SANDAG
PUBLIC PARTICIPATION PLAN

DECEMBER 18, 2009

401 B Street, Suite 800 • San Diego, CA 92101-4231 • (619) 699-1900

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

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As of December 1, 2009

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INTRODUCTION

The 18 cities and county government are SANDAG, the San Diego Association of Governments. 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, North County Transit District, the U.S. Department of Defense, San Diego Unified Port District, San Diego County Water Authority, the Southern California Tribal Chairman's Association, and Mexico.

SANDAG Board and Policy Advisory Committee 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, 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, as well as by attending workshops and public hearings.

The SANDAG agencywide Public Participation Plan (PPP) provides an overview of 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 service and fare changes; smart growth, environmental, and other planning efforts; growth forecasts; the Regional Transportation Plan (RTP); Regional Transportation Improvement Program (RTIP); Regional Comprehensive Plan; Overall Work Program (OWP); tribal consultation; and other mandated or Board initiatives. A description of how the PPP was developed can be found in Appendix B.

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 in accordance with guidelines established by the Federal Highway Administration (FHWA) for metropolitan transportation planning (23 CFR 450.316) (see Appendix A), addresses Title VI of the Civil Rights Act, 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 agencywide PPP provides the foundation for the development of specific public outreach plans prepared for transit construction projects, environmental documents, the Regional Transportation Plan (RTP), Regional Transportation Improvement Program (RTIP), the transit fare ordinance, and other projects. The PPP is meant to inform the public and other stakeholders about the overall SANDAG public participation process and how they can receive information from SANDAG and how they can provide input into regional planning, policy, and decision-making efforts. It sets forth how SANDAG will commit to an open process that provides opportunities for input throughout the decision-making continuum. The PPP also fulfills various other state and federal public involvement requirements.

GETTING INVOLVED IN REGIONAL DECISION-MAKING

SANDAG is committed to a public participation program that includes opportunities for interaction with the public and 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 e-mail at pio@sandag.org, or by visiting the SANDAG Public Information Office, 401 B Street, Suite 800, San Diego, CA 92101.

Get on our Contact Lists
SANDAG maintains e-mail and U.S. Postal Service 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 www.SANDAG.org
The comprehensive SANDAG Web site 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 www.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.

Sign up to Receive rEgion
To subscribe to rEgion, the SANDAG free monthly electronic newsletter, go to www.sandag.org and enter a valid e-mail 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 growth, transportation planning and construction, environmental management, housing, open space, energy, criminal justice, binational topics, and more. To read the latest edition of rEgion visit www.sandag.org/region.

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. SANDAG will review and update this plan as needed. Various federal and state laws and regulations require that an agency such as SANDAG conduct public participation programs to ensure that the public is involved and that community concerns are addressed. For example, planning of public transit capital projects, development of short-range transit 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 process, development of plans, and outreach activities are coordinated through the SANDAG Communications Division.

Part of the purpose of the PPP is to respond to requirements set forth in guidelines established by FHWA for Metropolitan Planning Organizations such as SANDAG. Title 23 Code of Federal Regulations (CFR) section 450.316 states:

> *The Metropolitan Planning Organization 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. (see Appendix A)*

The PPP also is consistent with the requirements of Public Utilities Code Section 132360.1 established with the passage of Assembly Bill 361, which reads as follows:

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

Ensuring the meaningful involvement of low-income, minority, disabled, senior, and other traditionally underrepresented communities is a key component of the 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. 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.

The overall public participation process follows these guidelines and principles:

1. The PPP is designed to inform and involve the region's residents in the 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.
2. The PPP seeks to involve all citizens, including, but not limited to, low-income households, Hispanic, African American, Asian, Native American, senior, and other communities, persons with disabilities, as well as community-based and civic organizations, youth, young adults, and college students, public agencies, business groups and associations, environmental organizations, educational institutions and other stakeholders in the decision-making process.
3. SANDAG seeks to involve audiences outlined in the 23 CFR Section 450.316: 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. SANDAG endeavors to reach specific audiences through targeted notifications (e.g., the SANDAG Speakers Bureau, presentations, newsletters, press releases, public service announcements,), and broadens this outreach through consultation with recognized community, business, social service, and other organizations, and through existing SANDAG committee structures (e.g., Social Services Transportation Advisory Council and Stakeholders Working Group).
4. 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. PAC 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 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, Public Safety Committee.
5. For planning, project, funding, transit fare, 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 Policy Advisory Committee meeting.
6. 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. A list of SANDAG committees and working groups active in 2009 is provided in Appendix F. These meetings all provide opportunity for public comment.

7. SANDAG uses its Web site to provide the public with useful and timely information, including: meeting schedules and agendas; plans and environmental documents; reports and other publications; demographic profiles and data downloads; and interactive database and mapping applications. SANDAG maintains and updates a Public Involvement Web site with information for the public, reporters, and other stakeholders on the public participation program. The Web site is at www.sandag.org/ppp.

8. 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.

9. 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 by publicizing in newspapers of general circulation for publication of legal notices. Other publication and distribution efforts to residents, agencies, and city/county governments may include e-mail notification, notices on the SANDAG Web site, publication in rEgion (a SANDAG monthly electronic newsletter), and select distribution via mail.

10. 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.

11. 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. 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 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. SANDAG will revise the overall outreach process as needed based on these reviews.

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, however, the requirements in Board Policy No. 025 shall supersede the provisions in this PPP.

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.

Current SANDAG planning projects underway that are incorporated under this PPP are outlined below. If needed, individual public participation programs with specified strategies and activities to secure public input and involvement will be developed and included in the final plan or report related to the subject matters below.

- 2050 Regional Transportation Plan (RTP)
- Regional Transportation Improvement Program (RTIP)
- Sustainable Communities Strategy
- Coordinated Public Transit - Human Services Transportation Plan (Coordinated Plan) for San Diego County
- Regional Comprehensive Plan (RCP) update
- Mid-Coast Corridor Transit project
- South Bay Bus Rapid Transit project
- SuperLoop Transit project
- *TransNet* Early Action Program implementation
- SANDAG Overall Work Program
- 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 participation programs in consultation with all interested parties and will describe and secure feedback on procedures, strategies, and desired outcomes.

2. SANDAG will develop public participation programs tailored to meet specific project needs, which address the unique challenges presented by each project. SANDAG will follow best practices in developing these plans such as incorporating the International Association for Public Participation (IAP2) Spectrum of Public Participation: Inform, Consult, Involve, Collaborate, Empower. This includes addressing needs and conducting outreach with stakeholders listed in the Overall Public Participation Process.

3. The tailored, strategic, and tactical public participation programs will set objectives, identify people and audiences 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 Web site, e-mail newsletters and notification, 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 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 the draft RTP, RTIP, project criteria, network alternatives, funding alternatives, environmental documents, planning studies, 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 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 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 Policy Advisory Committee meeting.

10. To facilitate community participation, lists of individuals, agencies, and organizations will be developed 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. Coordination and public participation will 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.

12. When developing the RTP 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 document. As required, meetings will be announced in the Federal Register, local publications, and on the SANDAG Web site. Persons and organizations on the project mailing list also will be notified. SANDAG 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. SANDAG will prepare and distribute appropriate notices and communications to comply with CEQA and NEPA requirements.

15. 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.

16. 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 Web site.

CAPITAL PROJECT DESIGN AND CONSTRUCTION

SANDAG will follow the guidelines outlined in the Overall Public Participation Process and Project Development and Program Planning 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 the MTS service area. 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.

2. 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, 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.

3. SANDAG will work to advise the public regarding actual and perceived disruption during construction of capital projects by distributing educational and public information materials and by using other traditional community relations tools.

4. SANDAG will endeavor to meet citizen concerns as they arise and attempt to resolve those concerns.

5. 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 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 assumed the responsibility for developing a Regional Fare Policy, including setting fares for transit services in the region through a Regional Comprehensive Fare Ordinance. 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 Fare 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 Policy Advisory Committee meetings are Web cast live. The Web cast link is available at www.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, e-mail, and phone comments from the public. The notices also will be posted to the SANDAG and transit agency Web site(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 Web site.

6. Additional public outreach will be performed through media notification, Web postings, and e-mail newsletters.

NATIVE AMERICAN CONSULTATION

Through the SANDAG Borders Committee, the Interagency Technical Working Group on Tribal Transportation Issues (Working Group), the Southern California Tribal Chairman's Association, Reservation Transportation Authority, and other intertribal associations, 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.

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.

SANDAG MANDATES AND DESIGNATIONS

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

Overall Authority

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

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

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

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

- **Metropolitan Planning Organization**
  (Federal)

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

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

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

- **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 plans and programs (RTP and RTIP) 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.

- **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

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 B

HOW THE PLAN WAS DEVELOPED

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

Initial Outreach Survey

To start the update process for the PPP, in June 2009 SANDAG launched initial outreach with a survey in English and Spanish that asked residents, stakeholders, agencies, and other interested parties on 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 June, July, 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, and circulated at diverse community events. SANDAG distributed a press release and public notices to promote the survey. More than 1100 participants responded to the initial survey. Key feedback included recommendations to provide information on the SANDAG Web site; provide information via e-mail newsletters; implement e-mail and online options for providing feedback; and consider conducting some public meetings, workshops, and/or open houses during the workday. A breakdown of the outreach survey questions and answers is available at the end of this Appendix.

Outreach Timeline

The updated draft SANDAG Public Participation Plan (PPP) was released by the SANDAG Board of Directors for a 45-day public review and comment period on October 9, 2009. The deadline for comments via mail, e-mail, fax, or phone was November 30, 2009, at 4 p.m. Presentations also were made to the following working groups and committees:

Tribal Transportation Working Group – 9/8/2009
Board of Directors – 10/9/2009
Stakeholders Working Group – 9/16/2009, 10/20/2009, 11/18/2009
Public Safety Committee – 9/18/2009, 10/16/2009, 11/13/2009
Regional Planning Committee – 10/2/2009, 11/6/2009, 12/4/2009

Transportation Committee – 9/18/2009, 10/16/2009, 11/6/2009
Borders Committee – 9/25/2009, 10/23/2009, 11/20/2009
Board of Directors – 12/18/2009

Presentations were made to the SANDAG Transportation, Regional Planning, Borders, and Public Safety Committees and to the SANDAG Stakeholders Working Group (SWG) in September, October, and November to secure additional input. The SWG is composed of diverse individuals from throughout the region who are interested in providing input into regional initiatives such as the Regional Transportation Plan, the Sustainable Communities Strategy, and the Regional Comprehensive Plan.

SANDAG staff also requested input on the PPP from the Tribal Transportation Working Group at its September 8, 2009 meeting hosted by the Viejas Band of the Kumeyaay Nation. Tribal representatives provided comments to staff regarding their interest in utilizing the Working Group and the Southern California Tribal Chairmen's Association as the principal mechanisms for consultation. In addition, tribal representatives added that this does not replace SANDAG's direct communication with each tribal nation; it is, however, the best policy mechanism for collaborative planning efforts. These comments were incorporated into the PPP.

Public Notices and Outreach

In an effort to receive robust input on the draft PPP, notices were posted in the Asian Journal, La Prensa (in Spanish), North County Times (all editions), San Diego Daily Transcript, The San Diego Union-Tribune (all editions), San Diego Voice & Viewpoint, and Star News. Public service advertisements aired on 22 local radio stations during morning and evening drive-time radio from November 2 through 13, with a call to action for residents to tell SANDAG how they want to be involved in regional projects. The media list and radio stations for public service advertising are listed below.

- Newspaper Advertising (October 16 – 22)
  - Asian Journal
  - La Prensa (in Spanish)
  - North County Times (all editions)
  - The San Diego Reader
  - San Diego Daily Transcript
  - San Diego Union-Tribune (all editions)
  - San Diego Voice & Viewpoint
  - Star News

- Radio Advertising (November 2 – 13)
  - KBZT - 94.9 FM Alternative
  - KCBQ - 1170 AM Talk
  - KCEO - 1000 AM Business News

- KFMB - 760 AM Adult Contemporary
- KFMB - 100.7 FM Adult Contemporary
- KFSD - 1450 AM Big Band
- KIFM - 98.1 FM Lite Jazz
- KPRI - 102.1 FM Adult Album Alternate
- KPRZ - 1210 AM Christian
- KSCF - 103.7 FM Adult Contemporary
- KSON - 97.3 FM Country
- KSOQ - 92.1 FM Country
- KYXY - 96.5 FM Adult Contemporary
- XGLX - 91.7 FM Spanish
- XHIT - 95.3 FM Spanish
- XHRM - 92.5 FM Top 40
- XHTZ - 90.3 FM Urban
- XLTN - 104.5 FM Spanish
- XMOR - 98.9 FM Hip Hop
- XOCL - 99.3 FM Spanish
- XSPN - 800 AM Sports Talk
- XTRA - 91.1 FM Alternative Rock

- 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
Fox 5 News
Hispanos Unidos
KBNT - Univision
KFMB
KGTV
KOGO Radio
KPBS
KUSI
La Jolla Village News
La Opinion
La Prensa
La Opinion
Los Angeles Times
San Diego Daily Transcript
San Diego Metropolitan Magazine
San Diego Monitor News
San Diego News
San Diego Reader
San Diego Sun
San Diego Union-Tribune
San Diego Voice and Viewpoint
San Diego Uptown News
Star News
Voice of San Diego
XEWT Televisa
XHAS Telemundo 33 News
XHTY Uniradio
ZETA

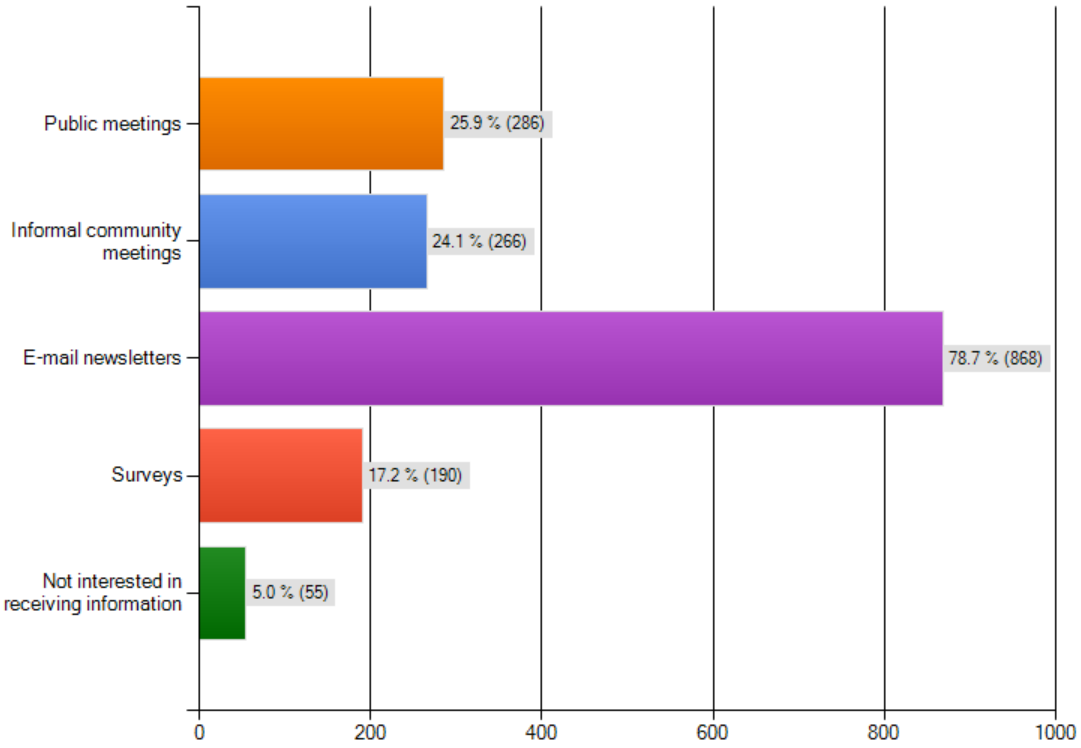
Media coverage included a news article that appeared in The San Diego Union-Tribune on October 26, 2009, and a story on KPBS radio on October 26, 2009.

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:

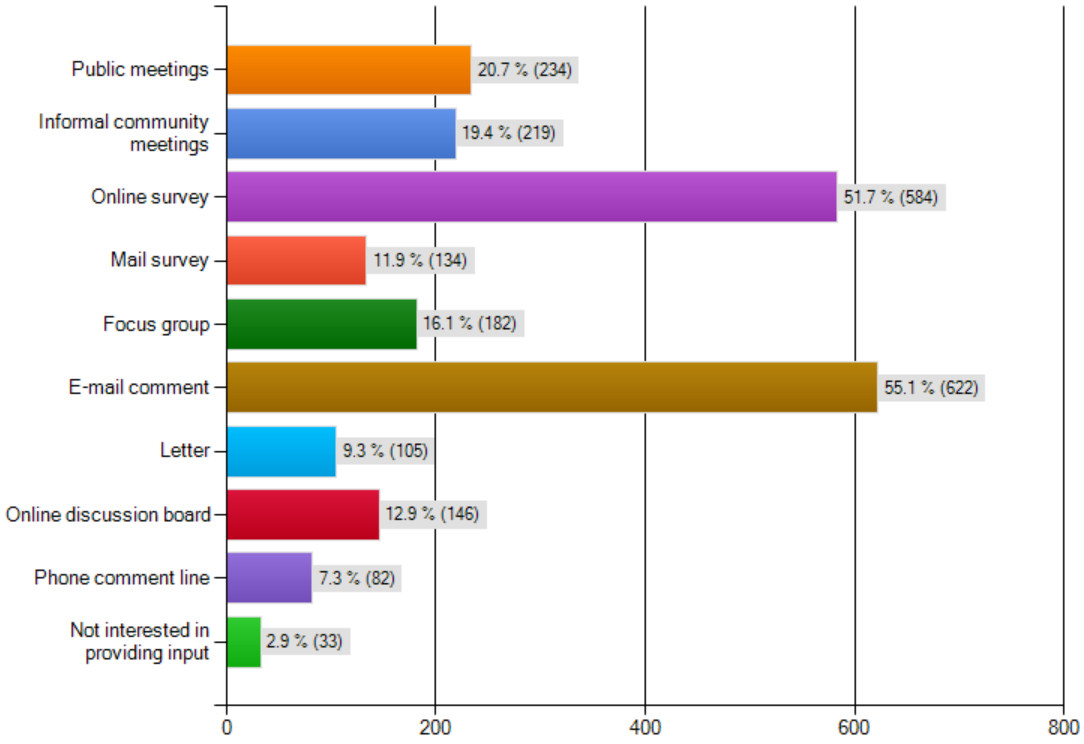
City Managers
Planning Directors
City of San Diego and County of San Diego Community Planning Groups
Bicycle-Pedestrian Working Group
Cities/County Transportation Advisory Committee
Committee on Binational Regional Opportunities
iCommute (formerly RideLink) Employer Database
Independent Taxpayer Oversight Committee
Mid-Coast Corridor Transit Project Working Group
Regional Energy Working Group
Regional Housing Task Force
Regional Planning Stakeholders Working Group
Regional Planning Technical Working Group
San Diego Region Conformity Working Group
Tribal Working Group

SANDAG also promoted the public comment period and solicited additional input through the SANDAG Web site, e-mail distribution, and through the rEgion newsletter. Through these outreach efforts, more than 5,000 interested stakeholders were reached.

