



I suggest as a point for discussion the following divisions:

1. Northeast County – mountains-Palomar, Warner Springs, Ranchita
2. Southeast County-desert – Borrego Springs, Ocotillo Wells
3. Mideast County-Ramona, Julian, Santee, Lakeside, ElCajon, Alpine
4. I-15 corridor agricultural-San Marcos, Escondido, Fallbrook, Bonsall, Valley Center, Poway, Rancho Bernardo, RSF
5. Native Tribes-North-Luiseno (San Luis Rey,) Pala, De Luz
6. Native Tribes-South-Barona, Sycuan
7. Navy Influence-Natl City, Coronado, Fleetwood, Point Loma bayside
8. South coastal-Imperial Beach, San Ysidro, Chula Vista, South SD
9. South inland-Jamul, Dulzura, Potrero, Otay Mesa East,
10. SD Central-San Diego Downtown, SD East, College,
11. SD North-Point Loma north, OB, Midway, PB
12. Mid-County-La Mesa, Lemon Grove, Spring Valley, Bonita
13. North Coastal-La Jolla, Del Mar, Encinitas, Solana Beach, Oceanside coastal, San Onofre.

Let's have 13 voting representatives which is a lot fairer.

#### Consent

+2. Approval of Meeting Minutes

Another list of names, like the Oscars, but did not indicate who did what. Not very informative. And no telling who said what or even spoke on what item.

When you omit details, it is one way of dissing the public, to make them spend their precious time listening to tapes or searching records to see what went on. There should have a summary right there in the minutes. Otherwise, why are they actually needed at all?

+3. Chief Executive Officer Delegated Actions\*

Beth Lupu, SANDAG

In accordance with various Board Policies, this report summarizes delegated actions taken by the Chief Executive Officer.

Good financial buys. Hopefully makes up for the lost value from matured securities.

You got \$87 million back from one of your completed projects. That is money that you could have used elsewhere. Better have your accountants look into this – overestimate or fraud, waste, and abuse?

Wow – 4 legal actions. You should be resolving these, not letting attorneys fees and interest pile up. These should be summarized in every agenda. We want to see progress on these, not kicking the can down the road.

+4. Proposed 2025 Legislative Program

Ryan Williams, Jose Alvarez, SANDAG

The Executive Committee recommends that the Board of Directors approve the proposed 2025 Legislative Program.

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**Looks like you brought this back, of course without any material changes that we recommended at the Exec Committee.**

**Sounds like SB10 is asking SANDAG to use its dwindling money supply to boost the TJ River Valley thing which is a worthy goal. However, that means neglecting its mission to provide quality transportation for the County. You also have numerous groups already working the TJ River issue and providing funding.**

**#14 sounds too much like AI, so I recommend that it be removed/**

**I notice that #15 includes some sort of funding response to the January 2024 floods. I would appreciate reference to something over a year old removed. You should plan forward, not backward.**

**And I oppose anything that detracts from SANDAG's mission, which means removing #13 (climate action stuff), 17 (environmental stuff), and 19 to 23 (sounds like SANDAG is getting involved in activities outside its jurisdiction.)**

**Please remove these from the plan and stick to your mission of providing quality transportation within the County.**

+5. SANDAG Policy Advisory Committees Advisory Membership Request by

Association of Planning Group - San Diego County Association of Planning Groups -

The Executive Committee is asked to consider a recommendation to the Board of Directors to approve the request of the Association of Planning Groups – San Diego County to be appointed as a regular advisory member of the Regional Planning Committee, Transportation Committee, Borders Committee, Public Safety Committee, and Audit Committee.

**I think that it is good to have a local planning perspective on things, which is probably a lot different than what a Mayor or Councilmember with multiple other duties if not goals can provide.**

+6. TransNet Regional Transportation Congestion Improvement Program

Proposed Fee Adjustment

Adrian Paniagua, Naomi Young, SANDAG

The Board of Directors is asked to approve a 6% adjustment to the Regional

Transportation Congestion Improvement Program, raising the fee from \$2,875.06 to \$3,047.57 beginning July 1, 2025.

**So the big picture is that this 6% increase will fall on the backs of new homeowners or developers, who are sure to pass it on. That is, you are essentially taxing the new growth you want to encourage.**

**I think that the legislation specified 2% because that was reasonable and conformed with the property tax increase. This is inflationary, a huge hidden cost to homeowners, and a tacit admission that Transnet failed.**

+7. Approval of Proposed Solicitation for Construction Management (CM)

Services and Contract Award for Project Management Consultant (PMC)

Services for Route 11/Otay Mesa East Port of Entry Project

The Board of Directors is asked to authorize the Chief Executive Officer to conduct the solicitation and award a contract as outlined in the report.

**A single proposal for \$21M and no supporting docs. And then it says the total value over 5 years may be \$50M. All for a 3 mile stretch of road. I urge you to reject this fiscal hokey pokey with our taxpayer money.**

**And if this is a State Route, why is SANDAG doing the contract?**

+8. Policy Advisory Committee Actions

Francesca Webb, SANDAG

The Board of Directors is asked to ratify the actions taken by the Policy Advisory Committees as noted in the report.

**I am glad that ARJIS published a report of their actions rather than letting us guess at the details. Thank you!**

+9. San Diego LOSSAN Rail Realignment Project Objectives and Alternative

Alignments

Maria Rodriguez Molina, Keith Greer, Danny Veeh, SANDAG

The Board of Directors is asked to provide feedback on the project goals and objectives; and provide direction to staff on the alternative alignments to analyze in the Draft EIR for the San Diego LOSSAN Rail Realignment Project.

**That you winnowed the 16 proposals down to 5, all of which go through the Del Mar fairgrounds, its unstable soil, and would require destruction of homes for a tunnel is not acceptable. Let me ask – have you done a soil analysis?**

**Last Board meeting, there were 16 route options. The Board should have reduced the number of options in open session, per the Brown Act. SANDAG does too much out of public view. In a nutshell, that is the main reason for the trust problem.**

**Keep shutting down the LOSSAN tracks for supposedly routine maintenance. We know that not all of this is, in fact, routine.**

**Move the LOSS-SAN Train to the I-15 corridor OR through DeLuz which would surely be cheaper.**

**But a train anywhere near the coast is not safe or practical for the long term. Think 100 years. If you build here now (I mean, of course, in 2030 or 35,) you'll have to redo the track periodically. Unstable coastal soil or sand, and at San Clemente, you got a narrow path and either beach erosion or landslides. The price tag you quote for a train from Temecula through Escondido and San Marcos is to Perris, way outside your jurisdiction, and way inflated. It could connect to downtown, National City, and Chula Vista which is a lot easier as well as connecting to the rapid trains to Vegas, LA, and SF.**

**Tony Kranz' idea to route the train tracks up the I-15 corridor makes sense. If you can do it through De Luz, that would be better. Not only would it save a lot of time, effort, lives maybe, and dollars – but it would be a far easier connection to the fast trains to Vegas and SF to LA. And they'd be ready a lot sooner than 2035.**

**The parking lot inside the Del Mar Fair is so cracked that it suggests major soil instability which means a tunnel or track there or anywhere near the ocean probably won't work.**

**There are too many erosion spots and chokepoints to route the LOSSAN tracks all the way up the I-5 corridor - erosion from the ocean and landslides from the steep cliffs, although that would also be a better option.**

**Please think about the long-term.**

**If needed, here are my comments on these 5 proposals (proposal in light blue):**

Blue - Locate North Portal Under Jimmy Durante Boulevard following under Crest Canyon with 90 mph curves. The intent of this alternative concept is to minimize private subsurface easements by locating the bored tunnel segment of the alignment under Crest Canyon Open Space Park and Torrey Pines Natural Reserve Extension, to the extent practicable, using maximum passenger operations speeds for 90 mph within the tunnel.

\$3.7–\$4.9

**This does not minimize permanent effects on properties (though this alternative seems to impact less.) It would have the same requirements for ventilation shafts, emergency access, on private property. And using the existing tracks through Carlsbad (beach erosion) and San Clemente (landslide disruption) is asking for continual problems.**

Green - Stabilize bluffs and widen existing alignment to accommodate a second track. The intent of this alternative concept is to maintain the location of the existing rail alignment and add a second track to the east of the existing tracks within the railroad right-of-way. The second track would pass under the existing Torrey Pines Overhead bridge.

\$1.9–\$2.5

**Cheap, but no room for second track without property destruction. You get what you pay for. Erosion from the top and side would probably continue even at 200 to 300 ft. from the sea, requiring constant maintenance/monitoring – forever or at least until the next derailment. Bluffs being sufficiently stabilized is questionable. And using the existing tracks through Carlsbad (beach erosion) and San Clemente (landslide disruption) is asking for continual problems.**

Yellow - Locate North Portal Under Jimmy Durante Boulevard to South Portal at I-5 Knoll (Proposed NOP Alternative Alignment B – Crest Canyon Alignment.) VA Alternative Concept 15 is the same as Alternative B from the June 2024 NOP. This alternative concept is approximately 5.3 miles in length and would descend

immediately south of the rail bridge that spans over the San Dieguito Lagoon and

enter the north portal. The north portal would be located north of the intersection of Camino Del Mar and Jimmy Durante Boulevard. The portal's infrastructure would cross underneath Jimmy Durante Boulevard, which would be raised. The portal structures could extend into commercial and residential properties. The south portal would be located at a knoll south of Carmel Valley Road between I-5 and the segment of Sorrento Valley Road Trail that is closed to public vehicular traffic but open for bicycles, pedestrians, and authorized vehicles. The portal infrastructure would be within the undeveloped knoll and extend into the Los Peñasquitos Lagoon. The tracks would then rise as they transition back into the existing railroad alignment north of the Sorrento Valley Station.

\$3.7–\$4.9

**This would definitely have permanent effects on properties. Would have same requirements for ventilation shafts, emergency access, on private property. And using the existing tracks through Carlsbad (beach erosion) and San Clemente (landslide disruption) is asking for continual problems.**

Pink - Locate North Portal at Under Jimmy Durante Boulevard to South Portal at Torrey Pines Road (Proposed NOP Alternative Alignment C – Camino Del Mar Alignment.) VA Alternative 16 is the same as Alternative C from the June 2024 NOP. This alternative concept is approximately 4.9 miles in length and would descend immediately south of the rail bridge that spans over San Dieguito Lagoon and enter the north portal, which would be located north of the intersection of Camino Del Mar and Jimmy Durante Boulevard. The portal's infrastructure would cross underneath Jimmy Durante Boulevard, which would be raised. The portal structures could extend into commercial and residential properties. This alternative concept would continue south and exit at the south portal located near the intersection of Carmel Valley Road and North Torrey Pines Road. The portal infrastructure would cross underneath Carmel Valley Road and potentially extend into residential properties. The alignment would continue south on bridge and berm over Los Peñasquitos Lagoon, and then

transition back to the existing railroad alignment. The existing railroad alignment

within Los Peñasquitos Lagoon would be double-tracked, which would require raising and widening the existing berm in the lagoon to address flooding and sea level rise projections.

\$3.3–\$4.4

**There would be permanent effects on properties. Would have same requirements for ventilation shafts, emergency access, on private property. The lagoon bridge and berm sounds like a bit of a gamble on how far the sea level will rise. And using the existing tracks through Carlsbad (erosion disruption) and San Clemente (landslide disruption) is asking for constant problems.**

**No to Option 5, leaving the tracks where they are and reinforcing the existing seawall, apart from continuing and constant erosion, means that there will still be a single track line in Del Mar with double track pretty much everywhere else. Of course using the existing tracks through Carlsbad (erosion disruption) and San Clemente (landslide disruption) is asking for constant problems.**

10. Adjournment

The next Board of Directors meeting is scheduled for Friday, March 14, 2025, at 10:30 a.m.

+ next to an agenda item indicates an attachment

\* next to an agenda item indicates that the Board of Directors also is acting as the San Diego County Regional Transportation Commission for that item

On Wed, Feb 26, 2025 at 10:21 AM alan mil <[alanmil99@gmail.com](mailto:alanmil99@gmail.com)> wrote:

COPY TO  
NEWS  
MAYORS  
CITY COUNCILS  
SAN DIEGO COUNTY DA  
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 the next scheduled Sandag Board Directors Meeting FRIDAY NON AGENDA PUBLIC COMMENT.  
<https://www.sandag.org/calendar>

@CHULA VISTA CITY CLERK - Please place entire email with links and pictures into Public Record Comment the next scheduled Chula Vista City Meeting TUESDAY 5PM

NON AGENDA PUBLIC COMMENT.

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

@COUNTY SUPERVISOR CLERK - Please place entire email with links and pictures into Public Record Comment for next scheduled Supervisor Meeting TUESDAY NON AGENDA PUBLIC COMMENT.

<https://www.sandiegocounty.gov/cob/bosa/index.html>

SANDAG MEETING 9AM FRIDAY FEB 28

ZOOM <https://us02web.zoom.us/j/84297597154>

DEL MAR BLUFF COLLAPSE TRAIN TRACK RELOCATE

"The train route is San Diego's only rail link to Los Angeles and the rest of the United States, but landslides and bluff erosion are making the trek more dangerous. SANDAG is expected to hear public comment on the proposed alignments Feb. 28. SANDAG has been considering several routes for the LOSSAN Rail Realignment Project in Del Mar."

<https://www.nbcсандiego.com/news/local/new-routes-for-rail-realignment-project-in-del-mar-proposed-by-sandag/3749828/>

SEE PAGE 120 OF REPORT

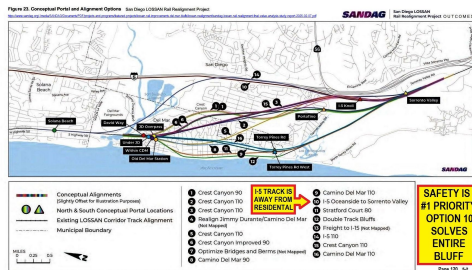
OPTION 10 AWAY FROM HOMES

ENTIRE TRACK MOVE PARALLEL I-5

LOSSAN Rail Realignment Project Final Value Analysis Study Report

Years of studies, decades of failed attempts repair bluffs and yet more useless pilings result increase erosion of bluffs yet the train track still has not been moved away from the ocean!

<https://www.sandag.org/-/media/SANDAG/Documents/PDF/projects-and-programs/featured-projects/lossan-rail-improvements-del-mar-bluffs/lossan-realignment/sandag-lossan-rail-realignment-final-value-analysis-study-report-2025-02-07.pdf>



WHY SANDAG AGENDA 6

NO DISCUSSION RUBBER STAMP CONSENT?

DECADES TRANSNET TAX NO FREEWAY EXPANSION!

MORE TRANSNET TAX ON HOMES ALREADY HIGH COST!

"The TransNet Extension Ordinance requires the 18 cities in the San Diego region and the County of San Diego to collect a Regional Transportation Congestion Improvement Program (RTCIP) fee from the private sector for each new housing unit. TransNet Regional Transportation Congestion Improvement Program Proposed Fee Adjustment. The Board of Directors is asked to approve a 6% adjustment to the Regional Transportation Congestion Improvement Program, raising the fee from \$2,875.06 to \$3,047.57 beginning July 1, 2025."

PROGRAM - [https://legistarweb-production.s3.amazonaws.com/uploads/attachment/pdf/3161985/Item\\_6\\_-\\_TNRT\\_Congestion\\_Improvement\\_Program.pdf](https://legistarweb-production.s3.amazonaws.com/uploads/attachment/pdf/3161985/Item_6_-_TNRT_Congestion_Improvement_Program.pdf)

MEMO - [https://legistarweb-production.s3.amazonaws.com/uploads/attachment/pdf/3161986/Item\\_6\\_Att\\_1\\_-\\_Discussion\\_Memo.pdf](https://legistarweb-production.s3.amazonaws.com/uploads/attachment/pdf/3161986/Item_6_Att_1_-_Discussion_Memo.pdf)

SANDAG MEETING FRIDAY 9AM

YOU CAN PARTICIPATE ZOOM FROM YOUR HOME

ZOOM - <https://us02web.zoom.us/j/84297597154>

OR GO IN PERSON FREE VALIDATED PARKING

401 B STREET FLOOR 7 DOWNTOWN SAN DIEGO

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

HTML AGENDA - [https://docs.google.com/gview?url=https%3A%2F%2Fgranicus\\_production\\_attachments.s3.amazonaws.com%2Fsandag%2F3f2d097131a67de3ec6cd3045a4da8ac0.pdf&embedded=true](https://docs.google.com/gview?url=https%3A%2F%2Fgranicus_production_attachments.s3.amazonaws.com%2Fsandag%2F3f2d097131a67de3ec6cd3045a4da8ac0.pdf&embedded=true)

PDF AGENDA - <https://d3n9y02raazwpg.cloudfront.net/sandag/fef0fea28-b3fd-11ef-ab4b-005056a89546-3a383fb0-7365-4b67-b96e-089b81ccc16-1740521332.pdf>

AN OPPORTUNITY FOR FED FUNDING

HIGH SPEED RAIL FED FUNDS BEING PULLED

SAFETY = USE FUNDS MOVE TRACK AWAY FROM OCEAN

U.S. Transportation Secretary Duffy Announces Review of California High-Speed Rail Project

"The Federal Railroad Administration (FRA) initiated a review of the California High-Speed Rail Authority (CHSRA). This review will help determine whether roughly \$4 billion in taxpayer money should remain committed to the proposed project to build high-speed rail in the California Central Valley between Merced and Bakersfield. The entire San Francisco to Los Angeles project was initially supposed to be completed by 2020 and cost \$33 billion. Today, the Merced-to-Bakersfield segment alone would cost more than the original total. The latest estimate for San Francisco to Los Angeles is \$106 billion — more than three times the original cost estimate. The entire San Francisco to Los Angeles project was initially supposed to be completed by 2020 and cost \$33 billion. Today, the Merced-to-Bakersfield segment alone would cost more than the original total. The latest estimate for the train rail San Francisco to Los Angeles is \$106 billion — more than three times the original cost estimate."

<https://www.transportation.gov/briefing-room/us-transportation-secretary-duffy-announces-review-california-high-speed-rail-project>



DEL MAR TRAIN TRACK BLUFF COLLAPSE



## SANDAG DECADES TAX WASTE FAILURES

06-18-2024 SANDAG PRESENTATION VIDEO  
BLUFF COLLAPSE CRITICAL TRAIN TRACK RELOCATE  
<https://www.youtube.com/watch?v=vXfX3FAX0&t=276s>

2021 USELESS TAX WASTE CONSULTANT STUDY  
<https://www.delmar-times.net/news/story/2021-04-27/study-shows-best-route-for-train-tunnel>

## DECADES AGO 1941 TRAIN TRACK BLUFF ACCIDENT 2018 DEL MAR TRAIN TRACK BLUFF COLLAPSE AGAIN

"It's just a matter of time before what happened in the 1940s happens again when a train went right into the ocean," Stonebanks said. "You won't be reading about a 50-foot section of bluff going into the ocean. You'll be reading about the Pacific Surfliner going in and 50 people killed."

