

SANDAG PUBLIC PARTICIPATION PLAN

REVISED DECEMBER 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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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 Chairmen'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 San Diego Region Conformity Working Group 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

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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, corporations, city commissions, schools, 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, as well as what follow up measures were taken to ensure persons who commented know what was done with their comments. 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.

Tribal 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 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.

- **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, environment, 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 Federal Highway Administration 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 e-mail lists, promoted on the SANDAG Web site as a public notice, home page "featured project," and news item, prominently featured on the 511sd.org and iCommute.com Web sites, and circulated at diverse community events. The survey was sent to community based organizations (CBOs), 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 entities including the SANDAG Board of Directors, Policy Advisory Committees, and working groups:

SANDAG Policy Advisory Committees & Board of Directors	Date	2nd Date
Regional Planning Committee	9/7	
Transportation Committee	9/7	
Borders Committee	9/28	
Board of Directors	9/28	10/26
Independent Taxpayer Oversight Committee	10/10	

SANDAG Working Groups	Date	2nd Date
Committee on Binational Regional Opportunities (COBRO)	9/4	
San Diego Region Conformity Working Group	9/5	12/5
Cities/County Transportation Advisory Committee (CTAC)	9/6	
Shoreline Preservation Working Group	9/6	
Environmental Mitigation Program (EMP) Working Group	9/11	11/13
Regional Planning Technical Working Group	9/13	11/8
San Diego Regional Traffic Engineers Council (SANTEC)	9/13	11/8
Social Services Transportation Advisory Council (SSTAC)	9/17	11/19
Bicycle-Pedestrian Working Group	9/19	11/21
Public Health Stakeholders Group	9/20	10/25
Tribal Working Group	9/26	
Regional Housing Working Group	9/27	
Regional Energy Working Group	9/27	11/15
Bayshore Bikeway Working Group	9/28	

Community Based Organization Efforts

For the PPP update effort, over 200 CBOs 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 in 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. Outreach to community members at existing

events was a reoccurring theme heard from citizen input. While SANDAG regularly participates in existing community meetings and events, these efforts were ramped up during the PPP update. Furthermore, presentations to civic groups, such as Rotary, Lions, or Kiwanis Clubs were added based on input. Community presentations during the PPP update included:

Event	Date	Action
South Bay Expressway 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	Present to group/surveys distributed
National City Council	10/16	Presented to City Council
San Diego North Rotary Club	10/25	Presented to group
CV First Fridays	11/2	Presented to group/took postcards
Mission Valley/Hillcrest Lions Club	11/6	Presented to group/took postcards
I-805 North Open House	11/8	Took postcards
Paradise in Progress, Civic San Diego	11/8	Took postcards
SBX booth - Parade Band Review	11/10	Took postcards
Southeastern Kiwanis Club	11/14	Presented to group/took postcards
Transportation Forum at the Norman Park Senior Center, Chula Vista	11/29	Transportation presentation, postcards taken

SANDAG Regional Plan Public Involvement Workshop

As part of a workshop held in October 2012, for the combined update of the Regional Comprehensive Plan and the Regional Transportation Plan/Sustainable Communities Strategy, discussions were held to seek input on the content of the PPP update. Input was provided by members of professional and civic organizations that don't generally attend SANDAG meetings about how they want to participate and be involved in SANDAG projects. This feedback was incorporated into the draft PPP update.

Tribal Government Efforts

The existing regional government-to-government framework for consultation with tribal nations in place was reviewed by the Southern California Tribal Chairman's Association (SCTCA) and reaffirmed as a relevant framework. During the PPP outreach 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 options formed served as a starting point for dialogue. Tribal leaders discussed those options, brainstormed additional ideas reflecting on their experiences and indicated their preferences, which are in line with the Overall Public Participation Process and Native American

Consultation sections of the PPP. Moving forward, these guidelines will be used to develop specific consultation plans for major work efforts.

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 e-mail, 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, State Route 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 San Diego Reader
KFMB	San Diego Sun
KGTV	
KOGO Radio	San Diego Voice and Viewpoint
KPBS	San Diego Uptown News
KUSI	Star News U-T San Diego
La Jolla Village News	Voice of San Diego
La Opinion	XEWT Televisa
La Prensa	XHAS Telemundo 33 News
La Opinion	XHTY Uniradio
Los Angeles Times	ZETA

Additionally, public notices were placed in major newspapers to announce the 45-day public comment and review period for the PPP draft update.

Publication	Date Published
San Diego Voice & Viewpoint	11/1/12
U-T San Diego	10/31/12
North County Times	11/1/12
Asian Journal	11/2/12-11/8/12
San Diego Daily Transcript	10/31/12
La Prensa	11/2/12

During the 45-day public comment and review period, each of the agencies, organizations, and groups initially contacted were once again contacted to inform them that the draft PPP update was available for input.

Outreach Timeline

The survey was distributed beginning summer 2012 and data was collected through Monday, October 15, 2012. The Board accepted the draft PPP update on October 26, 2012, and released it to the public for a 45-day review and comment period. The public comment and review period ended on December 10, 2012.

- Appendices: A1. PPP Survey Results - Summary, Social Media, and Spanish
A2. PPP Survey Results - CBO Aggregates
A3. Public Comments Received

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 – 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

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

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

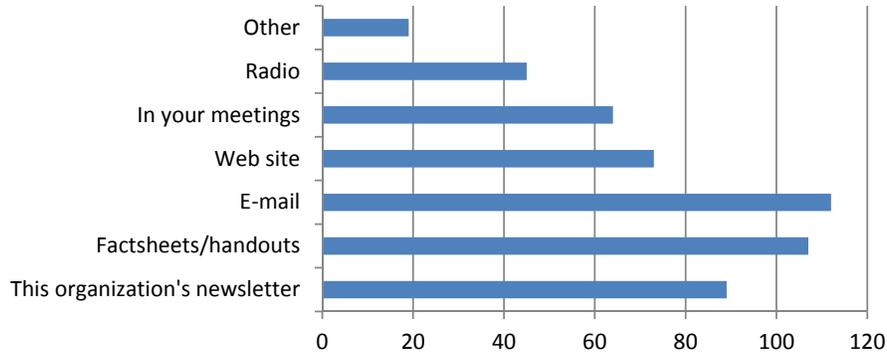
Q8. How do you typically receive information from SANDAG and other organizations?

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

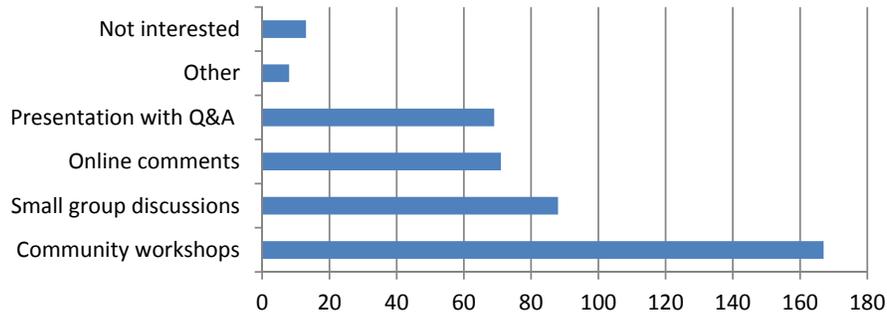
TV, newspapers

Low Income Aggregate Graphs

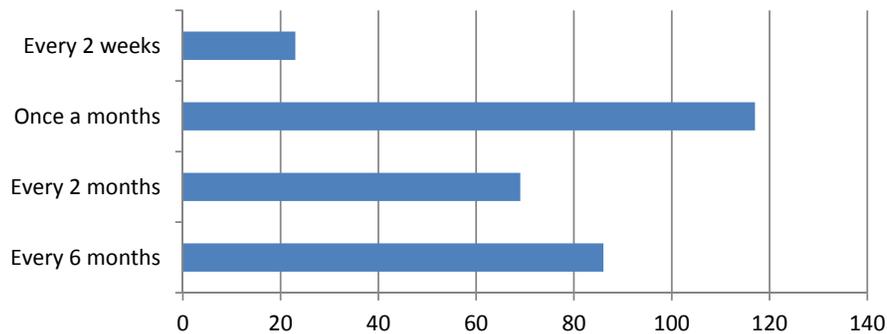
Q1. Preferences for how to receive planning information



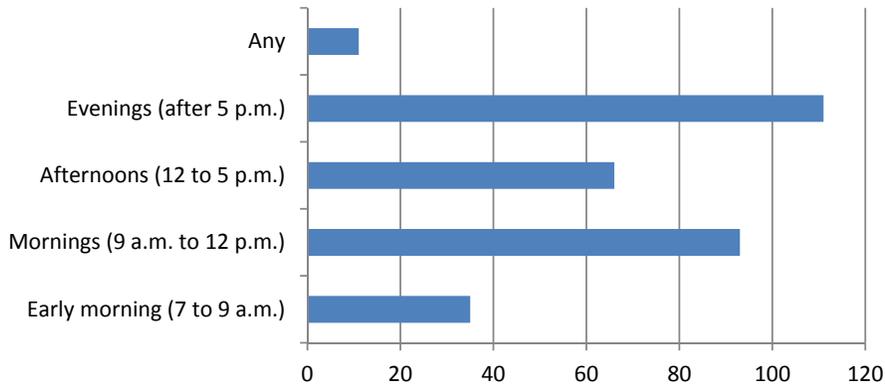
Q2. How would you prefer to participate in discussions on planning issues that might affect your community?



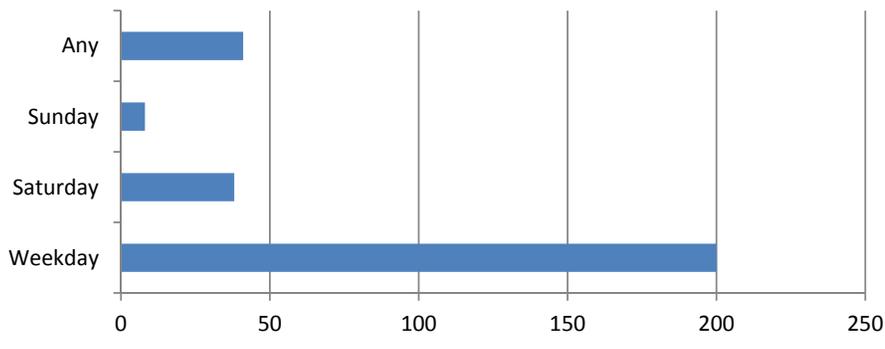
Q3. How often would you like to participate in such discussions?



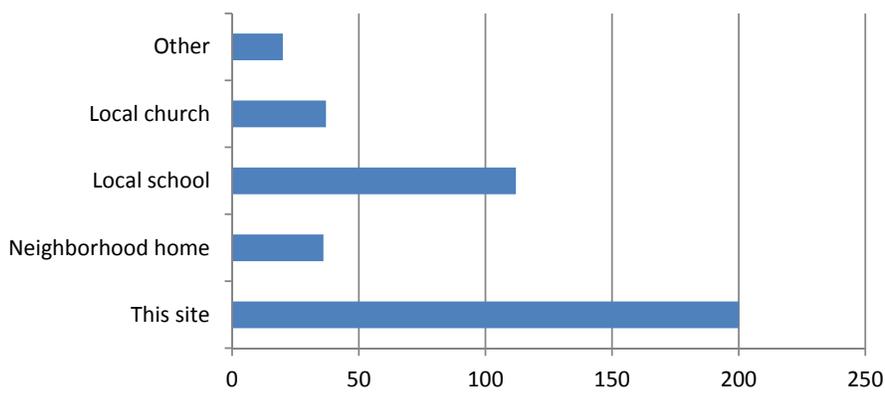
Q4a. Preferred time of day for meetings



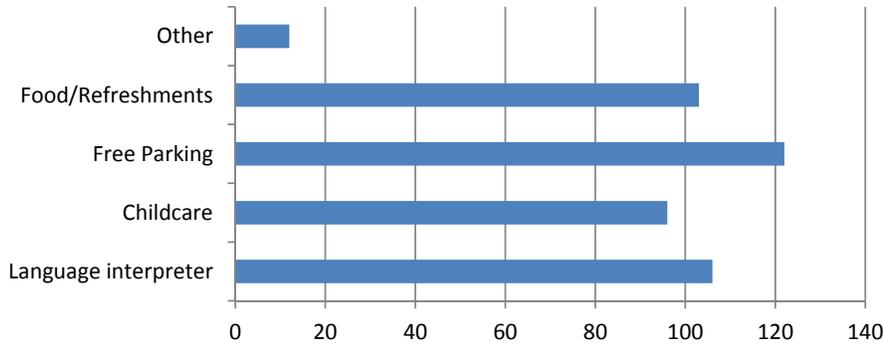
Q4b. Preferred day of the week for meetings



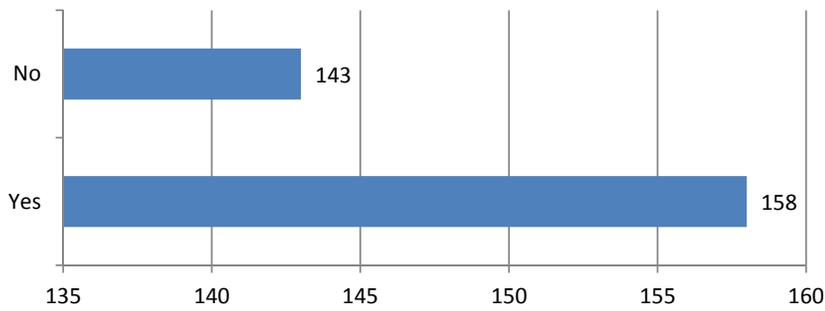
Q5. Preferred location for meetings



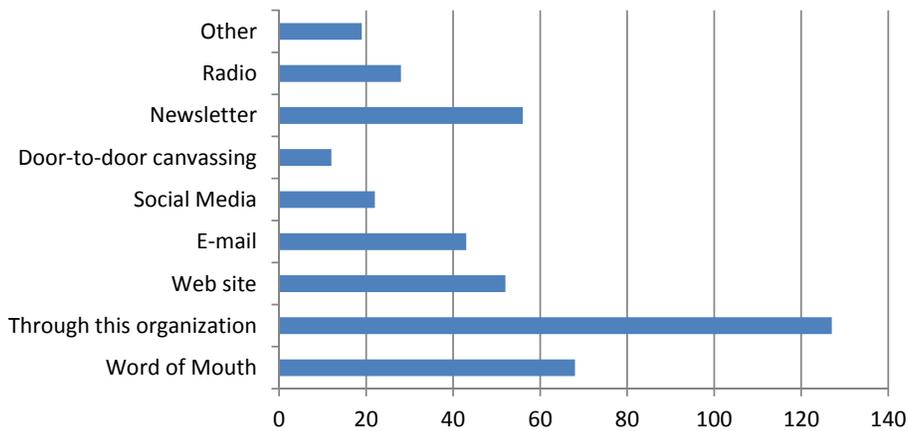
Q6. Which of the following would make it easier for you to attend meetings?



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?

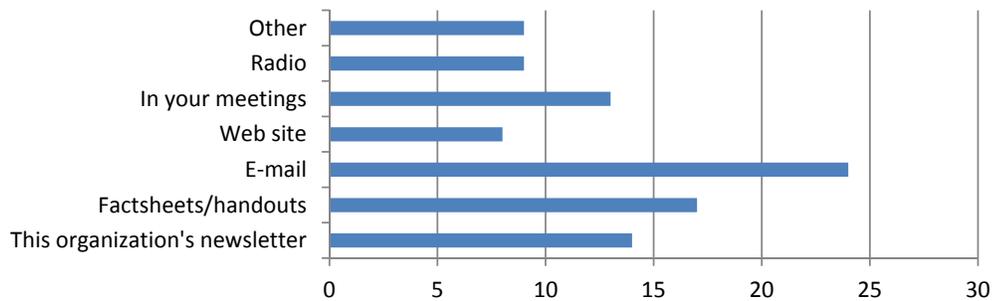
Value	Frequency
Yes	36
No	20

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

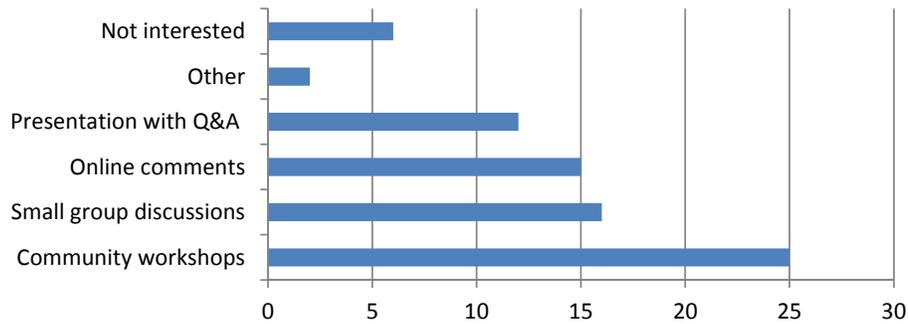
Value	Frequency
Word of Mouth	24
Through this organization	22
Web site	2
E-mail	6
Social Media	4
Door-to-door canvassing	1
Newsletter	9
Radio	6
Other	11

Seniors Aggregate

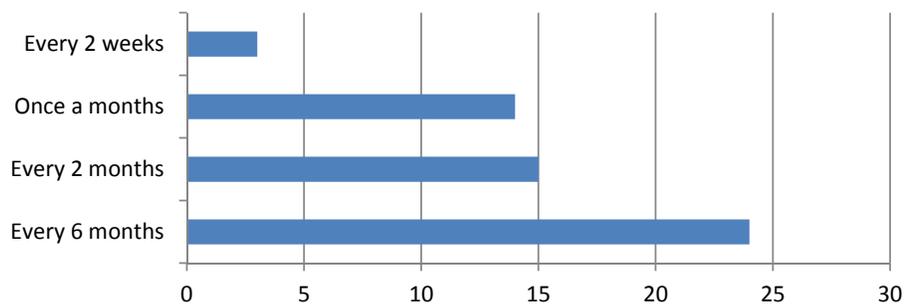
Q1. Preferences for how to receive planning information



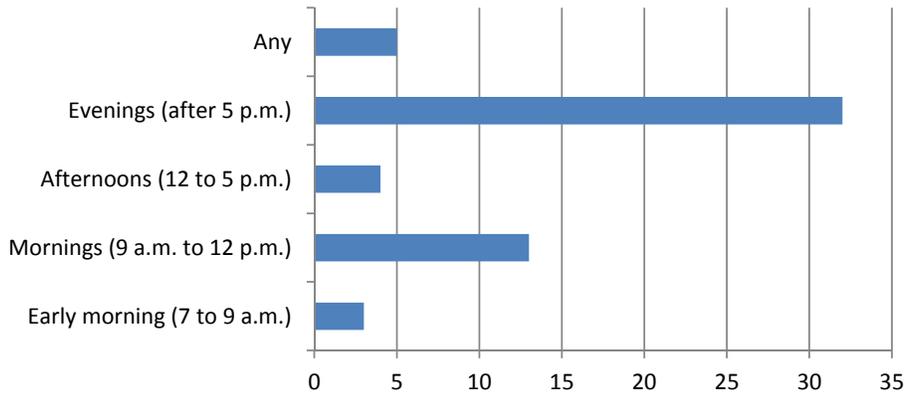
Q2. How would you prefer to participate in discussions on planning issues that might affect your community?



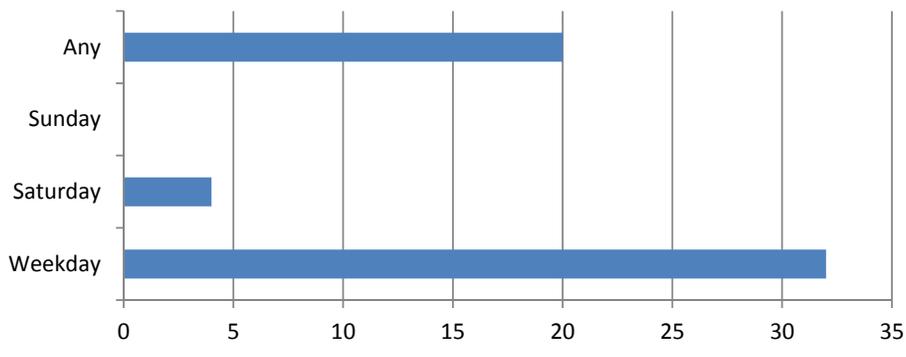
Q3. How often would you like to participate in such discussions?



