

Talking Points for your comments or email (choose some and personalize):

- Do not approve the RTP as it stands. It must be revised to fix the deficiencies identified by the Attorney General's letter that indicate it does not meet California GHG emission reduction requirements.
- Personalize: the RTP is important to me because: 1) I am worried about the [impacts climate change will pose for San Diego county](#) if we don't act now – wildfires, droughts, and coastal flooding (some beaches will disappear) will be more intense and frequent, temperatures will be extreme, native plants and animals will disappear) and 2) I live or work in areas not or under-served by public transportation and/or biking is unsafe.
- The Regional Transportation Plan is key because transportation accounts for 46% of GHG emissions in San Diego County.
- In order to meet the ambitious emissions reductions required by California executive order S-3-05 in later years, significant land-use & transportation changes need to be made now. Transit and appropriate land use must be an immediate priority in this plan, or else they will never be the reality. This plan does not show how we can get where we need to be in 2050.
- More public transit is good for the economy as well as the planet & our health: a recent report shows that building mass transit creates 31% more jobs per dollar than new construction of highways and roads. And we all agree we need the jobs (unemployment figures in our area (9.1% nationally): San Diego county 10.2%, Chula Vista 11.8%, El Cajon 13.8%, Imperial Beach 16.2%, and National City 19.3%!
- San Diego County is the first to implement SB375 which lays out GHG emissions reduction requirements, so many communities throughout the state will take the lead from our actions and it's important we get it right.
- Californians, including San Diegans, voted down Proposition 23 and in support of AB32, California's law to reduce GHG emissions to 1990 levels by 2020. SANDAG Board members need to represent their constituents and vote to delay and revise the RTP to ensure it addresses these issues.
- The City Council of the City of San Diego have expressed significant concerns with the RTP and on June 27th passed a resolution to call for priority being given to public transit and bike transportation in the RTP. We call on the San Diego representatives (Jerry Sanders & Tony Young) to vote against this plan which does not accomplish these goals.
- The Attorney General and others have seriously questioned the methodology by which SANDAG's GHG and other projections were obtained. The methodology should be made transparent – as is required under state law.

Sample email (please customize):

Dear Mr./Ms. _____,

Please vote to not approve the regional transportation plan (RTP) this Friday. As it stands, the plan fails to meet the California laws regulating greenhouse gas (GHG) emissions that were passed to ensure the worst impacts of climate change do not occur, as discussed in the recent letter from Kamala Harris, California's Attorney General.

As you know, the [impacts climate change will pose for San Diego county](#) if we don't act now are that wildfires, droughts, and coastal flooding (some beaches will disappear) will be more intense and frequent, temperatures will be more extreme, and native plants and animals will disappear). This is not a future I want for my community and my family. Additionally, the RTP fails to address real transit needs in San Diego County. {personalize: Currently it takes me 3 times as

long to ride the trolley and bus to my job that it does to drive or the only practical bike route to my job is really unsafe}.

Finally, a majority of San Diego county residents like me voted down Proposition 23 and supported California's GHG laws. As my representative on the SANDAG Board, I need you to represent your constituents and vote to delay the RTP until it is revised to ensure it addresses these issues.

Very truly yours,
Your name, address and email address and/or phone

Useful quotes from the Attorney General's letter

"We believe that SANDAG has not yet prepared a DEIR [(draft environmental impact report)] on the RTP/SCS [(regional transportation plan/sustainable communities strategies)] that fully satisfies CEQA's [(California Environmental Quality Act's)] requirements, and urge SANDAG to redo several parts of the DEIR, as described in our comments."

"... the RTP/SCS seems to be setting the region on a course that is inconsistent with the State's climate objectives".

"... we are particularly concerned that per capita greenhouse gas (GHG) emissions associated with cars and light-duty trucks ... begin to rise after 2020" (instead of decreasing significantly).

"What the DEIR shows is that the suite of strategies relied on by SANDAG, which include a heavy reliance on roadway expansion projects, does not deliver GHG reductions that are sustainable in the long term. In fact, infrastructure and land use decisions made in the early years of the RTP/SCS may lock in transportation inefficiencies and preclude any realistic possibility of meeting the Executive Order's goal of an 80% reduction in GHG emissions."

"... the DEIR shows that total GHG emissions from cars and light-duty trucks in 2050 will increase over the 2010 emissions level."