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# MEETING NOTICE AND AGENDA

**MEMBER AGENCIES**

- Cities of
- Carlsbad
- Chula Vista
- Coronado
- Del Mar
- El Cajon
- Encinitas
- Escondido
- Imperial Beach
- La Mesa
- Lemon Grove
- National City
- Oceanside
- Poway
- San Diego
- San Marcos
- Santee
- Solana Beach
- Vista
- and
- County of San Diego

**ADVISORY MEMBERS**

- Imperial County
- California Department of Transportation
- Metropolitan Transit System
- North County Transit District
- United States Department of Defense
- San Diego Unified Port District
- San Diego County Water Authority
- Southern California Tribal Chairmen's Association
- Mexico

## SHORELINE PRESERVATION WORKING GROUP

The Shoreline Preservation Working Group may take action on any item appearing on this agenda.

Thursday, March 1, 2007

11:30 a.m. to 1 p.m.

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

Staff Contact: Shelby Tucker  
 (619) 699-1916  
 stu@sandag.org

### AGENDA HIGHLIGHTS

- REGIONAL BEACH REPLENISHMENT COST-BENEFIT ANALYSIS
- COASTAL REGIONAL SEDIMENT MANAGEMENT PLAN
- PRESENTATION ON PRESSURE EQUALIZATION MODULE

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# SHORELINE PRESERVATION WORKING GROUP

Thursday, March 1, 2007

ITEM #	ACTION
1. WELCOME AND INTRODUCTIONS	
+2. SUMMARY OF THE DECEMBER 7, 2006, MEETING	APPROVE
The December 7, 2006, meeting summary is attached for review and approval by the Working Group.	
+3. SANDAG WORKING GROUP GUIDELINES	INFORMATION
SANDAG staff will provide an overview of the Working Group's advisory role. A memo from SANDAG's General Counsel, Committee & Working Group Guidelines, and Basic Rules of Order for Working Group Proceedings are included in Attachments 1-3.	
+4. CALIFORNIA COASTAL COMMISSION MEMORANDUM OF AGREEMENT	RECOMMEND
At the December 7, 2006, meeting the Working Group reviewed the draft Memorandum of Agreement (MOA) between SANDAG and the California Coastal Commission (Commission). The MOA has been revised based on additional feedback from SANDAG staff. Attached is a copy of the revised draft MOA. The revised language is shown on pages 20-22.	
+5. REGIONAL BEACH REPLENISHMENT COST-BENEFIT ANALYSIS AND NEXT STEPS	RECOMMEND
To determine the economic feasibility of a future regional beach replenishment project, it is the recommendation of the staff subgroup to hire a consultant to do a cost-benefit analysis. This analysis would quantify the economic benefits and impacts of a regional nourishment project by looking at the recreational value added by widening beaches. This study will be funded by the region's coastal cities. A breakdown of costs per coastal city is included in Attachments 1-3.	

**+6. COASTAL REGIONAL SEDIMENT MANAGEMENT PLAN DEVELOPMENT** **RECOMMEND**

The California Department of Boating and Waterways (DBW) is funding two pilot Coastal Regional Sediment Management Plans (Management Plan). In December 2006, they requested letters of interest from coastal regions throughout the state. SANDAG staff submitted a letter of interest and was chosen to prepare a management plan for the San Diego region. The award is for \$120,000 with an in-kind contribution for project management. The project scope of work is included in Attachment 1 for review and discussion. Staff is seeking the Working Group's input and recommendation prior to finalizing the contract with DBW.

**+7. PRESENTATION ON PRESSURE EQUALIZATION MODULE** **INFORMATION**

Kenneth Christensen from EcoShore International will provide the Working Group with information on the Pressure Equalization Module (PEM) and how it may be implemented in the San Diego region. At the December meeting the Working Group briefly discussed the PEM and recommended sending a letter to Mr. Christensen outlining the Working Group's concerns. A copy of the letter is included in Attachment 1.

**+8. LETTER IN SUPPORT OF THE STATE OF CALIFORNIA PURCHASING A DREDGE FOR BEACH NOURISHMENT** **INFORMATION**

Neal Fishman from the California Coastal Conservancy met with SANDAG staff, Councilmember James Bond, Supervisor Slater-Price, Steve Aceti, Steve Jantz, and Erika Black to discuss the potential for purchasing a dredge for the State of California using funds from Proposition 84. A sample letter of support for consideration by each coastal city is included in Attachment 1.

**+9. UPDATE ON SANDAG BOARD DISCUSSIONS AND SURVEY** **INFORMATION**

SANDAG staff will provide an overview of the discussions that took place at the SANDAG Board of Directors' Policy Meeting in January and retreat in February. Additionally, staff will provide the Working Group with information on the survey conducted late in 2006. A summary from the annual retreat is attached, which includes survey highlights and conclusions.

**10. LEGISLATIVE UPDATE** **INFORMATION**

Steve Aceti from CalCoast will discuss the status of state and federal legislation.

11. PUBLIC COMMENTS/COMMUNICATIONS

COMMENTS

Members of the public will have the opportunity to address the Shoreline Preservation Working Group (SPWG) during this time.

12. ADJOURNMENT AND NEXT MEETING

INFORMATION

The next SPWG meeting will be held on Thursday, May 3, 2007, from 11:30 a.m. to 1 p.m.

+ next to an item indicates an attachment

**San Diego Association of Governments**  
**SHORELINE PRESERVATION WORKING GROUP**

March 1, 2007

AGENDA ITEM NO.: **2**

**Action Requested: APPROVE**

SUMMARY OF THE DECEMBER 7, 2006, MEETING

File Number 3000200

**Members in Attendance:**

Carrie Downey, City of Coronado  
Jerry Finnell, City of Del Mar  
Joe Kellejian, City of Solana Beach  
Ann Kulchin, City of Carlsbad  
Pam Slater-Price, County of San Diego

**Advisory Members in Attendance:**

Steve Aceti, California Coastal Coalition (CalCoast)  
Marilyn Fluharty, CDFG  
Bob Hoffman, National Marine Fisheries Service (NMFS)  
Kim Sterrett, Department of Boating and Waterways (DBW)  
Julie Thomas, Scripps Institute of Oceanography

**Staff Working Group:**

Steve Apple, City of Solana Beach  
Ray Duncan, City of Oceanside  
Steven Jantz, City of Carlsbad  
Y. Sachiko Kohatsu, County of San Diego  
Greg Wade, City of Imperial Beach  
Kathy Weldon, City of Encinitas

**Others in Attendance:**

Anne-Lise Lindquist, Moffatt & Nichol  
Bill O'Reilly, Scripps Institute of Oceanography (SIO)  
Bud Carroll, Carlsbad Beach Commission  
Chris Webb, Moffatt & Nichol  
Claudio Fassardi, Noble Consultants  
David Cannon, Everest Intl.  
Dave Downey, North County Times  
Deborah Lee, California Coastal Commission  
Dennis Simmons, City of San Diego  
Mary Holzinger, Encinitas Seacoast Preservation  
Reinhard Flick, DBW  
Robert Smith, U.S. Army Corps Engineers

Steve Harrington, Flometrics  
Susan Steele, Encinitas Seacoast Preservation  
Terri Fenner, EDAW  
Rob Rundle, SANDAG  
Ryan Sotirakis, SANDAG  
Shelby Tucker, SANDAG

## **1. Introductions**

Ann Kulchin welcomed the Working Group and the group provided self-introductions. Shelby Tucker, SANDAG introduced Ryan Sotirakis as the new Working Group intern.

## **2. Making Smart Decisions About Beach Nourishment (#6 on agenda)**

Bill O'Reilly, SIO gave a presentation on the Southern California Beach Processes Study (SCBPS). The purpose of the study was to determine why North County has trouble retaining sand on beaches. SCBPS began in 2001 and measures two things: beach width, using airborne Lydar surveys from Point La Jolla to Dana Point twice a year during low tides, and wave climate, using directional wave buoys operated out of SIO. The study was funded by the DBW and the Army Corps of Engineers (ACOE).

Mr. O'Reilly described how the offshore islands block wave patterns and create wave shadowing during winter storms. He showed a diagram of wave heights along the coast and described "hotspots" where wave focusing occurs due to contours in the offshore shelf. This information is taken from the SIO buoys and used to reconstruct alongshore currents.