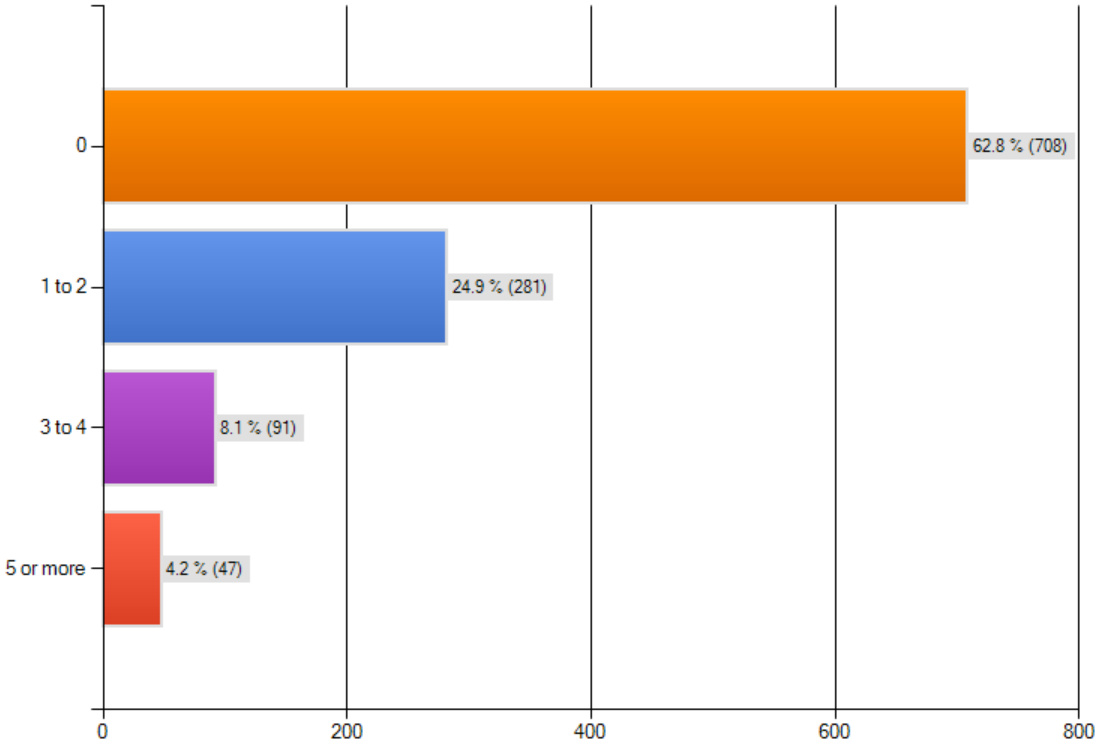
QUESTION 1: How would you prefer to receive information from SANDAG on regional issues? Please only check up to three.



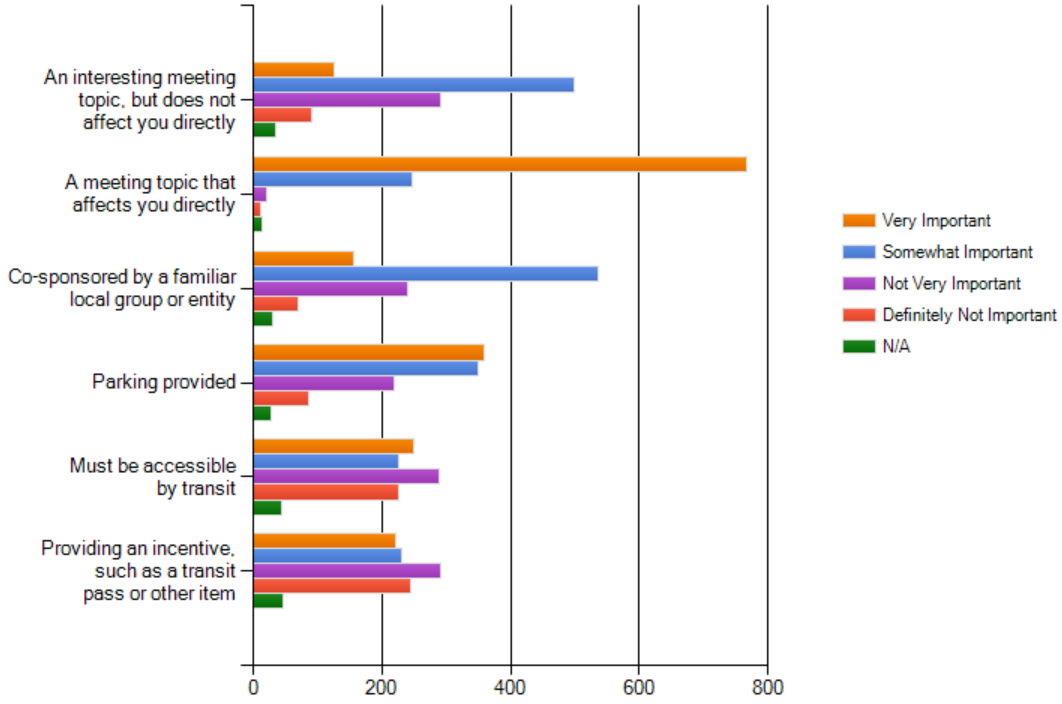
QUESTION 2: How would you prefer to provide input to SANDAG on regional issues? Please only check up to three.



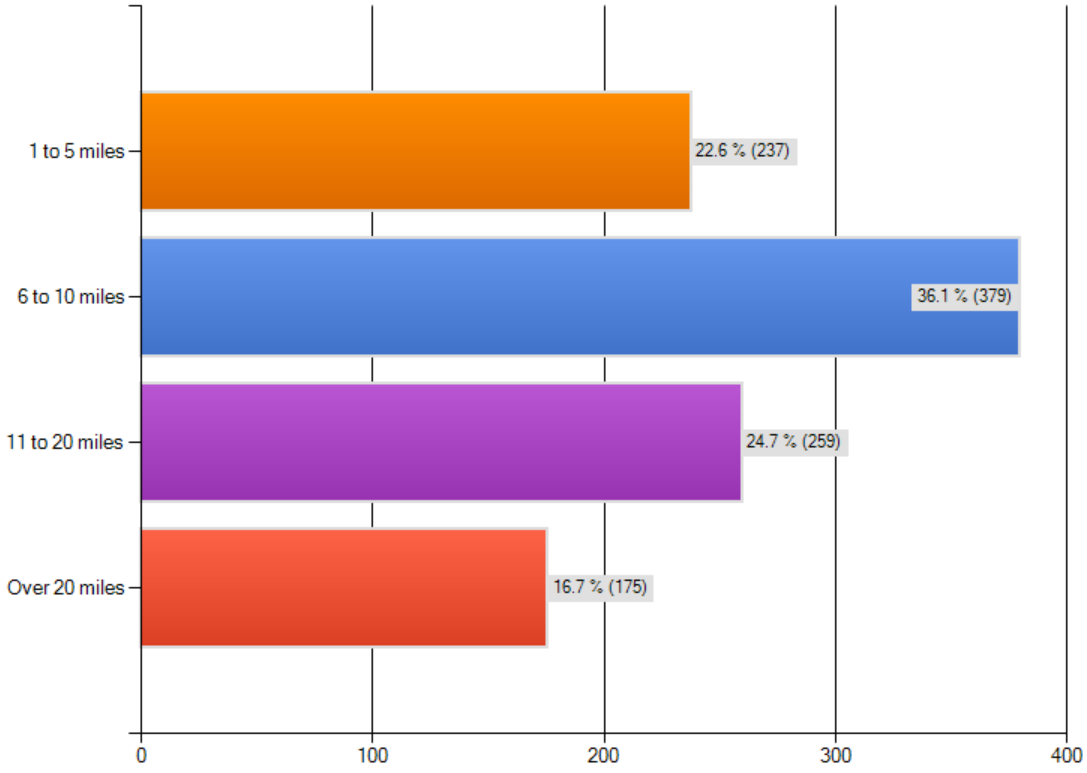
QUESTION 3: Approximately how many times within the last year did you provide SANDAG input on regional issues? (This could be at a meeting, via e-mail, mail, or phone message.)



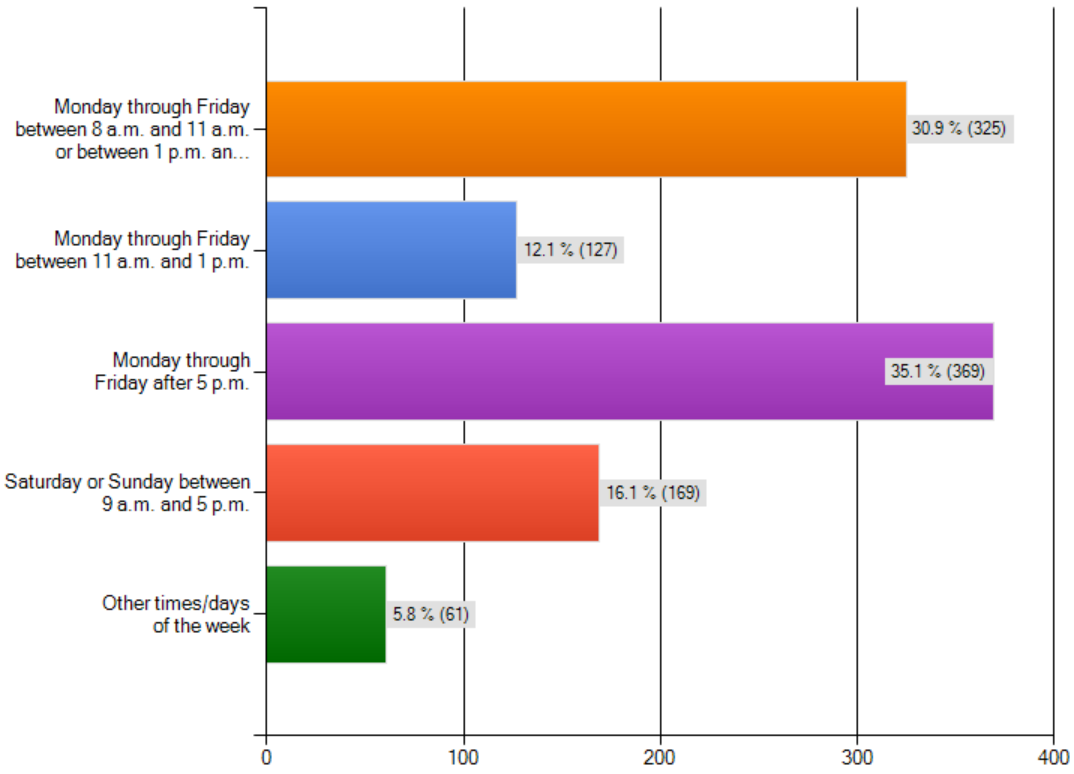
QUESTION 4: SANDAG holds meetings or events to introduce regionally significant topics to the public or to ask for input on specific issues. How important are the following factors in your decision to attend a meeting or event?



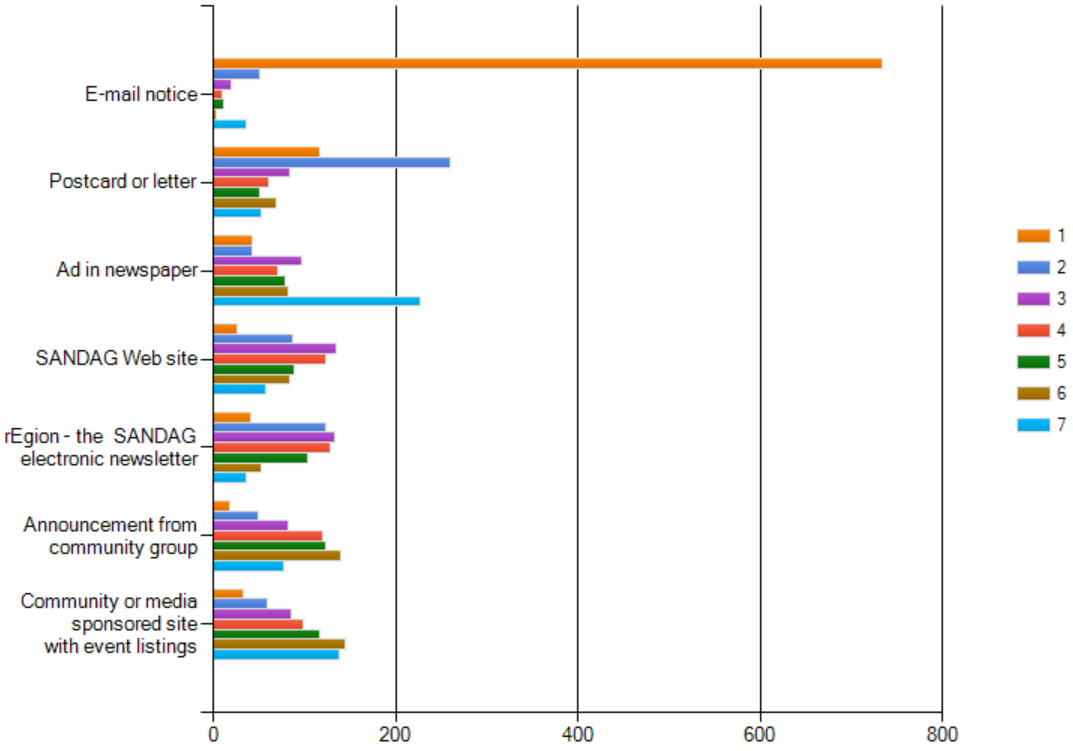
QUESTION 5: What is the farthest you would be willing to travel for a meeting?



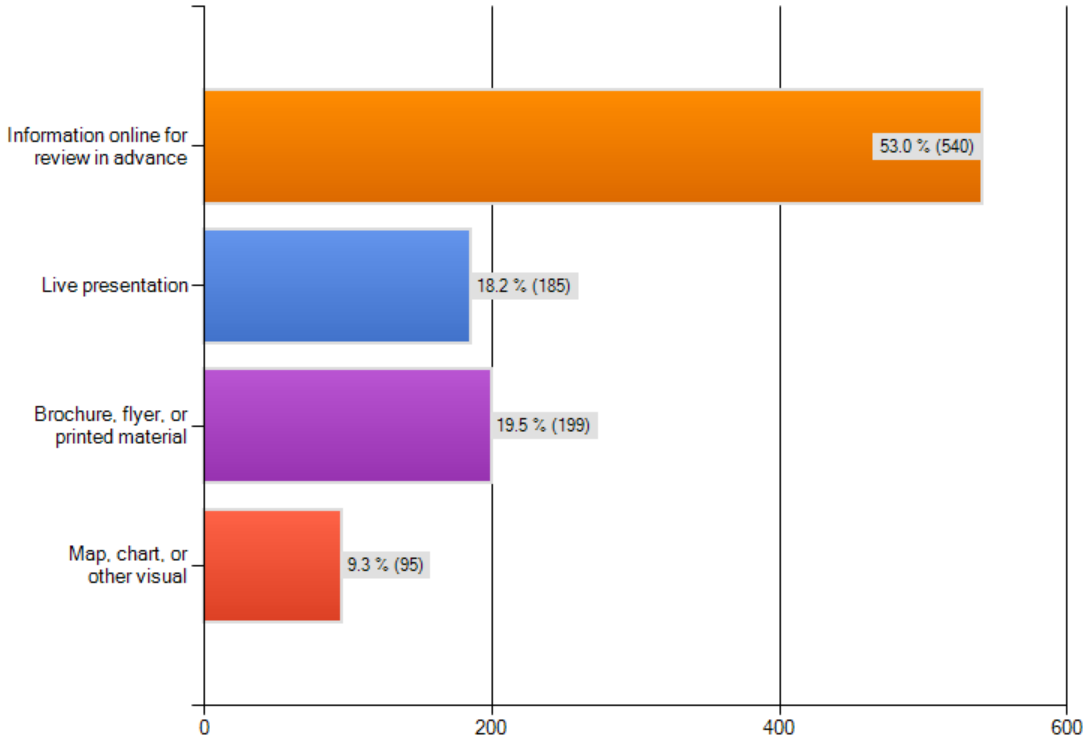
QUESTION 6: When do you prefer to attend a meeting?