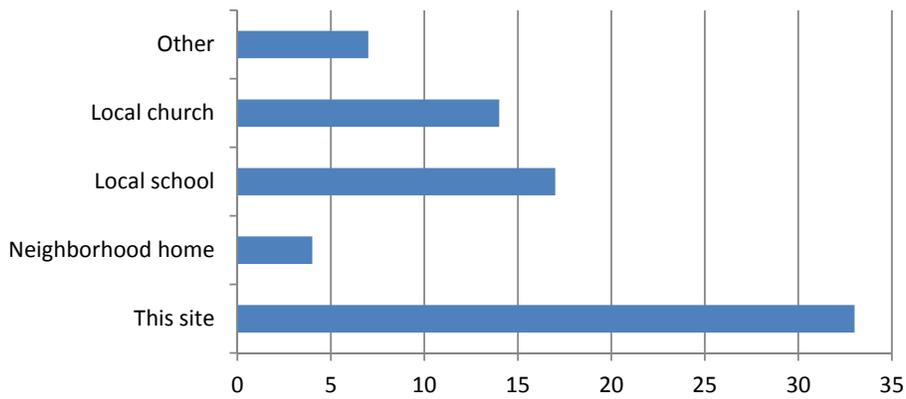
Q4. Preferred time of day for meetings



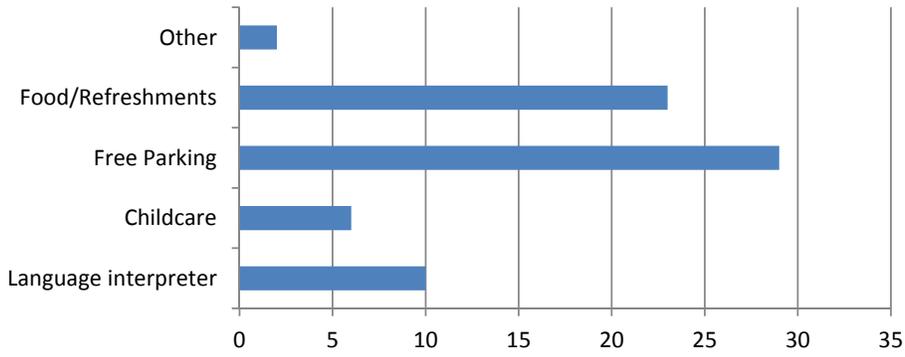
Q4b. Preferred day of the week for meetings



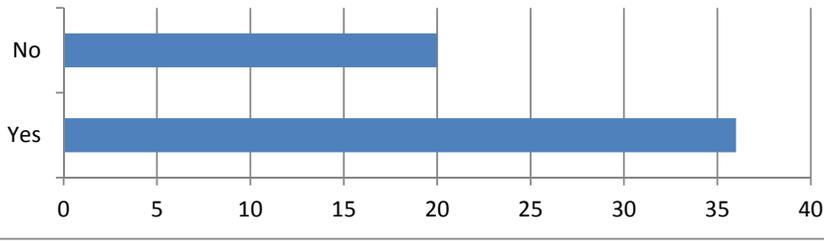
Q5. Preferred location for meetings



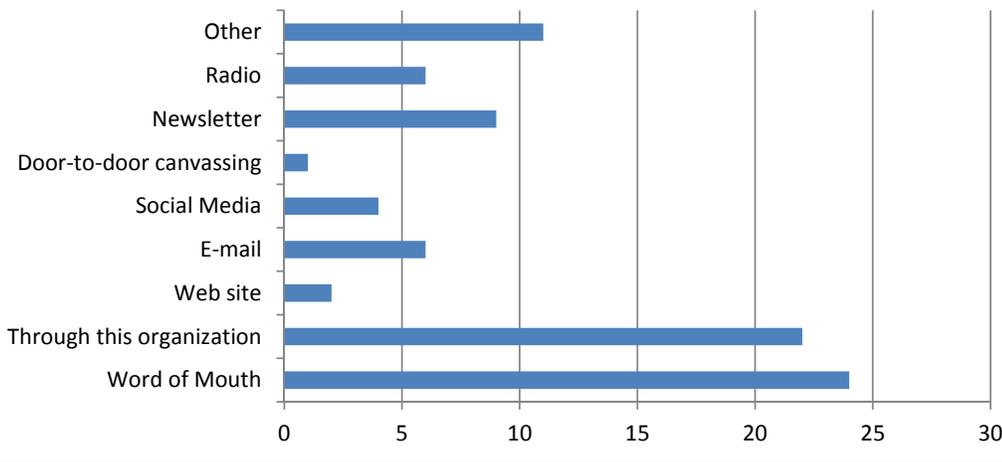
Q6. Which of the following would make it easier for you to attend meetings?



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

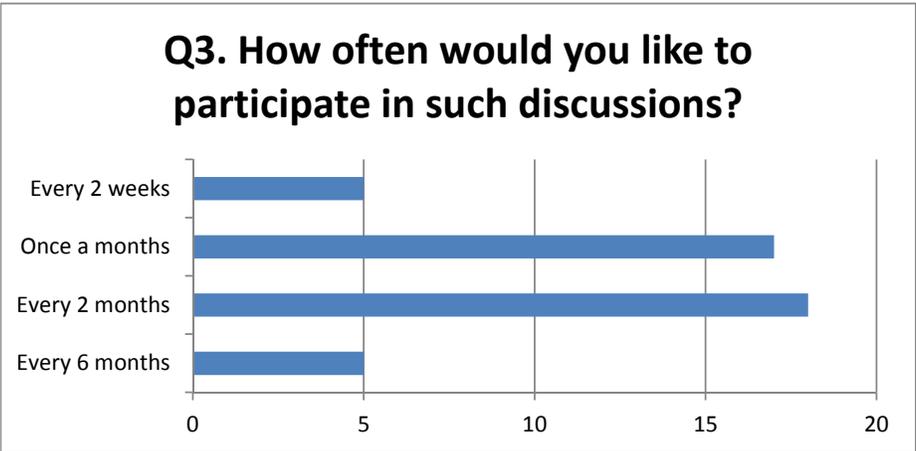
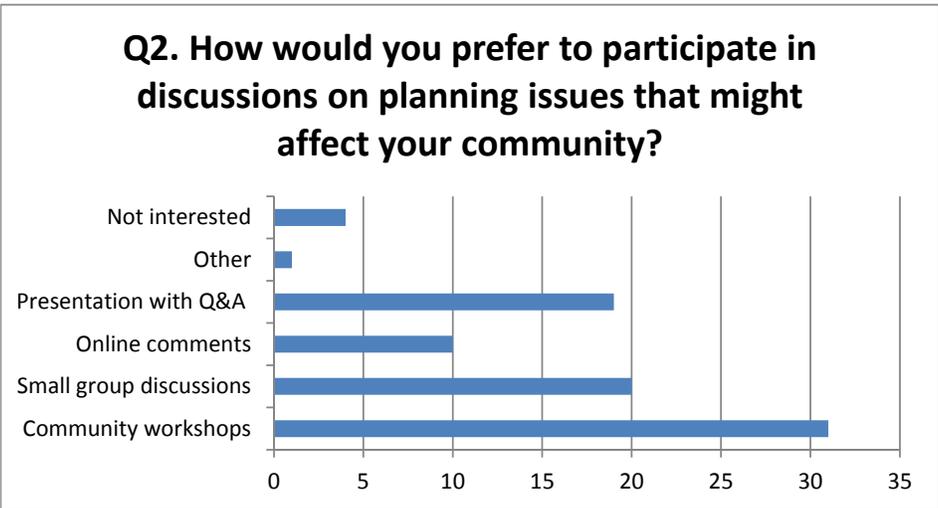
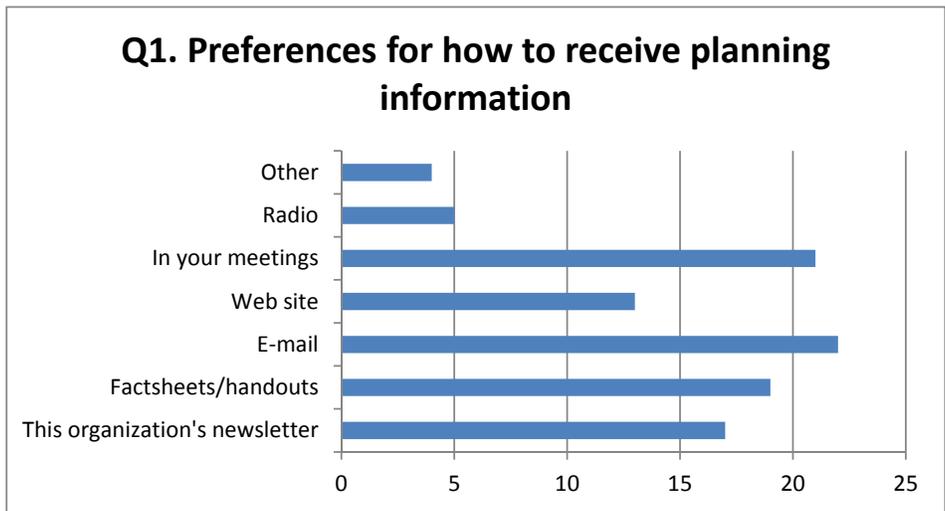
Q7. Have you ever heard of SANDAG?

Value	Frequency
Yes	29
No	17

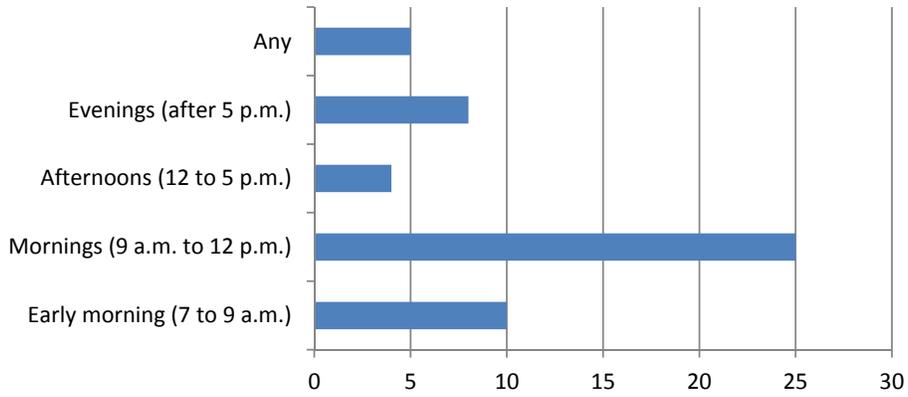
Q8. How do you typically receive information from SANDAG and other organizations?

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

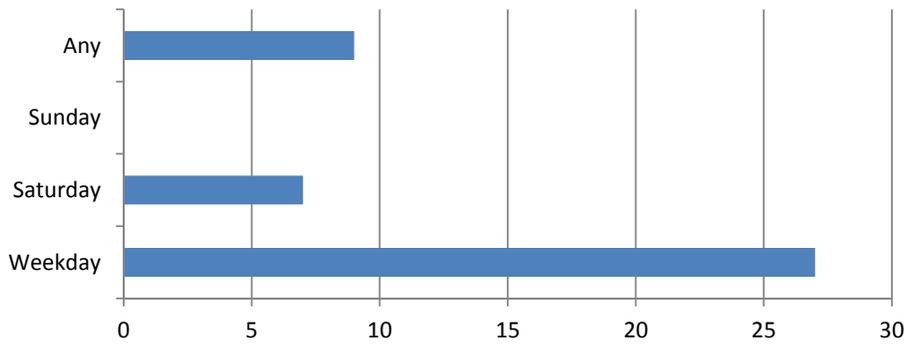
**Community Organizers (promotoras, etc.),
Local Agencies, Healthcare Professionals**



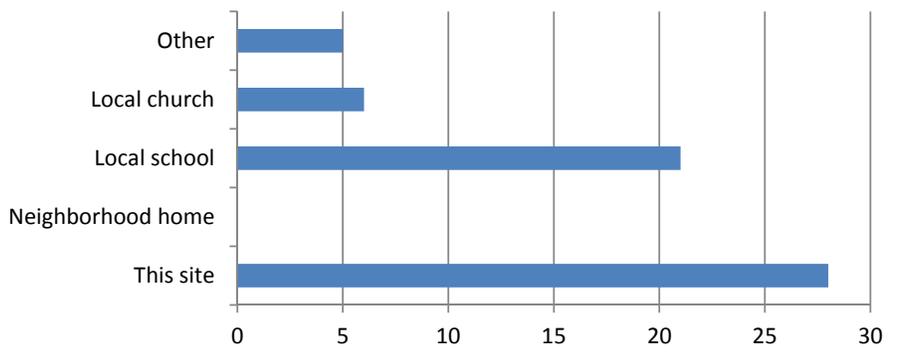
Q4a. Preferred time of day for meetings



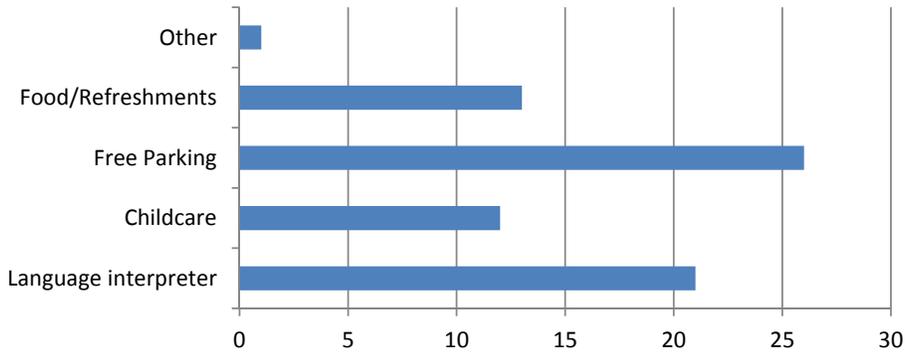
Q4b. Preferred day of the week for meetings



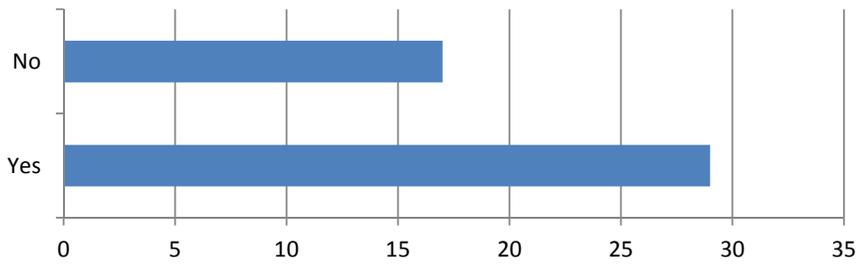
Q5. Preferred location for meetings



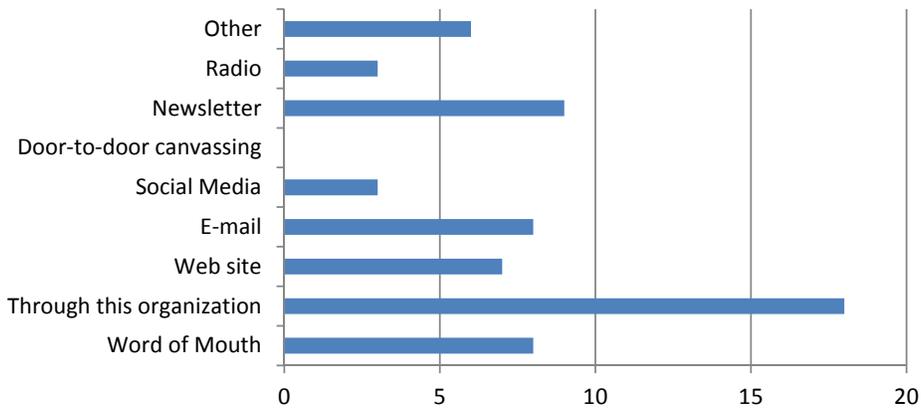
Q6. Which of the following would make it easier for you to attend meetings?



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?

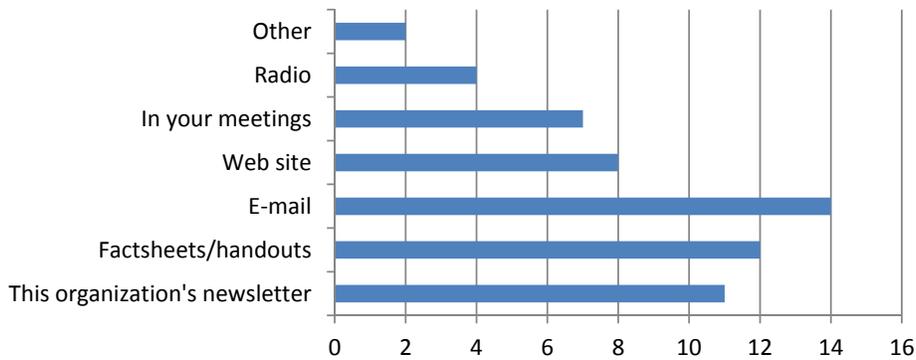
Value	Frequency
Yes	12
No	17

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

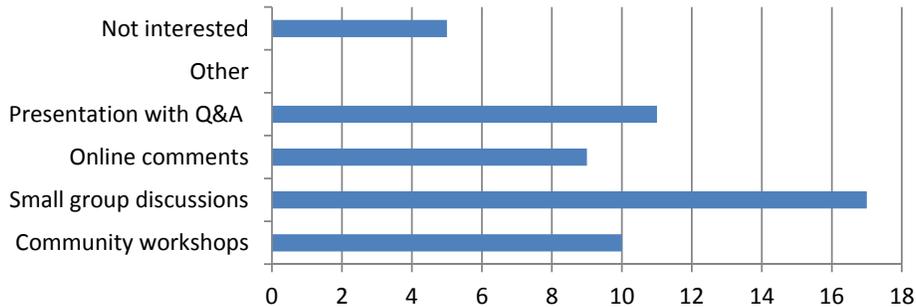
Value	Frequency
Word of Mouth	11
Through this organization	15
Web site	2
E-mail	4
Social Media	0
Door-to-door canvassing	2
Newsletter	3
Radio	3
Other	3

Youth Graphs

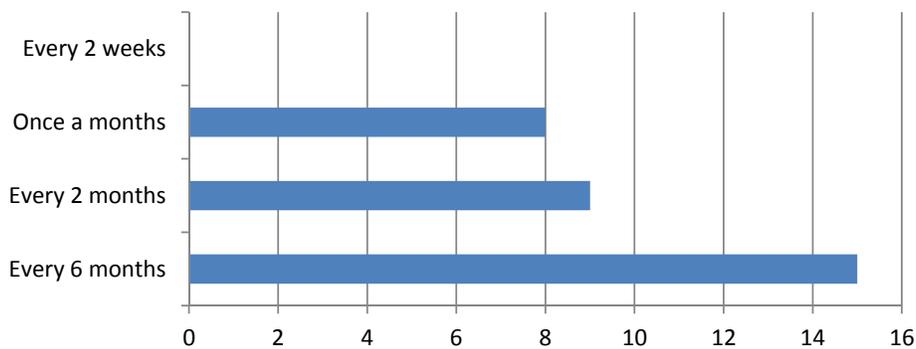
Q1. Preferences for how to receive planning information



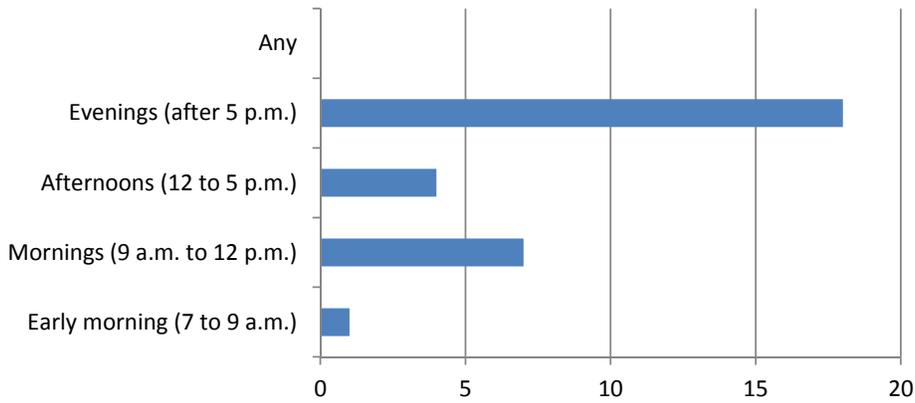
Q2. How would you prefer to participate in discussions on planning issues that might affect your community?