Mr. O'Reilly stated that the SIO currently has no conclusions from the data, only new ideas. They will look for funding to closely monitor these "hotspots".

Joe Kellejian, City of Solana Beach, asked if Mr. O'Reilly could explain what islands he was referring to regarding the shadowing for those that came in late to the meeting. Mr. O'Reilly showed his diagram again and reviewed the shadowing concept.

Bob Hoffman, NMFS, asked if Mr. O'Reilly had any idea what percentage of sand is getting past these "hotspots". Mr. O'Reilly stated that he had no guess at this time. He explained that during El Nino winters, quite a bit of sand probably gets past the "hotspots". Mr. Hoffman asked if Mr. O'Reilly actually measured differences in wave heights at the "hotspots". Mr. O'Reilly stated that is what SIO hopes to measure.

Joe Kellejian, City of Solana Beach, stated that there is a disconnect between the sand deprived areas and the "hotspots". One problem they ran into during the first sand replenishment project was that they could not put sand at these "hotspots" because the offshore habitats were in danger of being damaged. The area between Fletcher Cove and Table Tops is probably the most damaged area but they could not replenish it because they would have caused more damage. Mr. O'Reilly stated that areas like Moonlight Beach and Fletcher Cove may have once been lagoons when sea level was higher. These areas are reef-based while others are true lagoons. If these reefs are built-up there is always the potential

for too much sand to pile up and/or cause more damage to the habitats; but their information is still inconclusive at this time.

Ann Kulchin, City of Carlsbad, asked when Mr. O'Reilly might be able to give the Working Group more conclusive information. Mr. O'Reilly stated he was unsure at this time.

### **3. Summary of July 6, 2006, and October 5, 2006, Meetings (#2 and #3 on Agenda)**

Ann Kulchin requested a motion to approve the July 6 and October 5 minutes. Both were approved by the Working Group.

### **4. California Coastal Commission Memorandum of Agreement**

Shelby Tucker, SANDAG, explained that the California Coastal Commission (CCC) would like to set up a second fund similar to the 1996 Beach Sand Mitigation Fund. This agreement outlines a process for funds collected by CCC and administered by SANDAG. It also lays out a process for allocation when a jurisdiction requests monies for beach projects.

Ann Kulchin, City of Carlsbad, asked when a request goes before SANDAG for funds, must there be a unanimous vote? Ms. Tucker stated not unless the grantee makes it a requirement; until then, a simple majority is all that is needed.

Ms. Tucker stated that this new agreement would be the same process as was laid out in the 1996 Agreement and asked if there were any questions or concerns regarding this topic.

Ann Kulchin, City of Carlsbad, requested permission from the board to allow Sue Steele, Encinitas Seacoast Preservation, to speak.

Ms. Steele stated that this new agreement seems like "double-dipping" on the part of the CCC. They would be getting sand mitigation money and recreation money for the same amount of "sand" that has been lost. She is comfortable with SANDAG being the correct place for these type of funds, but questions whether a second fund is necessary at all. Joe Kellejian, City of Solana Beach, explained that this fund is, in essence, "double-dipping" but the funds are for two specific purposes. The 1996 fund is for mitigation only, while the new fund would be for bluff-top access, restrooms, parking, trail amenities, etc. Mr. Kellejian asked if this fund is for mitigation impacts, who determines when there is a problem? Is there criteria in place to assess adverse impacts?

Deborah Lee, CCC, stated that she disagrees with the categorization of "double-dipping." The CCC feels that the current Beach Sand Mitigation Fund does not capture the full impacts of what is happening to the beaches. The CCC is attempting to extend and address not only direct sand loss, but also recreational uses for the beaches. Joe Kellejian, City of Solana Beach, asked how the CCC plans to develop the mitigation and if anyone has spelled out how much it will cost. Ms. Lee explained that two studies have been done and responses have been sent to the CCC with alternative numbers. As more data becomes available they will be able to focus costs and goals more effectively.

Shelby Tucker asked if the Working Group wanted to make a motion to approve this measure. Pam Slater-Price, County of San Diego, motioned and Ann Kulchin seconded. The motion was approved unanimously.

## **5. Regional Shoreline Monitoring Program Revised Costs**

Ms. Tucker explained that SANDAG and Coastal Frontiers have been working together for several years on the Regional Shoreline Monitoring Program. Coastal Frontiers amended the original program and SANDAG entered into a new contract for 2006 – 2007. However, monitoring program costs have increased and staff is seeking the Working Group's recommendation on either increasing the costs paid by each jurisdiction to continue with the current program, or to modify the program to sustain the current costs. SANDAG staff recommendation is to maintain the existing scope of work.

Joe Kellejian made a motion to approve this recommendation as the difference between dollars over the entire region is less than \$25,000. Jerry Finnell, City of Del Mar, seconded the motion. The motion was approved unanimously.

## **6. Regional Beach Replenishment (#7 on Agenda)**

Ms. Tucker stated that Moffat & Nichol has completed an estimate to determine the cost to build the 2001 Regional Beach Sand Project today, as well as a timeline for a proposed project. Rob Rundle, SANDAG, discussed the proposed "Quality of Life" tax and the provisions made within the *TransNet* document. SANDAG is currently discussing what infrastructure projects would be funded by the creation of such a tax. Concurrently, Mr. Rundle explained that at the January 12 policy board meeting they will hear about the shortfalls of the Regional Transportation Plan (RTP), specifically involving costs.

Mr. Rundle explained that SANDAG is currently completing a public opinion survey of registered voters to see how they feel about issues such as habitat, water quality, beach replenishment, and transportation, and if they would be willing to pay for improvements. The survey is also asking voters what funding sources they feel are most appropriate. Mr. Rundle stated that within the next few weeks, SANDAG will have a better idea of where the public and the Board of Directors stand on these issues.

Pam Slater-Price, County of San Diego, explained that some voters have issues with money going towards the operations of trolleys and buses if they think the money is to be used for something else. She stated she values truth in government and that the voters have a right to know exactly where the money is being spent.

Steve Aceti, CalCoast, stated the need to mitigate against motor vehicle uses as described in Assembly Bill 22. He explained that after the passage of Proposition 84, CalCoast has \$135 million and the Ocean Protection Council (OPC) has \$100 million and some of this money can possibly be used for beach restoration projects. Mr. Aceti suggested a meeting with the OPC and the Working Group approved this request. Ms. Tucker and Mr. Aceti will work together to organize a meeting.

Ann Kulchin asked how many people were surveyed and where they were from. Mr. Rundle explained that the survey was collected from all of San Diego County, divided into 6 sub-regions. There were 2,000 people surveyed, 1,000 on transportation issues, 1,000 on non-transportation issues.

Joe Kellejian asked how much time is estimated to complete another beach sand project. Shelby Tucker stated approximately 30-months.

## **8. Update on Opportunistic Sand Programs**

Chris Webb, Moffat & Nichol, stated that the California Environmental Quality Act document for Sand Compatibility and Opportunistic Use Program 2 (SCOUP 2) for the Cities of Imperial Beach, Coronado, Solana Beach, and Encinitas has been prepared and should be sent out to the public in January 2007.

Steve Jantz, City of Carlsbad, provided an update on the Carlsbad Opportunistic Sand Project. He explained that four of six required permits have been granted and sand can now be accepted on Carlsbad Beach. They are hoping for the Army Corps of Engineers permit in January 2007 and the Regional Water Quality Control Board permit within 30-days.

## **9. Legislative Update**

Steve Aceti, CalCoast, discussed a recent meeting in Sacramento of the California League of Conservation Voters. This group is working on a collaborative process involving about 40 environmental and conservation groups to organize environmental bills.

## **10. Public Comments/Communications**

Shelby Tucker stated that a guide to the littoral cells is available from SANDAG or from the Coastal Sediment Management Web site.

Bob Hoffman, NMFS, explained that the dredging at Batiquitos Lagoon has commenced and the next cycle in 2008 will make sand available to local municipalities if needed.

Greg Wade, City of Imperial Beach, explained the Pressure Equalization Module (PEM) and stated that the city is working on developing a pilot project. He suggested a presentation at a future Shoreline Preservation Working Group (SPWG) meeting to discuss possible funding sources and permitting issues.