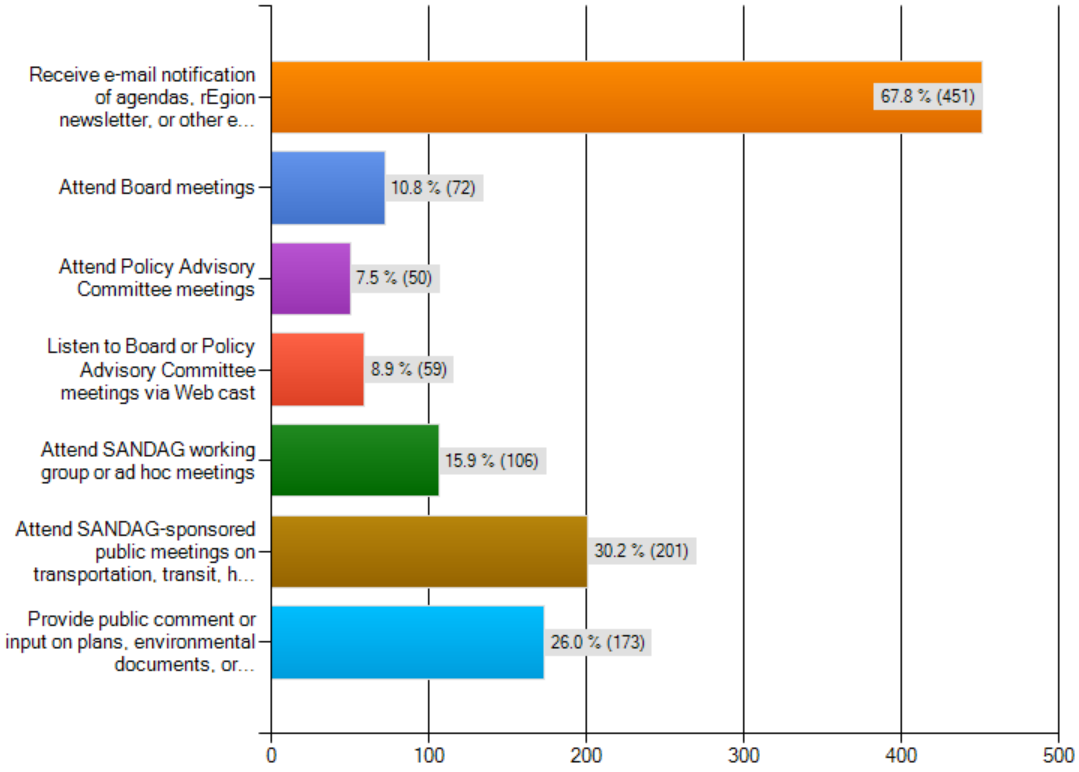
QUESTION 7: What is the best way to notify you about a meeting?Please rank the following items from 1 to 7, with 1 being the BEST way to notify you.



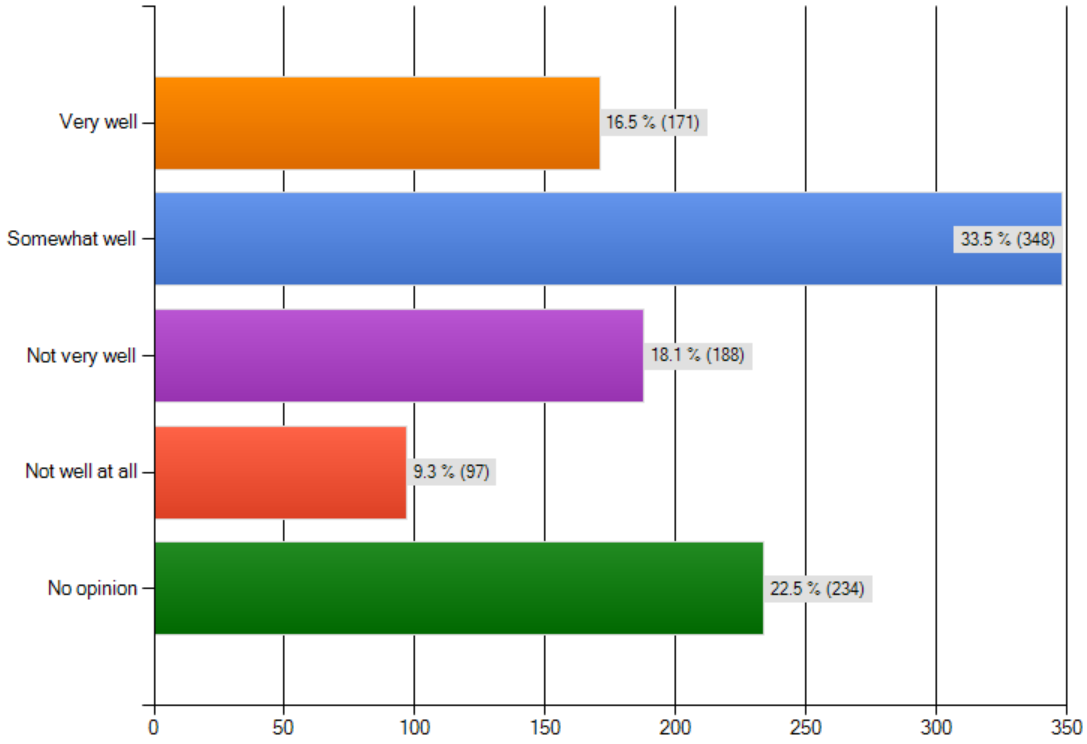
QUESTION 8: How would you prefer to have detailed or complicated material presented to you? Please only check one.



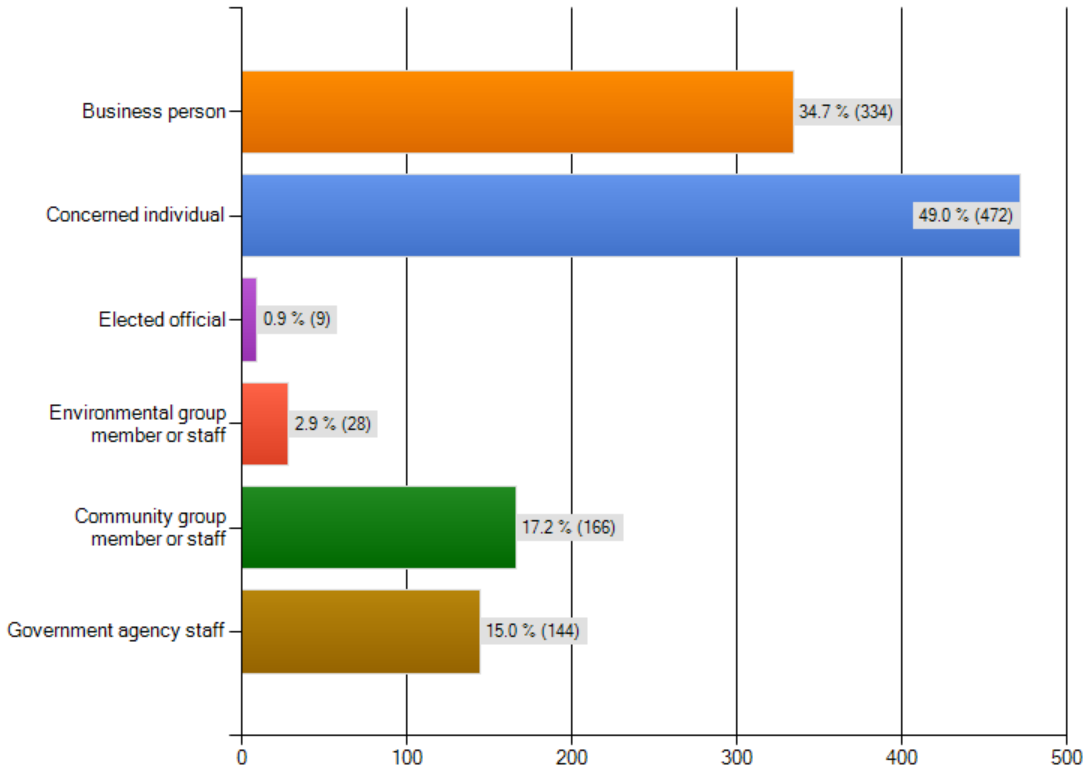
QUESTION 9: How are you involved with SANDAG? Please check all that apply.



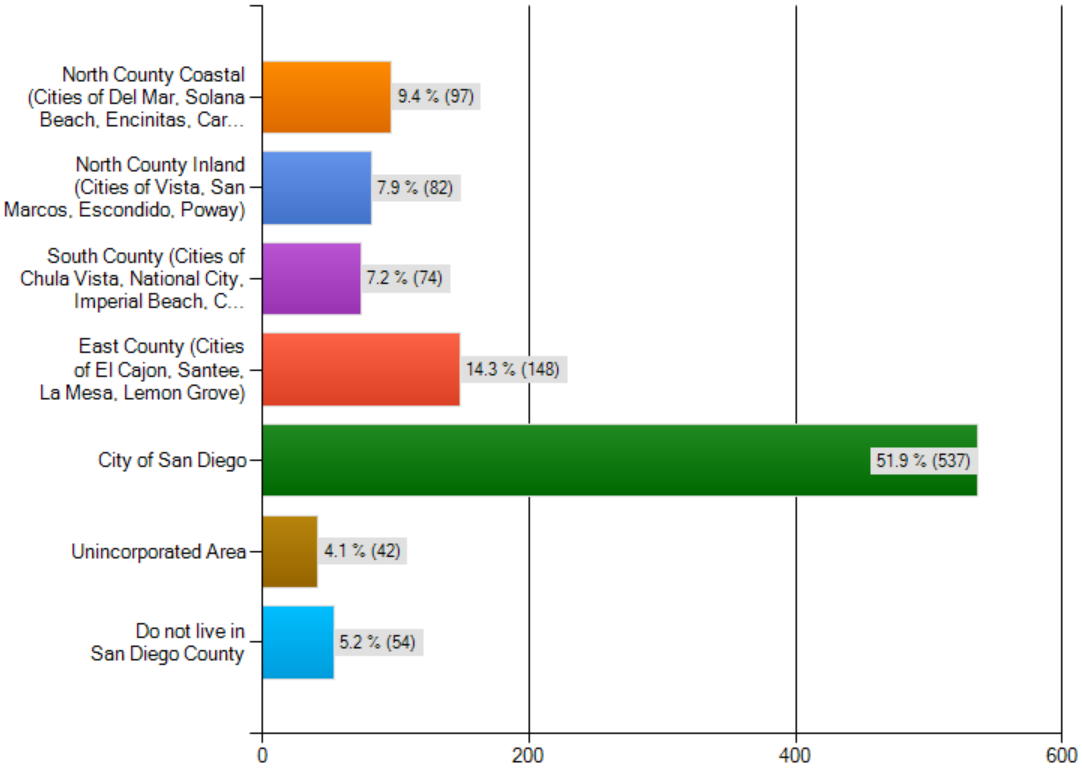
QUESTION 10: How well does SANDAG communicate opportunities for public input in the planning process?



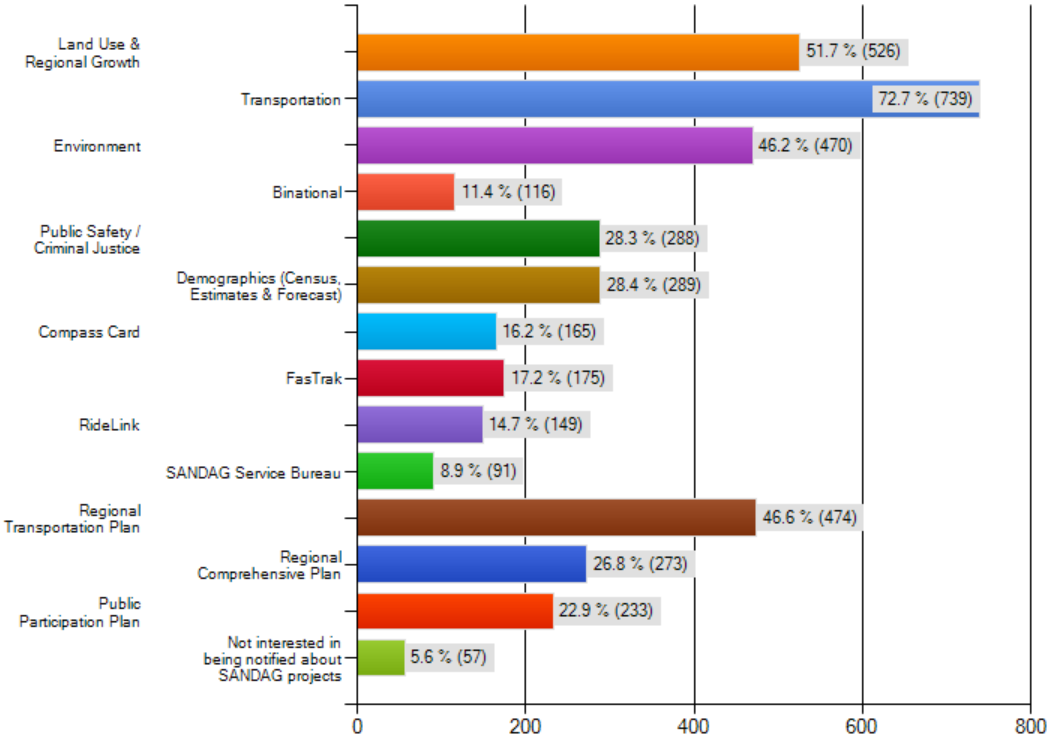
QUESTION 11: How would you identify yourself? (Check all that apply)



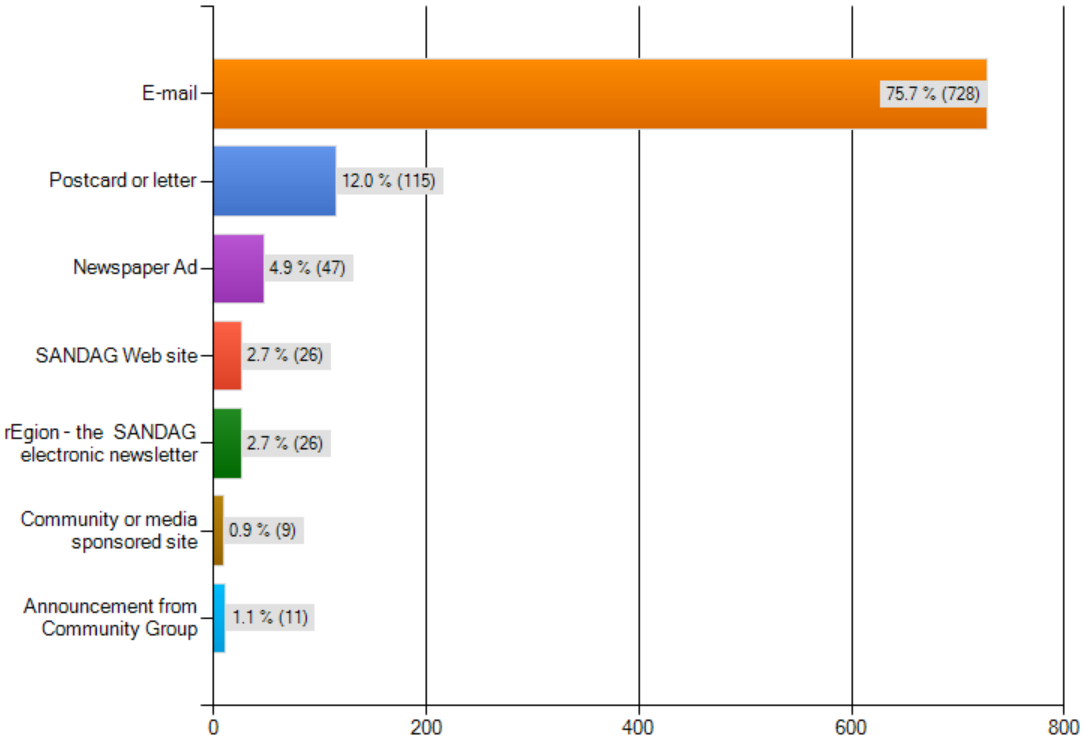
QUESTION 12: What part of San Diego County do you live in?



QUESTION 13: What topics would you like to be notified about in the future? Please check all that apply.



QUESTION 14: What is the best way to notify you about the project(s) you selected in question 13? Please check one.



Appendix C -- 2009 SANDAG Public Participation Plan (PPP) Comments and Responses

No.	Date	From	Name/Agency	Comment	Response	Category
				Comments on Draft 2009 SANDAG PPP		
1	10/20/09	Guy Preuss	Stakeholders Working Group Meeting	Media outreach needs improvement to reach wider audience; do not rely solely on Internet for dissemination of information since it doesn't reach the audience we think it does.	SANDAG uses a variety of communications methods to reach different audiences. Please see "Guidelines and Principles" beginning on page 5.	Outreach: Notification
2	10/20/09	Guy Preuss	Stakeholders Working Group Meeting	Overuse of acronyms in PPP; general public doesn't know what they mean; provide more explanations	Glossary of Terms to be included in final Public Participation Plan.	Level of Detail
3	10/26/2009	Phone	Bill Chatham	It's pretty late if you are going to close comments by November 1 to be advertising in the paper today. One of the problems with getting information to you is not knowing that you are soliciting it.	Deadline for comments was November 30, 2009.	Outreach: Notification
4	10/26/2009	E-mail	Annette Halderman	General comment against the Merriam development by Deer Springs Road	Comments forwarded to County of San Diego.	Not applicable
5	10/26/2009	Phone	Jim	General comment against the development of a new park at Harbor Drive and Pacific Highway	Comments forwarded to City of San Diego.	Not applicable
6	10/26/2009	Phone	N/A	General comment against the Merriam development by Deer Springs Road	Comments forwarded to County of San Diego.	Not applicable
7	10/26/2009	E-mail	Howard Post	Extend MTS bus hours until 2 a.m.	Comments forwarded to the Metropolitan Transit System (MTS).	Not applicable
8	10/26/2009	E-mail	Howard Post	General comment against the I-15 Express Lanes Project	Comments forwarded to SANDAG Project Manager.	Not applicable
9	10/26/2009	E-mail/Letter	Theresa Quiroz	It is my belief that the Draft Plan does not come close to fulfilling the requirements of the federal law which requires this plan to be developed and used by all MPO's (23 CFR Section 450.316).	The SANDAG Public Participation Plan was crafted in compliance with the requirements of 23 CFR Section 450.316, which is part of the Public Participation Plan. See Appendix A.	General
10	10/26/2009	E-mail/Letter	Theresa Quiroz	The first step this plan should take is to set goals and objectives for public involvement.	The SANDAG Public Participation Plan sets overall guidelines for all of SANDAG's public outreach efforts. More specific goals and objectives are developed at the project level. See revised page 1 and page 6, Item #12.	Level of Detail

