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MEETING NOTICE AND AGENDA

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ENVIRONMENTAL MITIGATION PROGRAM WORKING GROUP

The Environmental Mitigation Program Working Group may take action on any item appearing on this agenda.

Tuesday, November 13, 2012

1 to 3 p.m.

SANDAG, 7th Floor Conference Room
 401 B Street, Suite 800
 San Diego, CA 92101-4231

Staff Contact: Keith Greer
 (619) 699-7390
 Keith.Greer@sandag.org

AGENDA HIGHLIGHTS

- **TransNet ECONOMIC BENEFIT**
- **ECONOMIC BENEFIT LAND ACQUISITION EVALUATION CRITERIA**
- **DRAFT MANAGEMENT STRATEGIC PLAN**

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ENVIRONMENTAL MITIGATION PROGRAM WORKING GROUP

Tuesday, November 13, 2012

ITEM #		RECOMMENDATION
1.	WELCOME AND INTRODUCTIONS (Chair, SANDAG Board Member, Carrie Downey, City of Coronado Council Member)	Estimated Start Time: 1:00 - 1:05
+2.	SEPTEMBER 11, 2012, MEETING NOTES	APPROVE
	Review and approve the meeting summary of the September 11, 2012, meeting.	Estimated Start Time: 1:05 - 1:15
3.	PUBLIC COMMENTS AND COMMUNICATIONS	COMMENT
	Members of the public shall have the opportunity to address the Environmental Mitigation Program Working Group (EMPWG) on any issue within the jurisdiction of SANDAG that is not on this agenda. Anyone desiring to speak shall reserve time by completing a "Request to Speak" form and giving it to the EMPWG coordinator prior to speaking. Public speakers should notify the EMPWG coordinator if they have a handout for distribution to EMPWG members. Public speakers are limited to three minutes or less per person. EMPWG members also may provide information and announcements under this agenda item.	Estimated Start Time: 1:15 - 1:20
CHAIR'S REPORT		
4.	CALIFORNIA AMERICAN PLANNING ASSOCIATION AWARD (Chair, SANDAG Board Member, Carrie Downey, City of Coronado Council Member)	INFORMATION
	The <i>TransNet</i> Environmental Mitigation Program was awarded the California State Best Practices award by the American Planning Association. Chair Carrie Downey and Vice Chair, Mike Grim attended on behalf of SANDAG.	Estimated Start Time: 1:20 - 1:25
REPORTS (5 through 8)		
+5.	DRAFT PUBLIC PARTICIPATION PLAN UPDATE (Paula Zamudio, SANDAG)	INFORMATION
	Federal law requires SANDAG to prepare and maintain an agencywide Public Participation Plan (PPP) that serves as an umbrella document for all planning efforts and construction projects conducted by the agency. A draft PPP update was accepted by the Board of Directors at the October 26 meeting and released for a 45-day public comment period. EMPWG members are asked to review the draft and provide comment.	Estimated Start Time: 1:25 - 1:30

+6.	<i>TransNet</i> ECONOMIC BENEFIT (Keith Greer, SANDAG)	DISCUSSION/POSSIBLE ACTION
	The <i>TransNet</i> Ordinance contains the provision of Economic Benefit with funding allocated for the estimated benefits of incorporating transportation projects through the purchase of land in advance of need in larger blocks at lower costs. SANDAG staff will present policy points and a process for the release of Economic Benefit.	Estimated Start Time: 1:30 - 1:55
+7.	ECONOMIC BENEFIT LAND ACQUISITION EVALUATION CRITERIA (Susan Wynn,USFWS; Michael Beck, EHL; Bill Tippets, TNC)	DISCUSSION/POSSIBLE ACTION
	Three members of the EMPWG will present for discussion criteria to be used in the evaluation of land acquisitions when using Economic Benefit funding.	Estimated Start Time: 1:55 - 2:10
8.	DRAFT MANAGEMENT STRATEGIC PLAN (Ron Rempel, San Diego Management and Monitoring Program)	DISCUSSION
	Ron Rempel will present the draft of Management Strategic Plan for discussion. This Plan is intended to establish management objectives at various scales from regional to preserve-level, identify key resources for management, and a system for prioritization of future funding.	Estimated Start Time: 2:10 - 2:55
9.	NEXT MEETING DATE AND ADJOURNMENT	INFORMATION
	The next meeting of the EMPWG is scheduled for Tuesday, January 8, 2013, from 1 to 3 p.m.	Estimated Start Time: 2:55 - 3:00

+ next to an agenda item indicates an attachment

San Diego Association of Governments
ENVIRONMENTAL MITIGATION PROGRAM
WORKING GROUP

November 13, 2012

AGENDA ITEM NO.: **2**

Action Requested: APPROVE

SEPTEMBER 11, 2012, MEETING NOTES

Members in Attendance:

Carrie Downey (Chair), City of Coronado
Mike Grim (Vice Chair), City of Carlsbad
Robert Fisher, U.S. Geological Survey
Anne Harvey, San Diego Conservation Network
Michael Beck, Endangered Habitats League
Marisa Lundstedt, City of Chula Vista
David Mayer, CA Department of Fish and Game
Barbara Redlitz, City of Escondido
Bobbie Stephenson, County of San Diego
Bill Tippetts, The Nature Conservancy
Jim Whalen, Alliance for Habitat Conservation
Susan Wynn, U.S. Fish and Wildlife Service
Emily Young, The San Diego Foundation

Others in Attendance:

Yvonne Moore, San Diego Management and Monitoring Program
Ron Rempel, San Diego Management and Monitoring Program
Emily Perkins, San Diego Management and Monitoring Program
Alexis Smoluk, San Diego Management and Monitoring Program
Kris Preston, San Diego Management and Monitoring Program
Patricia Gordon-Reedy, Conservation Biology Institute
Jason Giessow, Dendra Inc.
Ryan Binns, AMEC Inc.
Laurel Glass, AMEC Inc.
Thomas Oberbauer, AECOM
Kim Roeland, City of San Diego
Betsy Miller, City of San Diego
Fred Sproul, AECOM
Sarah Krejca, San Diego Habitat Conservancy
Nikki McGinnis, City of San Diego Public Utilities Department
Shawna Anderson, San Dieguito River Park
Gabriel Burl, California Coastal Commission
Christina Schaefer, ESX

Others in Attendance: (Cont'd)

Heidi Redlitz
Tom Cherry, ICF International
Teri Fenner, AECOM
Carlton Rochester, U.S. Geological Survey

SANDAG Staff in Attendance:

Keith Greer, SANDAG
Rob Rundle, SANDAG
Grace Chung, SANDAG
Colleen Windsor, SANDAG
Carolina Gregor, SANDAG
Elisa Arias, SANDAG
Suchi Mukherjee, SANDAG

Item #1: WELCOME AND INTRODUCTIONS

Chair Carrie Downey, City of Coronado Councilmember, called the meeting to order at 1:01 p.m.

ITEM #2: SEPTEMBER 11, 2012, MEETING SUMMARY

Mike Grim, City of Carlsbad, motioned to approve the meeting summary from September 11, 2012, and Michael Beck, Endangered Habitats League, seconded the motion. The motion carried without opposition.

ITEM #3: PUBLIC COMMENTS AND COMMUNICATIONS

Chair Downey announced that on September 24, 2012, a workshop on the California Desert Renewable Energy Conservation Plan, focusing specifically on the Habitat Conservation Plan and mechanisms for long-term funding, would take place in Sacramento, California. Chair Downey encouraged EMPWG members to participate in this important workshop via WebEx and/or submit comments online.

Dr. Robert Fisher, U.S. Geological Survey, informed that a new invasive species had been discovered in San Diego. The coquí frog, endemic to Puerto Rico, had been found in various locations throughout Southern California and traced back to a nursery in Rancho Santa Fe. Dr. Fisher informed that the California Department of Fish and Game would likely be responsible for addressing the eradication of the new invasive species.

EMPWG members inquired about the types of habitats which would be impacted by the invasive species. Dr. Fisher responded that coastal areas could be especially impacted.

ITEM #4: SANDAG AGENCYWIDE PUBLIC PARTICIPATION PLAN

Ms. Colleen Windsor, SANDAG's Communication Director, provided an overview of SANDAG's agencywide effort to update its Public Participation Plan (PPP). The PPP was adopted in 2009 and

governs the agency's communication with the public. The PPP identifies when, where, and how SANDAG should conduct meetings, outlines public noticing procedures, and guides other communication efforts with the public. This document serves as the foundation for project-specific public involvement plans. Ms. Windsor shared that the agency is conducting a regionwide survey to update the PPP and also is soliciting comments on effective outreach methods.

Chair Downey inquired if the results of the survey would be made public. Ms. Windsor responded that the survey results would be publicly available and guide the PPP update.

ITEM #5: REGIONAL PLAN (A) DRAFT WORK PROGRAM AND SCHEDULE

Elisa Arias, SANDAG, shared that in May 2012, the SANDAG Board approved the integration of the next 2050 Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS) with the update of the Regional Comprehensive Plan (RCP). The result of this action would be one overarching planning document for the region. Ms. Arias reviewed the draft work program and schedule for the combined plan and informed that SANDAG staff would solicit input from the EMPWG on key issues, such as habitat and healthy environment, during the plan's development. Ms. Arias asked EMPWG members for comments on the draft work program.

Dr. Emily Young, The San Diego Foundation, inquired if adaptation and infrastructure risk were accounted for in the work program. Ms. Arias responded that these issues could be considered in the update of the Integrated Regional Infrastructure Strategy (IRIS) and/or monitoring of the plan. Existing state and federal guidelines require the evaluation of climate change at the project-level, as well.

Bill Tippetts, The Nature Conservancy, voiced support for the integrated plan and encouraged SANDAG staff to keep in mind the concerns that were raised during preparation of the 2050 RTP/SCS. Mr. Tippetts advocated for early public participation in the plan's development and asked staff to consider how The San Diego Foundation's visioning effort could be incorporated.

Mr. Beck asked whether the adoption of the RTP/SCS and RCP had been previously staggered. Ms. Arias responded that, due to federal requirements, the RTP must be updated every four years while the RCP has no specific timeline. Due to the Board action to merge the RTP/SCS and the RCP, however, all documents would now be updated concurrently on a four-year basis.

ITEM #6: REGIONAL PLAN (B) PUBLIC INVOLVEMENT PLAN

Carolina Gregor, SANDAG, introduced the Public Involvement Plan (PIP) for the 2050 Regional Plan. Ms. Gregor voiced that the integration of the RTP/SCS and RCP provides an opportunity to revisit traditional outreach methods and identify more interactive strategies for engaging the public. Ms. Gregor solicited input from the Working Group on what new strategies and tools could be considered in the PIP.

EMPWG members asked for more details regarding the feedback SANDAG had received on its outreach strategies to date. Ms. Gregor shared that the Committee on Bi-national Regional Opportunities suggested more interregional forums. Also, some members of the public had

expressed concern that public involvement opportunities occurred too early or late in the planning process to have an impact.

EMPWG members provided several suggestions for possible inclusion in the PIP.

- Mr. Beck suggested that SANDAG communicate with all community planning groups.
- Dr. Young proposed that SANDAG use different types of venues to get larger elements of the public involved. Additionally, Dr. Young encouraged SANDAG to tailor workshops and meetings to discuss specific topic areas.
- Several EMPWG members also suggested tying the Regional Plan to the Quality of Life initiative. Susan Wynn, U.S. Fish and Wildlife Service, added that SANDAG could develop revenue-constrained scenarios beyond transportation to identify how funds could be used to support other regional needs.
- EMPWG members encouraged the involvement of academia in the plan's development, as well.

ITEM #7: VEGETATION AND INVASIVE SPECIES MAPPING

Keith Greer, SANDAG, introduced the region's latest vegetation and invasive species mapping efforts. Jonathan Dunn, AECOM, presented details for the initiative.

Mr. Dunn explained that phase one for this project had been completed and included the development of a vegetation classification system for western San Diego county. Data collected from 1,300 vegetation points enabled the classification of 72 alliances and 102 associations. These findings informed the development of a vegetation classification manual accessible via the San Diego Management and Monitoring Web site: www.sdmmp.com.

The second phase of this project applied the vegetation classification system to prepare an up-to-date vegetation map. The study area for the map focuses on 500,000 acres of reserved and conserved lands within a matrix of 1,000,000 developed and undeveloped lands. The map identifies vegetation to the association level whenever possible and features a minimum mapping unit of 1-hectare. The map uses 2010 BING aerial imagery with supplemental sources for certain areas.

Mr. Dunn informed the EMPWG that invasive species were also mapped throughout the study area in a vector grid format. Using this map, invasive species can be tracked at the regional scale by updating the map's attribute table.

Mr. Dunn shared that the vegetation map is currently in the Quality Assessment/Quality Control stage and would be available to download from the SANDAG Web site in September 2012. (Currently available for download from the SANDAG Web site.)

EMPWG members provided several questions and comments on this initiative.

- Mr. Beck inquired how the project fared with budgetary constraints. Mr. Dunn responded that the 1-hectare resolution was difficult to achieve within the given budget. Mr. Dunn spent a lot of his personal time working on the project. In addition, Mr. Dunn shared that updating the map in more frequent intervals would produce a long-term cost saving, as well.

- Dr. Fisher asked how imagery from previous years was used to identify vegetation in burn areas after significant fires. Mr. Dunn responded that previous years' imagery was used to make informed guesses regarding what would be present now. Dr. Fisher added that he would like to see this methodology noted in the metadata for the project.
- Ms. Wynn asked Mr. Dunn what frequency he would recommend for updating the map's vegetation data. Mr. Dunn suggested at least every seven years and after major fires.
- Mr. Greer added that more work could be done to build upon this effort, including developing a classification system for the rest of the county and countywide vegetation map. Mr. Beck echoed the need to provide a countywide foundation for land management and supplement this initiative.

ITEM #8: REGIONAL FRAMEWORK AND STRATEGY OF INVASIVE PLANTS

Jason Giessow, Dendra Inc., and Patricia Gordon-Reedy, Conservation Biology Institute, presented a regional framework and strategy to address invasive non-native plant species.

As a part of this effort, Mr. Giessow and Ms. Gordon-Reedy prioritized 55 out of 252 invasive species for mapping in the initiative previously described by Mr. Dunn. Plant Assessment Forms were used as a part of a systematic method to evaluate the threat of each species. Five management levels, including surveillance, eradication, containment, management, and suppression, were used to group the 55 invasive plants based on abundance and manageability and identify suggested actions. Mr. Giessow and Ms. Gordon-Reedy reviewed their research and expressed that findings could help guide preserve-level actions.

EMPWG members shared several comments:

- Dr. Young voiced support for this effort and pointed out that coordinating management efforts between agencies continues to be a challenge.
- EMPWG members asked if there were recommendations for invasive species that cross into private properties. Mr. Giessow emphasized the need for management units to pursue right-of-entry agreements and shared, that in most situations, property owners have been cooperative. Ms. Gordon-Reedy added that recommendations can be given to homeowners associations on allowable plants. Some jurisdictions have taken regulatory action, as well.
- Mr. Greer emphasized that this research would provide a context for invasive species management and help identify funding needs.
- Mr. Beck asked if any entities were scoping out and/or planning a mapping initiative for invasive animals. Mr. Greer responded that such an initiative is still to be decided.

ITEM #9: NEXT MEETING DATE AND ADJOURNMENT

The next meeting is scheduled for November 13, 2012, from 1 to 3 p.m.

The meeting was adjourned at 3 p.m. by Chair Downey.

San Diego Association of Governments
ENVIRONMENTAL MITIGATION PROGRAM
WORKING GROUP

November 13, 2012

AGENDA ITEM NO.: **5**

Action Requested: INFORMATION

DRAFT PUBLIC PARTICIPATION PLAN UPDATE

File Number 7300600

Introduction

The SANDAG Public Participation Plan (PPP) establishes a process for communicating with and obtaining input from the public concerning agency programs, projects, and program funding. The strategies and tactics outlined in the plan guide the agency's public outreach and involvement efforts for transit fare changes and construction; highway projects; smart growth, environmental, and planning efforts; growth forecasts; the Regional Plan; Regional Transportation Improvement Program; tribal consultation; and other initiatives.

The PPP and related Board Policy No.025, which were established in accordance with the Federal Highway Administration metropolitan transportation planning requirements (23 CFR 450.136), address Title VI of the Civil Rights Act and related nondiscrimination requirements, and reflect the principles of social equity and environmental justice.

The current PPP was approved by the Board of Directors on December 18, 2009. An update of the PPP (Attachment 1) has been drafted in order to evaluate the methods currently in place and make necessary changes. The update will ensure that SANDAG is in compliance with federal guidelines and is using the latest tools for engagement and public participation.

Discussion

In order to update the PPP, SANDAG requested input from community members over a ten-week process on existing and potential new public participation and outreach strategies. Traditional communities, as well as those who are not often involved, were contacted in updating the PPP.

Extensive public input was sought in the updating of the PPP. More than 1,500 people completed a survey asking about preferred methods for receiving information from SANDAG and providing input in the planning process. In a SANDAG first, a separate survey link was established to track responses received from social media posts (55). Paper surveys also were made available at all SANDAG meetings and were provided to community-based organizations (CBOs) whose communities preferred receiving the paper surveys. Presentations on the update were made to SANDAG committees and working groups. SANDAG staff also took the surveys and information regarding the update to community events and standing meetings. Each of the 18 cities and the County of San Diego were asked to share the information with their constituents and many did so

via e-mail, electronic newsletter, and/or social media. A complete list of outreach activities, events attended, and groups contacted can be found in Appendix A included in the draft PPP update (Attachment 1).

Initial Survey Results

Initial feedback received from the surveys indicated that e-mail is the preferred method for receiving information from SANDAG (83%). The majority of respondents also prefer to provide information to SANDAG via online survey (65%) and e-mail (63%). More than 1,000 respondents indicated that topics that impact them directly are a very important factor in determining whether they would attend a SANDAG meeting. Additionally, 44 percent of respondents indicated that the preferred meeting time is after 5 p.m. during the week. These findings are in line with existing SANDAG outreach strategies and previous findings. A complete summation of survey responses can be found in Appendix A.

A similar survey administered specifically to seniors, low-income communities, youth, and CBO staff resulted in similar findings. Respondents indicated they preferred e-mail as a form of communication, though by a smaller margin. In addition, each of these communities, with the exception of the youth group, preferred community meetings over online comments as a way to provide input. These findings are consistent with past findings.

Overall, initial input to the draft PPP update suggests that electronic forms of communication continue to be a successful way to engage interested stakeholders. Additionally, findings supported existing best practices that outline holding meetings at convenient locations in communities where projects will occur, working with a CBO in these communities, and providing information in electronic formats.

Next Steps

The draft PPP update was accepted by the Board of Directors at the October 26 meeting and released for a 45-day public comment period. During this time, further input will be sought from stakeholders and community members. A final draft PPP will be presented to the Board of Directors for approval at its December 21, 2012, meeting.

Attachment: 1. Draft Public Participation Plan (Revised October 2012)

Key Staff Contact: Paula Zamudio, (619) 595-5610, Paula.Zamudio@sandag.org

**SANDAG
PUBLIC PARTICIPATION PLAN
DRAFT**

REVISED OCTOBER 2012



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The 18 cities and county government are SANDAG serving as the forum for regional decision-making. SANDAG builds consensus; plans, engineers, and builds public transit; makes strategic plans; obtains and allocates resources; and provides information on a broad range of topics pertinent to the region's quality of life.

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As of 08/24/2012 9:56 AM

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APPENDICES

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- B FHWA Guidelines for Metropolitan Transportation Planning (23 CFR 450.316)
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- D SANDAG Public Participation Policy (Board Policy No. 025)

INTRODUCTION

The 18 cities and county government are the San Diego Association of Governments (SANDAG). This public agency serves as the forum for regional decision-making. SANDAG builds consensus, makes strategic plans, obtains and allocates resources, plans, engineers and builds public transportation, and provides information on a broad range of topics pertinent to the region's quality of life.

SANDAG is governed by a Board of Directors composed of mayors, councilmembers, and county supervisors from each of the region's 19 local governments (with two representatives each from the City of San Diego and the County of San Diego). Voting is based on membership and the population of each jurisdiction, providing for a more accountable and equitable representation of the region's residents. Supplementing these voting members are advisory representatives from Imperial County, Caltrans, Metropolitan Transit System (MTS), North County Transit District (NCTD), the U.S. Department of Defense, San Diego Unified Port District, San Diego County Water Authority, the Southern California Tribal Chairman's Association, and Mexico.

SANDAG Board and Policy Advisory Committee (PAC) meetings provide the public forums and decision points for significant regional issues such as growth, transportation, environmental management, housing, open space, air quality, energy, fiscal management, economic development, and public safety. SANDAG Directors establish policies, adopt plans, set tolls, allocate transportation funds, and develop programs for regional issues. Citizens, as well as representatives from community, civic, environmental, education, business, other special interest groups, and other agencies, are involved in the planning and approval process by participating in committees, attending workshops and public hearings, as well as by providing comments in writing.

SANDAG Commitment to Public Participation

The SANDAG agencywide Public Participation Plan (PPP) defines the process for communicating with and obtaining input from the public concerning agency programs, projects, and program funding. The guidelines and principles outlined in the plan guide the agency's public outreach and involvement efforts for regional transportation projects; transit fare changes; toll changes, smart growth, environmental, and other planning efforts; growth forecasts; Regional Transportation Plan (RTP) updates; Regional Transportation Improvement Program (RTIP); Overall Work Program (OWP), tribal consultation; and other mandated or Board initiatives. A description of how the PPP was updated can be found in Appendix A.

The PPP is meant to inform the public and other stakeholders about the overall SANDAG public participation process, how they can receive information from SANDAG, and how they can provide input into regional planning, policy, and decision-making efforts. It sets forth the SANDAG commitment to an open process that provides opportunities for input throughout the decision-making continuum.

Federal and State Requirements Relating to Public Participation

The PPP reflects the SANDAG commitment to public participation and involvement to include all residents and stakeholders in the regional planning process. The PPP was developed and is updated in accordance with guidelines established by federal and local regulations including those listed below.

Federal Highway Administration (FHWA) and Federal Transit Administration (FTA)

Federal regulations for metropolitan transportation planning (23 CFR 450.316) and FHWA guidelines assert that the Metropolitan Planning Organizations (MPOs) shall develop and use a documented participation plan that defines a process for providing citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process. SANDAG complies with the ten MPO requirements listed in 23 CFR 450.316 (see Appendix B).

In addition, FHWA and FTA have jointly issued an Interim Policy on Public Involvement. The goal of this policy statement is to aggressively support proactive public involvement at all stages of planning and project development. State departments of transportation, metropolitan planning organizations, and transportation providers are required to develop, with the public, effective involvement processes which are tailored to local conditions. The performance standards for these proactive public involvement processes include early and continuous involvement; reasonable public availability of technical and other information; collaborative input on alternatives, evaluation criteria and mitigation needs; open public meetings where matters related to Federal-aid highway and transit programs are being considered; and open access to the decision-making process prior to closure.

Moving Ahead for Progress in the 21st Century (MAP-21), Pub. L. 112-141 (July 6, 2012) follows the direction of the FHWA guidance, citing requirements for the MPO to comply with the direction of 23 CFR 450.316. In addition, MAP-21, requires SANDAG to develop a participation plan in consultation with all interested parties and provide all interested parties with reasonable opportunities to comment. MAP-21 further provides that MPOs, to the maximum extent practicable: "(i) hold any public meetings at convenient and accessible locations and times; (ii) employ visualization techniques to describe plans; and (iii) make public information available in electronically accessible format and means, such as the World Wide Web, as appropriate to afford reasonable opportunity for consideration of public information. .

Americans with Disabilities Act

The Americans with Disabilities Act of 1990 (ADA) stipulates involving the community, particularly those with disabilities in the development and improvement of services. SANDAG fully complies with ADA through its ADA plan and policies and by interacting with stakeholders via its Social Services Transportation Advisory Council.

Senate Bill 375 (Steinberg 2008)

Senate Bill 375 (Gov't. Code § 65080 *et seq.*) prompts regional planning to reduce greenhouse gas (GHG) emissions from cars and light trucks through coordinated planning for long range

transportations plans and regional land use plans. The bill provides emission-reducing goals for which regions can target, and provides incentives for local governments and developers to follow new strategically-planned growth patterns. SB 375 also makes it easier for communities to develop different housing and transportation options. SB 375 focuses on reducing vehicle miles traveled (VMT) and urban sprawl in order to meet some of the goals of Assembly Bill 32: The Global Warming Solutions Act of 2006, which sets goals for GHG emissions reduction for all sectors, including cars and light trucks. Reductions in VMT can be accomplished through planning for more compact development, jobs-housing balance, and multiple transportation options.

Air Quality Implementation Plan - Procedures for Interagency Consultation, Resolution of Conflicts, and Public Consultation

Requires well-defined consultation procedures in the state implementation plan: representatives of the MPOs, state and local air quality planning agencies, state and local transportation agencies, and other organizations with responsibilities for developing, submitting, or implementing provisions of an implementation plan required by the Clean Air Act must consult with each other and with local or regional offices of the United States Environmental Protection Agency (EPA), FHWA, and FTA on the development of the implementation plan, the transportation plan, the transportation improvement program (TIP), and associated conformity determinations. The San Diego Region Conformity Working Group provides federal interagency coordination and consultation for the air quality/transportation conformity process. The CWG is comprised of staff representatives from SANDAG, the Air Pollution Control District (APCD), Caltrans, the California Air Resources Board (ARB), the U.S. Department of Transportation (USDOT), and the U.S. Environmental Protection Agency (USEPA).

National Environmental Policy Act (NEPA)

The essential purpose of NEPA is to ensure that environmental factors are considered when compared to other factors in the decision making process undertaken by federal agencies. The act establishes the national environmental policy, including a multidisciplinary approach to considering environmental effects in federal government agency decision making. SANDAG projects with federal funding or needing federal approvals undergo NEPA review.

California Environmental Quality Act (CEQA)

CEQA requires state and local agencies to identify the significant environmental impacts of their actions and to avoid or mitigate those impacts, if feasible. SANDAG projects that may cause a significant impact on the environment undergo CEQA review.

Both the CEQA and the NEPA have public information components that require an agency such as SANDAG to conduct public participation programs to ensure that the public is involved and that community concerns are addressed.

Environmental Justice

SANDAG makes environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and/or low-income populations. Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations requires that disproportionately high and adverse human health or environmental effects on minority and low-income populations be identified and addressed in order to achieve environmental justice. Environmental justice at SANDAG includes incorporating

environmental justice and non-discrimination principles into transportation planning and decision-making processes as well as project-specific environmental reviews.

Environmental justice requires making investments that provide all residents regardless of age, race, color, national origin, income, or physical ability with opportunities to work, shop, study, be healthy, and play. SANDAG believes it is important to understand the impacts of transportation investments on our most vulnerable communities in order to better plan for the future. Promoting social equity and environmental justice in regional planning efforts requires involvement from a wide variety of communities and stakeholders. SANDAG considers the following goals of environmental justice throughout transportation planning and project development, and through all public outreach and participation efforts.

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations

Title VI of the Civil Rights Act of 1964 as amended (42 U.S.C. Section 2000d)

Title VI states that “No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefit of, or be subjected to discrimination under any program or activity receiving federal financial assistance.” Title VI serves as the legal foundation for what is today referred to as environmental justice. SANDAG adheres to Title VI and environmental justice principles.