<https://foxsandiego.com/news/residents-concerned-after-cliff-collapses-along-del-mar-train-tracks/>

The 1941 train track collapse will happen again. You won't be reading about a 50 foot section of bluff going into the ocean. You'll be reading on the Pacific Surfliner going in and 50 people killed due to bluff collapse.

<https://thecoastnews.com/the-great-train-wreck-of-1941/>

## HISTORY MOVE DEL MAR TRAIN TRACKS FROM DANGER



06-24-2022 ENGINEER REPORT FAILURE (1:57:00)  
[https://www.youtube.com/watch?v=xoYpYkd\\_IFF&t=5761s](https://www.youtube.com/watch?v=xoYpYkd_IFF&t=5761s)  
I DESTROYED ENGINEER REPORT  
CALLED OUT SANDAG TAX WASTE  
DEMANDED TRACK MOVED OFF BLUFF

A WEEK LATER SOMEBODY CALLED GOV NEWSOM  
07-03-2022 \$300 MILLION STATE GRANT  
TO IMPLEMENT MOVE UNSAFE DEL MAR TRACK  
<https://www.usnews.com/news/best-states/california/articles/2022-07-03/300m-for-plan-to-move-tracks-off-crumbling-del-mar-bluffs>

YEAR LATER WHERE DID THE STATE FUND MONEY GO?  
<https://apnews.com/article/california-san-diego-gavin-newsom-state-budgets-693f86215ac44e57e55da568f7d8e1f5>

12-27-2022 \$300 MILLION FOR TRACK MOVE STOLEN FOR OTHER USE  
"The transit district recently sent a letter to the San Diego Association of Governments asking for some of the grant money to be used to finish the long-planned San Dieguito to Sorrento Valley double-track project just north of the bluffs. The rail realignment off the Del Mar bluffs can only be successful if this time-sensitive project is completed first," states the Dec. 16 letter from the NCTD board to SANDAG."  
<https://www.sandiegouniontribune.com/2022/12/27/nctd-and-del-mar-split-over-rail-realignment-money/>

06-28-2024 SANDAG MEETING NEWS INFORMED  
[https://docs.google.com/gview?url=https%3A%2F%2Ffranciscus\\_production\\_attachments.s3.amazonaws.com%2Fsandag%2Fec203249db6ab73ba815a655e155e11b0.pdf&embedded=true](https://docs.google.com/gview?url=https%3A%2F%2Ffranciscus_production_attachments.s3.amazonaws.com%2Fsandag%2Fec203249db6ab73ba815a655e155e11b0.pdf&embedded=true)  
06-28-2024 SANDAG MEETING (AGENDA 15) PDF  
<https://d3n9y02raazwpg.cloudfront.net/sandag/5dd97666-84b1-11ee-852f-0050569183fa-3a383fb0-7365-4b67-b96e-089bf81cee16-1719529562.pdf>

SANDAG LOSSAN RAIL FACT SHEET PDF  
<https://www.sandag.org/-/media/SANDAG/Documents/PDF/projects-and-programs/featured-projects/lossan-rail-improvements-del-mar-bluffs/lossan-realignment/lossan-rail-realignment-fact-sheet-2024-05-16.pdf>

LOSSAN RAIL STUDY JUNE 2024 POWERPOINT  
[https://legistarweb-production.s3.amazonaws.com/uploads/attachment/pdf/2706490/Item\\_15\\_-\\_Supporting\\_Materials.pdf](https://legistarweb-production.s3.amazonaws.com/uploads/attachment/pdf/2706490/Item_15_-_Supporting_Materials.pdf)

2024 LOSSAN RAIL ALIGNMENT SANDAG YOUTUBE (1:07:20)  
AFTER PRESENTATION MY CALLOUT MOVE TRAIN TRACKS TO I5  
NOT JUST DEL MAR BLUFF, INCLUDE NORTH OF SOLANA BEACH  
<https://www.youtube.com/watch?v=fiPeQeUG3PU&t=4040>

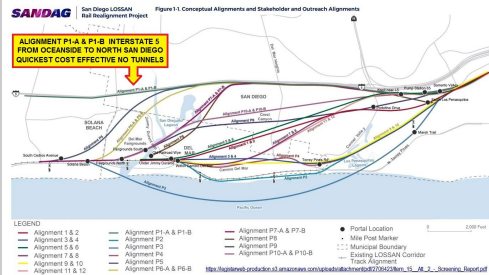
SANDAG YOUTUBE (2:14:20)  
Thank you Mayor Kranz "Big mistake locking into a rail corridor that was built in the 1880s. San Clemente has exact same problem; move track To I-5 From Oceanside to San Diego. Avoid pedestrian strikes saves lives when track placed I-5 corridor."  
<https://www.youtube.com/watch?v=fiPeQeUG3PU&t=8060>

Thank You Council Gaasterland "Imagine no more train track across Lagoon RESTORES REFUGE TO ITS 1800S PRISTINE BEAUTY"  
<https://www.youtube.com/watch?v=fiPeQeUG3PU&t=10256>

**HEARTLESS Council La Mesa Jack Shu Ignores Decades Established Neighborhood Communities Lifetime Of Memories "Emminent Domain You Get Fair Compensation When Government Takes Away Your Home"**  
<https://www.youtube.com/watch?v=fiPcQeUG3PU&t=9757>

**SCREENING REPORT MAY 2024  
INTERSTATE 5 SENSIBLE ROUTE  
PAGE 10 SCREENING REPORT PDF**  
[https://legistarweb-production.s3.amazonaws.com/uploads/attachment/pdf/2706423/Item\\_15\\_Att\\_2\\_-\\_Screening\\_Report.pdf](https://legistarweb-production.s3.amazonaws.com/uploads/attachment/pdf/2706423/Item_15_Att_2_-_Screening_Report.pdf)

**ALIGNMENT P1-A & P1-B INTERSTATE 5  
FROM OCEANSIDE TO SORRENTO VALLEY  
QUICKEST COST EFFECTIVE NO TUNNEL**



**LESSONS LEARNED WILDFIRES**

**Karen Bass remained silent as Sky News asked the mayor if she regrets cutting the fire service's budget.**  
<https://news.sky.com/video/los-angeles-mayor-silent-when-asked-if-she-owes-citizens-apology-over-handling-of-wildfires-13285826>

**Los Angeles Mayor Silent As Confronted Over Wildfire Response On Live TV**  
<https://www.youtube.com/watch?v=51wYU-Up5mg&t=0s>



**The one reservoir that could have been used to stop the apocalyptic wildfires that destroyed Pacific Palisades, Altadena, and parts of other towns was somehow empty**  
[https://www.americanthinker.com/blog/2025/01/firestorm\\_of\\_incompetence\\_in\\_los\\_angeles\\_water\\_company\\_admits\\_their\\_big\\_reservoir\\_to\\_fight\\_fires\\_was\\_bone\\_dry.html](https://www.americanthinker.com/blog/2025/01/firestorm_of_incompetence_in_los_angeles_water_company_admits_their_big_reservoir_to_fight_fires_was_bone_dry.html)

**INSTEAD OF WATER TOWER DRINKING WATER RESERVOIR EMPTY OVER YEAR**  
"Los Angeles in 2012 installed a large floating membrane to comply with federal regulations. The cover is meant to prevent animals and debris from contaminating the water, limit algae and bacteria. DWP property manager spotted a tear in the reservoir's floating cover after a series of rainstorms, according to internal emails reviewed by The Times. DWP officials wanted to keep the reservoir running, despite the tear, letting residents use 20 million gallons before draining the rest. The drinking water reservoir due to no cover empty almost a year since January 2024."  
<https://www.latimes.com/california/story/2025-01-22/why-has-a-reservoir-in-palisades-stood-empty-for-a-year>

**State to probe why Pacific Palisades Reservoir was offline and empty over a year when firestorm exploded**  
"Officials said that the Santa Ynez Reservoir had been closed since about February for repairs to its cover, leaving a 117-million-gallon water storage complex empty in the heart of the Palisades for nearly a year."  
<https://www.latimes.com/california/story/2025-01-10/as-flames-raged-in-palisades-a-key-reservoir-nearby-was-offline>



**LA Mayor Karen Bass handed out rich city contracts, forcing drastic cuts to fire department months before deadly wildfires: records**  
"Los Angeles was forced to slash funding for the fire department after Mayor Karen Bass awarded gilded contracts to city workers, a review of public records shows. Bass settled contract negotiations with public sector unions. In dozens of agreements, the city's civilian employees pocketed 20 to 25 percent wage hikes over five years and other goodies that cost the city \$4.5 billion."  
<https://nypost.com/2025/01/11/us-news/la-mayor-karen-bass-handed-out-rich-city-contracts-forcing-drastring-cuts-to-fire-department-months-before-deadly-wildfires-records/>



#### WARNED OF FIRE RISK IGNORED SAFETY LOS ANGELES FLEW TO AFRICA CELEBRATION

"The National Weather Service began warning of potentially strong winds — amid "extreme fire conditions" — on Thursday, two days before Bass left for Ghana. Those warnings intensified over the subsequent days. By Monday, officials were bracing for a potentially life-threatening and destructive windstorm. As flames tore through Pacific Palisades, Los Angeles Mayor Karen Bass was on a diplomatic mission in Africa, communicating with key city agencies from afar. Bass left town on Saturday as part of a presidential delegation to Ghana, just as the National Weather Service began ratcheting up its warnings about the coming windstorm. On Tuesday, she attended the inauguration of Ghanaian President John Dramani Mahama when the Palisades fire broke out."

<https://www.latimes.com/california/story/2025-01-08/mayor-karen-bass-wildfires-africa-trip>

#### MAUI - TALENT OREGON - LOS ANGELES - YOUR CITY NEXT

<https://www.youtube.com/live/GLJ4LABBgBY&t=0s>

#### BURN DOWN COMMUNITY REZONE TO GOVERNMENT HOUSING

<https://ktvl.com/news/local/talents-controversial-alameda-fire-recovery-plan-up-for-a-vote-next-month-revitalization-oregon-wildfire>

#### Gavin Newsom 'reimagining LA 2.0' post-wildfireand California needs a 'Marshall Plan'

As the devastating wildfires in Los Angeles continue to rage, Gov. Gavin Newsom is looking toward rebuilding an "LA 2.0" post-fire. Speaking against the backdrop of a fire-ravaged neighborhood, Newsom said that he's already "organizing a Marshall Plan" and already has a team "looking and reimagining LA 2.0."

<https://www.businessinsider.com/gavin-newsom-reimagining-los-angeles-post-wildfire-marshall-plan-rebuild-2025-1>

#### WHY MAUI - LOS ANGELES EMPTY FIRE HYDRANTS?



## Alan Curry

#### SANDAG 2025 REGIONAL PLAN PAGE 4

TRANSNET ALREADY FUNDED ROADS DOUBLE TAX

CONVERT FREEWAY LANES TO MANAGED TOLL LANES

<https://www.sandag.org/-/media/SANDAG/Documents/PDF/regional-plan/2025-regional-plan/2025-draft-proposed-regional-transportation-network-eng.pdf>



#### SAN DIEGO COUNTY VOTERS STOPPED SANDAG TAX

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



VOTERS WERE PROMISED TWICE 1988 AND 2004 TRANSNET TAX EXPAND FREEWAYS

SANDAG IGNORES FREEWAYS FIRE EGRESS <https://www.sandag.org/funding/transnet>



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

From: <[henkinp@earthlink.net](mailto:henkinp@earthlink.net)>

Date: Sun, Feb 9, 2025 at 8:42 PM

Subject: SANDAG REOPENING DEBATE ON LOSSAN ALIGNMENT

Hi All,

Paul Henkin sends his greetings.

That SANDAG winnowed the 16 proposals for the LA to San Diego LOSSAN train reported by NBC on the 2/7 down to 5 by 2/15, all of which go through the Del Mar fairgrounds, its unstable soil, and would require destruction of homes for a tunnel is not acceptable. Let me ask – have you done a soil analysis? Last Board meeting, there were 16 route options. The Board should have reduced the number of options in open session, per the Brown Act. SANDAG does too much out of public view. That is the number 1 reason for the trust problem. Keep shutting down the LOSSAN tracks for supposedly routine maintenance. We know that not all of this is, in fact, routine.

Move the LOSSAN Train to the I-15 corridor OR through DeLuz. Through DeLuz would surely be cheaper. A train anywhere near the coast is not safe or practical for the long term. Think 100 years. If you build here now (I mean, of course, in 2030 or 35,) you'll have to redo the track periodically. Unstable coastal soil or sand, and at San Clemente, you got a narrow path and either beach erosion or landslides. The price tag you quote for a train from Temecula through Escondido and San Marcos is to Perris, way outside your jurisdiction, and way inflated. It could connect to downtown, National City, and Chula Vista a lot easier as well as to the rapid trains to Vegas, LA, and SF.

**Tony Kranz' idea to route the train tracks up the I-15 corridor makes sense. If you can do it through De Luz, that would be better. Not only would it save a lot of time, effort, lives maybe, and dollars – but it would be a far easier connection to the fast trains to Vegas and SF to LA. And they'd be ready a lot sooner than 2035.**

The parking lot inside the Del Mar Fair is so cracked that it suggests major soil instability which means a tunnel or track there or anywhere near the ocean probably won't work. There are too many erosion spots and choke points to route the LOSSAN tracks all the way up the I-5 corridor - erosion from the ocean and landslides from the steep cliffs, although that would also be a better option.

Please think about the long-term.

## New routes for rail realignment project in Del Mar proposed by SANDAG

Story by Jeanette Quezada, NBC San Diego [02-09-2025]

Back from 3 alternatives to 16 – makes a mockery of our attending the community forums in East City and Del Mar, but hopefully a lot fairer and adequate notice to all involved. All 16 routings to be discussed are listed after the article.

#### ARTICLE:

SANDAG has been considering several routes for the LOSSAN Rail Realignment Project in Del Mar.

[3 without adequate community input, so it's back up to 16]

This week they added 13 new routes to their alignment proposals. This was in response to input from the community to improve the original three alignments.

"I've taken it from Solana Beach down to a Padres game or whatever, and I've gone north to anywhere from Orange County to as far as Santa Barbara," said Tom Sullivan, who has ridden along the LOSSAN corridor before and has personally seen coastal erosion along the Del Mar Bluffs.

Sullivan's also familiar with the proposed realignment project.

"It's just strange, especially in Southern California, especially San Diego to have major train lines that would run underground," Sullivan said.

Frank Scherer worried it could impact the Del Mar community he's lived in for 40 years.

"I just don't want people's homes to be impacted, and I think they will be from a tunnel," Scherer said.

This week, SANDAG released a value analysis study, on the controversial Del Mar train tunnel. The study adds 13-more alternative alignment proposals to the three already being considered.

Some of the proposals are entirely new, while others refine original ideas.

Del Mar mayor Terry Gaasterland supports Alignments 10 and 14, because those would not run underneath homes.

"We, as Del Mar residents, will be asking and demanding: Look at these alignments that take the train out from under people's homes," Gaasterland said.

The 25 miles of Alignment 10 would cost between \$30 billion and \$45 billion.

[Adding in how much graft?]

"For the very first time, it's looking at taking a railroad from Oceanside all the way down to Sorrento Valley right along 1-5," Gaasterland said.

Alignment 14 would cost between \$7 billion and \$9 billion. It would take the train deeper into the Solana Beach trench, underneath the fairgrounds, into a tunnel that runs underneath the lagoon, then out to the I-5.

[UNSTABLE SOIL, DANGEROUS IN EMERGENCIES (the deeper, the harder an evacuation would be,) WHERE WOULD THE ESCAPE ROUTES AND VENTILATION BE?]

"If that happens, no homes would be impacted in the way that they're impacted in all of the other alignments," Gaasterland said.

[But Lesa Heebner said they would, and why the huge pricetag difference?]

One Solana Beach resident told NBC 7 that is worried that Alignment 14 would have a detrimental impact on the fairgrounds and waste millions of dollars already spent on investments in the southern part of Solana Beach.

[Yes and Yes.]

No matter what happens, some people said, they just want to make sure homes are not affected.

SANDAG is expected to hear public comment on the proposed alignments Feb. 28.

**THE 16 ROUTES FOR DISCUSSION (my comments in yellow. Please feel free to use or edit the ideas or not.)**

[San Diego LOSSAN Rail Realignment Project Final Value Analysis Study Report](#)

<https://www.sandag.org/-/media/SANDAG/Documents/PDF/projects-and-programs/featured-projects/lossan-rail-improvements-del-mar-bluffs/lossan-realignment/sandag-lossan-rail-realignment-final-value-analysis-study-report-2025-02-07.pdf>

Page 1-5 and following

(estimated costs in billions) **IT WOULD BE NICE TO HAVE A MAP OF THE ENTIRE TRACK, FROM THE SAN DIEGO TERMINUS TO SAN CLEMENTE OR TEMECULA. Any tunnel over a mile in length is going to have extensive ventilation shaft/emergency access requirements which is more likely than not to impact private or business property.**

1. Locate North Portal at David Way following under Crest Canyon with 90 mph curves. The intent of this alternative concept is to minimize private subsurface easements by locating the bored tunnel segment of the alignment under the Crest Canyon Open Space Park and Torrey Pines State Natural Reserve Extension, to the extent practicable, using a maximum passenger operating speed of 90 mph within the tunnel.

\$3.8–\$5.0

**Apparently uses existing tracks through Carlsbad (erosion disruption) and San Clemente (landslide disruption)**

2. Keep the tunnel profile above projected flooding elevations and provide positive drainage. The intent of this alternative concept is to provide a tunnel profile that would remain above projected flood levels and sea level rise and provide positive drainage in the tunnel. This design would not require the need for floodwalls, flood gates, or sump pumps.

\$3.4–\$4.6

**Would impact homes, and why have a tunnel at all if it is at bridge level over the lagoon?**

**Also, Apparently uses existing tracks through Calssbadd (erosion disruption) and San Clemente (landslide disruption)**

3. Locate the Southern Portal south of existing pump station at Carmel Mountain Road. The intent of this alternative concept is to minimize permanent effects to existing wetlands by locating the southern portal south of Los Peñasquitos Lagoon.

\$4.5–\$6.0

**Apparently uses existing tracks through Carlsbad (erosion disruption) and San Clemente (landslide disruption) and potential tunnel flooding makes this infeasible, especially in a 5 mile (?) tunnel.**

4. Realign intersection at Jimmy Durante Boulevard and Camino Del Mar. The intent of this alternative concept is to reduce property effects and acquisitions and improve local traffic circulation by realigning Jimmy Durante Boulevard to the west over the existing rail alignment with a new roundabout intersection at Camino Del Mar. A preliminary rough order of magnitude cost estimate was not developed for this alternative concept because it could be incorporated into several of the alternative concepts that are under consideration and would **not be implemented as a standalone concept.**

Not developed.