No.	Date	From	Name/Agency	Comment	Response	Category
11	10/26/2009	E-mail/Letter	Theresa Quiroz	But on review of the guiding principles, there is not a single mention of the disabled community or how efforts can be made to ensure their meaningful involvement.	The SANDAG Public Participation Plan's General Guidelines and Principles are the foundation of all outreach processes and include audiences to which SANDAG targets outreach efforts. Persons with disabilities are specifically cited here, and in several other places in the plan. Please see page 5, Item #2.	Level of Detail
12	10/26/2009	E-mail/Letter	Theresa Quiroz	The SWG meetings are currently being held at Caltrans where a member of the public is required to sign in to gain admittance to the meeting. (cites Brown and Bagley Act requirements).	Caltrans requires guests to sign-in at the front entrance to its building for security reasons. Guests may sign-in using only their initials, first name, or the Caltrans guest pass number if they do not want to give their full name. SANDAG does not receive any information from the Caltrans sign-in sheet. The Caltrans office was chosen as the location for Stakeholders Working Group (SWG) meetings because of its proximity to public transit and its free public parking.	Other
13	10/26/2009	E-mail/Letter	Theresa Quiroz	Goal 1: Amend the mission statement of SANDAG to reflect its strong commitment to public participation and involvement.	SANDAG is not revising its mission statement at this time.	Other
14	10/26/2009	E-mail/Letter	Theresa Quiroz	Goal 2: To change SANDAG's position from 'we are required to take public input' to 'we value your input.' This can be done by creating programs within SANDAG to encourage staff to always have a 'we value your input' approach.	The Guidelines and Principles section of the SANDAG Public Participation Plan addresses SANDAG's commitment to public involvement. Please see page 5.	General
15	10/26/2009	E-mail/Letter	Theresa Quiroz	Goal 3: Have a Public Participation Plan that reflects SANDAG's strong commitment to democracy.	The SANDAG Public Participation Plan promotes all opportunities for public involvement.	General
16	10/26/2009	E-mail/Letter	Theresa Quiroz	The guidelines must be fleshed out with explicit strategies that will allow the public to participate.	The SANDAG Public Participation Plan provides the foundation for development of specific public outreach plans. Please see revised page 1.	Level of Detail
17	10/26/2009	E-mail/Letter	Theresa Quiroz	SANDAG could have a page on their website, a Public Participation Page.	SANDAG maintains and is enhancing a public involvement page that highlights public participation opportunities.	Level of Detail
18	10/26/2009	E-mail/Letter	Theresa Quiroz	However, staff will still have to deal with the lack of internet access in our low-income and minority communities. This can be helped by creating the explicit strategy that SANDAG will create a Fact Sheet which mirrors to a great extent the Public Participation web page.	Web-based outreach is just one communications method employed by SANDAG. Communications strategies are tailored to meet the needs of specific audiences.	Level of Detail

No.	Date	From	Name/Agency	Comment	Response	Category
19	10/26/2009	E-mail/Letter	Theresa Quiroz	The federal law also requires that the PPP offer explicit desired outcomes to the process. The draft does not speak to that issue in any substantive way.	The SANDAG Public Participation Plan sets overall guidelines for all of SANDAG's public outreach efforts. More specific goals and objectives are developed at the project level. See revised page 1 and page 6, item #12.	Level of Detail
20	10/26/2009	E-mail/Letter	Theresa Quiroz	There is so much more specific detail that could – and must – be added to this draft.	The SANDAG Public Participation Plan provides the foundation for development of specific public outreach plans. See revised page 1.	Level of Detail
21	10/26/2009	E-mail	Peter H. St. Clair	Public comments on environmental documents, plans or ordinances are rarely addressed in any comprehensive manner. Quality of in put is low. Response to public comment is barely adequate and certainly does not encourage ongoing participation.	SANDAG follows state and federal environmental guidelines for projects. Please see pages 4, 8, and 9.	Level of Detail
22	10/26/2009	E-mail	Peter H. St. Clair	The public has no idea if there are regional and subregional goals for various aspects of life in our region or whether there are data measurements against these goals, or a process in place to make adjustments if we are off track. Provide better representation of regional and subregional goals and whether or not there are data measurements against these goals, or processes in place to make adjustments if we are off track.	Evaluation criteria are developed as part of the Regional Transportation Plan (RTP). Public input is solicited during the development of all elements of the RTP.	Level of Detail
23	10/26/2009	E-mail	Peter H. St. Clair	Analysis of environmental documents is haphazard and there are inadequate standards against which to measure quality and progress.	SANDAG follows state and federal environmental guidelines for projects. Please see pages 4, 8, and 9.	Level of Detail
24	10/27/2009	E-mail	Nadine Scott	Not enough meetings in Coastal North County or Oceanside, the largest city in North County	Subregional workshops are held in North County for various planning projects.	Outreach: Location
25	11/2/2009	E-mail	Nadine Scott	Comment regarding involvement of local individuals and groups, per page 15, paragraph 2: are we developing or soliciting lists for interested persons/groups	Yes. See sandag.org/ppp.	Outreach: Notification
26	11/2/2009	E-mail	Nadine Scott	Not enough meetings in Coastal North County, particularly Oceanside	Subregional workshops are held in North County for various planning projects.	Outreach: Location
27	11/2/2009	Survey	Linda Vista Collaborative	Under the section titled: Capital Project Design and Construction #4, it is crucial that participants who have been recruited to provide community input are provided with updates continuously.	Comment noted.	Outreach: Notification
28	11/2/2009	Survey	Linda Vista Collaborative	The tactics that would be most effective to promote public participation are through the model of collaborating with community organizations that have an entry into community groups that may otherwise not be as open to participate directly with a government	Please see revised page 5, item #2 and page 9, item #15.	Outreach: Collaboration

No.	Date	From	Name/Agency	Comment	Response	Category
				organization. Community based organizations, for instance, have established trust and connection with the members of their communities. Therefore, they serve as effective intermediaries and can more easily identify which are the most significant obstacles that prevent community groups from participating. For example, Bayside Community Center has identified that if we provide food and childcare services then our community members are able to participate. Another tactic is to provide capacity building for participants as many of them are not necessarily aware of the initiatives centered around transportation. It is also important that these capacity building opportunities train members to become actively involved in the process of decision making.		
29	11/2/2009	Survey	Linda Vista Collaborative	Identify how many different cultural groups are represented and outreach to the groups that are missing. Identify what other methods of communication are working to get people to participate and replicate these efforts. Identify how effective is working with community based organizations as intermediaries to reach out to groups who have not been involved in the past. Identify the diverse methods of communication and technology being used by the participants. Identify what groups are not being represented and how they can be incorporated into the process of participation. It is crucial to incorporate advocacy work as a component of the PPP as many of the community based organizations currently receiving grants through SANDAG may have more opportunity to help community leaders to contribute and participate in the decision making process.	Please see revised page 5, item #2 and page 9, item #15.	Outreach: Diversification
30	11/17/2009	E-mail	Brian Gregory/UCSD	Overall, it is a comprehensive document that provides a good framework to engage the public in SANDAG's planning and capital improvement processes. As you know, one of the most important aspects of a successful public participation plan is to engage the public early in the process, where comments can be received and appropriately addressed. On occasions when the public is solicited for input, it is too late in the process to affect change. In the PPP there is a reference to "key milestones" or "key stages of project development and implementation" and while we recognize the challenge in finding language that fits every project, perhaps it could be clearly noted that the public outreach effort will commence early in the process.	Please see revised page 8, item # 7.	Outreach: Notification

No.	Date	From	Name/Agency	Comment	Response	Category
31	11/17/2009	E-mail	Brian Gregory/UCSD	Another comment is in regards to representatives on working groups or advisory committees. The selection of those participants is a critical part of public participation and it is important to select members that are able and willing to share information with their constituency. The representatives should engage their community/institution/organization in a dialogue and communicate these perspectives with SANDAG staff.	Comment noted.	Outreach: Diversification
32	11/17/2009	E-mail	Brian Gregory/UCSD	Lastly, the description of public outreach for Project Development and Program Planning (pages 12–14) seems to be broader and more inclusive than what is listed for Capital Project Design and Construction (pages 14-15). Is that the intent? Is it assumed that the public was already engaged during the planning process? Perhaps that could be clarified.	The outreach efforts that are part of Capital Project Design and Construction build upon the efforts conducted as part of Project development and Program Planning. Please see revised page 9.	Level of Detail
33	11/19/2009	E-mail	Donna McGinty	Enough silly decisions are made in Oceanside to make me realize you will be doing the Public an injustice by limiting their opportunity to speak on anything. YOU represent the Public and we certainly have the Democratic right to protect our rights to participate in person, by letter by email or by phone. Oceanside City Council majority would take our rights to speak or participate in discussion and decision making if they could. It would expedite their time at the Council Meetings. They were elected or appointed TO LISTEN TO OUR VIEWS. Please enter my comments in the public SANDAG record on this issue.	Comment noted.	General
34	11/19/2009	E-mail	jurbinder@aol.com	I believe that the public interest is best served when and if The Public Participation Plan should include input on transportation policy, priorities, and project selection. Coordinated signal lights in cities, more freeway lanes, more selective use of small Visa busses, construction before the need has been determined by supposed authorities (wider bridges, over and underpasses, fewer promises and more action and more public input at least annually, names of those who are responsible for expenditure of all public funds to detailed small projects as well as major projects. It is time for SANDAG to be more accountable to all involved parties.	Comment noted.	General

No.	Date	From	Name/Agency	Comment	Response	Category
35	11/19/2009	E-mail	Jeanne Sisson	SANDAG has sand-bagged taxpayers of San Diego County into voting billions for transportation upgrades with the understanding most of the funds would go to highway, road and street improvements. SANDAG seems to have little intention of honoring these promises (OK, if they weren't 'promises', it was 'understood' the public wanted surface roads given priority and most of the funds). Now comes a 'Public Participation Plan' that limits discussion on any SANDAG programs other than the few SANDAG chooses for public comment. BULL FEATHERS! True Public Participation includes the public be involved in every aspect of transportation policy, project selection and project priorities. The San Diego Association of Governments has been run like a private fiefdom long enough. Give us complete, unrestricted Public Participation now.	The SANDAG Public Participation Plan is an umbrella document with guidelines for public participation on general categories of SANDAG projects and programs. All SANDAG projects and programs have opportunities for public involvement. See revised page 1, page 5, item #5, and page 8, items #7, 8, and 9.	General
36	11/20/2009	E-mail	Mike Preston	I believe it would be a mistake and un-American to limit public participation and discussion to only targeted plans and projects and not allow public testimony on how and what projects are selected. I don't think SANDAG should fear an open and frank discussion of the entire traffic congestion relief plan. I thought that an important part of the 2004 bond was periodic public input and adjustments based on that input. Please reconsider this ill-advised limit on public comment.	The SANDAG Public Participation Plan is an umbrella document with guidelines for public participation on general categories of SANDAG projects and programs. All SANDAG projects and programs have opportunities for public involvement. See revised page 1, page 5, item #5, and page 8, items #7, 8, and 9.	General
37	11/20/2009	E-mail	George Crissman	The Public Participation Plan does not state or contemplate public participation in the project selection process or the setting of transportation priorities. The processes of project selection and prioritizing represent "key decision points" and must be open to public comment to satisfy 23 CFR 450.316. Please amend the Public Participation Plan to specifically include full public access to and participation in the project selection and prioritizing process. Full public access to the decision process must include the requirement of active and diligent efforts on the part of SANDAG and partners to fully inform the public of all available transportation modes and methods.	Public participation is part of the early stages of transportation planning. Strategic and tactical outreach plans are developed for individual projects and programs, but general outreach guidelines that call for early involvement are covered in the SANDAG Public Participation Plan. See revised page 1, page 5, item #5, and page 8, items #7, 8, and 9.	Level of Detail
38	11/20/2009	E-mail	George Crissman	The Plan should provide for a variety of techniques for the public to submit commentary (public, facsimile, internet email, unbiased professional surveys, etc.) to assist with the selection process.	The Public Participation Plan includes many methods aimed at securing a high level of public involvement in the planning process. The plan serves as the foundation for the development of more specific public outreach plans tailored to individual projects, programs and planning efforts. Please see	

No.	Date	From	Name/Agency	Comment	Response	Category
					revised page 1 and page 5, item #5, page 8, items #7, 8, and 9.	
39	11/20/2009	E-mail	George Crissman	The plan should require SANDAG and partners must make an active and diligent effort to obtain the greatest amount of public comment on the planning and prioritization process.	See response for question #38.	
40	11/20/2009	E-mail	George Crissman	The expressed desires of the public at large must be given preferential consideration in the decision-making process.	See revised page 1, page 5, item #5, and page 8, items #7, 8, and 9.	General
41	11/20/2009	E-mail	Peter H. St. Clair	The plan is long winded. Repetitive. That is not good. It does call for periodic Board review of its efficacy. That is good. How are you going to measure that? I found nothing that discusses goals, measurement, evaluation and feedback. Some numbers might be nice. How many of this? What percentage of that?	The SANDAG Public Participation Plan sets overall guidelines for all of SANDAG's public outreach efforts. More specific goals and objectives are developed at the project level. See revised page 1 and page 5, item #12.	Level of Detail
42	11/20/2009	E-mail	Peter H. St. Clair	I wrote earlier. There are still two components of public input that I think need attention: Quality of CEQA/NEPA reports. It is one thing to get them. It is another to insure the quality of data collection and analysis. I do not see anything in the plan that attempts to capture public comment on study inadequacies and determine whether some form of Quality Assurance program is needed. A QA program would use statistical tools to attempt to increase report quality. Simple evidence of quality: decline in the number of report iterations before certification--assuming, of course, agencies just don't abrogate their responsibility to read critically. Further evidence: reports are received and read by qualified people. In many cases we have biologists writing about project/construction alternatives and the reports are read by planners. Nobody in the loop has any real training or experience! Reports frequently fail to consider alternatives, such as the use of passive, natural systems to obtain higher levels of flood control or water quality vs. engineered solutions relying on steel, concrete and energy; or the affect of conservation on demand, and therefore, the need for capital intensive projects.	SANDAG always subjects its environmental comments to quality assurance and quality control. SANDAG is only responsible for certifying or adopting CEQA documents; NEPA documents are the responsibility of the federal lead agency. The projects SANDAG works on are those that are part of its Regional Transportation Plan or Overall Work Program.	Level of Detail

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				It seems that many projects are driven by funding sources. The Feds or the State appropriates $ for steel/concrete/energy intensive projects but nothing for conservation efforts. So, your projects all look the same--just as they have since the 1950's.		
43	11/20/2009	E-mail	Peter H. St. Clair	Feedback level 1. While public comments are often published, it is frequently very difficult to determine whether anything in a final report or approval has changed as a result. Draft documents are often revised and released with no strike out/replacement annotation.	SANDAG reflects changes, including those resulting from public comment, by outlining comments received and revisions made as well as using strike out/replacement annotation in reports.	General
44	11/20/2009	E-mail	Peter H. St. Clair	Feedback level 2. It would be beneficial to aggregate public comment. Into what categories or specific concerns do they fall, if any? What is done to address repetitive (but not redundant) criticism?	SANDAG aggregates public comments into categories and makes revisions based on input.	General
45	11/21/2009	E-mail	James L. Johnson	As a property owner and tax payer in San Diego County, I wish to express my desires regarding the Public Participation Plan. The Public Participation Plan should include input on transportation policy, priorities and project selection processes. At no phase should Public Participation be excluded or limited from any of your processes or proceeding whenever they involve the use of Tax Payer Monies be they in the form of bonds, federal, state, or local grants. Federal Law requires public participation and I personally will support any legal actions if my ability to present input is restricted in any form.	Comment noted. See revised page 1, page 5, item #5, and page 8, items #7, 8, and 9.	General
46	11/23/2009	E-mail	Connery Cepesda/ Caltrans	Consider simply listing the mandates, and including the description narratives as an appendix. The bulk of the PPP should be on the public participation process.	The mandates section has been moved to the end of the plan.	Other
47	11/23/2009	E-mail	Connery Cepesda/ Caltrans	Page 2: RCP not previously defined - revise to "Regional Comprehensive Plan (RCP)."	RCP is now defined on first reference.	Other
48	11/23/2009	E-mail	Connery Cepesda/ Caltrans	Page 2: May be worth mentioning that the (*TransNet*) program was approved by voters in 1987 and re-approved in November 2004, extending the program to 2048.	Comment noted.	Other

No.	Date	From	Name/Agency	Comment	Response	Category
49	11/23/2009	E-mail	Connery Cepesda/ Caltrans	Page 5: As currently written, the principles and guidelines range from "Inform" to "Involve" in the IAP2 Public Participation Spectrum - principles with "Collaborate" to "Empower" levels of public impact are strongly recommended. A current example of collaboration with citizens is the RTP Stakeholder Working Group (SWG). For the overall principles (pgs. 11-12), collaboration is only hinted at on #4.	Reference to best practices and IAP2 Spectrum of Public Participation added to page 6.	Other
50	11/23/2009	E-mail	Connery Cepesda/ Caltrans	Page 6: At the October SWG meeting, Nico Calavita commented on the lack of youth participation (high school age and younger) in planning activities and Margarita Holguin commented on the need to outreach to non-English speaking communities; consider adding a mention of "youth" and "non-English speaking".	SANDAG conducts outreach efforts tailored to non-English speaking audiences. Please see page 6, item #11. The plan has been revised to include youth as an audience. Please see page 5, item #2.	Outreach: Diversification
51	11/23/2009	E-mail	Connery Cepesda/ Caltrans	Page 11: Since the word is in quotation marks, consider defining consultation in this context.	The quotation marks have been removed.	Other
52	11/23/2009	E-mail	Connery Cepesda/ Caltrans	Appendix A: Do the PPP guidelines address this explicitly - how many days/weeks in advance will the public be notified of meetings, workshops and other opportunities to participate?	Please see Appendix D, SANDAG Public Participation Policy (Board Policy No. 025).	Outreach: Notification
53	11/23/2009	E-mail	Connery Cepesda/ Caltrans	Appendix A: The bulk of the guidelines "provide opportunities for members of the public to provide input and express concerns", but little mention of the level of consideration SANDAG will give to the collected comments - consider elaborating on the "explicit consideration and response" in the principles.	See revised page 1, page 5, item #5, and page 8, items #7, 8, and 9.	Level of Detail
54	11/25/2009	E-mail	Christina Burke/ El Cajon Community Development Corporation	Before receiving feedback, have a preface to the survey, etc. that states what transportation currently exists, so that feedback may come from an educated answer.	Comment noted	Outreach: Notification
55	11/25/2009	E-mail	Christina Burke/ El Cajon Community Development Corporation	Is it possible to use a system like reverse 911 to let people know there is something important to comment on that affects their region and future (especially for non-internet users).	SANDAG endeavors to use multiple efforts to reach the public such as direct mail, newspaper advertising, outreach to affected communities, and collaborating with local agencies and organizations to promote regional initiatives.	Outreach: Notification
56	11/25/2009	E-mail	Christina Burke/ El Cajon Community Development Corporation	For internet users, I recommend having an E-Alert. This is where one can sign up with San Diego via e-mail to be alerted when something important is going on. The title of the subject line will always say E-Alert: plus a topic to notify San Diegans what is going on without them having to check the SANDAG website consistently. (The El Cajon Police Department uses this to tell people about crime	Comment noted. SANDAG does send e-mail announcements to those who have signed up to receive meeting notices and other information. An enhanced sign-up option to be posted at www.sandag.org/ppp in early 2010.	Outreach: Notification