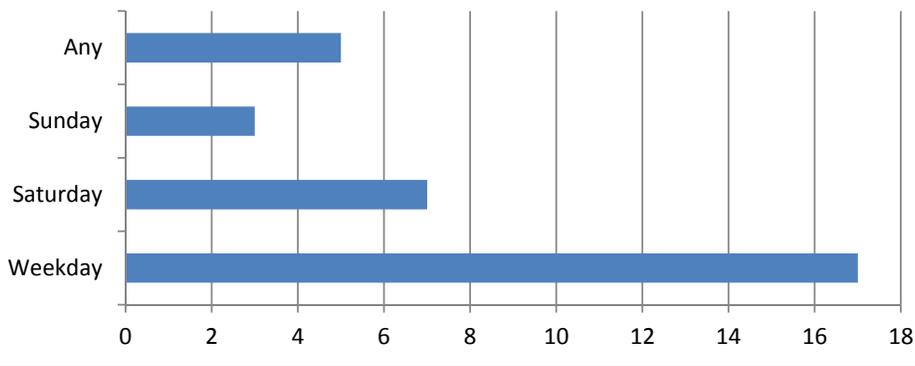
Q3. How often would you like to participate in such discussions?



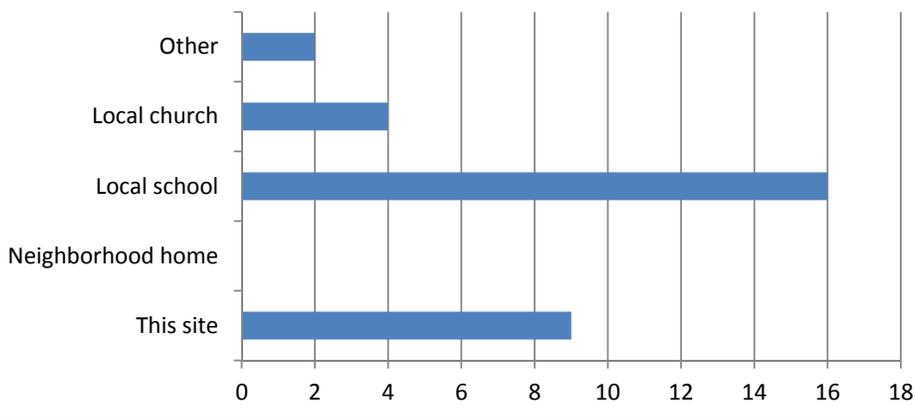
Q4. Preferred time of day for meetings



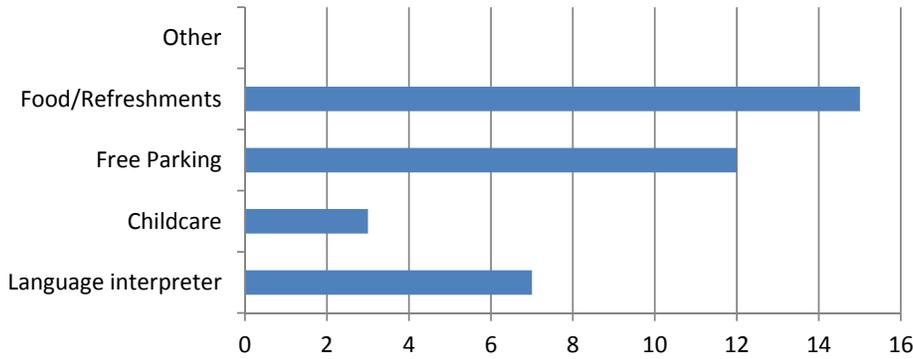
Q4b. Preferred day of the week for meetings



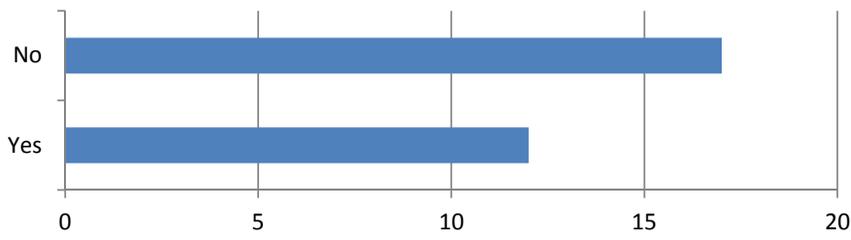
Q5. Preferred location for meetings



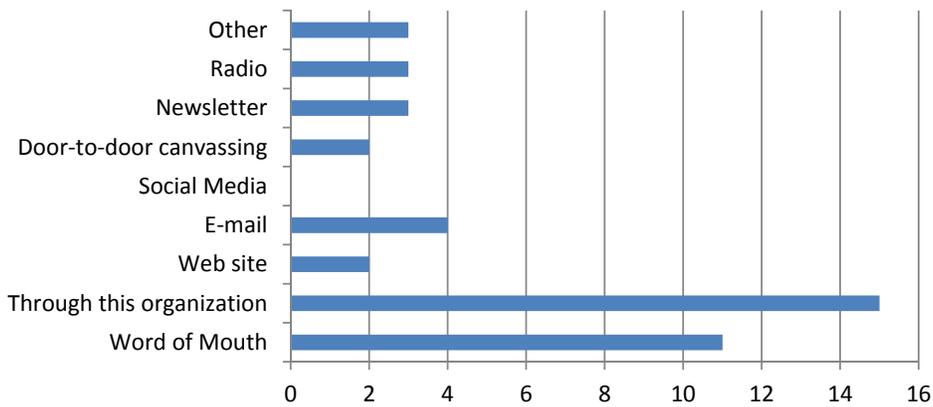
Q6. Which of the following would make it easier for you to attend meetings?



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?

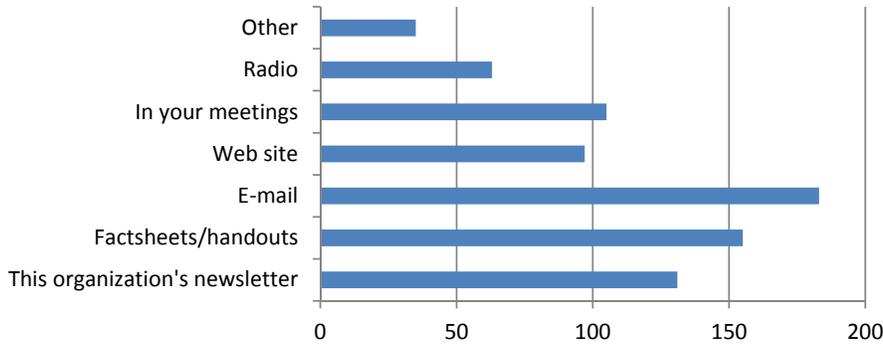
Value	Frequency
Yes	238
No	201

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

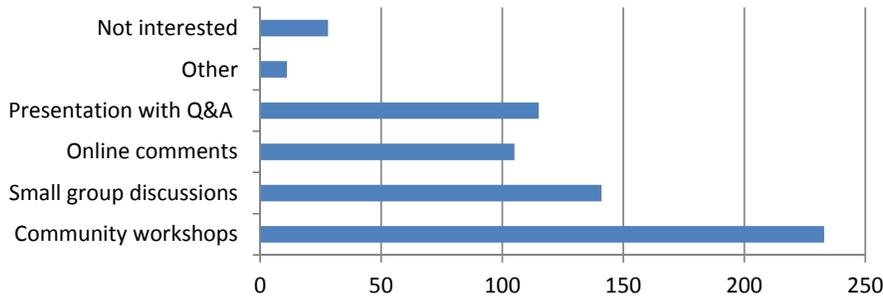
Value	Frequency
Word of Mouth	113
Through this organization	186
Web site	64
E-mail	63
Social Media	29
Door-to-door canvassing	15
Newsletter	78
Radio	41
Other	39

Entire Aggregate Data Graphs

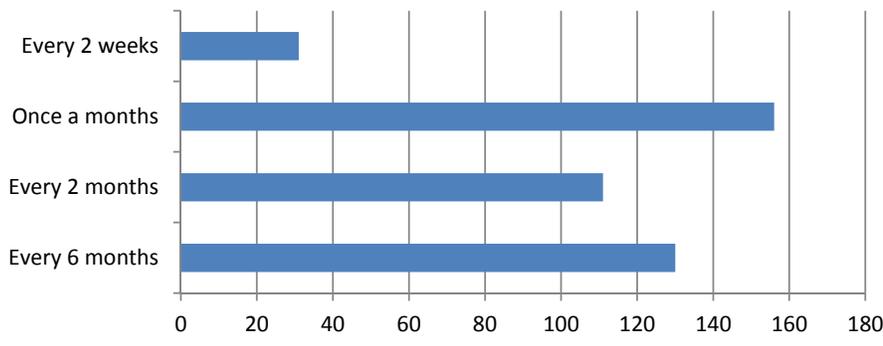
Q1. Preferences for how to receive planning information



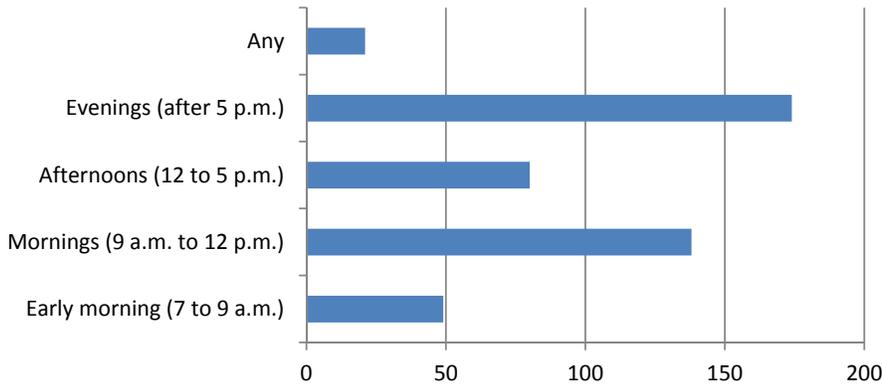
Q2. How would you prefer to participate in discussions on planning issues that might affect your community?



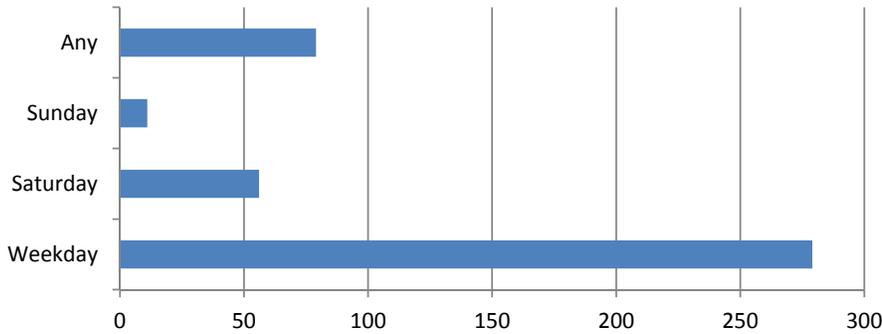
Q3. How often would you like to participate in such discussions?



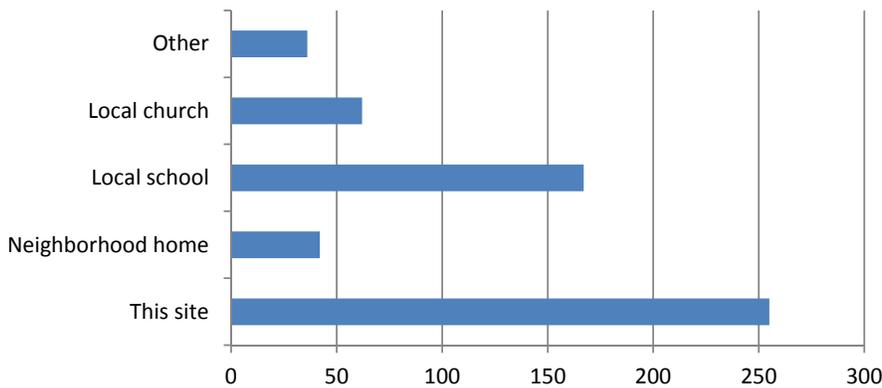
Q4a. Preferred time of day for meetings



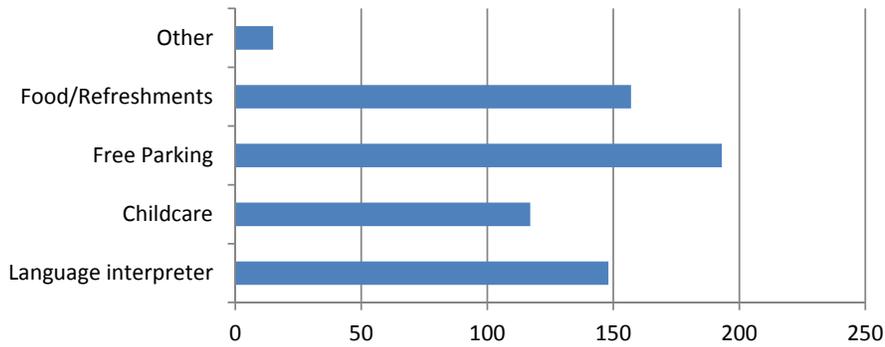
Q4b. Preferred day of the week for meetings



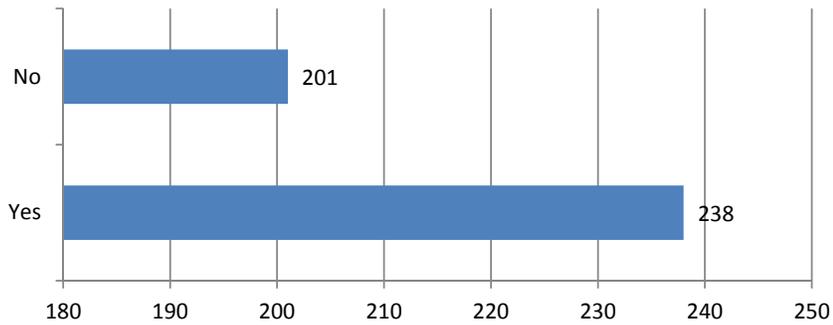
Q5. Preferred location for meetings



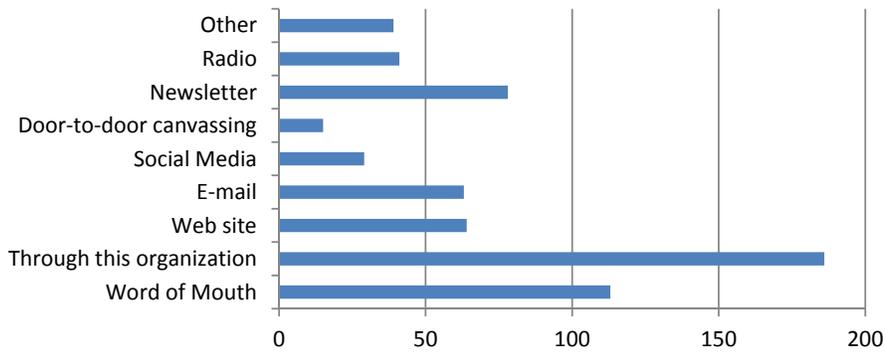
Q6. Which of the following would make it easier for you to attend meetings?



Q7. Have you ever heard of SANDAG?



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



PPP Updates Comments Received

Meeting/Group/Organizations	Date	Comments	Response/Action Taken
SANDAG Policy Advisory Committees and Board of Directors			
Joint Regional Planning and Transportation Committee Meeting	9/7	RP and Transportation Committee were part of a joint meeting. The following items were discussed: Making sure that we reach out to the U.S. Green Chamber for their feedback on the PPP and to add to the ongoing contact list.	Information sent to the U.S. Green Chamber
		Attend and provide presentation and/or survey to outside organizations where “normal” people go such as Rotary Club groups or Lions Club.	Efforts made to several groups resulting in presentations to: San Diego North Rotary Club, Mission Valley/Hillcrest Lion's Club, South East San Diego Kiwanis Club
		Contact all city/county clerks and ask them to share the PPP survey with their list.	Done through Executive Assistant/Clerk to the Board
		Contact all city/county clerks and ask them to join our e-mail distribution list for projects, etc., in order to forward our information out to their contact list.	Done through Executive Assistant/Clerk to the Board
		Make sure we’re having consistent communication. Don’t talk at the planning stage and then go dormant and then go out just before construction. Keep the information flowing throughout the process.	Continual efforts being made for consistent communications
		Ask the cities to add a link on their home Web pages to the SANDAG.org site (in general, not just for the PPP).	Communication staff currently working on this effort.
Borders Committee	9/28	City of La Mesa has had success posting signs regarding community meetings at major intersections.	Potential idea for specific projects. Currently, freeway signs are utilized for SANDAG projects.
Board of Directors	9/28	Consent item, no presentation or discussion.	
Board of Directors	10/26	Surveys and public workshops are already pre-determined; SANDAG needs to look at what other agencies (locally, domestically, and internationally) are doing.	SANDAG staff is currently doing this for projects on as needed basis. Will continue these efforts.

		The public doesn't have a clear, simple way to understand what SANDAG is up to.	The Public Participation Plan has a 'Connect with SANDAG' section that outlines all the ways the public can stay informed.
		Important documents should always go online.	Currently, agendas and reports are available online for SANDAG committee and working group meetings.
		After receiving comments, need to have a table with all comments for public to see; let public submit on comments for a more transparent process.	All SANDAG documents are available to the public, including this table.
Independent Taxpayer Oversight Committee	10/10	Offer a presentation on the 2050 Regional Plan efforts to the Uptown Community Planning Group (Jonathan Tibbitts request), and add corporations, as provided by Dick Vortmann, to Appendix C: Initial Stakeholder List.	Community planning groups and corporations added to citizen and stakeholder list in the Public Participation Plan Overall Public Participation Process section.
SANDAG Working Groups			
San Diego Region Conformity Working Group	9/5	Questions were raised regarding SIP and whether or not these requirements are taken into consideration.	Further research completed after the meeting and these requirements are met.
Cities/County Transportation Advisory Committee (CTAC)	9/6	Presentation combined with the Regional Plan PIP presentation.	No comments.
Regional Planning Technical Working Group	9/13	Are seniors being asked for input? Additionally, the suggestion of homeowner association newsletters was raised.	Communications staff is working on putting together a list of homeowner association contacts. Seniors were surveyed for this effort and are listed as one of the SANDAG communities of concern.
		The City of Chula Vista has had success in putting flyers at checkout stands, going into churches and other places where people already congregate.	Communications staff is working on putting together lists of congregations.
		City of Encinitas looks to the City commissions to outreach.	City commissions have been added to the citizen and stakeholder list in the Public Participation Plan Overall Public Participation Process section.
		Also, for the PPP update or other SANDAG efforts, may look to the cities to host events.	SANDAG regularly attempts to partner with existing events. These efforts will continue.