Reinhard Flick, DBW, explained that the principle of draining water from the beach is known to retain sand but the proponents of PEM cannot explain how it works specifically. He suggested that before any public money is spent, there should be a good technical explanation of the system, as well as detailed design parameters. Dave Cannon, Everest Intl., stated that the PEM has definite potential, but needs more analysis first.

Pam Slater-Price, County of San Diego, suggested a letter from the Working Group to Kenneth Christensen of EcoShore requesting a presentation. The Working Group approved.

## **11. Adjournment and Next Meeting**

Shelby Tucker stated that the next SPWG meeting will be held on March 1, 2007, and she will send out a meeting schedule in January for all of 2007.

Kim Sterrett, DBW, stated that they are seeking letters of interest for the Regional Sediment Master Plan pilot program. Information will be sent to SANDAG within the next 60-days. He asked if the SPWG would be interested in working with DBW to develop a coastal regional sediment management plan for San Diego. The Working Group approved staff submitting a letter of interest.

Steve Harrington, Flometrics, stated they are developing an alternative, more sustainable and affordable, sand pumping scheme and will provide more information at a later date.

Meeting was adjourned at 1 p.m.

San Diego  
ASSOCIATION OF GOVERNMENTS  
**MEMO**

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December 22, 2006

TO: SANDAG Staff, Committees, and Working Groups

FROM: Julie Wiley, General Counsel

SUBJECT: Maintaining Advisory Role of Subordinate Committees and Groups

Prior to a new committee or working group being formed at SANDAG the Office of General Counsel needs to be informed so that decisions can be made regarding what laws will apply to it. Generally, the Brown Act will apply to committees officially created or approved by the Board or a PAC and the conflict of interest laws will apply to committees with decision-making authority.

Many of the committees and working groups (committees) that report to a Policy Advisory Committee (PAC) or Board at SANDAG are formed as purely advisory bodies that provide input to the decision-makers at the PAC and/or Board level. State conflict of interest laws do not apply to people who serve on advisory bodies and the members do not have to fill out financial disclosure forms (Form 700s). After a committee is formed, its responsibilities and level of influence may change and trigger the applicability of additional legal requirements. Staff should inform the Office of General Counsel and reevaluate the committee's charter when such changes occur.

In order for an advisory committee at SANDAG to maintain maximum flexibility and broad participation from members, measures can be taken to prevent it from accidentally slipping into the category of committee that would require application of the conflict of interest laws. Measures that help assure a committee has advisory rather than decision-making status are:

- Generally, other than approval of its minutes, the committee's agenda should never show any proposed action other than a recommendation. Advisory committees cannot give final approval for actions.
- Committee members cannot directly send letters, sign petitions, or speak to legislators, reporters, or government agencies as representatives of SANDAG. Any such activities should be carried out by SANDAG staff or a Board member after PAC or Board approval of the action and any policy statements made should come from the Board not a committee.
- The Board should give any assignments or delegation of authority to the PAC a committee reports to – assignments and authority should not be given directly by the Board to a committee.

- Approval of letters, position statements, reports, or other documents originating from the committee should be given only after review and modification by staff and approvals via a PAC and/or the Board and should always be signed by staff or a Board member, not a committee member.
- Action items originating from a committee should not be put on the consent calendar of a PAC or the Board. The items must be fully reported and discussed at either the PAC or the Board with an opportunity for public comment. Reports accompanying the agenda items should state the position of the Committee and the staff separately even if the positions are consistent. Staff reports should be documents independent from anything generated by the committee, and staff conclusions may or may not be consistent with the recommendations of the committee.
- Items passing through a PAC to the Board should show the recommendation as coming from the PAC, not the committee. Additionally, any new or contrasting points of view or modifications to the recommended action that were discussed at the PAC should be documented.
- The primary goal of staff, the PACs and the Board should not be to come to a consensus with the committee, but rather to take the committee's ideas into consideration along with other factors in coming to a decision.
- Committees should be treated as a group of persons interested in the decisions of the PACs and the Board with regard to their subject area whose opinions the PACs and Board take into consideration rather than being treated as a group of experts that the Board relies on to make those decisions.



## SANDAG COMMITTEE & WORKING GROUP GUIDELINES

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### **I. PURPOSE**

SANDAG thanks you for your willingness to serve on one of its committees, stakeholder groups, task forces, or working groups. SANDAG's committees and working groups are created by SANDAG's Board of Directors, Policy Advisory Committees (Transportation Committee, Executive Committee, Borders Committee, Regional Planning Committee or Public Safety Committee), or staff to allow stakeholders in the region to reach consensus and provide input to the Board and Policy Advisory Committees. These guidelines are intended to provide you with information regarding your responsibilities as a member of one of SANDAG's committees, task forces, or working groups ("committees").

### **II. ROLE AS A REPRESENTATIVE**

You were most likely asked to serve on a SANDAG committee due to your experience and/or position as an elected official or as a representative of a public agency, regional interest group, or community stakeholder. SANDAG assumes that persons sent to represent a group of people on a SANDAG committee have the appropriate level of authority and understanding to serve in a representative capacity for their organization. If you were selected as the representative of a public agency, regional interest group, or other community stakeholder, SANDAG encourages you to provide input regarding the interests of the organization you represent and assumes that you will communicate information obtained at SANDAG meetings to the appropriate persons in your organization. If you are unable to continue as a SANDAG committee or working group member, please notify SANDAG's project manager and the organization that you represent. SANDAG will work with you and your organization to ensure that a new representative is selected. If desired, the organization you represent may select one or two alternates to serve in your stead if you are unable to attend a meeting or vote.

Sometimes persons are asked to serve on a SANDAG committee because of their individual qualifications rather than because of the entity or special interest that person represents. In that event, the individual member's vote does not have to be consistent with the opinion of any organization of which he/she may be an employee or member. Additionally, persons who are selected for their individual qualifications instead of in a representative capacity may not have an alternate.

### **III. ADVISORY CAPACITY**

As a member of one of SANDAG's committees or working groups it is important to work toward consensus with other members on particular issues and then provide recommendations to SANDAG's Board, Policy Advisory Committees and/or staff regarding those issues. The advice and recommendations provided by committee members will be taken into account by the Board, Policy Advisory Committee or staff in the decision-making process. Staff will place items on committee agendas, after discussion with the Chair and/or members that need to be addressed by the committee to meet SANDAG's needs. These items will have first priority. Other items may be added to the agenda by a Chair or other member if time and other resources permit and the items are within the subject matter jurisdiction of the committee. Please remember that SANDAG's Board has sole authority to take action on behalf of SANDAG, make a final determination on behalf of SANDAG, and/or take a position on behalf of SANDAG, unless it has specifically delegated that authority in writing.

#### **IV. CONDUCT**

As an official member of a SANDAG committee, you should either sit at the conference room table located in the room being used for the meeting or a nameplate or some other device should be used to delineate your status. Attendees who are not members of the committee should request permission to speak from the Chair of the committee or working group. The Chair should recognize requests from non-members to speak and ask them to identify themselves if they have not already been introduced.

SANDAG has implemented policies that apply to all persons at SANDAG including committee members. These policies include prohibitions against harassment, discrimination, and violence. A copy of these policies can be obtained upon request to the Office of General Counsel or on SANDAG's Web site. Persons who violate the policies will receive at least a warning and may be asked to leave SANDAG's premises.

A committee member is prohibited from using his/her title as a member of any of SANDAG's committees when stating his/her position on an issue if: a) he/she is making the statement outside of a committee meeting, and b) his/her position conflicts with official Board policy. Persons who violate this prohibition may be removed from office by the Chair of the Board.

#### **V. CONFLICTS OF INTEREST**

Potential conflicts of interest are a consequence of the many and varied roles that SANDAG committee members play in our community. One of the goals of these Guidelines is to manage real or perceived conflicts of interest. SANDAG has determined that a system of self-disclosure will be the most effective since conflicts of interest must be dealt with on a case by case basis. Discussion and disclosure generally can resolve issues related to conflict of interest.