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				trends in their area. Visit: elcajonneighbors.org to take a look).		
57	11/25/2009	E-mail	Christina Burke/ El Cajon Community Development Corporation	Be creative in how you gather information: Give a space for people to blog about transportation. People are often more interested in blogging with one another about their opinions than filling out a survey.	SANDAG will use social media as appropriate. See page 6, item #8.	Level of detail
58	11/30/2009	E-mail	Nancy Taylor	After reviewing the SANDAG Public Participation Plan online, I must say that as a resident of San Diego I truly appreciate the effort SANDAG makes to apprise community members of issues and future plans involving SANDAG that affect our county. The outreach effort that SANDAG makes has always struck me as far-reaching and comprehensive, and the Public Participation Plan continues that effort. I periodically check the SANDAG Web site to keep current with transportation developments, and so frequently there are opportunities for citizen input and involvement. In the past I served on the Complete Count Committee and have attended public workshops offered by SANDAG. I appreciate these opportunities to get involved with my city and county. Thank you!	Comment noted.	General
59	11/30/2009	E-mail	Michael Morris Jr. Transportation Planner, FHWA CA Division	I have reviewed SANDAG's Public Participation Plan (PPP) and overall it looks and reads well and it appears to meet almost all of the applicable MPO PPP requirements per 23 CFR Section 450.316.	Comment noted.	General
60	11/30/2009	E-mail	Michael Morris Jr. Transportation Planner, FHWA CA Division	Add additional language to demonstrate explicit consideration and response to public input received during the development of the metropolitan transportation plan and the Transportation Improvement Program (TIP).	See revised page 1, page 5, item #5, and page 8, items #7, 8, and 9.	Level of Detail
61	11/30/2009	E-mail	Michael Morris Jr. Transportation Planner, FHWA CA Division	I may have overlooked it within the document, yet, on Page 7, what does RCP mean?	RCP is now defined on first reference.	Other
62	11/30/2009	E-mail	Elyse Lowe, Executive Director, Move San Diego	Our greatest concern is the lack of policies related to transparency of public review process. SANDAG does not make their transportation models - developed with public funds - available to either the public or qualified experts so as to insure either transparency or independent review for accuracy or improvement. Under the Freedom of Information Act, SANDAG uses language described in the exceptions to preclude allowing models to be reviewed by qualifying them as "software." In the spirit of supporting a well educated public in the participation process, please allow the public to be	SANDAG participates in the FHWA Transportation Model Improvement Program http://tmip.fhwa.dot.gov/resources/clearinghouse/docs/tmip/peer_review/sandag/. The SANDAG modeling framework and assumptions were reviewed by FHWA and expert modelers from around the country. The review panel included experts from the University of Texas, Atlanta, Seattle, and Sacramento. Other information on the SANDAG modeling framework is at www.sandag.org/demographics in the *2030*	Other

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				as technically informed as possible when discussing billions of dollars of regional transportation investments.	*Regional Growth Forecast Update: Process and Model Documentation* publication. In addition, SANDAG regularly responds to requests for its transportation models consistent with the California Public Records Act, (Government Code Section 6250 et seq.).	
63	11/30/2009	E-mail	Elyse Lowe, Executive Director, Move San Diego	CIP Progress Reports. SANDAG will implement a program designed to inform the public of progress, including posting Project-to-date timelines status and budget billings on a quarterly basis.	SANDAG provides quarterly update reports on transportation progress to the SANDAG Board. These reports are distributed as part of the Board Agenda, posted on the SANDAG Web site, summarized in Board Actions, and posted in the rEgion newsletter. There is a "Transportation Progress Report" page on the SANDAG Web site at www.sandag.org/progress. The quarterly reports include information on approved budget, funded budget, cost to complete, schedule, and status for Capital Improvement Program (CIP) projects. Also, the *TransNet* Dashboard is posted at www.KeepSanDiegoMoving.com and provides a database of information on project budget, tracking expenditures against budget schedule, status, and other updates on the *TransNet* Early Action Program projects. The *TransNet* Dashboard is updated monthly. *TransNet* Dashboard information added to Progress Web page.	General
64	11/30/2009	E-mail	Elyse Lowe, Executive Director, Move San Diego	Lack of Performance Measures in the PPP. Move San Diego found no policy stating how often procedures and strategies would be reviewed nor against what measures. The PPP contains no specific desired outcomes against which the agency can be measured. For instance, there are no goals for what percentage of individuals or groups to get on the record, nor goals for how many comments should be received. There are no goals related to timeliness of the process or projects. Therefore there are currently no measures against which to review the effectiveness of the PPP.	See revised page 1, page 5, item #5, and page 8, items #7, 8, and 9.	General
65	11/30/2009	E-mail	Elyse Lowe, Executive Director, Move San Diego	Improved Website Search Results. While SANDAG provides excellent access to many documents, we find the SANDAG website search engine to be extremely poor. We urge SANDAG to improve the search engine and displayed results on the web site.	SANDAG conducted search engine enhancements and improvements in August 2009. SANDAG will accept additional keywords for inclusion in the search engine program.	
66	11/30/2009	E-mail	Cary Lowe	My primary recommendation regarding the Public Participation Plan is that greater emphasis should be placed on making informational materials more	Comment noted. Additionally, Glossary of Terms to be included in final Public Participation Plan.	General

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				"friendly" and accessible to the general public. This means describing programs and policies in plain language, and avoiding "plannerese" or professional jargon. Most of the public, including people interested enough to follow SANDAG issues, are not trained in urban planning and related areas. If the goal is to maximize their ability to give meaningful input, it is necessary that they have meaningful information in a form that can be plainly understood.		
67	11/30/2009	E-mail	Cary Lowe	I also recommend maximizing the extent to which public comments and questions can be submitted on-line. Especially for elderly and disabled people, people who are uncomfortable with preparing formal comments, and people who are simply too busy to attend meetings or even write letters, e-mail communication is an excellent alternative.	SANDAG does intend to maximize opportunities for on-line communications.	Level of Detail
68	11/30/2009	E-mail	Cary Lowe	Finally, I recommend improving participation opportunities by holding as many informational meetings in diverse community locations.	SANDAG tailors outreach efforts to individual audiences. These efforts include determination of appropriate meeting locations.	Level of Detail

Summary of Comments from the October 20, 2009, Regional Planning Stakeholders Working Group Meeting Agenda Item #6: Draft SANDAG Public Participation Plan (Anne Steinberger)

Anne Steinberger, SANDAG provided an update of the Public Participation Plan, outreach, and the review period for feedback on the plan.

Cary Lowe: I think it's a nice comprehensive list, but I would like to see more emphasis on the channels where that participation can occur. For most people I think it's burdensome to come to public meetings for hours, wait through presentations, and then wait to be speaker number 95 out of 270. There should be more emphasis on either mail or other simpler means of providing input. People can always write letters and presumably they will be read, but probably electronic communications is the means that most people would find most convenient, and I'm sure that you will accept that kind of input, but I encourage a section here somewhere that says "we can take input through any of the following channels," and particularly emphasize those that are simplest for most people to use.

Ken Mitchell: Having conducted a lot of public participation plans for the navy, what does SANDAG consider a good return from the public? When you finish, when do you feel that you did a really job on the input that you got back?

Ms. Steinberger: Unfortunately we haven't quite touched everyone yet, and so the few thousands that we hear from, for us, is a good number. But we are able to do in the way of expanding our outreach is this is the third stakeholders working group since the year 2000. This is our third time at awarding community-based organizations grants to do the additional outreach. So while some of the general advertising, we could technically say everyone, should have heard about this, we know that's not possible. I think that since the year 2000, by adding the stakeholders working group, and adding the community-based outreach component, as well as opportunities for people to participate via the web, and communicate with us about how they want to be involved, that we have expanded into the thousands, and we would consider it successful if we got into the ten thousands, but I think we really have expanded our core base, and we've also found that our numbers of "awareness of SANDAG" have increased from in the teens to in the 70s and 80s with some of our public participation surveys. So we have various measures that we use and that is why it is important to measure this and report it back to the public, to our board, and the stakeholders so they know the results.

Gary Knight: Not to be so specific, but you've mentioned televisions, and I know myself watching the Padres game there's a way to vote on who's the best player through the television and there are mediums out there now to expand your reach to the hundreds of thousands. It gives you instantaneous [feedback] and they report, also there's some electronic signal gets noted and I get little thing in the mail saying would you like to go to Valley View and get your free whatever…not only do you get input but you can write back to presidents and the senate…so you now you can sit through an hour-long presentation and vote on your best aspect of this.

Nico Calavita: How can we create a process so that younger people can participate? What I am really suggesting is that SANDAG could try to have school districts participate in this process. To have means by which some students could learn from it and be leaders.

Dennis Wahl: I've also been involved in a lot of public participation and the one thing that I thought…I used to count how many meetings we'd do and how many people we'd talk to…but over time I learned I thought there was more success if we incorporated some of the ideas and concepts in projects. So I'm not sure exactly how you could measure this, but you could write up a section that talked about how you incorporated what you heard because over time I realized you really expand the idea pool…so something like that I think might help measure how effective the outreach program is.

Andrea Skorepa: I think that one of the ways that we can reach you people is if we expand not just to web pages but Facebook and YouTube and all the things that they use… I think it's important to understand and recognize that to reach different populations you have to be culturally relevant to those populations. We deal with a high percentage of Latinos but they're very different than the Latinos that you find in Barrio [Logan] and have to be treated in a different way. Maybe if the stakeholders group and public participation providers could share those things that way things that we have found to work with our Mexican-American population in San Ysidro might work up there. We have a very involved community and we would happy to share that with you.

Lois Knowlton (Of Friends of Adult Day Health Care Centers): I'm representing those older than 65 in health care facilities, and very few have cars so most of their transportation is public transit or family members. My experience with this population is there are not very many of them that are using the web and getting information that way. So I think the one-on-one, the group meetings that they're a part of is more effective. I went to the Mira Mesa Street Fair and there was a display for Direct Access and they have people lined up – ethnic minorities and older people concerned about this and to get participation and interest you almost have to be in those kind of venues to get the word out and have hard copies of things that they're going to take home to read and publicize meetings for transit for 2050. I think a lot of people are going to say "that doesn't affect me, I'm not going to be around that long," but it does affect because those plans are the direction it's going in…I think we should piggyback on other meetings and get on their agenda and be able to bring in that participation in that way. It may be a typical meeting, but it might be a senior yoga experience and try to get that message out.

November 18, 2009, Regional Planning Stakeholders Working Group Meeting Agenda Item #6: Update and Input on Draft SANDAG Public Participation Plan (PPP) (Anne Steinberger, SANDAG)

The draft SANDAG agency-wide PPP was released on October 9, 2009, for a 45-day public review and comment period. This plan establishes a process for communicating with and obtaining input from the public concerning agency programs, projects, and program funding. Anne Steinberger (SANDAG) provided an update on outreach efforts and solicited additional input from the SWG on the plan.

Ms. Steinberger reminded the SWG that the review period is coming to a close, and to please provide input during this time.

Elyse Lowe (City of San Diego) asked for clarification on the deadline for the public review period. Ms. Steinberger clarified that the deadline is November 30, one week from Monday. Ms. Lowe inquired about the method that SANDAG will use for the part of the PPP that mentions "periodically reviewing the effectiveness of the policies and procedures to ensure an open participation process." Ms. Steinberger responded that as individual programs are implemented; for example, the Mid-Coast Public Involvement Plan, staff will assess if it is getting the level of input that is desired through the scoping period and environmental review. Ms. Lowe asked for clarification on "getting the input that you want." Ms. Steinberger replied that, for instance, having a meeting where no one shows up is not getting the desired amount of participation. Staff will review level of input and response rate to that input. Staff has received suggestions to utilize the internet and put more information on the website, especially in terms of making the information accessible. Another work assignment for the SWG is to help with the outreach for the RTP and the SCS, and staff will get input by the SWG on affective outreach measures to reach a broad cross-section of the community and how those measures can be achieved.

Ms. Lowe commented on the desire for Move San Diego to participate in the fullest and utilize its technical capacity, and stated that she would like to have SANDAG's transportation model available for technical review. All technical information on data and modeling should be available to the public or upon request to ensure a fully transparent process. SANDAG should publish all changes to its model parameters. She noted that she has heard that SANDAG has one of the best models in the state, but she has not seen an independent review to support that statement. Ms. Lowe will also submit this comment in writing. Ms. Lowe then explained that Move San Diego is a non-profit organization that advocates for sustainable transportation and land use.

David Krogh (South County) commended staff for the tremendous outreach that has already been accomplished. He suggested reaching out to members of travel-oriented organizations such as AAA and insurance companies to create a mass information distribution channel with no cost to SANDAG.

Amy Gunderson (Casa Familiar) commented that the community-based outreach model will be successful and that it would be great to have it exist in a continuous manner that does not revolve around one project, and that the members of the SWG (and community-based organizations represented in the SWG) continue to act as a liaison to the community. The community groups know best practices when it comes to interacting with their respective communities. Ms. Gunderson mentioned that Casa Familiar has already begun outreach in the [San Ysidro] community, and that it has been a successful venture to distribute information and to

know their concerns about public transit. It has been an education opportunity to talk about the things that SANDAG is already doing.

Stephen Russell (City of San Diego) (could not understand recording)

Eddie Price (City of San Diego) explained that the value of SANDAG is missing from the community, even when people see the logo. It's a challenge to create the value along transit corridors and deep urban areas so they become part of the process too. Outreach through media will not be effective until the value has been created. Even if outreach is conducted to different cultures, the message needs to be brought home.

Andrea Skorepa (City of San Diego) suggested Dario San Diego for newspaper advertising as it is available in all markets and more legitimate locations. Ms. Skorepa supported Mr. Price's sentiments, and added that outreach needs to be done in a way that people can realize the direct benefit of their participation. The information needs to address their concerns in a concrete manner. Ms. Skorepa noted that the PPP as it is looks like every other public participation plan she has seen. Ms. Steinberger agreed with Ms. Skorepa and added that it will be helpful to discuss some of these specifics as they move forward with the RTP. For example, when the Regional Comprehensive Plan (RCP) was first launched in 2004, the advertisements in the paper said "How does our region grow?" It didn't mention the RCP directly. The SWG will help develop messages that resonate with the public when talking about 2050. Ms. Skorepa commented that jobs need to be mentioned in the sustainable piece – which areas will be producing workers. It needs to be upfront.

Jerome Stocks (Chair) suggested the San Diego Reader. Ms. Steinberger will check to make sure it is on the media list.

Margarette Morgan (North County Inland) inquired about development concerns with the SCS. Chair Stocks said this will be addressed at further discussions.

Mr. Price suggested that communities need to hear more about what transportation already exists in their area and where it goes, in order to address what is needed. It will help with younger people especially to discuss transportation to employment centers and career options. Transportation corridors need to be defined.

Robert Leonard (North County Inland) wanted clarification on the role of the public. If a response is needed, it should be clear as to what is being asked, at a level they can understand.

Elaine Cooluris (Able-Disabled Advocacy) commented that the last SWG that worked on the 2030 RTP and the Smart Growth Concept Map took employment into account, which could be a resource and starting point.

Sandor Shapery (City of San Diego) added that he has been on a number of boards that have set up PPPs by law where the staff has no interest, but that SANDAG has an effective constant feedback system loop which is impressive. The SWG is part of that feedback loop. The feedback adjusts the system which adjusts outreach in this loop. He is satisfied with the outcome of this system.

Grover Diemert (Linda Vista Collaborative) said when he involved with the 2030 RTP he noticed that the immigrant population in Linda Vista, a major user of public transportation, needed to have specifics in order to generate responses. Questions where they can respond "yes, no, or maybe" work best.

From: Post, Howard [mailto:chip.post@sdcda.org]
Sent: Monday, October 26, 2009 7:46 AM
To: PIO
Subject: Input from the public, offering comments, per sign-on san diego article

I have two suggestions/comments;

1) Please figure out a way to extend bus hours till 2:00 am that run from downtown or any other late-night business districts to residential areas. It is crazy that most busses from downtown stop running around 6:00 in the evening when everyone is just heading out to go drinking and dining. It is no wonder we have such an incredibly high number of drunk driving accidents in our county. If the bus routes can run till 2:00, like they do in all other major cities in the world, we would cut down on the number of dui's and save on court and prosecution expenses as well as hospital and insurance expenses and at least a dozen other expenses that impact all of our community. I realize that MTS funds have been cut, so in an ideal world the county should help supplement the cost of extended bus hours. Their savings in other areas should more than make up for the funding MTS would need.

2) It would have been nice if a trolley or coaster line was built up the middle of hwy 15 into the north suburbs rather than an express lane that is hardly used. Probably too late for this suggestion, and very poor planning by caltrans and whoever else was involved in the whole HOV lanes project. Perhaps this should just be taken as an example and a better suggestion is rather than try to think up solutions ourselves every time and take a chance of them not being the best solution for our dollars we should look at what other cities around the world have done and do some proper analysis. It's not like we're inventing the wheel. Every challenge we have has been faced by other cities already and we should be looking at how well it's worked for them and what their residents think of how those decisions worked or didn't work rather than trying to reinvent the wheel ourselves. Solutions that work already exist, so there is no excuse for mistakes. I hope this doesn't sound too critical, but lack of proper analysis is the key problem to almost all project failures.

"Regional planners want input from the public
The San Diego region's planning agency is seeking the public's input on public input.

The San Diego Association of Governments wants residents to weigh in on a plan the agency is crafting to improve public participation in long-range initiatives.

The plan will guide SANDAG's outreach efforts on transportation, the environment, land use and other plans. Elected officials from across the county oversee the agency's work.

To request a copy of the draft plan or offer coments, send an e-mail to pio@sandag.org or call (619) 699-0640."