		May want to consider engaging communities by hosting educational series and provide financial incentive for people to attend.	Financial incentives are provided when the resources are available, including for project focus groups. Educational meetings are held at SANDAG. Notice of these meetings are usually distributed through committee and working group members, as well as community based organization partners.
		Coffee shops are a good location for workshops.	SANDAG is required to hold meetings at locations that are accessible via public transportation and in compliance with ADA regulations. Additionally, best case research indicates that meetings should be held at convenient times in communities where projects are taking place. These guidelines are followed when planning SANDAG meetings and workshops.
		Also, Web-based tools are a good idea.	Communications and modeling staff are currently exploring Web-based options for public involvement.
		City of La Mesa suggested refreshing the SANDAG media list, reaching out to blogs, and using Web-based tools.	Communication staff is currently working on how to best store and update media and contact lists. Staff is also working on segmented lists, including blogs.
		Further discussion by the group included regional versus local thinking.	
		Community members want to hear about their communities, not regional planning.	Segmented lists are kept to ensure citizens are receiving relevant information. Additionally, interested persons can sign up for specific project updates via keepsandiegomoving.com .
		Also, the use of getting the word out at City Councils was raised.	SANDAG staff currently makes presentations at City Council meetings as is requested and appropriate.
San Diego Regional Traffic Engineers Council (SANTEC)	9/13	Discussion around the tool Nixle and whether it was appropriate for the PPP update.	SANDAG does not currently use Nixle. Constant Contact, a different e-mail marketing tool, is currently used by SANDAG.
Social Services Transportation Advisory Council (SSTAC)	9/17	The group suggested utilizing existing Community Action Networks (CANS) and formalizing a working relationship with them.	SANDAG has existing relationships with some CANS and is working to establish others. An RFP will be released to community based organizations for involvement in the Regional Plan update. Organizations throughout the county, including CANS, will be invited to apply.

		Neighborhood Watch groups were also suggested.	Unsuccessful efforts to involve Neighborhood Watch groups were made.
		A question on having information at polling places was raised.	Contacted the Registrar of Voter's office, this would be possible but would have to be done through each polling location. Any material could not be on the voting materials table.
		High school counselors were also suggested as well as looking into the feedback/complaints of transit ridership.	Several suggestions to involve youth, schools, and educators in the planning process were raised. SANDAG staff is exploring the best way to work with schools. Transit partners conduct their own transit ridership surveys. SANDAG forwards any comments received specific to transit to providers.
Bicycle-Pedestrian Working Group	9/19	Walk San Diego suggested more workshops.	Workshops are a regular part of the SANDAG outreach process. The suggestion for more will be noted.
		The Able Disabled Advocacy was suggested as an organization, as was the San Ysidro Business Association.	Both of these organizations have been noted and added to community based organization outreach lists. The disabled community is a community of concern and Business Associations are also a part of the citizen and stakeholder list outlined in the Overall Public Participation Process section of the Public Participation Plan.
Tribal Working Group	9/26	PPP presentation handled by Coleen Clementson. No comments.	
Committee on Binational Regional Opportunities (COBRO)	9/4 & 10/2	Suggestion to send home owners associations information.	Communications staff is working on putting together a list of homeowner association contacts.
Environmental Mitigation Program (EMP) Working Group	9/11	No group discussion, some paper surveys turned in.	
Regional Energy Working Group	9/27	The City of Coronado offered their strategy for aggressively communicating to any resident who signs up at meetings, etc.	SANDAG staff currently utilizes sign-in sheets and asks for attendee e-mail addresses to continue to provide project information.
		Additionally, commented that meetings are a good opportunity to survey people, as those there are likely to be concerned citizens.	Currently, SANDAG encourages all project managers to have voluntary demographic survey information at all outreach meetings. This suggestion has been noted for future exploration.
		A comment was made regarding the success by the San Diego Foundation in reaching out to	The San Diego Foundation outreach effort was repeatedly praised. SANDAG staff has spoken

		faith-based organizations.	with San Diego Foundation staff.
		The discussion also included the importance of having meetings at convenient times.	SANDAG has conducted best case research that suggests the same. Citizens were surveyed on convenient times. Results indicate that community meetings after 5 p.m. continue to be convenient times.
Public Health Stakeholders Group	10/25	What did the San Diego Foundation do? They reached 30,000 people.	The San Diego Foundation outreach effort was repeatedly praised. SANDAG staff has spoken with San Diego Foundation staff.
		SANDAG should be leveraging the school's Parent-Teacher Associations.	Several suggestions to involve youth, schools, and educators in the planning process were raised. SANDAG staff is exploring the best way to do this.
		University town halls would be a good idea.	Several suggestions to involve youth, schools, and educators in the planning process were raised. SANDAG staff is exploring the best way to do this.
		Instant voting at meetings would be a good way to survey people.	SANDAG does not currently have the technology for this.
		Look into vendors that specialize in online engagement.	Communications and modeling staff are currently exploring Web-based options for public involvement.
		Might consider having street fair like events to build some excitement from the community.	SANDAG currently participates in existing community events, especially through the iCommute and FasTrak staff.
		Important to track progress, show before and after.	Language supporting this has been added to the Overall Public Participation Process section of the Public Participation Plan.
San Diego Regional Traffic Engineers Council (SANTEC)	11/8	No questions or comments.	
Regional Planning Technical Working Group	11/8		
Environmental Mitigation Program (EMP) Working Group	11/13	No questions or comments.	
Regional Energy Working Group	11/15	No questions or comments.	
Social Services Transportation Advisory Council (SSTAC)	11/19	No questions or comments.	
Conformity Working Group	12/5	SAFETEA-LU no longer exists, reference should be removed.	Suggestion noted.

Regional Plan Public Involvement Workshop Comments Summary	10/19		
		After you receive feedback from the public, track that feedback and communicate how it affected the process and changed the ultimate work product.	Language supporting this has been added to the Overall Public Participation Process section of the Public Participation Plan.
		Go out to meetings in the communities, rather than having them come to government.	SANDAG regularly attempts to partner with existing meetings and events. These efforts will continue.
		Craft customized outreach approaches for different geographic and social areas of the region.	SANDAG staff recognizes that different communities require different outreach strategies. Relationships have formed with community based organizations who know how to best work with their communities. These efforts are expanding.
		Take the time to brand and market the regional plan to make it more accessible	SANDAG staff is currently working on this.
		Connect with the region's youth. Use a simple message delivered via social media	Several suggestions to involve youth, schools, and educators in the planning process were raised. SANDAG staff is exploring the best way to do this.
		Use very localized forms of communication to reach community members – local papers, newsletters, flyers.	SANDAG staff is working on updating and systemizing community based organization groups by region to provide more localized forms of communication to citizens and interested stakeholders.
Misc. Meetings			
National City Council Meeting	10/30	Organizations suggested for outreach: EHC, Family Resource Center, Kimball Elementary School, Filipino Press, Sweetwater ASB, Samahan Community Health Center, Senior Centers, NC School District (Board and 10 elementary schools), Parent Institute for Quality Education (PIQE, David Valladolid, I have his business card), libraries, Paradise Valley Hospital (largest employer), Southwestern College (National City campus with 11,000 students).	All of these organizations fall within previously defined stakeholder groups outlined in the Overall Public Participation Process section of the Public Participation Plan.
San Diego North Rotary Club	10/25	SANDAG should update North County residents with projects happening in those areas.	Segmented lists are kept to ensure citizens are receiving relevant information. Additionally, interested persons can sign up for specific project updates via keepsandiegomoving.com .

		More meetings and presentations should happen.	Suggestion has been noted.
Mission Valley/Hillcrest Lions Club	11/6	Surprising that SANDAG can come to a consensus given the Board make-up.	
		What is Smart Growth? Don't want San Diego to turn into Los Angeles.	Smart growth is an urban planning and transportation theory that concentrates growth in compact, walkable urban centers to avoid sprawl. It also advocates compact, transit-oriented, walkable, bicycle-friendly land use, including neighborhood schools, complete streets, and mixed-use development with a range of housing choices.
		Does SANDAG assist cities with updating the city plans?	Yes
		Does SANDAG work directly with councilmembers?	Yes
		Border toll road is a good idea for faster crossing.	SANDAG is working on a toll road for border crossing.
Southeastern Kiwanis Club	11/14	People are unaccustomed to being asked their opinion by SANDAG.	SANDAG regularly tries to survey and involve citizens and interested stakeholders. The Public Participation Plan outlines how.
		SANDAG should continue to communicate with groups in Southeast San Diego.	Segmented lists are kept to ensure citizens are receiving relevant information. Additionally, interested persons can sign up for specific project updates via keepsandiegomoving.com .
		Why is SANDAG focusing on Bus Rapid Transit, light rail is better.	SANDAG staff explores a variety of options when planning public transportation projects.
		Why isn't SANDAG working with the San Diego Foundation? It's confusing to the public because it seems like it's the same efforts being repeated (future planning).	The San Diego Foundation outreach effort was repeatedly praised. SANDAG staff has spoken with San Diego Foundation staff.

E-mail Comments	Date	Contact Information	Response
<p>SANDAG might take my recommendation seriously, that it isn't reaching many the very people who are most affected by its decisions. If SANDAG wants opinions from very-low-income, low-income, or moderate-income folks, the internet won't get them. Families in those income ranges spend money on food, clothing, shelter, education, and transportation; not inter-net connections. SANDAG, or at least its demographers, already know that.</p>	8/24	<p>Jim Varnadore city_heights@yahoo.com</p>	<p>SANDAG staff recognizes that different communities require different outreach strategies. Relationships have formed with community based organizations who know how to best work with their communities. These efforts are expanding.</p>
<p>I have had challenges administering the survey to our community members. It's a complicated survey with references to a lot of things my volunteers don't know anything about (like the difference between the eNewsletter and e-mail options)... I actually think a survey can work, but this survey is very complicated. I wonder if you could streamline the survey or have two versions, one for your more savvy advocates and another for the general public. My thoughts on streamlining are to confine it to one or two pages and ask more simple questions with more basic answers. Like: How would you want to receive info from SANDAG: social media, e-mails, community meetings, large scale public hearings? This gets to the same idea as your question without the confusing options.</p>	9/25	<p>Emily Serafy-Cox eserafycox@midcitycan.org</p>	<p>Paper surveys were provided to several organizations, including Mid City CAN. For future surveys, SANDAG staff has taken note that a shorter survey may work better for some populations.</p>

<p>I have already given my contribution which have been well and documented and I continue to be very impressed with the 2050 Regional Transportation Plan. However there must be stronger marketing effort for greater excitement, enthusiasm and participation from individuals who this initiative will most directly affect.</p> <p>I trust other cities will take the initiative and carefully analyze how they can leverage from such a holistic initiative which includes at a community level transportation, land use, economic prosperity, affordable housing, social equity, public health and environment. Washington D.C certainly can use the creativity.</p> <p>Maybe if all political campaigns in 2012 were to inject this level of creative inclusiveness into their campaign as the 2050 plan, there would be a much more empowering direction and vision of leaders at all levels transferred to the people. Government would then have a better rating with the people when truly implemented. The creative use of the power love and gratitude!</p>	<p>9/29</p>	<p>Juliette Adams juliette@wealthliteracy.com</p>	<p>Efforts to market the 2050 Regional Transportation Plan update are being made by SANDAG staff in order to reach a wider audience and increase public participation.</p>
<p>Unfortunately I cannot make the meeting, but wanted to share some general comments. I strongly feel that public transportation must be strengthened, as well as bicycle pathways/safety. Many of my friends say they wish they could bicycle, but they do not feel safe. I've also heard many people tell me that public transit is too slow or unreliable. I know I would take bicycle or transit if the options were better. I believe both of these are key to San Diego becoming a more vibrant city. We need San Diego to become less dependent on the car, and less dominated by cars and freeways, otherwise it will become a sprawling urban area like LA. I think many San Diegans like our small town character, which is helped by public transit and bicycle usage.</p>	<p>10/12</p>	<p>Kevin DelMastro kdelmastro@yahoo.com</p>	<p>The implementation of bicycle infrastructure is a new focus for SANDAG.</p>

<p>I just wanted to express my frustration with the hypocrisy of SANDAG. Pretending to want input at a meeting that's to be held two days after an e-mail notice is sent, and during the day on a workday, is a blatant insult to the intelligence of constituents supposedly "represented" by these individuals.</p> <p>How about a workshop to discuss defunding SANDAG?</p>	<p>10/18</p>	<p>Eric Schaller eric.f.schaller@gmail.com</p>	<p>The public workshop being referenced was publicized for three and a half weeks and held in a location that is easily accessible by public transit during lunch time. Lunch was provided.</p>
<p>As a response to your message where you request opinions about communicating with the public, I am sending you the following comments: The community could be divided in the following groups: first the professionals , secondly the government sector, third the private sector and finally the community groups. Considering these sectors in the decision process I think we need three types of forums as follows: 1) Face to face discussions in the form of seminars and debates among or between professionals to discuss the following:</p> <ul style="list-style-type: none"> • Problems in our trans-border region and in San Diego proper and • Critiques and/or discussions of current practices in SANDAG (methods, implementation issues and decision process) • Lack of and/or approaches to our vision and goals for the region . Possible scenarios • Approaches an appropriate methods to deal with planning our region and urban areas.them, <p>2) Specific forums for specific presentations by individual professionals. I am an architect and a planner with more than 30 years experience both in San Diego and Mexico and I think I speak for many professionals when I say that we have little opportunities to present our ideas. Universities could be the places for those events.</p> <p>3) Meetings between representatives of the four sectors mentioned above.</p>	<p>10/13</p>	<p>Carlos B. Graizbord cargra@san.rr.com</p>	<p>SANDAG hosted a public workshop and discussed many of the things outlined. In regard to the second comment, currently, outside of participating in one of our meetings or providing public comment, SANDAG does not have a forum for general presentations from members of the public. We do have a speaker's bureau for any groups that would like SANDAG to speak on a topic/project we are involved in. More information can be found by e-mailing speakersbureau@sandag.org.</p> <p>Lastly, professional, government and private sector community members do participate in the SANDAG planning process through our committees and working groups. More information on these groups is available online at http://www.sandag.org/index.asp?fuseaction=committees.home.</p> <p>All of these meetings are open to the public.</p>

<p>1. SANDAG should work with its local government members to design, fund and construct a true regional bike lane network. The bike lanes should be similar to the one along the east side of Mission Bay. The bike lane network should be totally separate from the regions streets and roads, since when 100 lb bike riders and two ton cars collide the rider usually dies. SANDAG should route the new bike lanes parallel to old trolley routes like the one between Pacific Beach and La Jolla, and along existing and planned trolley and BRT right of ways.</p> <p>2. The updated regional plan should also focus on encouraging distributed renewable energy generation on ratepayers rooftops and parking lots throughout the county, using financing options like the City of San Diego's new PACE program, where customers can pay back loans on their property tax bills over time.</p> <p>3. SANDAG should more carefully examine the costs and benefits of moving to a more accelerated public transit development and expansion process, similar to those being undertaken in Los Angeles and the Bay Area. Expanding public transit to better connect where people actually live and work should take priority over new freeways and freeway expansions.</p> <p>Please share these comments with whoever is heading up the latest regional plan update process.</p>	<p>10/18</p>	<p>Don Wood dwood8@cox.net</p>	<p>Comments have been noted and shared with appropriate staff.</p>
<p>Here's my regional plan. Creating a Sustainable Economy and Future On Our Planet</p> <p>The San Diego/Tijuana Region A Case Study By Jim Bell, Second Edition March 20, 2007</p>	<p>10/19</p>	<p>Jim Bell jimbellels@cox.net</p>	<p>Reports provided were reviewed and shared with appropriate staff.</p>

<p>The e-mail below is more complicated than it should be. SANDAG makes most of what it does more complicated than it should be. There is a public participation plan for SANDAG that is undergoing an update. SANDAG would like you to take a survey about its plan and gives the links below. I hope you will participate in the survey. Copy and paste the links to your browser window. There are some places in the survey where you can write remarks. I hope you will note that many residents of low- and moderate-income communities are not connected to the internet, so the SANDAG outreach will not reach them. I hope you will urge SANDAG to find ways to make contact with our neighbors and others who are not connected to the internet. Their opinions are important. They are affected by SANDAG decisions.</p>	<p>8/24</p>	<p>Jim Varnadore <u>city_heights@yahoo.com</u></p>	<p>Paper surveys were made available to this organization. For future surveys, SANDAG staff has taken note that a shorter survey may work better for some populations.</p>
<p>At the workshop yesterday attendees were asked how they learned about it. Most indicated electronic contact. One attendee noted that electronic contact facilitates those who use the internet and ignores those who cannot. That led to a lively discussion about how to close the gap between the people SANDAG does reach and the people SANDAG should reach. There's a piece in the newspaper today on page B4 about how the San Diego Symphony expects to reach a lower-income audience than it usually reaches. SANDAG might find some ideas there helpful in its quest to reach that same audience, especially putting i-pads at libraries, community centers, and I would add, social service offices.</p>	<p>10/20</p>	<p>Jim Varnadore <u>city_heights@yahoo.com</u></p>	<p>Article referenced: http://www.utsandiego.com/news/2012/oct/20/san-diego-symphony-makes-community-connections/. Shared with relevant staff. SANDAG surveys have found that e-mail continues to be an effective means of communication. Staff recognizes that low income people may not have access to internet and have worked to establish relationships with the community based organizations who serve them. These partnerships help inform citizens in a way that is useful for them. These efforts are increasing.</p>

<p>Although Item 7 says that input was sought in August and September including from working groups, your e-mail on the 25th was the first that I heard. Perhaps I missed an e-mail or meeting. I see that other languages are incorporated in meeting notices, and use of google translate on SANDAG's Web site also helps. I suggest outreach include youth (at least at the college level but if possible to jr and sr hs), and the homeless (at shelters and transitional housing), as well as include collaboration with other organizations, such as The SD Foundation, who are conducting their own, related efforts.</p>	<p>10/5</p>	<p>Catherine Rodman crodman@affordablehousingadvocates.org</p>	<p>The Public Participation Plan update began in late August and continued through the Fall. The outreach efforts made are outlined in Appendix A of this report. Several suggestions to involve youth, schools, and educators in the planning process were raised. SANDAG staff is exploring the best way to do this.</p>
<p>I attended last Friday's Public Participation Session. I meant to ask if SANDAG intended to convene a stakeholder's panel for the RTP update. I ask because Community Planners Committee (CPC) previously had 1 or 2 seats on that panel. It seems SANDAG is taking a different approach this time but I did not want to make any assumptions.</p>	<p>10/25</p>	<p>Joe LaCava joe@avetterra.com</p>	<p>We are not recommending the formation of a stakeholders working group this time around, as we are proposing to try a series of new outreach and involvement techniques.</p>
<p>Thank you for the summary of the meeting. I was sad not to be able to attend, but the time and location did not work for me. In the future maybe you could hold web meetings where we could phone in and ask questions, take polls, etc.</p> <p>Even though I could not attend I am so very pleased with what the 120 people who did attend, and what they came up with. I could not agree more and love that better and more effecient public transportation came up over and over again.</p> <p>What is the next step? What will you do with this information? Is there an organization I can contact who's sole focus is better public transportation in San Diego? Do we need to sign petitions to get some long range vision started?</p> <p>Is there a video of the meeting we can watch so we can see what took place?</p>	<p>10/25</p>	<p>Ginny Scheitt spevakgin@gmail.com</p>	<p>Video technology is not currently used for SANDAG meetings. Live audio streaming is available for Board meetings. The next steps are to report the results of the workshop to the SANDAG Board and incorporate many of the comments from the workshop into the Public Involvement Plan for the regional plan. Then, early next year, we will kick off the more formal planning process.</p>

