



# SIERRA CLUB

## SCHEDULE OF SANDAG WORKSHOPS

**•Central San Diego: Monday, April 23 from 11:30 a.m.-2 p.m. OR 5:30-8 p.m.**

Location: Caltrans District 11 Garcia Auditorium 4050 Taylor Street San Diego, CA 92110

**•North County Coastal: Wednesday, April 25 from 5:30-7:30 p.m.**

Location: Encinitas Public Library Community Room 540 Cornish Drive Encinitas, CA 92024

**•East County: Monday, April 30 from 3:30-5:30 p.m.**

Location: El Cajon Police Department Community Room 100 Civic Center Way El Cajon, CA 92020

**•South County: Tuesday, May 1 from 5-7 p.m**

Location: San Ysidro Civic Center 212 W. Park Avenue San Diego, CA 92173

**•North County Inland: Wednesday, May 2 from 5-7 p.m.**

Location: Centro Universidad Popular 1234 N. Santa Fe Avenue, Suite 100 Vista, CA 92083

**•Central San Diego: Thursday, May 3 from 5:30-7:30 p.m.**

Location: Jackie Robinson Family YMCA Community Room 151 YMCA Way San Diego, CA 92102

## SIERRA CLUB TALKING POINTS

**1.Reduce transportation related pollution levels in disadvantaged communities.**

- SANDAG must use CalEnviroScreen3.0 to identify which communities to prioritize in their efforts to reduce pollution levels in this RTP.
- Due to their proximity to freeways, residents from disadvantaged communities like Barrio Logan and West National City rank in the top 10% of the most impacted census tracts for pollution in the entire state. These communities must work, live and play under pollution worse than that of 90% of the population of California.

## **2.Support cities' CAP transportation targets**

- Transportation is the biggest contributor to climate change in our region. As a result, many of our cities have adopted climate action plans with aggressive targets for how many people will walk, bike, and take transit in the future. For example, the City of San Diego has committed to having 25% of commuters taking public transit by 2035.
- SANDAG's plan needs to support those local plans in order for our cities to be able to hit their targets and support great alternatives to driving alone.
- Further, AB 805 – the new state law to reform SANDAG – requires that SANDAG align the RTP with local climate action plans.

## **3.Increase transit ridership consistent with SANDAG's own strategy**

- SANDAG must increase the amount of people who commute by biking, walking, and taking transit, according to the new state law AB 805 (2017).
- SANDAG has already developed a strategy to increase the amount of biking, walking, and transit. It's called the Urban Area Transit Strategy (UATS), and SANDAG should use it to decide what percent of people in different parts of the region will take transit.
- Where local CAPs are more aggressive than SANDAG's targets, SANDAG should defer to the local plans.

## **4.Create a rate structure that increases ridership — no cost for youth/students and people with disabilities, more accessible passes for seniors and people with disabilities**

- We need no-cost transit passes for youth, students, and people with disabilities.
- We also need lower costs overall to increase use of public transit, improve public health, lower greenhouse gas emissions, and enhance social equity.
- Finally, it must be easier for seniors, people with disabilities, and Medicare users to obtain the discounted passes they are entitled to by making them available online and at more in-person sites.

## **5.Increase transit access in underserved communities.**

- Currently, most jobs in the San Diego region can't be accessed by transit within 90 minutes. That significantly impacts the low-income communities of color that most rely on transit, and it cuts off access to opportunity.
- Better transit access would improve public health in underserved communities *and* help residents get to work, get their kids to school, and run everyday errands without hardship.