

Subject: CORONADO BRIDGE TOLL IS BACK - EVERY FREEWAY TOLLS SANDAG MEASURE G
SANDAG MEETING OCT 11 10AM

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

BCC TO COMMUNITY FED UP TAX LIES

@SANDAG CLERK - Please place entire email with links and pictures into Public Record Comment **Sandag Board Directors Friday October 11 10 am Meeting AGENDA 7**. PLEASE ALSO SEND COPIES THIS EMAIL TO TRANSNET ADVISORY BOARD MEMBERS PUBLIC COMMENT THAT WILL MEET AT 830AM OCT 11.

@Chula Vista City Clerk - Please place entire email with links and pictures into Non Agenda Public Record Comment the **next Chula Vista City Meeting 5PM Tuesday**.

SANDAG MEETING FRIDAY OCT 11 10AM

ATTEND FROM HOME ZOOM <https://us02web.zoom.us/j/89851200840>

AGENDA 5 LIE "REMOVE TOLL 125" 125 PERMANENT MANAGED TOLL ROAD

STOP MEASURE G TAX FUNDS ALL FREEWAYS TOLLS

AGENDA 7 IMPLEMENT NEW TOLLING SYSTEM

https://docs.google.com/gview?url=https%3A%2F%2Fgranicus_production_attachments.s3.amazonaws.com%2Fsandag%2F563b43b4de2c2c3666d7f95c57669dba0.pdf&embedded=true

SANDAG MEETING OCT 11 10AM AGENDA PDF

<https://d3n9y02raazwpg.cloudfront.net/sandag/c32230bf-84a7-11ee-852f-0050569183fa-edb38f4e-c05c-466e-935b-f622fd5cce53-1728094619.pdf>

IF MEASURE G PASSES

CORONADO BRIDGE TOLL IS BACK

**Coronado residents, military personal and North Island contractors had been paying
Coronado bridge toll for 33 years**

"More than \$197 million in tolls have been collected during that time, first in 60-cent increments each way, then, in 1980, as a \$1.20 fee for southbound traffic entering the city. Eight years later the toll dropped to \$1; motorists who purchased a discount book crossed for 60 cents. Trucks paid more. Toll paid off \$48 million in construction bonds. After 1986, the toll was used to maintain the two-mile span and to pay toll collectors and manage the booths, eating up about half of the span's

nearly \$6 million annual take in tolls. After 33 years, it's toll no more bridging the gap between San Diego and Coronado is free at last. **The toll booths are an issue as well. Some residents and commuters believe keeping them might make it easier to bring back the toll at a later date** The debt was paid in 1986. Several former government officials have argued that former Gov. Ronald Reagan promised that the tolls would end when the bonds were repaid."

<https://www.sandiegouniontribune.com/2022/06/25/automobile-toll-eliminated-on-coronado-bridge-20-years-ago/>



IF MEASURE G PASSES

SANDAG USES THE TAX TO

REMOVE FREEWAY ROAD LANES

AND REPLACE WITH MANAGED LANES TOLL LANES

SANDAG 2025 REGIONAL PLAN PAGE 2 PDF

SANDAG SALES TAX MEASURE G NO EXPIRATION

CONVERT ALL FREEWAYS INTO MANAGED TOLL LANES

<https://www.sandag.org/-/media/SANDAG/Documents/PDF/regional-plan/2025-regional-plan/2025-rp-draft-initial-concept-2024-9-13.pdf>

SANDAG KNOWS MANY CANNOT CAR POOL

"MANAGED TOLL LANES SOURCE OF REVENUE"

FREEWAY LANES REMOVED FOR MANAGED TOLL LANES

I-805 I-5 I-8 SR15 SR52 SR94 SR163 SR56 SR125 SR75(CORONADO BRIDGE)