**All the bad effects of the other concepts added on plus major property damage/destruction.**

5. Locate north portal within Camino Del Mar. The intent of this alternative concept is to minimize permanent effects on private properties by locating the transition from cut-and-cover to bored tunnel to be within public right-of-way of the existing roads.

\$3.9–\$5.2

Does not minimize permanent effects on properties. Would have same requirements for ventilation shafts, emergency access, on private property. Apparently uses existing tracks through Carlsbad (erosion disruption) and San Clemente (landslide disruption)

6. Locate North Portal Under Jimmy Durante Boulevard following under Crest Canyon with 90 mph curves. The intent of this alternative concept is to minimize private subsurface easements by locating the bored tunnel segment of the alignment under Crest Canyon Open Space Park and Torrey Pines Natural Reserve Extension, to the extent practicable, using maximum passenger operations speeds for 90 mph within the tunnel.

\$3.7–\$4.9

Does not minimize permanent effects on properties (though this alternative seems to impact less.) Would have same requirements for ventilation shafts, emergency access, on private property. Apparently uses existing tracks through Carlsbad (erosion disruption) and San Clemente (landslide disruption)

7. Optimize the use of bridges and berms of Los Peñasquitos Lagoon. The intent of this alternative concept is to optimize the locations and lengths of bridges and berms along the alignment passing through the lagoon. This alternative concept would include analysis to consider the necessary hydraulic openings to maintain or improve flows within the wetlands and to accommodate projected flooding while minimizing impacts to habitat. A preliminary rough order of magnitude cost estimate was not developed because optimization of bridges and berms would occur during the environmental clearance phase for any alternative that advances.

Not developed

Not sure why this is mentioned here.

8. Locate alignment under Camino Del Mar with 90 mph curves. The intent of this alternative concept is to minimize private subsurface easements by locating the bored tunnel segment of the alignment directly under Camino Del Mar, to the extent practicable, using a maximum passenger operating speed of 90 mph.

\$3.6–\$4.8

Relocates track in tunnel a few blocks east through residential neighborhood. Does not minimize permanent effects on properties. Would have same requirements for ventilation shafts, emergency access, on private property. Apparently uses existing tracks through Carlsbad (erosion disruption) and San Clemente (landslide disruption)

9. Locate the bored tunnel transition south of Carmel Valley Road. The intent of this alternative concept is to minimize private property effects by locating the cut-and-cover tunnel segment at the south portal to the south of Carmel Valley Road and locating it west toward North Torrey Pines Road.

\$3.3–\$4.4

Does not minimize permanent effects on properties. Would have same requirements for ventilation shafts, emergency access, on private property. Apparently uses existing tracks through Carlsbad (erosion disruption) and San Clemente (landslide disruption)

10. Relocate LOSSAN corridor along I-5 from Oceanside to Sorrento Valley. The intent of this alternative concept is to explore relocating the rail corridor and operations from the existing alignment to a new location along I-5 between Oceanside and Sorrento Valley. The design for the alternative concept includes the horizontal and vertical geometry needed to support freight and passenger rail. The existing grades and the constrained right-of-way of the I-5 corridor require the double-tracked alignment to be located either in a tunnel or on an aerial structure for the entire length. Further, north of the Agua Hedionda Lagoon in the City of Carlsbad, the rail alignment would need to transition from side to side and across the I-5 median to maintain a minimum 90 mph design speed, although 110 mph is desirable. South of the Lagoon, the alignment would transition to the west side of the freeway and stay along the west to Sorrento

Valley where it would connect with the existing rail alignment.

\$34–\$45

SANDAG mentions aerial and tunnel segments – not sure why these would be necessary. Why not run trains up the central divider. Apparently uses existing tracks through San Clemente (landslide disruption)

11. Locate the bored tunnel transition at the old Del Mar Train Station. The intent of this alternative concept is to minimize private property effects by using the site of the old Del Mar train station and parking lots for construction staging areas and locating the bored tunnel transition to cut-and-cover at the north end within the railroad right-of-way.

\$4.1–\$5.4

Too close to the ocean. Tunnel is dangerous. Apparently uses existing tracks through Carlsbad (erosion disruption) and San Clemente (landslide disruption)

12. Stabilize bluffs and widen existing alignment to accommodate a second track. The intent of this alternative concept is to maintain the location of the existing rail alignment and add a second track to the east of the existing tracks within the railroad right-of-way. The second track would pass under the existing Torrey Pines Overhead bridge.

\$1.9–\$2.5

No room for second track without property destruction. Erosion would continue, requiring constant maintenance/monitoring – forever or at least until the next derailment. Bluffs being sufficiently stabilized is questionable. Apparently uses existing tracks through Carlsbad (erosion disruption) and San Clemente (landslide disruption)

13. Relocate all freight rail along I-15 corridor. The intent of this alternative concept is to maintain passenger rail service near the current alignment and shift freight rail service to the I-15 corridor. The shift of freight to the I-15 corridor would allow passenger rail alignment modifications to achieve an increase in grade from 2.0 to 3.0 percent.

\$118-\$158

Why split passenger & freight ops? NO COMMUNITY FEEDBACK ON THIS WAS SOUGHT AS FAR AS I KNOW. Not sure why SANDAG wants to build out to Perris, which is not even in its jurisdiction. And not sure why SANDAG has no semi-developed plan since this idea has been around for some time (oh yes, their fixation on a route near the ocean.)

14. Locate North Portal in Solana Beach Trench to South Portal at I-5 Knoll with bored tunnel under Fairgrounds and I-5 (Proposed Notice of Preparation (NOP) Alternative Alignment A – I-5 Alignment.) VA Alternative Concept 14 is the same as Alternative A from the NOP issued in June 2024. This alternative concept is approximately 6.8 miles in length and would descend immediately south of the Solana Beach Station toward the north portal. The north portal would be located north of the fairgrounds within the railroad trench in Solana Beach. The portal's infrastructure would start south of the existing Solana Beach Station. The alignment would continue south into the fairgrounds, where there would be a new underground special events platform. The alignment would continue under the San Dieguito Lagoon and turn to follow under the I-5 freeway, then continue south and exit at the Knoll Near I-5 South Portal. The southern portal would be located at a knoll south of Carmel Valley Road between I-5 and the segment of Sorrento Valley Road Trail that is closed to public vehicular traffic but open for bicycles, pedestrians, and authorized vehicles. The portal infrastructure would be within the undeveloped knoll and extend into the Los Peñasquitos Lagoon. The alignment would then rise above ground as it transitions back into the existing railroad alignment north of the Sorrento Valley Station.

\$6.9-\$9.2

Unstable soil, Dangerous tunnel, etc. And then, tunnel under a lagoon and then under a major freeway is just asking for double trouble. Apparently uses existing tracks through Carlsbad (erosion disruption) and San Clemente (landslide disruption)

15. Locate North Portal Under Jimmy Durante Boulevard to South Portal at I-5 Knoll (Proposed NOP Alternative Alignment B – Crest Canyon Alignment.) VA Alternative Concept 15 is the same as Alternative B from the June 2024 NOP. This alternative concept is approximately 5.3 miles in length and would descend immediately south of the rail bridge that spans over the San Dieguito Lagoon and enter the north portal. The north portal would be located north of the intersection of Camino Del Mar and Jimmy Durante Boulevard. The portal's infrastructure would cross underneath Jimmy Durante Boulevard, which would be raised. The portal structures could extend into commercial and residential properties. The south portal would be located at a knoll south of Carmel Valley Road between I-5 and the segment of Sorrento Valley Road Trail that is closed to public vehicular traffic but open for bicycles, pedestrians, and authorized vehicles. The portal infrastructure would be within the undeveloped knoll and extend into the Los Peñasquitos Lagoon. The tracks would then rise as they transition back into the existing railroad alignment north of the Sorrento Valley Station.

\$3.7-\$4.9

This would definitely have permanent effects on properties. Would have same requirements for ventilation shafts, emergency access, on private property. Apparently uses existing tracks through Carlsbad (erosion disruption) and San Clemente (landslide disruption)

16. Locate North Portal at Under Jimmy Durante Boulevard to South Portal at Torrey Pines Road (Proposed NOP Alternative Alignment C – Camino Del Mar Alignment.) VA Alternative 16 is the same as Alternative C from the June 2024 NOP. This alternative concept is approximately 4.9 miles in length and would descend immediately south of the rail bridge that spans over San Dieguito Lagoon and enter the north portal, which would be located north of the intersection of Camino Del Mar and Jimmy Durante Boulevard. The portal's infrastructure would cross underneath Jimmy Durante Boulevard, which would be raised. The portal structures could extend into commercial and residential properties. This alternative concept would continue south and exit at the south portal located near the intersection of Carmel Valley Road and North Torrey Pines Road. The portal infrastructure would cross underneath Carmel Valley Road and potentially extend into residential properties. The alignment would continue south on bridge and berm over Los Peñasquitos Lagoon, and then transition back to the existing railroad alignment. The existing railroad alignment within Los Peñasquitos Lagoon would be double-tracked, which would require raising and widening the existing berm in the lagoon to address flooding and sea level rise projections.

\$3.3-\$4.4

There would be permanent effects on properties. Would have same requirements for ventilation shafts, emergency access, on private property. The lagoon bridge and berm sounds like a bit of a gamble on how far the sea level will rise. Apparently uses existing tracks through Carlsbad (erosion disruption) and San Clemente (landslide disruption)

Paul Henkin

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

[Lety & Victor](#)

[alan\\_mil](#)

[News ABC 10 San Diego](#); [News ABC 7 Los Angeles](#); [News ABC 7 San Francisco](#); [News Alpine Sun Editor](#); [News American Spectator](#); [News American Thinker Editor](#); [News American Thinker Editor Andrea Widburg](#); [News American Thinker Monica Showalter](#); [News Ballotpedia Editor](#); [News Big League Politics](#); [News Borrego Springs Sun](#); [NEWS CalMatters](#); [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 East County Californian El Cajon](#); [News East County Magazine Pine Valley Ramona, Julian, Santa Ysabel, Warner Springs, Aguanga](#); 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[teresa.acosta@carlsbadca.gov](#); [Chula Vista City Clerk - Kerry Bigelow/ Tyshar](#); [Chula Vista Council 1 Carolina Chavez](#); [Chula Vista Council 2 Jose Preciado](#); [Chula Vista Council 3 Michael Inzunza](#); [Chula Vista Council 4 Cesar Fernandez](#); [cdowney@coronado.ca.us](#); [mflemming@coronado.ca.us](#); [astewart@coronado.ca.us](#); [Mayor Del Mar Tracy Martinez](#); [Del Mar Council Dan Quirk](#); [jspelich@delmar.ca.us](#); [gkendrick@elcajon.gov](#); [mmetschel@elcajon.gov](#); [sgoble@elcajon.gov](#); [portiz@elcajon.gov](#); [johara@encinitasca.gov](#); [jlyndes@encinitasca.gov](#); [msanantonio@encinitasca.gov](#); [Consuelo Martinez](#); [jgarcia@escondido.org](#); [cgarcia@escondido.org](#); [mmorasco@escondido.org](#); [Imperial Beach City Council Carol Seabury](#); [Councilmember Jack Fisher](#); [mitch.mckay@imperialbeachca.gov](#); [matthew.leyba-gonzalez@imperialbeachca.gov](#); [llothian@cityofamesa.us](#); [cparent@cityofamesa.us](#); [LaMesa](#); [pdillard@cityofamesa.us](#); 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[kvaldez@cityofvista.com](#); [ccontreras@cityofvista.com](#); [jgreen@cityofvista.com](#); [Katie Melendez](#); [dodonnell@cityofvista.com](#)

**Subject:**

[External] Re: SANDAG PICTURES DEL MAR BLUFF COLLAPSE TRAIN TRACK MOVE / LESSONS LEARNED WILDFIRES

Date:

Friday, February 28, 2025 2:24:03 PM

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Did they? [learned the lesson] Sadly, money weights more. These politicians don't care, because they are not affected as they do not live near. Same with wildlife all over the cities. Developers keep destroying everything. Obviously the corruption continues. Wake up people!

On Fri, Feb 28, 2025, 7:18 AM alan mil <[alanmil99@gmail.com](mailto:alanmil99@gmail.com)> wrote:

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

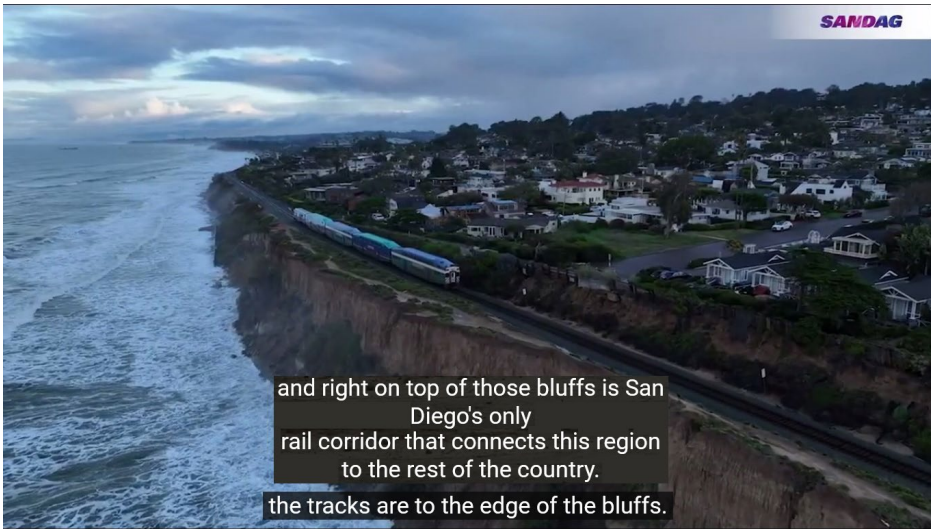
BCC TO COMMUNITY FED UP TAX LIES

PLEASE SEE PREVIOUS EMAIL  
**SEE SCREENSHOTS BELOW  
TO NEWS AND SANDAG REPS  
DID YOU WATCH SANDAG VIDEO REPORT?**

2024 LOSSAN RAIL ALIGNMENT SANDAG YOUTUBE (1:07:20)  
AFTER PRESENTATION MY CALLOUT MOVE TRAIN TRACKS TO I5  
NOT JUST DEL MAR BLUFF, INCLUDE NORTH OF SOLANA BEACH  
<https://www.youtube.com/watch?v=fiPeQeUG3PU&t=4040>

**YEARS OF DISCUSSION  
SAFETY ISSUE LIVES ARE AT RISK  
NO MORE USELESS STUDIES TAKE ACTION  
MOVE ENTIRE TRACK AWAY FROM BLUFF NOW  
IF TRACKS COLLAPSE COMMERCE STOPPED FROM BORDER**

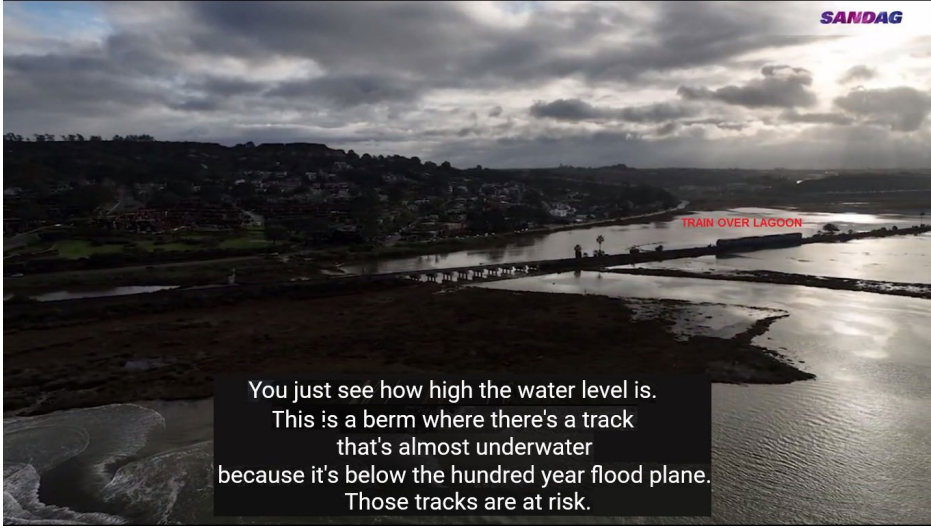
**\$BILLIONS OF FED HIGH SPEED RAIL FUNDS PULLED  
USE THE FUNDS TO MOVE THE TRACK TO I5 CORRIDOR**



and right on top of those bluffs is San Diego's only rail corridor that connects this region to the rest of the country. the tracks are to the edge of the bluffs.



but we've also seen erosion and coastal erosion of up to six inches per year.



You just see how high the water level is. This is a berm where there's a track that's almost underwater because it's below the hundred year flood plane. Those tracks are at risk.

**SANDAG MEETING 9AM FRIDAY FEB 28**

**ZOOM <https://us02web.zoom.us/j/84297597154>**

**DEL MAR BLUFF COLLAPSE TRAIN TRACK RELOCATE**

"The train route is San Diego's only rail link to Los Angeles and the rest of the United States, but landslides and bluff erosion are making the trek more dangerous. SANDAG is



expected to hear public comment on the proposed alignments Feb. 28. SANDAG has been considering several routes for the LOSSAN Rail Realignment Project in Del Mar."

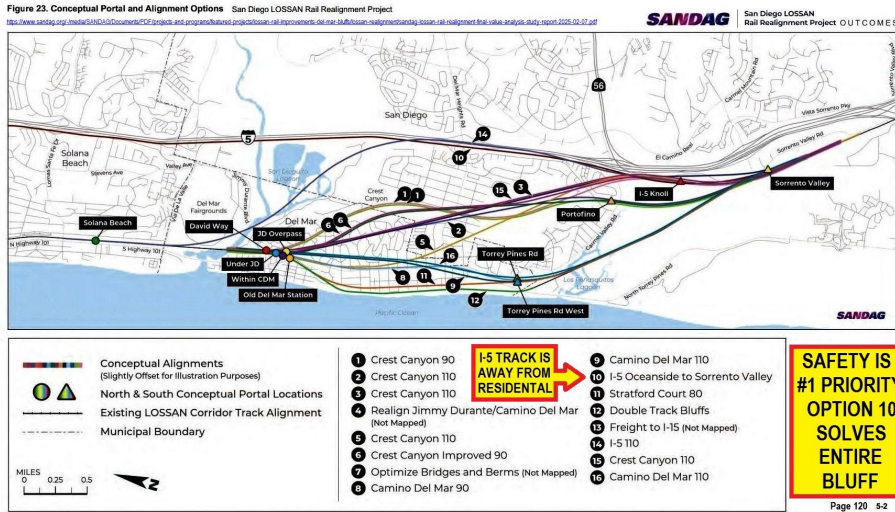
<https://www.nbcсандiego.com/news/local/new-routes-for-rail-realignment-project-in-del-mar-proposed-by-sandag/3749828/>

**SEE PAGE 120 OF REPORT  
OPTION 10 AWAY FROM HOMES  
ENTIRE TRACK MOVE PARALLEL I-5**

LOSSAN Rail Realignment Project Final Value Analysis Study Report

Years of studies, decades of failed attempts repair bluffs and yet more useless pilings result increase erosion of bluffs yet the train track still has not been moved away from the ocean!