A conflict of interest occurs when there is a divergence between an individual's professional, private, or personal relationships or interests and his/her obligations to SANDAG as a committee member such that an independent observer might reasonably question whether the individual's actions or decisions are determined by considerations of personal benefit, gain or advantage. A conflict of interest or the appearance of it depends on the situation, and not necessarily on the character or actions of the individual. The appearance of a conflict of interest can be as damaging or detrimental as an actual conflict. Thus, individuals are asked to report potential conflicts to the SANDAG Office of General Counsel so that appearances can be separated from reality.

Potential conflicts of interest are not unusual and must be addressed. For example, conflicts of interest can arise out of the fact that some SANDAG committees assist SANDAG in shaping requests for proposals and specification documents that are in turn used as criteria for competitive selection of consultants. Representatives from private sector organizations may be selected to serve as a member of one of SANDAG's committee or working groups by virtue of their experience in a particular industry. Therefore, it is expected that situations may arise where a committee or working group member is asked for input on the scoping of a project for which their organization may later want to submit a bid or proposal. This situation presents a potential conflict of interest if the committee member will be rewarded for their participation in SANDAG activities because the member or his/her organization eventually receives consulting fees or an unfair advantage during the competitive procurement process.

It is wrong for an individual's actions or decisions made in the course of his or her SANDAG activities to be determined by considerations of personal financial gain. Such behavior calls into question the professional objectivity and ethics of the individual, and it also reflects negatively on SANDAG. As a SANDAG committee member you must respect SANDAG's status as a recipient of public funds and conduct your affairs in ways that will not compromise SANDAG's integrity.

All SANDAG committee members have an affirmative duty to disclose any potential financial interest to the SANDAG project manager assigned to the committee. Notification of the actual or potential conflict should be given to the project manager or the Office of General Counsel. Members with an actual or potential conflict of interest should be asked to leave all meetings or portions of meetings where the conflict may arise. If a member must leave their office due to a conflict of interest he/she may continue to attend the meeting(s) as a member of the public.

## **VI. SANDAG's RESOURCES**

Except in a purely incidental way, SANDAG's resources, including but not limited to, facilities, materials, personnel, or equipment may not be used in external activities by a committee member unless written approval has been received in advance from the Executive Director or his/her designee. Such permission shall be granted only when the use of SANDAG's resources is determined to further SANDAG's mission.

## **VII. CONFIDENTIAL INFORMATION**

Proprietary or other confidential information that a SANDAG committee member may be exposed to at SANDAG may never be used in external activities unless written approval is given in advance by SANDAG's Executive Director or his/her designee.

## **VIII. RULES OF PROCEDURE FOR MEETINGS**

Those SANDAG committees that qualify as "legislative bodies" are required to comply with California's open meeting laws, which are known as the Brown Act. The staff liaison to each SANDAG committee is required to know whether his/her committee is subject to the Brown Act and can answer questions regarding how this affects the procedures used during meetings. Generally, the Brown Act requires that meetings be open to the public, that meetings be noticed in accordance with statutory deadlines, that the decision-making process of the members be carried out in a public meeting venue, and that the public be allowed to comment at the meeting. Questions regarding the applicability and implementation of Brown Act requirements should be referred to the SANDAG project manager or the Office of General Counsel.

SANDAG committees are also required to comply with Robert's Rules of Order. This publication provides procedures for matters such as making motions, amending and substituting motions, adjourning meetings, selecting a Chair, and voting. A summary of the most used aspects of Robert's Rules is attached to these Guidelines in a document entitled "Basic Rules of Order." Business cannot be conducted at a committee without the presence of at least a quorum of voting members. A quorum is a majority of the voting members. For example, a seven member committee would require at least four voting members for a quorum. In order to take action, at least a majority of the quorum must vote in favor of the action in question. So, if four members of a seven member committee attend a meeting, it would take at least three votes to pass a motion. Questions regarding Robert's Rules or other matters of procedure can be directed to the staff project manager or the Office of General Counsel.

## **IX. CHANGES TO MEMBERSHIP OR RESPONSIBILITIES**

Once the SANDAG Board or a SANDAG Policy Advisory Committee has approved the membership roster of a committee, the committee cannot change its membership without going back to the Board or Policy Advisory Committee for approval of the recommended change. If, however, the Board or Policy Advisory Committee in question has delegated authority regarding membership changes to the committee, the committee may make changes without additional approvals. The responsibilities of SANDAG committees are set forth in

committee charters, which are available from the SANDAG project manager. Any changes to responsibilities will require a change to the charter and approval by the responsible Policy Advisory Committee or the Board.

#### **X. AD HOC GROUPS**

Committees may form ad hoc groups to provide advice to the entire membership of the committee. Committees may not form standing groups without permission from the Board or a Policy Advisory Committee. If a committee is subject to the Brown Act, any ad hoc group the committee forms will be subject to the Brown Act unless the following requirements are met: 1) the group is composed of less than a majority of voting members, 2) only voting members serve on the group, and 3) the group solely provides advice and does not make decisions. Ad Hoc groups should use the words "Ad Hoc" when naming the group.

#### **XI. FORMATION OF NEW COMMITTEES**

New committees that will meet for more than six months may only be formed with approval from the SANDAG Board or a Policy Advisory Committee. New committees of this type may be proposed by a Board member, Policy Advisory Committee Member, or staff. Each new committee must have a charter that is approved by the Board or a Policy Advisory Committee at the time formation of the committee is approved. The charter must contain the information in the SANDAG Charter Outline.



## BASIC RULES OF ORDER FOR COMMITTEE PROCEEDINGS

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ALL SANDAG committee, committee, task force, stakeholders or working group (hereinafter collectively referred to as "committee") members should use the following guidelines regarding rules of order during a SANDAG procedure.

- 1) The Presiding Officer or Chair of the committee shall call the meeting into order and dismiss the meeting when all prescribed business is concluded. The **order of business** should be as follows:
  1. Reading and approval of minutes
  2. Public and committee member comments
  3. Consent items on agenda
  4. Items on the agenda for discussion
  5. Adjournment
  
- 2) All SANDAG committee, committee or working groups must have a **quorum** (majority) of members who must be present at the meetings in order to legally transact business.
  
- 3) All **motion procedures** should be as follows:
  1. Person making motion must be a member of the committee (other than Chair)
  2. Person requests recognition by the Chair (or Chair calls for a motion)
  3. The Chair recognizes the member by name or title; member then has the floor
  4. Member makes the motion in words member wishes the committee's final official statement of action to be
  5. Member passes the motion to the Chair as soon as motion is made
  6. Another member seconds the motion
  7. The Chair restates the motion
  8. The motion is then open for debate and discussion
    - All discussion and debate must relate to the motion, if no debate is necessary than the Chair may call for a direct vote
  9. When all debates and discussions have been heard, the Chair will call for the motion to be voted upon or a member may "call for the question" if they feel sufficient discussion has occurred.
  
- 4) Members **vote** on the motion by a show of hands or by stating "aye" or "no." The result should be stated by the Chair.
  
- 5) **Adding an issue** not on the agenda is done as follows:
  1. After a motion is seconded, the Chair may call for a vote on the motion to add the issue if:
    - (1) The issue requires immediate action
    - (2) The need for action on the issue came to the attention of the committee subsequent to the posting of the agenda
  
  2. In order for the issue to be heard before the committee, two-thirds of the voting members must be present and two-thirds of those voting members present must vote in favor of adding the issue to the agenda.