Managed Lanes		REMOVE EXISTING ROAD 2-4 LANES	Conversion of Existing Lane(s)	Additional Managed Lane(s)
1a	I-5 Managed Lanes: SR 905 to Pacific Highway		X	
1b	I-5 Managed Lanes: Pacific Highway to I-805		X	
2a	SR 15 Managed Lanes: I-5 to I-805			X
2b	SR 15 Managed Lanes: I-805 to I-8		X	
2c	I-15 Managed Lanes: I-8 to SR-163		X	X
3a	I-805 Managed Lanes: Palomar St to SR 94		X	
3b	I-805 Managed Lanes: SR 94 to I-8		X	X
3c	I-805 Managed Lanes: I-8 to SR 52		X	X
3d	I-805 Managed Lanes: SR 52 to I-5		X	
4a	I-8 Managed Lanes: I-5 to SR 67		X	
5a	SR 52 Managed Lanes: I-805 to I-15		X	
5b	SR 52 Managed Lanes: I-15 to Mast Blvd		X	X
5c	SR 52 Managed Lanes: Mast Blvd to SR 125			X
6a	SR 94 Managed Lanes: I-5 to I-15		X	
6b	SR 94 Managed Lanes: I-15 to SR-125		X	
7a	SR 56 Managed Lanes: I-5 to Carmel Valley Rd			X
8a	SR 163 Managed Lanes: I-8 to SR-52		X	
9a	SR 125 Managed Lanes: SR 54 to SR 52		X	
10a	SR 75 Coronado Bridge Reversible Managed Lane		X	

SANDAG MANAGED TOLL LANES

<https://www.sandag.org/-/media/SANDAG/Documents/PDF/regional-plan/2025-regional-plan/2025-rp-draft-initial-concept-2024-0-13.pdf>

Managed Lanes	REMOVE EXISTING ROAD 2-4 LANES	Conversion of Existing Lane(s)	Additional Managed Lane(s)	
1a	I-5 Managed Lanes: SR 905 to Pacific Highway		X	
1b	I-5 Managed Lanes: Pacific Highway to I-805		X	
2a	SR 15 Managed Lanes: I-5 to I-805			X
2b	SR 15 Managed Lanes: I-805 to I-8		X	
2c	I-15 Managed Lanes: I-8 to SR-163		X	X
3a	I-805 Managed Lanes: Palomar St to SR 94		X	
3b	I-805 Managed Lanes: SR 94 to I-8		X	X
3c	I-805 Managed Lanes: I-8 to SR 52		X	X
3d	I-805 Managed Lanes: SR 52 to I-5		X	
4a	I-8 Managed Lanes: I-5 to SR 67		X	
5a	SR 52 Managed Lanes: I-805 to I-15		X	
5b	SR 52 Managed Lanes: I-15 to Mast Blvd		X	X
5c	SR 52 Managed Lanes: Mast Blvd to SR 125			X
6a	SR 94 Managed Lanes: I-5 to I-15		X	
6b	SR 94 Managed Lanes: I-15 to SR-125		X	
7a	SR 56 Managed Lanes: I-5 to Carmel Valley Rd			X
8a	SR 163 Managed Lanes: I-8 to SR-52		X	
9a	SR 125 Managed Lanes: SR 54 to SR 52		X	
10a	SR 75 Coronado Bridge Reversible Managed Lane		X	

**SANDAG LIED TRANSNET TAX
INSTEAD OF FREEWAY EXPANSION
REDUCE FREEWAY LANES FOR TOLL LANES**

KPBS Report SANDAG Misled Voters On 2004 Tax Measure Showing Pattern Of Deception Goes Back At Least 13 Years

"The San Diego Association of Governments knowingly misled voters in 2004 about how much money it expected to raise from a new sales tax. The deception allowed the agency to overstate how much it could accomplish for regional transportation, transit operations and local infrastructure projects throughout the county in the coming decades. Voters approved the tax increase – and have been paying more money in taxes for 13 years – based on the false projection that appeared on the ballot."