Executive Order 13166 – Improving Access to Services for Persons with Limited English Proficiency

Executive Order 13166 was created to "... improve access to federally conducted and federally assisted programs and activities for persons who, as a result of national origin, are limited in their English proficiency ..." Federal agencies were directed to provide guidance and technical assistance to recipients of federal funds as to how they can provide meaningful access to limited English proficient users of federal programs. Consistent with Executive Order 13166 and U.S. Department of Transportation (DOT) guidance, SANDAG has developed a Language Assistance Plan (LAP) in order to ensure meaningful input opportunities for persons with limited English proficiency. The SANDAG LAP is available on the SANDAG website (sandag.org/ppp) and calls for translations of vital documents, such as public notices, into Spanish. SANDAG may, at its discretion, translate documents into additional languages if the nature of the document and the character of the document's target audience justify additional translation. The LAP provides further guidance for serving limited English speaking populations.

Executive Order 13175 — Consultation and Coordination with Indian Tribal Governments

Executive Order 13175 calls for regular and meaningful consultation and collaboration with tribal officials in the development of federal policies that have tribal implications, to strengthen the government-to-government relationships with Indian tribes, and to reduce the imposition of unfunded mandates upon Indian tribes. SANDAG assures that this collaboration and consultation process occurs by having an advisory member on its Board of Directors from the Southern

California Tribal Chairmen’s Association and via committees such as the Borders Committee and the Interagency Technical Working Group on Interagency Tribal Transportation Issues.

Other Laws

Numerous other laws and guidance relevant to public participation are utilized by SANDAG depending on the program, project or service it is undertaking. These include, but are not limited to the following:

- a. U.S. DOT regulations, “Nondiscrimination in Federally-Assisted Programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act of 1964,” 49 CFR part 21. http://ecfr.gpoaccess.gov/cgi/t/text/text-idx?c=ecfr&tpl=/ecfrbrowse/Title49/49cfr21_main_02.tpl
- b. Joint FHWA/FTA regulations, “Planning Assistance and Standards,” 23 CFR part 450 (adopted at 49 CFR part 613). http://ecfr.gpoaccess.gov/cgi/t/text/text-idx?c=ecfr&tpl=/ecfrbrowse/Title23/23cfr450_main_02.tpl
- c. Joint FHWA/FTA regulations, “Environmental Impact and Related Procedures,” 23 CFR part 771 (adopted at 49 CFR part 622). http://ecfr.gpoaccess.gov/cgi/t/text/text-idx?c=ecfr&tpl=/ecfrbrowse/Title23/23cfr771_main_02.tpl
- d. U.S. DOT 2011 implementation report on environmental justice, available at http://www.fhwa.dot.gov/environment/environmental_justice/ej_at_dot/.
- e. U.S. DOT Order 5610.2(a) Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, 77 FR 27534 (May 10, 2012). http://www.fhwa.dot.gov/environment/environmental_justice/ej_at_dot/order_56102a/.
- f. U.S. DOT Policy Guidance Concerning Recipients’ Responsibilities to Limited English Proficient (LEP) Persons, 70 FR 74087 (Dec. 14, 2005). <https://www.docr.dot.gov/page/dots-lep-guidance>
- g. CEQ, *Environmental Justice Guidance under the National Environmental Policy Act* (Dec. 1997), available at http://www.fta.dot.gov/documents/Environmental_Juscite_guidance_nepa_ceq1297.pdf.
- h. FTA Circular 4702.1B, Title VI Requirements and Guidelines for Federal Transit Administration Recipients. http://www.fta.dot.gov/legislation_law/13718.html

Connect with SANDAG

SANDAG is committed to a public participation plan that includes opportunities for interaction with the Board of Directors, other elected officials, local planning and public works directors, business, community, and education leaders, and other key stakeholders. Public workshops, meetings, and other outreach efforts provide forums for input and feedback on SANDAG policy, program, project, and funding decisions.

Contact Our Public Information Office

The Public Information Office is open 8 a.m. to 5 p.m., Monday through Friday. You can reach the Public Information Officer by phone at (619) 699-1950, by email at pio@sandag.org, or by visiting the SANDAG Public Information Office at 401 B Street, Suite 800, San Diego, CA 92101.

Get on Our Contact Lists

SANDAG maintains email and mailing lists so we can provide information to those who request it. Contact SANDAG at pio@sandag.org or (619) 699-1950 and let us know when you want to hear from us.

Visit SANDAG.org

The comprehensive SANDAG website is your resource for regional information, project updates, meeting schedules and agendas, and reports and other publications. SANDAG periodically posts surveys and promotes opportunities for online input.

View Our Calendar

Visit sandag.org/calendar for a comprehensive monthly calendar of all Board of Directors and Policy Advisory Committee meetings, working group meetings, ad hoc meetings, public workshops, and more. These meetings are open to the public and agendas are typically posted seven days in advance of the meeting.

Listen live to SANDAG Meetings

Most SANDAG Board and Policy Advisory Committee meetings are [broadcast](#) via a live audio stream on the sandag.org home page. For a complete list of meetings, dates, times, and agendas, visit sandag.org/meetings.

Sign Up to Receive rEgion

To subscribe to rEgion, the SANDAG free monthly e-newsletter, go to sandag.org and enter a valid email address in the box at the bottom left corner of the page. Each month you will receive information to keep you updated on what's happening in the San Diego region with regard to transportation planning and construction, environmental management, housing, open space, growth, energy, criminal justice, binational topics, and more. To read the latest edition of rEgion visit sandag.org/region.

Connect with Us Through Social Media

Stay informed and get involved in the region's decision-making process. Find us on Facebook at SANDAGRegion, follow us on Twitter @SANDAG, and subscribe to our YouTube channel at SANDAGRegion.

Visit Our Additional Websites

KeepSanDiegoMoving.com
511sd.com
511sd.com/icommute
511sd.com/fastrak
511sd.com/compassouthbayexpressway.com

OVERALL PUBLIC PARTICIPATION PROCESS

The SANDAG PPP establishes a process for obtaining input from and providing information to the public concerning agency policies, programs, projects, and program funding in order to ensure the public is informed and has the opportunity to provide SANDAG with input so plans can reflect the public's vision. In accordance with FHWA regulations, SANDAG will review and update this plan as needed. The various federal and state laws and regulations mentioned require that an agency such as SANDAG conduct public participation programs to ensure that the public is involved and that community concerns are addressed. For example, planning of public transit capital projects, development of short-range transit service policies and plans, and setting of toll rates, transit fare policy and structure changes to public transportation require public participation. A significant component of the SANDAG mission is a strong commitment to public participation and involvement to include all residents and stakeholders in the regional planning process. The public participation process, development of plans, and outreach activities are coordinated through the SANDAG communications division.

Ensuring the meaningful involvement of all social and economic groups, including low-income, minority, disabled, senior, and other traditionally underrepresented communities is a key component of the PPP. As discussed in the Introduction section of this PPP, activities covered in the PPP are consistent with federal and state environmental justice laws, regulations, and requirements, Title VI of the Civil Rights Act and related nondiscrimination requirements, and they reflect the principles of social equity and environmental justice. The overall public participation process follows these guidelines and principles:

1. The PPP is designed to inform and involve people and organizations in the region's decision-making process on issues such as growth, transportation, *TransNet* projects, environmental management, housing, open space, air quality, energy, fiscal management, economic development, and public safety. The PPP seeks to involve all citizens, including, but not limited to, low-income households, Hispanic, African American, Asian, Native American, senior, limited English speaking populations, persons with disabilities, as well as community-based and civic organizations, public agencies, business groups and associations, environmental organizations, and other stakeholders in the decision-making process.
2. SANDAG seeks to involve audiences outlined in Section 450.316 of Title 23 in the Code of Federal Regulations: citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties. These efforts also are designed to reach affordable housing advocates, transportation advocates, neighborhood and community groups, environmental advocates, home builder representatives, broad-based business organizations, landowners, commercial property interests, and homeowner associations.
3. SANDAG Board of Directors and Policy Advisory Committee (PAC) meetings provide the public input forum and decision point for significant regional issues. SANDAG Directors typically hold one or two board meetings each month: a Board Policy meeting the second Friday of each month and a Board Business meeting the fourth Friday of each month. Policy Advisory Committee meetings also are held on Fridays. Meetings held at SANDAG offices are accessible by public transit. During these meetings, Directors solicit public input, adopt plans, allocate

transportation funds, approve transit construction plans, approve transit fare and regional transit service changes, approve the Regional Growth Forecast, implement smart growth initiatives, consider energy and habitat plans, and establish policies and develop programs that are used by local governments, as well as other public and private organizations. The PACs are named as follows: Executive Committee, Regional Planning Committee, Transportation Committee, Borders Committee, and Public Safety Committee. A list of SANDAG committees and working groups active in 2012 is provided in Appendix C. These meetings all provide opportunity for public comment.

4. For planning, project, funding, transit fare, toll rate, and policy decisions, public input shall be documented, issues or concerns addressed, and resolution of issues and/or changes made reflected in final reports, plans, or other documents. The final reports or documents are subject to approval by a vote at a public SANDAG Board or PAC meeting.
5. SANDAG proactively seeks and promotes public participation in SANDAG public workshops, meetings, and hearings, as well as participation and attendance at committees, working groups, and task forces. SANDAG follows local, state, and federal guidelines for posting public meeting and hearing notices. Depending upon the specific project, SANDAG endeavors to hold meetings at times that can attract as many participants as possible and at locations in communities throughout the region. SANDAG endeavors to hold these meetings in locations that are accessible by public transit. These meetings are held in buildings, rooms, or locations that are accessible to persons with disabilities.
6. SANDAG uses its website and social media channels to provide the public with useful and timely information, including: meeting schedules and agendas; plans and environmental documents; reports and other publications; demographic profiles and data downloads; and interactive database and mapping applications. SANDAG maintains and updates a public involvement web page with information for the public, reporters, and other stakeholders on the public participation program. This can be accessed at sandag.org/ppp.
7. SANDAG seeks to provide information in a variety of media, including social media, visual simulations of projects, web-based videos or photo displays, interactive displays at kiosks in targeted public locations, and other visualization techniques to secure feedback on transportation plans and projects.
8. SANDAG informs the public in a timely manner about regional issues, actions, and pending decisions through a number of efforts. As needed or required, SANDAG provides adequate notice in newspapers of general circulation for publication of legal notices, including minority and Spanish language publications. Other publication and distribution efforts to residents, agencies, and city/county governments may include e-mail notification, notices on the SANDAG website, publication in rEgion (a SANDAG monthly electronic newsletter), posts on SANDAG social media channels, and select distribution via mail.
9. SANDAG regularly informs local print and broadcast media about SANDAG decisions, events, research, and other issues. SANDAG regularly distributes press releases to community, minority, local and regional print, as well as web-based publications. SANDAG also distributes information to local and Spanish radio and television stations. A compilation of news coverage on SANDAG programs and projects is posted on the SANDAG home page weekly.
10. Following Department of Transportation (DOT) guidance, SANDAG conducted a Four Factor Analysis and subsequent Language Assistance Plan (LAP). The plan details the number of limited

English speakers in the county and outlines the language assistance measures provided for these populations. The LAP can be viewed at: sandag.org/ppp. In accordance with the LAP, as appropriate and depending on the specific project, SANDAG translates into Spanish and other languages, publications, announcements, and web content. In addition, numerous staff members are bilingual Spanish-English speakers and participate in public outreach and conduct presentations in Spanish. Translators are hired as needed to provide services in Spanish and other languages as appropriate.

11. SANDAG conducts periodic public opinion surveys as part of the outreach and citizen participation component of the SANDAG OWP. These surveys are designed to include the San Diego region's residents in the regional planning process and to keep SANDAG officials aware of issues that are of concern to the diverse groups of people who live here.
12. SANDAG periodically reviews the effectiveness of the procedures and strategies contained in the agencywide PPP and any other planning, program, or project-specific public participation plans to ensure the goals of the outreach and involvement are met. Quantitative and qualitative assessment is considered to determine results of outreach effectiveness by reporting how many people are contacted, how many respond, and did SANDAG receive the necessary input. SANDAG will revise the overall outreach process as needed based on this review. A table of some commonly used outreach strategies and evaluation methods is included in this PPP.
13. SANDAG coordinates and consults with other federal, state, local, and nonprofit agencies in developing regional transportation plans and transportation improvement programs, including ensuring coordination of metropolitan planning activities with planning for nonemergency transportation services and social service transportation.

SANDAG Board Policy No. 025, which is SANDAG's Public Participation Policy, is included as Appendix D to this PPP. The guidelines and principles in this PPP are intended to be consistent with the mandates in Board Policy No. 025. In the event of a conflict between the language in this PPP and Board Policy No. 025, the requirements in Board Policy No. 025 shall supersede the provisions in this PPP¹.

¹ Although certain revisions to Board Policy No. 025 are scheduled to be considered by the Board in late 2012, those revisions are non-substantive in nature and are consistent with the version included in Appendix D of this report.

Project Development and Program Planning

SANDAG will follow the guidelines outlined in the overall public participation process as well as the guidelines below when conducting public outreach and involvement for planning, environmental, and preliminary engineering activities.

Some of the current SANDAG planning projects underway that are incorporated under this PPP are outlined below. If needed, individual public involvement plans with specified strategies and activities to secure public input and involvement will be developed and included in the final plan or report.

- Regional Transportation Improvement Program (RTIP)
- Sustainable Communities Strategy
- Coordinated Public Transit - Human Services Transportation Plan (Coordinated Plan) for San Diego County
- Combined Regional Comprehensive Plan (RCP) and Regional Transportation Plan (RTP) update
- Mid-Coast Corridor Transit project
- South Bay Bus Rapid Transit project
- *SuperLoop* Transit project
- *TransNet* Early Action Program implementation
- SANDAG Overall Work Program (OWP)
- Other studies, projects, and initiatives (i.e., corridor studies, grant-funded programs)

Public Participation Process

1. SANDAG will follow current federal and state regulations regarding public involvement processes and procedures. SANDAG will develop public involvement plans in consultation with all interested parties and will describe and secure feedback on procedures, strategies, and desired outcomes.
2. SANDAG will develop public involvement plans tailored to meet specific project needs, which address the unique challenges presented by each project. SANDAG will follow best practices in developing these plans, including recommendations contained in the Transportation Research Board publication entitled: "Practical Approaches for Involving Traditionally Underserved Populations in Transportation Decisionmaking (NCHRP Report 710). This includes addressing needs and conducting outreach with stakeholders listed in the overall public participation process section.
3. The tailored public involvement plans will set objectives, identify people to be reached, develop public involvement strategy, and define specific outreach techniques. This will be developed in consultation with interested stakeholders.
4. SANDAG will maintain and enhance opportunities to promote plans and projects and secure input on those plans and projects through the SANDAG website, email newsletters and notification, social media channels, and other web-based activities.
5. SANDAG will promote plans and projects at Board of Directors meetings and meetings of the SANDAG Policy Advisory Committees: Executive, Transportation, Regional Planning, Borders, and Public Safety.
6. SANDAG will promote other opportunities for public participation and involvement at the meetings of the Interagency Technical Working Group on Tribal Transportation Issues; Social Services Transportation Advisory Committee; Regional Planning Stakeholders Working Group; Regional Planning Technical Working Group; Cities/County Transportation Advisory Committee; Bicycle/Pedestrian Working Group; Regional Energy Working Group; Regional Housing Working Group; Committee on Binational Regional Opportunities; San Diego Region Conformity Working Group; and any other appropriate working groups.

7. SANDAG will ensure that opportunities for public participation and comment are provided at key milestones during the development of RTP updates, RTIP, project criteria, network alternatives, funding alternatives, environmental documents, planning studies, toll rate decisions and other project and policy efforts so that public comment and responses are provided and considered prior to any final SANDAG action or approval.
8. The PPP will be developed so that critical community concerns and technical issues are identified and potential options to address those concerns are provided. These issues include but are not limited to siting decisions, relocations, engineering, environmental, economic, social, and financial analyses that respond effectively to community needs and preferences and satisfy local, state, and federal environmental clearance requirements.
9. For planning, project, funding, transit fare, and policy decisions, public input shall be documented, issues or concerns addresses, and resolution of issues and/or changes made reflected in final reports, plans, or other documents. The final reports or documents are subject to approval by a vote at a public SANDAG Board or PAC meeting.
10. To facilitate community participation, lists of individuals, agencies, and organizations will be maintained for distribution of agency materials. SANDAG will promote opt-in opportunities for web-based participation. These lists will include persons who have indicated an interest in transportation planning projects during previous public information efforts and/or focused on the specific project. Project information would be distributed to the persons on this list in conjunction with public meetings and workshops to solicit comments and recommendations.
11. Environmental documents will be prepared in accordance with CEQA and NEPA, as appropriate, and in coordination and consultation with various federal, state, and local agencies and with elected officials, community leaders, organizations, and other individuals from the neighborhoods and communities potentially affected by the proposed action. SANDAG will prepare and distribute appropriate notices and communications to comply with CEQA and NEPA requirements. Coordination and public participation will be achieved through a variety of means, such as formal public hearings and meetings, circulation of draft documents, mailings, scoping and focus group meetings, workshops, and individual/group contacts.
12. When developing RTP updates and the RTIP, SANDAG will consult with agencies and officials responsible for other planning activities within the metropolitan planning area – the San Diego region – that are affected by transportation. These planning activities include state and local planned growth, economic development, environmental protection, transit projects, border crossings, airport and seaport operations, or freight movements.
13. Formal scoping meetings, public hearings, and/or other meetings during the comment period and environmental document certification will be held in accordance with the requisite environmental laws. As required, meetings will be announced in the Federal Register, local publications, and on the SANDAG website. Persons and organizations on the project mailing list also will be notified. SANDAG will endeavor to hold public meetings in locations accessible by public transit. These meetings will be held in buildings, rooms, or locations that are accessible to persons with disabilities.
14. A targeted public participation program will be developed to inform the community of factors related to a planning project. The information program may include briefings for the news media, informational meetings, presentations to include community and professional associations and educational institutions, community-based organizations, business groups and associations, environmental organizations, and other public forums.
15. Consistent with SANDAG Board policy, a project working or stakeholders working group may be organized to review and comment on a plan or project. This group may consist of various elected officials/staff, community and neighborhood organizations, business organizations, property owners, and other stakeholders and interested parties. This group would be formed to provide comment and guidance regarding planning, technical issues, review study alternatives

and evaluation results, and provide community input regarding the plan or alternatives. This iterative process would allow for identified issues and concerns to receive follow-up responses. Meeting summaries of project working group activities will be produced. Meeting notices, agendas, and/or other information will be posted to the SANDAG website.

16. SANDAG will provide grants to various community based organizations (CBOs) to provide funding for outreach at the community level and to create a network of CBOs with SANDAG in order to seek input on various major work efforts such as the combined RCP and RTP update.

Capital Project Design and Construction

SANDAG will follow the guidelines outlined in the overall public participation process segment and project development and program planning segment as well as the guidelines below. For all capital improvement projects with significant community impacts, SANDAG will provide opportunities for members of the public to provide input and express concerns. SANDAG also will implement a program designed to inform the public of progress, as well as safety and community impacts in the event of construction.

Public Participation Process

1. SANDAG will hold publicly noticed meetings at key stages of project development and implementation in the area(s) being impacted. The location of the meetings will depend upon the geographic location of the project. Meetings concerning projects exclusively within the NCTD service area will be held in North county locations. Meetings concerning projects exclusively within the MTS service area will be held in MTS service area locations. If appropriate, additional meetings may be held at SANDAG offices. Meetings concerning all other projects will be held at SANDAG offices or other locations specified in SANDAG agendas. SANDAG, MTS, and NCTD offices are accessible by public transit. SANDAG will endeavor to hold off-site public meetings at locations accessible by public transit in the vicinity of the project area at times convenient for the public to attend. SANDAG will solicit input from representatives of interest groups of the local population, such as community groups, planning groups, business groups and associations, environmental organizations, neighborhood associations, minority groups, and senior and disabled riders. These stakeholders will be consulted during the design and construction of capital projects. This includes addressing needs and conducting outreach with stakeholders listed in the overall public participation process.
2. SANDAG will work to advise the public regarding actual and perceived disruption during construction of capital projects by distributing informational, educational, and public information materials and by using other traditional community outreach tools.
3. SANDAG will endeavor to meet citizen concerns as they arise and attempt to resolve those concerns.
4. For all projects requiring environmental review under CEQA and NEPA, such as major capital improvement projects, SANDAG will provide opportunities for members of the public to provide input and comply with all related legal requirements (see Appendix D: SANDAG Board Policy No. 025).

Transit Service and Fare Changes

With the approval of Senate Bill 1703 (Peace 2002), the planning and programming functions of MTS and NCTD were consolidated under SANDAG. As part of these functions SANDAG voluntarily assumed the additional responsibility of developing a Regional Fare Policy, including setting fares for transit services in the region through a Regional Comprehensive Fare Ordinance although it was not required by the bill. A number of public participation activities are implemented to support the Regional Fare Policy, which is contained in Board Policy No. 029, Regional Fare Policy and Comprehensive Ordinance.

Public Participation Process

1. SANDAG seeks to inform and involve public transit riders, stakeholders, and the general public about proposed changes in transit fares. This includes addressing needs and conducting outreach with stakeholders listed in the overall public participation process. Public information and involvement programs for service changes would fall under adopted policies of MTS and NCTD.
2. A public hearing(s) will be held by SANDAG for fare changes. The public hearings will be held at the SANDAG offices during a regularly scheduled meeting of the SANDAG Transportation Committee and/or Board of Directors and/or in the general geographic area of the affected public, as determined by the SANDAG Transportation Committee or Board of Directors. Public meetings will be held at a time and location that is accessible by users of public transit. When appropriate, meetings at which the public can provide comments will be held during evening hours and in different areas of San Diego County. Public hearings for fare changes affecting North County residents will be held by SANDAG in the North County area. Public meetings held at SANDAG during Board of Directors or most PAC meetings can be listened to live via an audio stream. The audio link is available at sandag.org.
3. A record of public input received at public hearings, meetings, workshops, or open houses will be provided to the Transportation Committee or Board of Directors prior to adoption of proposed amendments to the Regional Comprehensive Fare Ordinance for the purpose of adjusting fare prices.
4. Take One, Rider Alerts, or other public notices in both English and Spanish will be posted on all public transit vehicles within the affected area and will include a description of the proposed fare change, the date, time, intent and location of the public hearing, and the deadline for written, email, and phone comments from the public. The notices will be posted to the SANDAG and transit agency website(s).
5. Print notice of public hearings will be provided prior to the public hearing meeting date in newspapers of general circulation in the affected area(s), including appropriate minority and community publications. This notice also will be posted to the SANDAG website.
6. Additional public outreach will be performed through media notification, web postings, social media notifications and email newsletters.

Toll Rate Changes

SANDAG currently has authority to collect tolls on three roads, Interstate 15, State Route 125, and once it is built, State Route 11. Pursuant to Streets & Highway Code Section 31476, at least 30 days prior to setting the initial toll rates for State Route 11, and thereafter when adjustments to the toll rates are proposed, SANDAG will provide a public comment period regarding the proposed rates and also will take public testimony at one or more public meetings during this time period.

SANDAG will utilize a similar process to obtain input from the public on toll adjustments for Interstate 15 and State Route 11.

Public Participation Process

1. SANDAG seeks to inform and involve toll road users and the general public about proposed changes to the toll structure. This includes addressing needs and conducting outreach with stakeholders listed in the overall public participation process.
2. A public hearing(s) will be held by SANDAG for changes to the toll structure. The public hearings will be held at the SANDAG offices during a regularly scheduled meeting of the SANDAG Transportation Committee and/or Board of Directors and/or in the general geographic area of the affected public, as determined by the SANDAG Transportation Committee and/or Board of Directors. Public meetings will be held at a time and location that is accessible by users of public transit. When appropriate, meetings at which the public can provide comments will be held during evening hours. Public meetings held at SANDAG during Board of Directors or most PAC meetings can be listened to live via an audio stream. The audio link is available at sandag.org.
3. A record of public input received at public hearings, meetings, workshops, or open houses will be provided to the Transportation Committee and/or Board of Directors prior to adoption of proposed changes to the toll structure.
4. Public notices in both English and Spanish will be provided prior to the public hearing meeting date in newspapers of general circulation in the affected area(s), including appropriate minority and community publications. This notice also will be posted to the SANDAG website.
5. Additional public outreach will be performed through media notification, web postings, social media notifications and email newsletters.

Native American Consultation

SANDAG has a government-to-government framework with the tribal nations in the region based on consultation, cooperation, and collaboration. At a policy level, the Southern California Tribal Chairmen's Association (SCTCA) has an advisory seat on the SANDAG Board of Directors, as well as the Policy Advisory Committees. At a technical level, all tribes—including California tribes—can participate in the Interagency Technical Working Group on Tribal Transportation Issues (Working Group). Also at a technical level SANDAG partners with the Reservation Transportation Authority and other intertribal associations on specific planning projects and programs, SANDAG will conduct public participation and involvement activities to coordinate transportation and land use planning with tribal nations in San Diego County.

Public Participation Process

1. SANDAG will engage in consultation with tribal governments prior to making decisions, taking actions, or implementing programs that may impact their communities.
2. SANDAG will coordinate with the Working Group. The Working Group serves as a forum for regional tribal governments to discuss and coordinate transportation issues of mutual concern with various public planning agencies in the region, including SANDAG, Caltrans, the County of San Diego, and the transit operators. The Bureau of Indian Affairs (BIA) also participates in the Working Group as the federal agency with direct influence on tribal transportation funding.

3. The Working Group will monitor and provide input on the implementation of the strategies and planning activities. This includes providing input on PPPs.
4. The Working Group consists of representatives from each of the federally recognized tribal governments and California tribes in the San Diego region, as well as advisory members from the staff of SANDAG, Caltrans, the County of San Diego, Reservation Transportation Authority, Bureau of Indian Affairs, and the transit agencies.
5. SANDAG staff will make regular presentations on key issues to the SCTCA Board in a timely manner to ensure that tribal nations can provide input or participate in program, projects, and policies.

PUBLIC PARTICIPATION PLAN EVALUATION METHODS

As a part of the public engagement strategy for the PPP, staff at SANDAG is regularly monitoring and evaluating outreach strategies and methods used. Some of the evaluation measures used in the most commonly applied public involvement tools and techniques are outlined below.

Public Involvement Tools Evaluation Table	
Public Involvement Tool	Evaluation Method
Public Participation Plan	To be reviewed every three years, evaluated via survey and public comment
Public Involvement Plans	To be created with public input, reoccurring PIPs to be evaluated through survey and public comment
SANDAG Website	Number of hits
rEgion Newsletter	Open rate analytics, distribution list size
Project Specific Websites	Open rate analytics, distribution list size
Project Specific Open Houses, Meetings & Workshops	Number of attendees, number of comments received, press mentions
Fact Sheets	Distribution, number of calls, comments
Legal Advertisements	No measure, required
Advertisements	Distribution, number of calls, comments
Project Specific Newsletters	Open rate analytics, distribution list size, number of calls, comments
Direct Mailings	Distribution, number of calls, comments
Press Releases	Distribution, press mentions, number of calls, comments
Public Hearings	Attendance, information distribution, comments
Comment Forms	Number of comments collected
Surveys	Distribution, responses received, comments
Flyers	Distribution, number of calls, comments
Facebook	Number of agency likes, comments, posts, analytics
Twitter	Number of followers, retweets, tweets, direct tweets, mentions
YouTube	Number of followers, views, links

SANDAG MANDATES AND DESIGNATIONS

The Board of Directors carries out a variety of responsibilities which are either mandated by federal or state law or regulation or delegated to SANDAG through local agreement.

