

# Inland Empire

## Citizens Action Committee

May 22, 2017

### *Associate Groups*

*Chaffey Republican  
Women's Federated*

*Mountainview  
Republicans*

*Relands Tea Party  
Patriots*

*Chino Tea Party*

*Banning- Beaumont,  
Cherry Valley Tea Party*

*Freedom Tea Party  
Patriots*

*Redlands Town Hall*

*High Desert Tea Party*

*Norco-Corona Tea Party*

*Foothill Tax Payers  
Association*

*Victor Valley  
Freedom Campaign*

**To:** The Honorable Curt Hagman, Forth District County Supervisor  
385 N. Arrowhead Avenue - San Bernardino, CA 92415 - (909) 387-3841  
C/O The Clerk of the Board: Laura H. Welch, COB@sbcounty.gov

**Subject:** San Bernardino County Vision, SCAG Transportation Committee  
Chair Appointment & SCAG RTP/SCS—Clarification of Position

Inland Empire Citizens Action Committee (IECAC) is a coalition of several conservative groups in the Inland Empire. We reject the San Bernardino Countywide Vision and have signed resolutions condemning this because it embraces the progressive agenda of sustainable development (SD); hence, it embraces centralized planning as evidenced in the Southern California Association of Governments (SCAG) Sustainable Communities Strategy (SCS), which are recommendations being used by cities, counties and unelected Councils of Governments (GOGs) and stakeholder groups across the State. As citizens and constituents, we oppose SCS and SD. SCAG's RTP/SCS is a SD program.

### **GOP Opposes Sustainability & Sustainable Development**

The platform of the Republican National Committee and California Republican Party are opposed to the agenda of sustainability and sustainable development. The San Bernardino Republican Central Committee has a resolution opposing this agenda. *Republicans need to be aware of this because if they support for these kinds of programs, they will opposing their party.*

As per your newsletter email dated 5-12-2017: "On Thursday, April 2, 2017, San Bernardino County Board of Supervisors Vice Chairman Curt Hagman was elected by his peers as Chairman of the critical Transportation Committee of the Southern California Association of Governments (SCAG).

"I am humbled by the confidence shown in me by my colleagues this morning. Safe and reliable modes of transportation allow our residents and businesses to take advantage of all available opportunities to live and thrive\*. As Chairman, it will be my goal to work with members of the Transportation Committee to secure the success of our region for our communities, both now and in the future."<sup>1</sup>

### **SCAG: Perpetual Centralized Planning**

The SCAG RTP/SCS was adopted on April 7, 2016. The plan is represents over a half trillion dollars in expenditures. A year later, amendments have been proposed totaling over \$90 million.<sup>2</sup>

At the beginning of your first term as County Supervisor, your office received a copy of the publication, *Social Equity Through Sustainability: A Critical Introduction to the San Bernardino Countywide Vision Plan*.<sup>3</sup> You were not a County Supervisor at the time the Vision was adopted. We subsequently had meetings with you to state our concerns and seek your support in moving away from the Vision because it promotes SD; however, It appears you fully embrace SD through your votes and actions as a Supervisor and will continue to do so in tandem via your roll as SCAG Transportation Committee Chair.

Nations around the world have begun distancing themselves from globalism and international Sustainable Development Goals (SDGs); however, here in California, cities and counties are throwing themselves in to expensive elongated General Plan (GP) updates in order to be “leaders” on Climate Change.

The reality is that the State subverts local control through SCAG and local COGs to entice GP updates. The motivator for counties and cities: development and grant funding.

SD, or Sustainability, is government created resource inventories (water, land, energy) to create artificial scarcity under the guise of conservation. Once you do an inventory, you can claim inventories are finite “on hand”; the theory of abundance goes right out the window. SD, at its core, is a rationing system implemented through public-private-partnerships, which is a crony capitalism scheme where government picks winners and losers; profits are privatized and losses are socialized on the backs of tax payers. It is a collectivist behavior modification scheme that increases the cost of living for all citizens and residents—hidden taxes—with SD goals, forcing the reduction of use of resources through conservation, aka rationing. It reduces the standard of living and lifestyle choices through centralized planning.

Cities and counties have learned that they can get a gold stare on future grant applications if the update their GPs implementing provisions of SD.

