution No. 2023- 11. A fully managed facility could be operated in a variety of ways to address specific goals related to traffic and equity."

[https://www.google.com/url?sa=D&q=https://legistarweb-production.s3.amazonaws.com/uploads/attachment/pdf/2600257/Item\\_8\\_-\\_Process\\_for\\_Removing\\_Tolls\\_on\\_SR\\_125.pdf&ust=171605028000000&usg=AOvVaw0mpTECRZeQSD0dJbzPkOK7&hl=en](https://www.google.com/url?sa=D&q=https://legistarweb-production.s3.amazonaws.com/uploads/attachment/pdf/2600257/Item_8_-_Process_for_Removing_Tolls_on_SR_125.pdf&ust=171605028000000&usg=AOvVaw0mpTECRZeQSD0dJbzPkOK7&hl=en)



### HISTORY OF 125 TOLL FAILURE

Toll Road Operator Files For Chapter 11  
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LOW USE 125 FREEWAY CAUSES 805 AND 5 CONGESTION  
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clerkoftheboard@sandag.org (619) 699-1900  
<https://www.sandag.org/meetings-and-events/board-of-directors>

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SUITE 800  
FREE PARKING  
VALIDATION AT  
SANDAG OFFICE

**Stop the Mileage TAX**

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**Alan Curry**

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**Alan Curry**

**From:**  
**To:**  
**Cc:**

[Lety & Victor](#)

[alan mil](#)