Overall Authority

- **San Diego Regional Consolidated Agency (State)**

With Senate Bill (SB) 1703 (Chapter 743, Statutes of 2002), SANDAG was designated as the San Diego Regional Consolidated Agency. SB 1703 went into effect on January 1, 2003, and is meant to strengthen how regional public policy decisions are made. The law mandates membership in the consolidated agency from the area's 18 cities and county government. It consolidated transit planning, programming, project development, and construction into SANDAG, leaving responsibilities for day-to-day operations with the existing transit operators. Assembly Bill 361 (Chapter 508, Statutes of 2003) added to SANDAG responsibilities by mandating preparation of a RCP.

- **Regional Transportation Planning and Fund Allocation Agency (State)**

Adopt RTP (long-range plan) and RTIP (five-year programming of state and federal transportation funds). Allocate Transportation Development Act (TDA) funds (¼ cent sales tax for transit support).

- **Metropolitan Planning Organization (Federal)**

Allocate federal transportation revenues and meet comprehensive planning requirements of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) in order to be eligible for funds.

- **San Diego County Regional Transportation Commission (State and Voter Approval)**

Administer ½ cent sales tax, *TransNet*, with revenues to be used for transportation purposes.

- **Congestion Management Agency (State and Local)**

Adopt congestion management plan, oversee preparation of deficiency plans, and monitor local agency compliance.

- **Co-lead Agency for Air Quality Planning (Federal and State)**

Carry out air quality planning mandates in cooperation with the San Diego County Air Pollution Control District (APCD). Determine conformity of transportation projects with air quality plan.

- **Integrated Waste Management Task Force (State and Local)**

Recommend actions to member agencies regarding the major elements of the state-mandated Integrated Waste Management Plan.

- **Housing (State)**
Determine each jurisdiction's share of the regional housing need and establish performance criteria for self-certification of housing elements.
- **Areawide Clearinghouse (Federal and State)**
Review projects with regional impacts under California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA).
- **Manage and Administer the North County Multiple Habitat Conservation Program (Local)**
Undertaken on behalf of North County cities.
- **Otay Mesa East Toll Facility Act (State)**
Authorizes SANDAG to establish highway toll projects to facilitate the movement of goods and people along the State Route 11 corridor in the County of San Diego or at the Otay Mesa East Port of Entry.
- **Airport Multimodal Accessibility Plan (State)**
Designated as the agency responsible for preparing and adopting an Airport Multimodal Accessibility Plan for the San Diego region.
- **Quality of Life (State)**
SANDAG is authorized by statute to place a ballot measure before the voters and use revenues from the tax to provide for implementation of the RCP, water quality improvement, beach sand replenishment projects, and various other projects and purposes.
- **Other (Local)**
Regional Criminal Justice Clearinghouse, Automated Regional Justice Information System (ARJIS), Regional Census Data Center, Regional Information System development and maintenance, local planning activities pursuant to agreements with Navy, Caltrans, State Office of Planning and Research, San Diego Metropolitan Transit System (MTS), North County Transit District (NCTD), APCD, San Diego County Water Authority, the San Diego County Regional Airport Authority, cities and the County, and others; SourcePoint/Service Bureau.

Operational

- **San Diego County Regional Transportation Commission (State and Voter Approval)**
Construct *TransNet* sales tax highway and public transit projects.
- **Freeway Service Patrol Administration (State and Local)**
Provide service for stranded motorists on various highways.

- **San Diego Service Authority for Freeway Emergencies (SAFE)**
 Pursuant to AB 1572 (2012), SANDAG is responsible for utilizing an annual \$1 fee imposed on the registration of vehicles in the county for the implementation, maintenance, and operation of a system of call boxes on the state highway system. If the revenues from the \$1 vehicle registration fee exceed the amount needed to implement, maintain, and operate the call box system, the revenues may use the excess funds to provide additional motorist aid services or support, including, but not limited to changeable message signs, lighting for call boxes, support for traffic operations centers, and freeway service patrols. SANDAG takes over SAFE responsibilities effective January 1, 2013.
- **Regional Transportation Demand Management Program Administration (Local)**
 Provide and administer regional program (iCommute) consisting of carpool, vanpool, and transit programs, bike locker program, employer outreach, and other projects.
- **Interstate 15 Congestion Pricing and Transit Development Program (State)**
 Implement FasTrak® program to allow single occupant vehicles in Interstate 15 Express Lanes for a fee. Fees support additional bus rapid transit services in corridor.
- **State Route 125 Toll Collection (State)**
 Authorized to continue the collection of tolls on State Route 125 after a period of up to 35 years of operation by the private sector.
- **Regional Beach Sand Replenishment Program (Local)**
 Administer the regional program in coordination with federal, state, and local agencies.

Appendix A

How the Public Participation Plan was Updated

The Public Participation Plan (PPP) guides the San Diego Association of Governments (SANDAG) public outreach efforts for transit, highway, smart growth, environmental, planning, growth forecasts, binational planning and coordination, the Regional Transportation Plan, Regional Transportation Improvement Program, Tribal Consultation, and other initiatives. It was developed in accordance with guidelines established by FHWA for metropolitan transportation planning (23 CFR 450.316), and addresses Title VI, related nondiscrimination requirements, and reflects the principles of social equity and environmental justice. Included in the PPP are procedures, strategies, and outcomes associated with the ten requirements listed in 23 CFR 450.316. The plan also fulfills various state and federal public involvement requirements. The PPP reflects the SANDAG commitment to public participation and involvement to include all residents and stakeholders in the regional planning process.

Originally adopted in 2009, SANDAG began its first PPP update in the summer of 2012. SANDAG will update the PPP on an as needed basis, but no less often than every three years.

Initial Outreach Survey

To start the update process for the PPP, in August of 2012 SANDAG launched initial outreach with a survey in English and Spanish that asked residents, stakeholders, agencies, and other interested parties questions about how they wished to receive information or provide input on regional projects. The survey was distributed at SANDAG Board and Committee meetings, promoted in rEgion (the SANDAG monthly electronic newsletter) in August, September, and October, circulated to SANDAG email lists, promoted on the SANDAG website as a public notice, home page “featured project,” and news item, prominently featured on the 511sd.org and iCommute.com websites, and circulated at diverse community events. The survey was sent to community based organizations, including those who work with low income, minority, senior, and limited English speaking populations; business and professional groups; chambers of commerce; bicycle and pedestrian groups; environmental groups; community planning groups; SANDAG employer databases; business improvement districts; neighborhood councils; civic groups; and SANDAG stakeholder and project specific groups. Physical copies of the survey were made available for those organizations whose members preferred that format.

Furthermore, SANDAG distributed two press releases and public notices to promote the survey to both English and Spanish language media. Close to 1500 participants responded to the initial survey. Key feedback included overwhelming responses to provide input and receive information from SANDAG electronically. Survey results also indicated that members of the public prefer meetings to take place during the work week after 5 p.m. A breakdown of the outreach survey questions and answers is available at the end of this Appendix.

New to the PPP effort was the use of social media. SANDAG established a separate link for tracking responses from social media posts. Additionally, a Facebook sponsored post was utilized for the first time by the agency. SANDAG received over 50 responses directly from Facebook and Twitter posts.

During the update process, presentations were made to the following SANDAG working groups and committees:

Group	
San Diego Region Conformity Working Group	9/5
Cities/County Transportation Advisory Committee (CTAC)	9/6
Environmental Mitigation Program (EMP) Working Group	9/11
Regional Planning Technical Working Group	9/13
San Diego Regional Traffic Engineers Council (SANTEC)	9/13
Social Services Transportation Advisory Council (SSTAC)	9/17
Bicycle-Pedestrian Working Group	9/19
Public Health Stakeholders Group	9/20
Tribal Working Group	9/26
Regional Housing Working Group	9/27
Regional Energy Working Group	9/27
Committee on Binational Regional Opportunities (COBRO)	10/2
Independent Taxpayer Oversight Committee	10/10

Community Based Organization Efforts

For the PPP update effort, over 200 community based organizations (CBO) were contacted. These organizations largely represent minorities with limited English speaking proficiency and were initially contacted when SANDAG worked on the Language Assistance Plan effort earlier in 2012. Participation by these hard to reach groups and their members was a key component in the PPP update.

In addition to these, special outreach efforts were made with five CBO partners with whom SANDAG has existing working relationships. These five CBOs represent groups who work with senior, Spanish speaking, low income, and disabled populations (Chula Vista Community Collaborative, Bayside Community Collaborative, Casa Familiar, All Congregations Together and the El Cajon Community Collaborative).

The CBO partners distributed surveys through their existing community meetings. Findings for these surveys are separated by category (seniors, youth, etc.) and are included at the back of this Appendix.

In the Community

In addition to the outreach methods described above, SANDAG staff conducted presentations and attended various existing community meetings and events including:

Event	Date	Action
South Bay Express Way Toll Reduction Event	6/30	Surveys distributed/community members spoken to
Bonitafest	9/29	Surveys distributed/community members spoken to
South County Power Women	10/1	Announcement/surveys distributed
Sweetwater Community Planning Group	10/2	Announcement/surveys distributed
Walk and Bike to School event/ La Mesa Dale Elementary School	10/2	Surveys distributed/community members spoken to
La Mesa Senior Mobility Expo	10/3	Surveys distributed/community members spoken to
Chula Vista First Friday breakfast	10/5	Announcement/surveys distributed
Chula Vista Fire Station #4 Open House	10/6	Surveys distributed/community members spoken to
Paradise Hills & Skyline Community Planning Group	10/9	Presented to group/surveys distributed
San Diego North Rotary Club	10/25	Presented to group

Tribal Government Efforts

A specific, yet related, outreach effort for the tribal governments also is under way and results are being used for the PPP update. A regional government-to-government framework for consultation with tribal nations is in place. However, with each major initiative input is sought from the tribal nations to update and modify approaches as this is a continually evolving process. A workshop was convened by SANDAG with tribal leaders. The purpose of the workshop was to get input from tribal leaders on how they prefer to be involved in the planning process. A matrix of possible options was first developed collaboratively between SANDAG and SCTCA staff. The option formed the served simply as a starting point for dialogue. The tribal leaders discussed those options, brainstormed additional ideas reflecting on their experiences and indicated their preferences. The effort is ongoing and updates will be added to the PPP and this document during the 45 day public comment period.

Announcements also were distributed to the following groups to secure input and promote further distribution to other interested parties. Working groups, committees, and interested stakeholders include:

- City Managers
- Planning Directors
- City of San Diego and County of San Diego Community Planning Groups
- Bicycle-Pedestrian Working Group
- Shoreline Preservation Working Group
- iCommute Employer Database
- Bayshore Bikeway Working Group

The cities of El Cajon, Chula Vista, Solana Beach, National City, and Vista confirmed distribution to their community members via email, web, or social media sharing of the PPP update survey link. Additionally, information was sent to the following SANDAG stakeholder lists: North Coast Corridor, *TransNet* 1-15, SR 76 Corridor, Trolley Renewal Construction Project, and I-805 construction.

Public Notices

In an effort to receive robust input on the draft 2012 update to the PPP, press releases and notices were sent to English and Spanish language media throughout the region. The media distribution list is listed below.

Press Release Distribution List

Asia Media	Mercury News
Asian Journal	Navy Dispatch
Associated Press	NBC 7/39
Peninsula Beacon News	North County Times
BIA Builder Magazine	Oceanside Magazine
Cal Regions	Pomerado Newspaper Group
Chinese News	Poway Corridor News
City Beat	Presidio Sentinel
Clairemont Community News	Prime News
CNS City	Ramona Sentinel
Coast News	Rancho Bernardo News Journal
CW 6	Riverside Press Enterprise
Daily Journal	San Diego AP
Del Mar Times	San Diego Business Journal
Diario San Diego	San Diego California Examiner
Downtown News	San Diego Channel
East County Californian	San Diego Community Newspaper Group
El Latino	San Diego Daily Transcript
Fox 5 News	San Diego Metropolitan Magazine
Hispanos Unidos	San Diego Monitor News
KBNT - Univision	San Diego News
KFMB	San Diego Reader
KGTV	San Diego Sun
KOGO Radio	San Diego Union-Tribune
KPBS	San Diego Voice and Viewpoint
KUSI	San Diego Uptown News
La Jolla Village News	Star News
La Opinion	Voice of San Diego
La Prensa	XEWT Televisa
La Opinion	XHAS Telemundo 33 News
Los Angeles Times	XHTY Uniradio
	ZETA

Outreach Timeline

The survey was distributed beginning the summer of 2012 and data was collected through Monday, October 15, 2012. Pending Board approval, the draft PPP update will be released on October 26, 2012, for a 45-day public review and comment period.

Next Steps

Once the Board of Directors accept the PPP update draft, a 45-day public comment and review period will commence. After all input and comments are received on the draft PPP update, staff will incorporate changes into a final draft for an updated 2012 version of the Public Participation Plan. The final draft PPP will be presented to the Board of Directors for consideration at its December 21, 2012, meeting.

Appendices: A1. PPP Survey Results - Summary, Social Media, and Spanish
 A2. PPP Survey Results - CBO Aggregates

Public Participation Plan Survey Summary

Question 1		
How would you prefer to receive information from SANDAG on regional issues? Please select up to three.		
Answer Options	Response Percent	Response Count
Public meetings	34.6%	493
Informal community meetings	29.9%	427
E-mail newsletters	82.5%	1176
Surveys	21.4%	305
RSS news feed	4.5%	64
Facebook (SANDAGRegion)	15.0%	214
Twitter (@SANDAG)	6.6%	94
Not interested in receiving information	4.3%	62
Other	6.3%	90
<i>Answered Question</i>		1426
<i>Skipped Question</i>		9

Question 2		
How would you prefer to provide input to SANDAG on regional issues? Please select up to three.		
Answer Options	Response Percent	Response Count
Public meetings	31.5%	441
Informal community meetings	30.2%	423
Online survey	64.7%	906
Mail group	8.1%	113
Focus group	14.6%	204
E-mail comment	62.2%	871
Letter	8.8%	123
Internet-based discussion platform	17.9%	251
Phone comment line	5.6%	79
Not interested in providing input	1.9%	26
Other:	2.1%	29
<i>Answered Question</i>		1401
<i>Skipped Question</i>		34

Question 3		
Approximately how many times within the last year did you provide SANDAG input on regional issues? (This could be at a meeting, via e-mail, mail, or phone message.)		
Answer Options	Response Percent	Response Count
0	48.9%	678
1 to 2	34.5%	478
3 to 4	9.9%	138
5 to 9	4.1%	57
10 or more	2.6%	36
<i>Answered Question</i>		1387
<i>Skipped Question</i>		48

Question 4					
SANDAG holds meetings or events to introduce and/or discuss regionally significant topics to the public or to ask for input on specific issues. How important are the following factors in your decision to attend a meeting or event?					
Answer Options	Very important	Somewhat important	Not very important	Definitely not important	Response Count
An interesting meeting topic, but does not affect you directly	176	670	340	99	1285
A meeting topic that affects you directly	1061	207	23	15	1306
Parking provided	503	433	233	115	1284
Must be accessible by transit	225	261	377	388	1251
Providing an incentive, such as a transit pass or other item	148	242	389	473	1252
<i>Answered Question</i>					1311
<i>Skipped Question</i>					124

Question 5

What is the farthest you would be willing to travel for a meeting?

Answer Options	Response Percent	Response Count
1 to 5 miles	20.7%	269
6 to 10 miles	39.7%	517
11 to 20 miles	28.3%	368
21 miles or more	11.3%	147
<i>Answered Question</i>		1301
<i>Skipped Question</i>		134

Question 6

When would you prefer to attend a meeting?

Answer Options	Response Percent	Response Count
Monday through Friday between 8 a.m. and 11 a.m., or between 1 p.m. and 5 p.m.	20.6%	269
Monday through Friday between 11 a.m. and 1 p.m.	11.5%	150
Monday through Friday after 5 p.m.	43.7%	570
Saturday or Sunday between 9 a.m. and 5 p.m.	11.7%	152
Other times/days of week	1.8%	23
Not interested in attending a meeting	10.7%	139
<i>Answered Question</i>		1303
<i>Skipped Question</i>		132

Question 7

What is the best way to notify you about a meeting? Please rate each item below from 1 to 10, with 1 being the best and 10 being extremely poor.

Answer Options	1	2	3	4	5	6	7	8	9	10	Rating Average	Response Count
E-mail notice	920	126	30	18	12	4	7	6	11	29	1.64	1163
Postcard or letter	109	520	160	100	61	44	41	37	49	43	3.48	1164
Ad in newspaper	26	61	325	113	115	82	80	76	82	204	5.66	1164
Information posted on SANDAG Web site	10	72	162	344	187	146	102	60	48	32	4.96	1163
RSS news feed	8	27	63	97	285	161	158	157	106	102	6.33	1164
rEgion – the SANDAG electronic newsletter	21	123	133	146	161	309	119	101	33	18	5.18	1164
Announcement from community group	24	88	121	138	122	182	326	96	49	17	5.57	1163
Community or media sponsored site with event listings	10	33	68	119	128	133	185	373	77	37	6.48	1163
Facebook (SANDAGRegion)	22	84	61	57	64	67	82	169	489	69	7.16	1164
Twitter (@SANDAG)	14	30	41	32	29	36	64	89	219	610	8.52	1164
<i>Answered Question</i>											1164	
<i>Skipped Question</i>											271	

Question 8

How would you prefer to have detailed or complicated material presented to you? Please only check one.

Answer Options	Response Percent	Response Count
Written information online for review and/or download in advance	53.0%	668
Live presentation at a meeting or workshop	18.3%	231
Brochure, flier, or printed material	14.8%	187
Map, chart, or other visual	13.9%	175
<i>Answered Question</i>		1261
<i>Skipped Question</i>		174

Question 9

How are you currently connected to SANDAG? Please check all that apply.

Answer Options	Response Percent	Response Count
Receive e-mail notification of agendas, rEgion newsletter, or other electronic communication from SANDAG	55.5%	644
Attend Board meetings	7.1%	83
Attend Policy Advisory Committee meetings (such as Transportation Committee, Regional Planning Committee or Borders Committee meetings)	8.8%	102
Listen to Board or Policy Advisory Committee meetings via Web cast	4.6%	53
Attend SANDAG working group or ad hoc meetings	11.8%	137
Attend SANDAG-sponsored public meetings on transportation, transit, housing, or other projects	17.8%	207
Attend community-based organization meetings	31.6%	367
Provide public comment or input on plans, environmental documents, or other documents circulated for public comment	21.6%	251
Follow SANDAG through social media	14.6%	169
Other:	16.4%	190
<i>Answered Question</i>		1161
<i>Skipped Question</i>		274

Question 10

How well do you believe SANDAG currently communicates opportunities for public input in the planning process?

Answer Options	Response Percent	Response Count
Very well	10.5%	132
Somewhat well	36.5%	459
Not very well	24.8%	311
Not well at all	16.2%	204
No opinion	11.9%	150
<i>Answered Question</i>		1256
<i>Skipped Question</i>		179

Question 11

Which of the following best describes you?

Answer Options	Response Percent	Response Count
Business person	19.6%	247
Elected official	1.0%	13
Community group member	8.8%	111
Government agency staff	11.1%	140
Environmental group member or staff	1.9%	24
Community-based organization member	7.0%	88
Student	4.5%	56
Non-profit	4.5%	57
Stakeholder	2.1%	27
Concerned / interested resident	39.3%	494
<i>Answered Question</i>		1257
<i>Skipped Question</i>		178

Question 12

In what part of San Diego County do you live?		
Answer Options	Response Percent	Response Count
North County Coastal (Cities of Del Mar, Solana Beach, Encinitas, Carlsbad, Oceanside)	19.9%	250
North County Inland (Cities of Vista, San Marcos, Escondido, Poway)	10.4%	131
South County (Cities of Chula Vista, National City, Imperial Beach, Coronado)	19.5%	245
East County (Cities of El Cajon, Santee, La Mesa, Lemon Grove)	6.5%	82
City of San Diego	36.5%	459
County of San Diego Unincorporated Area	5.9%	74
Do not live in San Diego County	1.4%	18
<i>Answered Question</i>		1259
<i>Skipped Question</i>		176

Question 13

What topics would you like to be notified about in the future? Please check all that apply.		
Answer Options	Response Percent	Response Count
Land Use & Regional Growth	73.9%	916
Transportation	81.4%	1008
Environment	56.3%	698
Borders (binational, tribal and interregional planning)	25.3%	314
Public Safety / Criminal Justice	38.3%	474
Demographics (Census, Estimates and Forecast)	35.8%	443
Compass Card	13.2%	164
FasTrak	19.8%	245
TransNet	20.2%	250
511/iCommute	16.2%	201
SANDAG Service Bureau	8.8%	109
Public health	32.5%	403
Public Participation Plan	31.2%	386
Not interested in being notified about SANDAG projects	2.7%	34
Other:	4.0%	49
<i>answered question</i>		1239
<i>skipped question</i>		196

Question 14

What is the best way to notify you about the project(s) you selected in the previous question? Please check one.

Answer Options	Response Percent	Response Count
E-mail	80.5%	985
Postcard or letter	6.9%	85
Newspaper Ad	1.8%	22
Post on SANDAG Web site	1.8%	22
RSS news feed	0.4%	5
Community or media sponsored site	0.4%	5
rEgion – the SANDAG electronic newsletter	2.3%	28
Announcement from community group	2.5%	30
Facebook (SANDAGRegion)	2.4%	29
Twitter (@SANDAG)	1.1%	13
<i>Answered Question</i>		1224
<i>Skipped Question</i>		211

Question 15

Do you have any additional comments regarding SANDAG communications and/or public involvement activities?

	Response Count
<i>Answered Question</i>	278
<i>Skipped Question</i>	1157

Question 16

Please provide necessary contact information. If you would like to receive rEgion, the SANDAG monthly electronic newsletter, or would like to be added to SANDAG e-mail distribution lists, please provide your e-mail address.

Answer Options	Response Percent	Response Count
Name:	91.7%	800
Organization:	40.7%	355
Address:	76.0%	663
Address 2:	7.7%	67
City:	81.5%	711
State:	83.4%	727
ZIP Code:	84.4%	736
E-mail Address:	94.2%	821
<i>Answered Question</i>		872
<i>Skipped Question</i>		563

Public Participation Plan Survey - Spanish

Question 1		
¿Cómo preferiría recibir la información de SANDAG sobre estos asuntos regionales? Por favor marque únicamente hasta tres opciones.		
Answer Options	Response Percent	Response Count
Reuniones públicas	50.0%	5
Informativos a través del correo electrónico	80.0%	8
RSS news feed	20.0%	2
Twitter	0.0%	0
Reuniones informales con la comunidad	10.0%	1
Encuestas	20.0%	2
Facebook	10.0%	1
No estoy interesado en recibir información	0.0%	0
Otro	0.0%	0
<i>Answered Question</i>		10
<i>Skipped Question</i>		0

Question 2		
¿Cómo preferiría darle a SANDAG sus comentarios sobre asuntos regionales? Por favor marque únicamente hasta tres opciones.		
Answer Options	Response Percent	Response Count
Reuniones públicas	33.3%	3
Encuestas por Internet	77.8%	7
Grupos de enfoque	11.1%	1
Cartas	11.1%	1
Comentarios por teléfono	0.0%	0
Reuniones informales con la comunidad	11.1%	1
Encuesta por correo	33.3%	3
Comentarios por correo electrónico	66.7%	6
Tablero de discusiones por Internet	11.1%	1
No estoy interesado en dar información	0.0%	0
Otro	0.0%	0
<i>Answered Question</i>		9
<i>Skipped Question</i>		1

Question 3

¿Aproximadamente cuántas veces durante le último año dio comentarios a SANDAG sobre temas regionales? (Esto pudo haber sido en una reunión, por correo electrónico o mensaje por teléfono)

Answer Options	Response Percent	Response Count
0	66.7%	6
1 a 2	22.2%	2
3 a 4	0.0%	0
5 a 9	0.0%	0
10 o mas	11.1%	1
<i>Answered Question</i>		9
<i>Skipped Question</i>		1

Question 4

SANDAG lleva a cabo reuniones o eventos para presentar al público temas de importancia regional o para solicitar retroalimentación en asuntos específicos. ¿Qué tan importantes son los siguientes factores en su decisión para asistir a una reunión o evento? Por favor califique cada uno de los puntos abajo de mayor a menor satisfacción Muy importante, Algo importante, No muy importante, Definitivamente sin importancia

Answer Options	Response Percent	Response Count
Que el tema de la reunión sea interesante, pero no le afecta directamente	100.0%	6
Que el tema de reunión que me afecta directamente	100.0%	6
Que haya estacionamiento	83.3%	5
Que tenga acceso a transporte público	83.3%	5
Que se ofrezcan incentivos como pases de transporte público u otras cosas	83.3%	5
<i>Answered Question</i>		6
<i>Skipped Question</i>		4

Question 5

¿Qué es lo más lejos que estaría dispuesto a trasladarse para asistir a una reunión?

Answer Options	Response Percent	Response Count
1 a 5 millas	0.0%	0
6 a 10 millas	28.6%	2
11 a 20 millas	28.6%	2
21 millas o más	42.9%	3
<i>Answered Question</i>		7
<i>Skipped Question</i>		3

Question 6

¿Cuándo prefiere que sean las reuniones?

Answer Options	Response Percent	Response Count
De lunes a viernes, de 8 a.m. a 11 a.m., o entre 1 p.m. y 5 p.m.	14.3%	1
De lunes a viernes entre 11 a.m. y 1 p.m.	14.3%	1
De lunes a viernes después de las 5 p.m.	42.9%	3
Sábados o domingos, entre 9 a.m. y 5 p.m.	14.3%	1
Otros horarios/días o semana	0.0%	0
No me interesa asistir a una reunión	14.3%	1
<i>Answered Question</i>		7
<i>Skipped Question</i>		3

Question 7

¿Cuál es el mejor medio para avisarle de una reunión? Por favor califique cada uno de los puntos abajo del 1 al 10, donde el 1 representa lo mejor y el 10 lo que es extremadamente mal.

Answer Options	1	2	3	4	5	6	7	8	9	10	Rating Average	Response Count
Aviso por correo electrónico	5	1	0	0	0	0	0	0	0	0	1.17	6
Postal o carta	1	0	1	1	0	1	1	0	1	0	5.00	6
Anuncio en el periódico	0	0	1	0	0	0	2	0	0	3	7.83	6
Información publicada en el Portal de Internet de SANDAG	0	5	0	0	1	0	0	0	0	0	2.50	6
RSS news feed	0	0	1	0	0	1	0	2	1	1	7.33	6
rEgion – la gaceta electrónica de SANDAG	0	0	2	1	2	1	0	0	0	0	4.33	6
Anuncio de un grupo de la comunidad	0	0	1	0	2	1	0	1	1	0	6.00	6
Portal de Internet comunitario o de algún medio que tenga un calendario de eventos	0	0	0	3	0	2	0	0	0	1	5.67	6
Facebook (SANDAGRegion)	0	0	0	0	1	0	1	2	2	0	7.67	6
Twitter (@SANDAG)	0	0	0	1	0	0	2	1	1	1	7.50	6
<i>Answered Question</i>											6	
<i>Skipped Question</i>												4

Question 8

¿Cómo preferiría que le presentaran material con contenido detallado o complicado? Por favor marque uno sólo.

Answer Options	Response Percent	Response Count
Información disponible en Internet y/o descargada para su revisión previa	66.7%	4
Presentación en vivo	16.7%	1
Folleto, volante u otro material impreso	0.0%	0
Mapa, gráficas u otro material visual	16.7%	1
<i>Answered Question</i>		6
<i>Skipped Question</i>		4

Question 9

¿Cómo se conecta actualmente usted con SANDAG? Por favor marque las que apliquen.