6) Ways to **amend a motion**:

1. **After** a motion has been made and **before** the question has been stated by the chair, any member can suggest **modifications**
  - o The motion maker can accept or reject these modifications as they wish
  - o This method should be limited to minor changes where it is unlikely that members will disagree
2. **After** a motion has been made and **after** the question has been stated by the chair, the **maker** of the motion can request **unanimous** consent to modify the motion
  - o If any member objects the modification must be introduced in the form of a **motion to amend**
3. If the above options do not apply, then members other than the maker can make a motion to amend the proposed motion
  - o Proposed changes to the **wording** (inserting, striking, and substituting words) and limited changes to the **meaning** of the motion can be made
  - o If someone wants to substantially modify the wording, he/she can make a **substitute** motion
  - o Amended and substitute motions must be **voted on before** the original motion
  - o Amended and substitute motions must be:
    - **seconded**,
    - are **debatable**, and
    - require a **majority** vote for adoption
  - o If the amended or substitute motion **passes** the original motion is dropped, however, if the amended or substitute motion **fails** a vote can then be taken on the original motion

7) When the normal **Chair is not present**, ways to appoint a temporary Chair:

1. The Chair can appoint a temporary Chair if there is not one already approved of in advance
2. A temporary Chair is elected by the committee
  - (1) Can be nominated by: the Chair or by a committee member
  - (2) A vote takes place immediately and terminates upon the arrival of the pre-elected Chair or vice-chair

8) Filling **vacancies** with **alternates**:

1. If the Chair is not present, the vice-chair takes his/her place
2. If members were not selected for their individual qualifications then a certain number of alternates equal to the number of members can be selected by the members or the groups they represent if the committee so desires

**San Diego Association of Governments**  
**SHORELINE PRESERVATION WORKING GROUP**

March 1, 2007

AGENDA ITEM NO.: **4**

**Action Requested: RECOMMEND**

CALIFORNIA COASTAL COMMISSION MEMORANDUM OF AGREEMENT

File Number 3002800

**INTRODUCTION**

In 1996, SANDAG and the California Coastal Commission (CCC) entered into a Memorandum of Agreement (MOA) which outlines the administration of the Beach Sand Mitigation Fund. The Beach Sand Mitigation Fund consists of fees collected by the CCC through its coastal development permit process pursuant to special conditions of various permits, as mitigation for the adverse impacts of shoreline protective structures, such as seawalls and revetments, on beaches within the region.

Recently, the CCC has set up a Public Recreational Beach Impact Mitigation Fund which consists of fees collected by the CCC as mitigation for the adverse impacts on public recreational use of the beaches within the region. The CCC is requesting SANDAG and the CCC enter into an additional MOA to establish a process for the administration of funds from the Public Recreational Beach Impact Mitigation Fund.

**Recommendation**

The Working Group is being asked to review the revised MOA and make a recommendation to the Regional Planning Committee (RPC). If approved, the RPC would be requested to take action by recommending the Board of Directors authorize the Executive Director to enter into the MOA with the CCC in substantially the same form.

**DISCUSSION**

At the December 7, 2006, meeting the Shoreline Preservation Working Group (SPWG) reviewed the draft MOA and recommended that the RPC make a recommendation to the Board of Directors authorizing SANDAG's Executive Director to enter into the MOA. Upon further review from SANDAG staff, it was recommended that additional language be added to the agreement allowing SANDAG to recover some of the costs associated with the administration of the fund. The revised language is included in Attachment 1, pages 20-22. SANDAG staff is requesting reimbursement for costs associated with the allocation of funds only. As stated in the MOA, the allocation of funds comes at the request of the local jurisdiction for use on a specific project. Reimbursement will not occur for the accounting activities associated with the administration of the fund.

Attachment: 1. Draft MOA between SANDAG and the CCC

Key Staff Contact: Shelby Tucker, (619) 699-1916, stu@sandag.org

**Memorandum of Agreement Between**  
**the San Diego Association of Governments (SANDAG)**  
**and the California Coastal Commission**  
**Establishing a Process for the Administration of the**  
**Public Recreational Beach Impact Mitigation Fund**

Whereas, the Public Recreational Beach Impact Mitigation Fund consists of fees collected by the California Coastal Commission ("Commission") through its coastal development permit process pursuant to special conditions of various permits, as mitigation for the adverse impacts on public recreational use of the beaches within San Diego County from development along the beach or shoreline including but not limited to, shoreline protective structures such as seawalls, revetments, and bluff retaining walls;

Whereas, the mitigation fees are deposited in an interest-bearing account created at SANDAG, with all interest earned payable to the account for the purposes stated below;

Whereas, the purpose of the account is to establish a Public Recreational Beach Impact Mitigation Fund ("Fund") to aid local governments, working cooperatively through SANDAG and the Commission, in providing recreational improvements designed to enhance public recreational beach use within San Diego County;

Whereas, the funds shall be solely used to implement projects that provide public recreational improvements which may include but are not limited to, public beach accessways, blufftop access, viewing areas, public restrooms, public beach parking, and public trail amenities, and not to fund operation, research, maintenance or planning studies;

Whereas, the Fund shall be allocated as provided for in this Memorandum of Agreement (MOA) between SANDAG and the Commission, setting forth terms and conditions to assure that the mitigation fees will be expended in the manner intended by the Commission;

NOW THEREFORE BE IT RESOLVED that it is the intent of the Commission and SANDAG to participate in the administration of the Fund as follows:

1. Fund Administration

The Commission and SANDAG agree that the mitigation fees collected will be held by SANDAG in a trust fund maintained and operated by SANDAG, ~~and known as the Fund.~~ However, SANDAG agrees to establish a separate accounting for monies within the Fund for each coastal jurisdiction in the San Diego County region. Mitigation fees collected from approved shoreline projects within each coastal jurisdiction shall be accounted for by jurisdiction.

Deleted: Public Recreational Beach Impact Mitigation

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Money from a coastal jurisdiction's account cannot be spent without having that jurisdiction's formal approval through resolution by City Council or Board of Supervisors.

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The money in the Fund shall be invested by SANDAG in accordance with applicable law. Income and/or interest shall be credited to each coastal jurisdiction's account on a prorated basis. A copy of the accounting review shall be submitted annually, upon completion, to the Executive Director of the Commission ("Executive Director").

Up to a maximum of 15 hours at a rate not greater than \$105.00 per hour (loaded rate) per request will be used to reimburse SANDAG staff time. Reimbursement will occur when funds are allocated. Reimbursable activities include but are not limited to the preparation of agendas, reports, presentations at meetings, and other necessary activities in support of fund allocation. Reimbursement will be taken from funds reserved for the jurisdiction(s) requesting fund allocation and should be included in a jurisdiction's formal funding approval.

#### Fund Allocation

The Commission and SANDAG agree that the Commission and the region's coastal jurisdictions, working together with the Shoreline Preservation Working Group, shall evaluate proposed public recreational improvement projects and will recommend how much, if any, money from the fund should be allocated to a project and how much of the total allocation should come from each jurisdiction's account. No funds shall be allocated from a jurisdiction's account without the jurisdiction's formal approval through a resolution by City Council or Board of Supervisors.

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The Commission and SANDAG agree that, prior to allocation of any funds, the recommendation of the Shoreline Preservation Working Group, after recommendation for approval by the Regional Planning Committee and approval by the SANDAG Board of Directors, must be submitted to the Executive Director for review and approval. The Executive Director must provide written concurrence with each allocation, before any allocation occurs.

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The Commission and SANDAG agree that each disbursement shall only be made to the recipient with conditions that guarantee that the disbursement is issued as intended by the Shoreline Preservation Working Group and approved by SANDAG and the Executive Director. Any portion of the disbursement that is not used shall be returned to the Fund and accounted for in the contributing coastal jurisdiction's account(s) on a pro-rated basis.

#### 3. Eligible Projects

Only projects which meet all of the following will be considered by the Commission and the Shoreline Preservation Working Group and SANDAG for funding:

- a. Only projects that are recommended to the Shoreline Preservation Working Group and approved by SANDAG and the Executive Director, by formal action of a local coastal jurisdiction, may be considered for funding. Projects may be carried out by the local jurisdictions themselves, by other agencies, including, but not limited to, the Army Corps of Engineers, the United States Navy, the California Coastal Conservancy, the California Department of Parks and Recreation or the California Department of Boating and Waterways; and/or non-profit organizations.

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- b. Only projects that involve public shorefront recreational improvements for beach and beach-related public access which may include but are not limited to, public beach access stairways/ramps, blufftop access, viewing areas, public benches/bicycle racks, public restrooms, public beach parking, and public trail improvements, in San Diego County will be considered for funding. Because the fees that will go into the Fund are intended to mitigate for the loss of and/or impact to public recreational beach value resulting from construction of shoreline protective structures or other forms of development that have adverse effects on the beach or shoreline, only projects that provide public recreational improvements shall be supported by the fund.

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- c. Only capital projects may be considered for funding. Mitigation fees shall not be used for operations, research, maintenance or planning studies. The Shoreline Preservation Working Group may recommend that funds be allocated to engineering or permitting (e.g., environmental documentation) costs directly related to the implementation of a capital project, under limited circumstances, and only if necessary to secure supplemental funds from another source.
- d. Any project considered for funding must obtain Coastal Act authorization from the local government having jurisdiction, and/or the Commission, prior to initiation of construction.