[News ABC 10 San Diego](#); [News ABC 7 KRCR Redding](#); [News ABC 7 Los Angeles](#); [News ABC 7 San Francisco](#); [News American Spectator](#); [News American Thinker Editor](#); [News American Thinker Editor Andrea Widburg](#); [News American Thinker Monica Showalter](#); [News Arizona Republic Newstips](#); [News Ballotpedia Editor](#); [News Big League Politics](#); [News CBS 8 KFMB San Diego Richard Allyn](#); [News CBS KBAK 29 Fox 58 Bakersfield Now Bakersfield](#); [News CBS KCAL 9 Los Angeles](#); [News CBS KPIX 5 San Francisco](#); [News Cheyenne WY Tribune Eagle](#); [News Chula Vista Live Data](#); [News CNN](#); [News Coast News Group](#); [News Coronado Eagle Journal](#); [News Coronado Times](#); [News Crescent City Times-Standard](#); [News Daily Caller](#); [News Daily Mail](#); [News Daily News Los Angeles](#); [News Denver CO Post Editorial](#); [News Encinitas Avocate](#); [News Epoch Times News Letter](#); [News Epoch Times NTD Evening News](#); [News Epoch Times NTD Today News](#); 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[melanie.burkholder@carlsbadca.gov](#); [carolyn.luna@carlsbadca.gov](#); [priya.bhat-patel@carlsbadca.gov](#); [teresa.acosta@carlsbadca.gov](#); [Chula Vista Council 1 Carolina Chavez](#); [Chula Vista Council 2 Jose Preciado](#); [Chula Vista Council 3 Alonzo Gozalez](#); [Chula Vista Council 4 Rachel Morineau](#); [mdonovan@coronado.ca.us](#); [cdowney@coronado.ca.us](#); [ctanaka@coronado.ca.us](#); [jduncan@coronado.ca.us](#); [tgaasterland@delmar.ca.us](#); [dworden@delmar.ca.us](#); [ddruker@delmar.ca.us](#); [Del Mar Council Dan Quirk](#); [ablackwell@encinitasca.gov](#); [khinze@encinitasca.gov](#); [jlyndes@encinitasca.gov](#); [behlers@encinitasca.gov](#); [cmartinez@escondido.org](#); [jgarcia@escondido.org](#); [cgarcia@escondido.org](#); [mmorasco@escondido.org](#); [Imperial Beach City Council Carol Seabury](#); [jack.fisher@imperialbeachca.gov](#); [mitch.mckay@imperialbeachca.gov](#); [matthew.levba-gonzalez@imperialbeachca.gov](#); [ggastil@lemongrove.ca.gov](#); [lianalebaron@gmail.com](#); [jmendoza@lemongrove.ca.gov](#); [asnaw@lemongrove.ca.gov](#); [Luz Molina](#); [Jose Rodriquez](#); [Ditas Yamane](#); [Marcus Bush](#); [ejoyce@oceansideca.org](#); [nwrobinson@oceansideca.org](#); [rkeim@oceansideca.org](#); [pweiss@oceansideca.org](#); [bpepin@poway.org](#); [aedmondson@poway.org](#); [pdhehoff@poway.org](#); [cfrank@poway.org](#); [joelacava@sandiego.gov](#); [jennifercampbell@sandiego.gov](#); [stephenwhitburn@sandiego.gov](#); [mmontgomerysteppe@sandiego.gov](#); [marnivonwilpert@sandiego.gov](#); [KentLee@sandiego.gov](#); [raulcampillo@sandiego.gov](#); [VivianMoreno@sandiego.gov](#); [seanelorivera@sandiego.gov](#); [mnunez@san-marcos.net](#); [msannella@san-marcos.net](#); [sjenkins@san-marcos.net](#); [EMusgrove@san-marcos.net](#); [rmcnelis@cityofsanteeca.gov](#); [ronnhall@cityofsanteeca.gov](#); [lkoval@cityofsanteeca.gov](#); [dtrotter@cityofsanteeca.gov](#); [dzito@cosb.org](#); [kbecker@cosb.org](#); [jedson@cosb.org](#); [jmacdonald@cosb.org](#); [ccontreras@cityofvista.com](#); [jgreen@cityofvista.com](#); [kmelendez@cityofvista.com](#); [dodonnell@cityofvista.com](#); [CA Advisor D Newsom Ann Oleary](#); [CA DA D Rob Bonta](#); [CA DA Deputy D Matthew Struhar](#); [CA Governor D Gavin Newsom](#); [CA Rep \(74\) R Laurie Davis](#); [CA Rep \(75\) R Marie Waldron](#); [CA Rep \(76\) D Brian Maisenschein](#); [CA Rep \(77\) D Tasha Boerner-Horvath](#); [CA Rep \(78\) D Christopher Ward](#); [CA Rep \(79\) D Akiyah Weber](#); [CA Rep \(80\) D David Alvarez](#); [CA Rep \(Fed 3rd\) R Kevin Kiley California](#); [CA Rep \(Fed 48th\) R Darrell Issa](#); [CA Senator \(11\) D Scott Weiner](#); [CA Senator \(18\) D Steve Padilla](#); [CA Senator \(18\) D Steve Padilla](#); [CA Senator \(32\) R Kelly Sevarto](#); [CA Senator \(38\) D Catherine Blakespear](#); [CA Senator \(39\) D Toni Atkins](#); [CA Senator \(40\) R Brian Jones](#); [clerk@carlsbadca.gov](#); [Chula Vista City Clerk - Kerry Bigelow/ Tyshar](#); [jekblad@coronado.ca.us](#); [cityclerk@delmar.ca.us](#); [cityclerk@cityofelcajon.us](#); [cityclerk@encinitasca.gov](#); [cityclerk@escondido.org](#); [cityclerk@imperialbeachca.gov](#); [City Clerk-City of La Mesa](#); [amalone@lemongrove.ca.gov](#); [Clerk](#); [cityclerk@oceansideca.org](#); [cgallaqher@poway.org](#); [San Diego City Clerk Diana Fuentes](#); [pscollick@san-marcos.net](#); [Santee City Clerk Annette Fagan Ortiz](#); [clerkadmin@cosb.org](#); [kvaldez@cityofvista.com](#); [SD County Michael Vu](#); [SD County Agenda Clerk Email Agenda Item Date Name](#); [SD County Court Clerk Andrew Potter](#); [SANDAG Francesca Clerk Of The Board](#)

**Subject:**

Re: SANDAG VOTE PERMANENT MANAGED TOLL 125 / USE NOV TAX TO CHANGE 805 TO MANAGED LANES TOLL ROAD

**Date:**

Monday, May 20, 2024 11:47:18 PM

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

On Fri, May 17, 2024, 11:31 AM alan mil <[REDACTED]> wrote:

COPY TO  
NEWS  
MAYORS  
SANDAG  
CITY COUNCILS  
SAN DIEGO SUPERVISORS  
CA STATE REPRESENTATIVES

@CLERKS - Please attach entire email, links and attachments into next meeting under Non Agenda Comment Public Record

Good Morning Media and Elected Representatives,

**IF ONLY 76 FREEWAY WAS EXPANDED DECADES AGO AS PROMISED BY TRANSNET TAX PEOPLE WOULD NOT HAVE BEEN KILLED ON THE NARROW FREEWAY LOOK WHICH POLITICIANS DID THIS**

"I'm heartbroken to hear of the tragic loss of Peggy Moore and Hope wood. Peggy was a friend, an activist, and one of the best organizers I knew. Her passion and fight for justice and equality is what brought her and Hope together."— Rep. Barbara Lee (@RepBarbaraLee) May 12, 2024"

<https://www.nbcсандiego.com/news/local/bay-area-political-couple-killed-in-crash-near-fallbrook/3513826/>

**SANDAG USE TAX  
DOUBLE TAX COMMUTERS  
FEBRUARY 2022 CBS 8 Video**

Chula Vista Mayor Salas: 'We're the only ones being asked to pay for a toll road'  
SANDAG TWO YEARS AGO ADMITS TRANSNET TAX PAID ROAD WILL BE PERMANENT TOLL  
<https://www.youtube.com/watch?v=O70E2MaKFZo&t=0s>

**JULY 8 2022 SANDAG Meeting Video (YouTube and Condensed Attachment)**  
Mayor Salas and Council McCann (after public comment) Request REMOVE TOLL  
SANDAG unanimous bipartisan vote remove 125 toll. Obtains 2 million from state.  
YET PLANS FOR YEARS TO MAKE PERMANENT MANAGED TOLL LANES on 125  
<https://www.youtube.com/watch?v=zLfORc7KdSQ&t=9920s>

JURISDICTION	VOTE	TALLY
Carlsbad	Yes	1
Chula Vista	Yes	1
Coronado	Yes	1
County A		
Del Mar	Yes	1
El Cajon	Yes	1
Encinitas	Yes	1
Escondido		
Imperial Beach	Yes	1
La Mesa	Yes	1
Lemon Grove	Yes	1
National City	Yes	1
Oceanside		
Poway		
San Diego A	Yes	1
San Marcos	Yes	1
Santee	Yes	1
Solana Beach	Yes	1
Vista	Yes	1

**Item 9 Action: ADOPT State Route 125**

**Item 9**  
State Route 125

**Action** [https://www.sandag.org/uploads/meetingid/meetingid\\_6011\\_32368.pdf](https://www.sandag.org/uploads/meetingid/meetingid_6011_32368.pdf)  
The Board of Directors is asked to consider adoption of a resolution to eliminate debt and toll-only operations on the State Route 125 as early as 2027.

**TALLY**  
15  
% Yes 100%  
% No 0%

**Pass**

**SANDAG**  
Board of Directors – July 8, 2022

**In Video: Heartless Caltrans Climate Agenda  
Ann Fox Ignores Gridlock 805 and 5 Accident Risks  
WANTS KEEP 125 TOLL FORCE COMMUTERS TAKE BUS**

**CALTRANS CLIMATE ONLY AGENDA FOR TOLL 125  
NO MENTION GRIDLOCK ACCIDENTS ON FREEWAYS**

"Removal 125 Toll must meet climate and equity goals such as reducing greenhouse gas emissions and encouraging the use of public transit."