<p>Thank you for the opportunity to participate in the workshop for the combined regional plan. I was at your "Reaching Out" table in the second round, sitting directly across from David. I am a planner with RBF Consulting and recently transferred from Irvine to the San Diego office so that I could live here.</p> <p>If you haven't already decided on a web platform for participation, I wanted to let you know that we like MetroQuest quite a bit--the product is good, and they are really responsive. RBF's new parent company has used them for large-scale transportation projects and we recently used them for a survey about ped and bike access to Metrolink stations in Orange County. The MetroQuest platform includes a scenario comparison tool and the ability to place comments on a map. Please let me know if you'd like to talk to them or to someone at our company who has worked directly with them.</p> <p>As a new transplant to San Diego, I find it exciting that there is a growing interest in public engagement on the part of both SANDAG and the San Diego Foundation. I also hope that there is some coordination between those efforts. I've even wondered if one of the organizations would be interested in forming an advisory body focused on public participation in the San Diego region. I really enjoy talking with other people in this field, so I would love to try to make that happen!</p> <p>In any case, I hope that you'll continue to reach out as you plan for public participation. Thanks again and I look forward to being involved in the future.</p>	<p>10/30</p>	<p>Brown, Mina mbrown@rbf.com</p>	<p>Communications and modeling staff are currently exploring Web-based options for public involvement. The San Diego Foundation outreach effort was repeatedly praised. SANDAG staff has spoken with San Diego Foundation staff.</p>
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<p>I have reviewed a portion of the PPP, and it seems to be the same as the plan developed when I served as a stakeholder on the 2050 Regional Transportation Stakeholder Planning Group. The plan itself is fine. The problem is getting people who are both interested enough and knowledgeable enough to give meaningful input. Targeting organizations that focus on certain geographic areas and populations is a good idea, but what I saw from the 2050 Plan, the audience participation was small...Since the mayors of the cities are on the SANDAG Board, I think if they were to include some of the items that relate most closely to the concerns of their neighborhoods on their Board agendas, the turnout might be better.</p>	<p>11/4</p>	<p>LoisKnow@aol.com</p>	<p>SANDAG is continually trying to get more community members to participate. Some of these strategies include working more closely with community based organizations, community planning groups, and other civic groups already in neighborhoods and communities, in addition to working with SANDAG Board members.</p>
<p>Thank you for the opportunity to again review SANDAG's Draft Public Participation Plan; I provided comments on the PPP's first iteration in 2009. My comments on the 2012 update are as follows:</p> <ul style="list-style-type: none"> • Pages 2-5: please consider listing the requirements relating to public participation, and including the requirements descriptions as an appendix. The focus of the PPP should be on the "how" of the public participation process, rather than the "why". This was commented on and addressed in 2009 for the mandates on pages 16-18. • Page 3: Under Air Quality Implementation Plan, the acronym CWG is not previously defined - revise to "Conformity Working Group (CWG)" • Pages 7, 10: The first overall guideline/principle states that "The PPP is designed to inform and involve people..." (emphasis added), and this is repeated throughout the PPP. Please consider adding principles that follow best practices to collaborate with and empower people for the highest levels of public impact, as outlined in the attached International Association of Public Participation (IAP2) Spectrum. This was commented on and addressed in 2009, and can be addressed again by adding a reference to IAP2 in Project Development and Program Planning's Public Participation Process item #2 on page 10, for example. 	<p>11/29</p>	<p>Connery Cepeda connery_cepeda@dot.ca.gov</p>	<p>Comments noted and changed where appropriate.</p>

Survey Comments	Contact Information	Response
<p>I would like to be informed of any upcoming meetings in regards to Social Services, Public Health, Landlord/Tenant Issues. I would like to advise the SANDAG specifically on how to make necessary program changes for social services. Particularly Calworks, Cash Aid, and Medical policies. I have proven, effective strategies to improve social services policies to better and more efficiently serve clients. This includes methods for decreasing cost to counties, as well as participants. I would like to speak at each one of these meetings. I am a real estate agent licensed by the state of California. I would also like to provide input on housing and real estate issues.</p>	<p>anonymous</p>	<p>Currently, community members are able to sign-up for the SANDAG e-newsletter via sandag.org. The e-newsletter provides up to date information on SANDAG projects and programs. Additionally, people may sign up to receive specific project updates through keepsandiegomoving.com.</p>
<p>It seems as though everytime SANDAG asks for public comment the meetings are held at inconvenient times. It also seems like they don't take public comment into consideration because the policies are always implemented no matter the backlash.</p>	<p>anonymous</p>	<p>SANDAG best practice research indicates that meetings should be held at times that are convenient, including Monday through Friday after 5 p.m. and during lunch hours. Project managers are encouraged to hold meetings during these times. Additionally, public comment is an important part of the SANDAG planning process. The Public Participation Plan, in particular, outlines the way that the public is involved in the planning process.</p>
<p>I am concerned about the traffic on Hwy 67 & Moreno Ave in Lakeside due to increase of industrial zoning and truck traffic. I am also extremely concerned about our quality of water/wells because of the sludge and other things being used as fill on the industrial sites located on Vigilante Rd and Hwy 67 in Lakeside. And NO ONE seems to care!</p>	<p>anonymous</p>	<p>Concerned citizens are encouraged to sign up to receive specific project updates through keepsandiegomoving.com.</p>
<p>In my community we are very interested in aggregate resource planning, but were left out of SANDAG's recent planning process.</p>	<p>anonymous</p>	<p>Citizens are encouraged to attend SANDAG committee and working group meetings, which are all open to the public to voice their concerns. A full list of meetings can be found at sandag.org/meetings.</p>
<p>What is going on with 805?</p>	<p>anonymous</p>	<p>Updates for all construction projects can be found at keepsandiegomoving.com.</p>
<p>Keep up the good work. Tough job to get enough public intent and input.</p>	<p>anonymous</p>	

<p>Why are board and policy committee meetings not video broadcast on web? Newsletters are too glossy, expensive and puff pieces - very little substance consider changing newsletter format less pr, more substance.</p>	<p>anonymous</p>	<p>SANDAG board meetings are currently available for live audio streaming. The monthly e-newsletter is not printed. The majority of printed information at SANDAG is printed in-house.</p>
<p>This survey did not address fundamental aspects of SANDAG's M.O. that impact public participation. Its a classic example of SANDAG's outreach stepping over substantive aspects of an issue.</p> <p>People can smell it when their participation is superficial.</p> <p>1. Stop having meetings when reports are already done and act like the public's input matters, when there is a deadline that makes it impossible to incorporate any real changes. Instead present ALL the alternatives, early in the development AND present the final so people can see what and WHY things were changed.</p> <p>2. Don't lock out the public from the premises. Post online your models and documentation that are used as the foundation of SANDAG's models (examples=transportation and financial forecast models).</p>	<p>anonymous</p>	<p>1. The Public Participation Plan outlines the ways that SANDAG involves the community. Public involvement is an important aspect of all SANDAG projects.</p> <p>2. SANDAG regularly posts key reports and information online via sandag.org, 511sd.com, and keepsandiegomoving.org.</p>
<p>airing your community events on Channel 24 (Cox Cable) -local government TV</p>	<p>anonymous</p>	<p>SANDAG regularly works with the County Television Network, San Diego City TV, KOCT (Oceanside), and San Marcos TV to provide information to the public.</p>
<p>I would like to see SANDAG looking into impact from freeway noise and taking more of public inputs on it.</p>	<p>anonymous</p>	<p>SANDAG projects are required to comply with the California Environmental Quality Act and the National Environmental Policy Act.</p>
<p>You support projects which the community does not support. Your leadership is poor.</p>	<p>anonymous</p>	<p>SANDAG regularly works with community planning groups and forms stakeholder working groups to engage the communities around a project area.</p>

<p>People who live in an area usually know best what should happen in the area they live. Big business with lots of money does not have the right to come to my community and destroy it, just because they can buy government officials out. (Including Cal fire, board of supervisors, BLM and school districts and large property owners who do not live here but have bought property for their benefit, to screw locals out of their health, property values and have no interest in local wild life.</p>	<p>anonymous</p>	<p>SANDAG regularly works with community planning groups and forms stakeholder working groups to engage the communities around a project area.</p>
<p>Public involvement does not appear to be of significant importance to SANDAG. An assessment of the organization's culture may be helpful, as would increased outreach to diverse stakeholders and communities given their anticipated growth in the region.</p>	<p>anonymous</p>	<p>The Public Participation Plan, as well as the Language Assistance Plan, and related Title VI efforts all outline the ways that SANDAG works to engage the public.</p>
<p>Sandag is a top down organization that seems to discourage independent thought or actions. Seldom have I felt that anyone enjoys independent thought or action. Net result is an organization that has room for independent thought or action.</p>	<p>anonymous</p>	
<p>It would be nice to receive specialized communications depending on what part of the county you live. Generally, I'm concerned about transportation and land use issues affecting north county coastal down through Kearny Mesa. It would be great to receive sub-regional notifications about meetings and plans that affect my commute and areas near where I commute.</p>	<p>anonymous</p>	<p>SANDAG staff is working on updating and systemizing community based organization groups by region to provide more localized forms of communication to citizens and interested stakeholders. Interested persons can also sign up for specific project updates via keepsandiegomoving.com.</p>
<p>I have asked this before of your Trans. Committee and the SANDAG Board: They should all go visit, in the field, any road project over 5 million dollars that SANDAG is funding.</p>	<p>anonymous</p>	<p>Suggestions has been noted and shared.</p>
<p>Any regional planning should be minimized and apply only to transportation issues. Planning exercises are an excuse to expand govt, waste resources, and lessen personal liberty</p>	<p>anonymous</p>	

<p>Present many different choices and scenarios for residents and stakeholders to choose from.</p> <p>Set up booths and participate in fairs on all the local campuses like SDSU, USD, UCSD and Mesa College.</p> <p>Go out and talk to people at the Beach...such as down at the Crystal Pier in Pacific Beach.</p> <p>Have Booths at all the major Shopping malls like UTC, Fashion Valley and hand out gift cards, gas cards and get people engaged.</p>	<p>anonymous</p>	<p>Survey results indicate that SANDAG staff should attend existing meetings and events. Several suggestions to involve youth, schools, and educators in the planning process have also been raised. SANDAG staff is exploring the best way to work with schools. SANDAG regularly attempts to partner with existing events. These efforts will continue.</p>
<p>I strongly urge you to work with open data-focused people to make any datasets SANDAG has openly available so that we can work together to improve our communities. We should be pioneers in open-data movement - so that we all benefit.</p>	<p>anonymous</p>	<p>SANDAG makes a large amount of data available to the public. More information can be found at sandag.org/demographics</p>
<p>They have done a great job with redevelopment over the years of downtown San Diego!</p>	<p>anonymous</p>	
<p>Please publish more surveys for public comment.</p>	<p>anonymous</p>	<p>Comment noted and shared with staff for future efforts.</p>
<p>I am glad your trucks are on the highways to help</p>	<p>anonymous</p>	<p>Freeway Service Patrol is looking to expand its service times.</p>
<p>Need security on each Sprinter train, not just occasionally. Business people will not take it if they are not safe. People should not be allowed to ride without a ticket. Train announcements and security should continue to enforce "No shoes on the seats". Swearing and abuse by gang and students should not be allowed. Safety, cleanliness and on time arrival are the top concerns. Thank you</p>	<p>anonymous</p>	<p>Comments have been forwarded to NCTD staff.</p>

<p>Could you please stop ignoring the statements of the many outspoken critics of the I-5 expansion that most of the immediate residents don't want? The majority of the local residents would rather have improved public transportation services instead. Adding more polluting cars, traffic and noise to our delicate coastal areas by widening the freeway is the absolute worst decision and your organizations flaccid attempts to take public comment into account for this project are pathetic. Your organization is disingenuous and appears to be serving the special interests of automakers, pro-business city planners and commerce organizations. If that is protocol for your organization then don't be surprised to find the comments and actions for future public involvement to be far less trusting of your organization.</p>	<p>anonymous</p>	<p>Comments have been shared with appropriate staff.</p>
<p>More press coverage</p>	<p>anonymous</p>	<p>The SANDAG Public Information office regularly works to secure press for SANDAG programs and projects.</p>
<p>Thanks for sending out this survey and asking, in the first place</p>	<p>anonymous</p>	
<p>We need better communication between SANDAG and the public about what is happening w/the I5 freeway expansion and its progress.</p>	<p>anonymous</p>	<p>More information can be found at keepsandiegomoving.com, including meeting notices.</p>
<p>Need to work on general public's understanding of what SANDAG is and does.</p>	<p>anonymous</p>	<p>Comment forwarded to appropriate staff.</p>
<p>Would there be a chance to be able to network and get opportunities to speak on issues that are pertinent to me?</p>	<p>anonymous</p>	<p>All SANDAG committee and working group meetings are open to the public.</p>
<p>This survey is too complicated for your average resident. I tried to have our members fill it out and they had so many questions, we gave up.</p>	<p>anonymous</p>	<p>For future surveys, SANDAG staff has taken note that a shorter survey may work better for some populations.</p>
<p>Who is your university representative?</p> <p>Any contact with the student population? They are often innovative, underrepresented in city concerns, often free or cheap!</p>	<p>anonymous</p>	<p>Several suggestions to involve youth, schools, and educators in the planning process have been raised. SANDAG staff is exploring the best way to work with schools.</p>
<p>survey is too long</p>	<p>anonymous</p>	<p>For future surveys, SANDAG staff has taken note that a shorter survey may work better for some populations.</p>
<p>Is SANDAG involved in other than transportation</p>	<p>anonymous</p>	

issues?		
Survey is too long	anonymous	For future surveys, SANDAG staff has taken note that a shorter survey may work better for some populations.
Thank you!	anonymous	
Would like to see some easier to view planning maps for the east Chula Vista areas. Some of the GIS products are out of date or difficult to view.	anonymous	SANDAG GIS team continually working on mapping. Comment shared with staff.
You need to have more multi-lingual people on your staff and more social scientists.	jriquelme@baysidecc.org	SANDAG recruitment often specifies bilingual candidates preferred for positions that would require interaction with limited English speakers. Efforts will continue. Other qualifications dependent on position. Comment shared with Human Resources staff.
It's best to get out into the community, attend their meetings, not expecting them to attend SANDAG's	anonymous	Survey results indicate that SANDAG staff should attend existing meetings and events. These efforts will continue.
you should have introduced yourself ie what is sandag before you did survey	anonymous	Comment noted for future survey efforts.
I think the sound barrier walls should start with the walls from Palomar 805 to Lst. The residential area has to deal with all of the loud freeway noise on both the west and north sides and on the south bound 805 by naples I have seen 2 cars come off the freeway and land on Nacion (dangerous)	anonymous	Comment shared with appropriate staff.
Need to provide more time for comment after plans are published.	anonymous	SANDAG currently adheres to 30 and 45-day public comment periods for major reports and work initiatives.
The forced ranking of how to best communicate with us doesn't work for me. There is only one way--e-mail--the other ways aren't important. There was no way to show that. What keeps me from attending meetings is kids--with 2 children at home with disabilities, it is really difficult to find child care.	anonymous	Comment noted for future survey efforts.
Note that the residents of Eden Gardens in Solana Beach need to have a voice and may not have ready access to internet.	hoktck@gmail.com	Staff recognizes that low income people may not have access to internet and have worked to establish relationships with the community based organizations who serve them. These partnerships help inform citizens in a way that is useful for them. These efforts are increasing.

<p>I have no clue what many of the initiatives you mention in the previous question are! I also have only a basic understanding of Sandag's purpose. Maybe you should start with the premise that survey respondents know nothing and spell it out for them.</p>	<p>anonymous</p>	<p>Comment noted for future survey efforts.</p>
<p>I appreciate being able to keep informed via the Internet as it's difficult for us to attend events in person. Thank you.</p>	<p>anonymous</p>	<p>Survey results indicate overwhelming support for e-mail based communication. These efforts will continue. Additionally, communications and modeling staff are currently exploring Web-based options for public involvement.</p>
<p>Supporting and attending meetings depend solely on how important the topic is to me.</p>	<p>anonymous</p>	<p>Survey results have also indicated that a topic that affects someone directly is a very important factor in whether or not they will attend a meeting.</p>
<p>I submitted comments and questions during the last period when citizen feedback was solicited about the widening of the I5. To date, I haven't received any responses to my questions. I wonder why this is so?</p>	<p>anonymous</p>	<p>Citizen input has indicated a need for more follow through when it comes to public comments provided to SANDAG. Due to this input, language emphasizing follow up has been added to the Overall Public Participation Process section of the Public Participation Plan and will continue to be a focus for staff.</p>
<p>Most families are over-scheduled with work, school, children's activities. They are not reading newspapers or flyers that resemble junk mail. If a change will impact a neighborhood, residents need to receive advance notice via priority mail so that it is not overlooked as junk. We have the right to know what is going on where we live!</p>	<p>jaspringer1@cox.net</p>	<p>SANDAG sends multiple notices through as many channels as possible when conducting work in a community, especially construction projects.</p>
<p>We are the only connected rail siding left on the east side of the main line and did not receive a call, post card or knock on the door letting us know that the approval for the Mid Coast line was being discussed before the vote. Since tracking down SANDAG we have found out that we are at risk of being cut off the main line. It seems that a site that is DIRECTLY affected by any action of SANDAG would be at the top of the priority list of being informed instead of having to track down information after the fact. I can be reached at 619)572-6153 for any questions or comments. Thank You Doug Hovland</p>	<p>doug@sdfs99.com</p>	<p>Comment forwarded to relevant staff.</p>

I am volunteer Chair of Bonsall Chamber Governmental Affairs Committee, please keep me informed.	anonymous	All San Diego County Chambers are important organizations for the SANDAG Public Participation Plan and are included in the list of stakeholders and citizen groups outlined in the Overall Public Participation Process section of the Public Participation Plan.
The Quiet Zone, when is it coming? I don't know if SANDAG is involved, but it is taking forever!	anonymous	
I would like public comments to make a difference. My plan for I-5 NB & SB is to add one additional regular lane, auxiliary lanes and continue the HOV to 78. Add effective, daily mass transit ON THE FREEWAY in the form of BRT and re-evaluate in five years. I've put forth this plan several times, and have heard nothing back. How do I get this plan implemented, starting with buses traveling on the freeway in 2013?	anonymous	Citizen input has indicated a need for more follow through when it comes to public comments provided to SANDAG. Due to this input, language emphasizing follow up has been added to the Overall Public Participation Process section of the Public Participation Plan and will continue to be a focus for staff.
Question 14 should be supplemented by social media.	anonymous	Comment noted for future survey efforts.
Am still dissatisfied with response to community concerns regarding Rte. 76 signal at Jeffries Ranch. Horrible community relations and awful arrangement as it is now. Every time I drive on 76 my blood boils.	anonymous	
Keep up the Great Work!	anonymous	
I was unable to attend last local meeting because it started at 6:00 PM and I do not get home until 6:30 PM or later.	anonymous	SANDAG surveys indicate that meetings be held during the week after 5 p.m. Outreach meetings and workshops are regularly held during the hours of 5 to 8 p.m. for this reason. Citizens are welcome, even if it's after the meeting has started.
Current outreach is not designed to attract and engage the general public that is most impacted by public transportation and infrastructure. Poor and underserved communities are particularly left out of the communications loop. Need for more transparency in SANDAG's contracting practices. Small and mid-size subcontractors have as much need/right to contract information that affects them as do prime contractors.	anonymous	SANDAG staff recognizes that low income people may not have access to internet and have worked to establish relationships with the community based organizations who serve them. These partnerships help inform citizens in a way that is useful for them. These efforts are increasing.
Appreciate the opportunity to participate in this survey. Thank you.	anonymous	

<p>Nice to see SR-76 almost done after original completion date of 1999 is so far in out history. 5.5 miles add one lane each way... how long? how much\$\$\$? Can only imagine the state of our national highway system if this process (SR-76) and cost factors had been applied to it's entire construction. May our Lord have mercy on us all!</p>	<p>anonymous</p>	<p>Comment forwarded to appropriate staff.</p>
<p>Doing a good job keeping the traffic flowing on 76 project. Newsletters are great and informative.</p>	<p>anonymous</p>	<p>Comment forwarded to appropriate staff.</p>
<p>start work on i-5 n. coast NOW!</p>	<p>anonymous</p>	<p>Comment forwarded to appropriate staff.</p>
<p>gicevelasquez@gmail.com</p> <p>I want the Bus Rapid Transit to follow the original plan where it crosses the 125 toll road at East Palomar. A bridge at East Palomar that includes the designated bus lane as well as a sidewalk for pedestrians and a designated bike lane would greatly increase the walkability of the area. Also, a bridge with a sidewalk and bike lane would increase pedestrian and bicycle safety.</p> <p>Thank you, Ingrid Velasquez (619) 519-0278</p>	<p>gicevelasquez@gmail.com</p>	<p>Comment forwarded to appropriate staff.</p>
<p>When sending out letter or newsletter, make sure they arrive before the scheduled meeting date. For an exsample: I received the newsletter notice of a meeting, did not receive the newsletter until AFTER the meeting was held, so I was not able to attend the meeting. I'm a retired community resident and I'm very interested in finding out what type of security measures are going to be in place. I only live three block from the Palomar station and I'm concern over traffice and safety issues.</p>	<p>anonymous</p>	<p>SANDAG makes every attempt to promote meetings and workshops with ample time to inform residents. Comment has been noted and efforts to better inform the public, as outlined in the Public Participation Plan, will continue.</p>