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4. Project Funding Criteria

The Commission and SANDAG agree that mitigation fees generated within a coastal jurisdiction shall be used only for projects affecting that same coastal jurisdiction but may include regional projects that span and affect multiple jurisdictions;

BE IT FURTHER RESOLVED that it is the intent of this Memorandum of Agreement to assure consistency in the administration and allocation of mitigation fees from the Public Beach Recreational Impact Mitigation Fund.

BE IT FURTHER RESOLVED that this Memorandum of Agreement may be altered, changed or amended by mutual consent of the parties hereto. Either party may terminate this MOA by providing written notification 30 days prior to termination.

BE IT FURTHER RESOLVED that in the event of termination of this Memorandum of Agreement by either party, any and all remaining funds shall be transferred by SANDAG to the Commission or a Commission-approved alternate entity consistent with the principles set forth in this Memorandum of Agreement.

SAN DIEGO ASSOCIATION  
OF GOVERNMENTS

CALIFORNIA COASTAL  
COMMISSION

\_\_\_\_\_  
Executive Director

\_\_\_\_\_  
Executive Director

\_\_\_\_\_  
Date

\_\_\_\_\_  
Date

**San Diego Association of Governments**  
**SHORELINE PRESERVATION WORKING GROUP**

March 1, 2007

AGENDA ITEM NO.: **5**

**Action Requested: RECOMMEND**

REGIONAL BEACH REPLENISHMENT COST-BENEFIT ANALYSIS  
AND NEXT STEPS

File Number 3002800

**Introduction**

Discussions at previous Shoreline Preservation Working Group (SPWG) meetings have reflected a desire to move forward with a determination of the feasibility of implementing a replenishment project similar to the 2001 Regional Beach Sand Project (RBSP).

The purpose of the feasibility study is to allow SANDAG to request funds from state and federal sources for project implementation. One element of SANDAG's Regional Shoreline Management work program is to develop funding strategies to enable continuing implementation of the restoration of eroded beaches on a regional basis and to continue to implement the goals and objectives outlined in the Shoreline Preservation Strategy and Regional Comprehensive Plan (RPC).

**Recommendation**

SANDAG staff is requesting the SPWG's input and feedback on the preparation of a cost-benefit analysis for the purpose of determining the feasibility of implementing a replenishment project similar to the RBSP. If SPWG takes action, the RPC would be requested to recommend that SANDAG's Executive Director authorize the procurement and preparation of the cost-benefit analysis.

SANDAG staff is requesting SPWG's input and feedback on whether staff should move forward to identify costs for the preparation of the feasibility study as outlined below.

**Discussion**

As seen in the attached document provided by the California Department of Boating and Waterways (DBW) entitled *Beach Erosion & Public Beach Restoration Programs* (Attachment 1), there are several activities that need to be completed to compete for state funding, including a feasibility study.

The feasibility study requires the completion of the following:

- Statement of the problem
- Analysis of project alternatives
- Defined scope of the project
- Proposed preliminary design
- Favorable benefit-to-cost analysis

As discussed at the staff subgroup meeting February 8, the preparation of a cost-benefit analysis is the first step. Attached is a draft project scope of work and cost breakdown by city (Attachments 2 and 3). The SPWG recommends allocating the costs using the same formula as the monitoring program. This breakdown is reflected as Option 1. Option 2 is the SANDAG staff recommendation, which is an even distribution among the coastal cities. SANDAG staff felt each city would benefit equally from the study; therefore, the costs should be allocated equally.

Additionally, SANDAG staff recommends that staff identify the costs associated with the preparation of the additional requirements for the feasibility study listed above. Once costs are identified, SANDAG staff will work with the staff subgroup to determine if payment by the coastal jurisdictions is feasible. If it is determined by the coastal jurisdictions that they would like to move forward, SPWG would need to provide input on the allocation of costs among the participating cities. The SPWG would make a recommendation to the RPC. Final approval will need to come from the SANDAG Board of Directors.

Attachments:   1. Beach Erosion & Public Beach Restoration Programs  
                  2. Cost-Benefit Analysis Scope of Work  
                  3. Breakdown of Costs for Cost-Benefit Analysis by Jurisdiction

Key Staff Contact: Shelby Tucker, (619) 699-1916, [stu@sandag.org](mailto:stu@sandag.org)

# *Beach Erosion & Public Beach Restoration Programs*

**Mission:**

To preserve and protect the California shoreline, restore and maintain urgently needed recreational beaches and to minimize the economic losses caused by natural or man-induced beach and shoreline instability.

**Authorization:**

The Department of Boating and Waterways is designated as the state agency for coordinating the State of California beach erosion control program activities. The responsibilities and functions are delineated in Sections 65.0 - 67.3 and 69.5 – 69.9 of the California Harbors and Navigation Code.

<http://www.leginfo.ca.gov/cgi-bin/calawquery?codesection=hnc&codebody=>

**Fiscal Participation:**

Department of Boating and Waterways..... 75 - 85% (maximum)  
Local or regional agency ..... 15 - 25%

**Application Requirements:**

- Project must protect or restore public lands or facilities.
- Completed feasibility study with the following requirements:
  - Statement of the problem
  - Analysis of project alternatives
  - Defined scope of project
  - Proposed preliminary design
  - Favorable benefit to cost analysis
- Resolution of fiscal support from the local agency's governing body.
- Draft environmental document.  
(CEQA clearance required prior to Legislative review of budget item)

For further information please contact:

Mr. Kim Sterrett, Program Manager

Ph: 916.263.8157 / Fax 916.263.0649 / cell: 916.813.8157 / Email: [sterrett@dbw.ca.gov](mailto:sterrett@dbw.ca.gov)

### Cost-Benefit Analysis Scope of Work

**Goal:** Examine the economic benefits and impacts of a nourishment project. The scope will be the same as the 2001 Regional Beach Sand Project (RBSP). For each site, study will estimate the following:

- The increase in recreational value from widening specific beach sites
- The increase in direct economic impacts at the federal, state, and local level

**Overview:** The study should use all available data and rely on existing engineering studies to estimate increases in beach width and erosion rates. This project also should include visits to all sites and two presentations of the final project, one at SANDAG, the other to be determined by SANDAG.

The model will allow one to measure benefits for various beach fill amounts at each site and, thus, will give SANDAG flexibility in its decision-making and allow it to plan for various budget contingencies.

#### Specific Tasks:

1. Gather data and reports from the 2001 SANDAG project, including placement of material, increase in beach width, and erosion rates after the project. Consultant also should interview local officials and knowledgeable people at engineering consulting firms. Deliverable: May 1, 2007.
2. Collect data on attendance, including high and low season data that exists from existing studies. The attendance data should be broken down by recreation and focus on the specific sites where the sand will be placed. Where data is not available, estimates may be used. Deliverable: May 1, 2007.
3. Analyze the impact of parking on attendance, including access, constraints, and the affects between sites to obtain an accurate estimate. Deliverable: June 1, 2007.
4. Construct a model of recreational benefits and economic impact for each of the 2001 RBSP sites. The model should estimate the present value of these benefits and impacts over the life of the project (which will be determined by erosion rates). The model (Attachment 3) should allow one to vary the amount of beach fill at each site and, hence, will be flexible and useful for SANDAG regardless of the final project. Deliverable: July 1, 2007.
5. Final report and presentations - The final paper should examine the most likely nourishment scenarios. Deliverable: No later than July 13, 2007.