<https://www.kpbs.org/news/midday-edition/2017/07/12/sandag-misled-voters-2004-tax-measure-showing-patt>



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: <ul style="list-style-type: none">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?	
	EXPAND FREEWAYS = NO TOLLS	YES 000 → <input type="radio"/>
		NO 000 → <input type="radio"/>

**SANDAG DECADES LIES TO VOTERS
DID NOT EXPAND FREEWAYS AS PROMISED BY TRANSNET SALES TAX
TRANSNET TAX LIED TWICE TO VOTERS 1987 AND 2004**

Table 2: TransNet Extension Ordinance Remaining Projects

Corridor	Project	Future Project
I-5 South	I-5 South Express Lanes (SR 905 to SR 94)	CANCELLED
I-5 South	I-5 South Express Lanes (SR 94 to I-8)	CANCELLED
I-5 South	I-5 Express Lanes (I to Merge)	CANCELLED
I-5 North	I-5-805 Merge (Express Lanes)	CANCELLED
I-5 North	I-5-805 HOV Connectors	CANCELLED
I-5 North	I-5/SR 56 Freeway Connectors	CANCELLED
I-5 North	I-5/SR 78 Freeway Connectors	CANCELLED
I-8	I-8 Widening (2nd to Los Ochos)	CANCELLED
I-805	I-805 Express Lanes (Mission Valley Viaduct)	CANCELLED
I-805	SR 94 (I-805 to I-15)	CANCELLED
I-805	BRT Service from San Ysidro to Sorrento Mesa	CANCELLED
I-805	SR 52 Express Lanes (I-15 to I-805)	CANCELLED
I-805	I-805/SR 52 HOV Connectors	CANCELLED
I-15	I-15 Express Lanes (SR 94 to SR 163)	CANCELLED
I-15	I-15/SR 94 HOV Connectors	CANCELLED
I-15	SR 94 (I-5 to I-15) and Connectors	CANCELLED
SR 56	SR 56 Widening and Connectors (I-5 to I-15)	CANCELLED
SR 94/ SR 125	SR 94 Widening (SR 125 to Ballester Canyon)	CANCELLED
SR 94/ SR 125	SR 125 Express Lanes (I-805 to I-8)	CANCELLED
SR 54/SR 125	SR 54 Express Lanes (I-805 to SR 94)	CANCELLED
Coronado Tunnel	Coronado Tunnel (Dorinda Blvd to Alameda Blvd)	CANCELLED

TRANSNET COUNTY WIDE SALES TAX 1987-2048 LIE

<https://voiceofsandiego.org/2021/08/11/here-are-the-transnet-projects-that-probably-arent-happening/>

VOTERS WERE LIED TO PROMISE EXPAND FREEWAYS

<https://www.kpbs.org/news/midday-edition/2017/07/12/sandag-misled-voters-2004-tax-measure-showing-patt>



IGNORES VOTE OF THE PEOPLE

"I would question whether we should continue with the thinking of 1987, the world is different today," Hasan Ikhrata stated referring to when TransNet was first passed by voters"

SAN DIEGO UNION TRIBUNE - MEASURE G SALES TAX IS FOREVER

"Endorsement REJECT Measure G TAX SANDAG is Dishonest Dysfunctional"

<https://www.sandiegouniontribune.com/2024/10/04/endorsement-reject-measure-g-sandag-is-dishonest-dysfunctional/>

Cost of Issuance

Bond Financing Team

https://legistarweb-production.s3.amazonaws.com/uploads/attachment/pdf/2002958/Item_5_-_Supporting_Materials.pdf

Estimated Cost of Issuance		
Firm	Role	Fee
Stradling Yocca Carlson & Rauth	Bond Counsel	\$120,000.00
Norton Rose Fulbright	Disclosure Counsel	\$103,200.00
PFM	Municipal Advisor	\$85,000.00
PFM Swap Advisors	Swap Advisor	\$62,500.00
US Bank	Trustee	\$9,825.00
TBD	Verification Agent	\$4,250.00
Bond Link	Printer	\$21,000.00
Underwriting Syndicate	Underwriter (Takedown)	\$886,012.00
Wells Fargo/Goldman Sachs	Dealer Manager Fee	\$264,000.00
Globic	Tender/Information Agent	\$8,400.00
Fitch	Rating Agency	\$142,000.00
S&P	Rating Agency	\$163,000.00
Contingency	Miscellaneous	\$25,000.00
Grand Total		\$1,894,187.00