<p>I keep waiting and review to see how my home in Harbor Pointe will be impacted-if you are going to take in eminent domain homes and how many rows of them. I ask not because I own one of the homes closest to the I5 widening but one row back on the east side of Harbor Point Road. Therefore, I need to know you are taking any homes thereby making my home then along the freeway which would be horrible and negatively impact my life and value of my home. I intentionally did NOT purchase a home along the freeway but with the widening you could make it become along the freeway. I do not have enough money to buy a new home if you take the take the homes west of Harbor POinte making my home then along the freeway exposed to too much FUMEs from exhaust that I am not currently susceptible to with my lung issues. Also concerned about the noise. I am hoping you take no home from Harbor Pointe in the streets like Windcrest to keep a barrier to the freeway for my home to protect me, my lungs, my veggie garden from exhaust settling on my property and the NOISE!! I purchahse the seaside home because it was NOT along the freeway and in seaside two of Carlsbad not were it would be if you need to take the 4 or five homes west of me. Thanks</p>	<p>anonymous</p>	<p>Comment forwarded to appropriate staff.</p>
<p>PLEASE fund more bicycling projects. Start making bicycling a priority as opposed to putting aside leftover funds for bike related projects. Every dollar invested in freeways creates more problems (diabetes, obesity, maintenance costs, lack of public & retail space, congestion, poor air quality, traffic collisions, CO2 emissions). Every dollar invested in bicycling projects improves the quality of life, economics and the environmental health of our people and cities. Please make a more serious commitment to bicycling projects!</p>	<p>anonymous</p>	<p>The implementation of bicycle infrastructure is a new focus for SANDAG.</p>
<p>Please do not stop assembling statistics-they are very informative</p>	<p>anonymous</p>	<p>SANDAG makes a large amount of data available to the public. More information can be found at sandag.org/demographics.</p>
<p>I've appreciated 76 updates</p>	<p>anonymous</p>	<p>Comment forwarded to appropriate staff.</p>

Consider improved outreach to obtain better representation from the general public. The San Diego Foundations use of iPad's and volunteers walking the streets was a great example.	anonymous	The Public Participation Plan outlines all the ways SANDAG project managers can outreach to the public. Strategies are regularly being updated to include best practices and input given by the community.
You process for community engagement on the BRT process in Downtown is arrogant and not inclusive	anonymous	Comment forwarded to appropriate staff.
Keep up the good work!	anonymous	
what percentage of the public knows what SANDAG does, much less how to contact them for comment?	anonymous	
Sandag is a powerful entity that is out of control.	anonymous	
Stop promoting growth. It's killing the planet and its denizens. Promote population reduction by attrition and lower birth rates. Change your minds. Your current thinking is destructive.	anonymous	SANDAG planners adhere to the principles of smart growth for San Diego County.
SANDAG appears to be more political than analytical and that has suboptimized the opportunities in the region.	anonymous	
Thank you for your continued interest in effective communication	anonymous	
I'm glad to see you reaching out to more people. Historically SANDAG has been non-responsive to the public and seems to listen to developers and politicians only. I hope this means things will get better.	anonymous	Citizen input has indicated a need for more follow through when it comes to public comments provided to SANDAG. Due to this input, language emphasizing follow up has been added to the Overall Public Participation Process section of the Public Participation Plan and will continue to be a focus for staff.
While I have responded to and submitted inputs to EIR, like the I5 Corridor, I have never ever received a response or any sort of notification to indicate by submission was ever read or looked at. As far as I know it was received and filed or simply trashed. I would like a response that shows my suggestions and questions were actually looked at and considered, at this point I have no confidence this actually happens. Regards hugh Cree	anonymous	Citizen input has indicated a need for more follow through when it comes to public comments provided to SANDAG. Due to this input, language emphasizing follow up has been added to the Overall Public Participation Process section of the Public Participation Plan and will continue to be a focus for staff.
do you work with Highway Staff...some exits 5 need adjustment - Balboa/Garnet (S) impossible	anonymous	

Say hello to Hector Venegas !	anonymous	
Public meetings simply do not cut it anymore. People just don't have time, so the only ones who show up are the crazies, which makes the meeting miserable and inefficient. E-mails, e-mail surveys or direct mail are, by far, the most effective way of reaching a BROAD and REPRESENTATIVE audience. Make feedback as easy and quick as possible, and you'll get a lot of it. A postage-paid postcard survey, for example. Or this online survey. Don't make me spend an hour at a community meeting, cuz it just isn't going to happen. :-)	anonymous	Survey results indicate overwhelming support for e-mail based communication. Furthermore, communications and modeling staff are currently exploring Web-based options for public involvement.
Pay more attention to the communities less to politicians. Don't turn San Diego into another Los Angeles .	anonymous	
All contracts let should have a proviso that the winning contractor must add 20% more hourlies to his payroll than currently employed by him...that would help reduce unemployment. All contractors should be southern California contractors, rather than from out of state.	anonymous	
I think overall you are doing a great job getting information out. Thank you	anonymous	
I assume SANDAG got my contact information from the SR76 project which has my e-mail info. I am actively spreading SR76 updates to residents of Bonsall, where I live. All of us would appreciate more information from SANDAG. By the way, the SR76 updates have information links that don't work....never have. They say it's my computer and that's horse feathers. Please let them know their links and documents only load part way. That's an error on SR76 side.	anonymous	Comment forwarded to appropriate staff.
I am very impressed with the progress made on the improvements to hwy 76 Keep up the good work.	anonymous	Comment forwarded to appropriate staff.

Cal Trans needs to LISTEN to the people their projects directly affect especially. MANY people believe and know Cal Trans plows ahead irregardless of what the community thinks. Its pretty sad that you act like you watn to listen but truly could careless what anybldy thhinks other than your plan to keep moving ahead.	anonymous	Comment sent to Caltrans.
I see you as a 2 ton gorilla doing just what you please. I see SR76 with many stop lights. You will come back in 3 years with a proposal to replace them with diamond interchanges. More money spent but you have job security. Planning is key and you seem to plan near term.	anonymous	Comment forwarded to appropriate staff.
improve road conditions	anonymous	
Improvements are possible.	anonymous	
On your survey where you asked for a choice between 1-10...it would not accept my choice & reverted to the original line #//also, would like to be kept up to date about Liberty quarrrt issues if possible	anonymous	Comment noted for future survey efforts.
Hopefully, with this survey SANDAG will try to better communicate with county residents. Meetings held in SD are not likely to be attended by North County residents!	anonymous	Best practice research indicates that meetings be held in the communities where projects are taking place and that working with existing community based organizations is key to ensuring citizen participation. SANDAG continues to do this.
It's too late, I-15 is already ruined by the failed attempt to integrate mass transit, which just made it harder to drive.	anonymous	Comment forwarded to appropriate staff.
Great job on 76 widening, not much traffic hazards. Thank YOu.	anonymous	Comment forwarded to appropriate staff.
I appreciate receiving the e-mail updates on the Hwy 76 improvements.	anonymous	Comment forwarded to appropriate staff.
I like being informed about closures and upcoming construction on the I15 corridor.	anonymous	Comment forwarded to appropriate staff.
question 7 was not written correctly, although it said rate, the program ranked them not allowing for two to be the same rating.	anonymous	Comment noted for future survey efforts.
Yes we are located in the South San Diego City area not listed in any choices for Southbay	anonymous	

<p>I think SANDAG does a pretty good job now, but may want to consider incentives for participants to come to meetings via transit, bike or walking.</p>	<p>anonymous</p>	<p>Best practice research indicates that incentives such as food, child care, etc. can help community meeting attendance. Staff uses these best practices when possible.</p>
<p>The San Diego Refugee Forum http://www.sdrefugeeforum.org/ can assist with distributing information to immigrants and refugees who speak languages other than English and Spanish. The Chair is Nao Kabashima, Chair Nao@SDRefugeeForum.org</p>	<p>anonymous</p>	<p>Refugee Forum included in community based organization list.</p>
<p>Thank you for wishing and working to improve communication.</p>	<p>anonymous</p>	
<p>I think if you post more information on facebook it will be regularly available information for people to share and reference which will increase attendance.</p> <p>Also i believe it's important to post more than SANDAG specific issues, such as posting about the city/park street car. Although it more specifically falls under MTS, it none-the-less falls under SANDAG and needs to be effectively communicated to all community members via social media, e-mail, and community posters</p>	<p>anonymous</p>	<p>The SANDAG Facebook page is regularly updated with event information and project updates. This year SANDAG also began Tweeting.</p>
<p>About time SANDAG got online to the public. Need to know results SANDAG completed.</p>	<p>anonymous</p>	<p>Citizen input has indicated a need for more follow through when it comes to public comments provided to SANDAG. Due to this input, language emphasizing follow up has been added to the Overall Public Participation Process section of the Public Participation Plan and will continue to be a focus for staff.</p>
<p>This Web site is very difficult to navigate. That is the reason I started this survey.</p>	<p>anonymous</p>	<p>SANDAG is in the process of redesigning the SANDAG Web site.</p>
<p>Notify me best thru my City Council</p>	<p>anonymous</p>	<p>City Council meetings are one of the venues that SANDAG uses to inform the public.</p>
<p>It seems to me that decisions are largely made before there is public input as only marginal changes are made from the reports of the committees or consultants.</p>	<p>anonymous</p>	<p>The Public Participation Plan outlines all the ways the public is engaged from the planning of a project through its completion.</p>

Use National City Neighborhood Council meetings to communicate to our residents who use these as primary source of community information and interaction.	anonymous	City Council meetings are one of the venues that SANDAG uses to inform the public.
I feel SANDAG pays little attention to smart growth and making San Diego more transit, bike and walk friendly.	anonymous	SANDAG planners adhere to the principles of smart growth for San Diego County. Additionally, the implementation of bicycle infrastructure is a new focus for SANDAG.
We especially like receiving the NIXIL e-mails from Chula Vista. We always read them to find out what is happening in our area.	anonymous	SANDAG does not currently use Nixle. Constant Contact, a different e-mail marketing tool, is currently used by SANDAG. Communications and modeling staff are currently exploring other Web-based options for public involvement.
Include a synopsis in executive summary or as appedix of how public involvement was specifically included in draft and final plans	anonymous	This is done for the Public Participation Plan (Appendix A: How the PPP was Updated).
Although SANDAG hears comments from the public, it does not appear that anyone is listening. Why is that?	dannibale65@gmail.com	Citizen input has indicated a need for more follow through when it comes to public comments provided to SANDAG. Due to this input, language emphasizing follow up has been added to the Overall Public Participation Process section of the Public Participation Plan and will continue to be a focus for staff.
By the time SANDAG gets to the public comment it appears the staff have plans in place	anonymous	The Public Participation Plan outlines all the ways the public is engaged from the planning of a project through its completion.
Very poor	anonymous	
I hope it will be reconsidered about the Bosa building on Kettner and Ash. NO on the bus parking lot near the TREO building.	anonymous	Comment forwarded to appropriate staff.
The meetings I have attended, it appears that Sandag presents its plan as an idea but they are really not interested in what the community thinks.	anonymous	The Public Participation Plan outlines all the ways the public is engaged from the planning of a project through its completion.
so far I see little evidence that Sandag takes seriously the concerns of residents	anonymous	Citizen input has indicated a need for more follow through when it comes to public comments provided to SANDAG. Due to this input, language emphasizing follow up has been added to the Overall Public Participation Process section of the Public Participation Plan and will continue to be a focus for staff.
Downtown issues should not be settled by representaives in other cities	anonymous	

<p>Meeting times need to be Th. or Fri nights starting no earlier than 6:30pm. Or, you can just "plan" to not have folks who work have any input. No - Sat. meetings are not a substitute.</p>	<p>anonymous</p>	<p>SANDAG surveys indicate that meetings be held during the week after 5 p.m. Outreach meetings and workshops are regularly held during the hours of 5 to 8 p.m. for this reason. Citizens are welcome, even if it's after the meeting has started.</p>
<p>Save the wildlife habitat! Multiple species protection plan, protect it!</p>	<p>anonymous</p>	
<p>I WOULD LIKE TO SEE BETTER SERVICE ON THE ROUTE 27 ON THE WEEKENDS RIGHT KNOW I WORK IN P.B.AND HAVE NO WAY TO GET THERE ON SUNDAYS</p>	<p>anonymous</p>	<p>Comment forwarded to transit provider.</p>
<p>I want to see all the public's written comments to you. I want all of the public to be able to see the written comments I submit to you. Any thing less is unacceptable.</p>	<p>anonymous</p>	<p>This document outlines the public comments received throughout the Public Participation Plan update process.</p>
<p>Create a Section in the Union Tribune. Have access of regional development plans on the Web site for me to see long term plans for the region, future transportation, infrastructure projects, etc.</p>	<p>anonymous</p>	
<p>Update the SANDAG Web site. It's terrible how old and out of date some items are. Some major project sites appear not to have been updated since 2010. Example from the Midcity rapid bus site: "10.When will this happen? We are hoping to begin construction in 2010 and operate the route starting in 2011." It's nearly 2013 and nothing has happened to El Cajon...</p> <p>Moved here from Seattle. The SANDAG equivalent up there, Sound Transit, was extremely transparent, very easy to connect with, and appeared to be the best stewards of the taxpayers money. Even agencies in Portland, Vancouver BC, Sacramento, BART, and Denver, to name a few, offer better and more up-to-date information that is easily accessible and open for viewing. I fail to see any transparency or concern for the taxpayer here in San Diego considering how many other public agencies US cities operate.</p>	<p>anonymous</p>	<p>SANDAG is in the process of redesigning the SANDAG Web site.</p>

<p>I think you should definitely consider extending the trolley system northwards to escondido along the I-15 corridor. There are so many people who would love to take the public transit trolley if available. right from scrippps Ranch, Miramar, mira mesa, poway, rancho bernardo, escondido are all populated places where i am sure people would benefit if you had the trolley system extended to north county. You could also have a bus connection to the employer routes such as sorrento valley and carmel valley from the miramar or mira mesa stations if you think about it. Express Bus is not as appealing as the trolley train & waiting for the express rail/bullet train is just pretty bad in terms of planning. nobody is going to pay exhorbitant rates on the bullet train to go from escondido to san diego downtown. Highly suggest & appreciate if this was considered in your future plans. Thank you.</p>	<p>anonymous</p>	<p>Comment forwarded to appropriate staff.</p>
<p>Traffic signals and traffic flow around San Diego is what Dept to ask questions?</p>	<p>anonymous</p>	
<p>on the choices for information you didn't suggest posting all on SANDAG Web site (maps, charts, videos of prior meetings etc) as well as documents. This is what I would prefer, to download as needed.</p>	<p>anonymous</p>	<p>Comment noted.</p>
<p>The question about how I would like complicated information communicated to me should have had a "select all that apply" option as the most effective way depends completely on what the content of the information is. For some content, reading it is fine. for others, you need maps and visuals to support it and for other, its best if an individual walks people through the process. There is no one size fits all</p>	<p>anonymous</p>	<p>Comment noted.</p>
<p>nice to have a survey..will be interesting to see if you follow through on giving more public notification and better meetings throughout the affected areas</p>	<p>anonymous</p>	<p>Citizen input has indicated a need for more follow through when it comes to public comments provided to SANDAG. Due to this input, language emphasizing follow up has been added to the Overall Public Participation Process section of the Public Participation Plan and will continue to be a focus for staff.</p>

<p>Question 5- longest distance was worded poorly. Boardc meetings require me to tgravel over 21 miles- but c ommunity issue meewtings need to be distributed around the county.</p> <p>Q6- meeting times should have allowed ranking</p> <p>Q7- should ahve provided a score- like very good to very poor- I would have ranked several of the op0tions as extremely poor- but survey only allowed ranking and one could not use the same rank more than once..</p>	anonymous	Comments noted for future survey efforts.
Thank you!	anonymous	
SANDAG has been good about public notices and accepting community input. I'm very happy to see the 76 being fixed.	anonymous	Comment forwarded to appropriate staff.
I heard about this for the first time from the Bonsall Chamber. Working through local groups is the best way to get involvement.	anonymous	SANDAG staff recognizes that different communities require different outreach strategies. Relationships have formed with community based organizations who know how to best work with their communities. These efforts are expanding.
SANDAG is welcome to give presentations to the Lakeside Chamber of Commerce or to be a guest speaker at one of our morning workshops with the focus on business & SANDAG's impact with Lakeside Businesses.	anonymous	SANDAG regularly attempts to partner with existing meetings and events. These efforts will continue.
Just a comment on a previous question. I am in South County (Otay Mesa) but checked City of San Diego.	anonymous	
<p>This is confusing. I swear that I already completed this survey. Did my response get lost? Does SANDAG even care what I have to say? Maybe this is a second effort to get better response rate? How long do I have to complete this survey?</p> <p>stungry@gmail.com</p>	anonymous	
Be GENUINELY open to public input on growth -- SANDAG is using inflated, outdated population growth projections to undermine the general plans of member cities, several of which were incorporated specifically to manage growth.	anonymous	Comment forwarded to appropriate staff.