From: Theresa [mailto:quiroz@cox.net]
Sent: Monday, October 26, 2009 8:53 AM
To: Steinberger, Anne; PIO
Subject: Comment Draft PPP

Ms. Steinberger,

I am mailing my comments on the draft Public Participation Plan to you as I have attachments to it. However, in order to be sure that my comments are received, I am attaching my comments below as a back-up.

If you do not receive the hard copy of my comments within the week, please let me know so that I can re-send it.

Theresa Quiroz

COPY
Re: Draft Public Participation Plan

Dear Ms. Steinberger,

This is my official comment to the Draft Public Participation Plan.

I will begin by stating that I find most SANDAG staff to be helpful, professional and friendly. I am not discussing here the current attitude of staff in general toward public involvement, just the attitude of the draft plan, the SANDAG policies that seem to lead to that attitude and the chilling effect that has on public participation.

It is my belief that the Draft Plan does not come close to fulfilling the requirements of the federal law which requires this plan to be developed and used by all MPO's (23 CFR Section 450.316). It is also my belief that the Draft Plan does not fulfill the stated goal of ensuring that the public has the opportunity to provide input so that their vision can be reflected in plans and projects.

The first step this plan should take is to set goals and objectives for public involvement. According to the FHWA, "public involvement is more than simply following legislation and regulations". Yet, the goals and objectives set forth in this draft are almost entirely that SANDAG comply with regulations. The opening statement in the staff report is that they are creating this plan because the FHWA requires them to do so by December 31, 2009. The draft and the staff report put forward an attitude of distaste that they have to waste their time on this – but they realize they must follow the law.

As an example, please note that the draft states that it is "a key component of the PPP" to ensure meaningful involvement of the disabled community. Of course it says that, the law requires it. But on review of the guiding principles, there is not a single mention of the disabled community or how efforts can be made to ensure their meaningful involvement. There is nothing to help staff determine the best way to involve this complicated group. How can it be a "key component", if it is ignored? Such actions which pretend to be following the law and then snub the very people they are required to help shows the attitude of distaste for true public involvement.

Then, the draft states that "a significant proponent of SANDAG's mission is a strong commitment to public participation". As I review SANDAG's mission statement, I can find nothing that speaks to a commitment to public participation. It is hard for the

public to accept that SANDAG is really interested in public input when the draft is so misleading, presumably to fulfill some regulation. Perhaps that is the root of the problem with this draft. There is little respect for public involvement; it suggests it is simply a burden staff has placed upon them by law.

An example of this lack of a strong commitment to public input is currently taking place with SANDAG's RTP 2050 Stakeholder Working Group. The SWG is covered by the Brown Act, as SANDAG is local in nature and the group was formed through the action of the legislative body. The Brown Act states very clearly that a member of the public may not be required to sign in as a condition of attendance. The Bagley Act, which covers meetings of State Commissions, includes that same prohibition but then includes an exception for security measures that require identification in order to gain admittance to a government building. The Brown Act does not have that exception. The SWG meetings are currently being held at Caltrans where a member of the public is required to sign in to gain admittance to the meeting. Requiring people to sign in has a chilling effect on public participation, and these meetings could have been held anywhere. Yet, SANDAG chose to hold them at Caltrans.

Some suggested goals are -

Goal # 1 – Amend the mission statement of SANDAG to reflect its strong commitment to public participation and involvement.

Goal # 2 – To change SANDAG's position from 'we are required to take public input' to 'we value your input'. This can be done by creating programs within SANDAG to encourage staff to always have a 'we value your input' approach. One of the steps created by another agency's PPP is to have a "Public Participation Desk" at their office where the public can come in at any time to discuss issues that are currently being reviewed.

Goal # 3 – Have a Public Participation Plan that reflects SANDAG's strong commitment to democracy.

The first requirement of the federal law is that all stakeholders have a reasonable opportunity to participate. A member of the public can only participate if they know an issue is being considered. This draft only provides general guidelines of what can be done to encourage participation. As such, it forces a member of the public to review every board, commission and working group agenda, read every newspaper, every day, look at SANDAG's website constantly and sign up for every e-mail list SANDAG keeps. Only then can a person know that they will learn of an opportunity to participate in an issue that affects them. That is not reasonable. The guidelines must be fleshed out with explicit strategies that will allow the public to participate.

For example, SANDAG could have a page on their website, a Public Participation Page, similar to that provided by the Brevard MPO (see attached). It would have a translation bar that allows the information to automatically be translated into different languages. It would have a list of issues, plans and projects currently under review. The list would include a description of the issue, who would be affected and how, and who to contact for more information. With that in place, the member of the public will have just one central place to go to know that they will be informed if an issue comes up that could affect them. That gives much of the public a reasonable opportunity to participate.

However, staff will still have to deal with the lack of internet access in our low-income and minority (LIM) communities. This can be helped by creating the explicit strategy that SANDAG will create a Fact Sheet which mirrors to a great extent the

Public Participation web page. The Fact Sheet should be updated each week, and there must be a requirement that it be available at every meeting, every workshop – anywhere that staff go – and that it be included at the bottom of every external e-mail. Then there is a simple, up-to-date, consistent, written document that is always being made available to anyone who cannot get to the web page. In addition, let's remember that the Board is made up of elected officials of the different municipalities. They should also be responsible for ensuring that these Fact Sheets are posted in every municipal building, recreation center, library and so forth.

These first explicit strategies are essential. They make the public aware of what is going on in a very simple, consistent, reliable way. They give the impression that SANDAG is willing to make the effort to get input because they care, not because they are required by law. They are both inexpensive actions and yet have immense potential for encouraging input. And there seem to be no drawbacks.

The federal law also requires that the PPP offer explicit desired outcomes to the process. The draft does not speak to that issue in any substantive way. The award-winning Brevard MPO created a Public Involvement Evaluation Criteria Handbook. Instead of just requiring that information be put out, it sets performance goals.

For example, for their web site, the evaluation criteria is determined to be the number of hits, and the performance goal is a minimum of 90 hits per month with a 5% increase per quarter. (See attached sheet). Without such criteria in place, any ineffective portions of the plan will not be highlighted. This evaluation will allow SANDAG staff to determine whether their efforts have been successful or if they need to make another attempt at encouraging input.

There is so much more specific detail that could – and must – be added to this draft. My comment letter could be fifteen pages long. There is, as I mentioned in my input to the Transportation Committee, a great deal of information on the FHWA website to help MPO's with the creation of their plans. It offers specific techniques that can be used to flesh out the guidelines that have been chosen. And yet none of that has been included in this draft. It should not be left to the public to do the work of staff and write a comprehensive public participation plan.

This draft is very clear in its message – SANDAG has to do this because the law requires it.

My overarching comment on this draft is that it is unacceptable in its current form. It gives the perception that public participation is most strongly discouraged. It should be sent back to staff to begin the process of creating a Public Participation Plan again.

Sincerely,

Theresa Quiroz

From: Phstc@aol.com [mailto:Phstc@aol.com]
Sent: Monday, October 26, 2009 12:13 PM
To: PIO
Subject: Draft Plan on public input

Please send the plan to me, or a summary of findings and conclusions.

Please pass on my comments to those in charge:

I've participated for years in many SANDAG projects as well as County and city projects, state and federal projects in our region.

I would say there are two huge disconnects for the public:

1. Public comments on environmental documents, plans or ordinances are rarely addressed in any comprehensive manner.

For example, over many years, over a broad range of projects, it is evident that some environmental documents are prepared with vastly more care than others. Data gathering, analysis and presentation of real-world alternatives are far better in a few documents than in the majority.

2. The public has no idea if there are regional and subregional goals for various aspects of life in our region or whether there are data measurements against these goals, or a processes in place to make adjustments if we are off track.

We seem to grope in the dark, treating each project on a de-novo basis without real reference to the goals imbedded in regional and general plans.

In short, zoning triumphs over general plans and project by project analysis and approval over any kind of comprehensive plan.

By the way, a true comprehensive plan would satisfy both environmentalists and developers.

We would know the rules and have a sense of the shape we wish for things, their cost, their benefits.

3. We are asking biologists, primarily, to evaluate project alternatives in CEQA documents. They are largely untrained to do so, especially in the case of infrastructure (water, flood, fire, transportation, etc.)

We are then handing these documents off to planning and development services officials and staff who may have little or no training in biology or the other sciences needed to evaluate the data and the proposed alternatives, and limited access to qualified experts.

We do not know whether data gathering, conclusions and alternatives are, in fact, reasonable or accurately stated.

This is absurd.

In most cases the process outline for CEQA fulfillment, planning, public evaluation and decision making is very good.

But words alone a successful outcome do not make.

There has to be intellectual firepower and technical know-how behind the documentation and review process.

That is lacking.

So, two problems:

1. Quality of input is low. Response to public comment is barely adequate and certainly does not encourage ongoing participation.

2. Analysis is haphazard and there are inadequate standards against which to measure quality and progress.

Alternatives are not given adequate consideration--especially when the alternatives differ from old-fashioned civil engineering practice.

Thus, we use and pollute too much water, pollute too much air, convert too many acres of open space to development or weeds, spend too much money on steel, concrete and energy-using infrastructure and generally fail to measure baselines, impacts and outcomes.

Peter H. St. Clair
2326 Whitman Street
San Diego CA 92103
619-260-1307 home phone

From: nadia550@sbcglobal.net [mailto:nadia550@sbcglobal.net]
Sent: Tuesday, October 27, 2009 11:28 AM
To: PIO
Subject: SANDAG public outreach efforts/plan

The public is generally discouraged when they come out against something and SANDAG still votes for it.

Plus you don't have nearly enough meetings in Coastal North County or Oceanside, the largest city is North County.

Good luck on this public outreach-outreach endeavor. I would like an electronic link to the draft plan, please,so that I may comment further.

Nadine L Scott
550 Hoover St.
Oceanside, CA 92054
760-757-6685
Think with Kindness

The test of courage comes when we are in the minority.
The test of tolerance comes when we are in the majority.
Ralph W. Sockman

From: Brian Gregory [mailto:bgregory@ucsd.edu]
Sent: Tuesday, November 17, 2009 3:42 PM
To: Steinberger, Anne
Cc: bwerdick@ucsd.edu; mphegley@ucsd.edu
Subject: RE: SANDAG invites public review of draft Public Participation Plan

Anne,

Thank you for the opportunity to review and provide comment on SANDAG's Draft Public Participation Plan (PPP). Overall, it is a comprehensive document that provides a good framework to engage the public in SANDAG's planning and capital improvement processes. As you know, one of the most important aspects of a successful public participation plan is to engage the public early in the process, where comments can be received and appropriately addressed. On occasions when the public is solicited for input, it is too late in the process to affect change. In the PPP there is a reference to "key milestones" or "key stages of project development and implementation" and while we recognize the challenge in finding language that fits every project, perhaps it could be clearly noted that the public outreach effort will commence early in the process.

Another comment is in regards to representatives on working groups or advisory committees. The selection of those participants is a critical part of public participation and it is important to select members that are able and willing to share information with their constituency. The representatives should engage their community/institution/organization in a dialogue and communicate these perspectives with SANDAG staff.

Lastly, the description of public outreach for Project Development and Program Planning (pages 12–14) seems to be broader and more inclusive than what is listed for Capital Project Design and Construction (pages 14-15). Is that the intent? Is it assumed that the public was already engaged during the planning process? Perhaps that could be clarified.

Thank you again for the opportunity to review the document and we look forward to working closely with SANDAG on the preparation of future plans and projects. Please feel free to contact me if you have any questions.

Sincerely,
Brian

Brian D. Gregory
Assistant Vice Chancellor - Strategic Campus Resource Initiatives
University of California, San Diego
bgregory@ucsd.edu; 858.336.3623

From: d-mcginty [d-mcginty@cox.net]

Sent: Thursday, November 19, 2009 7:36 AM

To: PIO

Subject: Public Comment Opportunity

Enough silly decisions are made in Oceanside to make me realize you will be doing the Public and injustice by limiting their opportunity to speak on anything. YOU represent the Public and we certainly have the Democratic right to protect our rights to participate in person, by letter by email or by phone.
Oceanside City Council majority would take our rights to speak or participate in discussion and decision making if they could. It would expedite their time at the Council Meetings. They were elected or appointed TO LISTEN TO OUR VIEWS.
Please enter my comments in the public Sandag record on this issue.l
Thank you, Donna McGinty
2405 Mesa Drive, Oceanside, CA 92054

From: JLRBinder@aol.com

Sent: Thursday, November 19, 2009 1:08 PM

To: PIO

Subject: Public Participation Plan

I believe that the public interest is best served when and if The Public Participation Plan should include input on transportation policy, priorities, and project selection. Coordinated signal lights in cities, more freeway lanes, more selective use of small Visa busses, construction before the need has been determined by supposed authorities (wider bridges, over and underpasses, fewer promises and more action and more public input at least annually, names of those who are responsible for expenditure of all public funds to detailed small projects as well as major projects. It is time for Sandag to be more accountable to all involved parties.

From: Jeanne Sisson [meanmj@cox.net]
Sent: Thursday, November 19, 2009 3:53 PM
To: PIO
Cc: psisson@nctimes.com; editor@nctimes.com; editor@sduniontrib.com
Subject: SANDAG's Public Participation Plan

SANDAG has sand-bagged taxpayers of San Diego County into voting billions for transportation upgrades with the understanding most of the funds would go to highway, road and street improvements. SANDAG seems to have little intention of honoring these promises (OK, if they weren't 'promises', it was 'understood' the public wanted surface roads given priority and most of the funds).

Now comes a 'Public Participation Plan' that limits discussion on any SANDAG programs other than the few SANDAG chooses for public comment. BULL FEATHERS! True Public Participation includes the public be involved in every aspect of transportation policy, project selection and project priorities. The San Diego Association of Governments has been run like a private fiefdom long enough. Give us complete, unrestricted Public Participation now.

Thank you,

Jeanne Sisson
5151 Wisteria Drive
Oceanside CA 92056
760.414.9040

From: Mike Preston [prest@cox.net]
Sent: Friday, November 20, 2009 8:55 AM
To: PIO
Cc: jdesmo@sbcglobal.net
Subject: Public Participation Plan

SANDAG;
I believe it would be a mistake and un-American to limit public participation and discussion to only targeted plans and projects and not allow public testimony on how and what projects are selected. I don't think SANDAG should fear an open and frank discussion of the entire traffic congestion relief plan. I thought that an important part of the 2004 bond was periodic public input and adjustments based on that input. Please reconsider this ill-advised limit on public comment.

Thank you;

Mike Preston

San Marcos City Councilman

From: George Crissman [strads@cox.net]
Sent: Friday, November 20, 2009 1:12 PM
To: PIO
Cc: George Crissman
Subject: [Comment] Public Participation Plan

Hello, SANDAG Public Information Office!

SANDAG is currently accepting public comment on the draft Public Participation Plan until November 30th, as stated on your website http://www.sandag.org/ppp.

These remarks are submitted in compliance with that effort. Please ensure they receive the proper attention and consideration.

Thank you.

George Crissman
strads@cox.net

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Public Participation Plan Comments

1. The proposed Public Participation Plan says: "The PPP responds to requirements set forth in guidelines established by FHWA for metropolitan transportation planning (23 CFR 450.316)...".

Source:
http://www.sandag.org/services/public_information_office/public_participation_plan/Draft_Public_Participation (page 8)

2. The guidelines in 23 CFR 450.316 (a)(1)(i) require "Providing adequate public notice of public participation activities and time for public review and comment at key decision points...".

Source: http://edocket.access.gpo.gov/cfr_2009/aprqtr/pdf/23cfr450.316.pdf ("4-1-09 edition", page 1).

3. The Public Participation Plan does not state or contemplate public participation in the project selection process or the setting of transportation priorities. The processes of project selection and prioritizing represent "key decision points" and must be open to public comment to satisfy 23 CFR 450.316.

4. Please amend the Public Participation Plan to specifically include full public access to and participation in the project selection and prioritizing process. Full public access to the decision process must include the requirement of active and diligent efforts on the part of SANDAG and partners to fully inform the public of all available transportation modes and methods.

5. The Plan should provide for a variety of techniques for the public to submit commentary (phone, facsimile, internet email, unbiased professional surveys, etc.) to assist with the selection process.

6. The plan should require SANDAG and partners must make an active and diligent effort to obtain the greatest amount of public comment on the planning and prioritization process.

7. The expressed desires of the public at large must be given preferential consideration in the decision-making process.

George Crissman
strads@cox.net

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From: Phstc@aol.com
Sent: Friday, November 20, 2009 1:33 PM
To: PIO
Subject: Comments on Public Participation Plan

The plan is long winded. Repetitive. That is not good.

It does call for periodic Board review of its efficacy. That is good.

How are you going to measure that? I found nothing that discusses goals, measurement, evaluation and feedback. Some numbers might be nice. How many of this? What percentage of that?

I wrote earlier. There are still two components of public input that I think need attention:

1. Quality of CEQA/NEPA reports. It is one thing to get them. It is another to insure the quality of data collection and analysis. I do not see anything in the plan that attempts to capture public comment on study inadequacies and determine whether some form of Quality Assurance program is needed.

A QA program would use statistical tools to attempt to increase report quality.

Simple evidence of quality: decline in the number of report iterations before certification--assuming, of course, agencies just don't abrogate their responsibility to read critically.

Further evidence: reports are received and read by qualified people. In many cases we have biologists writing about project/construction alternatives and the reports are read by planners. Nobody in the loop has any real training or experience!

Reports frequently fail to consider alternatives, such as the use of passive, natural systems to obtain higher levels of flood control or water quality vs. engineered solutions relying on steel, concrete and energy; or the affect of conservation on demand, and therefore, the need for capital intensive projects.

It seems that many projects are driven by funding sources. The Feds or the State appropriates $ for steel/concrete/energy intensive projects but nothing for conservation efforts. So, your projects all look the same--just as they have since the 1950's.

2. Feedback level 1. While public comments are often published, it is frequently very difficult to determine whether anything in a final report or approval has changed as a result. Draft documents are often revised and released with no strike out/replacement annotation.

3. Feedback level 2. It would be beneficial to aggregate public comment. Into what categories or specific concerns do they fall, if any? What is done to address repetitive (but not redundant) criticism?