There is a major problem with SD because it is fomented through a top-down planning paradigms called Sustainable Communities Strategy (SCS) or Wildlands Conservation. The goal of these strategies is to combat Climate Change, which is caused by CO<sub>2</sub>; therefore, planning and policy are coordinated accordingly. For example, high-density housing centered around mass transit and Transit Oriented Development (TOD) are often cited as solutions. The idea is that people can work where they live and they can walk, travel on bikes, busses and trains, rather than drive cars, thereby reducing CO<sub>2</sub> emissions. This centralized planning scheme neglects market demand and dictates needs rather than customer wants. With Wildlands Conservation, land is inventoried and constrained under the purview of conservation, creating artificial scarcities, which, again, is rationing.

Officials are willing to destroy ambiance and character of a jurisdiction for the short-term gains provided by increased development fees associated with SD. It is a never ending cycle of top-down control because of the lure of grants. In order to get grant money, the city or county has to implement the terms and conditions of the grant. So in essence, the county surrenders local control to the grantor, which is usually the State or Federal Government. Many planning grants are distributed by Metropolitan Planning Organizations (MPOs). The Southern California Association of Governments (SCAG) is the centralized planning authority in Southern California.

*Representatives for SCAG have stated that SCAG is basically a rubber stamp for the State.*

The issue of Global Warming and Climate Change is politicized; therefore, the solutions have become politicized. The California legislature foisted solutions blaming the cause of warming to be CO<sub>2</sub>. This culprit was identified by scientists and sanctioned through computer forecasts and consensus. Though well intentioned, legislators were influenced by extreme environmental groups who drafted the bills. Solutions were rationalized. Centrally planned solutions like SCS were put into place, supporting concepts like RTP/SCS, Smart Growth and Complete Streets. Solutions were put forth to move energy production away from traditional fossil fuels, nuclear, and hydro energy production in favor of renewable energy (RE) solutions, such as wind, solar and biomass. It was assumed that RE was a better solution. The negative side effects of these solutions were not considered because at the time there was no way to know. All of this was debatable; however, it's 2017 and the results are in: SCS and renewable energy are not viable solutions in the long run because they can't compete in the marketplace. Transformative centralized planning does not work in the long run and it is a fact that RE costs more.

We are sorry, but we don't share your enthusiasm for your appointment as SCAG Transportation Chairman because by default, you embrace SD through their RTP/SCS. Furthermore, you have approved SD as County Supervisor. We sent you a letter on May 1, 2017, and asked you not to support an adoption of a resolution that accepts a Sustainability Planning Grant award in the amount of \$200,000 from SCAG to develop an Active Transportation Plan for the Morongo Basin, thereby supporting further development of the Plan—you voted to approve the resolution.

### **Questions - Clarification of Position**

1. What is your official position on the agenda of SD?
2. How do you reconcile your position on SD given that the GOP opposes this agenda?
3. What is your official position on the Countwide Vision as you were elected after its inception?
4. \*There is SD rhetoric in your email announcement: How do people "*live and thrive*" by taking "advantage" of reliable modes of transportation"?
5. There is SD rhetoric in your statement: "As Chairman, it will be my goal to work with members of the Transportation Committee to secure the success of our region, both now and in the future"
  - a. "*to secure the success of our region*" - Do you embrace regionalism?
  - b. "...both *now* and in to the *future*" - Do you support constraining resources now so that future generations will have resources?
6. What is your position on:
  - a. Toll Roads & Demand Pricing
  - b. Road Charge: Vehicle Mileage Tax (VMT)

Please respond in writing via *both* email addresses provided below on or before June 12th so that we can have a better understanding of your positions.

Thank you kindly in advance for your cooperation.

Sincerely,

Toni Holle  
IECAC - Chino Tea Party  
909-438-0370  
boyzmom54@yahoo.com

Alt Distribution: inlandempire4u@gmail.com

**County Clerk: Distribution**

Supervisor Curt Hagman  
Copies for the Public Record

**References**

- 1 Supervisor email dated 5-12-2017
- 2 <http://scagrtpscs.net/Pages/2016RTPSCSAmendments.aspx>
- 3 <https://www.amazon.com/dp/1582911282/?tag=iagenda21.com-20>