I am a member of the Peninsula Com. Plan. Board and would like to serve on I-8 cor. study	anonymous	
El Cerrito Community Council is the first time I've communicated with SANDAG	anonymous	SANDAG staff recognizes that different communities require different outreach strategies. Relationships have formed with community based organizations who know how to best work with their communities. These efforts are expanding.
Thank you for using this survey.	anonymous	
Excited for what's to come!	anonymous	
Please include information in the El Cerrito Community Council newsletter.	anonymous	Community councils and planning groups have been added to the citizen and stakeholder list in the Public Participation Plan Overall Public Participation Process section.
I have no idea how to get involved, or who to contact or even what SANDAG is responsible for... I'm lost. Help?	anonymous	The Public Participation Plan has a 'Connect with SANDAG' section that outlines all the ways the public can stay informed.
Question 7 didn't work - those are not my priorities	anonymous	Comment noted.
why do I get the run around when it comes to my transit pass.I have been ripped off back in October 2010 for \$18.00 and now I tried to load my card, and all I get is card not activated and have paid \$18.00 more and I feel that SanDag/ mts is stealing from us seniors. cardv #: 0160036490880846, when is this going to stop? e-mail answer to me at johnjgoodson@yahoo.com	anonymous	Comment forwarded to transit provider.
I filled this survey out because I received an e-mail from an interested community member. I would not have known anything about it if I was not a regular internet user and already active in my community. I hope the survey is being conducted in other formats so that members of the public who might be more adversely affected by the decisions of SANDAG who do not use internet can contribute their thoughts and opinions. If the only format you are using to collect your data are through the online survey, the responses to questions about how one might like to be contacted are going to be only representative of the people who are already receiving your communications via internet sources. In this case, any changes to how you deliver your communications based on these findings will likely mean community members who do not use internet	anonymous	Paper surveys were made available to several organizations. For future surveys, SANDAG staff has taken note that a shorter survey may work better for some populations. The survey was also available in Spanish. Survey efforts were conducted for community based organization staff, youth, and seniors.

have an even less significant voice in SANDAG's decisions, even though they affect the whole community.		
SANDAG does well communicating with professionals. The challenge lies with communicating with the public at large - and specifically with people who do not have e-mail. SANDAG policies and programs are complex and can be intimidating for community people. I would like to see SANDAG offer more public education, small group meetings to the public to help them understand who SANDAG is and what they do. These community people cannot attend board meetings because of their work schedule and are often intimidated by the board.	anonymous	SANDAG staff recognizes that different communities require different outreach strategies. Relationships have formed with community based organizations who know how to best work with their communities. These efforts are expanding.
SANDAG should seek public input and use it above all corporate and land developer input.	anonymous	The Public Participation Plan outlines all the ways that SANDAG seeks input from community members.
As well as I can tell, public input for the public participation plan is being gathered only electronically. That leaves out about three quarters of my neighbors, about three quarters of low income communities throughout the region. SANDAG can sit in its castle and deal with the electronic world, but it should find some way to connect to people who are not on the internet or any other electronic connection. Their opinions count for more since they are the ones most intensely affected by SANDAG's bad decisions.	anonymous	Paper surveys were made available to several organizations. For future surveys, SANDAG staff has taken note that a shorter survey may work better for some populations. The survey was also available in Spanish. Survey efforts were conducted for community based organization staff, youth, and seniors.
Your survey asked the following question: "How well do you believe SANDAG currently communicates opportunities for public input in the planning process?" I think you also should have asked "How well do you believe SANDAG currently listens to the public for input in the planning process?"	anonymous	Comment noted for future survey efforts.
We need better bicycle infrastructure with more buffered lanes, traffic engineering with quality of that in netherlands	anonymous	The implementation of bicycle infrastructure is a new focus for SANDAG.
lets communicate or involved public activities, lets get together sooner better then later.	anonymous	
Fix the roads	anonymous	
Good job and all the best.	anonymous	

<p>You can get much more involvement if you make it easy and communicate via the internet. You have almost unlimited space to communicate facts, and many ways to solicit input. People can participate when they have time not at fixed meeting times.</p>	<p>anonymous</p>	<p>Survey results indicate overwhelming support for e-mail based communication. Communications and modeling staff are currently exploring Web-based options for public involvement.</p>
<p>It seems that outreach by SANDAG continues to largely exclude the Latino Population. In many areas of the city of San Diego the Latino represents either the majority population or the minority population of plurality. It is bad enough that the upper levels of city and state government have essentially little to no Latino inclusion, but for SANDAG to host meeting in claimed efforts to community involvement and then to exclude the Latino population or to have non-Latino people make the claims that there is no need for actual Latinos to be present because they 'have them covered'; this is, not only extremely offensive, but by being seemingly supported/alllowed to be the case by SANDAG and/or the governmental structures in authority it appears to indicate an condition of institutional racism.</p>	<p>Gregory_Morales@hotmail.com</p>	<p>SANDAG has made a commitment to translate all vital documents into Spanish. Efforts for limited English speakers are further outlined in the recently adopted Language Assistance Plan. Additionally, SANDAG works with several community based organizations who serve Latino and other minority populations.</p>
<p>The public should be treated the same as paid staff in every way.</p>	<p>anonymous</p>	

<p>I don't think the general population is remotely aware of the breadth of information and services provided by SANDAG, (e.g. mapping and demographics, access to community resources, etc.). Most people tend to associate it solely with transportation, which is of course a large part of what you do. Perhaps a public relations campaign (getting out more at community events, festivals, more media outreach) would be beneficial. Also, it seems like a lot of the outreach done, at least in my experience, has been reactive in nature. I haven't seen much of SANDAG out there except for when it is on the offense/defense. For example, as a Little Italy resident, it's all been about fighting the bus lot. Perhaps more proactive outreach about programs and services offered and building an existing relationship with the community would make it easier when dialogue like this has to occur. I also feel like, and maybe this is just my personal perception with this particular LI Bus lot issue, that SANDAG is going to steamroll over the community and do what it wants anyway, which is somewhat disenfranchising. Granted, I haven't been in the loop on this issue in a while, so hopefully there is increased perception that compromise is possible. Anyway, my 4 cents...</p>	<p>anonymous</p>	<p>Comment forwarded to appropriate staff.</p>
<p>need more information on helping the senior community get to their appts</p>	<p>anonymous</p>	
<p>I sure appreciate that you're asking for my input. It shows you are interested in improving feedback to us stakeholders. Linking public health to your work seems to be a critical missing link in your good work. Keep it up!</p>	<p>anonymous</p>	<p>Citizen input has indicated a need for more follow through when it comes to public comments provided to SANDAG. Due to this input, language emphasizing follow up has been added to the Overall Public Participation Process section of the Public Participation Plan and will continue to be a focus for staff.</p>
<p>Thank you for asking.</p>	<p>anonymous</p>	
<p>Why in City Heights are private, non-profits, building defected housing like the Village Townhomes and the other across the Street. It is very annoying to keep hearing building noises all day long. Lots of sewer backups.</p>	<p>anonymous</p>	

<p>I have lived in San Diego since 1978 and never knew I could have input into your group Only went to your site now because Santee taxes are going there and San Diego has screwed Santee so badly we should file an environmental justice suit. You talk about the environment, land planning and quality of life and stick a power plant 1000 ft away from our residences. You enlarge the landfill after agreeing not to. You insist on enlarging Las Colinas so we'll have a jail in our downtown. I don't believe our city has been well represented and I resent my tax dollars going to an entity that screws our city over. It's paying to hurt yourself.</p>	<p>anonymous</p>	
<p>A strateegic approach to reach those who are not attracted to public forums necessarily but a design and/or approach that is attractive to the community-at-large.</p>	<p>anonymous</p>	
<p>Survey Monkey study? I hope your survey confirms your assumptions. My question; how much did this cost me?</p>	<p>anonymous</p>	
<p>Need to write in plain, easily understandable language. Ditch the jargon and the alphabet soup</p>	<p>anonymous</p>	<p>SANDAG staff recognizes that different communities require different outreach strategies. Relationships have formed with community based organizations who know how to best work with their communities. These efforts are expanding.</p>
<p>I wish there was a proces to request bicycle support easily such as reporting when excessive debris or major amoutns of glass are in bike lanes. Wish there was a way to point out areas that need to be made into bike lanes when they are segmented vs continuous for safety.</p>	<p>anonymous</p>	
<p>staff is very professional but Board does not listen to public or Attorney General</p>	<p>anonymous</p>	

<p>Sandag needs to do a better job with its requirement to include low-income and second language groups. They need greater input into the process.</p>	<p>anonymous</p>	<p>The Public Participation Plan, as well as the Language Assistance Plan, and related Title VI efforts all outline the ways that SANDAG works to engage the public. SANDAG has made a commitment to translate all vital documents into Spanish. Efforts for limited English speakers are further outlined in the recently adopted Language Assistance Plan. Additionally, SANDAG works with several community based organizations who serve low income and minority populations.</p>
<p>Any agency that holds so-called "public" meetings during the workday is NOT holding a public meeting and doesn't want the public to know what it is doing - such meetings are only for lobbyists and networking.</p> <p>Sandag has a well-deserved reputation as an unaccountable good-old-boys' organization, that ignores the public (aka taxpayers).</p>	<p>tptlreeve@san.rr.com</p>	<p>SANDAG best practice research indicates that meetings should be held at times that are convenient, including Monday through Friday after 5 p.m. and during lunch hours. Project managers are encouraged to hold meetings during these times. Additionally, public comment is an important part of the SANDAG planning process. The Public Participation Plan, in particular, outlines the way that the public is involved in the planning process.</p>
<p>don't really know what sandag is</p>	<p>anonymous</p>	
<p>Fix the UTC area bus system.</p>	<p>sschippe@san.rr.com</p>	<p>Comment forwarded to appropriate staff.</p>
<p>It would help enormously if SANDAG actually valued public input and did not engage in these sorts of activities just to "check a box".</p>	<p>margaretbeth@cox.net</p>	<p>Public comment is an important part of the SANDAG planning process. The Public Participation Plan, in particular, outlines the way that the public is involved throughout the planning process.</p>
<p>The tourism and hospitality businesses, and the Navy, and most especially Douglas Manchester, have too much influence in determining future development. The first order of business ought to be how to make San Diego a city where people want to live. Making San Diego a city that people want to visit should come second.</p>	<p>steven.ward999@cox.net</p>	

<p>So often today folks are too busy to be involved in planning issues that affect their lives. As a community based member I often see what should be a reasoned approach to land use planning being usurped by special interest groups, i.e., SOHO, Historical groups, etc. With zealotry and financial incentives guiding their motives, communities often suffer the slings of unfortunate land use policy. I would not go so far to say that the rest of the public is apathetic until an issue becomes so controversial folks step up in droves. But I will say that with all the communication technologies out there that SANDAG needs to step up their game to keep people better informed, thus giving reasoned land use, and other community issues, a fighting chance.</p>	<p>iepley1@gmail.com</p>	<p>Communications and modeling staff are currently exploring Web-based options for expanded public involvement opportunities.</p>
<p>Use all public/social media options to share information.</p>	<p>GGreer.Conservator@att.net</p>	<p>Currently, SANDAG is on Facebook, Twitter, and YouTube. These accounts are regularly updated with project information. Communications and modeling staff are currently exploring Web-based options for public involvement.</p>
<p>Demographics are 1.5 years BEHIND for school attendance from SANDAG..this must END. No one can 'plan' for future facilities needs Unless the Local Numbers are taken from Current Year Hospital Births!</p>	<p>seaportcynthia@aol.com</p>	<p>Comment forwarded to appropriate staff.</p>
<p>Thank you for your outreach.</p>	<p>lolasgcn@gmail.com</p>	
<p>City needs I-5 / I-8 interchange improvements to relieve congestion off Rosscrans.</p>	<p>MorningStar.RESVC@cox.net</p>	
<p>Give community councils plenty of advanced notice so they can get communications out to members/residents. Listen and take action on what residents in community tell you - they know their communities better than officials</p>	<p>jan.riley@cox.net</p>	<p>Community councils and planning groups have been added to the citizen and stakeholder list in the Public Participation Plan Overall Public Participation Process section.</p>
<p>the question regarding ranking ways to contact you did not work</p>	<p>anonymous</p>	<p>Comment noted for future survey efforts.</p>

<p>I prefer post cards because I find that emial announcemnts tend to get lost. With a post card I can post it so I see it. If you sent an e-mail a day or so fbefore as a reminder that would also likely be helpful. I also think working through the local community groups is useful as people are already aware of the meeitng shchedule and the topics are generally noticed befoe the meeting.</p>	<p>rmcdowell001@san.rr.com</p>	
<p>My 0.02c. Urban design based on the car has been a disaster. Fuel prices will only go up in the future. Look at northern european communities designed based on bike or train proximity.</p>	<p>challen@gmail.com</p>	
<p>residence format did not allow for South County, specifically South San Diego (city)</p>	<p>sotto5@cox.net</p>	
<p>I believe SANDAG could improve public processes by expanded use of modeling and "decision trees" - which ask people to prioritize outcomes and methods to reach those outcomes.</p>	<p>andrewpoat@gmail.com</p>	<p>Comment forwarded to appropriate staff.</p>
<p>thankyou for contacting me</p>	<p>cynthia.romero@sharp.com</p>	
<p>Many of us have been disappointed with Jerome Stocks' leadership on SANDAG, on NCTD, and as a councilmember and mayor of Encinitas. We are also concerned that the population figures projected through SANDAG which mandate changes to our housing element are incorrect. Many feel that a body of appointed officials has unwieldily power over local governments and citizens' quality of life. My feeling is that SANDAG could do some "damage control" in terms of its public image. Encouraging public participation is a good start.</p>	<p>boxofpoems@cox.net</p>	
<p>Question 7 was broken. E-mail and Facebook are best ways for me to see things.</p>	<p>wyn@sdfoundation.org</p>	<p>Currently, SANDAG is on Facebook, Twitter, and YouTube. Communications and modeling staff are currently exploring Web-based options for public involvement.</p>
<p>No, just assurance that "interested resident" comments matter....</p>	<p>ewilson130@sbcglobal.net</p>	<p>Citizen input has indicated a need for more follow through when it comes to public comments provided to SANDAG. Due to this input, language emphasizing follow up has been added to the Overall Public Participation Process section of the Public Participation Plan and will continue to be a focus for staff.</p>

Would like to know how people are selected for the SANDAG board	davepeiser@gmail.com	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.
there is no one way to communicate your information, it needs to be a mix with e-mail, newspaper, Web site and it should be bilingual.	veronika.munoz@gmail.com	The Public Participation Plan has a 'Connect with SANDAG' section that outlines all the ways the public can stay informed.
Be transparent and open. Do not operate as "shadow" government.	anonymous	Citizen input has indicated a need for more follow through when it comes to public comments provided to SANDAG. Due to this input, language emphasizing follow up has been added to the Overall Public Participation Process section of the Public Participation Plan and will continue to be a focus for staff.
SANDAG has not been concerned enough about the negative impact on local communities to update its overstated population estimates.	bnksd1@aol.com	
Bicycle infrastructure projects should be led by bicyclists.	navygsm2sw@yahoo.com	The implementation of bicycle infrastructure is a new focus for SANDAG. A Bicycle-Pedestrian Working Group has been created which has members of the bike community serving on it.
It would be nice, if my comments, efforts, concerns and allegations were indeed considered and examined seriously	d-belka@hotmail.com	Citizen input has indicated a need for more follow through when it comes to public comments provided to SANDAG. Due to this input, language emphasizing follow up has been added to the Overall Public Participation Process section of the Public Participation Plan and will continue to be a focus for staff.
We need more bike paths. Please complete the Rail Trail along the sprinter line in No County	labarj@yahoo.com	The implementation of bicycle infrastructure is a new focus for SANDAG.
Not informed enough to make a comment of the subject	juaniford89@gmail.com	
Would love to get information from Sandag.	phonegranny@prodigy.net	The Public Participation Plan has a 'Connect with SANDAG' section that outlines all the ways the public can stay informed.
sandag is a waste of money. i would like to see you go away	anonymous	

<p>This is a pretty good beginning to that goal. Public needs some incentive, like free bus pass or a prize drawing for attendees.</p>	<p>spinner@pacbell.net</p>	<p>Financial incentives are provided when the resources are available, including for project focus groups. Educational meetings are held at SANDAG. Notice of these meetings are usually distributed through committee and working group members, as well as community based organization partners.</p>
<p>we were not involved in the Creekside planning. Residents are informed AFTER the projects are approved.</p>	<p>bbartist@roadrunner.com</p>	
<p>Run meetings on weekends since a lot of work during the week, and stop letting developers overdevelop with variances on parking ...</p>	<p>chainblaster@gmail.com</p>	<p>SANDAG is required to hold meetings at locations that are accessible via public transportation and in compliance with ADA regulations. Additionally, best case research indicates that meetings should be held Monday through Friday after 5 p.m. in communities where projects are taking place. These guidelines are followed when planning SANDAG meetings and workshops.</p>
<p>Information overload. More succinct materials that conveys the most pertinent information.</p>	<p>anonymous</p>	
<p>Happy to see you are trying to find ways to improve the process of communicating with concerned citizens.</p>	<p>clschmidt40@sbcglobal.net</p>	
<p>This survey has flaws. #7 ranked options 1-10 in the order listed when I selected the last entry as my last preference, and I couldn't then change the automatically inserted responses manually. I would select more than a single option for #8 and #14.</p>	<p>anonymous</p>	<p>Comments noted for future survey efforts.</p>
<p>Years ago, when viewing the "mock up" of the proposed highway connections for Rte 56' I commented to a CALTRANS employee that there was no southbound 5 exit onto 56.....and they claimed the demographics didn't 't indicate a need. Since the developers has already planned for all the housing off of 56' I decided that this was either ignorance or obfuscation. Now they want to exercise eminent domain to disrupt the neighborhoods. Made me think that all the hearings are worthless because min are already made up and the wheels are already churning and we are being bought off with token meetings.</p>	<p>anonymous</p>	<p>Comment forwarded to appropriate staff.</p>

1 point for even asking these questions. I head about this through someone elses twitter feed, not @SANDAG, even though I follow.	anonymous	
would you consider toll discounts on highway 125 for state employees? (eg. teachers, police, firemen) Now that the pricing is back to a more normal rate than before...	rongguitard@yahoo.com	Comment forwarded to appropriate staff.
I never receive any response from my communication about the I-5/SR56 Connector issue. I am very opposed the widening of the 5 freeway and even more opposed to any direct connectors, especially those involving flyovers.	susana.alg@gmail.com	Comment forwarded to appropriate staff.
I'm new to the community and may not be the best informed but I think more could be done to notify and educate the public regarding IB's sand replenishment. It has been close to impossible to find out how it will be done, and when.	lenoraporcella@gmail.com	Comment forwarded to appropriate staff.
Better than most public agencies.	f_mannen@yahoo.com	
Question: How can I get MORE involved ?	gfcarrera01@gmail.com	
Take more seriously the concerns shared by community members who are affected by the changes that developers and Caltrans want to make.	ffdw@san.rr.com	Comments forwarded to Caltrans.
I RECEIVED AN E-MAIL FROM THE CITY ABOUT THE SURVEY BUT IT DIDN'T ADD THE LINK SO I WENT TO SANDAG'S WEB SITE BUT I HAD TO SEARCHED FOR IT. I DON'T THINK MANY PEOPLE IS GOING TO FIND IT	anonymous	
The only way I know about you is that you took over the southbay expressway. I didn't even know what you do until I just looked it up. Maybe you could do something on NPR or send fliers out, but you are not reaching the public based on my knowledge of you.	jewylalderson@gmail.com	
Unfortunately, I'm not sure the general public fully understands what SANDAG does and what their opportunities for input are.	anonymous	
Thanks for your work!	datajunction@gmail.com	
Del Mar city contacts followed closely on environmental aspects of sandag	freid@ucsd.edu	

<p>Please keep in mind the saying "If you build it, they will come" Please do not widen I 5 so that we become like 405. Make riding the train or bus better.</p>	<p>alsabrooksissy@mac.com</p>	<p>Comment forwarded to appropriate staff.</p>
<p>I have no idea what is going on with SANDAG. I get no communication and yet am on Planning Commission for Del Mar. Would like to have regular updates as I am a busy business person (VP of intern'l software co.) and live part of the time in Santa Barbara. Do not get local paper, only NYT an FT.</p>	<p>nsanquist@manhattansoftware.com</p>	<p>The Public Participation Plan has a 'Connect with SANDAG' section that outlines all the ways the public can stay informed.</p>
<p>The involvement that I have been involved with.....I felt that the comments are not listened to....hopefully as you get methods for communication more streamline you will listen to the residents</p>	<p>Rncrabbie@gmail.com</p>	<p>Citizen input has indicated a need for more follow through when it comes to public comments provided to SANDAG. Due to this input, language emphasizing follow up has been added to the Overall Public Participation Process section of the Public Participation Plan and will continue to be a focus for staff.</p>
<p>Need to make the wording of issues plan and clear. Leave out all the legalize crap.</p>	<p>anonymous</p>	
<p>I am going to the Transportation and Energy meetings.</p>	<p>johnwotzka@gmail.com</p>	
<p>The documents that require public input should be written in easy to understand (layman) language. I am not a policy maker, planner, engineer, architect and the language used by SANDAG is often very challenging to read. Thank you.</p>	<p>sollinger@gmail.com</p>	
<p>I think the 2050 Plan is spot on. Best wishes in defending it from the detractors.</p>	<p>anonymous</p>	
<p>The presence and providing information at community events is helpful and appreciated to provide overview information on public transporation options, current and upcoming regional transporation projects and other general info topics.</p>	<p>anonymous</p>	
<p>thanks for the opportunity to provide input into the PPP</p>	<p>anonymous</p>	
<p>SANDAG is too buracatic and isolated. It seems that there is no point of contact to share thoughts and ideas with a person who has enough authority or understanding of an outsiders input. Long and short SANDAG is too big to entertain ideas that may not fit SANDAG's plans or goals. You need a n independent think tank!</p>	<p>baldwin.gary@sbcglobal.net</p>	
<p>SANDAG does a great job of keeping the public informed</p>	<p>asteinberger@chulavistaca.gov</p>	