**ANN FOX**  
**Caltrans**  
<https://dot.ca.gov>

<https://www.sandiegouniontribune.com/communities/south-county/story/2022-07-08/sandag-declares-support-for-clearing-debt-to-eliminate-state-route-125-toll>  
<https://www.youtube.com/watch?v=zLfORc7KdSQ&t=10353s>

**AUGUST 2018 FOR DECADES ACCIDENT RISK  
COMMUTERS TAKE NEIGHBORHOOD STREETS TO AVOID MANAGED LANE TOLLS**

"Somebody's going to get killed," said resident Judy Tieber. **Drivers trying to avoid paying tolls on state Route 125 are using neighborhood streets to get to and from state Route 54** "With the toll road, 125, traffic on this road has jumped to 7,000-8,000 cars a day. It's all for one reason, it's called toll road avoidance." **The problem is especially dangerous near Sunnyside Elementary School, where the marquee out front tells drivers to slow down. The committee says that's one of their primary concerns. "In the afternoon or the morning when school's getting out, this whole roadway's full of cars with people crossing the street going to school,"** said Mike Clowers. "Drivers need to know; this is a neighborhood, not a freeway."

<https://www.10news.com/news/drivers-dodging-tolls-on-sr-125-cause-problems-in-south-bay-neighborhood>

**WEEKS LATER 07-30-2022**

**New Toll Equipment TAX WASTE**

**AFTER UNANIMOUS VOTE REMOVE TOLL**

<https://timesofsandiego.com/life/2022/07/29/sandag-to-close-sr-125-toll-road-this-weekend-for-new-tolling-equipment/>

**THE NEW TOLL CONTRACT THE CAUSE OF 45,000 COMMUTERS MISCHARGES**

<https://www.sandiegouniontribune.com/communities/east-county/story/2023-11-28/el-cajon-mayor-calls-on-sandag-to-probe-south-bay-expressway-tolls>



**NOV 2023 CBS 8 Thousands of drivers mischarged on SR-125 South Bay toll road**

<https://www.youtube.com/watch?v=PvmsgwIMEbA&t=0s>

**125 ALREADY PAID BY TRANSNET TAX**

**PROMISED VOTERS FREEWAYS**

**NOT MANAGED LANES NOT TOLL ROADS**

**COUNTY SALES TAX SINCE 1987 EXPIRES 2048**

**WHERE ARE OUR TAX FUNDS ROADS PROMISED?**

**TRANSNET TAX FREEWAY EXPANSION LIE SINCE 1987**

<https://www.keepsandiegomoving.com/transnet-about.aspx>

**SCREENSHOT VOTER BALLOT EXPAND FREEWAYS**



**A** SAN DIEGO COUNTY TRANSPORTATION IMPROVEMENT PROGRAM. 2004 Vote  
<https://www.keepsandiegomoving.com/transnet-about.aspx>

To relieve traffic congestion, improve safety, and match state/federal funds by:

- Expanding I-5, I-8, I-15, SR 52, SR 54, SR 56, SR 76, SR 78, SR 94, SR 125, I-805;
- Maintaining/improving local roads;
- Increasing transit for seniors and disabled persons;
- Expanding commuter express bus, trolley, Coaster services;

Shall San Diego County voters continue the existing half-cent transportation sales tax (SDCRTC Ordinance 04-01) for forty years, including creating an Independent Taxpayer Oversight Committee to conduct yearly audits ensuring voter mandates are met?

**SANDAG** **EXPAND FREEWAYS = NO TOLLS** YES 000 → ○  
 NO 000 → ○

**MAY 2024 PROPOSAL CONVERT 125 TO PERMANENT MANAGED LANES TOLL ROAD**

SANDAG planning to change toll road to PERMANENT Managed Lanes Toll Road USING OUR TAX TO DOUBLE TAX COMMUTERS. "Convert all existing lanes to managed lanes: Converting the toll road to a fully managed facility is believed to be a lower cost to implement and with less environmental impacts. It also would be consistent with SANDAG Resolution No. 2023- 11. A fully managed facility could be operated in a variety of ways to address specific goals related to traffic and equity."