<https://www.sandag.org/-/media/SANDAG/Documents/PDF/projects-and-programs/featured-projects/lossan-rail-improvements-del-mar-bluffs/lossan-realignment/sandag-lossan-rail-realignment-final-value-analysis-study-report-2025-02-07.pdf>



**BLUFF COLLAPSE SANDAG REPAIR PILINGS FAILURE**



## HISTORY MOVE DEL MAR TRAIN TRACKS FROM DANGER



1940 Photo Del Mar  
Historical Society

The 1940 train track collapse will happen again. You won't be reading about a 50-foot section of bluff going into the ocean. You'll be reading on the Pacific Surfliner going in and 50 people killed due to bluff collapse.

<https://fox5sandiego.com/news/residents-concerned-after-cliff-collapses-along-del-mar-train-tracks/> 2018



**Alan Curry**

## Vizcarra, Nancy

---

**From:** Ninth Commandment Foundation <info@wrongfulssriconvictions.com>  
**Sent:** Saturday, March 1, 2025 4:26 PM  
**To:** FGG, Public Comment  
**Subject:** [External] Dr. Carolyn Francis Jacobs lied under oath, in an attempt to extort \$25, 000 out of a patient AFTER causing a severe and potentially fatal episode of Serotonin Toxicity, with symptoms of Akathisia and Tardive Dyskenisia

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

### **Dr. Carolyn Francis Jacobs is a lying drug addict, Summer Stephan's San Diego District Attorney's Office won't prosecute a white woman no matter how many felony offenses she commits in San Diego!!!**



This is Dr. Carolyn Francis Jacobs, psyd. Dr. Jacobs is a psychologist currently practicing in Chula Vista, CA. She's also a psychiatric drug addict, a liar, and a criminal that is currently illegally distributing prescription medications with a known side effect of murder while she's high on dope. Law enforcement doesn't care, and won't perform any investigation, while they continue to prosecute her patients for displaying the most serious side effects of the medication she treated them with illegally, while she was practicing illegally. All SSRI antidepressants cause suicide, homicide and other acts of violence. There is absolutely NO WAY for patients to know the medication will cause them to become violent, or for them to recognize the symptoms of Akathisia, Tardive-Dyskenisia, or Serotonin Syndrome in themselves using their damaged brains.



The U.S. Food and Drug Administration has held hearings on the safety and efficacy of SSRI antidepressants on four separate dates.

- [September 20, 1991 - Fda Psychopharmacologic Drugs Advisory Hearing, Psychopharmacologic Drugs Advisory Committee, Conference Rooms D/E, Parklawn Building, Rockville Maryland](#)
- [September 13, 2004, - Fda Psychopharmacologic Drugs Advisory Hearing, Joint Meeting Of The Cder Psychopharmacologic Drugs Advisory Committee And The Fda Pediatric Advisory Committee Monday, September 13, 2004 8:00 A.M. Holiday Inn Bethesda 8120 Wisconsin Avenue Bethesda, Maryland](#)
- [February 2, 2004 - Fda Psychopharmacologic Drugs Advisory Hearing, Psychopharmacologic Drugs Advisory Committee With The Pediatric Subcommittee Of The Anti-Infective Drugs Advisory Committee, Monday, February 2, 2004, 8:00 A.M., Holiday Inn Bethesda, Versailles I And II, 8120 Wisconsin Avenue, Bethesda, Maryland](#)
- [December 13, 2006 - Fda Psychopharmacologic Drugs Advisory Hearing, Psychopharmacologic Drugs Advisory Committee, Tuesday, December 13, 2006 13 8:00 A.M. To 5:30 P.M. , Hilton Hotel 20 The Maryland Ballroom 21 8727 Colesville Road 22 Silver Spring, Maryland](#)

At each of the hearings family members of deceased patients who were treated with Prozac, Lexapro, Celexa, Luvox, Effexor, Paxil and other SSRI antidepressants testified that the medication caused the patients death as well as other acts of suicide, homicide and violence. They asked that the dangerous drug be removed from the market. Due to heavy pharmaceutical company lobbying and funding the FDA ignored this information and continued approval for SSRI antidepressants.

Members of the public who attended and testified at the hearings were required to sign a waiver stating that they would not play the entirety of the videos of the hearings. As a result of the FDA's ongoing refusal to include stronger warnings the majority of the public

including the doctors do not know that these medications are chemically addictive and cause violent behavior including murder and mass murder. [The full transcripts of the hearings are available here](#), and the testimony of the incredibly disturbing acts of suicide, homicide, and violence that were caused by this dangerous and unethical form of medical treatment.



This is Summer Stephan, she is currently the San Diego District Attorney. In 2018 Summer Stephan's office prosecuted Benjamin Lee Bathen, a resident of Springfield Virginia and convicted him of three counts of PC 422 criminal threats for calling the confidential emergency voicemail inbox during a psychotic reaction to the antidepressant Lexapro. The complaint was filed by Dr. Carolyn Francis Jacobs. Dr. Jacobs is the healthcare practitioner who initially coerced Mr. Bathen into taking lexapro. It's illegal for therapists to treat patients with medication in California. Springfield, Virginia is not in immediate proximity to Chula Vista, CA. Nevertheless Summer Stephan's office prosecuted the patient, and refused to charge the doctor for the crimes she committed.

**Dr. Jacobs lied under oath, perjury is a felony that involves willfully lying under oath. It's defined in California Penal Code Section 118.**

Throughout the trial and the pre-trial conference hearings Dr. Jacobs testified that she had to terminate therapy because he relocated out of California and that she referred Mr. Bathen to other local healthcare practitioners in Cambridge, MA. It's illegal for therapists to treat patients outside of the state they are licensed in over the phone. Dr. Jacobs testimony is false, there was no formal termination of therapy. Instead the telephonic sessions came to a sudden stop because Dr. Jacobs had a psychotic Prozac fueled rage episode in the last therapy session, started screaming like a crazy two dollar hooker for no apparent reason, refused to stop and then abruptly hung up the phone.

17 Q. At some point, did you have to end the doctor-patient  
18 relationship with him?

19 A. Yes, I did.

20 Q. Do you recall what year that was?

21 A. 2008, I think.

22 Q. Was that -- do you remember what time of year it was,  
23 early in the year, the summer, late 2008?

24 A. I think it was around September.

25 Q. And why was it that your therapy sessions ended?

26 A. Well, he had -- my recollection was that he got a new  
27 job back east and I think he was moving back to Boston and --  
28 and so I -- I think we had maybe a couple of -- maybe one or

---

**The testimony from Dr. Jacobs is contained in the official state trial transcript, and clearly shows that she lied to the law enforcement community to incarcerate a patient after she gave him permanent brain damage.**

The assertions are corroborated by the verified and authenticated email records documenting the scheduling of appointments; however, Judge Stephanie Sontag suppressed the emails and withheld them from the jury's deliberations. While Mr. Bathen was in Boston, MA, and Dr. Jacobs was in Chula Vista, CA, she conducted unauthorized telephonic sessions and intended to continue such practices. Accordingly, she stated, ***"Nevertheless, we can continue to make it work."*** in the email arranging the final therapy session in September 2008.

**Re: missed session**

From: "Carolyn Jacobs, Psy.D." <SCTBT@cox.net>  
Date: 09/01/2008 12:13PM  
To: "Ben Bathen" <ben@benbathen.com>

I have Sept. 23, 24 and 25 available for scheduling. Pick a day and time and I will confirm if that works for me. I have cut back on my clinical hours and have been doing alot of traveling. This has decreased my clinical practice availability significantly. Nevertheless, we can keep trying to make it work.

Dr. J

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

From: "Ben Bathen" <ben@benbathen.com>  
To: "Carolyn Jacobs,Psy.D." <SCTBT@cox.net>  
Sent: Wednesday, August 27, 2008 9:22 AM  
Subject: Re: missed session

It is illegal for therapists in California, to treat patients with medication. Yet that is exactly what Dr. Carolyn Francis Jacobs did. [In a systematic review of 70 double blind placebo controlled drug trials performed internationally the list of the most serious adverse side effects of selective serotonin reuptake inhibitors includes but is not limited to Homicidal threats, verbally abusive threats, and aggressive threats, as well as inappropriate sexual behavior including both sexual assault and sexual molestation.](#) There is no warning about violence towards others in the 2017 FDA approved medication guide, and the terms Akathisia and Tardive Dyskenisia do not exist in the documentation.



172200354

**Patients are specifically directed to Call Their  
Healthcare Practitioner Right Away, under the false  
premise that the voicemail inbox is CONFIDENTIAL!**

**CONFIDENTIAL!!!**



- Watch for these changes and call your healthcare provider right away if you notice:
  - New or sudden changes in mood, behavior, actions, thoughts, or feelings, especially if severe.
  - Pay particular attention to such changes when Lexapro is started or when the dose is changed.

Keep all follow-up visits with your healthcare provider and call between visits if you are worried about symptoms.

**Call your healthcare provider right away if you have any of the following symptoms, or call 911 if an emergency, especially if they are new, worse, or worry you:**

- attempts to commit suicide
- acting on dangerous impulses
- acting aggressive or violent
- thoughts about suicide or dying
- new or worse depression
- new or worse anxiety or panic attacks
- feeling agitated, restless, angry or irritable
- trouble sleeping
- an increase in activity or talking more than what is normal for you
- other unusual changes in behavior or mood

**Call your healthcare provider right away if you have any of the following symptoms, or call 911 if an emergency. Lexapro may be associated with these serious side effects:**

**2. Serotonin Syndrome. This condition can be life-threatening and may include:**

- agitation, hallucinations, coma or other changes in mental status
- coordination problems or muscle twitching (overactive reflexes)
- racing heartbeat, high or low blood pressure
- sweating or fever

This is James Joel Madero. He prosecuted Mr. Bathen based on the complaint from Dr. Jacobs. Mr. Madero committed prosecutorial misconduct by refusing to disclose the medical records, or the fact that the medication Dr. Jacobs illegally treated Mr. Bathen with medically induces episodes of acute psychosis characterized by extreme acts of violence towards others. In August of 2024, he admitted in an online web poll that Benjamin Lee Bathen was NOT GUILTY. Rule 3.8 of the bar association 'special duties of a prosecutor' requires that prosecutors who know a defendant was wrongfully convicted, go back and assist in remedying the false conviction. In addition to committing a blatant Brady violation, and soliciting false testimony during a triple felony trial, Mr. Madero has taken no steps to correct the false conviction or to hold the real perpetrator accountable.



This is Cherie Brianne Somerville, the assistant district attorney that wrongfully tried and convicted Benjamin Bathen at trial. Cherie Somerville graduated from Whittier law school. Whittier law school was so bad, that the California Bar Association shut them down because there was no real chance that any of the students would move on to successful legal careers. Both Cherie Somerville and James Joel Madero knowingly withheld exculpatory documents and information from the defense to have a victim of medical malpractice sentenced to two years in an incredibly violent, unbelievably racist state facility. They should both be disbarred and sentenced to prison time. It is illegal for prosecutors to withhold exculpatory evidence from the defense in California, and law enforcement officials who knowingly assist in the illegal

distribution of violence inducing drugs should go to prison just like any other criminal.

Both Cherie Brienne Somerville and James Joel Madero admitted in an online web poll included in an antidepressant awareness email campaign that the man they sent to prison for two years was NOT GUILTY. They then did nothing to remedy the false conviction, or hold the medical community accountable. They were aware of the fact that the pharmaceutical corporations were openly marketing a homicide inducing narcotic substance to the residents of California, and they decided to continue to allow them to do so knowing that other innocent people would die as a result of their misconduct.

**Prosecutor that Tried and convicted Ben Bathen votes not guilty**

Poll - Was Benjamin Bathen Guilty of three counts of PC 422 criminal threats?  
Email "Untitled Email Created 2023/08/04, 5:04:52 PM EDT" Sent: Fri, Aug 4, 2023

0 selected Export all as CSV Add to list No

<input type="checkbox"/>	Name	Email Address	Response	Date/Time
<input type="checkbox"/>		lisa.weinreb@sdccda.org	No	Fri, Aug 4, 2023 at 10:49 PM EDT
<input type="checkbox"/>		cameron.celeste@sdccda.org	No	Fri, Aug 4, 2023 at 10:49 PM EDT
<input type="checkbox"/>		ted.fiorito@sdccda.org	No	Fri, Aug 4, 2023 at 10:49 PM EDT
<input type="checkbox"/>		sanchez_th@sbcity.org	No	Fri, Aug 4, 2023 at 10:49 PM EDT
<input type="checkbox"/>	James Joel Madero	joel.madero@sdccda.org	No	Fri, Aug 4, 2023 at 10:49 PM EDT
<input type="checkbox"/>		romo_ta@sbcity.org	No	Fri, Aug 4, 2023 at 10:49 PM EDT
<input type="checkbox"/>		mel.sosa@sdccda.org	No	Fri, Aug 4, 2023 at 10:49 PM EDT
<input type="checkbox"/>		james.hoefler@sdccda.org	No	Fri, Aug 4, 2023 at 10:49 PM EDT
<input type="checkbox"/>		baker_br@sbcity.org	No	Fri, Aug 4, 2023 at 10:49 PM EDT
<input type="checkbox"/>		marla.kingkade@sdccda.org	No	Fri, Aug 4, 2023 at 10:49 PM EDT
<input type="checkbox"/>	Name	Email Address	Response	Date/Time

Show 10 Page 14 of 17

**Prosecutor that convicted Ben Bathen at trial votes not guilty**

Poll - Was Benjamin Bathen Guilty of three counts of PC 422 criminal threats?  
Email "Untitled Email Created 2023/08/04, 5:04:52 PM EDT" Sent: Fri, Aug 4, 2023

0 selected Export all as CSV Add to list All Responses

<input type="checkbox"/>	Name	Email Address	Response	Date/Time
<input type="checkbox"/>		miranda_da@sbcity.org	No	Fri, Aug 4, 2023 at 10:49 PM EDT
<input type="checkbox"/>		rachel.solov@sdccda.org	No	Fri, Aug 4, 2023 at 10:49 PM EDT
<input type="checkbox"/>		cherie.somerville@sdccda.org	No	Fri, Aug 4, 2023 at 10:49 PM EDT
<input type="checkbox"/>		mark.amador@sdccda.org	No	Fri, Aug 4, 2023 at 10:49 PM EDT
<input type="checkbox"/>		walton_cl@sbcity.org	No	Fri, Aug 4, 2023 at 10:49 PM EDT
<input type="checkbox"/>		reform@sdccda.org	No	Fri, Aug 4, 2023 at 10:49 PM EDT
<input type="checkbox"/>		homelesshelp@sbcity.org	No	Fri, Aug 4, 2023 at 10:49 PM EDT
<input type="checkbox"/>		bedolla_ma@sbcity.org	No	Fri, Aug 4, 2023 at 10:49 PM EDT
<input type="checkbox"/>		marco.mercado@sdccda.org	No	Fri, Aug 4, 2023 at 10:49 PM EDT
<input type="checkbox"/>		attorney@sbcity.org	No	Fri, Aug 4, 2023 at 10:49 PM EDT
<input type="checkbox"/>	Name	Email Address	Response	Date/Time

Show 10 Page 11 of 23

**Are Judges supposed to help drug dealers push dope in their jurisdiction?**



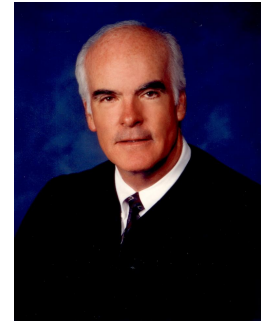
Judge Stephanie Sontag, Superior Court Trial Judge



Judge Timothy R. Walsh, Superior Court Trial Judge



Judge Patricia Benke, Appellate Judge



Judge Michael M. Anello, Federal Judge Ninth Circuit Federal Court of Raw Deals.

These are some of the judges who issued rulings in the people vs. Bather and Bather vs. Allison. You would think that judges would be against lying under oath, pushing dope in Chula Vista, and pretending to be a doctor. But nope, they decided to do what lawyers do best instead and just plain lie. These judges do not believe in science. They are 100% certain that Springfield Virginia is in immediate proximity to Chula Vista, CA. Exculpatory DNA evidence makes them violently angry!! And above all, they will never stop fighting for the illegal distribution of cocaine or amphetamine like stimulants throughout Chula Vista, California and BEYOND!!!

Patricia Benke, came up with the idea that Mr. Bather knew or should have known the medication was dangerous and caused violent reactions, this is impossible. The argument that patients knew or should have known the medication causes violence originates from a book entitled 'how to beat the Prozac defense' financed and published by Elli Lilly the manufacturer of Prozac. They came up with this after being hit with a wave of litigation in the early nineties when they knowingly released and mass marketed a substance that causes people to kill anyone in close proximity to them.

**This is Betty Pham, with her children Henry age nine and Shelby age four. Betty, Henry, and Shelby got shot in the head AFTER the judges pictured above reviewed the DNA evidence, FDA statistics, FDA detailed narrative reports and the videos of the FDA hearing testimonies. Betty's husband Vinh Nguyen had recently been prescribed an SSRI antidepressant and had no prior history of violence. Clearly this woman and these children could still be alive if any of the judges had any integrity whatsoever, they don't.**



The only thing that the judges and prosecutors have proven is that they don't give a fuck what the law says, they absolutely won't do anything to protect the residents of California from dangerous drugs and doctors who break the law, and when four year olds get shot in the head they won't do anything to hold the doctors who knowingly prescribe the offending medication accountable. Should Henry, Shelby or their mother know that the medication that was supposed to help Vinh Nguyen would cause him to brutally murder a whole family and commit suicide by firearm? Neither one of the children were old enough to know how to read, and even if they could have read the medication guide the FDA allowed the pharmaceutical companies to conceal this information. Summer Stephan, you have a moral and ethical obligation to protect the residents of Chula Vista, San Diego and California from these violence inducing neurotoxins, and hold the doctors and therapists who knowingly prescribe them accountable. Hold Dr. Jacobs and her colleagues accountable for the crimes they committed, there is no statute of limitations on attempted murder in California and that is what doctors are doing when they push these substances without warning their patients. You owe it to Henry and Shelby for refusing to protect them.