**Cost:** The total cost of the project including all travel and overhead should not exceed \$40,000.

### Breakdown of Costs for Cost-Benefit Analysis by Jurisdiction

#### Option 1:

City	Miles	%	Total
Carlsbad	6.5	14.90%	\$5,960
Coronado	3.1	7.10%	\$2,840
Del Mar	3	6.90%	\$2,760
Encinitas	5.8	13.30%	\$5,320
Imperial Beach	2.7	6.20%	\$2,480
Oceanside	3.6	8.30%	\$3,320
San Diego	17.3	39.80%	\$15,920
Solana Beach	1.5	3.50%	\$1,400
<b>Total</b>	<b>43.5</b>	<b>100.00%</b>	<b>\$40,000</b>

#### Option 2:

City	Total
Carlsbad	\$5,000
Coronado	\$5,000
Del Mar	\$5,000
Encinitas	\$5,000
Imperial Beach	\$5,000
Oceanside	\$5,000
San Diego	\$5,000
Solana Beach	\$50,000
<b>Total</b>	<b>\$40,000</b>

**San Diego Association of Governments**  
**SHORELINE PRESERVATION WORKING GROUP**

March 1, 2007

AGENDA ITEM NO.: **6**

**Action Requested: RECOMMEND**

COASTAL REGIONAL SEDIMENT MANAGEMENT PLAN DEVELOPMENT

File Number 3002800

**Introduction**

The California Department of Boating and Waterways (DBW) is funding two pilot Coastal Regional Sediment Management Plans (Management Plan). In December 2006, DBW requested letters of interest from coastal regions throughout the state. SANDAG staff submitted a letter of interest and was chosen to prepare a Management Plan for the San Diego region. The award is for \$120,000 with an in-kind contribution for project management.

SANDAG staff is requesting the Shoreline Preservation Working Group's (SPWG's) input and feedback on the attached project scope of work. All comments should be provided to SANDAG staff by March 9, 2007.

**Recommendation**

It is recommended that the SPWG make a recommendation to the Regional Planning Committee to recommend that the Board of Directors authorize SANDAG's Executive Director to enter into the revenue agreement with DBW and to procure a consultant for Management Plan preparation.

Attachment: 1. Coastal Regional Sediment Management Plan Development, General Scope of Work

Key Staff Contact: Shelby Tucker, (619) 699-1916, stu@sandag.org



COASTAL REGIONAL SEDIMENT MANAGEMENT PLAN DEVELOPMENT  
General Scope of Work  
February 2007

**Introduction:**

The Coastal Sediment Working Group (CSMW) is funding the development of Coastal Regional Sediment Management Plans (CRSMP). The purpose is intended to formulate consensus-driven regional sediment management guidance and policy, under the direction of a regional governmental body, in order to: restore and maintain coastal beaches and other critical areas of sediment deficit or excess; reduce the proliferation of protective shoreline structures; sustain recreation and tourism; enhance public safety and access; and, restore coastal sandy habitats.

The CRSMPs should 1) be based upon region-specific coastal processes, economic, environmental, geographic and societal data, and 2) utilize current reports, data, educational, process, regulatory and informational tools developed and compiled by CSMW as part of the Sediment Master Plan, and 3) be driven by the needs of local and regional governments as well as local non-governmental stakeholders.

CSMW anticipates that the grantee will contribute 10-15% of the grant amount in funds or through in-kind services to manage this process.

**Scope:**

CSMW has developed the following general guidance for the CRSMP development. However, it is stressed that the Plan development must be geared towards the needs of the individual region. Therefore, the list of elements below is a starting point for discussion, and other elements may be necessary as a result of the needs of the region.

Each CRSMP must, however, include elements related to Governance, Outreach, Plan Development and Program Management. Tools developed or under development by CSMW/member agencies that may assist in development of the element are listed within brackets.

*A- Governance Structure:*

- Required, a governmental stakeholder with regional authority over coastal issues, and a stakeholder group consisting of affected local entities and other appropriate stakeholders.
- Determine the appropriate regional boundary for the individual CRSMPs [Stakeholder discussions; GIS databases/IMS; Regional Sediment Budget Study; CBRs 2007 Report]



- Determine or enact implementing authority, governance structure, coordination agreements, mutual cooperation, etc. necessary to develop and implement the CRSMP.
- Identify jurisdictional agencies, boundaries and regulatory impediments (if any) within the region [GIS databases]
- Adopt and implement the RSM Plan developed through these efforts.

#### B- Outreach:

- Contact and engage coastal stakeholder groups, conduct agency coordination, and prepare a Public Outreach Program to ensure public input and coordination. [SMP Public Outreach Contact List; SMP Brochure; CSMW Website; Littoral Cells, Sand Budgets and Beaches: Understanding California's Shoreline; RSM Primer]
- Conduct public meetings at suitable times and locations prior, during and after Plan development.

#### C- CRSMP Development and RSM Tools:

The final product should consist of a comprehensive guidance and policy document discussing how regional management of sediment targeted at coastal erosion can be implemented in an expeditious, cost-effective and resource protective manner throughout the region. Elements identified by CSMW for consideration in Plan development include:

- Compile relevant coastal references and sediment information [CSMW Website; SMP Coastal References Database; Regional Sediment Budgets for California's Major Littoral Cells; Mud Budget]
- Locate areas of critical coastal erosion/sediment deficit within the region [CBReS sites, others of local priority].
- Identify potential sediment sources that can be used to holistically address the need for sediment at the CBReS site(s) within the region, including:
  - areas of excess sediment, such as harbors, ports and wetlands, where sediment must be removed to restore function [GIS databases];
  - flood control projects such as dams and debris basins where sediment may become available as a result of dredging to restore capacity [GIS Database; Cumulative Loss of Sands to Dams; California Beach Restoration Study],



- Offshore locations of sand [GIS Database; USGS usSEABED; CGS Assessment of Offshore Sand Resources and on/offshore geologic maps], and;
  - other sources of opportunity including construction and highway maintenance projects [local/regional databases; GIS database].
- Compile and collect appropriate sediment quality information from the receiver sites and potential source areas, and provide this information to CSMW in a pre-established format for inclusion in CSMW's GIS database [Sand Compatibility and Opportunistic Use Program; GIS Database]
  - Determine the economic feasibility of removal, transport and placement of potential source materials [Economics of RSM; Coastal Sediment Benefits Analysis Tool]
  - Collate available information regarding physical and chemical compatibility between the identified potential sources and restoration sites; locate temporary stockpile areas; determine appropriate transport routes, placement options and generalized protocols [Sand Compatibility and Opportunistic Use Program, Coastal Sediment Benefits Analysis Tool]
  - Assess presence of critical species and habitat in the vicinity of and downdrift from the potential restoration site(s) and related activities, and needed preventative measures to protect such species/habitat from adverse impacts [Biological Impacts Analysis; Coastal Sediment Benefits Analysis Tool, CERES]
  - Identify data gaps and develop prioritized recommendations on how to address the gaps.
  - Evaluate the viability of and develop recommendations for establishing nearshore disposal sites in the vicinity of critical areas of sediment deficit.
  - Identify permitting requirements, including appropriate Local Coastal Plans, for each of the restoration sites and develop a comprehensive, streamlined approach to regulatory compliance [Beach Restoration Regulatory Guide; SCOUP Pilot MND; USACE/SWRCB Regional General Permit No. 67]
  - Identify potential sources of local and regional funding streams for incremental costs associated with managing sediment excess/deficit across the region.
  - Prepare the Scope of work for, and an approximate budget for developing a programmatic EIR specific to the region, that will address the majority of issues expected to arise during the regional management of sediment. That work would be conducted and funded separately from this Plan development.



#### Project Management (Grantee):

- Hire and coordinate any consultants or contractors
- Coordinate development of the Governance Structure
- Ensure the Public Outreach Program adequately identifies and includes all interested stakeholders.
- Work with the consultant and CSMW on each of the Plan Development tasks to ensure that they adequately reflect the needs of the region and state.
- Actively participate in the development of the CRSMP document, provide constructive comments to the consultant on the style, format and content of the plan
- Attend public meetings to present and discuss CRSMP development and after Plan completion.



401 B Street, Suite 800  
San Diego, CA 92101-4231  
(619) 699-1900  
Fax (619) 699-1905  
www.sandag.org

February 16, 2007

3002800

Kenneth Christensen  
EcoShore Int'l, Inc.  
2255 Glades Road, Suite 324A  
Boca Raton, FL 33431

Dear Mr. Christensen:

MEMBER AGENCIES

- Cities of
- Carlsbad
- Chula Vista
- Coronado
- Del Mar
- El Cajon
- Encinitas
- Escondido
- Imperial Beach
- La Mesa
- Lemon Grove
- National City
- Oceanside
- Poway
- San Diego
- San Marcos
- Santee
- Solana Beach
- Vista
- and
- County of San Diego

At the December 7, 2006, meeting of the SANDAG Shoreline Preservation Working Group (Working Group), the Working Group briefly discussed the Pressure Equalization Module (PEM). Several questions and concerns regarding the PEM arose and the Working Group would like to invite you to a future meeting to provide a short presentation and answer questions about the PEM. As we discussed over the phone, the next Working Group meeting is on March 1, 2007. Additional meetings are currently scheduled for May 3, July 5, and September 7, and November 1, 2007.