[https://www.google.com/url?sa=D&q=https://legistarweb-production.s3.amazonaws.com/uploads/attachment/pdf/2600257/Item\\_8\\_-\\_Process\\_for\\_Removing\\_Tolls\\_on\\_SR\\_125.pdf&ust=171605028000000&usg=AOvYaw0mpTECRZeQSD0dJbzPkOK7&hl=en](https://www.google.com/url?sa=D&q=https://legistarweb-production.s3.amazonaws.com/uploads/attachment/pdf/2600257/Item_8_-_Process_for_Removing_Tolls_on_SR_125.pdf&ust=171605028000000&usg=AOvYaw0mpTECRZeQSD0dJbzPkOK7&hl=en)



**HISTORY OF 125 TOLL FAILURE**

Toll Road Operator Files For Chapter 11  
 South Bay Expensive Toll Expressway Use Below Forecast  
 LOW USE 125 FREEWAY CAUSES 805 AND 5 CONGESTION  
<https://www.sandiegouniontribune.com/sdut-south-bay-expressway-builders-file-chapter-11-2010mar23-htmistory.html>

**TOOK TRANSNET BONDS FROM EXPAND FREEWAYS**

SANDAG BOUGHT 125 IN 2011 FOR \$341 MILLION  
 IGNORED TRANSNET TAX PROMISE EXPAND FREEWAYS  
 \$265 MILLION NOT SPENT EXPANDING OTHER FREEWAYS  
[https://legistarweb-production.s3.amazonaws.com/uploads/attachment/pdf/2322756/Item\\_15\\_-\\_Supporting\\_Materials.pdf](https://legistarweb-production.s3.amazonaws.com/uploads/attachment/pdf/2322756/Item_15_-_Supporting_Materials.pdf)

**IMMEDIATE STOP TOLL NOW  
 SANDAG PAY NEW TOLL OPERATOR  
 ADDITIONAL COST \$31.7 MILLION**

[https://legistarweb-production.s3.amazonaws.com/uploads/attachment/pdf/2370933/Item\\_X\\_-\\_Toll\\_Road\\_Operations\\_Action\\_Plan.pdf](https://legistarweb-production.s3.amazonaws.com/uploads/attachment/pdf/2370933/Item_X_-_Toll_Road_Operations_Action_Plan.pdf)

**TAX INCREASE TO FUND TOLL ROAD  
 NO ON SANDAG SALES TAX NOV BALLOT  
 THAT WILL CONVERT 805 LANES INTO TOLL ROAD  
 SANDAG \$2.7 BILLION PLAN CONVERT FOUR LANES 805 INTO MANAGED TOLL LANES**  
[https://apasandiego.org/download/I-805\\_Managed\\_Lanes.pdf](https://apasandiego.org/download/I-805_Managed_Lanes.pdf)

**SANDAG IN ORDER TO BYPASS 2/3 VOTE OF THE PEOPLE  
 USES TAX PAID UNION FUNDS TAX INCREASE NOVEMBER BALLOT**  
 " Let's Go! San Diego pursued the [ballot initiative](#) to pay for a slate of transit and road projects sought by the [San Diego Association of Governments](#) (SANDAG). One key difference between the current measure and the one from eight years ago – as it is an initiative, it would only require a simple majority to pass, unlike Measure A, which needed a two-thirds vote.."  
<https://timesofsandiego.com/politics/2024/01/05/voters-to-decide-fate-of-half-cent-sales-tax-increase-which-makes-november-ballot/>

**LESSON FROM NORTH COUNTY MANAGED LANES 15 TAXING COMMUTERS:**

# SANDAG TRANSNET LIE OF FUNDS "FREE"WAYS HOV TOLL CONCRETE BARRIER = 2 LANES LOST CONGESTED LANES WHILE CENTER HOV TOLL ROAD EMPTY



Transportation

## I-805 MANAGED LANES FACT SHEET



### The Project

The Interstate 805 (I-805) Managed Lanes, estimated to cost \$2.7 billion, will create a 27-mile Managed Lanes facility in the median of I-805 between State Route 905 (SR 905) and Interstate 5 (I-5).