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

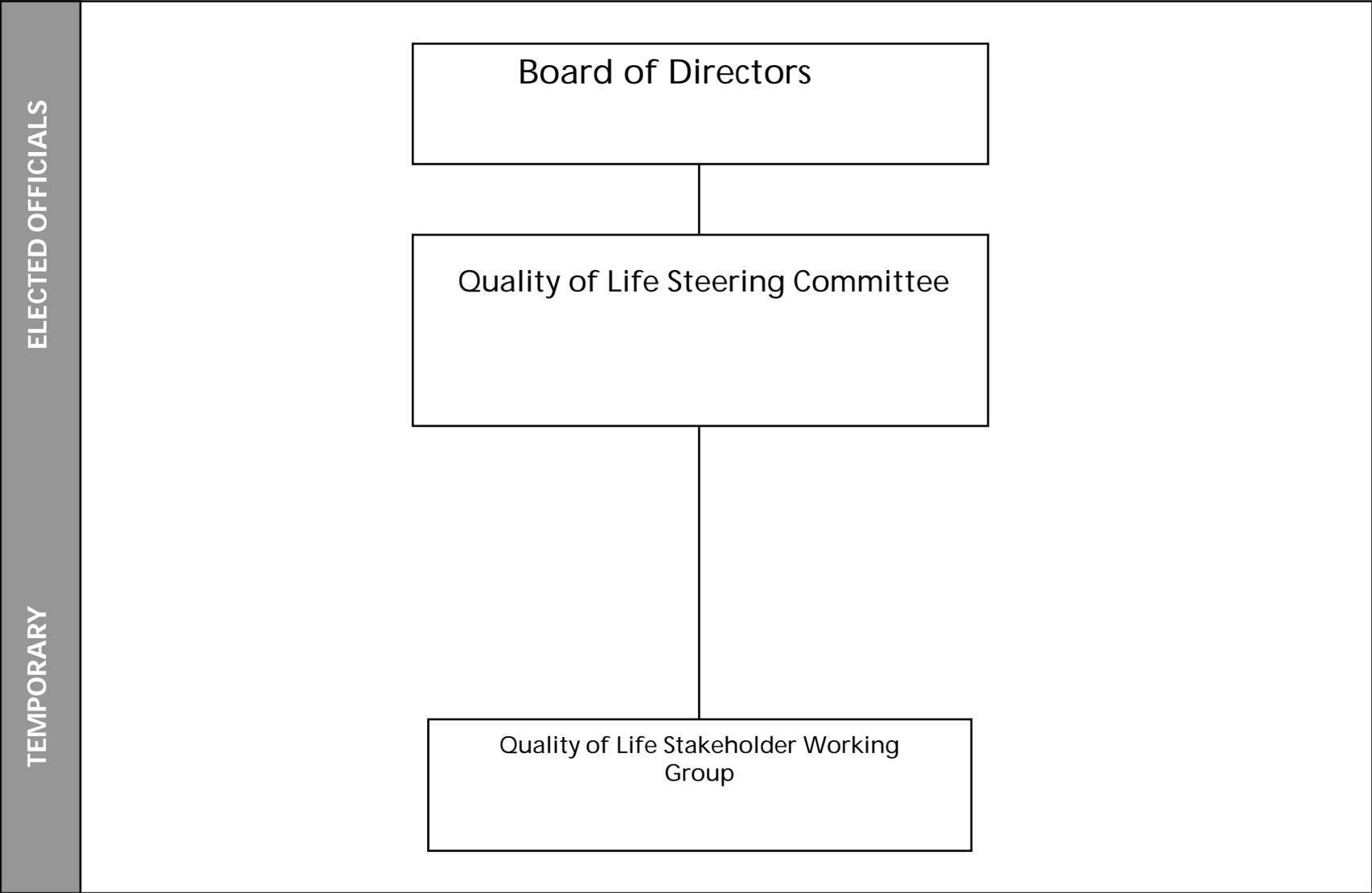
(3) Recipients of assistance under 23 U.S.C. 204.

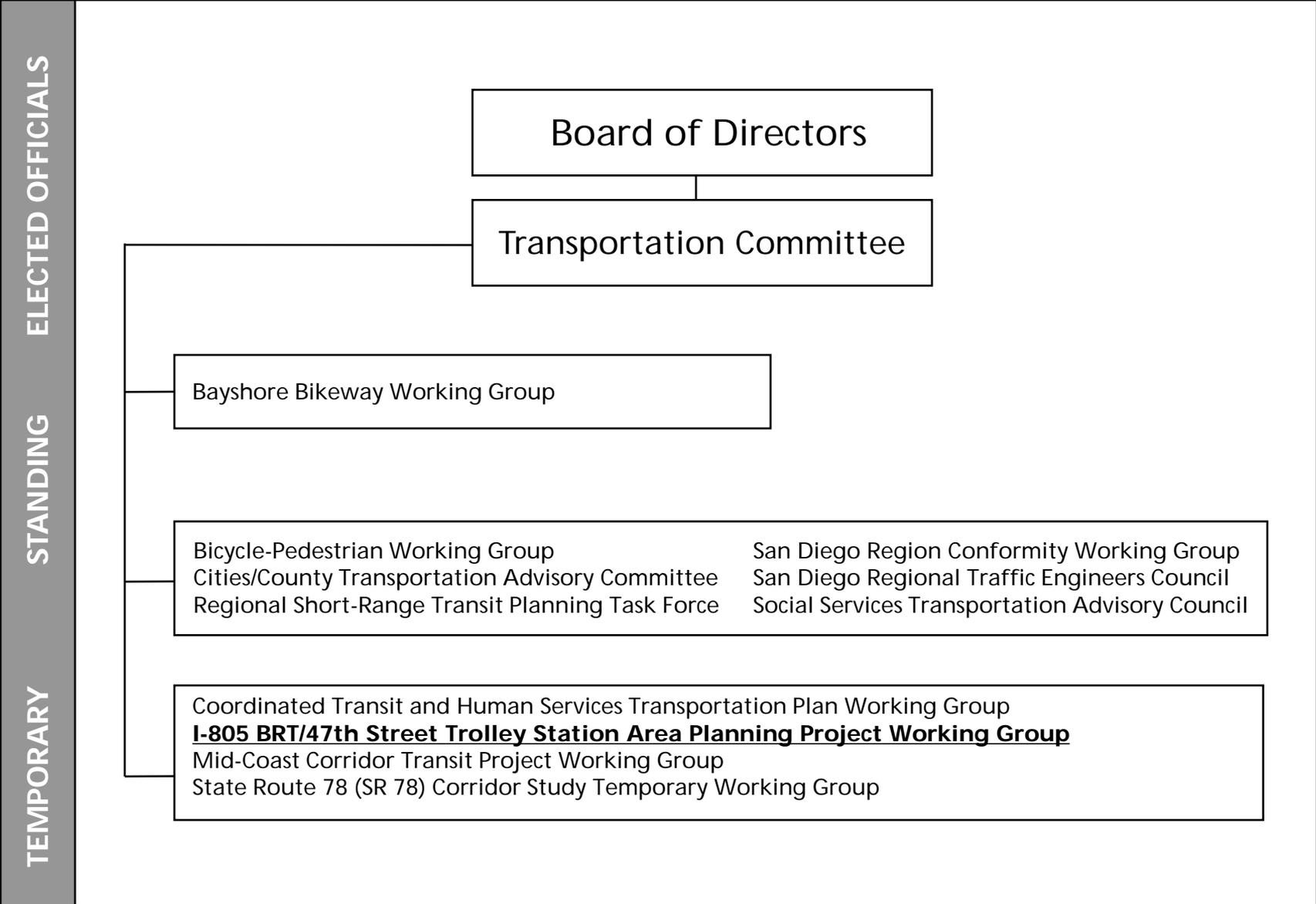
(c) When the MPA includes Indian Tribal lands, the MPO shall appropriately involve the Indian Tribal government(s) in the development of the metropolitan transportation plan and the TIP.

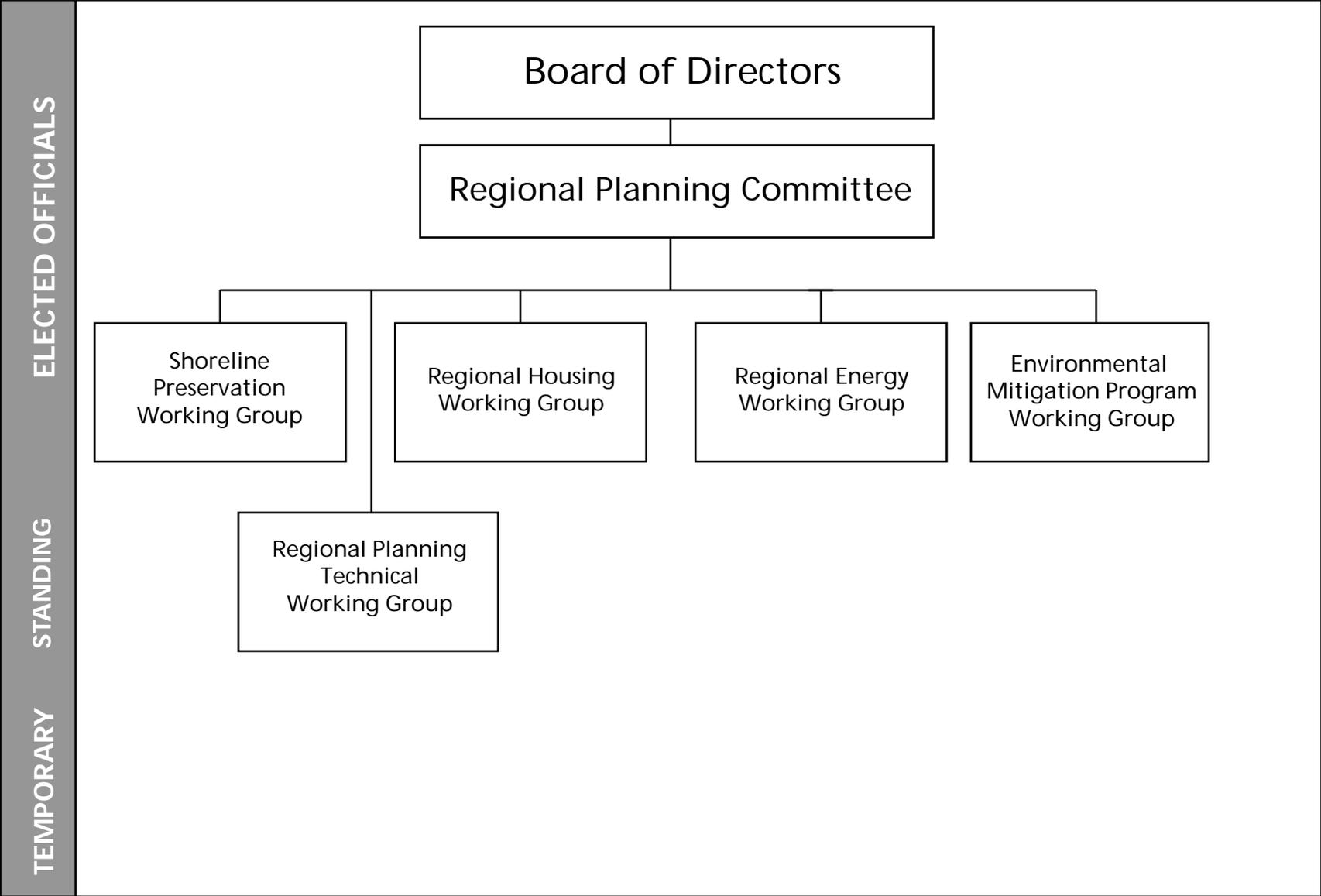
(d) When the MPA includes Federal public lands, the MPO shall appropriately involve the Federal land management agencies in the development of the metropolitan transportation plan and the TIP.

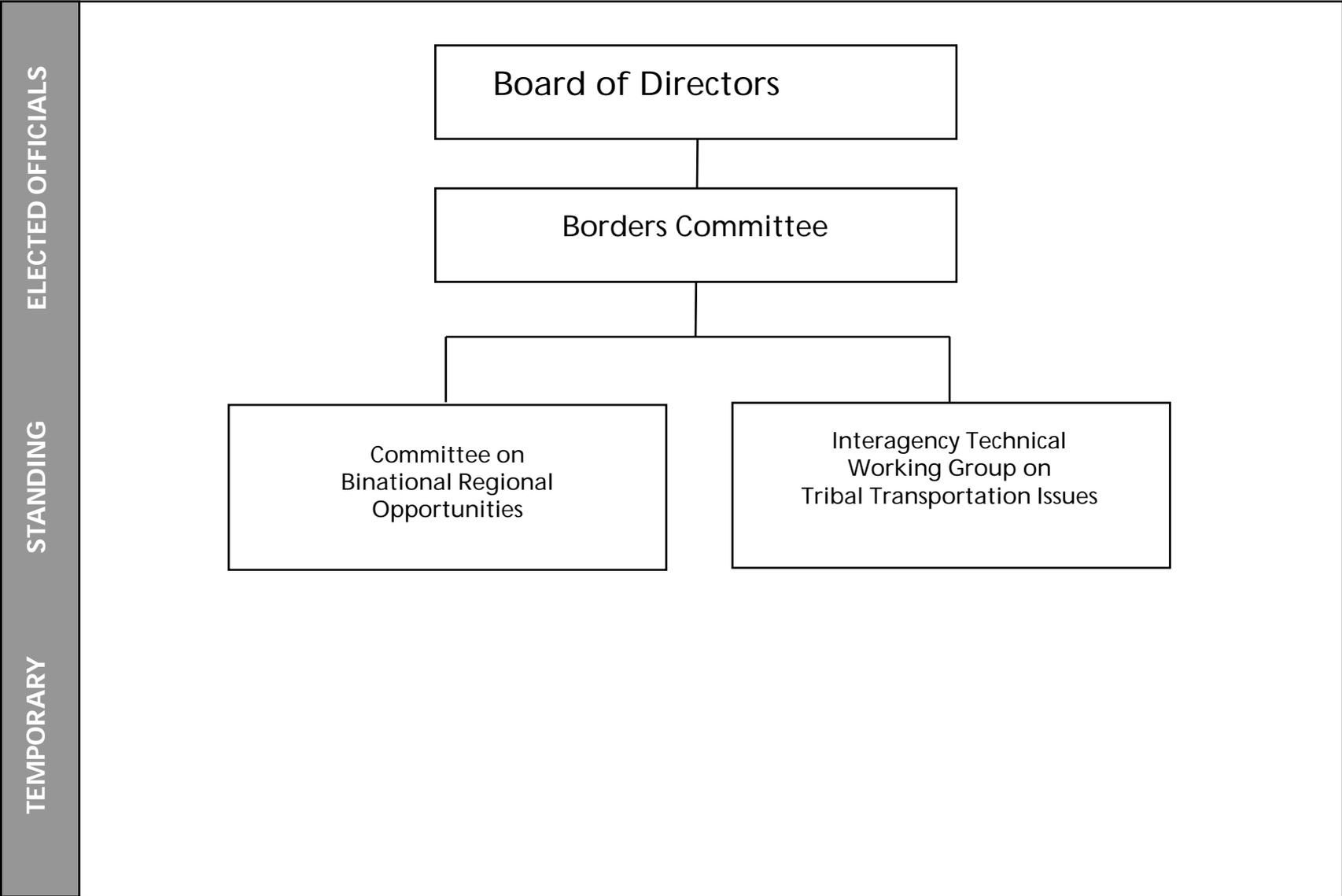
(e) MPOs shall, to the extent practicable, develop a documented process(es) that outlines roles, responsibilities, and key decision points for consulting with other governments and agencies, as defined in paragraphs (b), (c), and (d) of this section, which may be included in the agreement(s) developed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

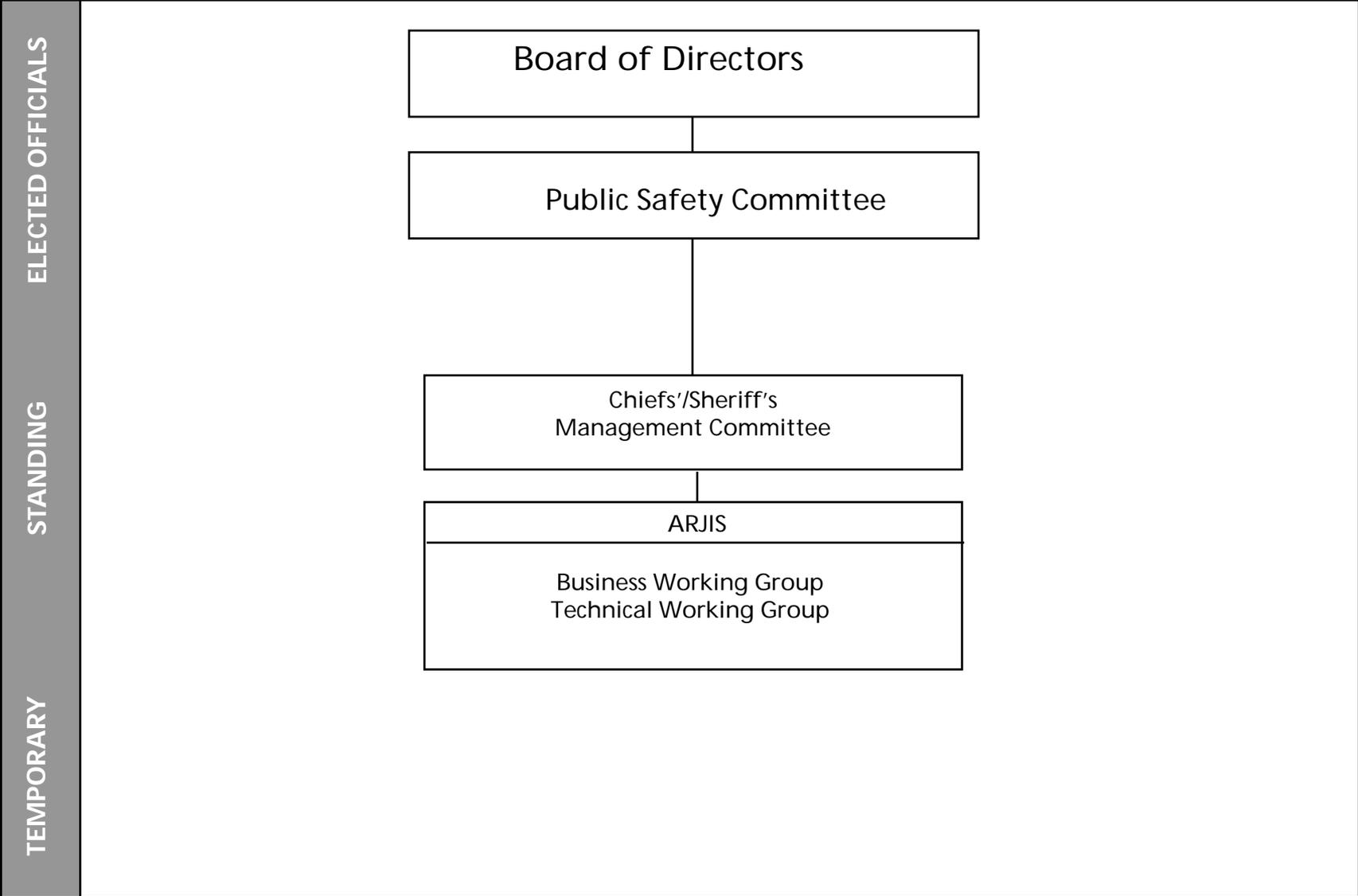
APPENDIX C
Policy Advisory Committees and Related Working Groups











**PUBLIC PARTICIPATION/PLAN 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 and establish a Public Participation Plan 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 Plan
- 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 Plan -- *Unless otherwise noted or required, the Public Participation Plan provides 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, including any tailored public involvement plans associated with them.*

1. The SANDAG Public Participation Plan 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 Plan 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 Plan 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 website, email 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 website 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 outlined in the SANDAG Language Assistance Plan 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 email 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 (email 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 website. 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 website.
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, limited English proficient populations, 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 website.
 - 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, email and phone comments from the public. The notices will be posted to the SANDAG and Transit Agency website(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, email, 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 website(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 website(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, limited English speaking, 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
Amended November 2012