Answer Options	Response Percent	Response Count
Recibo anuncios y agendas por correo electrónico, gaceta eRegion u otros comunicados de SANDAG en formato electrónico	66.7%	4
Asisto a reuniones de la Mesa Directiva	0.0%	0
Asisto a reuniones de los Comités Asesores de Políticas	16.7%	1
Escucho por Internet las reuniones de la Mesa Directiva o de los Comités Asesores de Políticas	16.7%	1
Asisto a reuniones de Grupos de Trabajo o Grupos Ad-hoc	50.0%	3
Asisto a reuniones sobre transporte, transporte público, vivienda u otros, organizadas por SANDAG	16.7%	1
Asisto a reuniones de un grupo de la comunidad	16.7%	1
Doy comentarios público o retroalimentación sobre planes, documentos ambientales u otros que se circulan para comentarios del público	0.0%	0
Sigue a SANDAG a través de redes sociales	33.3%	2
Otros	16.7%	1
<i>Answered Question</i>		6
<i>Skipped Question</i>		4

Question 10

¿Qué tan bien comunica SANDAG las oportunidades que tiene el público para comentar en el proceso de planeación?

Answer Options	Response Percent	Response Count
Muy bien	83.3%	5
Más o menos bien	16.7%	1
No muy bien	0.0%	0
Nada bien	0.0%	0
Sin opinión	0.0%	0
<i>Answered Question</i>		6
<i>Skipped Question</i>		4

Question 11

¿Cuál de las opciones a usted describe mejor?

Answer Options	Response Percent	Response Count
Persona de negocios	16.7%	1
Un individuo interesado en el tema	33.3%	2
Autoridad electa	0.0%	0
Personal o miembro de un grupo comunitario	0.0%	0
Personal de una agencia gubernamental	33.3%	2
Personal o miembro de un grupo ambientalista	0.0%	0
Estudiante	0.0%	0
Otro	16.7%	1
<i>Answered Question</i>		6
<i>Skipped Question</i>		4

Question 12

¿En qué parte del Condado de San Diego vive?

Answer Options	Response Percent	Response Count
Norte del Condado, zona costera (Ciudades de Del Mar, Solana Beach, Encinitas, Carlsbad y Oceanside)	0.0%	0
Norte del Condado, zona interior (Ciudades de Vista, San Marcos, Escondido y Poway)	0.0%	0
Sur del Condado (Ciudades de Chula Vista, National City, Imperial Beach y Coronado)	16.7%	1
Este del Condado (Ciudades de El Cajon, Santee, La Mesa y Lemon Grove)	0.0%	0
Ciudad de San Diego	33.3%	2
Área Desincorporada en el Condado de San Diego	16.7%	1
No vivo en el Condado de San Diego	33.3%	2
<i>Answered Question</i>		6
<i>Skipped Question</i>		4

Question 13

¿Qué temas le gustaría se le informara en el futuro? Por favor marque la que aplique.

Answer Options	Response Percent	Response Count
Uso del Suelo y Crecimiento Regional	50.0%	3
Medio Ambiente	50.0%	3
Seguridad Pública / Justicia Penal	50.0%	3
FasTrak	0.0%	0
511/iCommute	0.0%	0
Plan de Participación Pública	50.0%	3
Demográficos (Censo, Estimados y Proyecciones)	50.0%	3
Transporte	50.0%	3
Asuntos fronterizos	66.7%	4
Tarjeta Compass	0.0%	0
TransNet	0.0%	0
Buró de servicios de SANDAG	16.7%	1
Salud pública	33.3%	2
No estoy interesado en recibir información	0.0%	0
Otros	0.0%	0
<i>Answered Question</i>		6
<i>Skipped Question</i>		4

Question 14

¿Cómo quiere que se le avise del o los proyecto(s) que seleccionó en la pregunta 13? Por favor marque uno.

Answer Options	Response Percent	Response Count
Correo electrónico	100.0%	6
Postal o carta	0.0%	0
Anuncio en el periódico	0.0%	0
Publicado en el Portal de Internet de SANDAG	0.0%	0
RSS news feed	0.0%	0
rEgion – la gaceta electrónica de SANDAG	0.0%	0
Portal de Internet comunitario o de algún medio de comunicación	0.0%	0
Anuncio de un grupo de la comunidad	0.0%	0
Facebook (SANDAGRegion)	0.0%	0
Twitter (@SANDAG)	0.0%	0
<i>Answered Question</i>		6
<i>Skipped Question</i>		4

Question 15

¿Tiene algún comentario adicional en relación a las actividades de comunicación y participación pública de SANDAG?

	Response Count
<i>Answered Question</i>	2
<i>Skipped Question</i>	8

Question 16

Por favor provea su información para contactarlo.

Answer Options	Response Percent	Response Count
Nombre:	100.0%	6
Organización:	50.0%	3
Dirección:	83.3%	5
Dirección 2:	50.0%	3
Ciudad:	83.3%	5
Estado:	83.3%	5
Código Postal:	83.3%	5
Correo electrónico:	100.0%	6
<i>Answered Question</i>		6
<i>Skipped Question</i>		4

Public Participation Plan – Social Media

Question 1		
How would you prefer to receive information from SANDAG on regional issues? Please select up to three.		
Answer Options	Response Percent	Response Count
Public meetings	17.5%	10
Informal community meetings	24.6%	14
E-mail newsletters	61.4%	35
Surveys	17.5%	10
RSS news feed	8.8%	5
Facebook (SANDAGRegion)	70.2%	40
Twitter (@SANDAG)	22.8%	13
Not interested in receiving information	1.8%	1
Other:	0.0%	0
<i>Answered Question</i>		57
<i>Skipped Question</i>		1

Question 2		
How would you prefer to provide input to SANDAG on regional issues? Please select up to three.		
Answer Options	Response Percent	Response Count
Public meetings	26.4%	14
Informal community meetings	26.4%	14
Online survey	79.2%	42
Mail group	15.1%	8
Focus group	22.6%	12
E-mail comment	43.4%	23
Letter	3.8%	2
Internet-based discussion platform	49.1%	26
Phone comment line	5.7%	3
Not interested in providing input	0.0%	0
Other:	0.0%	0
<i>Answered Question</i>		53
<i>Skipped Question</i>		5

Question 3

Approximately how many times within the last year did you provide SANDAG input on regional issues? (This could be at a meeting, via e-mail, mail, or phone message.)

Answer Options	Response Percent	Response Count
0	59.6%	31
1 to 2	28.8%	15
3 to 4	7.7%	4
5 to 9	0.0%	0
10 or more	3.8%	2
<i>Answered Question</i>		52
<i>Skipped Question</i>		6

Question 4

SANDAG holds meetings or events to introduce and/or discuss regionally significant topics to the public or to ask for input on specific issues. How important are the following factors in your decision to attend a meeting or event?

Answer Options	Very important	Somewhat important	Not very important	Definitely not important	Response Count
An interesting meeting topic, but does not affect you directly	8	27	10	4	49
A meeting topic that affects you directly	47	3	0	0	50
Parking provided	16	15	7	10	48
Must be accessible by transit	13	9	16	11	49
Providing an incentive, such as a transit pass or other item	5	13	19	11	48
<i>Answered Question</i>					50
<i>Skipped Question</i>					8

Question 5

What is the farthest you would be willing to travel for a meeting?

Answer Options	Response Percent	Response Count
1 to 5 miles	20.0%	10
6 to 10 miles	50.0%	25
11 to 20 miles	20.0%	10
21 miles or more	10.0%	5
<i>answered question</i>		50
<i>skipped question</i>		8

Question 6

When would you prefer to attend a meeting?

Answer Options	Response Percent	Response Count
Monday through Friday between 8 a.m. and 11 a.m. or between 1 p.m. and 5 p.m.	14.0%	7
Monday through Friday between 11 a.m. and 1 p.m.	2.0%	1
Monday through Friday after 5 p.m.	50.0%	25
Saturday or Sunday between 9 a.m. and 5 p.m.	16.0%	8
Other times/days of week	4.0%	2
Not interested in attending a meeting	14.0%	7
<i>Answered Question</i>		50
<i>Skipped Question</i>		8

Question 7

What is the best way to notify you about a meeting? Please rate each item below from 1 to 10, with 1 being the best and 10 being extremely poor.

Answer Options	1	2	3	4	5	6	7	8	9	10	Rating Average	Response Count
E-mail notice	27	8	2	5	1	0	2	1	0	4	2.72	50
Postcard or letter	9	3	8	3	10	2	4	3	3	5	4.84	50
Ad in newspaper	1	4	2	7	1	3	1	6	8	17	7.26	50
Information posted on SANDAG Web site	0	5	8	8	8	7	6	4	3	1	5.18	50
RSS news feed	2	1	1	7	6	7	10	6	4	6	6.42	50
rEgion – the SANDAG electronic newsletter	1	5	9	7	7	5	8	1	6	1	5.18	50
Announcement from community group	1	0	3	4	5	13	6	12	2	4	6.50	50
Community or media sponsored site with event listings	0	1	7	4	9	6	8	6	9	0	6.10	50
Facebook (SANDAGRegion)	8	17	7	3	2	2	4	3	2	2	3.74	50
Twitter (@SANDAG)	1	6	3	2	1	5	1	8	13	10	7.06	50
<i>Answered Question</i>											50	
<i>Skipped Question</i>											8	

Question 8

How would you prefer to have detailed or complicated material presented to you? Please only check one.

Answer Options	Response Percent	Response Count
Written information online for review and/or download in advance	55.1%	27
Live presentation at a meeting or workshop	4.1%	2
Brochure, flier, or printed material	16.3%	8
Map, chart, or other visual	24.5%	12
<i>Answered Question</i>		49
<i>Skipped Question</i>		9

Question 9

How are you currently connected to SANDAG? Please check all that apply.

Answer Options	Response Percent	Response Count
Receive e-mail notification of agendas, rEgion newsletter, or other electronic communication from SANDAG	23.9%	11
Attend Board meetings	6.5%	3
Attend Policy Advisory Committee meetings (such as Transportation Committee, Regional Planning Committee or Borders Committee meetings)	4.3%	2
Listen to Board or Policy Advisory Committee meetings via Web cast	10.9%	5
Attend SANDAG working group or ad hoc meetings	8.7%	4
Attend SANDAG-sponsored public meetings on transportation, transit, housing, or other projects	15.2%	7
Attend community-based organization meetings	19.6%	9
Provide public comment or input on plans, environmental documents, or other documents circulated for public comment	13.0%	6
Follow SANDAG through social media	65.2%	30
Other:	17.4%	8
<i>Answered Question</i>		46
<i>Skipped Question</i>		12

Question 10		
How well do you believe SANDAG currently communicates opportunities for public input in the planning process?		
Answer Options	Response Percent	Response Count
Very well	6.3%	3
Somewhat well	29.2%	14
Not very well	31.3%	15
Not well at all	10.4%	5
No opinion	22.9%	11
<i>Answered Question</i>		48
<i>Skipped Question</i>		10

Question 11		
Which of the following best describes you?		
Answer Options	Response Percent	Response Count
Business person	14.9%	7
Elected official	0.0%	0
Community group member	2.1%	1
Government agency staff	10.6%	5
Environmental group member or staff	2.1%	1
Community-based organization member	4.3%	2
Student	6.4%	3
Non-profit	6.4%	3
Stakeholder	0.0%	0
Concerned / interested resident	53.2%	25
<i>Answered Question</i>		47
<i>Skipped Question</i>		11

Question 12

In what part of San Diego County do you live?

Answer Options	Response Percent	Response Count
North County Coastal (Cities of Del Mar, Solana Beach, Encinitas, Carlsbad, Oceanside)	16.7%	8
North County Inland (Cities of Vista, San Marcos, Escondido, Poway)	6.3%	3
South County (Cities of Chula Vista, National City, Imperial Beach, Coronado)	14.6%	7
East County (Cities of El Cajon, Santee, La Mesa, Lemon Grove)	12.5%	6
City of San Diego	47.9%	23
County of San Diego Unincorporated Area	2.1%	1
Do not live in San Diego County	0.0%	0
<i>Answered Question</i>		48
<i>Skipped Question</i>		10

Question 13

What topics would you like to be notified about in the future? Please check all that apply.

Answer Options	Response Percent	Response Count
Land Use & Regional Growth	79.2%	38
Transportation	85.4%	41
Environment	58.3%	28
Borders (binational, tribal and interregional planning)	37.5%	18
Public Safety / Criminal Justice	35.4%	17
Demographics (Census, Estimates and Forecast)	50.0%	24
Compass Card	20.8%	10
FasTrak	16.7%	8
TransNet	25.0%	12
511/iCommute	35.4%	17
SANDAG Service Bureau	8.3%	4
Public health	45.8%	22
Public Participation Plan	45.8%	22
Not interested in being notified about SANDAG projects	0.0%	0
Other	0.0%	0
<i>Answered Question</i>		48
<i>Skipped Question</i>		10

Question 14

What is the best way to notify you about the project(s) you selected in the previous question? Please check one.

Answer Options	Response Percent	Response Count
E-mail	56.3%	27
Postcard or letter	4.2%	2
Newspaper Ad	0.0%	0
Post on SANDAG Web site	0.0%	0
RSS news feed	0.0%	0
Community or media sponsored site	0.0%	0
rEgion – the SANDAG electronic newsletter	0.0%	0
Announcement from community group	2.1%	1
Facebook (SANDAGRegion)	33.3%	16
Twitter (@SANDAG)	4.2%	2
	<i>Answered Question</i>	48
	<i>Skipped Question</i>	10

Question 15

Do you have any additional comments regarding SANDAG communications and/or public involvement activities?

	Response Count
<i>Answered Question</i>	11
<i>Skipped Question</i>	47

Question 16

Please provide necessary contact information. If you would like to receive rEgion, the SANDAG monthly electronic newsletter, or would like to be added to SANDAG e-mail distribution lists, please provide your e-mail address.

Answer Options	Response Percent	Response Count
Name:	97.6%	40
Organization:	39.0%	16
Address:	90.2%	37
Address 2:	9.8%	4
City:	92.7%	38
State:	92.7%	38
ZIP Code:	92.7%	38
Email Address:	95.1%	39
<i>Answered Question</i>		41
<i>Skipped Question</i>		17

PPP Survey Results

CBO Aggregates

Group: Low Income

Q1. Preferences for how to receive planning information

Value	Frequency
This organization's newsletter	89
Factsheets/handouts	107
E-mail	112
Web site	73
In your meetings	64
Radio	45
Other	19

Q2. How would you prefer to participate in discussions on planning issues that might affect your community?

Value	Frequency
Community workshops	167
Small group discussions	88
Online comments	71
Presentation with Q&A	69
Other	8
Not interested	13

Q3. How often would you like to participate in such discussions?

Value	Frequency
Every 6 months	86
Every 2 months	69
Once a months	117
Every 2 weeks	23

Q4a. Preferred time of day for meetings

Value	Frequency
Early morning (7 to 9 a.m.)	35
Mornings (9 a.m. to 12 p.m.)	93
Afternoons (12 to 5 p.m.)	66
Evenings (after 5 p.m.)	111
Any	11

Q4b. Preferred day of the week for meetings

Value	Frequency
Weekday	200
Saturday	38
Sunday	8
Any	41

Q5. Preferred location for meetings

Value	Frequency
This site	200
Neighborhood home	36
Local school	112
Local church	37
Other	20

Q6. Which of the following would make it easier for you to attend meetings?

Value	Frequency
Language interpreter	106
Childcare	96
Free Parking	122
Food/Refreshments	103
Other	12

Q7. Have you ever heard of SANDAG?

Value	Frequency
Yes	158
No	143

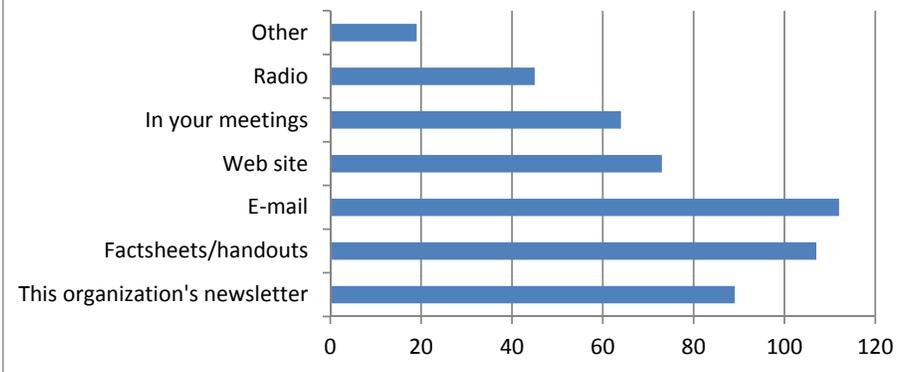
Q8. How do you typically receive information from SANDAG and other organizations?

Value	Frequency
Word of Mouth	68
Through this organization	127
Web site	52
E-mail	43
Social Media	22
Door-to-door canvassing	12
Newsletter	56
Radio	28
Other	19

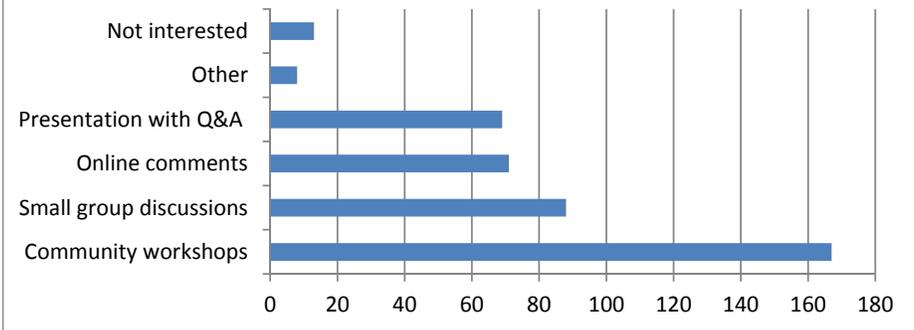
TV, newspapers

Low Income Aggregate Graphs

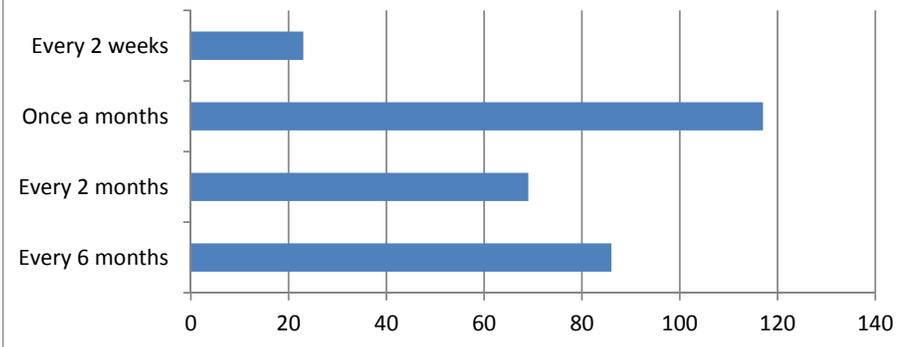
Q1. Preferences for how to receive planning information



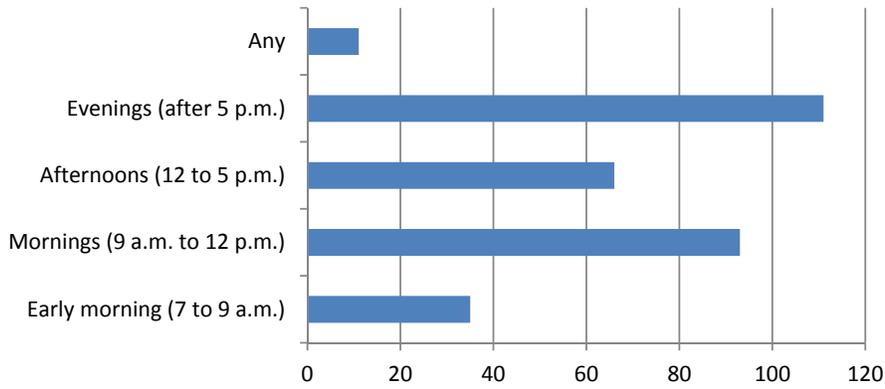
Q2. How would you prefer to participate in discussions on planning issues that might affect your community?



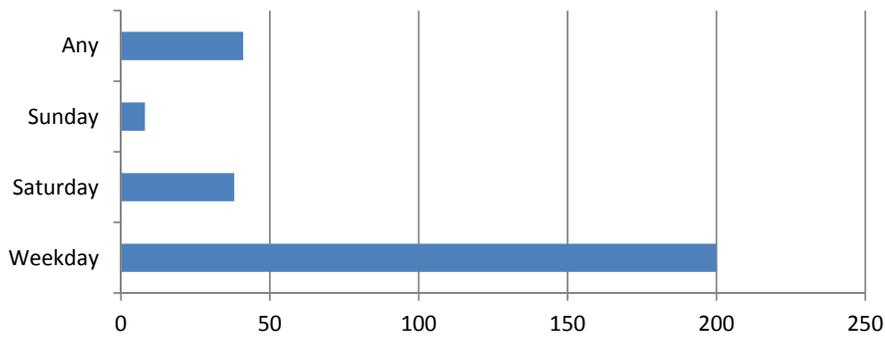
Q3. How often would you like to participate in such discussions?



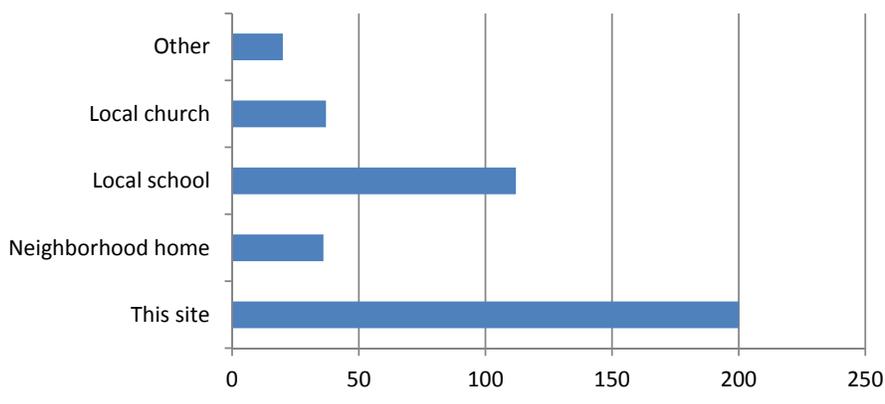
Q4a. Preferred time of day for meetings



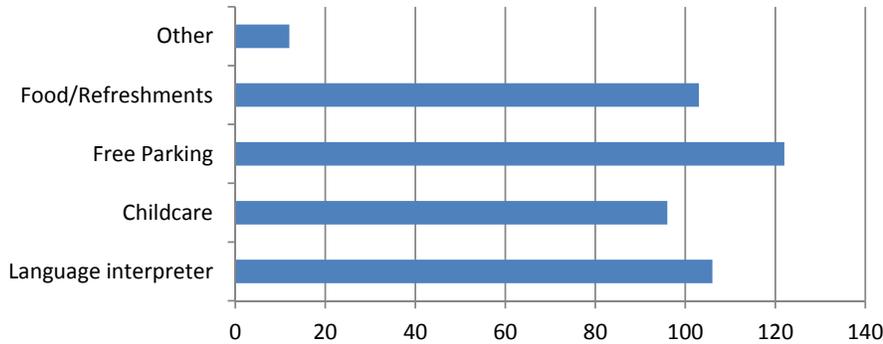
Q4b. Preferred day of the week for meetings



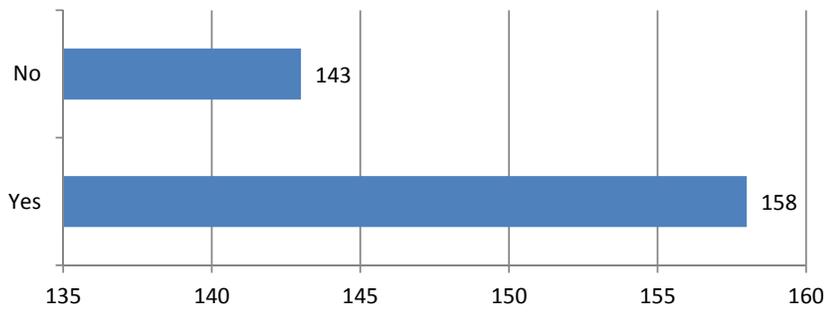
Q5. Preferred location for meetings



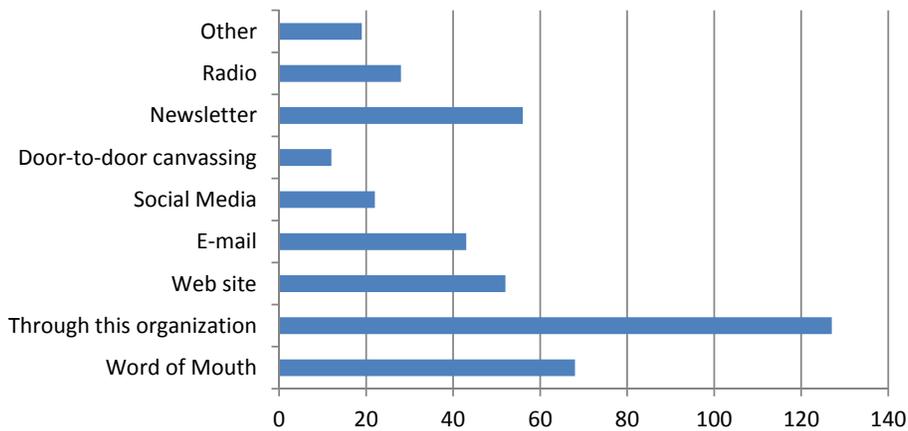
Q6. Which of the following would make it easier for you to attend meetings?



Q7. Have you ever heard of SANDAG?



Q8. How do you typically receive information from SANDAG and other organizations?



Group: Seniors

Q1. Preferences for how to receive planning information

Value	Frequency
This organization's newsletter	14
Factsheets/handouts	17
E-mail	24
Web site	8
In your meetings	13
Radio	9
Other	9

Q2. How would you prefer to participate in discussions on planning issues that might affect your community?

Value	Frequency
Community workshops	25
Small group discussions	16
Online comments	15
Presentation with Q&A	12
Other	2
Not interested	6

Q3. How often would you like to participate in such discussions?

Value	Frequency
Every 6 months	24
Every 2 months	15
Once a months	14
Every 2 weeks	3

Q4. Preferred time of day for meetings

Value	Frequency
Early morning (7 to 9 a.m.)	3
Mornings (9 a.m. to 12 p.m.)	13
Afternoons (12 to 5 p.m.)	4
Evenings (after 5 p.m.)	32
Any	5

Q4b. Preferred day of the week for meetings

Value	Frequency
Weekday	32
Saturday	4
Sunday	0
Any	20

Q5. Preferred location for meetings

Value	Frequency
This site	33
Neighborhood home	4
Local school	17
Local church	14
Other	7

Q6. Which of the following would make it easier for you to attend meetings?

Value	Frequency
Language interpreter	10
Childcare	6
Free Parking	29
Food/Refreshments	23
Other	2

Q7. Have you ever heard of SANDAG?