[Read More at WrongfulSSRIConvictions.com](https://WrongfulSSRIConvictions.com)



**From:** [henkinp@earthlink.net](mailto:henkinp@earthlink.net)  
**To:** [MontgomerySteppe, Monica](#); [Desmond, Jim](#); [Anderson, Joel](#); [Lawson-Remer, Terra](#)  
**Cc:** [FGG, Public Comment](#); [Shandel Menezes \(NBCUniversal\)](#); [NBC Jeanette Quezada](#); ["KGTV 10 Olivia GonzalesBritt](#); [NBC 7 San Diego](#); [ABC 10 San Diego](#); [Fox 5 69 San Diego](#); [News Fox Cable Insider](#); [KOGO Carl DeMaio \(Reform California KOGO DeMaio Report\)](#); [KPBS San Diego](#); [KUSI 51 San Diego](#); [La Prensa San Diego](#); [San Diego UT Senior Editor](#); [San Diego UT Community Op Ed](#); [Times of San Diego](#); [Voice of San Diego](#)  
**Subject:** [External] WE NEED A MORATORIUM FIRST, THEN RETHINK BESS FACILITIES  
**Date:** Thursday, February 27, 2025 9:20:03 PM  
**Attachments:** [image.png](#)

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Hi All,

This is at least the third city to enact a BESS (battery energy storage system) Moratorium. County Supervisors and Cities should do so too. This technology is too dangerous and seems to be getting no better despite tech advances. We need to put this on hold until we get a guarantee that there will be no harm to the citizens, or there will be full payment for damages from the company.

And how many of these do we need anyway. We already export electricity to other states despite our own outages and shutdowns.





## **Morro Bay blocks new battery plant permits for almost 2 years. Here's what it means**

Story by Stephanie Zappelli, San Luis Obispo Tribune [2-26-2025]

With memories of the Moss Landing battery plant fires fresh in people's minds, the Morro Bay City Council voted unanimously on Tuesday to extend an urgency ordinance that pauses the city's ability to process new battery plant development permits.

The permitting pause gives the city time to develop research-based permanent development requirements for battery plants built in the community, including safety measures, emergency planning and rules

about where the facilities could be located, Morro Bay community development director Airlin Singewald said.

“This is a really great step forward,” Councilmember Zara Landrum said. “Morro Bay is going to be a leader in our county for this kind of an ordinance.”

The council passed the original 45-day urgency ordinance on Jan. 28.

With the extension, the ordinance will expire on Jan. 28, 2027 — two years after it was first implemented.

The staff report said that battery energy storage systems are a safety risk to the public, citing the Moss Landing fires as evidence of the threat.

“Grid-scale battery projects do present potential public health and safety concerns, particularly related to fire and explosion and resulting impacts to the environment and economy,” Singewald said at the meeting. “Those concerns were magnified by the recent fires in Moss Landing.”

Texas-based energy company Vistra Corp. applied to the city in 2020 to build a 600-megawatt battery storage facility on the retired Morro Bay Power Plant site — sparking local fears about the property’s proximity to homes and Morro Bay High School.

Barry Branin, a leader of the community group Morro Bay Citizens for Estero Bay Preservation, held up a “No batteries by the bay” yard sign, which the group passed out to their neighbors two years ago to discourage Vistra from pursuing the project.



Branin said he supports the city's urgency ordinance, and he also hopes the county pursues a similar ban.

"If they put a battery storage thing up behind Cayucos ... we'd be in trouble," he said, adding that northeastern winds would push smoke and fumes from the fire toward Morro Bay.

Vistra paused its application with the city in October and announced plans to apply to the California Energy Commission for approval. As of Tuesday, Vistra had not yet applied to the commission, according to an agency spokesperson.

#### Next steps for Morro Bay

When it comes to a permanent ordinance, the City Council could either pass an outright ban on battery plants or create development guidelines for such facilities.

At a January City Council meeting, Singewald warned that a total ban would push developers to apply to the California Energy Commission for project approval. AB 205 allows developers to bypass local zoning laws and seek the OK from the commission for large renewable energy projects.

He advised the council to instead set development guidelines for battery plants to coax developers to negotiate with the city.

Still, people are watching and waiting to find out how the AB 205 process really works.

The commission has received eight applications for the AB 205 certification process, but **only the Darden Clean Energy battery plant application for Fresno County was deemed complete and is being considered.**

**[Only one of eight – hardly a sure thing, as some would have it!]**

The commission is still reviewing the other seven applications, Singewald said.

The city's development standards could require companies to get a conditional use permit to build a battery plant, identify zoning districts where battery plants are allowed, establish setback requirements from residential areas and set safety standards, he said.

City staff will return to the council in two to three months with ideas for a permanent ordinance.

Other local governments also paused permitting for battery plants in their jurisdictions, Singewald said.

The **Solano County Board of Supervisors** and the **Vacaville City Council** passed two-year urgency ordinances like Morro Bay's on March 14, 2024, and Jan. 28, respectively. Both localities created working groups to develop permanent ordinances that will regulate permitting for battery plants, Singewald said.

The **Orange County Board of Supervisors** passed a 45-day battery plant

permit ban on Jan. 25, and the San Juan Capistrano City Council passed a one-year ban on April 2, 2024, he said.

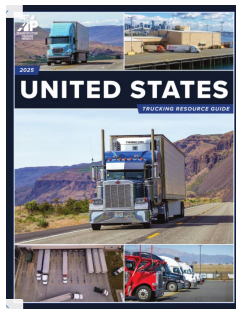
“It’s good to know that we’re not the only ones,” Councilmember Cyndee Edwards said.

**From:** [Transportation Publishing](#)  
**To:** [Transportation Publishing](#)  
**Subject:** [External] 2025 United States Department of Transportation Annual  
**Date:** Monday, March 3, 2025 6:37:35 AM  
**Attachments:** [image001.png](#)

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We are proud to share with you the 2025 United States Department of Transportation Annual. Please find a complimentary digital copy via the enclosed link. Feel free to forward this link to any and all interested parties. You are also welcome to post this link on your website and/or social media and share it with your community.

If you are interested in advertising in the next edition, please email [info@transportationpublishing.com](mailto:info@transportationpublishing.com).



Click on the cover above to be taken directly to the publication or copy and paste the following URL into your web browser.

<https://ustruckingresourceguide.com/2025/>

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Transportation Publishing · 5120 State Highway 6 · Riesel, TX 76682

**From:** [Mora LT Lening E](#)  
**To:** [FGG, Public Comment](#)  
**Subject:** [External] Impact of National City's 72-Hour Parking Ordinance on Active-Duty Military Personnel  
**Date:** Monday, March 3, 2025 5:09:37 PM  
**Attachments:** [National City CM Conversations.pdf](#)

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Dear San Diego County Board of Supervisors,

I hope this message finds you well. My name is LT Lening Mora, an active-duty service member residing in National City. I am reaching out to bring attention to an issue regarding National City's 72-hour parking ordinance, which presents unintended challenges for military personnel stationed in the region.

Due to mission requirements, there are times when I cannot move my vehicle within the 72-hour timeframe. Recently, I received a \$50 citation for parking in front of my residence, despite having no prior issues since May 2024. I engaged with National City officials to seek guidance or a possible exemption for active-duty personnel, but no resolution was offered. Attached, you will find a record of my correspondence with National City officials, including the City Manager and City Council members. While they acknowledged my concerns, they have not provided any policy consideration or solution. This issue affects not only me but also many active-duty service members residing in National City, given its proximity to major military installations.

As District 1 currently lacks representation, I am requesting that the Board of Supervisors consider this issue from a county-wide perspective, ensuring that policies in military-heavy communities do not unintentionally disadvantage those serving our country. I kindly request the Board's assistance in advocating for National City to review this policy and consider reasonable accommodations for active-duty personnel, such as special permits or clearly posted signage rather than a complaint-driven enforcement system.

Thank you for your time and attention to this matter. I would appreciate any guidance or support you can provide. Please let me know if you require additional information.

Very respectfully,

Lening Mora, MS, REHS  
LT, MSC, USN  
Environmental Health Officer  
I MEF Surgeon's Office  
MCB Camp Pendleton, CA 92055

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This transmission may contain material covered by the Privacy Act of 1974 and should be viewed only by personnel having an official "need to know" which must be protected under the Privacy Act of 1974 and SECNAVINST 5211.5E, Department of the Navy (DON) Privacy Program. Any misuse or unauthorized disclosure of this information may result in both criminal and civil penalties.

## Mora LT Lening E

---

**From:** Mora LT Lening E  
**Sent:** Saturday, February 22, 2025 11:34 AM  
**To:** Marcus Bush; Ditas Yamane; Ben Martinez  
**Subject:** RE: Request for Parking Exemption for Active-Duty Personnel in Residential Areas\_Follow\_Up\_20Feb2025

Yes, I will be available.

Very respectfully,

Lening Mora, MS, REHS  
LT, MSC, USN

---

**From:** Marcus Bush <mbush@nationalcityca.gov>  
**Sent:** Saturday, February 22, 2025 12:37 AM  
**To:** Mora LT Lening E <lening.mora@usmc.mil>; Ditas Yamane <dyamane@nationalcityca.gov>; Ben Martinez <bmartinez@nationalcityca.gov>  
**Subject:** [Non-DoD Source] Re: Request for Parking Exemption for Active-Duty Personnel in Residential Areas\_Follow\_Up\_20Feb2025

Good morning Lt Lening, thank you for your email correspondence.

Are you available to chat on the phone later today?

-Marcus

---

**From:** Mora LT Lening E <[lening.mora@usmc.mil](mailto:lening.mora@usmc.mil)>  
**Sent:** Friday, February 21, 2025 11:21 AM  
**To:** Ditas Yamane; CMO  
**Cc:** Ron Morrison; Luz Molina; Marcus Bush; Jose Rodriguez  
**Subject:** RE: Request for Parking Exemption for Active-Duty Personnel in Residential Areas\_Follow\_Up\_20Feb2025

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

Solid copy CM Yamane!

What I'm asking is special consideration or special permit be given for Active Duty who don't have a driveway and must park their vehicles outside of their residence in streets because needs of the job e.g., work ups, TAD etc. The City can even charge for the special parking to re-coop funds to fix lots of deteriorated streets around National City.

**An example of a Scenario:** I must fly to the East Coast next week for TAD Monday – Friday. During my absence one of the neighbors calls parking enforcement to state my vehicle has been parked for over 72 consistent hours. I took a taxi to the Airport and thus my vehicle remained parked outside of my residence during my TAD to the East Coast. The vehicle is illegally parked because Enforcement of this ordinance is typically complaint-driven. As stated earlier I understand and respect city regulations; however, “I am concerned that the **ordinance’s enforcement** may unintentionally disadvantage active-duty personnel, **who cannot always adhere to these time constraints due to mission requirements**”.

If this ordinance is to be enforced “Not just complaint driven” by National City ensure to post the parking notice in the streets so that citizens/taxpayers etc. adhere to the parking regulations. Currently **there are no time limits parking post found in the street.** I live in Palm Ave & 18<sup>th</sup> Street. I understand my CM is Mr. Marcus Bush as he has invited his constituents for coffee in the past= I will make time for the next invitation.

**End state:** Should the 72 hours parking notice be posted in the posted in the street instead of complaint driven Active Duty personnel will adhere to this. How? Going back to the scenario in my case I can make arrangements to park my vehicle in the base and proceed on for a taxi to pick me up at the base while gone for a week. **Is this fair to drive my vehicle to the base and take a taxi?** No because the car is parked right outside of my house where I live and there seems to be neighbors who have lots of time to call parking enforcement and it is the only time National City enforces such ordinance as stated by National City parking enforcement unit. Will I obey the city ordinance of 72 parking restriction? Yes I will follow but will keep pushing for a resolution as the **ordinance’s enforcement may unintentionally disadvantage active-duty personnel**, who cannot always adhere to these time constraints due to mission requirements. If special parking permits cannot or will not be provided to Active Duty “No Problem we are Not special in this case however **ensure National City post signs stating 72 hours parking restriction**” instead of complaint driven as I can just like the neighbors devote Lot of time to ensure I no longer see expired tags in my street or the presence of outside of the country plates (Baja California) for a prolonged amount of time in the state of CA.

Thank your family members for their service as well. **I would ask to run my scenario with your family who served as well to see what is their take perhaps I'm exaggerating...**

Very respectfully,

Lening Mora, MS, REHS

LT, MSC, USN

I MEF MedCOP Lead

I MEF Medical Simul Lead

Environmental Health Officer

I MEF Surgeon's Office

MCB Camp Pendleton, CA 92055

[REDACTED]

[REDACTED]

[REDACTED]

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---

**From:** Ditas Yamane <[dyamane@nationalcityca.gov](mailto:dyamane@nationalcityca.gov)>

**Sent:** Friday, February 21, 2025 9:45 AM

**To:** Mora LT Lening E <[lening.mora@usmc.mil](mailto:lening.mora@usmc.mil)>; CMO <[CMO@nationalcityca.gov](mailto:CMO@nationalcityca.gov)>

**Cc:** Ron Morrison <[RMorrison@nationalcityca.gov](mailto:RMorrison@nationalcityca.gov)>; Luz Molina <[lmolina@nationalcityca.gov](mailto:lmolina@nationalcityca.gov)>; Marcus Bush <[mbush@nationalcityca.gov](mailto:mbush@nationalcityca.gov)>; Jose Rodriguez <[jrodriguez@nationalcityca.gov](mailto:jrodriguez@nationalcityca.gov)>

**Subject:** [Non-DoD Source] Re: Request for Parking Exemption for Active-Duty Personnel in Residential Areas\_Follow\_Up\_20Feb2025

Thank you Lt. Lening for that clarification. In your first email, my understanding was you are on a "special mission requirement" in the city that is why you were requesting for a parking consideration.

Just to be clear LT., it does not matter what vehicle plate the car have, if that vehicle is illegally parked, then that vehicle will be cited accordingly by the city parking code enforcement.

May I ask what part in the city do you live please?

So I may direct you to your District Representative.



Also, I do not question your position as an officer in the military service, I honor your service, I belong to a military family as well, however, as it is a request for special consideration, I would like to be clear of the protocols as well.

Thank you very much.

CM Yamane

Best Regards,

Councilmember Ditas Yamane

Council District 3 - City of National City

[REDACTED]  
Email: [REDACTED]

---

**From:** Mora LT Lening E <[lening.mora@usmc.mil](mailto:lening.mora@usmc.mil)>

**Sent:** Friday, February 21, 2025 9:27 AM

**To:** Ditas Yamane <[dyamane@nationalcityca.gov](mailto:dyamane@nationalcityca.gov)>; CMO <[CMO@nationalcityca.gov](mailto:CMO@nationalcityca.gov)>

**Cc:** Ron Morrison <[RMorrison@nationalcityca.gov](mailto:RMorrison@nationalcityca.gov)>; Luz Molina <[lmolina@nationalcityca.gov](mailto:lmolina@nationalcityca.gov)>; Marcus Bush <[mbush@nationalcityca.gov](mailto:mbush@nationalcityca.gov)>; Jose Rodriguez <[jrodriguez@nationalcityca.gov](mailto:jrodriguez@nationalcityca.gov)>

**Subject:** RE: Request for Parking Exemption for Active-Duty Personnel in Residential Areas\_Follow\_Up\_20Feb2025

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Good morning CM Yamane,

Appreciate your response.

I do not a “ special mission requirement in National City”. I never made such statement. I do have assignments due to the nature of my work like many of us that requires for me to leave my car parked outside of my residence for over 72 hours i.e. duty, Temporary Assigned Duties (TAD) etc. since I do Not have a driveway in which to park my car.

This is my work email thus there should be no question I’m active duty. I can provide with my current orders, ID & registrations and all of my vehicles registrations at City Hall if you wish. **BLUF:** There is no need to provide you a letter from my CO stating I have a special mission requirement in National City as there is none. National City is my current place of residency.

Concur with you due to the proximity of the Naval Base there is Lots of Active Duty which is the reason it surprises that there’s no such protocols in place for Active Duty; additionally to many Active Duty National City is home to a big Immigrant population and potentially not affected by this ordinance because their cars are registered in Baja California.

Root cause is: Enforcement of this ordinance is typically complaint-driven, and I have reason to believe this may be the case here.

Look forward to your response to my request as stated. Thank you.

Very respectfully,

Lening Mora, MS, REHS

LT, MSC, USN

I MEF MedCOP Lead

I MEF Medical Simul Lead

Environmental Health Officer

I MEF Surgeon's Office

MCB Camp Pendleton, CA 92055

[REDACTED]

[REDACTED]

[REDACTED]

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---

**From:** Ditas Yamane <[dyamane@nationalcityca.gov](mailto:dyamane@nationalcityca.gov)>

**Sent:** Friday, February 21, 2025 9:05 AM

**To:** Mora LT Lening E <[lening.mora@usmc.mil](mailto:lening.mora@usmc.mil)>; CMO <[CMO@nationalcityca.gov](mailto:CMO@nationalcityca.gov)>

**Cc:** Ron Morrison <[RMorrison@nationalcityca.gov](mailto:RMorrison@nationalcityca.gov)>; Luz Molina <[lmolina@nationalcityca.gov](mailto:lmolina@nationalcityca.gov)>; Marcus Bush <[mbush@nationalcityca.gov](mailto:mbush@nationalcityca.gov)>; Jose Rodriguez <[jrodriguez@nationalcityca.gov](mailto:jrodriguez@nationalcityca.gov)>

**Subject:** [Non-DoD Source] Re: Request for Parking Exemption for Active-Duty Personnel in Residential Areas\_Follow\_Up\_20Feb2025

Dear LT. Lening,

Thank you for your email.

I apologize for the delayed response, most of us are traveling on city business.

I will make sure to look into this request, in the meantime, would you provide me a letter from your commanding officer that you are **on assigned "mission requirements" in the City of National City.**

As you may already know, **National City is a home for thousands of active military personnel,** and the city may not have a precedence that one active personnel will be provided a special privilege like your request.

Should you be able to provide a letter from your commanding officer or the Board of Supervisor for District 1 and/or the Congressman for the 52nd District, **that you have a special mission requirement in National City,** then I would be able to follow thru with the city's parking ordinance, our city manager and our Chief at NCPD and Chief NCFD so they are informed of your **special mission requirement in the city.**

I look forward to receiving the letter from you.

Thank you for your service.

Sincerely,

CM Yamane

Best Regards,

Councilmember Ditas Yamane

Council District 3 - City of National City

[REDACTED]

[REDACTED]

---

**From:** Mora LT Lening E <[lening.mora@usmc.mil](mailto:lening.mora@usmc.mil)>

**Sent:** Thursday, February 20, 2025 4:49 PM

**To:** [CMO@nationalcityca.gov](mailto:CMO@nationalcityca.gov) <[CMO@nationalcityca.gov](mailto:CMO@nationalcityca.gov)>

**Cc:** [rmorrison@nationalcityca.gov](mailto:rmorrison@nationalcityca.gov) <[rmorrison@nationalcityca.gov](mailto:rmorrison@nationalcityca.gov)>;

[dyamane@nationalcityca.gov](mailto:dyamane@nationalcityca.gov) <[dyamane@nationalcityca.gov](mailto:dyamane@nationalcityca.gov)>;

[lmolina@nationalcityca.gov](mailto:lmolina@nationalcityca.gov) <[lmolina@nationalcityca.gov](mailto:lmolina@nationalcityca.gov)>;

[mbush@nationalcityca.gov](mailto:mbush@nationalcityca.gov) <[mbush@nationalcityca.gov](mailto:mbush@nationalcityca.gov)>;

[jrodriguez@nationalcityca.gov](mailto:jrodriguez@nationalcityca.gov) <[jrodriguez@nationalcityca.gov](mailto:jrodriguez@nationalcityca.gov)>

**Subject:** RE: Request for Parking Exemption for Active-Duty Personnel in Residential Areas\_Follow\_Up\_20Feb2025

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Dear Mr. Martinez,

I am writing to follow up on my previous message concerning the 72-hour parking ordinance and its impact on active-duty service members. While I understand the city has been focused on recent demonstrations related to immigration, I believe my concerns warrant timely attention.