Peter H. St. Clair
2326 Whitman Street
San Diego CA 92103
619-260-1307 home phone

From: Jim Johnson [james.l.johnson@cox.net]

Sent: Saturday, November 21, 2009 6:14 PM

To: PIO

Cc: Marina

Subject: Public Participation Plan

As a property owner and tax payer in San Diego County, I wish to express my desires regarding the Public Participation Plan. The Public Participation Plan should include input on transportation policy, priorities and project selection processes. At no phase should Public Participation be excluded or limited from any of your processes or proceeding whenever they involve the use of Tax Payer Monies be they in the form of bonds, federal, state, or local grants. Federal Law requires public participation and I personally will support any legal actions if my ability to present input is restricted in any form.

Sincerely,

James L. Johnson
276 N. El Camino Real Spc 62
Oceanside, CA 92058

4438 San Joaquin Street
Oceanside, CA 92057

From: Connery Cepeda [mailto:connery_cepeda@dot.ca.gov]
Sent: Monday, November 23, 2009 2:47 PM
To: Steinberger, Anne
Cc: Chris Schmidt
Subject: RE: Fw: Follow up re: SANDAG PPP

Anne,

I've attached the Draft PPP with my initial comments directly on the pdf; to view the comments list in Adobe Reader/Acrobat, go to **View**, then **Show Comments List**. Please let me know if you have any questions or thoughts.

A comment on pg. 10 refers to the IAP2 (International Association for Public Participation) Public Participation Spectrum, which I've pasted below.

IAP2 has developed a Public Participation Spectrum to demonstrate the possible types of engagement with stakeholders and communities. The spectrum also shows the increasing level of public impact as you progress from "Inform" through to "Empower".

IAP2 PUBLIC PARTICIPATION SPECTRUM

INCREASING LEVEL OF PUBLIC IMPACT

INFORM	CONSULT	INVOLVE	COLLABORATE	EMPOWER
Public Participation Goal:	**Public Participation Goal:**	**Public Participation Goal:**	**Public Participation Goal:**	**Public Participation Goal:**
To provide the public with balanced and objective information to assist them in understanding the problems, alternatives and/or solutions.	To obtain public feedback on analysis, alternatives and/or decisions.	To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.	To partner with the public in each aspect of the decision, including the development of alternatives and the identification of the preferred solution.	To place final decision-making in the hands of the public.
Promise to the Public:	**Promise to the Public:**	**Promise to the Public:**	**Promise to the Public:**	**Promise to the Public:**
We will keep you informed.	We will keep you informed, listen to and acknowledge concerns and provide feedback on how public input influenced the decision.	We will work with you to ensure that your concerns and aspirations are directly reflected in the alternatives developed and provide feedback on how public input influenced the decision.	We will look to you for direct advice and innovation in formulating solutions and incorporate your advice and recommendations into the decisions to the maximum extent possible.	We will implement what you decide.
Example Tools:	**Example Tools:**	**Example Tools:**	**Example Tools:**	**Example Tools:**
• fact sheets • web sites • open houses.	• public comment • focus groups • surveys • public meetings.	• workshops • deliberate polling	• citizen advisory committees • consensus-building • participatory decision-making.	• citizen juries • ballots • delegated decision

For more information regarding the IAP2 Public Participation Spectrum, refer to www.iap2.org.

Very sincerely,

Connery Cepeda
Associate Transportation Planner
California Department of Transportation – Caltrans
District 11, Planning Division
4050 Taylor Street, MS-240
San Diego, CA 92110-2737
Ph: 619-688-6968 Fx: 619-688-4299
connery.cepeda@dot.ca.gov

Author: s134817 Subject: Comment on Text Date: 10/22/2009 4:04:39 PM -07'00'
Consider simply listing the mandates, and including the description narratives as an appendix. The bulk of the PPP should be on the public participation process.

Author: s134817 Subject: Comment on Text Date: 10/20/2009 10:49:44 AM -07'00'
RCP not previously defined - revise to "Regional Comprehensive Plan (RCP)."

Author: s134817 Subject: Note Date: 10/21/2009 2:06:09 PM -07'00'
May be worth mentioning that the program was approved by voters in 1987 and re-approved in November 2004, extending the program to 2048.

SANDAG MANDATES AND DESIGNATIONS

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

Overall Authority

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

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

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

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

- **Metropolitan Planning Organization**
  (Federal)

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

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

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

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

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

OVERALL PUBLIC PARTICIPATION PROCESS

The SANDAG PPP 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 vision. SANDAG will review and update this plan as needed. Various federal and state laws and regulations require that an agency such as SANDAG conduct public participation programs to ensure that the public is involved and that community concerns are addressed. For example, planning of public transit capital projects, development of short-range transit service policies and plans, and fare policy and structure changes to public transportation require public participation. The CEQA and the 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 PPP responds to requirements set forth in guidelines established by FHWA for metropolitan transportation planning (23 CFR 450.316), which follows:

> *The Metropolitan Planning Organization 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. (see Appendix A)*

The PPP also is consistent with the requirements of Public Utilities Code Section 132360.1 established with the passage of Assembly Bill 361, which reads as follows:

> *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.*

Ensuring the meaningful involvement of low-income, minority, disabled, senior, and other traditionally underrepresented communities is a key component of the 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. 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.

Author: s134817 Subject: Comment on Text Date: 11/23/2009 2:42:22 PM
As currently written, the principles and guidelines range from "Inform" to "Involve" in the IAP2 Public Participation Spectrum - principles with "Collaborate" to "Empower" levels of public impact are strongly recommended.

A current example of collaboration with citizens is the RTP Stakeholder Working Group (SWG). For the overall principles (pgs. 11-12), collaboration is only hinted at on #4.

Author: s134817 Subject: Comment on Text Date: 11/23/2009 2:39:36 PM
Consider emphasizing how SANDAG is not only meeting federal and state requirements, but going above and beyond the requirements.

Author: s134817 Subject: Comment on Text Date: 10/22/2009 4:03:43 PM -07'00'
At the October SWG meeting, Nico Calavita commented on the lack of youth participation (high school age and younger) in planning activities and Margarita Holguin commented on the need to outreach to non-English speaking communities; consider adding a mention of "youth" and "non-English speaking".

The overall public participation process follows these guidelines and principles:

1. The PPP 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 PPP seeks to involve all citizens, including, but not limited to, low-income households, 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 of Directors meetings provide the public 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. Meetings held at SANDAG offices are accessible by public transit. During these meetings, Directors adopt plans, allocate transportation funds, approve transit construction plans, approve transit fare and regional transit service changes, and establish policies and develop programs that are used by local governments, as well as other public and private organizations.
4. 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.
5. SANDAG uses its Web site to provide the public with useful and timely information, including: meeting schedules and agendas; plans and environmental documents; reports and other publications; demographic profiles and data downloads; and interactive database and mapping applications.
6. 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.
7. 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 and publicize in newspapers of general circulation for publication of legal notices. Other publication and distribution efforts to residents, agencies, and city/county governments may include e-mail notification, notices on the SANDAG Web site, publication in rEgion (a SANDAG monthly electronic newsletter), and select distribution via mail.
8. 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.

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Author: s134817 Subject: Comment on Text Date: 10/22/2009 4:35:25 PM -07'00'
Consider elaborating on what measures will be used to define successful public participation - # of attendees, EJ attendees, # of comments received, etc.

9. 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. 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 people who live here.
10. SANDAG periodically reviews the effectiveness of the procedures and strategies contained in the agencywide PPP or any other planning, program, or project-specific public participation plans to ensure the goals of the outreach and involvement are met. SANDAG will revise the outreach process as needed based on this review.
11. 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 Exhibit 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 PPP.

PROJECT DEVELOPMENT AND PROGRAM PLANNING

SANDAG will follow these guidelines when conducting public outreach and involvement for planning, environmental, and preliminary engineering activities.

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

- 2050 RTP
- RTIP
- Sustainable Communities Strategy
- Public Transit and Social Services Transportation Plan (Coordinated Plan) for San Diego County
- RCP update
- Mid-Coast Corridor Transit project
- South Bay Bus Rapid Transit project
- SuperLoop Transit project
- *TransNet* Early Action Program implementation
- OWP
- Other studies, projects, and initiatives (i.e., corridor studies, grant-funded programs)

4. 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 at the time of the first reading when amendments are proposed to the Regional Comprehensive Fare Ordinance for the purpose of adjusting fare prices.

5. 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 change, the date, time, intent and location of the public hearing, and the deadline for written, e-mail, and phone comments from the public. The notices will be posted to the SANDAG and transit agency Web site(s).

6. 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 Web site.

7. Additional public outreach will be performed through media notification, Web postings, and e-mail newsletters.

NATIVE AMERICAN CONSULTATION

Through the SANDAG Borders Committee, the Interagency Technical Working Group on Tribal Transportation Issues (Working Group), the Southern California Tribal Chairman's Association, Reservation Transportation Authority, and other intertribal associations, SANDAG will conduct public participation and involvement activities to coordinate transportation and land use planning with tribal nations in San Diego County.

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.

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.

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Author: s134817 Subject: Comment on Text Date: 11/23/2009 2:26:45 PM
Since the word in in quotation marks, consider defining consultation in this context.

Appendix A

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;

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Author: s134817 Subject: Comment on Text Date: 11/23/2009 2:45:28 PM
Do the PPP guidelines address this explicitly - how many days/weeks in advance will the public be notified of meetings, workshops and other opportunities to participate?

Author: s134817 Subject: Comment on Text Date: 11/23/2009 2:45:09 PM
The bulk of the guidelines "provide opportunities for members of the public to provide input and express concerns", but little mention of the level of consideration SANDAG will give to the collected comments - consider elaborating on the "explicit consideration and response" in the principles.

From: Christina Burke [christina@downtownelcajon.com]
Sent: Wednesday, November 25, 2009 7:39 AM
To: PIO
Subject: Public Participation Plan Feedback

I recommend the following:

1) Before receiving feedback, have a preface to the survey, etc that states what transportation currently exists, so that feedback may come from an educated answer.

2) Is it possible to use a system like reverse 911 to let people know there is something important to comment on that affects their region and future. (especially for non-internet users.

3) For internet users, I recommend having an E-Alert. This is where one can sign up with San Diego via email to be alerted when something important is going on. The title of the subject line will always say E-Alert: plus a topic to notify San Diegans what is going on without them having to check the SANDAG website consistently. (The El Cajon Police Department uses this to tell people about crime trends in their area. Visit: elcajonneighbors.org to take a look)

4) Be creative in how you gather information: Give a space for people to blog about transportation. People are often more interested in blogging with one another about their opinions than filling out a survey.

Thank you and have a happy holiday,

Christina

Christina Burke
Community Development Coordinator

El Cajon Community Development Corporation
A non-profit 501(c)(3) community based organization

131 East Main Street, Suite 201
El Cajon, CA 92020
Tel: (619) 401-8858
Fax: (619) 401-8870
www.downtownelcajon.com

From: Nancy Taylor [nct92037@yahoo.com]
Sent: Monday, November 30, 2009 11:13 AM
To: PIO
Subject: Public Participation Plan

After reviewing the SANDAG Public Participation Plan online, I must say that as a resident of San Diego I truly appreciate the effort SANDAG makes to apprise community members of issues and future plans involving SANDAG that affect our county. The outreach effort that SANDAG makes has always struck me as far-reaching and comprehensive, and the Public Participation Plan continues that effort. I periodically check the SANDAG Web site to keep current with transportation developments, and so frequently there are opportunities for citizen input and involvement. In the past I served on the Complete Count Committee and have attended public workshops offered by SANDAG. I appreciate these opportunities to get involved with my city and county. Thank you!

Nancy Taylor
8636-B Via Mallorca
La Jolla, CA 92037
858-922-1399

From: Michael.Morris@dot.gov [mailto:Michael.Morris@dot.gov]
Sent: Monday, November 30, 2009 12:26 PM
To: Steinberger, Anne
Cc: Wade.Hobbs@dot.gov
Subject: RE: Follow up re: Draft SANDAG PPP

Hi Anne,

I have reviewed SANDAG's Public Participation Plan (PPP) and overall it looks and reads well and it appears to meet almost all of the applicable MPO PPP requirements per 23 CFR § 450.316. Comments I have, following my review of the document, are as follows:

1. Add additional language to demonstrate explicit consideration and response to public input received during the development of the metropolitan transportation plan and the Transportation Improvement Program
(TIP)

> *As mentioned, it appears SANDAG's draft PPP meets almost all of the applicable MPO PPP requirements per 23 CFR § 450.316. I am not exactly satisfied that the regulation requirement (23 CFR 450.316 (1) (vi)) – to demonstrate explicit consideration and response to public input received during the development of the metropolitan transportation plan and the Transportation Improvement Program (TIP) – is addressed. I believe item No. 7 on p. 13, "SANDAG will ensure that opportunities for public participation and comment are provided at key milestones (e.g., release of draft RTP, RTIP, planning studies, etc.) so that public comment and responses are provided prior to any final SANDAG action or approval", essentially tends to this requirement without stating how SANDAG will consider and respond to such public input. The process of allowing for public comments is outlined without a description of SANDAG's action as a result of any public contributions.*

2. I may have overlooked it within the document, yet, on p. 7, what does RCP mean?

If you would have questions or need further clarification per my comments, please feel free to contact me. Thanks.

Regards,

Michael Morris Jr.

Michael Morris Jr.
Transportation Planner
FHWA CA Division
650 Capitol Mall, Suite 4-100
Sacramento, CA 95814
Phone: (916) 498-5887

Move SD

P.O. Box 87588
San Diego, CA 92138
www.movesandiego.org
(619) 702-4266

November 30, 2009

SANDAG
Public Information Office
401 B St. Ste. 800
San Diego, CA 92101

Dear SANDAG:

Thank you for the opportunity to comment on the proposed Public Participation Plan.

Move San Diego's mission is to organize and serve a broad collaboration of people and organizations to prioritize, fund, and implement sustainable, healthy, convenient transportation and related land use solutions that get people and goods wherever they are going, on time, throughout the San Diego region.

First and foremost, we appreciate the excellent and timely access to public documents from the SANDAG staff. However, we have a few questions and concerns outlined here about the PPP. They include:

1. Transparency of detailed technical information
2. CIP progress reports
3. Lack of performance measures in the PPP
4. Improved website search results

1. Transparency of detailed technical information

Our greatest concern is the lack of policies related to transparency of public review process. SANDAG does not make their transportation models - developed with public funds - available to either the public or qualified experts so as to insure either transparency or independent review for accuracy or improvement. Under the Freedom of Information Act, SANDAG uses language described in the exceptions to preclude allowing models to be reviewed by qualifying them as "software."

In the spirit of supporting a well educated public in the participation process, please allow the public to be as technically informed as possible when discussing billions of dollars of regional transportation investments. To do so, Move San Diego suggests the addition of the following new policy:

SANDAG is committed to running a transparent public process. To that end, all requests for meeting notes, technical information, data,

modeling and the models themselves and the parameters being used and how they are changed over time, shall be made available to the public upon request, for a reasonable fee. SANDAG will publish all changes to model parameters within 30 days of the changes being made.

Without access to the models and information about when and how parameters are being added or changed, there can be no reasonable independent review of whether or not the models conform to reality, or traffic forecasts as well as other issues being modeled regionally on all major public and private projects. The basis of all scientific modeling is allowing for other experts to review their modeling assumptions on a regular basis. Move San Diego would appreciate being granted the ability to participate in the process at the technical level that we desire, and feels we are not able to do so without access to the SANDAG developed Regional Travel Model.

2. CIP Progress Reports

On Page 9, it states: *"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,"*

Move San Diego suggests the addition of the following specific information:

SANDAG will implement a program designed to inform the public of progress, including posting Project-to-date timelines status and budget billings on a quarterly basis.

3. Lack of Performance Measures in the PPP

We call your attention to:
"Appendix A, ***Excerpt from Federal Register/Vol. 72 No. 30***
Title 23: Highways; Part 450-Planning Assistance And Standards
450.316 Interested parties, participation, and consultation
(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: (items i through x) including:...
Page 17
Demonstrating explicit consideration and response to public input received during the development of the metropolitan transportation plan and the TIP; and Periodically reviewing the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process."

Move San Diego found no policy stating how often procedures and strategies would be reviewed nor against what measures. The PPP contains no specific desired outcomes against which the agency can be measured.

For instance, there are no goals for what percentage of individuals or groups to get on the record, nor goals for how many comments should be received. There are no goals

3

related to timeliness of the process or projects. Therefore there are currently no measures against which to review the effectiveness of the PPP.

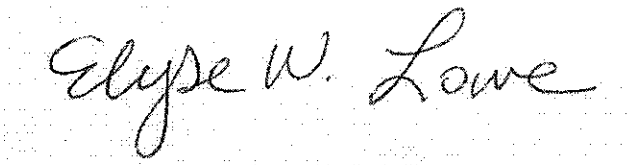
4. Improved Website Search Results

While SANDAG provides excellent access to many documents, we find the SANDAG website search engine to be extremely poor. We urge SANDAG to improve the search engine and displayed results on the website. We repeatedly have experienced it to not return correct results even for specific searches for the names of documents known to be online. The titles of the results are difficult to scroll through as not enough information is displayed, thus requiring us to open each one to determine its contents. It's very time consuming and could be improved.

Again, thanks for the opportunity to comment. We believe the difficult work SANDAG does to engage the public is very important and would like to support you in your effort to outreach to the region's residents about transportation, land use planning, climate and other related quality of life issues that our agendas align on.

If you have any questions, please don't hesitate to contact me at elowe@movesandiego.org or (619) 702-4266.

Sincerely,



Elyse Lowe
Executive Director

From: CARY LOWE [mailto:CARYLOWE@COX.NET]
Sent: Monday, November 30, 2009 6:22 PM
To: PIO
Subject: Public Participation Plan

My primary recommendation regarding the Public Participation Plan is that greater emphasis should be placed on making informational materials more "friendly" and accessible to the general public. This means describing programs and policies in plain language, and avoiding "plannerese" or professional jargon. Most of the public, including people interested enough to follow SANDAG issues, are not trained in urban planning and related areas. If the goal is to maximize their ability to give meaningful input, it is necessary that they have meaningful information in a form that can be plainly understood.

I also recommend maximizing the extent to which public comments and questions can be submitted on-line. Especially for elderly and disabled people, people who are uncomfortable with preparing formal comments, and people who are simply too busy to attend meetings or even write letters, e-mail communication is an excellent alternative.