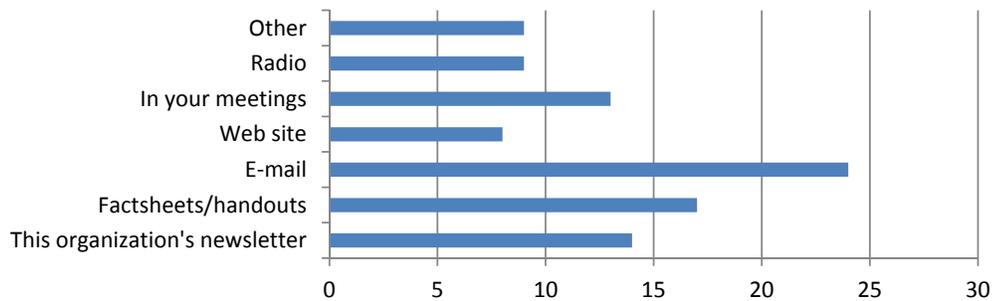
Value	Frequency
Yes	36
No	20

Q8. How do you typically receive information from SANDAG and other organizations?

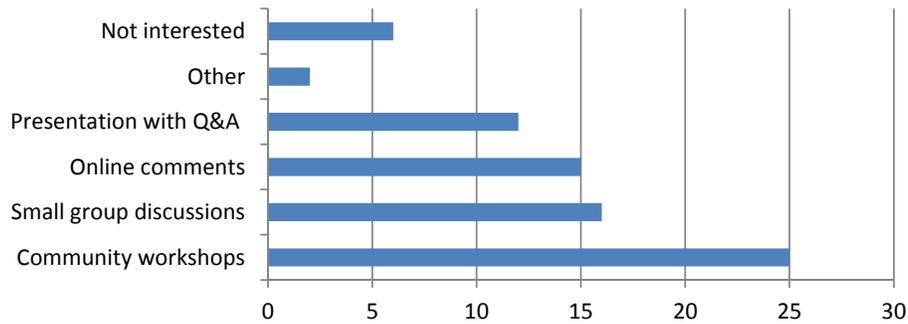
Value	Frequency
Word of Mouth	24
Through this organization	22
Web site	2
E-mail	6
Social Media	4
Door-to-door canvassing	1
Newsletter	9
Radio	6
Other	11

Seniors Aggregate

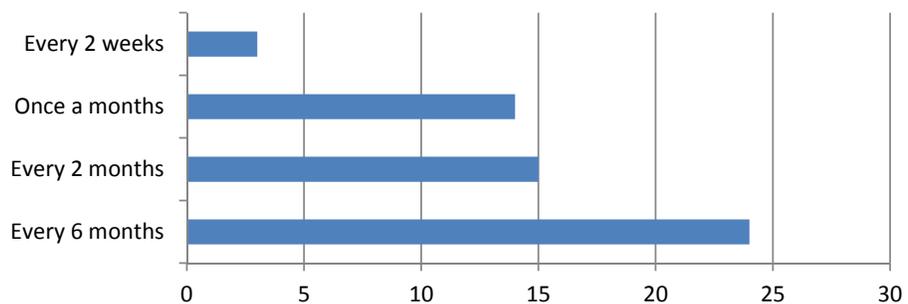
Q1. Preferences for how to receive planning information



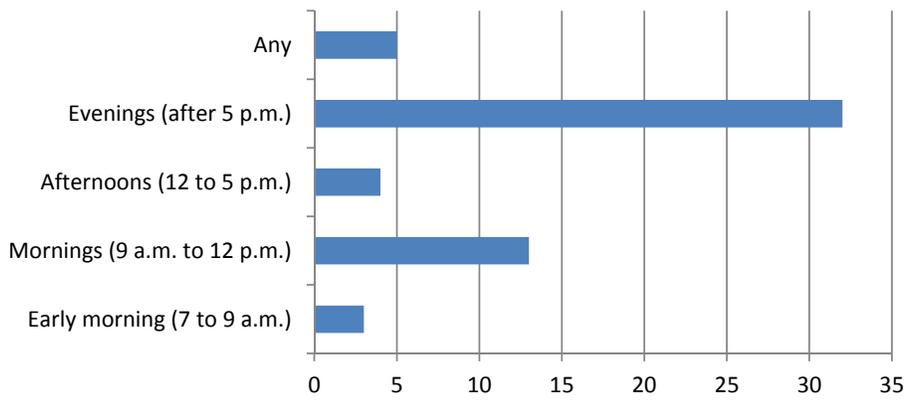
Q2. How would you prefer to participate in discussions on planning issues that might affect your community?



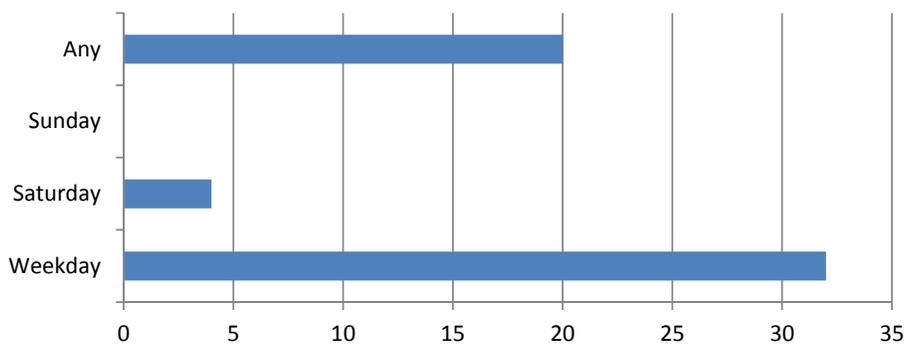
Q3. How often would you like to participate in such discussions?



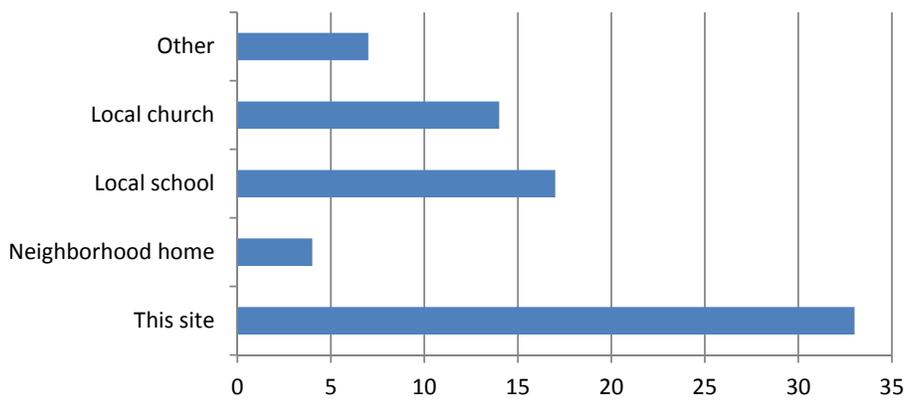
Q4. Preferred time of day for meetings



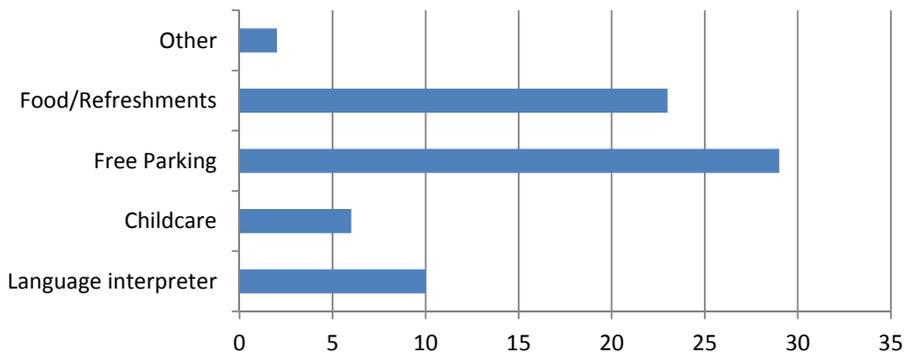
Q4b. Preferred day of the week for meetings



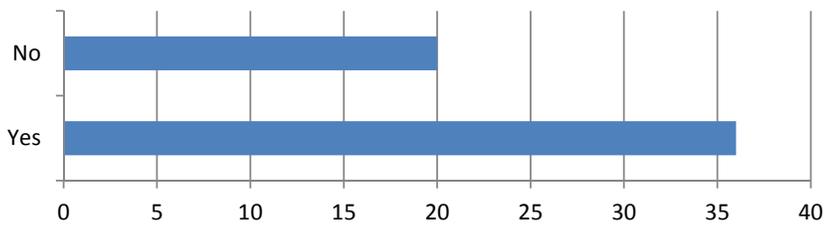
Q5. Preferred location for meetings



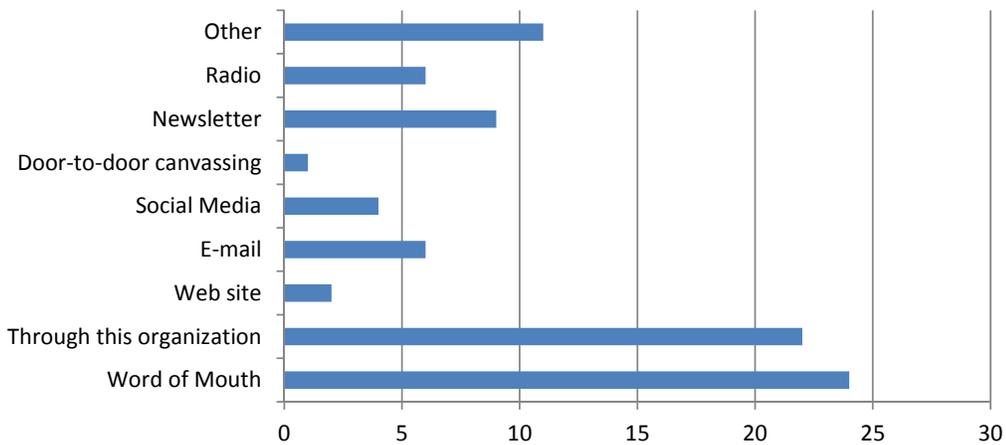
Q6. Which of the following would make it easier for you to attend meetings?



Q7. Have you ever heard of SANDAG?



Q8. How do you typically receive information from SANDAG and other organizations?



Group: Community organizers, agency staff, professionals

Q1. Preferences for how to receive planning information

Value	Frequency
This organization's newsletter	17
Factsheets/handouts	19
E-mail	22
Web site	13
In your meetings	21
Radio	5
Other	4

Q2. How would you prefer to participate in discussions on planning issues that might affect your community?

Value	Frequency
Community workshops	31
Small group discussions	20
Online comments	10
Presentation with Q&A	19
Other	1
Not interested	4

Q3. How often would you like to participate in such discussions?

Value	Frequency
Every 6 months	5
Every 2 months	18
Once a months	17
Every 2 weeks	5

Q4a. Preferred time of day for meetings

Value	Frequency
Early morning (7 to 9 a.m.)	10
Mornings (9 a.m. to 12 p.m.)	25
Afternoons (12 to 5 p.m.)	4
Evenings (after 5 p.m.)	8
Any	5

Q4b. Preferred day of the week for meetings

Value	Frequency
Weekday	27
Saturday	7
Sunday	0
Any	9

Q5. Preferred location for meetings

Value	Frequency
This site	28
Neighborhood home	0
Local school	21
Local church	6
Other	5

Q6. Which of the following would make it easier for you to attend meetings?

Value	Frequency
Language interpreter	21
Childcare	12
Free Parking	26
Food/Refreshments	13
Other	1

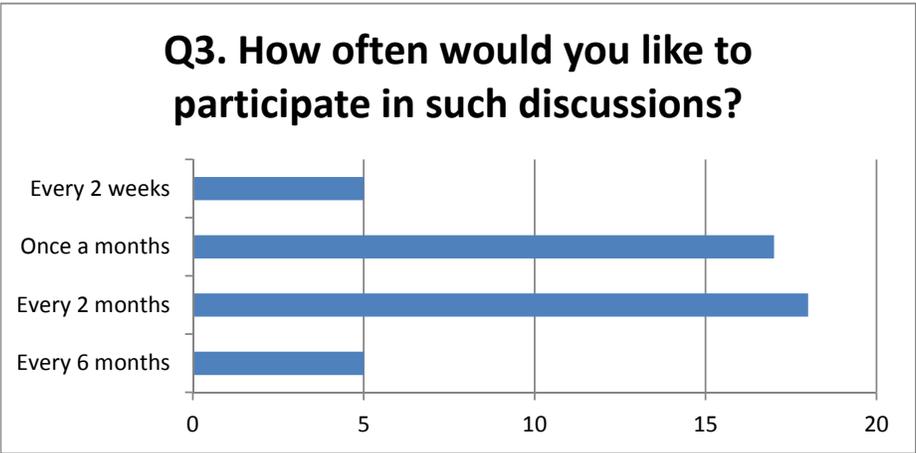
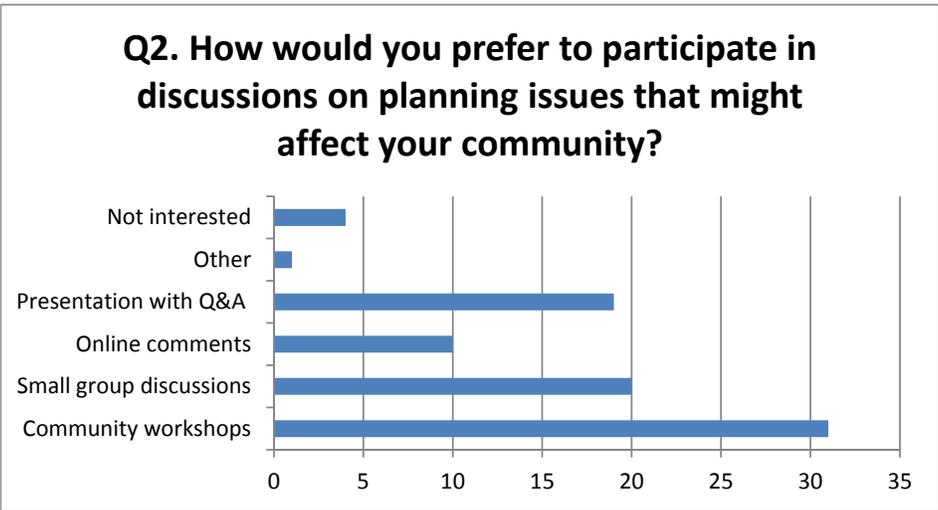
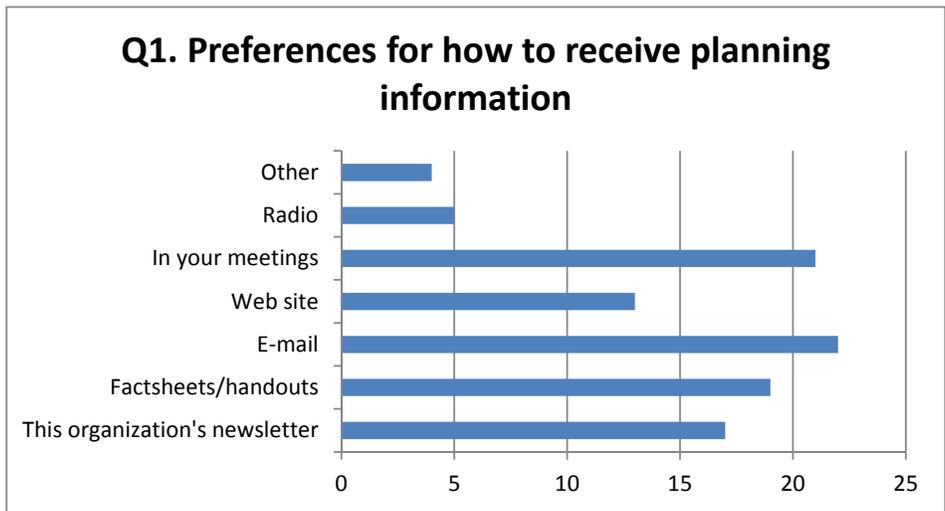
Q7. Have you ever heard of SANDAG?

Value	Frequency
Yes	29
No	17

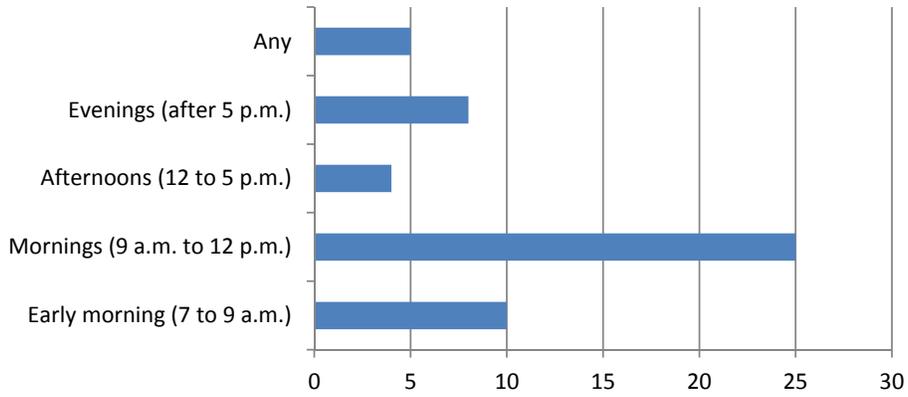
Q8. How do you typically receive information from SANDAG and other organizations?

Value	Frequency
Word of Mouth	8
Through this organization	18
Web site	7
E-mail	8
Social Media	3
Door-to-door canvassing	0
Newsletter	9
Radio	3
Other	6

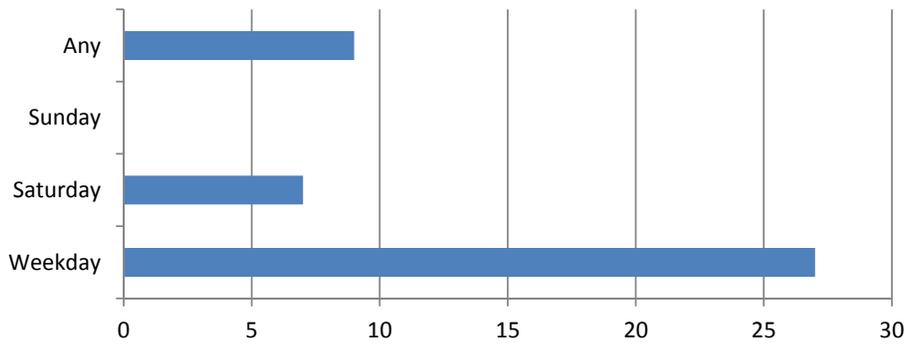
**Community Organizers (promotoras, etc.),
Local Agencies, Healthcare Professionals**



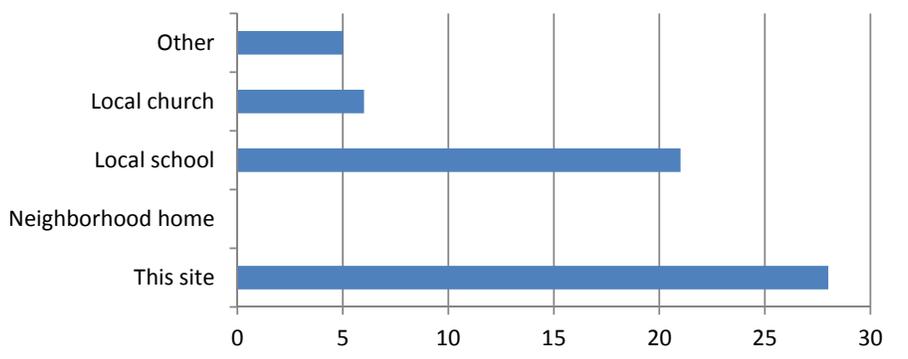
Q4a. Preferred time of day for meetings



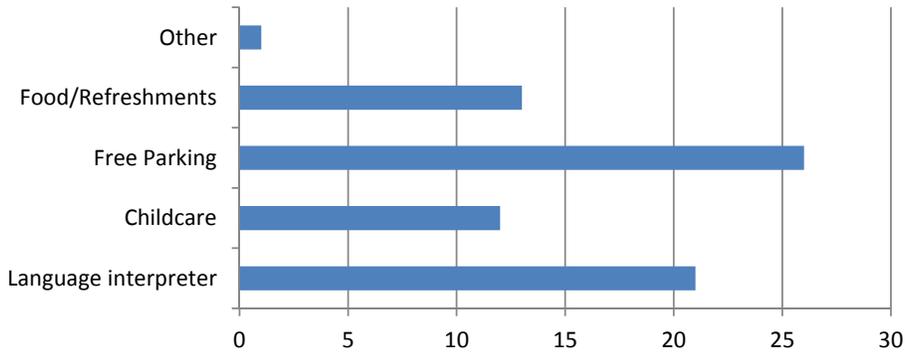
Q4b. Preferred day of the week for meetings



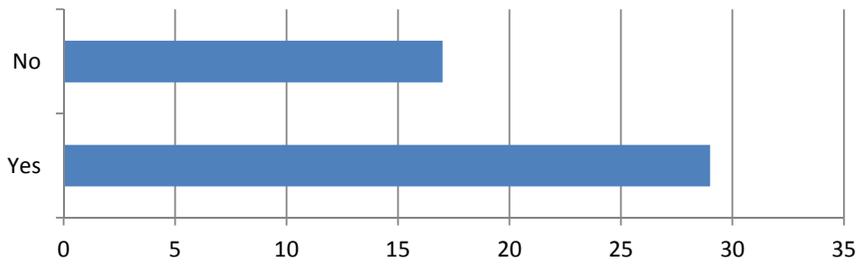
Q5. Preferred location for meetings



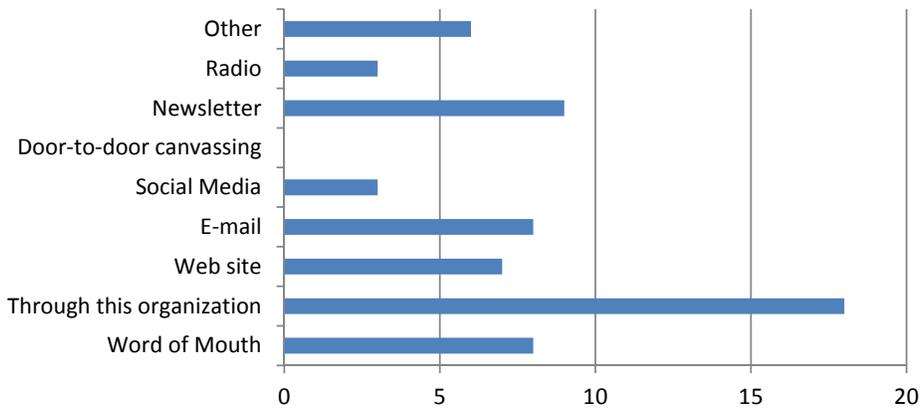
Q6. Which of the following would make it easier for you to attend meetings?



Q7. Have you ever heard of SANDAG?



Q8. How do you typically receive information from SANDAG and other organizations?



Group: Youth

Q1. Preferences for how to receive planning information

Value	Frequency
This organization's newsletter	11
Factsheets/handouts	12
E-mail	14
Web site	8
In your meetings	7
Radio	4
Other	2

Q2. How would you prefer to participate in discussions on planning issues that might affect your community?

Value	Frequency
Community workshops	10
Small group discussions	17
Online comments	9
Presentation with Q&A	11
Other	0
Not interested	5

Q3. How often would you like to participate in such discussions?

Value	Frequency
Every 6 months	15
Every 2 months	9
Once a months	8
Every 2 weeks	0

Q4. Preferred time of day for meetings

Value	Frequency
Early morning (7 to 9 a.m.)	1
Mornings (9 a.m. to 12 p.m.)	7
Afternoons (12 to 5 p.m.)	4
Evenings (after 5 p.m.)	18
Any	0

Q4b. Preferred day of the week for meetings

Value	Frequency
Weekday	17
Saturday	7
Sunday	3
Any	5

Q5. Preferred location for meetings

Value	Frequency
This site	9
Neighborhood home	0
Local school	16
Local church	4
Other	2

Q6. Which of the following would make it easier for you to attend meetings?

Value	Frequency
Language interpreter	7
Childcare	3
Free Parking	12
Food/Refreshments	15
Other	0

Q7. Have you ever heard of SANDAG?

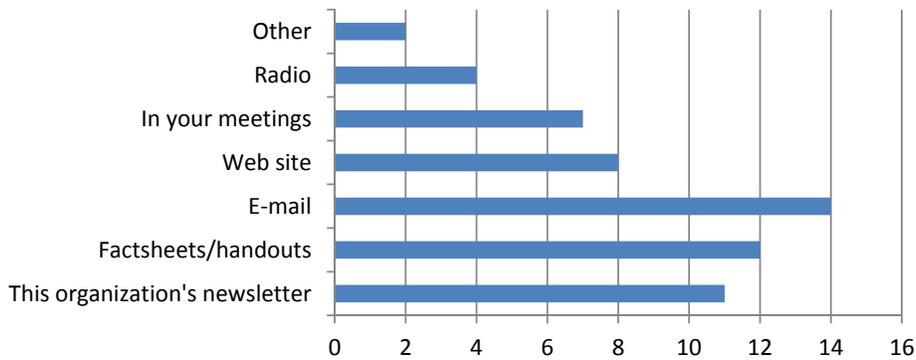
Value	Frequency
Yes	12
No	17

Q8. How do you typically receive information from SANDAG and other organizations?

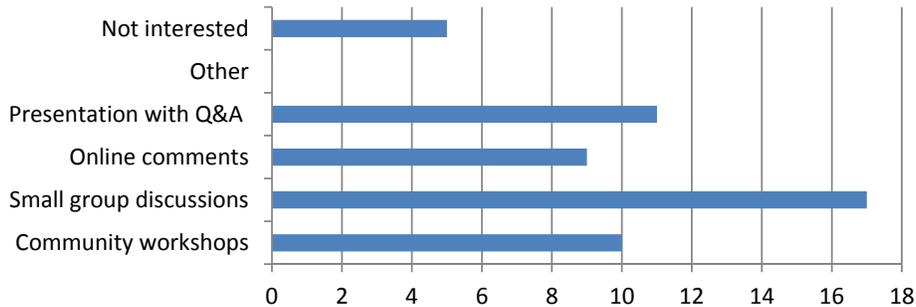
Value	Frequency
Word of Mouth	11
Through this organization	15
Web site	2
E-mail	4
Social Media	0
Door-to-door canvassing	2
Newsletter	3
Radio	3
Other	3

Youth Graphs

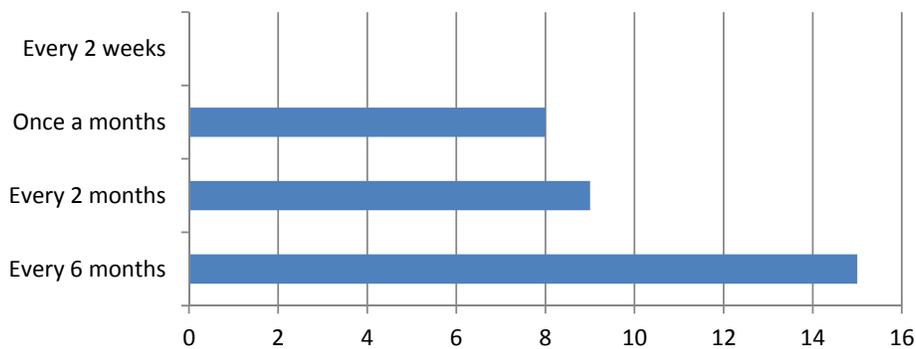
Q1. Preferences for how to receive planning information



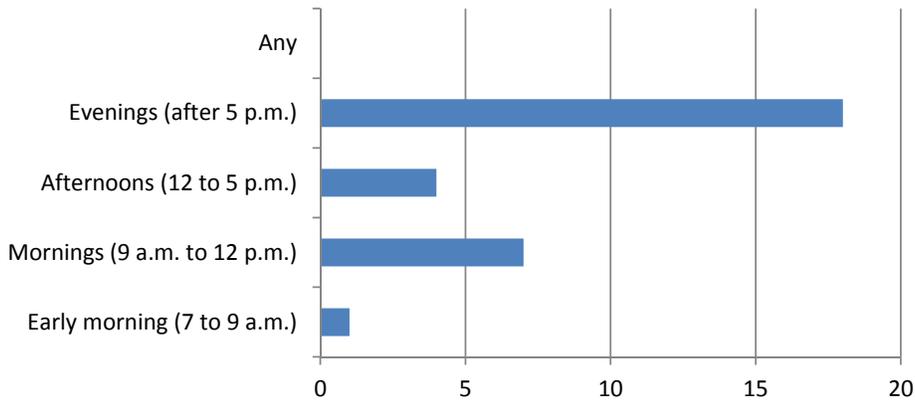
Q2. How would you prefer to participate in discussions on planning issues that might affect your community?