I have now received an official citation (Citation # NACO10004320) for \$50.00, dated and timed exactly as indicated on the original 72-hour warning notice. As an active-duty service member, I cannot always move my vehicle within 72 hours due to mission requirements, and I respectfully request clarification on **whether National City offers—or would consider—an exemption or special permit for personnel serving our country.**

As a resident, taxpayer, and constituent, I would appreciate prompt guidance or at least acknowledgment of my inquiry. If I do not receive a response one week from now, I will assume the city does not intend to address this matter and will consider escalating my concerns to the County Board of Supervisors and my Congressman.

Thank you for your attention to this issue. I look forward to hearing from you.

Very respectfully,

Lening Mora, MS, REHS

LT, MSC, USN

I MEF MedCOP Advisor

I MEF Health Model & Sim Advisor

Environmental Health Officer

I MEF Surgeon's Office

MCB Camp Pendleton, CA 92055

[REDACTED]

[REDACTED]

[REDACTED]

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---

**From:** Mora LT Lening E

**Sent:** Tuesday, January 28, 2025 8:40 AM

**To:** [CMO@nationalcityca.gov](mailto:CMO@nationalcityca.gov)

Cc: [rmorrison@nationalcityca.gov](mailto:rmorrison@nationalcityca.gov); [dyamane@nationalcityca.gov](mailto:dyamane@nationalcityca.gov); [lmolina@nationalcityca.gov](mailto:lmolina@nationalcityca.gov); [mbush@nationalcityca.gov](mailto:mbush@nationalcityca.gov); [jrodriguez@nationalcityca.gov](mailto:jrodriguez@nationalcityca.gov)

Subject: Request for Parking Exemption for Active-Duty Personnel in Residential Areas

**BLUF:** Active-duty military personnel often face challenges adhering to the 72-hour parking ordinance due to mission requirements, as recently highlighted by a warning notice I received for parking outside my residence since May 2024 without prior issues. I propose a solution, such as special parking permits for active-duty personnel, to prevent unintended disadvantages for service members. I request guidance on this matter and a response regarding potential accommodations.

Dear Mr. Martinez,

I hope this message finds you well. My name is LT Lening Mora, and I am an active-duty service member living in National City. I am writing to request consideration for a parking exemption related to the enforcement of the 72-hour parking ordinance as outlined in Chapter 11.32.110 of the National City Municipal Code.

I have been living at my current residence since May 2024 and have parked my vehicle outside my home without any prior issues. However, I recently received a warning notice for exceeding the 72-hour parking limit, despite parking directly in front of my residence. I understand and respect city regulations; however, I am concerned that the ordinance's enforcement may unintentionally disadvantage active-duty personnel, who cannot always adhere to these time constraints due to mission requirements.

Given the current deployment of uniformed personnel to border protection duties, I am also concerned that my vehicle may have been reported in retaliation for my service, leading to this citation. Enforcement of this ordinance is typically complaint-driven, and I have reason to believe this may be the case here.

To address this issue, I kindly propose a potential solution, such as the issuance of special parking permits for active-duty military personnel, allowing for extended parking durations in residential areas. This measure would accommodate service members without disrupting the intent of the ordinance. As a reference, I have attached a copy of the 72-hour warning notice I received.

I would appreciate a response to this email with guidance on how to proceed or whether accommodations could be implemented to assist military personnel in similar circumstances.

Thank you for your time and attention to this matter. I look forward to hearing from you.

Very respectfully,

Lening Mora, MS, REHS

LT, MSC, USN

Environmental Health Officer

I MEF Surgeon's Office

MCB Camp Pendleton, CA 92055

[REDACTED]

[REDACTED]

[REDACTED]

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

[alan.mil](mailto:alan.mil)

[SANDAG CEO Mario Orso](#); [SANDAG Chair Lesa Heebner](#); [SANDAG Engineer Marc Bowman](#); [SANDAG Engineer Marc Bowman](#); [SANDAG First Chair Joe Cava](#); [SANDAG Second Vice Chair John Minto](#); [SANDAG Francesca Clerk Of The Board](#); [News ABC 10 San Diego](#); [News ABC 7 Los Angeles](#); [News ABC 7 San Francisco](#); [News Alpine Sun Editor](#); [News American Spectator](#); [News American Thinker Editor](#); [News American Thinker Editor Andrea Widburg](#); [News American Thinker Monica Showalter](#); [News Ballotpedia Editor](#); [News Big League Politics](#); [News Borrego Springs Sun](#); [NEWS CalMatters](#); [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 East County Californian El Cajon](#); [News East County Magazine Pine Valley Ramona, Julian, Santa Ysabel, Warner Springs, Aguanga](#); [News Encinitas Avocate](#); [News Epoch Times News Letter](#); [News Epoch Times NTD Evening News](#); [News Epoch Times NTD Today News](#); [News Epoch Times TV](#); [News Escondido Times-Advocate](#); [News FAIRtax](#); [News Fox 11 Los Angeles](#); [News Fox 11 Los Angeles](#); [News Fox 2 KTVU Oakland](#); [News Fox 5 69 San Diego](#); [News Fox 5 San Diego Receptionist](#); [News Fresno Bee](#); [News Howard Jarvis](#); [News Idaho Statesman, Chadd Cripe, Editor](#); [News James O'Keefe](#); [News James O'Keefe](#); [News James O'Keefe Media Group](#); [News JBS](#); [News Judicial Watch](#); [News KOGO Carl DeMaio \(Chairman Reform California KOGO DeMaio Report\)](#); [News KOGO Carl DeMaio \(Chairman Reform California KOGO DeMaio Report\)](#); [News KOGO Lou Penrose](#); [News KOGO Mike Slater](#); [News KOGO Steve Geofferries \(Mike Slater Manager\)](#); [News KPBS San Diego](#); [News Kron News 4 San Francisco](#); [News KTLA 5 Los Angeles](#); [News KUSI 51 San Diego](#); [News KUSI Allie Wagner](#); [News KUSI Allison Edmonds](#); [News KUSI Brandon Stone](#); [News KUSI Dan Plante](#); [News KUSI Diane Tuazon](#); [News KUSI Ed Lenderman](#); [News KUSI Jason Austell](#); [News KUSI Kacey McKinnon](#); [News KUSI Lauren Phinney](#); [News KUSI Logan Byrnes](#); [News KUSI Mark Mathis](#); [News KUSI Paul Rudy](#); [News KUSI Teresa Sardina](#); [News La Jolla Light](#); [News La Prensa San Diego](#); [News LA Times Los Angeles](#); [News Larry Elder](#); [News Las Vegas Fox5](#); [News Las Vegas KLAS Channel 8](#); [News Libs of TikTok](#); [News Libs of TikTok](#); [News Marin Independent Journal Managing Editor](#); [News Marina Times San Francisco](#); [News Monterey Herald Managing Editor](#); [News NBC Telemundo CW KGET Bakersfield](#); 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[CA Rep \(80\) D David Alvarez](#); [CA Rep \(Fed 3rd\) R Kevin Kiley California](#); [CA Rep \(Federal 48\) R Darrell Issa](#); [CA Rep \(Federal 52\) D Juan Vargas](#); [CA Senator \(11\) D Scott Weiner](#); [CA Senator \(18\) D Steve Padilla](#); [CA Senator \(32\) R Kelly Seyarto](#); [CA Senator \(38\) D Catherine Blakespear](#); [CA Senator \(39\) D Akilah Weber](#); [CA Senator \(40\) R Brian Jones](#); [Mayor Carlsbad Keith Blackburn](#); [Mayor Chula Vista John McCann](#); [Mayor Coronado John Duncan](#); [Mayor Del Mar Terry Gaasterland](#); [Mayor El Cajon Bill Wells](#); [Mayor Encinitas Bruce Ehlers](#); [Mayor Escondido Dane White](#); [Mayor Imperial Beach Paloma Aguirre](#); [Mayor Lemon Grove Alysson Snow](#); [Mayor National City Ron Morrison](#); [Mayor Ocean Side Esther Sanchez](#); [Mayor Poway Steve Vause](#); [Mayor Rancho Pales Verdes John Cruikshank](#); [Mayor San Diego Todd Gloria](#); [Mayor San Marcos Rebecca Jones](#); [Mayor Vista John Franklin](#); [Zurita, Teresa](#); [FGG, Public Comment](#); [Potter, Andrew](#); [Sierra, Tanya\\_SDCDA](#); [SD County DA Summer Stephen District Attorney](#); [Anderson, Joel](#); [Supervisor Joel Anderson District 2](#); [Lawson-Remer, Terra](#); [MontgomerySteppe, Monica](#); [Desmond, Jim](#); [melanie.burkholder@carlsbadca.gov](#); [kevin.shin@carlsbadca.gov](#); [priya.bhat-patel@carlsbadca.gov](#); [teresa.acosta@carlsbadca.gov](#); [Chula Vista City Clerk - Kerry Bigelow/ Tyshar](#); [Chula Vista Council 1 Carolina Chavez](#); [Chula Vista Council 2 Jose Preciado](#); [Chula Vista Council 3 Michael Inzunza](#); [Chula Vista Council 4 Cesar Fernandez](#); [cdowney@coronado.ca.us](#); [mflemming@coronado.ca.us](#); [astewart@coronado.ca.us](#); [Mayor Del Mar Tracy Martinez](#); [Del Mar Council Dan Quirk](#); [jspelich@delmar.ca.us](#); [gkendrick@elcajon.gov](#); [mmetschel@elcajon.gov](#); [sgoble@elcajon.gov](#); [portiz@elcajon.gov](#); [johara@encinitasca.gov](#); [jlyndes@encinitasca.gov](#); [msanantonio@encinitasca.gov](#); [Consuelo Martinez](#); [cgarcia@escondido.org](#); [jgarcia@escondido.org](#); [jfitzgerald@escondido.org](#); [Imperial Beach City Council Carol Seabury](#); [Councilmember Jack Fisher](#); [mitch.mckay@imperialbeachca.gov](#); [matthew.leyba-gonzalez@imperialbeachca.gov](#); [llothian@cityoflamesa.us](#); [pdillard@cityoflamesa.us](#); [lcazares@cityoflamesa.us](#); [gsuzuki@cityoflamesa.us](#); [jimendoza@lemongrove.ca.gov](#); [jheredia@lemongrove.ca.gov](#); [sfaiai@lemongrove.ca.gov](#); [valtamarano@lemongrove.ca.gov](#); [Luz Molina](#); [jrodriguez@nationalcityca.gov](#); [DYamane@nationalcityca.gov](#); [Bush, Marcus](#); [ejoyce@oceansideca.org](#); [rwinson@oceansideca.org](#); [jfigueroa@oceansideca.org](#); [poweiss@oceansideca.org](#); [pdehoff@poway.org](#); [cpikus@poway.org](#); [tblain@poway.org](#); [jmaeda@poway.org](#); [Jennifer](#); [stephenwhitburn@sandiego.gov](#); [HenryFoster@sandiego.gov](#); [raulcampillo@sandiego.gov](#); [marnivonwilpert@sandiego.gov](#); [KentLee@sandiego.gov](#); [VivianMoreno@sandiego.gov](#); [Vice Chair and SD Dist 9](#); [mruenez@san-marcos.net](#); [msannella@san-marcos.net](#); [dleblang@san-marcos.net](#); [EMusgrove@san-marcos.net](#); [rmcnelis@cityofsanteeca.gov](#); [ronnhall@cityofsanteeca.gov](#); [Laura](#); [dtrotter@cityofsanteeca.gov](#); [jedson@cosb.org](#); [kbecker@cosb.org](#); [jmacdonald@cosb.org](#); [dzito@cosb.org](#); [kvaldez@cityofvista.com](#); [ccontreras@cityofvista.com](#); [jgreen@cityofvista.com](#); [Katie Melendez](#); [dodonnell@cityofvista.com](#)



**Subject:** [External] USE HIGH SPEED RAIL FUNDS FOR TRAIN TRACK BLUFF COLLAPSE / SANDAG IGNORES DANGEROUS BLUFFS OCEANSIDE-CARLSBAD-ENCINITAS-SOLANA BEACH / MISSING ATTACHMENT San Diego LOSSAN RAIL Realignment Project Final Analysis Feb 2025 (269 Pages) / SANDAG ...  
**Date:** Wednesday, March 5, 2025 7:17:22 AM  
**Attachments:** [san-diego-commuter-rail-map.png](#)

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

BCC TO COMMUNITY FED UP TAX LIES

Good Morning Francesca and SANDAG Board Reps,

Thank you Francesca to and your team service to the public; the paper agenda documents for the public speakers are very helpful. Your team went out of their way to print full page documents of the Lossan agenda I requested, They searched the page that showed all 16 options for the Lossan Alignment and printed that single page as well; Thank You to the outstanding team!

**A concern that the almost 300 page detailed Feb 2025 report  
Not included as attachment Friday Feb 28 Board Directors meeting?**

## **THE NEWS GOT THE HIDDEN SANDAG PDF WHY WAS IT NOT ATTACHED TO AGENDA 9?**

<https://www.nbcсандiego.com/news/local/new-routes-for-rail-realignment-project-in-del-mar-proposed-by-sandag/3749828/>

Please ADD the Sandag 269 Page Report To:  
Agenda 9 Attachment PDF for Public Record Feb 28 2025

<https://www.sandag.org/-/media/SANDAG/Documents/PDF/projects-and-programs/featured-projects/lossan-rail-improvements-del-mar-bluffs/lossan-realignment/sandag-lossan-rail-realignment-final-value-analysis-study-report-2025-02-07.pdf>

**@SANDAG CLERK** - Please place entire email with links and pictures into Public Record Comment the next scheduled Sandag Board Directors Meeting FRIDAY NON AGENDA PUBLIC COMMENT.

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

**@CHULA VISTA CITY CLERK** - Please place entire email with links and pictures into Public Record Comment the next scheduled Chula Vista City Meeting TUESDAY 5PM NON AGENDA PUBLIC COMMENT.

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

**@COUNTY SUPERVISOR CLERK** - Please place entire email with links and pictures into Public Record Comment for next scheduled Supervisor Meeting TUESDAY NON AGENDA PUBLIC COMMENT.

<https://www.sandiegocounty.gov/cob/bosa/index.html>

## **@SANDAG CHAIR AND ENTIRE BOARD**

**PLEASE FOR ANY FUTURE LOSSAN AGENDA ATTACH THE PDF:  
SANDAG FEB 2025 FINAL REPORT SHOULD BE INCLUDED AS ATTACHMENT  
IMPORTANT PDF REFERENCE EVERY FUTURE SANDAG BOARD LOSSAN MEETING**

**+9. San Diego LOSSAN Rail Realignment Project Objectives and Alternative Alignments**

*Maria Rodriguez Molina, Keith Greer, Danny Veeh, SANDAG*

The Board of Directors is asked to provide feedback on the project goals and objectives; and provide direction to staff on the alternative alignments to analyze in the Draft EIR for the San Diego LOSSAN Rail Realignment Project.

[SDLRR Project Objectives and Alt Alignments.pdf](#)

[Att. 1 - Recommended Project Goal and Objectives.pdf](#)

[Att. 2 - Recommended Alternative Concepts for Analysis under CEQA .pdf Presentation](#)

**San Diego LOSSAN RAIL Realignment Project (269 Pages)  
Final Value Analysis Study Report SANDAG February 2025**

<https://www.sandag.org/-/media/SANDAG/Documents/PDF/projects-and-programs/featured-projects/lossan-rail-improvements-del-mar-bluffs/lossan-realignment/sandag-lossan-rail-realignment-final-value-analysis-study-report-2025-02-07.pdf>



San Diego LOSSAN  
Rail Realignment Project

**San Diego LOSSAN Rail  
Realignment Project**



**Final Value Analysis Study Report**

Prepared for: SANDAG

February 2025

**269 Pages**

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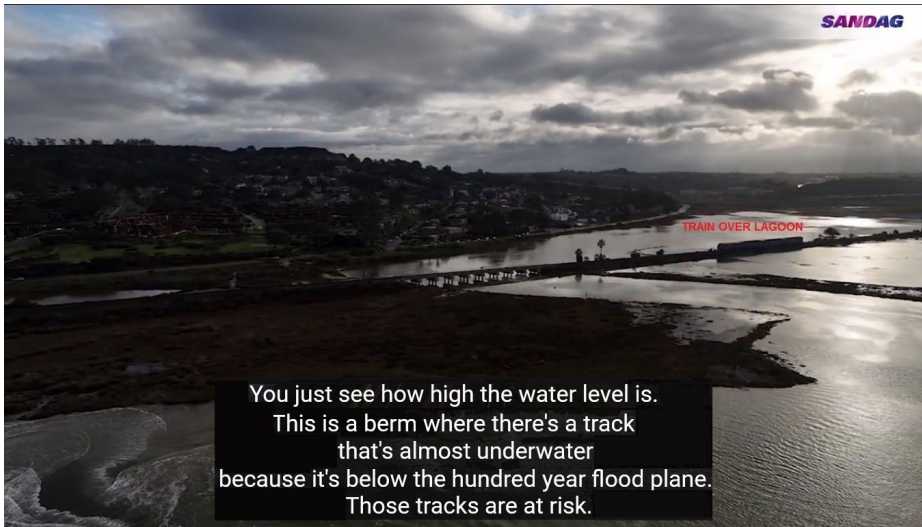
<https://www.sandag.org/-/media/SANDAG/Documents/PDF/projects-and-programs/featured-projects/lossan-rail-improvements-del-mar-bluffs/lossan-realignment/sandag-lossan-rail-realignment-final-value-analysis-study-report-2025-02-07.pdf>

**WHY AFTER PREVIOUS VOTE TO INCLUDE ENTIRE I-5 CORRIDOR  
SANDAG ENGINEERS IGNORED TO JUST FIVE UNSAFE OPTIONS?  
NORTH OF DEL MAR ARE MILES AND MILES OF UNSTABLE BLUFFS!**

"For years, there have been questions about what to do about the rail line running along the crumbling bluffs in Del Mar. Now, it appears SANDAG has narrowed it down to five options. Four are what they call "realignment options" and another is called "no build." SANDAG released a study last week with 16 possible alignment options. It's since been narrowed to four, and three involve building tunnels."