Finally, I recommend improving participation opportunities by holding as many informational meetings in diverse community locations.

Cary D. Lowe, Ph.D., AICP
Attorney at Law
3517 Garrison Street
San Diego, CA 92106
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Fax: (619) 501-4194
E-mail: carylowe@cox.net

Appendix D

SANDAG Public Participation Policy No. 025

The policy is posted at: http://www.sandag.org/organization/about/pubs/policy_025.pdf. You also can request a copy by calling (619) 699-1950 or e-mailing pio@sandag.org.

Appendix E
Glossary of Terms, Abbreviations, and Acronyms

Transportation, like many other fields, has numerous uses of "jargon." These language short-cuts ease communication among professionals in the field, but can be confusing to everyone else. Here is an abridged list of commonly used transportation terms, abbreviations, and acronyms:

ADA..... Americans with Disabilities Act:

Federal civil rights legislation for disabled persons that was passed in 1990; requires public transportation systems to be more fully accessible, including the provision of paratransit service.

APCD ..... Air Pollution Control District:

The APCD is a government agency that regulates sources of air pollution within San Diego County. The County Board of Supervisors sits as the Air Pollution Control Board. The mission of the APCD is to protect the public from the harmful effects of air pollution, achieve and maintain air quality standards, foster community involvement, and develop and implement cost-effective programs meeting state and federal mandates, considering environmental and economic impacts.

Caltrans..... California Department of Transportation:

The state agency responsible for the design, construction, operation, and maintenance of the state highway system. The State system includes interstate freeways and state highways. Caltrans and SANDAG cooperate in highway planning and in preparing the funding priorities of the state highway system. Final funding priorities for the region are adopted by SANDAG in the Regional Transportation Improvement Program (RTIP). Caltrans is administered through 12 geographic districts. For Southern California, District 11 (D11) administers San Diego and Imperial Counties, D7 administers Los Angeles County, D8 administers Riverside County, and D12 administers Orange County.

CARB ..... California Air Resources Board:

The state agency responsible for adopting state air quality standards, establishing emission standards for new cars sold in the state, and overseeing activities of regional and local air pollution control agencies.

CEQA ..... California Environmental Quality Act

COG..... Council of Governments:

A voluntary organization of local governments that strives for comprehensive, regional planning. SANDAG is the COG in the San Diego region.

DOT..... Department of Transportation:

At the federal level, the cabinet agency, headed by the Secretary of Transportation, that is responsible for highways, transit, aviation, and ports. The DOT includes Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Federal Aviation Administration (FAA), and others. The state DOT is Caltrans.

EAP..... Early Action Program:

A subset of TransNet projects which the SANDAG Board has selected to begin work on before 2008 by accessing future dollars now.

EIR ..... Environmental Impact Report:

A detailed statement prepared under the California Environmental Quality Act (CEQA) describing and analyzing the significant environmental effects of a project and discussing ways to mitigate or avoid the effects. The term EIR may mean either a draft or a final EIR depending on the context.

EMP..... Environmental Mitigation Program:

Provides funding for the mitigation of local and regional transportation projects and additional funding for activities that help implement the region's habitat preservation plans

Environmental Justice ..... The fair treatment of people of all races, cultures, and incomes with respect to the development, adoption, implementation, and enforcement of environmental laws and policies.

EPA..... See U.S. EPA.

FHWA..... Federal Highway Administration:

Federal agency responsible for the administration of federal highway funds and issuing policy and procedures for implementation of federal legislative directives. FHWA is a component of the federal DOT.

Fiscal Year..... The 12-month period established for budgeting purposes. In California, the commonly accepted fiscal year for governmental purposes starts July 1 and continues to the following June 30.

FTA..... Federal Transit Administration:

Federal agency responsible for the administration of federal transit funds. Formerly known as the Urban Mass Transportation Administration (UMTA), FTA is a component of the federal DOT.

MPO ..... Metropolitan Planning Organization:

A federally-designated agency that is responsible for regional transportation planning in each metropolitan area. SANDAG is the MPO for the San Diego region.

MTS ..... San Diego Metropolitan Transit System:

The agency created by the California legislature to operate transit facilities in the southwestern portion of the region.

NEPA ..... National Environmental Policy Act

NCTD ..... North San Diego County Transit Development Board:

The agency created by the California legislature to operate transit facilities in the northwestern portion of the region.

RCP ..... Regional Comprehensive Plan:

A plan that serves as a foundation for integrating land uses, transportation systems, infrastructure needs, and public investment strategies within a regional smart growth framework. The RCP is the regional vision to prepare for change and meet our future needs. The RCP was adopted by SANDAG in July 2004.

RTIP ..... Regional Transportation Improvement Program (RTIP):

A three to seven-year listing of major highway and transit projects including project costs, funding sources, and development schedules. Compiled from priority lists submitted by local jurisdictions and transportation agencies.

RTP ..... Regional Transportation Plan:

A minimum 20-year plan that is required by state and federal law to guide the development of the region's transportation system.

RTPA..... Regional Transportation Planning Agency:

A state-designated agency responsible for preparing the RTP and the RTIP and administering state transportation funds. SANDAG is the San Diego region's RTPA.

SAFETEA-LU..... Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users:

Federal legislation signed into law on August 10, 2005 authorizing $244.1 billion for Federal surface transportation programs for highways, highway safety, and transit for the 5-year period 2005-2009.

SANDAG ..... San Diego Association of Governments:

The regional Council of Governments for the San Diego region. SANDAG is responsible for long-range transportation planning and programming under both federal and state law.

STIP ..... State Transportation Improvement Program:

A multi-year program of major transportation projects to be funded by the state. The CTC adopts the STIP every two years based on projects proposed in RTIPs and from Caltrans.

TDA ..... Transportation Development Act:

TDA funds are generated from a tax of one-quarter of one percent on all retail sales in each county and are used for transit, specialized transit for disabled persons, and bicycle and pedestrian purposes.

TCRP ..... Transportation Congestion Relief Program

TEA-21..... Transportation Efficiency Act for the 21st Century:

Federal legislation enacted in 1998, authorizing the preparation and funding of a surface transportation program. Like the previous ISTEA legislation, TEA-21 emphasizes diversity and balance of modes as well as the preservation of existing systems before construction of new facilities.

***TransNet* .....** A half-cent local sales tax approved by San Diego region voters in 1987. Administered by SANDAG, this 20-year program to improve the region's transportation system is expected to generate $2.7 billion (in 1995 dollars). The funds are to be divided equally among three major transportation categories: highways, pubic transit, and local streets.

***TransNet* EXTENSION.....** The *TransNet* sales tax approved in 1987 expires in 2008. In November 2004, over 67 percent of voters countywide approved an extension of the *TransNet* program to 2048. This 40-year extension will generate more than $14 billion for transportation improvements, and includes an innovative $850 environmental mitigation program.

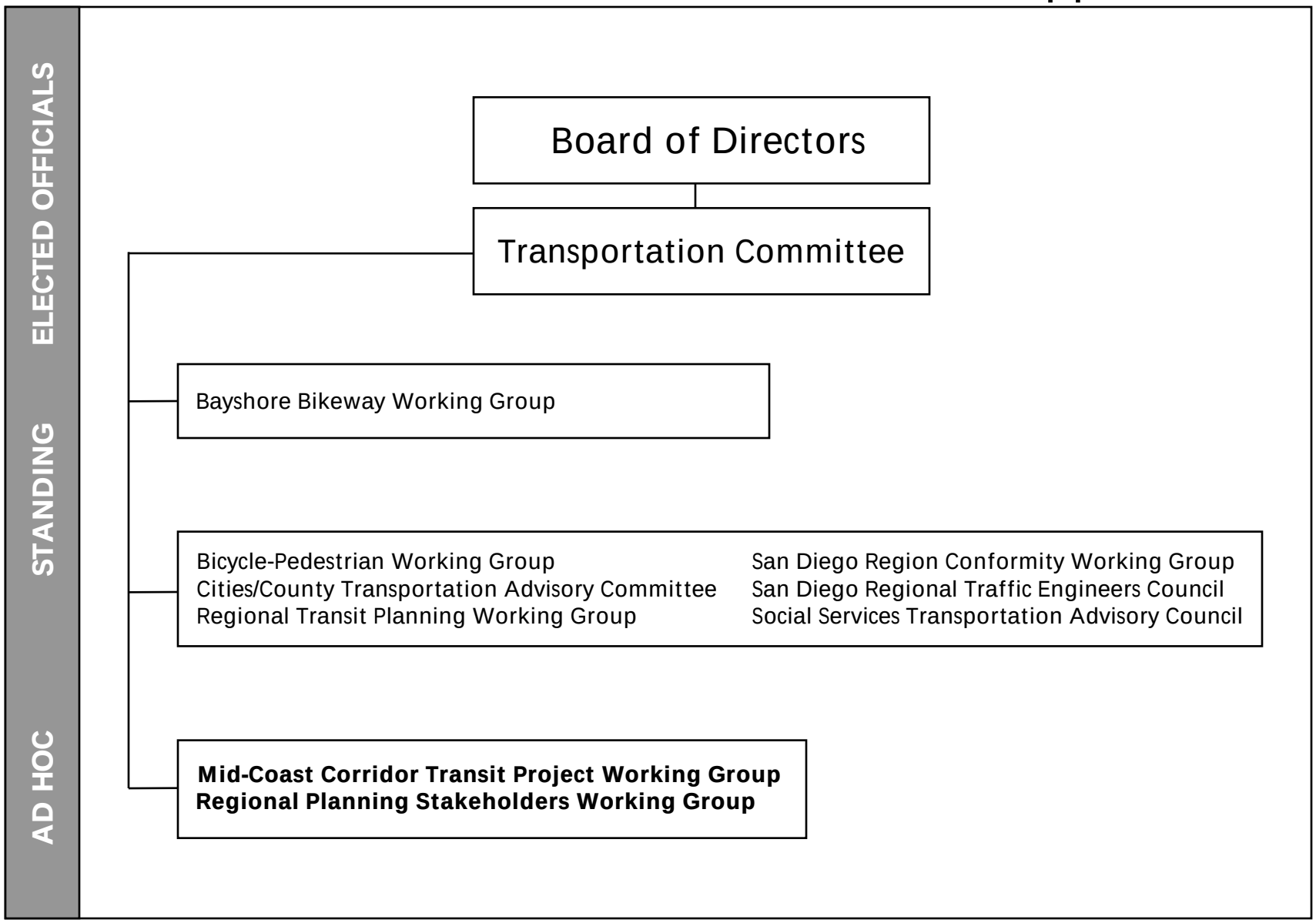
U.S. DOT ..... United States Department of Transportation:

The federal cabinet-level agency with responsibility for highways, mass transit, aviation and ports; headed by the secretary of transportation. The DOT includes the Federal Highway Administration and the Federal Transit Administration, among other agencies.

U.S. EPA ..... U.S. Environmental Protection Agency:

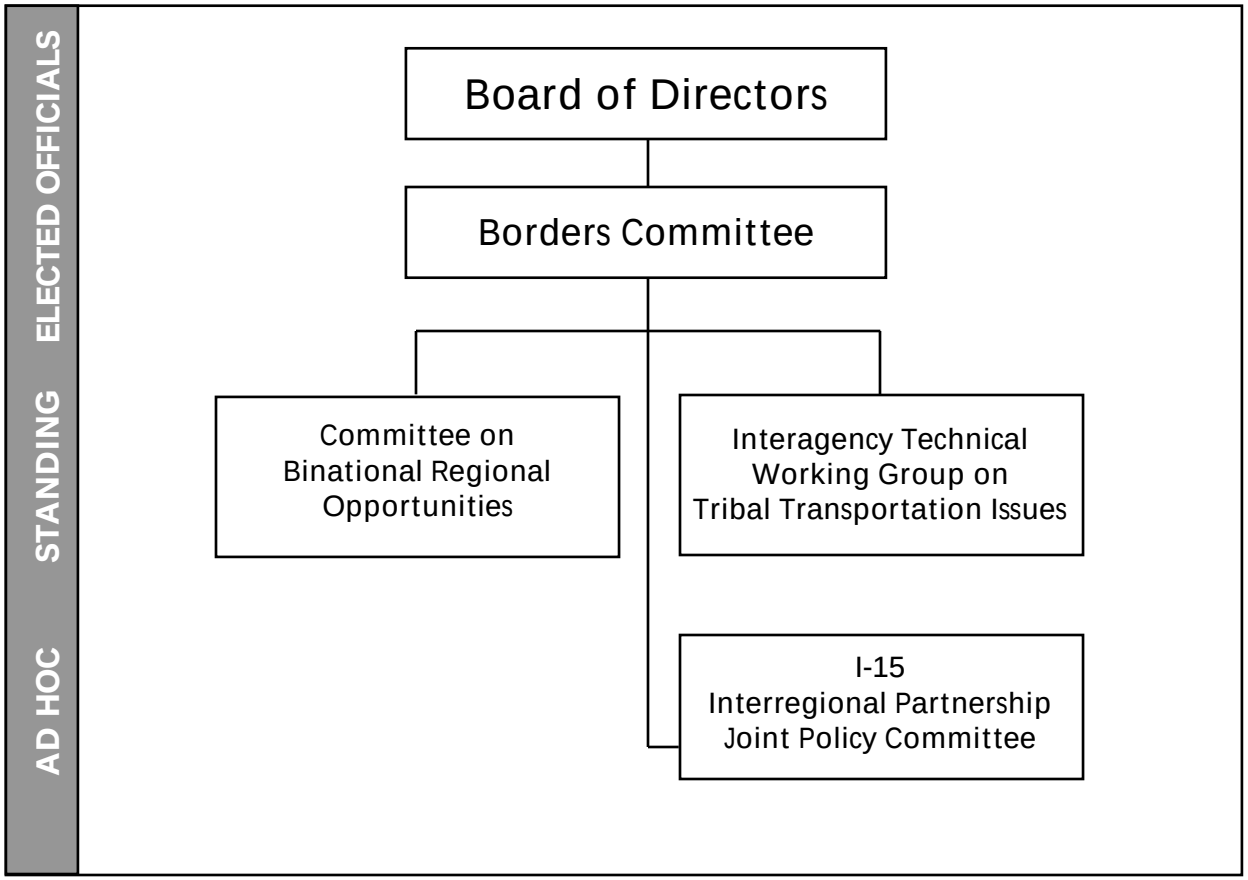
The federal agency charged with setting policy and guidelines, and carrying out legal mandates for the protection of national interests in environmental resources.

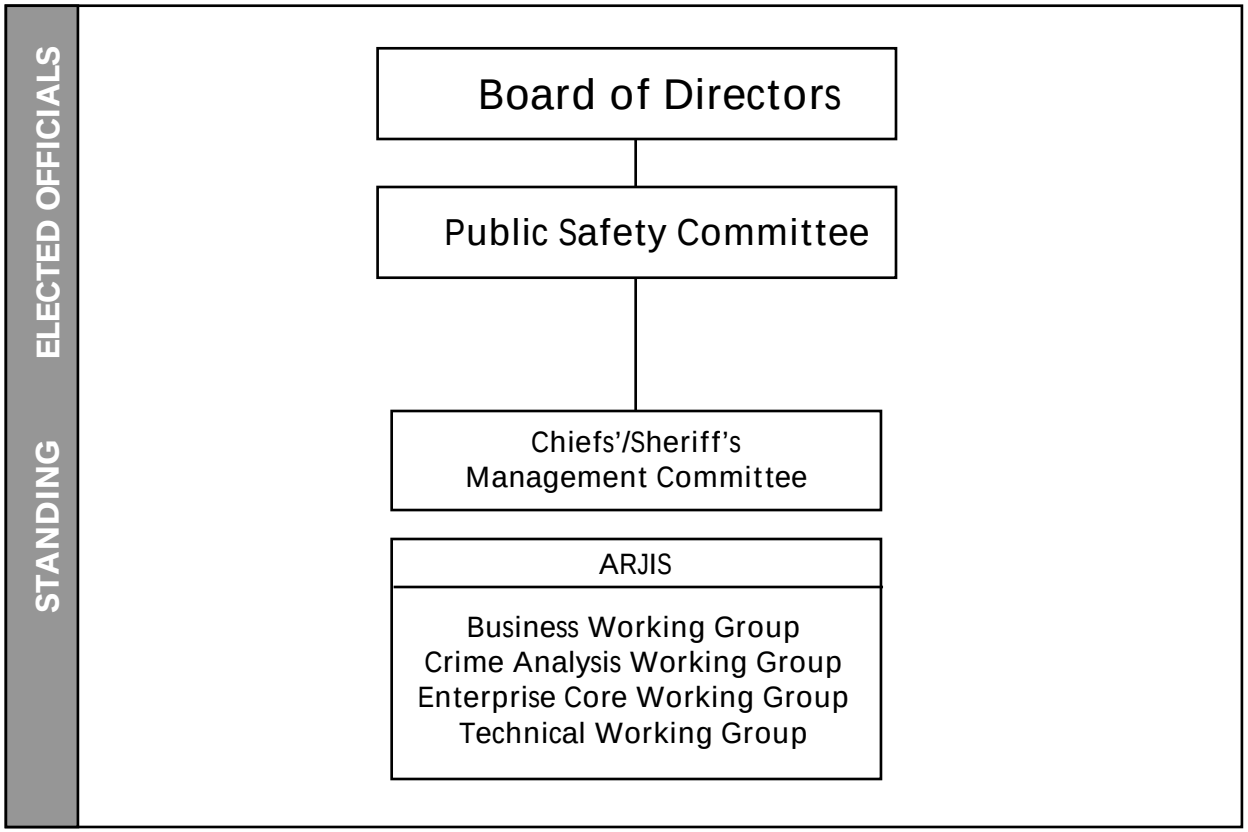
Appendix F



Bold = new working group

Bold = new working group


ELECTED OFFICIALS
STANDING
AD HOC
Board of Directors
Borders Committee
Committee on Binational Regional Opportunities
Interagency Technical Working Group on Tribal Transportation Issues
I-15 Interregional Partnership Joint Policy Committee


STANDING
ELECTED OFFICIALS
Board of Directors
Public Safety Committee
Chiefs'/Sheriff's
Management Committee
ARJIS
Business Working Group
Crime Analysis Working Group
Enterprise Core Working Group
Technical Working Group