SANDAG | 19



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-htlmistory.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

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

EVERY CITY MAYOR CITY COUNCIL

INFORM YOUR CONSTITUENTS YOUR VOTERS

DO PRESS INTERVIEWS STOP MEASURE G FOREVER TAX

TO PREVENT CHANGING FREEWAYS INTO MANAGED TOLL LANES

STOP THE SANDAG MEASURE G TAX

*"Stop the SANDAG lies and Broken Promises. Vote "No" on Measure G. This proposal is completely out of touch with reality. This is not the time to put an additional tax on the people. Electricity, gas prices, fire insurance, and housing have all gone up, and this is a time for relief and belt-tightening, not piling on to the high cost of everything. In 2004, San Diegans voted to extend a half-cent ^{[[1]]}_{[[SEP]]} sales tax for 40 years starting in 2008. In exchange, SANDAG promised to relieve traffic congestion by making critical highway improvements. Those promises have been unfulfilled while public transit has received the majority of the dollars. Politicians and leaders should do all they can to ^{[[1]]}_{[[SEP]]} lower the cost of living for San Diegans, but unfortunately, that isn't the case. **Measure G, will add a half-cent sales tax in San Diego County. <NO EXPIRATION DATE A FOREVER TAX>.**"*

<https://www.nonewtaxessd.com/>



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).

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.

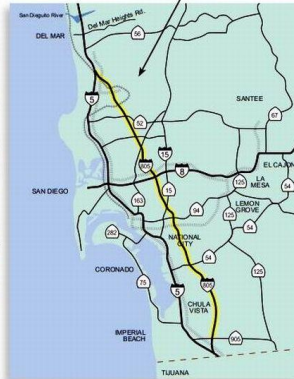
Project Elements

- » 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.

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)



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

I-15 Express Lanes

<https://www.keepsandiegomoving.com/i-15-corridor/i-15-intro.aspx>



CONGESTION TAX TOLL ROADS TRANSNET TAX LIE SINCE 1987



Built and operated by SANDAG (in partnership with Caltrans) to provide **20 miles of flexible travel** between Escondido (SR-78) and San Diego (SR-163)

Express lanes are **free for carpools, vanpools, transit riders, clean air vehicle drivers, and motorcycles**

Solo drivers can utilize Express Lanes for a fee with a FasTrak transponder (fee varies between \$0.50 and \$8.00 depending on trip length and traffic conditions)

The Express Lanes **improve mobility in the region** by:

- managing congestion with dynamic pricing
- keeping traffic flowing smoothly by moving a median barrier to increase or decrease the number of lanes in each direction

TRANSNET TAX PROMISE FREEWAYS NOT TOLLS

SR-125 <https://www.msn.com/en-us/news/us/45000-drivers-faced-incorrect-sr-125-toll-charges-lawsuit-against-sandag-claims/ar-AA1kj620>

- Purchased by SANDAG in 2011 at a 65% discount for \$341 million **TRANSNET BONDS**
- Board approved acquisition to **improve mobility in southern region** by:
 - reducing traffic congestion on parallel links, such as the I-805
 - reducing need for infrastructure improvements on parallel links (saving \$265M) **805 5 FREEWAY**
 - lowering toll rates (by 25% to 40%) to attract and grow usage of the toll road

USE \$265 MILLION NOT SPENT TRANSNET ON 805 EXPANSION PAY OFF TOLL REQUIREMENT!

\$143 MILLION DEBT REMAINING TOLL AS OF 07-2022



<https://inewssource.org/2022/07/12/sandag-caltrans-south-bay-tolls-debt/>

STOP PAY TOLL



**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://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>

<https://dot.ca.gov>

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

--

Alan Curry