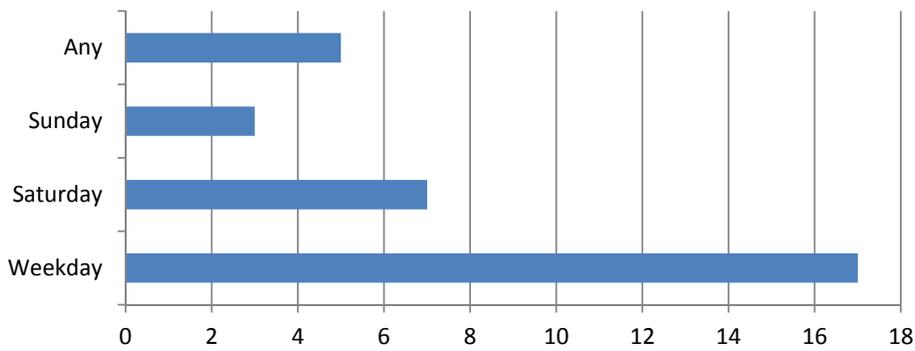
Q3. How often would you like to participate in such discussions?



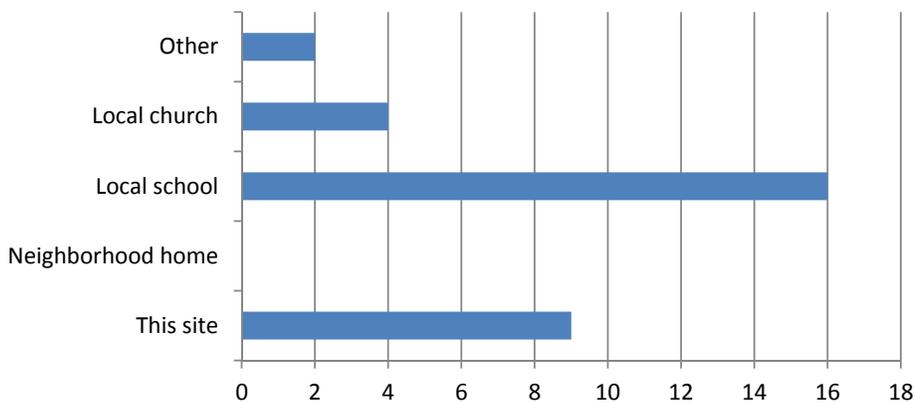
Q4. Preferred time of day for meetings



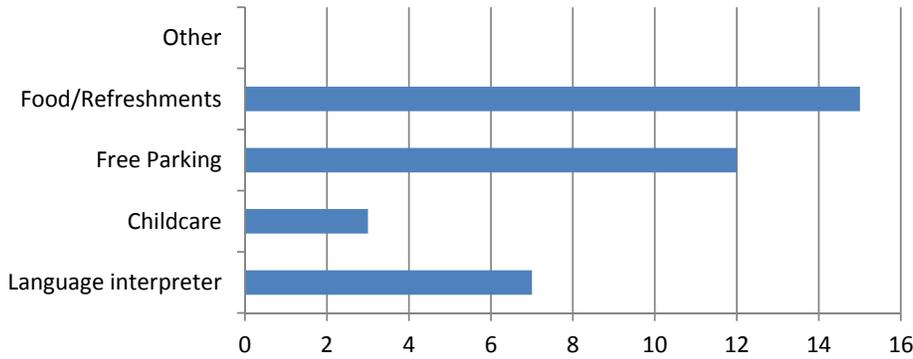
Q4b. Preferred day of the week for meetings



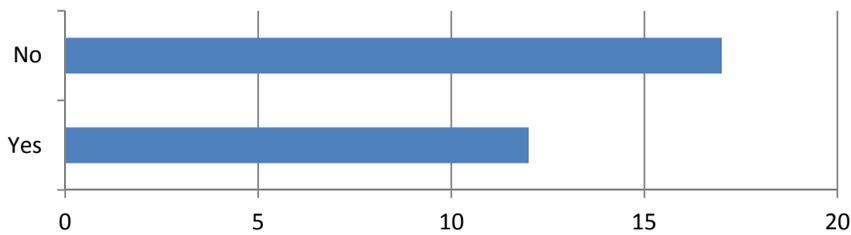
Q5. Preferred location for meetings



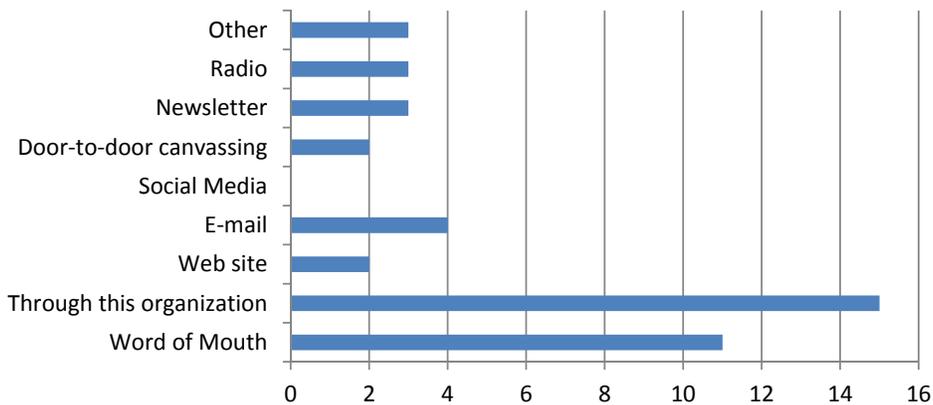
Q6. Which of the following would make it easier for you to attend meetings?



Q7. Have you ever heard of SANDAG?



Q8. How do you typically receive information from SANDAG and other organizations?



ALL - across all categories

Q1. Preferences for how to receive planning information

Value	Frequency
This organization's newsletter	131
Factsheets/handouts	155
E-mail	183
Web site	97
In your meetings	105
Radio	63
Other	35

*mail, etc.

Q2. How would you prefer to participate in discussions on planning issues that might affect your community?

Value	Frequency
Community workshops	233
Small group discussions	141
Online comments	105
Presentation with Q&A	115
Other	11
Not interested	28

633

Q3. How often would you like to participate in such discussions?

Value	Frequency
Every 6 months	130
Every 2 months	111
Once a months	156
Every 2 weeks	31

Q4a. Preferred time of day for meetings

Value	Frequency
Early morning (7 to 9 a.m.)	49
Mornings (9 a.m. to 12 p.m.)	138
Afternoons (12 to 5 p.m.)	80
Evenings (after 5 p.m.)	174
Any	21

Q4b. Preferred day of the week for meetings

Value	Frequency
Weekday	279
Saturday	56
Sunday	11
Any	79

Q5. Preferred location for meetings

Value	Frequency
This site	255
Neighborhood home	42
Local school	167
Local church	62
Other	36

Q6. Which of the following would make it easier for you to attend meetings?

Value	Frequency
Language interpreter	148
Childcare	117
Free Parking	193
Food/Refreshments	157
Other	15

Q7. Have you ever heard of SANDAG?

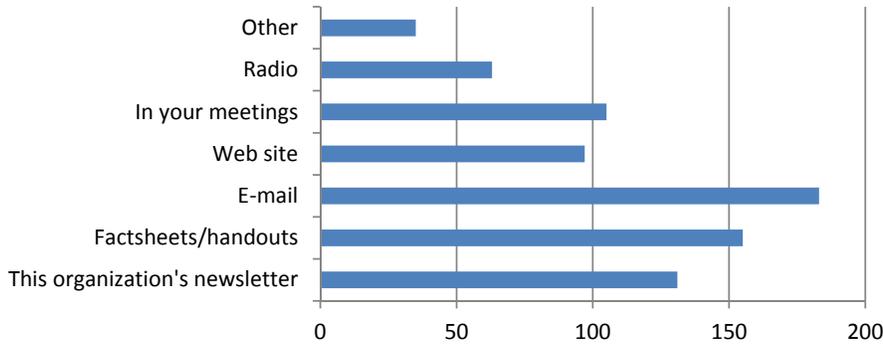
Value	Frequency
Yes	238
No	201

Q8. How do you typically receive information from SANDAG and other organizations?

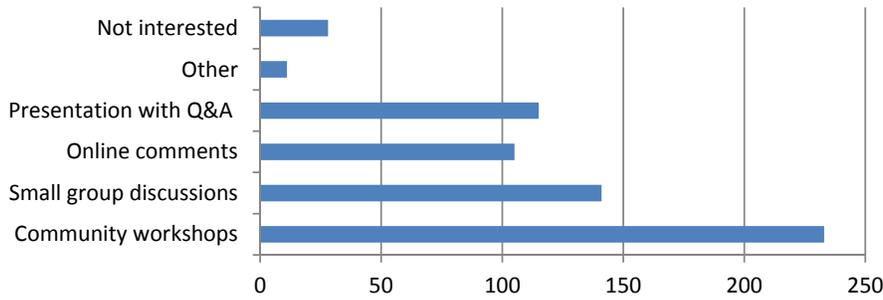
Value	Frequency
Word of Mouth	113
Through this organization	186
Web site	64
E-mail	63
Social Media	29
Door-to-door canvassing	15
Newsletter	78
Radio	41
Other	39

Entire Aggregate Data Graphs

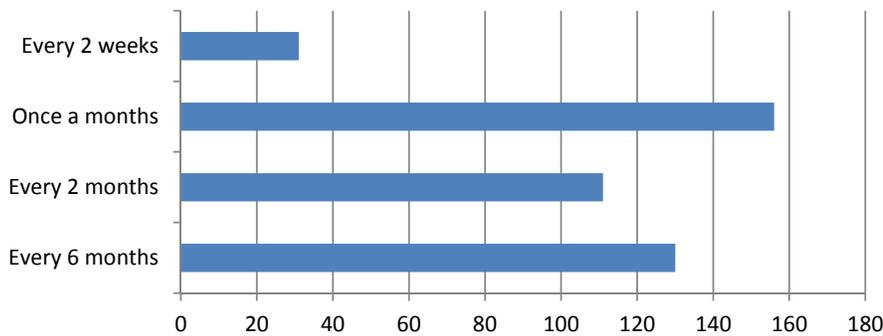
Q1. Preferences for how to receive planning information



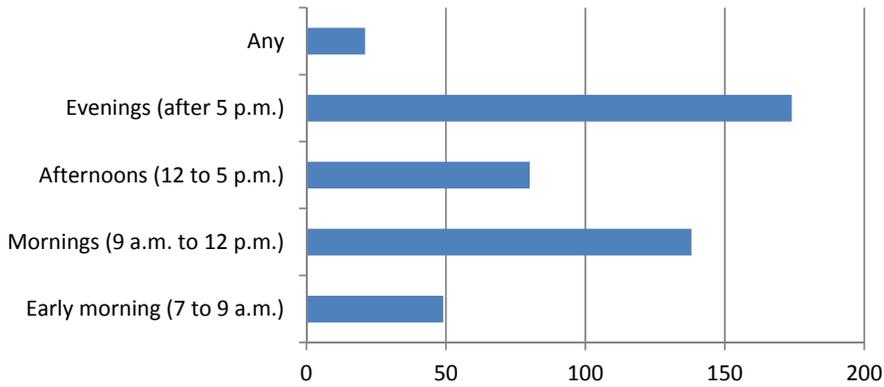
Q2. How would you prefer to participate in discussions on planning issues that might affect your community?



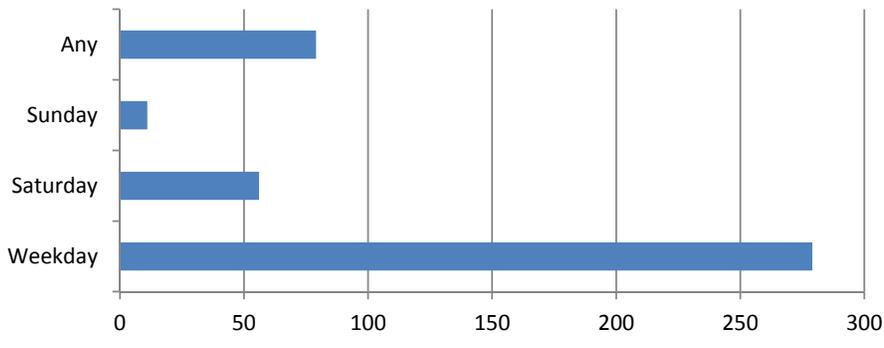
Q3. How often would you like to participate in such discussions?



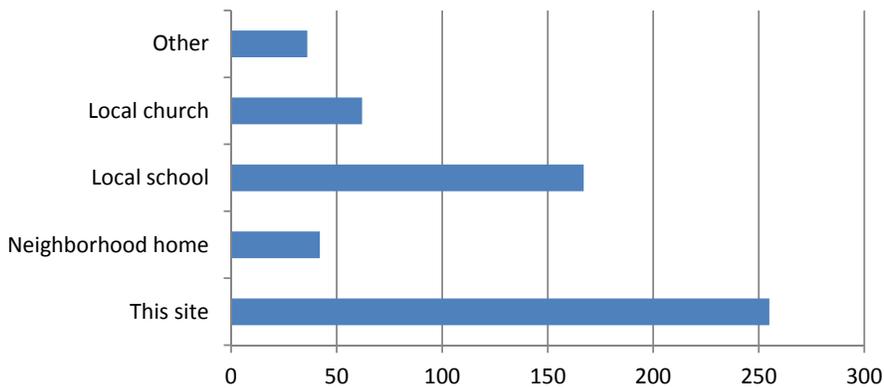
Q4a. Preferred time of day for meetings



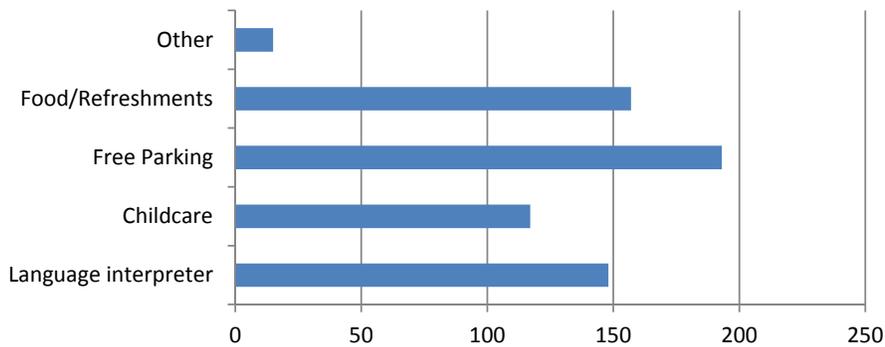
Q4b. Preferred day of the week for meetings



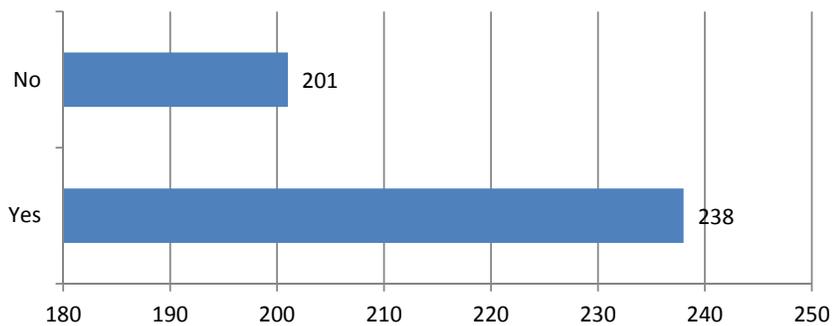
Q5. Preferred location for meetings



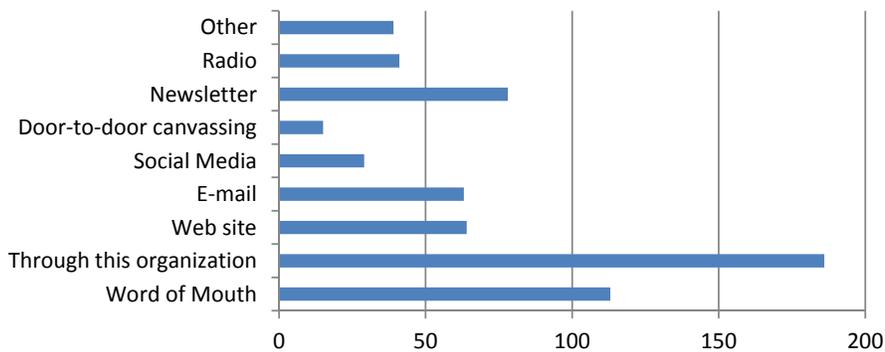
Q6. Which of the following would make it easier for you to attend meetings?



Q7. Have you ever heard of SANDAG?



Q8. How do you typically receive information from SANDAG and other organizations?



Appendix B

Excerpt from Federal Register/Vol. 72 No. 30

Title 23: Highways; Part 450—Planning Assistance and Standards

450.316 Interested parties, participation, and consultation.

(a) The Metropolitan Planning Organization (MPO) shall develop and use a documented participation plan that defines a process for providing citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.

(1) The participation plan shall be developed by the MPO in consultation with all interested parties and shall, at a minimum, describe explicit procedures, strategies, and desired outcomes for:

(i) Providing adequate public notice of public participation activities and time for public review and comment at key decision points, including but not limited to a reasonable opportunity to comment on the proposed metropolitan transportation plan and the Transportation Improvement Program (TIP);

(ii) Providing timely notice and reasonable access to information about transportation issues and processes;

(iii) Employing visualization techniques to describe metropolitan transportation plans and TIPs;

(iv) Making public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web;

(v) Holding any public meetings at convenient and accessible locations and times;

(vi) Demonstrating explicit consideration and response to public input received during the development of the metropolitan transportation plan and the TIP;

(vii) Seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services;

(viii) Providing an additional opportunity for public comment, if the final metropolitan transportation plan or TIP differs significantly from the version that was made available for public comment by the MPO and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts;

(ix) Coordinating with the statewide transportation planning public involvement and consultation processes under subpart B of this part; and

(x) Periodically reviewing the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process.

(2) When significant written and oral comments are received on the draft metropolitan transportation plan and TIP (including the financial plans) as a result of the participation process in this section or the interagency consultation process required under the EPA transportation conformity regulations (40 CFR part 93), a summary, analysis, and report on the disposition of comments shall be made as part of the final metropolitan transportation plan and TIP.

(3) A minimum public comment period of 45 calendar days shall be provided before the initial or revised participation plan is adopted by the MPO. Copies of the approved participation plan shall be provided to the FHWA and the FTA for informational purposes and shall be posted on the World Wide Web, to the maximum extent practicable.

(b) In developing metropolitan transportation plans and TIPs, the MPO should consult with agencies and officials responsible for other planning activities within the MPA that are affected by transportation (including State and local planned growth, economic development, environmental protection, airport operations, or freight movements) or coordinate its planning process (to the maximum extent practicable) with such planning activities. In addition, metropolitan transportation plans and TIPs shall be developed with due consideration of other related planning activities within the metropolitan area, and the process shall provide for the design and delivery of transportation services within the area that are provided by:

(1) Recipients of assistance under title 49 U.S.C. Chapter 53;

(2) Governmental agencies and non-profit organizations (including representatives of the agencies and organizations) that receive Federal assistance from a source other than the U.S. Department of Transportation to provide non-emergency transportation services; and

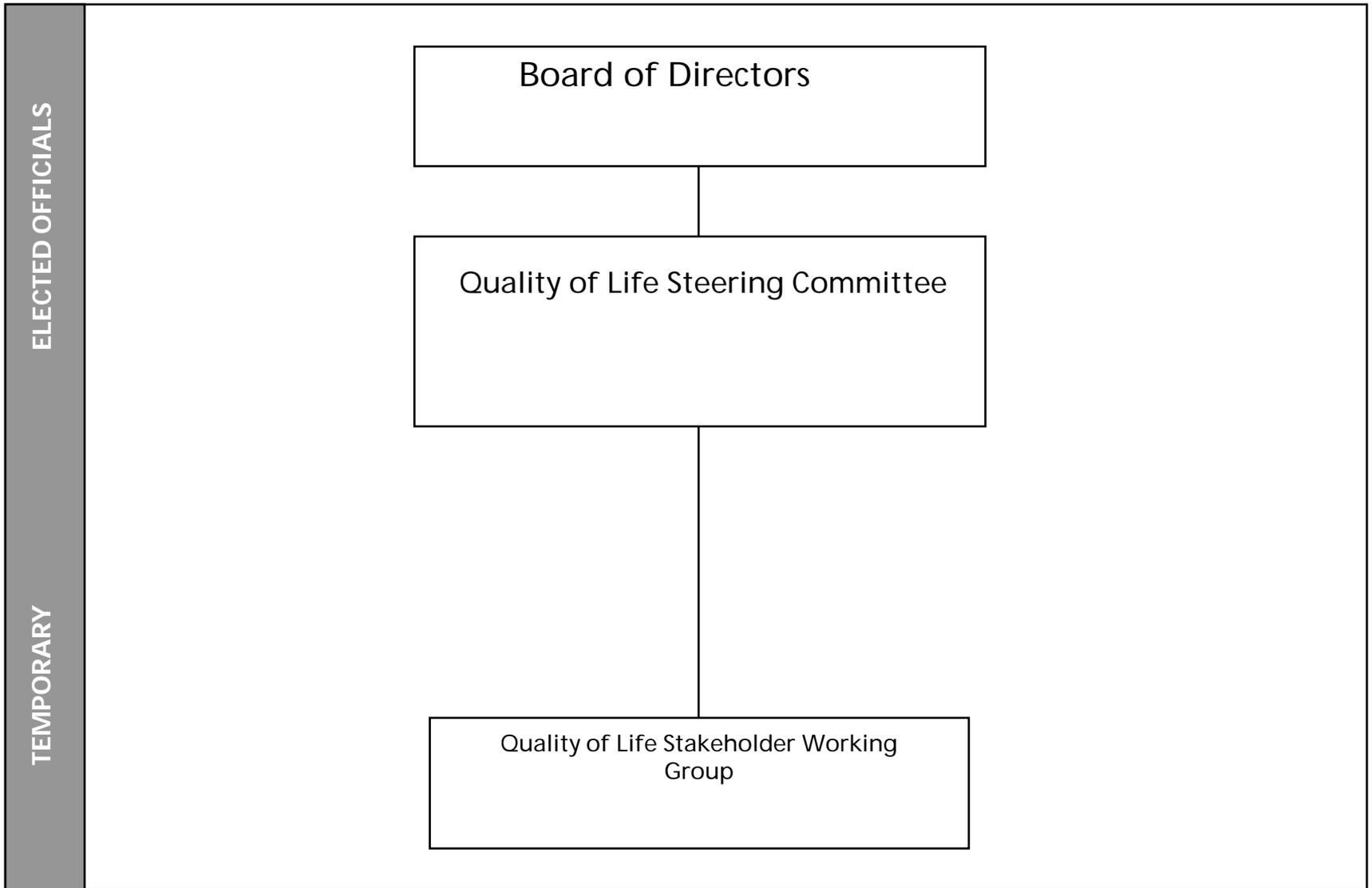
(3) Recipients of assistance under 23 U.S.C. 204.

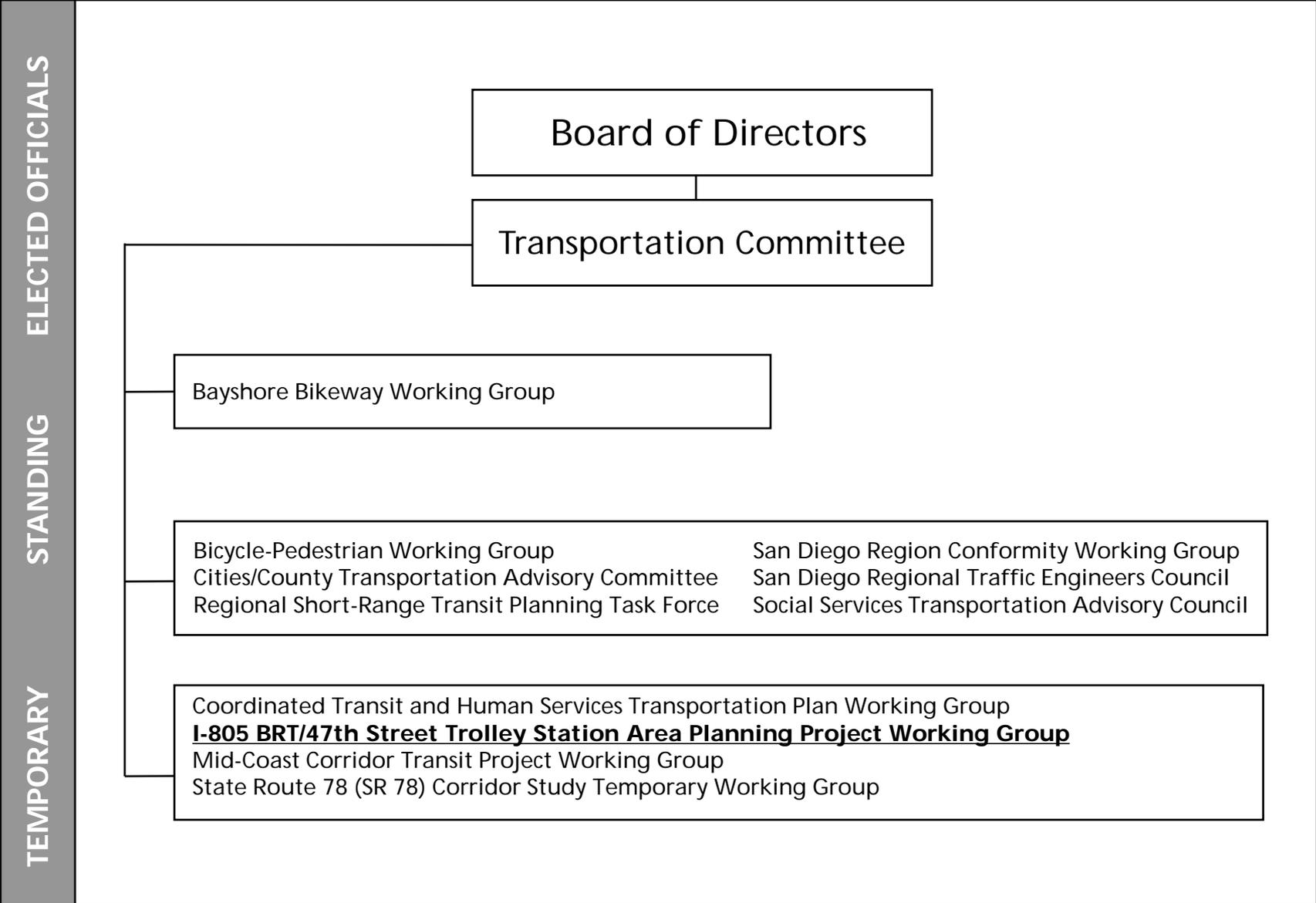
(c) When the MPA includes Indian Tribal lands, the MPO shall appropriately involve the Indian Tribal government(s) in the development of the metropolitan transportation plan and the TIP.