### Project Costs

The total cost for this project is estimated at \$2.7 billion (2006 dollars). This includes an estimated \$26.3 million for preliminary engineering studies and implementation of

*(Continued on reverse)*

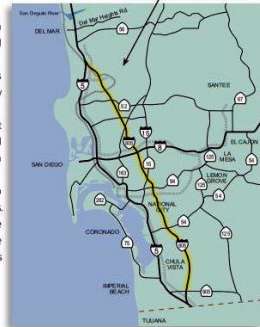
### The Need

I-805 is the backbone of mobility in the urban core of the San Diego region. It is a key north-south corridor that traverses the most heavily populated portion of the region. Average daily traffic on I-805 ranges from 110,000 to 250,000 vehicles with daily congestion lasting between two and four hours. Demand on this corridor is expected to exceed 330,000 vehicles in 2030 with congestion lasting over six hours.



### Project Elements

- » Four Managed Lanes
- » Multiple access points between the Managed Lanes and general purpose lanes.
- » Direct access ramps for buses and other high occupancy vehicles.
- » Continuous Bus Rapid Transit (BRT) service will be operated on Managed Lanes (i.e. South Bay BRT).
- » Solo drivers also will be able to pay a per trip fee to use the lanes. This Managed Lanes technique has been successfully used in the region, providing additional funds for transit service.



401 B Street, Suite 800  
San Diego, CA 92101  
619 699-1900  
Fax 619 699-1905  
www.sandag.org

### CHULA VISTA HAS WEIGHTED VOTE

<https://www.kpbs.org/news/politics/2023/01/05/10-cities-demand-sandag-scrap-weighted-vote-to-get-representation>

SANDAG REP CAROLINA CHAVEZ [cchavez@chulavistaca.gov](mailto:cchavez@chulavistaca.gov) STOP MANAGED LANE 125 AND 805

### CHULA VISTA TUESDAY MEETINGS

<https://www.chulavistaca.gov/departments/mayor-council/council-meeting-agenda>



# COUNCIL

## Meetings

276 Fourth Avenue  
Chula Vista CA 91910



**TUESDAY 5PM**

Learn how you can  
participate at

¡Hoy a las 5 pm el concilio  
se reúne en vivo!  
Más detalles en

[chulavistaca.gov/councilmeetings](http://chulavistaca.gov/councilmeetings)

**SANDAG FRIDAY MEETINGS EVERY CITY REP ATTENDING**

<https://www.sandag.org/calendar>



**Stop the Mileage TAX**

**CALIFORNIA SANDAG PROPOSED TAXES**

<https://www.kusi.com/proposed-sandag-plan-will-charge-sandag-san-diegans-for-every-mile-traveled-increase-sales-tax/>

- Future Local Sales Tax Ballot Measure – half-cent measure (would require ballot measure)
- Future MTS Sales Tax ballot measure – half-cent sales tax after 2024 presidential election (would require ballot measure) **TAX PAYERS PAY TRANSNET HALF CENT SALES TAX 1987-2048**
- Future State Mileage-Based Road User Fee – begin in 2026 that would \$0.023 per mile with a half cent increase on an annual basis (would require legislation) **ADD TO SB1 GAS TAX ANNUAL INCREASE**
- Future Local Road User Charge – \$0.02 per mile starting in 2026 **MILEAGE TAX EXISTING ROADS**  
<https://www.keepsandagmoving.com/transnet-about.aspx> **ALREADY PAID BY TAX PAYERS**
- Future Ridehailing (UBER/LYFT) User Fee – \$1.25 for single trips, \$0.65 for pooled trips

--  
**Alan Curry**

## Item 11.3

**From:** [donotreply@escribemeetings.com](mailto:donotreply@escribemeetings.com) on behalf of [eSCRIBE.Admin](#)  
**To:** [Tonya Hussain](#)  
**Subject:** Public Comment Approval Request  
**Date:** Tuesday, May 7, 2024 8:49:50 AM

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User Ted Godshalk has enter the following comment(s):

You also should write a new policy for the appointment process to fill a vacancy on the City Council between elections. There should be language that requires applicants to be FROM the district with the vacancy.

for Adoption of a Resolution Providing Conduct of a Special Runoff Election in the Event of a Tie Vote in Regular City Council Meeting 5/7/2024 6:00:00 PM

Please log into eSCRIBE to review the submitted comment(s).