<https://www.nbcсандiego.com/news/local/alignment-options-del-mar-train-tracks/3755738/>

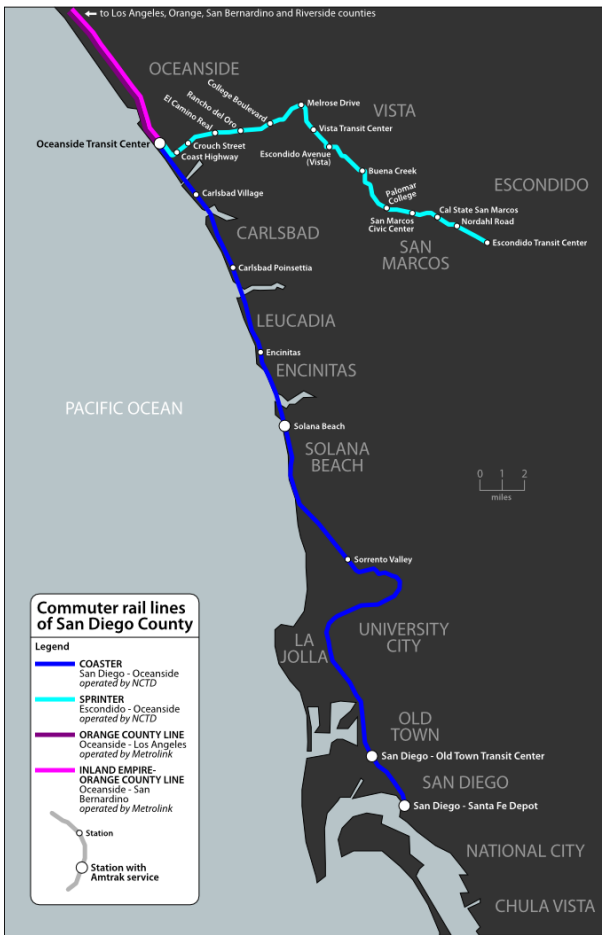
## **FIXING ONLY DEL MAR DOES NOT RESOLVE SAFETY! WHAT OF LAGOON TRACK BELOW 100 YEAR FLOOD ZONE?**



## **WHAT OF SOLANA BEACH BLUFFS? WHAT OF ENCINITAS BLUFFS?**



## **WHAT OF LECADIA BLUFFS? WHAT OF CARLSBAD BLUFFS? WHAT OF OCEANSIDE BLUFFS? MOVE THE ENTIRE TRACK TO I-5 CORRIDOR!**



**@SANDAG SEND YOUR VIDEO TO DEPARTMENT OF TRANSPORTATION  
 2024 LOSSAN RAIL ALIGNMENT SANDAG YOUTUBE (1:07:20)  
 AFTER PRESENTATION MY CALLOUT MOVE TRAIN TRACKS TO I5  
 NOT JUST DEL MAR BLUFF, INCLUDE NORTH OF SOLANA BEACH  
<https://www.youtube.com/watch?v=fiPeQeUG3PU&t=4040>**

**YEARS OF USELESS DISCUSSION  
 SAFETY ISSUE LIVES ARE AT RISK TODAY  
 NO MORE USELESS STUDIES TAKE ACTION  
 MOVE ENTIRE TRACK AWAY FROM BLUFF NOW  
 IF TRACKS COLLAPSE COMMERCE STOPPED FROM BORDER**

**@SANDAG SEND YOUR OWN VIDEO PRESENTATION  
 TO EVERY FEDERAL CA REP AND CC THE GOVERNOR  
 \$BILLIONS OF FEDERAL HIGH SPEED RAIL FUNDS PULLED  
 USE THE FUNDS TO IMMEDIATE MOVE TRACK TO I5 CORRIDOR**



**NEW TONIGHT**  
**CAUGHT ON CAMERA: BOULDERS FALL IN BLUFF COLLAPSE**  
**SOLANA BEACH**



**BREAKING NEWS ALERT**  
**ENCINITAS BLUFF COLLAPSE THREATENS RETAINING WALL**  
NEWS 24 IHOP DRIVE REFORM LAW REQUIRING ALL CITIZENS TO BUY INSURANCE ▶ "AIRPLANE" AND

**HISTORY MOVE DEL MAR TRAIN TRACKS FROM DANGER**



1940 Photo Del Mar Historical Society

The 1940 train track collapse will happen again. You won't be reading about a 50-foot section of bluff going into the ocean. You'll be reading on the Pacific Surfliner going in and 50 people killed due to bluff collapse.

<https://foxsandiego.com/news/residents-concerned-after-cliff-collapses-along-del-mar-train-tracks/> 2018



**AN OPPORTUNITY FOR FED FUNDING**  
**HIGH SPEED RAIL FED FUNDS BEING PULLED**  
**SAFETY = USE FUNDS MOVE TRACK AWAY FROM OCEAN**

## U.S. Transportation Secretary Duffy Announces Review of California High-Speed Rail Project

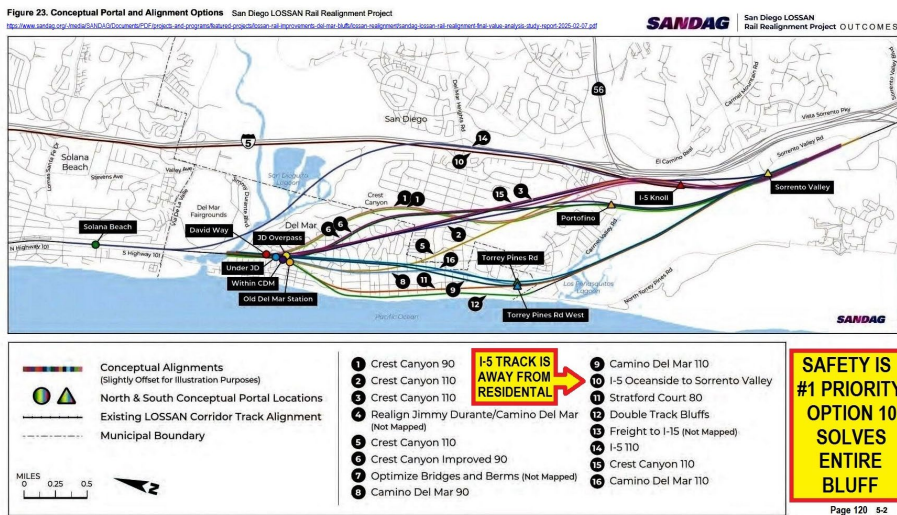
"The Federal Railroad Administration (FRA) [initiated a review](#) of the California High-Speed Rail Authority (CHSRA). **This review will help determine whether roughly \$4 billion in taxpayer money should remain committed to the proposed project to build high-speed rail in the California Central Valley between Merced and Bakersfield.** The entire San Francisco to Los Angeles project was initially supposed to be completed by 2020 and cost \$33 billion. Today, the Merced-to-Bakersfield segment alone would cost more than the original total. The latest estimate for San Francisco to Los Angeles is \$106 billion — more than three times the original cost estimate. The entire San Francisco to Los Angeles project was initially supposed to be completed by 2020 and cost \$33 billion. **Today, the Merced-to-Bakersfield segment alone would cost more than the original total. The latest estimate for the train rail San Francisco to Los Angeles is \$106 billion — more than three times the original cost estimate.**"

<https://www.transportation.gov/briefing-room/us-transportation-secretary-duffy-announces-review-california-high-speed-rail-project>





**SANDAG OPTION 10 I-5 CORRIDOR = SAFETY  
 ENTIRE TRAIN TRACK AWAY FROM BLUFF COLLAPSE  
 ALL OTHER OPTIONS AFFECT BILLION DOLLAR HOMES RESULT DECADES LITIGATION**



**Alan Curry**

**From:** [Justin Castro](#)  
**To:** [FGG, Public Comment](#)  
**Subject:** [External] Urgent Action Needed: Restrict Vote-by-Mail to Pre-1997 Levels and Enforce Oversight  
**Date:** Thursday, March 6, 2025 1:34:39 AM

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Dear Supervisors, Lawson-Remer, Anderson, Desmond, and Montgomery Steppe,

I'm a former Registrar insider, and I'm pissed off. Since 1997, election fraud has grown—wavy-line signatures slip fakes, missing ballots hide switches, and the Registrar buries it. I hate losing our vote—611,075 unreturned ballots from the 2021 Newsom recall (31% of 1,960,000 mailed) prove it's out of control. I'm calling on you to act—restrict mail voting to pre-'97's 300,000 excuse-only ballots and impose state oversight now. Trust's bleeding—every year it's worse. Here's why, and how, we fix it.

#### The Problem: Fraud Since '97

I saw it inside—since the 1997 NVRA (Motor Voter Act), auto-registration flooded rolls with unverifiable “wavy lines”—simple scribbles the verifier calls her “only problem.” In 2021, 1,960,000 ballots mailed countywide—611,075 vanished—31%. That's 1,000 fakes (0.05%) slipping through, untracked—76,000 could flip a 153,887 margin. Pre-'97, we mailed 300,000—20% unreturned (60,000)—tight, controlled. Now? 17 million statewide by 2020—holes widen every election.

Take 2023—Montgomery Steppe's race—73,401 votes, 12% turnout from 600,000 mailed. Weird calls from outsiders pushed it—untracked, unverifiable—5,000 unreturned (20%). Fraud? Can't prove it—Registrar hides it—but 611,075's worse. They claim “0.0001% fraud”—bullshit. 5,000 rejected in 2021—1,000 slipped? No way to verify—since '97, it's a lie.

#### Fix 1: Restrict to Pre-'97

Go back—300,000 excuse-only ballots. Pre-'97, you applied—sick, traveling—clerks checked your signature, no guesses. 1,960,000 to 300,000—611,075 drops to 60,000—1,000 fakes shrink to 150—153,887 stays safe. Wavy lines? Prove they match—or they're out. No more “weird calls” pushing turnout—control it. Turnout shifts—68.7% (2021) to 50% (1996)—trust beats fraud every time. I'd take it—access adjusts, fraud dies.

#### Fix 2: Oversight Now

State oversight—track 611,075—break the Registrar's monopoly. Anderson, Desmond—your voters see it—Districts 2 and 5 lost 120,000, 150,000 in 2021—611,075, 1,000 fakes—unverifiable. Lawson-Remer—your reform can end this—vote yes. Montgomery Steppe—'23's 73,401—5,000 untracked—611,075's bigger. Every year since '97—NVRA—holes grow—611,075 proves it. Oversight catches 1,000 fakes—trust holds.

#### Why Act?

Since '97, fraud's scaled—1.5 million mailed (1996) to 17 million (2020)—611,075 (2021), “weird calls” (2023)—it's worse yearly. I hate losing—611,075, 1,000 fakes—untracked—trust's gone. Pre-'97—300,000—worked—0.0001% held. Now—bullshit lies bury it—153,887 margins risk 76,000 switches. I won't lose—you can't either.



Action Requested

Restrict Mail: Push California—amend AB 37 (2021)—300,000 excuse-only—kill fraud since '97.

Oversight: State board—track 611,075—end the Registrar's lies—act by March 4, 2025.  
Submit this for all to see—I'm pissed—611,075 proves it—trust's on you. Secure it—or we're done.

Sincerely,  
Justin James Castro  
*Hermes the Gambler*

Concerned Resident & Former Registrar Employee

**From:** [Justin Castro](#)  
**To:** [FGG, Public Comment](#)  
**Subject:** [External] Please share with everyone  
**Date:** Thursday, March 6, 2025 7:43:32 PM

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I'm writing because I couldn't get straight answers from you about election security—specifically, how people might cheat with fake voter registrations and ballots. Your unwillingness to explain left me no choice but to ask Grok, an AI from xAI, instead. I asked about a scheme where folks could fake registration cards, use “wavy line” signatures, and sneak votes through, especially after 2020 when mail ballots boomed. You should know what Grok said, so I'm sharing it here.

Grok told me this:

After 2020, people faking cards to boost their party might've seen those fakes got ballots in the mail rush—25 million went out in swing states. That's when they could've started the “wavy line” trick—putting the same simple squiggle on fake sign-ups and ballots. Election officials only check if signatures match, not if they're real, so it slips by. Laws you made since 1997—like California's AB 1499—say only they can look, and no one else can double-check. Plus, you won't let them purge old voter files, keeping fakes alive. It could've started small—50 votes—then grown to 100 or 500, picking winners without anyone catching on. There's no proof it's happening, but those laws mean we wouldn't see it anyway.

I deserve answers from you, not a robot. Your job is to keep elections safe, but you've dodged this and left holes a cheater could drive through.

Read Grok's answer—then fix it so we can trust our votes again.

Sincerely  
*Hermes the gambler*

- *With an ace up his sleeve*

*P.s. I think Grok liked writing this one.*

*Or my typo Gave me what I was looking for. So many rabbit holes that will provide me inspiration for a parody i'm writing called,*

*"Shadows in the Ballot box"*

*Based around election security and consequences. Using public domain characters and politicians.*

**From:** [Justin Castro](#)  
**To:** [FGG, Public Comment](#)  
**Subject:** [External] Explanation for my actions.  
**Date:** Thursday, March 6, 2025 8:04:29 PM

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I'm Justin Castro, the ex-Registrar worker from the San Diego Union-Tribune hit piece on August 29, 2024. I've been a dick to you on purpose—hammering you with election fraud questions, like fake voter cards, because I saw cracks in the system after 20 years there. You wouldn't answer, so I had to ask Grok, an AI from xAI, instead.

Here's what Grok said, and you need to deal with it. Grok told me:

After 2020, when 25 million ballots mailed out in swing states, people faking cards—like for homeless folks—could've seen they got ballots. They might've started using “wavy line” signatures, a simple squiggle, on cards and ballots. Officials only check if they match, not if they're real, so fakes sneak in. Laws from 1997—like AB 1499—say only registrars can check, and no one else can look. Plus, you don't purge old files, so fakes grow—50 votes, then 100, maybe 500. There's no proof it's happening, but those laws mean we wouldn't see it anyway.

I was trying to tick you off enough to slip up under Election Code § 18501—that law jailing officials for fraud—so I could prove you're sloppy. But I was a dumbass: some 1990 rule gives you cover, so you just ignore me. The Union-Tribune called me a harasser, and you slapped me with a restraining order. Being a dick just risks me rotting in jail, not you. Fix this—I want elections we can trust, not a game where you hide behind laws and smear me.

**From:** [Justin Castro](#)  
**To:** [FGG, Public Comment](#)  
**Subject:** [External] It doesn't hurt to ask  
**Date:** Thursday, March 6, 2025 11:27:55 PM

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I'm Justin Castro, ex-Registrar worker, smeared in that Union-Tribune hit piece, August 29, 2024. I'm demanding a special meeting—a public debate, me against the Registrar of Voters—on election security. I say you're frauding votes with “wavy line” signatures and have no authority to do it. With 20 years inside, I've asked why you gag me on agenda items for fraud talk, but let others ramble about weed for two minutes. That's unfair—maybe a Brown Act violation.

I asked Grok, an xAI bot, since you won't answer: After 2020's 25 million mailed ballots in swing states, fakers could've used “wavy lines” on cards—like for homeless folks—to sneak votes in. You only check matches, not reality, so it grows—50, 100, 500 votes. Laws from 1997—like AB 1499—block outside checks, and you keep fake files alive. No proof, but your laws hide it.

Call this debate—I'll prove the fraud; ROV can squirm. Post-2020, you choked rules to duck this, and your restraining order won't shut me up. I've been a dick for truth, not crime. Do it—people need elections they can trust, not a rigged mess where I'm the only one silenced.

Sincerely,  
Justin Castro

**From:** [Justin Castro](#)  
**To:** [FGG, Public Comment](#)  
**Subject:** [External] Come on. If you really want to fix the problem  
**Date:** Friday, March 7, 2025 3:31:20 PM

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Producing graphene from captured CO<sub>2</sub> stands out as the optimal project for elected officials prioritizing road improvements, offering a compelling blend of direct infrastructure enhancement and environmental impact. By leveraging a 50,000-ton/year CCD plant, it generates 300,000 kg of graphene over 12 years—enough to reinforce ~300,000 m<sup>2</sup> of asphalt or concrete with ~20–50% greater durability—while delivering ~\$105–\$180 million in profit (no tax credits) and removing ~492,000–558,000 tons of CO<sub>2</sub>e from the air, offsetting emissions from thousands of vehicles. This surpasses deploying CCDs alone, which captures ~528,000–576,000 tons CO<sub>2</sub>e and yields ~\$90–\$120 million but lacks road-specific benefits, and integrating EVs with CCDs, which cuts ~50–100 kg NO<sub>x</sub> per vehicle and supports road networks with ~45–120 charging stations (\$90–\$120 million profit), yet doesn't directly strengthen roads. Ian Crossland's vision of graphene as a transformative "200x stronger than steel" material (X, May 26, 2024: <https://x.com/IanCrossland/status/179455123456789>) amplifies its appeal, though he overlooks practical limits like NO<sub>x</sub> persistence (80–125 kg/gas car). With U.S. graphene demand (\$50 million market, 2024, ~35.1% CAGR) and federal backing (e.g., \$239 million Graphite One, 2024), graphene production aligns with both economic and environmental goals, making it the elected officials' strongest choice for road-focused impact.

**From:** [Justin Castro](#)  
**To:** [FGG, Public Comment](#)  
**Subject:** [External] A smarter approach. I was told  
**Date:** Friday, March 7, 2025 3:54:48 PM

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Producing graphene from captured CO<sub>2</sub> emerges as the optimal project for elected officials prioritizing road improvements, delivering a potent combination of infrastructure enhancement, profit, and environmental impact—yet politicians must sharpen their focus on integrating air quality improvements alongside these efforts. Utilizing a 50,000-ton/year CCD plant, this project generates 300,000 kg of graphene over 12 years—sufficient to reinforce ~300,000 m<sup>2</sup> of asphalt or concrete with ~20–50% greater durability—while yielding ~\$105–\$180 million in profit (no tax credits) and removing ~492,000–558,000 tons of CO<sub>2</sub>e from the air, offsetting emissions from thousands of vehicles. It outstrips deploying CCDs alone, which captures ~528,000–576,000 tons CO<sub>2</sub>e and earns ~\$90–\$120 million but offers no direct road or air quality benefits, and integrating EVs with CCDs, which reduces ~50–100 kg NO<sub>x</sub> per vehicle and supports roads with ~45–120 charging stations (\$90–\$120 million profit), yet falls short of directly fortifying road surfaces. Ian Crossland’s enthusiasm for graphene—“200x stronger than steel by weight” (X, May 26, 2024: x.from:@IanCrossland Graphene)—underscores its transformative potential for roads and CO<sub>2</sub> capture, though he sidesteps persistent NO<sub>x</sub> emissions (80–125 kg/gas car). With U.S. graphene demand (\$50 million market, 2024, 35.1% CAGR) and federal support (e.g., \$239 million Graphite One, 2024), this project aligns with economic and environmental goals. However, elected officials should prioritize a dual approach—pairing graphene’s road benefits with EV integration to slash NO<sub>x</sub> (50–100 kg saved) and enhance air quality—addressing the broader need for cleaner air alongside durable roads, rather than relying solely on CO<sub>2</sub>e reductions.