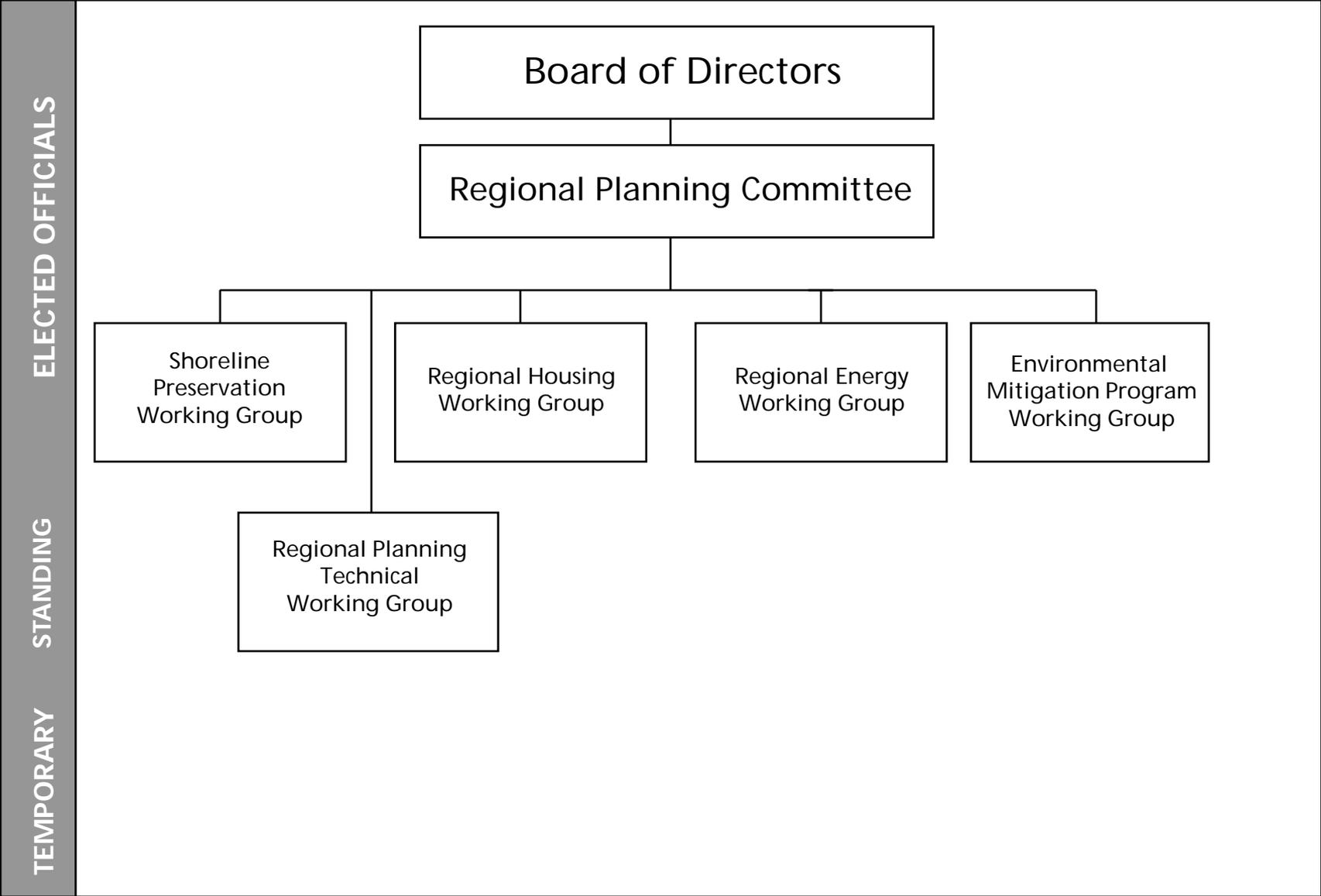
(d) When the MPA includes Federal public lands, the MPO shall appropriately involve the Federal land management agencies in the development of the metropolitan transportation plan and the TIP.

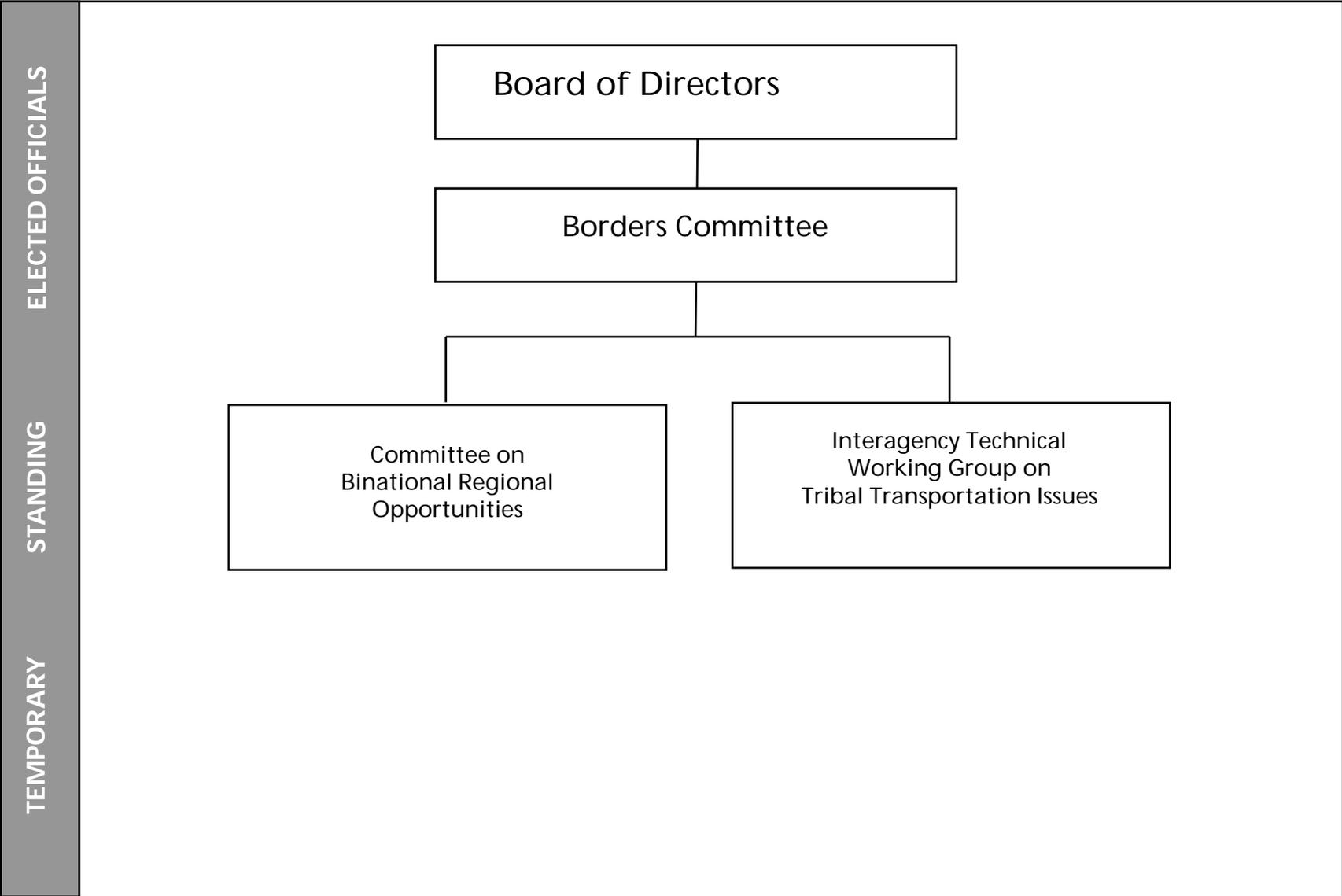
(e) MPOs shall, to the extent practicable, develop a documented process(es) that outlines roles, responsibilities, and key decision points for consulting with other governments and agencies, as defined in paragraphs (b), (c), and (d) of this section, which may be included in the agreement(s) developed under §450.314.

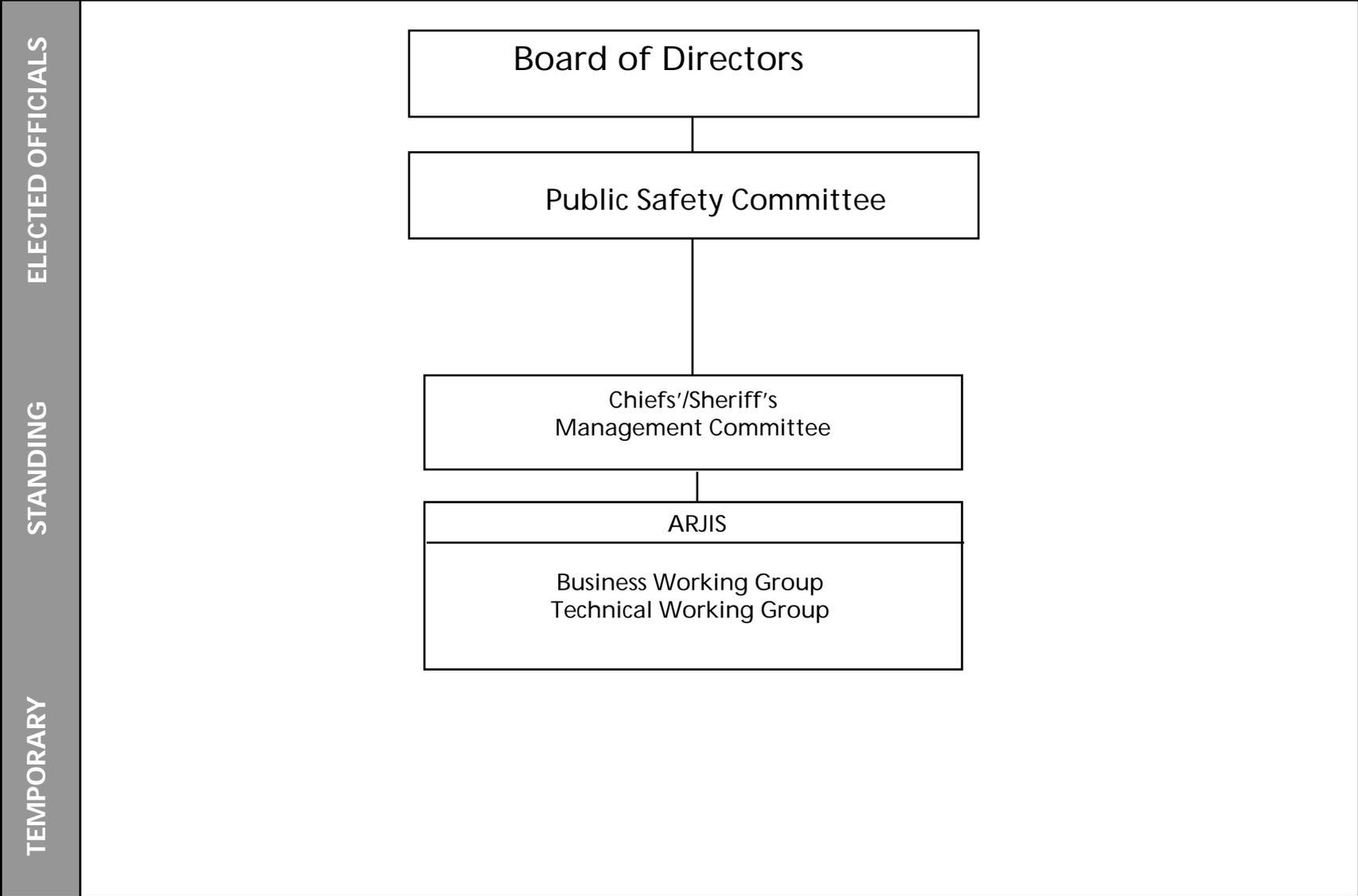
Appendix C
Policy Advisory Committees and Related Working Groups













PUBLIC PARTICIPATION/INVOLVEMENT POLICY

Purpose

This policy establishes a process for obtaining input from and providing information to the public concerning agency programs, projects, and program funding in order to ensure the public is informed and has the opportunity to provide SANDAG with input so plans can reflect the public's desire. SANDAG will review and update this plan every three years. Various federal and state laws and regulations require that an agency such as SANDAG conduct public participation programs to ensure that the public is involved and that community concerns are addressed. For example, planning of mass transit capital projects, development of short range service policies and plans, and fare policy and structure changes to public transportation require public participation. The California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) also have public information components that require an agency such as SANDAG to conduct public participation programs to ensure that the public is involved and that community concerns are addressed. A significant component of the SANDAG mission is a strong commitment to public participation and involvement to include all residents and stakeholders in the regional planning process.

The public participation policy is consistent with the requirements of Public Utility Code Section 132360.1 established with the passage of Assembly Bill 361 which reads as follows:

(c) The agency shall engage in a public collaborative planning process; recommendations from that process shall be made available and considered for integration into the plan. A procedure to carry out this process including a method of addressing and responding to recommendations from the public shall be adopted.

Social Equity and Environmental Justice

Ensuring the meaningful involvement of low income, minority, disabled, senior, and other traditionally underrepresented communities is a key component of SANDAG public participation activities. SANDAG policies, procedures, and programs are consistent with federal and state environmental justice laws, regulations, and requirements, Title VI, related nondiscrimination requirements, and reflect the principles of social equity and environmental justice. Social equity means ensuring that all people are treated fairly and are given equal opportunity to participate in the planning and decision-making process, with an emphasis on ensuring that traditionally disadvantaged groups are not left behind. Environmental justice means ensuring that plans, policies, and actions do not disproportionately affect low income and minority communities.

Scope

The policy addresses public participation policies and public information efforts in the following areas:

- A. Overall Public Participation Process
- B. Short Range Program – Regional Transportation Improvement Program
- C. Development Planning
- D. Design and Construction
- E. Fare Changes
- F. Short Range Transit Planning
- G. Native American Consultation

A. Overall Public Participation Process -- *Unless otherwise noted or required, these are SANDAG general policies for public participation for major planning initiatives such as the Regional Transportation Plan, Regional Comprehensive Plan, Regional Short Range Transit Plan, and other planning and programming projects*

1. The SANDAG Public Participation/Involvement Program is designed to inform and involve the region's residents in the decision-making process on issues such as growth, transportation, environmental management, housing, open space, air quality, energy, fiscal management, economic development, and public safety.
2. The Public Participation/Involvement Program seeks to involve all citizens, including but not limited to low income households, limited English proficient individuals, Hispanic, African American, Asian, Native American, senior, and other communities, persons with disabilities, as well as community and civic organizations, public agencies, business groups and associations, environmental organizations, and other stakeholders.
3. SANDAG Board meetings provide the public forum and decision point for significant regional issues. SANDAG Directors usually hold one or two Board meetings each month: a Board Policy Meeting the second Friday of each month and a Board Business Meeting the fourth Friday of each month. Meetings held at the SANDAG office are accessible by public transit. During these meetings, Directors adopt plans, allocate transportation funds, approve transit construction plans, approve transit fare changes, and establish policies and develop programs that are used by local governments as well as other public and private organizations.
4. The SANDAG Public Participation/Involvement Program shall comply with the Americans with Disabilities Act (ADA). SANDAG shall hold public meetings in buildings, rooms, or locations that are accessible to persons with disabilities. SANDAG shall provide public meeting information in alternate formats and shall provide special accommodations at public meetings with three business days notice.
5. The SANDAG Public Participation/Involvement Program is carried out as an integrated work element of the agency's Overall Work Program and Budget and as part of other programming, development, and implementation processes such as the Regional Transportation Plan, the Regional Comprehensive Plan, Regional Short

Range Transit Plan, Regional Transportation Improvement Program, Environmental Impact Reports, transit capital project development, project construction, transit fare changes, corridor studies, and other projects.

6. SANDAG shall proactively seek and promote public participation in SANDAG workshops and public hearings, as well as participation and attendance at committees, working groups, and task forces. SANDAG shall follow local, state, and federal guidelines for posting public meeting and hearing notices. Depending upon the specific project, SANDAG shall endeavor to hold meetings at times that can attract as many participants as possible, including evenings and weekends and at locations in communities throughout the region. SANDAG shall endeavor to hold these meetings in locations that are accessible by public transit.
7. SANDAG shall inform the public in a timely manner about regional issues, actions, and pending decisions through a number of efforts. As needed or required, SANDAG shall post public notices in newspapers of general circulation for publication of legal notices. Other publication and distribution efforts can include mail distribution to residents, agencies, and city/county governments, the SANDAG Web site, e-mail lists, and rEgion – the SANDAG monthly electronic newsletter. As needed, SANDAG also shall distribute press releases and media alerts to local, regional, and Mexico border area print and broadcast media.
8. SANDAG shall regularly inform local print and broadcast media about SANDAG decisions, events, research, and other issues. SANDAG shall regularly distribute press releases to County News Service, Daily Transcript, East County Californian, El Latino, La Prensa, Los Angeles Times, North County Times, San Diego Business Journal, San Diego Metropolitan, San Diego Union-Tribune, San Diego Voice & Viewpoint, The Star News, and numerous community newspapers. SANDAG shall also distribute information to local and Mexico radio and television stations.
9. SANDAG shall use its Web site to provide the public with useful and timely information including meeting schedules and agendas; plans and environmental documents; reports and other publications; demographic profiles and data downloads; and interactive database and mapping applications.
10. As appropriate and as required by local, state, and federal guidelines, SANDAG shall translate into Spanish, and other languages, publications, announcements, and Web content. In addition, numerous staff members are bilingual Spanish-English speakers and participate in public outreach and conduct presentations in Spanish. Translators shall be hired as needed and as required by local, state, and federal guidelines to provide services in Spanish and other languages as appropriate.
11. SANDAG conducts periodic public opinion surveys as part of the outreach and citizen participation component of the SANDAG work program. These surveys shall be designed to include the San Diego region's residents in the regional planning process and to keep SANDAG officials aware of issues that are of concern to the people who live here.

12. SANDAG will endeavor to respond to general comments received by phone, fax, letter, or e-mail within five (5) business days of receipt. Comments shall be routed to the SANDAG staff person who is responsible for that issue. Comments may be responded to in writing (e-mail or letter) or may be resolved with the initial phone call. Some comments may need to be resolved by another agency or jurisdiction so the customer is referred to the appropriate entity. When a comment is submitted as part of a public review process (e.g., a plan or environmental report) the comment and response is logged into a database. Comments, concerns, and responses received as part of a public review process shall be included in the final plan or report.

B. Short Range Program – Regional Transportation Improvement Program (RTIP) – *document updated every two years outlining major transportation projects to be implemented during a five-year period.*

1. SANDAG shall follow the latest federal and state regulations regarding participation by interested parties.
2. As the document that implements the long range plan, the RTIP shall be incorporated as part of the Board adopted public involvement process established for the Regional Transportation Plan (October 27, 2006) including participating in public outreach efforts, providing adequate public notice (legal notice publications), employing visualization techniques, holding public meetings at convenient and accessible locations.
3. SANDAG shall respond to any significant public input or comment received during the development of the biennial update and/or during the amendment cycle as part of its report to the Board or Transportation Committee (as appropriate).
4. The biennial RTIP update will be noticed in newspapers of general circulation including in alternate languages and a public hearing shall be held prior to final adoption by the Board of Directors.
5. During the amendment cycle, SANDAG will provide a draft of the amendment to all interested parties for a 15-day comment period.

C. Development Planning – *Planning, environmental, preliminary engineering activities on major capital projects.*

1. SANDAG shall follow current federal and state regulations regarding public involvement processes and procedures. SANDAG shall develop public involvement programs tailored to meet specific project needs which address the unique challenges presented by each project. Programs shall be developed using the joint Federal Highway Administration and Federal Transit Administration (FHWA/FTA) guidelines titled “Public Involvement Techniques for Transportation Decision-Making.”
2. The public involvement program shall set objectives, identify people to be reached, develop public involvement strategy, and define specific outreach techniques.

3. The public involvement program shall be developed so that critical community concerns and technical issues are identified in the study. The issues need to address the engineering, environmental, economic, and financial analyses that respond effectively to community needs and preferences and satisfy local, state, and federal environmental clearance requirements.
4. To facilitate community participation, lists of individuals, agencies, and organizations shall be developed for distribution of agency materials. These lists will include persons who have indicated an interest in transportation planning projects during previous public information efforts and/or focused on the specific project. Project information would be distributed to the persons on this list in conjunction with public meetings and workshops, to solicit comments and recommendations.
5. Environmental documents shall be prepared in accordance with California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA), as appropriate, and in coordination and consultation with various federal, state, and local agencies, and with elected officials, community leaders, organizations, and other individuals from the neighborhoods and communities potentially affected by the proposed action. Coordination and public involvement shall be achieved through a variety of means, such as formal public hearings and meetings, circulation of draft documents, mailings, focus group meetings, workshops, and individual/group contacts.
6. Formal scoping meetings, public hearings, and/or other meetings during the comment period and environmental document certification shall be held in accordance with the requisite environmental document. As required, meetings shall be announced in the Federal Register, local publications, and on the SANDAG Web site. Persons and organizations on the project mailing list also will be notified. SANDAG shall endeavor to hold public meetings in locations accessible by public transit.
7. SANDAG shall prepare and distribute appropriate notices and communications to comply with CEQA and NEPA requirements.
8. A public information program shall be developed to inform the community of factors related to the project. The information program may include briefings for the news media, informational meetings, presentations to include community and professional associations and educational institutions, business groups and associations, environmental organizations, and other public forums.
9. A project working group may be organized to review and comment on the project to build understanding and identify support for feasible alternatives. This group may consist of various elected officials/staff, community and neighborhood organizations, business organizations, property owners, and other stakeholders and interested parties. This group would be formed to provide comment and guidance regarding technical issues, review study alternatives and evaluation results, and provide community input regarding the alternatives. This iterative process would allow for identified issues and concerns to receive follow-up responses. Meeting summaries of project working group activities shall be produced. Meeting notices, agendas, and/or other information shall be posted to the SANDAG Web site.

10. Other public input opportunities include SANDAG Board of Directors meetings and meetings of SANDAG policy committees: Executive, Transportation, Regional Planning, Borders, and Public Safety. Other opportunities for public participation are at working group meetings, general public meetings, and presentations to planning and community groups.

D. Design and Construction – *Design and construction of capital projects.*

1. For all capital improvement projects with significant community impacts, SANDAG shall provide opportunities for members of the public to provide input and express concerns. SANDAG also shall implement a program designed to inform the public of progress, as well as safety and community impacts in the event of construction.
2. SANDAG shall hold publicly noticed meetings at key stages of project development and implementation in the area(s) being impacted. The location of the meetings shall depend upon the geographic location of the project. Meetings concerning projects exclusively within the North County Transit District (NCTD) service area shall be held in North County locations, and if appropriate, at SANDAG offices. Meetings concerning projects exclusively within the Metropolitan Transit System (MTS) service area shall be held in MTS service areas affected, and if appropriate, at SANDAG offices. Meetings concerning all other projects shall be held at SANDAG offices or other locations specified in SANDAG agendas. SANDAG, MTS, and NCTD offices are accessible by public transit. SANDAG shall endeavor to hold off-site public meetings at locations accessible by public transit.
3. SANDAG shall solicit input from the representatives of interest groups of the local population, such as community groups, planning groups, business groups and associations, business improvement districts, environmental organizations, neighborhood associations, and senior and disabled riders. These stakeholders will be consulted during the design and construction of capital projects.
4. SANDAG shall work to advise the public regarding actual and perceived disruption during construction of capital projects by distributing informational, educational, and public information materials, and by using other traditional community relations tools.
5. SANDAG shall endeavor to meet citizen concerns as they arise and attempt to resolve those concerns.
6. For all projects requiring environmental review under CEQA and NEPA, such as major capital improvement projects, SANDAG shall provide opportunities for members of the public to provide input and comply with all related legal requirements.
 - 6.1 SANDAG shall solicit input from the representatives of interest groups of the local population, such as community groups, planning groups, business groups and associations, and neighborhood associations.
 - 6.2 SANDAG shall incorporate public input into project planning and development where practical and feasible.

- 6.3 SANDAG shall hold a public hearing to seek public comment whenever required under CEQA and/or NEPA.
 - 6.3.1 Published notifications for such hearings shall be published in newspapers of general circulation for publication of legal notices. Notices also may be published in regional, community, or Spanish-language newspapers to reach the affected area.
 - 6.3.2 Any item subject to a public hearing will be listed and described in the Board's published agenda, which shall be posted at least 72 hours in advance of the meeting at the Board's meeting place and on the SANDAG Web site.
 - 6.3.3 Public hearings shall be conducted by SANDAG at the published date, time, and place. The public hearing will allow for interested parties to be heard. The Board also will consider any written comments that were forwarded to the Board prior to the hearing.

E. Fare Changes

- 1. SANDAG has adopted Board Policy No. 029 to provide policy guidance for fare changes. This section of this policy is designed to inform and involve public transit riders, stakeholders, and the general public about proposed changes in transit fares. It is not intended to apply to transit route changes within the purview of the transit operators.
 - 1.1 Consistent with Board Policy No. 004, SANDAG staff shall hold one or more public meetings to provide the public an opportunity to comment on proposed fare changes. A minimum of two public meetings shall be held prior to the first reading of any proposed fare change that affects services operating in both the MTS and NCTD service areas. At least one public meeting shall be held in the MTS service area, and at least one public meeting shall be held in the NCTD service area. If one or more public meetings are conducted by a public meeting officer pursuant to Board Policy No. 004, at least one of the public meetings shall be held with a starting time no earlier than 6:00 p.m. A public meeting for proposed fare changes that do not affect the entire region may be held exclusively within the general geographic area that is being affected by the fare change. Such public meeting shall be held at a time convenient for users and potential users of the affected service. Public meetings at which formal public testimony will be taken shall be held at locations that are accessible by users of public transit. An official transcriber or other means of recording all public input received shall be utilized at all public hearings, meetings, workshops or open-houses at which formal public testimony is taken. A record of the input received shall be provided to the Transportation Committee or Board of Directors at the time of the first and second readings of amendments to the fare ordinance for the purpose of adjusting fare prices.

- 1.2 Public comments on proposed fare changes also shall be accepted at the SANDAG Board or Transportation Committee meeting before any final action is taken.
 - 1.3 *Take One*, Rider Alerts, or other public notices in both English and Spanish will be posted on all affected public transit vehicles within the affected area at least 15 calendar days prior to the public hearing and will include a description of the proposed fare change, the date, time, intent and location of the public meeting, and the deadline for written, e-mail and phone comments from the public. The notices will be posted to the SANDAG and Transit Agency Web site(s).
 - 1.4 Print notice of public meetings at which formal public testimony will be taken will be provided at least 15 calendar days prior to the public meeting date in newspapers of general circulation in the affected area(s), including appropriate minority and community publications. Public notices will be printed in Spanish in Spanish-language newspapers. Such public meeting notices will include a description of proposed fare changes, the date, time, intent, and location of the public meeting(s), and the deadline for written, e-mail, and phone comments from the public.
 - 1.5 An open phone line will be made available to take public comments at least 15 calendar days prior to adoption of fare changes.
 - 1.6 A Transportation Committee and/or Board report (as appropriate) will be completed and available for public review at least 72 hours prior to the public meeting at which the fare changes are proposed for adoption and posted to the SANDAG Web site(s).
2. After a fare change is approved by SANDAG:
 - 2.1. The public will be notified via news release(s)
 - 2.2. *Take One*, Rider Alerts, or other public notices in both English and Spanish will be posted on all affected transit vehicles at least 15 calendar days prior to changes going into effect and posted to the SANDAG and Transit Agency Web site(s).
3. SANDAG shall follow federal Title VI and environmental justice requirements when implementing transit fare changes.
 - 3.1. Residential, employment, and transportation patterns of low-income and minority populations shall be identified so that their needs can be identified and addressed, and the benefits and burdens of transportation investments can be fairly distributed. SANDAG shall endeavor to involve the affected communities in evaluating the benefits and burdens of transportation investments.

- 3.2. SANDAG shall evaluate and - where necessary - improve the public involvement processes to eliminate participation barriers and engage minority and low-income populations in transportation decision making.

F. Short Range Transit Planning

1. Public information and involvement programs for the Regional Short Range Transit Plan and the Coordinated Human Resources and Public Transit Transportation Plan shall be the responsibility of SANDAG.
2. Public information and involvement programs for transit service changes will fall under adopted policies of MTS and NCTD.

G. Native American Consultation

1. SANDAG shall establish and adhere to government-to-government relationships when interacting with Tribal Governments, acknowledging these tribes as unique and separate governments within the United States.
2. SANDAG shall recognize and respect important California Native American rights, sites, traditions, and practices.
3. SANDAG engages in "consultation" with Tribal Governments prior to making decisions, taking actions, or implementing programs that may impact their communities.
4. To facilitate effective consultation with Tribal Governments, SANDAG has established a Tribal Government Liaison. The Liaison shall serve as an initial contact for Tribal Governments and communicates with tribal governments regarding SANDAG activities.
 - 4.1. "Consultation" is the active, affirmative process of: (1) identifying and seeking input from appropriate American Indian government bodies, community groups, and individuals; and (2) considering their interests as a necessary and integral part of the decision-making process.

Adopted March 2005
Amended January 2006
Amended December 2007
Amended December 2008
Amended January 2010

San Diego Association of Governments
ENVIRONMENTAL MITIGATION PROGRAM
WORKING GROUP

November 13, 2012

AGENDA ITEM NO.: **6**

Action Requested: DISCUSSION/POSSIBLE ACTION

TransNet ECONOMIC BENEFIT

File Number 1200201

Introduction

The *TransNet* Extension Ordinance contains the concept of Economic Benefit with a funding allocation for the *"estimated Economic Benefits of incorporating specified regional and local transportation projects into applicable habitat conservation plans, thereby allowing mitigation requirements for covered species to be fixed, and allowing mitigation requirements to be met through purchase of land in advance of need in larger blocks at a lower cost."*¹

The Second (2012) *TransNet* Triennial Performance Audit Report included the recommendation to, *"Maintain focus on clarifying and defining how to apply the Economic Benefit concept, and identify tasks and timelines needed to address Economic Benefit issues. Develop corresponding methodologies to calculate the amount of Economic Benefit achieved, as well as processes to release and allocate the resulting funding."*

This report summarizes policy points and next steps to clarify the process and phasing of the release of Economic Benefit funding utilizing the existing process to the maximum extent possible.

Discussion

Under the *TransNet* Ordinance, the value of Economic Benefit was estimated at \$200 million (\$150 million for regional projects and \$50 million for local projects). Economic Benefit is generated over time as transportation projects are advanced. Recognizing this reality, a Memorandum of Agreement (MOA) was entered into which states, *"Ten years after execution of this Memorandum of Agreement by all signatories, if actual costs for mitigation of upland and wetland impacts for those transportation projects that have received all of the permits are less than the estimated costs by SANDAG (Attachment B), the unused balance shall be transferred to the Regional Habitat Conservation Fund for projects. Any Economic Benefit generated over the ten-year period shall also be transferred to the Regional Habitat Conservation Fund."*²

These funds would be made available for regional habitat acquisition, management, and monitoring to promote regional habitat planning.

¹ *TransNet* Extension Ordinance (2004) Environmental Mitigation Program Principal #4.

² *TransNet* Implementation Memorandum of Agreement (2008) #9.

In October 2011, as part of the Senate Bill 468 (Kehoe, 2010) authored language that states, "*SANDAG shall commit to dedicate a portion of the TransNet Regional Habitat Conservation Fund for regional habitat acquisition, management, and monitoring activities necessary to implement habitat conservation plans based on the estimated Economic Benefits derived from permitting and approval efficiencies on the north coast corridor project as a result of the procedures of this section, with that funding to be released by SANDAG in phases based upon the proportion of project work that has been issued permits, consistency reviews, or other applicable approvals, and in accordance with any other criteria as deemed appropriate by SANDAG taking into account the purpose and intent of TransNet.*"³

SANDAG staff is recommending that the following policy points be incorporated into an amendment to the 2008 *TransNet* Implementation MOA to clarify Economic Benefit.

POLICY POINTS

1. Economic Benefit consists of those funds that are generated by the mitigation of regional transportation projects and local streets and roads that occur in advance of permit needs, which were estimated at \$200 million in \$2002.
2. Economic Benefit would be generated upon a transportation project(s) obtaining all federal, state, and local permits, or equivalent consistency reviews or approvals required to develop the transportation infrastructure.
3. Potential Economic Benefit will be reduced by the allocation already approved by the SANDAG Board of Directors (\$40 million). The remaining Economic Benefit will be \$160 million; \$120 million for regional transportation projects identified in the Regional Transportation Plan, and \$40 million for local streets and roads.
4. Economic Benefit for regional transportation projects is derived by the proportionate amount of required mitigation divided by the total mitigation and then multiplied by \$120 million as shown in Attachment 1.
5. Economic Benefit accrued for local streets and minor regional projects would be determined by the total cost of mitigation divided by the total available local street funds then multiplied by \$40 million as shown in Attachment 1.
6. Allocated Economic Benefit funds would be converted from \$2002 to the year of allocation by the SANDAG Board of Directors based upon using growth in *TransNet* revenues (23% increase from \$2002 to \$2012).
7. Economic Benefit can be used for regional habitat acquisition, management, and/or monitoring necessary to implement the regional habitat conservation plans utilizing the established SANDAG processes.
8. The SANDAG Board of Directors would delegate authority to the Executive Director to negotiate and execute land acquisition agreements on behalf of SANDAG.
9. The SANDAG Executive Director will utilize the following criteria when identifying and acquiring property:

³ Senate Bill 468. Amending Sections 103 and 149.10 to the Streets and Highways Code, relating to transportation.

- a. Promotes Natural Community Conservation Planning: The proposed acquisition will contribute to the success of the San Diego regional Natural Community Conservation Planning by acquiring, restoring unique habitat areas, key populations of endangered species, lands adjacent to existing conserved habitat lands and/or promoting wildlife linkages with the goal of establishing mitigation ratios in subsequent agreements pursuant to the adopted habitat conservation plans. A letter from the U.S. Fish and Wildlife Service and California Department of Fish and Game will be required supporting this conclusion.
 - b. Jurisdictional Land Use Plans: Use of the site as habitat mitigation/open space is consistent with the long-range land use and transportation policies of one or more local jurisdictions. If the use of the site as habitat mitigation/open space is not consistent, the jurisdiction(s) does not object to the site being purchased for mitigation.
 - c. Willing Seller: Owner of the property is a willing seller with clear title to the property and any hazardous material identified in a Phase I environmental site assessment has been evaluated and addressed to the satisfaction of SANDAG.
 - d. Appraisal: The property must be appraised by a qualified licensed appraiser in accordance with established acquisition and appraisal standards and reviewed independently by an appraisal specialist working for SANDAG. The first written offer will reflect the fair market value of the property.
 - e. Owner/Manager: Perpetual ownership of the land has been identified, as well as a qualified land manager. The identified owner is a public agency or nonprofit organization willing to provide a conservation easement or deed restriction to SANDAG or mutually agreed upon third-party. SANDAG and the land manager have agreed upon the annual cost to manage the land and the method for funding the annual management costs.
10. A committee comprised of representatives from SANDAG, Caltrans, U.S. Fish and Wildlife Service, California Department of Fish and Game, and U.S. Geological Survey would evaluate all proposals resulting from a Call-for-Projects for land acquisitions and provide their recommendation to Executive Director using evaluation criteria adopted by the SANDAG Board of Directors.
 11. The EMPWG would make a recommendation to the Regional Planning Committee on the proposed allocations of Economic Benefit funds set aside for management and monitoring. Economic Benefit funding for management and monitoring would be allocated by the SANDAG Board of Directors as part of the annual allocations of funding.
 12. Economic Benefit would be calculated once per year as part of the Plan of Finance approved by the SANDAG Board of Directors. Economic Benefit would be released in phases so as not to impact the infrastructure improvements previously approved by the Board of Directors for design and/or construction. Any bonding required to fund Economic Benefit would be consistent with the *TransNet* Implementation Guidelines adopted by the SANDAG Board of Directors on September 24, 2004, which indicates that borrowing would be limited to \$30 million and, to the degree needed, up to \$82 million in "intra-program fund transfers from transportation categories."
 13. SANDAG will modify the existing [Guidelines for the Implementation of the TransNet Environmental Mitigation Program Conservation and Mitigation Strategy](#) (approved by the SANDAG Board of Directors on September 26, 2008) to reflect this process for Economic Benefit.

14. SANDAG, U.S. Fish and Wildlife Service, Caltrans, and California Department of Fish and Game agree to modify the existing [MOA](#) to reflect the guidelines for determining Economic Benefit.

Next Steps

The policy points above would be reflected in an amendment to the 2008 *TransNet* MOA and the recommendations of the EMPWG would be provided to the Regional Planning and Transportation Committees, and the Independent Tax Oversight Committee. These Committees would make a recommendation to the SANDAG Board of Directors. If approved, SANDAG would execute the amended MOA with Caltrans, California Department of Fish and Game and the U.S. Fish and Wildlife Service.

Attachment 1: Project-Level Prorata Share of Economic Benefits

Key Staff Contact: Keith Greer, (619) 699-7390, Keith.Greer@sandag.org

Project-Level Prorata Share of Economic Benefits

2002 Estimate

2012 Escalation

2030 RTP Project	From	To	Estimated Habitat Impacts (Acres)			Attachment B of 2008 MOA	Economic Benefit	Reduction for M&M	Revised Economic Benefit	Economic Benefit as of 2012 (23% Escalation)
			Coastal Wetlands	Non-Coastal Wetlands	Uplands					
Major Regional Projects										
I-5	SR 54	SR 163	0	1	0	\$555,000			\$155,398.71	\$191,140.41
I-5	I-805	SR 56	0	1	0	\$555,000			\$155,398.71	\$191,140.41
I-5	SR 56	Vandegrift Blvd.	20	0	60	\$76,000,000			\$21,279,822.67	\$26,174,181.88
I-5	SR 905	SR 54	0	1	2	\$1,055,000			\$295,397.54	\$363,338.97
I-5	SR 163	I-8	0	1	0	\$555,000			\$155,398.71	\$191,140.41
I-5	I-8	I-805	0	1	5	\$1,805,000			\$505,395.79	\$621,636.82
I-5/I-8	Freeway Connectors		5	0	0	\$15,250,000			\$4,269,964.42	\$5,252,056.23
I-5/I-805	Port of Entry-Mexico		0	1	0	\$555,000			\$155,398.71	\$191,140.41
I-5/I-805	HOV Connectors		0	1	0	\$555,000			\$155,398.71	\$191,140.41
I-5/SR 56	Freeway Connectors		0	2	0	\$1,110,000			\$310,797.41	\$382,280.81
I-5/SR 78	Freeway Connectors		0	2	0	\$1,110,000			\$310,797.41	\$382,280.81
I-8	SR 125	Los Coches Road	0	1	10	\$3,055,000			\$855,392.87	\$1,052,133.23
I-15	SR 94	SR 163	0	5	10	\$5,275,000			\$1,476,987.69	\$1,816,694.86
I-15/SR 78	HOV Connectors		0	1	0	\$555,000			\$155,398.71	\$191,140.41
I-15/SR 94	HOV Connectors		0	1	2	\$1,055,000			\$295,397.54	\$363,338.97
I-805	SR 905	SR 54	0	2	5	\$2,360,000			\$660,794.49	\$812,777.23
I-805	SR 54	I-8	0	1	2	\$1,055,000			\$295,397.54	\$363,338.97
I-805	Mission Valley Viaduct		0	2	0	\$1,110,000			\$310,797.41	\$382,280.81
I-805	I-8	I-5	0	2	10	\$3,610,000			\$1,010,791.58	\$1,243,273.64
I-805/SR 52	HOV Connectors		0	1	2	\$1,055,000			\$295,397.54	\$363,338.97
SR 11	SR 905	Mexico	0	2	10	\$3,610,000			\$1,010,791.58	\$1,243,273.64
SR 52	I-5	I-805	0	1	2	\$1,055,000			\$295,397.54	\$363,338.97
SR 52	I-805	I-15	0	0	2	\$500,000			\$139,998.83	\$172,198.57
SR 52	I-15	SR 125	0	1	5	\$1,805,000			\$505,395.79	\$621,636.82
SR 54/SR 125	I-5	SR 94	0	2	5	\$2,360,000			\$660,794.49	\$812,777.23
SR 56	I-5	I-15	0	1	5	\$1,805,000			\$505,395.79	\$621,636.82
SR 67	Mapleview Street	Dye Road	0	5	150	\$40,275,000			\$11,276,906.03	\$13,870,594.41
SR 75/SR 282	Glorietta Blvd.	Alameda Blvd.	0	1	0	\$555,000			\$155,398.71	\$191,140.41
SR 76	Melrose Drive	Mission Road	0	25	60	\$28,875,000			\$8,084,932.63	\$9,944,467.13
SR 76	Mission Road	I-15	0	45	110	\$52,475,000			\$14,692,877.56	\$18,072,239.40
SR 78	I-5	I-15	0	2	5	\$2,360,000			\$660,794.49	\$812,777.23
SR 94	Avocado Blvd.	Steele Canyon Rd.	0	5	25	\$9,025,000			\$2,526,978.94	\$3,108,184.10
SR 94	SR 125	Avocado Blvd.	0	1	0	\$555,000			\$155,398.71	\$191,140.41
SR 94/SR 125	Freeway Connectors		0	1	0	\$555,000			\$155,398.71	\$191,140.41
SR 94/SR 125	I-5	I-8	0	1	5	\$1,805,000			\$505,395.79	\$621,636.82

2030 RTP Project	From	To	Estimated Habitat Impacts (Acres)			Attachment B of 2008 MOA	Mitigation Costs (TPMF)	Economic Benefit	Reduction for M&M	Revised Economic Benefit	Economic Benefit as of 2012 (23% Escalation)
			Coastal Wetlands	Non-Coastal Wetlands	Uplands						
SR 125	SR 905	San Miguel Road	0	1	1	\$805,000	Pro-Rata Economic Benefit 2002	Pro-Rata \$40 M Reduction	\$225,398.12	\$277,239.69	
SR 125	San Miguel Road	SR 54	0	1	0	\$555,000			\$155,398.71	\$191,140.41	
SR 905	I-805	Mexico	0	6	80	\$23,330,000			\$6,532,345.56	\$8,034,785.04	
Coastal Rail Doubletracking			20	0	20	\$66,000,000			\$18,479,846.00	\$22,730,210.58	
Kearny Mesa Transitway			0	1	5	\$1,805,000			\$505,395.79	\$621,636.82	
Mid-Coast Light Rail			0	5	10	\$5,275,000			\$1,476,987.69	\$1,816,694.86	
Oceanside to Escondido Transit Enhancements			0	2	10	\$3,610,000			\$1,010,791.58	\$1,243,273.64	
Sorrento Mesa Transitway			0	5	45	\$14,025,000			\$3,926,967.28	\$4,830,169.75	
Sprinter Extension to North County Fair			0	1	0	\$555,000			\$155,398.71	\$191,140.41	
Sub-Total			45	142	663	\$381,810,000			\$133,632,386.40	\$106,905,909	\$131,494,268.21
Minor Regional Projects			0	23	136	\$46,765,000	\$16,367,614	\$13,094,091	\$16,105,731.79		
Sub-Total			45	165	799	\$428,575,000	\$150,000,000	\$30,000,000	\$120,000,000	\$147,600,000.00	
Management and Monitoring						\$0	0				
Sub-Total						\$428,575,000					
Support Costs						\$21,425,000	0				
Sub-Total						\$450,000,000					
Local Transportation Projects						\$200,000,000	\$50,000,000	\$10,000,000	\$40,000,000	\$49,200,000.00	
Total						\$650,000,000	\$200,000,000	\$40,000,000	\$160,000,000	\$196,800,000.00	

Use for M&M per 2008 MOA

Notes:
 2030 Regional Transportation Plan approved April 2003
 TPMF, Transportation Project Mitigation Fund
 RHCF, Regional Habitat Conservation Fund
 Acreages estimated using Generalized Vegetation mapping from SANDAG's 1995 Regional Vegetation database.
 Cost per acre based on recent mitigation ratios, acquisition, restoration, creation, and endowment costs.
 Allocation of Economic Benefit based on proportion of Mitigation Cost.

San Diego Association of Governments
ENVIRONMENTAL MITIGATION PROGRAM
WORKING GROUP

November 13, 2012

AGENDA ITEM NO.: **7**

Action Requested: DISCUSSION/POSSIBLE ACTION

ECONOMIC BENEFIT LAND ACQUISITION CRITERIA

File Number 1200201

Introduction

The *TransNet* Extension Ordinance contains the concept of Economic Benefit with a funding allocation for the "*estimated Economic Benefits of incorporating specified regional and local transportation projects into applicable habitat conservation plans, thereby allowing mitigation requirements for covered species to be fixed, and allowing mitigation requirements to be met through purchase of land in advance of need in larger blocks at a lower cost.*"¹

Pursuant to the *TransNet* Extension Environmental Mitigation Program Principle #4, Economic Benefit could be made available for regional habitat acquisition. This report summarizes possible criteria for evaluating various land acquisition opportunities.

Discussion

The San Diego region contains numerous opportunities for the acquisition of high-quality habitat. Funding from any Economic Benefit could be used for acquisitions that meet specific findings to be considered by the SANDAG Board of Directors later this Fiscal Year. SANDAG will need a method to evaluate and prioritize acquisition opportunities in an open, fair, and transparent manner.

SANDAG has proposed that the SANDAG Board of Directors consider delegating the authority of land acquisition using Economic Benefit funds to the Executive Director. Furthermore, SANDAG is recommending that a committee comprised of a representative from SANDAG, Caltrans, U.S. Fish and Wildlife Service, the California Department of Fish and Wildlife, and the U.S. Geological Survey be tasked with evaluating the land acquisition opportunities.

SANDAG staff envisions a Call-for-Projects being issued on a rotational basis of approximately every six months to solicited acquisition opportunities. As projects are proposed, the evaluation committee will review the projects against a list of evaluation criteria shown as Attachment 1 to this report. Those projects with the highest scores will be forwarded to the Executive Director along with findings from the committee for his/her consideration for acquisition.

¹ *TransNet* Extension Ordinance (2004) Environmental Mitigation Program Principal #4.

Staff is seeking input on the proposed evaluation criteria from the Environmental Program Working Group (EMPWG). Specific questions from SANDAG staff are included in the attachment for consideration by the EMPWG.

Attachment 1: Proposed Economic Benefit Land Acquisition Evaluation Criteria

Key Staff Contact: Keith Greer, (619) 699-7390, Keith.Greer@sandag.org

**PROPOSED
ECONOMIC BENEFIT LAND ACQUISITION EVALUATION CRITERIA**

PROJECT INFORMATION

Project Title _____
 Jurisdiction _____
 Acreage of land acquisition (break down acreage by parcel if more than one parcel is proposed for acquisition) _____
 Estimated total cost of land acquisition _____
 Estimated total cost of management _____
 Proposed land manager _____
 Percent of cost to be borne by partners (list by entity and % of cost) _____
 Project Submitted by: _____
 Submittal Date: _____

Total points score _____ (Maximum available = 100)

[QUESTION FROM SANDAG STAFF: WILL LAND ACQUISITION APPLICATIONS BE ALLOWED FROM ANYWHERE IN THE COUNTY? SHOULD THEY BE LIMITED TO THE AREA WITH EXISTING OR ACTIVELY PENDING NCCP SUBAREA PLAN?]

EVALUTION CRITERIA

SPECIES BENEFITS:

The purpose of this section is to evaluate how beneficial the land acquisition will be for listed and unlisted species.

Listed Species

1. Acquisitions that benefit more listed, proposed, or candidate species will score higher. *Score:* Number of state and federally listed, proposed, or candidate species (a species that is both state and federally listed only counts as 1) that will benefit from the land acquisition. (10 points maximum)
 - _____ 0 species (0 pt) - Skip to Question 3
 - _____ 1 species (1 pt)
 - _____ 2-5 species (4 pts)
 - _____ 6-10 species (8 pts)
 - _____ 11+ species (10 pts)

2. Acquisitions that provide greater benefit to listed species will score higher. The benefits to the listed species will be considered **major** if, through the acquisition, the majority of the species’ range-wide habitat or an essential piece (e.g., core or linkage) of habitat is protected, a major/critical/significant population necessary for recovery is protected, or major threats to the species are eliminated. The benefits to the listed species will be considered **minor** if, through the acquisition, only a small percentage of the species’ range-wide habitat is protected, etc. *Score:* Magnitude of benefits for listed species that will result from the land acquisition. (10 points maximum)

Score: Magnitude of species benefits for unlisted species. (10 points maximum)

- Mostly minor benefits will result for the listed species (1 pt)
- A combination of major and minor benefits will result for listed species (6 pts)
- Mostly major benefits will result for the listed species (10 pts)

Unlisted Species

3. Acquisitions that benefit more unlisted sensitive (e.g., on the County of San Diego's Sensitive Plant List, CA DFW's list of species of special concern) species will score higher. Unlisted species do not include species listed by the state or federal governments as listed as threatened or endangered or that are proposed or candidates for listing.

Score: Number of unlisted, proposed and candidate species that will benefit from the land acquisition. (10 points maximum)

- 0 species (0 pts) - Skip to Question 5
- 1-5 species (3 pts)
- 6-10 species (6 pts)
- 11+ species (10 pts)

4. Acquisitions that provide greater benefit to unlisted species will score higher. The benefits to the species will be considered **major** if, through the acquisition, the majority of the species' range-wide habitat is protected, an essential piece of the habitat is protected, a major population necessary for conservation is protected, or major threats to the species are eliminated. The benefits to the species will be considered **minor** if, through the acquisition, only a small percentage of the species' range-wide habitat is protected, etc.

Score: Magnitude of species benefits for unlisted species. (10 points maximum)

- Mostly minor benefits will result for the unlisted species (1 pt)
- A combination of major and minor benefits will result for unlisted species (6 pts)
- Mostly major benefits will result for the unlisted species (10 pts)

ECOSYSTEM BENEFITS

The purpose of this section is to evaluate how beneficial the land acquisition will be for the identified species.

5. Lands that require little or no management or significant restoration to provide benefits for the identified species will score higher in this evaluation factor. This habitat can include occupied or suitable, unoccupied habitat. The level of management and/or restoration expected to be necessary is based on an evaluation of the biotic and abiotic components and ecological processes and known or anticipated threats. Biotic factors include the structure and composition of plant and animal communities. Abiotic factors include soil, hydrology, natural topography, and salinity gradients. Ecological processes include succession, trophic energy flows, and disturbance regimes.

Score: When considered in the context of the surrounding landscape, what is the anticipated need for management and/or restoration to maintain the ecological processes necessary to maintain a fully functioning ecosystem (15 points maximum).

Continued management and/or restoration to maintain ecosystem functions

- ___ Significant (0)
- ___ Moderate (10)
- ___ Little to None (15)

6. Land acquisitions that fill in critical components for land protection will score higher (e.g., lands that link two preserves together to reduce habitat fragmentation).

Score: Do the lands proposed for acquisition fill a critical void in the matrix of protected lands, such as a connection between protected areas or protection of a core population area? (15 points maximum)

- ___ To some degree for at least one identified listed species (5 pts)
- ___ To a great degree for one identified listed species and some degree for one or more identified listed or unlisted species (10 pts)
- ___ To a great degree for more than two identified listed species (15 pts)

THREATS

This section includes consideration of how the acquisition removes or minimizes threats/stressors on the identified species identified above.

7. Acquisitions that address an imminent threat will score higher. Examples of threats/stressors include fragmentation; edge effects; loss of habitat from proposed development, conversion to agriculture, or lack of or inappropriate management. (15 points maximum).

Score: What is the lands likelihood that the land targeted for acquisition will be converted from natural habitat in the near term (2 years).

- ___ Not likely (0 pt)
- ___ Possible (e.g., land owner has been pursuing development permits, infrastructure is in, prime agricultural land adjacent to the site) (10 pts)
- ___ Highly likely (e.g., property has an approved development plan, identified species habitat is degrading due to lack of or current management practices) (15 pts)

8. Land acquisition projects with a focus on climate change adaptation should be addressed here to identify the conservation benefits to be derived through acquisition of the property in support of the identified species (15 points maximum).

Score: Do the lands proposed for acquisition increase the likelihood that species and their habitats will be able to respond/adapt to climate changes (e.g., temperature and precipitation) or remove potential impediments to those responses? **[QUESTION FROM SANDAG STAFF: IS THERE ENOUGH INFORMATION TO BE ABLE TO DETERMINE HOW AN ACQUISITION WILL HELP A SPECIES RESPOND/ADAPT TO CLIMATE CHANGE. IS THERE SIGNIFICANT OVERLAP WITH GENERAL LANDSCAPE CONNECTIVITY ADDRESSED IN # 6 ABOVE?].**

- ___ Not likely (0pt)
- ___ Possible (8 pts)
- ___ Highly likely (15 pts)

Acquisition Project Evaluation Criteria	Point Range		Maximum Score Possible	Total Score
SPECIES BENEFIT				
Listed Species				
Number of Listed Species	0-10		10	
Magnitude of Benefit	1-10		10	
Unlisted Species				
Number of Unlisted Species	0-10		10	
Magnitude of Benefit	1-10		10	
ECOSYSTEM BENEFIT				
Landscape Context	0-15		15	
Missing Linkage or Gap in Protection	5-15		15	
THREATS				
Land Under Imminent Threat	0-15		15	
Necessary for Climate Change Adaptation	0-15		15	
Total			100	

SPECIAL CONSIDERATIONS

This section documents special considerations that are not addressed in the above point scoring sections. No points are allocated for special considerations, which will be used by the selection committee to differentiate and prioritize among similarly scored projects. Special considerations may include but are not limited to: percentage of matching funds; cost per acre for acquisition and/or management; significantly facilitates broader management goals beyond the targeted parcel boundaries; ancillary benefits (e.g., supports water quality, flood control or wildfire management needs); completes or significantly benefits a local or regional acquisition strategy/opportunity; etc.

[QUESTION FROM SANDAG STAFF: HOW WILL THESE SPECIAL CONSIDERATIONS BE UTILIZED WHEN COMPARED TO THE QUANTITATIVE EVALUATION SCORES. CAN THE SPECIAL CONSIDERATIONS OVERRIDE THE QUANTITATIVE EVALUATION?]