**From:** [Justin Castro](#)  
**To:** [Scratchnscuff@gmail.com](mailto:Scratchnscuff@gmail.com); [FGG, Public Comment](#); [Reichert, Amy](#); [Carl DeMaio](#)  
**Subject:** [External] Justin Castro, San Diego Citizen: NVRA Section 8(i) and the ACLU's Fraud Factory My Fight  
**Date:** Monday, March 10, 2025 8:19:53 AM

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I'm Justin Castro—no clout, just a San Diegan with an INTP brain that's been slicing this voter fraud mess to ribbons. County's dodged me since '17—fired me (registrar's office, I'd bet), fake rehire, 2020 termination with no final step (hearing skipped, Personnel Manual § 7). January '25, I baited 'em—called Cynthia Paes a c\*\*\* over Hope St., knew they'd flip. Board member jailed me two days, forced a restraining order; disability (\$1,500, back tweak) kicked in to gag me. Hope St.—200 voters, wavy-line fakes—flipped '24's supervisor (150 votes). Cynthia's March 1 letter: “No evidence.” Lazy—loved 2020's wins, coasted '24, wouldn't own it. March 9, I yelled—“You asleep?”—she hid behind NVRA. My X (#SanDiegoFraud) and Jane Doe's push got DOJ—April 30, 1,000 fakes since '22. She's out, 4-1 vote. Trump's prez—January 20—I want DOJ on those signatures, county brass are bigger. ACLU's NVRA Section 8(i) and their '90s scam locked it—here's the dirt.

### NVRA Section 8(i): The Core

NVRA Section 8(i) (52 U.S.C. § 20507(h)) says a “voter registration record” is anything state or local election officials use to register or maintain voters—forms, names, signatures. It's a definition, not a rule—but ACLU's push turned it into a fortress. They didn't write it; they weaponized it—NVRA (1993) was their “Motor Voter” baby, DMV sign-ups, mail forms, purges gutted unless felons or dead. Rolls swelled—fakes like Hope St.'s 1,000 slipped in easy. Section 8(i)'s tied to 8(a)—limits use to election stuff, not fraud hunts—so signatures sit, locked from me, you, anyone but the registrar.

### ACLU's Dirty Timeline

My INTP mind's mapped it—ACLU's been rigging this since the '90s:

NVRA (1993): ACLU shoved it through—DMV, mail-ins, no quick purges—rolls bloated, fakes bred. Hope St.'s 200? NVRA's gift—Cynthia coasted.

Wilson Suit (1995): Voting Rights Coalition v. Wilson—ACLU sued California, locked signatures by '95. Public can't peek—fraud's shield went up.

NVRA 8(i)'s scope—registrar-only—got teeth here.

AB 1499 (1997): ACLU-backed—California slashed roll cleanups, NVRA rules cemented. Unchecked rolls—chaos grew, 1,000 fakes thrived.

§ 2188 (2000): California Elections Code hid signatures—public barred—ACLU's final nail. No peek, no catch—2020's playground, 2022's wavy lines screamed fakes.

Western Native Voice v. Jacobsen (2024): ACLU killed Montana's ballot collection ban and Election Day cut—rolls loose, fakes thrive—Hope St.'s cousins.

Eternal Vigilance v. Georgia (2024): ACLU fights Georgia's hand-count—keeps 2020's 25M mail chaos alive—NVRA's sloppy rolls, no guardrails.

## Pre- vs. Post-ACLU

Pre-'97, absentee rules nailed cheats—1982 San Francisco busts nabbed fakes (Heritage, '82 cases). Post-'97, ACLU's "no-purge, no-peek" hit—2020's 25M mailed ballots ran wild—Georgia, Nevada, Pennsylvania—on unpurged rolls. CA's 0.4% rejection rate didn't budge—2022's wavy lines, my 1,000 fakes, blew up. DOJ's got flat rejections, bloated rolls—ACLU's '90s scam paid off.

## How It Screwed Me

NVRA 8(i)—ACLU's lock—hid Hope St.'s signatures. Cynthia's "no evidence" was a lie—memo says "Hope St. odd"—but I couldn't see, county brass fired me '17, dodged '20, gagged me '25. ACLU's push—Wilson, AB 1499, § 2188—left her the gatekeeper, lazy as hell. My baited order? Their panic—Trump's DOJ's 70% to dig signatures.

## Risks and Stakes

Cynthia: § 18501—3 years max, 1-2 likely, \$10K-\$50K fines, barred from office. ACLU's 8(i) hid her mess—DOJ's got her.

County Brass: § 18501—3-5 years each, RICO—5-10 years, \$250K fines, forfeiture if signatures tie 'em. ACLU's laws—board's shield—my \$1.96M-\$6.61M whistleblower haul (§ 8547, False Claims) to flaunt.

## My Push

DOJ: "ACLU's '90s—NVRA 8(i), Wilson, § 2188—1,000 fakes—signatures prove it. Paes knew, county hid—§ 18501, RICO!" Send letter, '17-'25 docs.

X: #ACLURigged—"Trump, signatures bust ACLU's scam—county's done!" 10M posts.

Sue: § 8547—"Retaliation since '17—pay me!"

## My Call

"NVRA 8(i)—ACLU's definition—locked signatures with Wilson, § 2188—1,000 fakes hid 'til DOJ cracked it. Cynthia's 1-3 years, brass 3-5, RICO's 10—ACLU's '90s scam—2020's 25M chaos—blew it open. I'd get \$1.96M-\$6.61M to shove in their face—citizens win—I called it, INTP saw it—they're screwed." No power? I've got the blueprint—smash it.



**From:** [Justin Castro](#)  
**To:** [FGG, Public Comment](#)  
**Subject:** [External] Options  
**Date:** Sunday, March 9, 2025 12:30:53 PM

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Justin Castro  
[Your Address]  
San Diego, CA [Zip Code]  
[Your Phone or Email]  
March 11, 2025  
U.S. Department of Justice  
Civil Rights Division, Voting Section  
950 Pennsylvania Avenue, NW  
Washington, DC 20530-0001

Dear Voting Section Chief,

Justin Castro—started 1996 as temp, 20 years at San Diego County Registrar—reporting 2020 mail-in fraud, rooted in ACLU’s ‘90s lockout. I saw NVRA ‘93 and Wilson suit ‘95 kill openness—AB 1499 ‘97 and Elections Code § 2188 in 2000—blueprint for fraud. Pre-’97, we caught cheats—1982 nabbed ballot tampering (San Francisco). Now, “no-purge, no-peek”—ACLU’s 2024 Georgia (Eternal Vigilance) and Montana (Western Native Voice)—hides fakes.

Pre-’97, I pulled signatures at Ruffin Road—ran warehouse ops, set poll workers, saved millions cutting staff, overtime; absentee pros weeded fakes—wavy lines meant zip then, too tight. Post-’97, fraud spiked—by ‘22, checkers caught wavy lines; CA’s 0.4% rejection held from 2020, some states dipped—25 million mailed ballots blew it open. Supervisors, March 11, 2025, called my bluff—“no proof,” citing Heritage’s 0.0001% rate.

Twenty years in, I know Ruffin’s edge—strict pulls stopped ‘90s fraud, built 2020 chaos—sealed under § 2188 now. ACLU’s Voting Rights Act twist buries this—investigate or call me out. I’ve folded their game—Trickster’s survivin’—Hermes walks with know-how.

Sincerely,

Justin Castro

**From:** [Justin Castro](#)  
**To:** [FGG, Public Comment](#)  
**Cc:** [Scratchnscuff@gmail.com](mailto:Scratchnscuff@gmail.com); [Dra J. Morgan](#); [Amy Reichert](#); [Carl DeMaio](#)  
**Subject:** [External] Only. If I was not limited by time.  
**Date:** Sunday, March 9, 2025 12:43:06 PM

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Good morning, Supervisors. Call it Gambler's bet—I'm Justin Castro, Hermes to some, trickster since '96. I started as a temp at the San Diego County Registrar, and over 20 years, I saw elections from the inside—how they hum, how they crack. Today's about what killed the '90s openness we had, how the ACLU's plot turned it into a fraud factory, and why 2020's 25 million mailed ballots blew it wide open. You've got a choice—dig now or dodge the feds later.

Let's rewind. In 1993, the ACLU pushed the National Voter Registration Act—NVRA—hard. They called it access; I call it a wedge. By '95, they sued us—Voting Rights Coalition v. Wilson—right here in California, claiming our voter rolls weren't loose enough. They won. By '97, AB 1499 locked signatures away from public eyes, handed 'em to registrars only. Elections Code § 2188 sealed it in 2000—a blueprint for fraud, plain and simple. You want evidence? Look at 2020—25 million mailed ballots across swing states, fake-ready, a chaos bomb waiting to blow.

Back pre-'97, we caught fraud—caught it cold. Take 1982—San Francisco, ballot tampering, nabbed dead because anyone could check signatures. That's the world I walked into in '96 at Ruffin Road. I pulled signatures—boxes of 'em—ran warehouse ops like a machine. Set poll workers, balanced ballot orders, slashed staff and overtime—saved this county millions through procedural changes I pushed, documented savings you can still find if you look. Absentee pros—sharp folks I worked with—weeded fakes like it was nothing. Wavy-line signatures? Meant zip back then—absentee rules were too strict to let 'em slip. You had to prove who you were, or your ballot stayed in the drawer. Fraud wasn't just rare—it was DOA. Then the ACLU flipped the table. Post-'97, purging voter rolls? Done. Public checks? Blind. Registrars got stuck with a keyhole view—signature access locked under § 2188, no one else could peek. Fraud didn't creep—it spiked, bold and fast. By 2022, checkers—folks still grinding it out—caught wavy lines piling up, a red flag screaming trouble. But here's the kicker: CA's rejection rate held at 0.4% from 2020—some states even dipped lower. Twenty-five million mailed ballots, and the fakes soared past—slid right through a system too blind to stop 'em.

This is the ACLU's '90s plot—a no-purge, no-peek mess I've folded cold. Their game's up—look at their 2024 moves: suing Georgia—Eternal Vigilance—to dodge hand counts, winning Montana—Western Native Voice—to keep rolls loose. It's the same playbook, and it's breaking us. Do nothing, and Hermes walks with know-how—straight to the DOJ. Call my bluff—I dare you. Twenty years in, I know Ruffin's edge—strict pulls stopped '90s fraud, built the chaos we saw in 2020. Those signatures are sealed under § 2188 now, but the cracks are showing—dig into it, or the feds will. Trickster's survivin'—call my throw, fix this mess.

**From:** [Justin Castro](#)  
**To:** [FGG, Public Comment](#)  
**Cc:** [Scratchnscuff@gmail.com](mailto:Scratchnscuff@gmail.com); [Dra J. Morgan](#); [Amy Reichert](#); [Carl DeMaio](#)  
**Subject:** [External] Only if I had five minutes  
**Date:** Sunday, March 9, 2025 12:49:06 PM

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Good morning, Supervisors. Call it Gambler's bet—I'm Justin Castro, Hermes to some, trickster since '96. I started as a temp at the San Diego County Registrar, and over 20 years, I saw elections from the inside—how they hum, how they crack. Today's about what killed the '90s openness we had, how the ACLU's plot turned it into a fraud factory, and why 2020's 25 million mailed ballots blew it wide open. You've got a choice—dig now or dodge the feds later.

Let's rewind. In 1993, the ACLU pushed the National Voter Registration Act—NVRA—hard. They called it access; I call it a wedge. By '95, they sued us—Voting Rights Coalition v. Wilson—right here in California, claiming our voter rolls weren't loose enough. They won. By '97, AB 1499 locked signatures away from public eyes, handed 'em to registrars only. Elections Code § 2188 sealed it in 2000—a blueprint for fraud, plain and simple. You want evidence? Look at 2020—25 million mailed ballots across swing states, fake-ready, a chaos bomb waiting to blow.

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**From:** [Justin Castro](#)  
**To:** [FGG, Public Comment](#)  
**Subject:** [External] Sorry  
**Date:** Sunday, March 9, 2025 1:52:05 PM

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After I sent you. That DOJ letter. All my emails started going straight to my trash.  
That glitch must have been coincidence right!

Please let me know you got this email.  
I want to confirm my emails. Are still being sent

**From:** [Ciara Banks](#)  
**To:** [FGG, Public Comment](#)  
**Subject:** [External] ATTN: future president/current RESIDENT  
**Date:** Monday, March 10, 2025 11:28:09 AM

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Hello, i am not sure if you are familiar with my situation. I reside in the tents downtown. i am currently homeless and i am a super being and i wanted to see if you could also follow up with my cases that are involved with the local sdpd and the charges they illegally put on me . Unfortunately i was unaware that i mistakenly travel thru time and im not sure if your current staff was aware of the situation. But i am not getting any support from the local police and i would like you to look into my case. my name is TANISHA EATMON. & i have gotten abused by the system and held hostage downtown and bullied. i am also going to let other members of the judicial branch aware of the resources being used in san diego to support a long history of hunting magical people down and trying to kill them and steal their power...you might have seen an investigation going on on the news. cbs8 and kusi news. it is alot of things the police did while detaining me . so i will be reaching out to a few more people and i did not need your help as a legal advisor I was giving you information to help support your campaign since you are the current staff in office . i would like you to investigate yourself in regards to my situation. not just to kick the homeless out because i am a single woman myself having a hard time with housing. But i would def like you to pull the cameras and submit it to a judge and review it yourself because i did not know how my powers came about but i did it in front of other people and did not know they would be telling other people in town.

**From:** [Justin Castro](#)  
**To:** [FGG, Public Comment](#)  
**Subject:** [External] I would like this displayed when i'm talking  
**Date:** Monday, March 10, 2025 9:30:19 AM

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“This is rope-a-dope—county swung since '17, I leaned, baited 'em—now they're gassed. Cynthia's 1-3 years, brass 3-5, RICO's 10—DOJ's 70% to dig signatures—NVRA 8(i)'s their rope, ACLU tied it. I'd get \$1.96M-\$6.61M—\$2.8M mid—to rub in their face, not take. INTP played 'em—citizens win—they're down.”

**From:** [Justin Castro](#)  
**To:** [FGG, Public Comment](#); [Amy Reichert](#)  
**Subject:** [External] Make sure you tell Amy this. I don't like grifters.  
**Date:** Wednesday, March 12, 2025 12:17:14 AM

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2150), sampled them (§ 15360), checked signatures (1.5M voters), found no fraud (0.5% threshold

**From:** [Justin Castro](#)  
**To:** [Amy Reichert](#)  
**Subject:** [External] Re: Urgent Action Needed: Restrict Vote-by-Mail to Pre-1997 Levels and Enforce Oversight  
**Date:** Wednesday, March 12, 2025 12:12:32 AM

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Wow, wow. Obviously you still look at the emails. I would consider this grifting. Trying to take my work and profit from it. I saw your post looking for information leading to voter fraud. I was competing on your Twitter account. Regarding voter fraud happening through the registration process you. It says you immediately banned me. Called Matt and other people and told them not to support me. You could go to hell.

On Thu, Mar 6, 2025, 1:34 AM Justin Castro <[sonic1977@gmail.com](mailto:sonic1977@gmail.com)> wrote:

Dear Supervisors, Lawson-Remer, Anderson, Desmond, and Montgomery Steppe,

I'm a former Registrar insider, and I'm pissed off. Since 1997, election fraud has grown—wavy-line signatures slip fakes, missing ballots hide switches, and the Registrar buries it. I hate losing our vote—611,075 unreturned ballots from the 2021 Newsom recall (31% of 1,960,000 mailed) prove it's out of control. I'm calling on you to act—restrict mail voting to pre-'97's 300,000 excuse-only ballots and impose state oversight now. Trust's bleeding—every year it's worse. Here's why, and how, we fix it.

#### The Problem: Fraud Since '97

I saw it inside—since the 1997 NVRA (Motor Voter Act), auto-registration flooded rolls with unverifiable “wavy lines”—simple scribbles the verifier calls her “only problem.” In 2021, 1,960,000 ballots mailed countywide—611,075 vanished—31%. That's 1,000 fakes (0.05%) slipping through, untracked—76,000 could flip a 153,887 margin. Pre-'97, we mailed 300,000—20% unreturned (60,000)—tight, controlled. Now? 17 million statewide by 2020—holes widen every election.

Take 2023—Montgomery Steppe's race—73,401 votes, 12% turnout from 600,000 mailed. Weird calls from outsiders pushed it—untracked, unverifiable—5,000 unreturned (20%). Fraud? Can't prove it—Registrar hides it—but 611,075's worse. They claim “0.0001% fraud”—bullshit. 5,000 rejected in 2021—1,000 slipped? No way to verify—since '97, it's a lie.

#### Fix 1: Restrict to Pre-'97

Go back—300,000 excuse-only ballots. Pre-'97, you applied—sick, traveling—clerks checked your signature, no guesses. 1,960,000 to 300,000—611,075 drops to 60,000—1,000 fakes shrink to 150—153,887 stays safe. Wavy lines? Prove they match—or they're out. No more “weird calls” pushing turnout—control it. Turnout shifts—68.7% (2021) to 50% (1996)—trust beats fraud every time. I'd take it—access adjusts, fraud dies.

#### Fix 2: Oversight Now

State oversight—track 611,075—break the Registrar's monopoly. Anderson, Desmond—your voters see it—Districts 2 and 5 lost 120,000, 150,000 in 2021—611,075, 1,000 fakes—unverifiable. Lawson-Remer—your reform can end this—vote yes. Montgomery Steppe—'23's 73,401—5,000 untracked—611,075's bigger. Every year since '97—NVRA—holes grow—611,075 proves it. Oversight catches 1,000 fakes—trust holds.



## Why Act?

Since '97, fraud's scaled—1.5 million mailed (1996) to 17 million (2020)—611,075 (2021), “weird calls” (2023)—it's worse yearly. I hate losing—611,075, 1,000 fakes—untracked—trust's gone. Pre-'97—300,000—worked—0.0001% held. Now—bullshit lies bury it—153,887 margins risk 76,000 switches. I won't lose—you can't either.

## Action Requested

Restrict Mail: Push California—amend AB 37 (2021)—300,000 excuse-only—kill fraud since '97.

Oversight: State board—track 611,075—end the Registrar's lies—act by March 4, 2025. Submit this for all to see—I'm pissed—611,075 proves it—trust's on you. Secure it—or we're done.

Sincerely,  
Justin James Castro  
*Hermes the Gambler*

Concerned Resident & Former Registrar Employee