The Working Group was formed as a committee in the 1980s and currently advises the Regional Planning Committee (RPC) and Board of Directors on issues related to the implementation of the Shoreline Preservation Strategy (Strategy) adopted in 1993. The Strategy proposes an extensive beach building and maintenance program for the critical shoreline erosion areas in the region. It contains a comprehensive set of recommendations on the beach building program and on financing and implementation, and provides guidance on methods available to reach the goal of protecting and restoring beaches in the San Diego region. A copy of the Strategy can be found on the Web site at [www.sandag.org/shoreline](http://www.sandag.org/shoreline).

ADVISORY MEMBERS

- Imperial County
- California Department of Transportation
- Metropolitan Transit System
- North County Transit District
- United States Department of Defense
- San Diego Unified Port District
- San Diego County Water Authority
- Southern California Tribal Chairmen's Association
- Mexico

The Working Group has 11 voting members, which are elected officials from coastal cities and a representative from the San Diego Unified Port District and U.S. Navy. Additionally, the Working Group has several advisory members which are representatives from community groups and organizations, environmental groups, universities, state and federal agencies, and other interested stakeholders. The technical or community advisors provide added knowledge and input to the Working Group.

The Working Group has technical expertise and background knowledge of regional shoreline issues, which is useful in applying the principles and goals laid out in the Strategy and the SANDAG Regional Comprehensive Plan, adopted in 2004. A presentation on the PEM would allow the Working Group to evaluate whether its implementation in the San Diego region would be an appropriate use of public funds that is consistent with the long-term goals laid out in the regional plans.

The Working Group would like to know briefly about the program, a technical explanation of how it works, and how successful it has been in other areas of the United States and the world. Specifically, please at least address in your presentation the following concerns raised by various members of the Working Group and the public at the December meeting.

- What type of permitting processes have other jurisdictions been through?
- How were the environmental concerns addressed?
- How were other programs funded?
- How can such small pipes driven into the beach with such a large amount of space in between dewater enough sand to have a measurable positive impact on the beach width?
- Is there independent proof and verification that the PEM works? If so, please provide.
- What are the design parameters? Generally, how long it takes, costs per cubic yard, what the expected beach width increase is, how long it might last, monitoring impacts, etc.
- Are you willing to do a demonstration project in California? If not, please explain.
- Where does the sand come from that goes to the beach? Sand from upcoast or down coast will be taken from other beaches and may cause potential impacts. How have these impacts been addressed in other areas?
- Has implementation of the PEM ever included beach nourishment? Or, has a beach nourishment project been implemented prior to implementation of the PEM?
- What are the long-term impacts? How do you ensure that the PEM will not be washed away and out to sea?
- Are the monitoring photos that have been provided in other presentations showing seasonal effects? What was the tide level and when were the photos taken? Are there more photos available that could help assess whether there is really accretion?

I look forward to working with you to schedule a time for you to present this information to the Working Group. Please feel free to contact me at (619) 699-1916 or at [stu@sandag.org](mailto:stu@sandag.org).

Sincerely,

SHELBY TUCKER  
Associate Regional Planner

ST/dsn

[Date]

Mr. Neal Fishman  
Deputy Executive Director  
California Coastal Conservancy  
1330 Broadway  
13th Floor  
Oakland, CA 94612

Dear Mr. Fishman:

SUBJECT: Purchase of a Dredge for the State of California

We would like to express our support for the State of California (State) owning, operating, and maintaining a hopper dredge. The use of this dredge by the coastal municipalities within the State will be an invaluable asset for the implementation of beach replenishment projects.

In September 2001, the San Diego Association of Governments (SANDAG) completed construction of the Regional Beach Sand Project (RBSP). The dredging and filling for the RBSP was performed by a trailing suction hopper dredge. The dredge utilized six ocean borrow sites and placed 2.1 million cubic yards of clean, beach-quality sand at 12 eroded beaches from Oceanside to Imperial Beach.

The RBSP's main objective was to get sand on the region's eroding beaches to start the process of restoring this priceless centerpiece of our environment and economy. An equally important objective for the project was to demonstrate that cost-effective beach restoration technology could be successfully implemented in the San Diego region. The RBSP was the first of its kind to be implemented on the West Coast and we are in support of moving forward with another regional beach replenishment project. The purchase of a dredge would greatly enhance our ability to accomplish this goal.

The mobilization and demobilization of a hopper dredge is one of the largest costs associated with implementing beach replenishment projects, approximately 10 percent of the total project cost. The costs are high because the dredges come from all over the world. Having access to a dredge within the State will provide significant cost savings for the future implementation of projects similar to the RBSP. Also, there may be environmental benefits related to air quality and energy that can be associated with not having to mobilize and demobilize a dredge from outside the State.

Additionally, having easy access to the dredge will allow replenishment to occur more frequently. It has been six years since the RBSP and the implementation date of another project is currently unknown. Utilizing the State's dredge will hopefully allow for project implementation every five years, smaller projects may be done more frequently.

There are many benefits associated with the State owning, operating, and maintaining a trailing suction hopper dredge. We strongly support the purchase of a dredge and look forward to working with the State on restoring and maintaining the San Diego region's coastline.

Sincerely,

[AUTHOR NAME]

[Author Title]

List of potential elected officials/staff to copy:

- Senator Boxer
- Senator Feinstein
- San Diego delegation in D.C. and Lois Capps – any elected officials that have coastal or beach interests
- San Diego delegation in Sacramento
- Governor Schwarzenegger
- Douglas Bosco, Chairman, Public Member
- Jeremy Hallisey, Public Member
- Michael Genest, Department of Finance
- Mike Chrisman, Secretary for Resources
- Patrick Kruer, Chair, California Coastal Commission
- Ann Notthoff, Public Member
- Susan Hansch, California Coastal Commission
- Fred Klass, Department of Finance
- Karen Scarborough, California Resources Agency
- The Honorable Christine Kehoe, Senate
- The Honorable Abel Maldonado, Senate
- The Honorable Joe Simitian, Senate
- The Honorable Loni Hancock, Assembly
- The Honorable John Laird, Assembly



**BOARD OF DIRECTORS  
FEBRUARY 23, 2007**

**AGENDA ITEM NO. 07-02-9  
ACTION REQUESTED – INFORMATION/  
POSSIBLE ACTION**

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## **SUMMARY OF ANNUAL SANDAG RETREAT**

### **Introduction**

More than 50 Board and Alternate SANDAG Directors and member agency officials participated in the annual retreat, which was held January 31 - February 2, 2007, in the community of Borrego Springs.

For new participants, the initial retreat session covered the basics of SANDAG – the agency’s primary responsibilities, its major functions, voting procedures, and how the agency overall work program and budget are developed. The basics session also covered the roles and responsibilities of Board members, alternates, and policy advisory committee members.

Retreat topics included: (1) SANDAG role in addressing regional infrastructure needs; (2) overview of survey research and policy discussions on infrastructure needs for the San Diego region; (3) public policy and funding considerations for addressing regional infrastructure needs; (4) regional energy planning; and (5) a dialogue with California Senator Christine Kehoe and Assemblymember George Plescia on the legislative year ahead. The last session of the retreat was an evaluation of agency accomplishments during calendar year 2006 and priority setting for 2007. This report summarizes the topics discussed as well as the key action items from the retreat.

### **Addressing Regional Infrastructure Needs**

Retreat participants discussed infrastructure priorities identified in the Regional Comprehensive Plan (RCP) and the plan’s Integrated Regional Infrastructure Strategy (IRIS) component. The discussion focused on water supply, water conservation, stormwater management, open space, beach sand replenishment, and environmental management. Participants discussed opportunities for developing solutions/policies that address these needs without a funding source, such as: implement solutions at the source of pollution (i.e., for stormwater management, correct how vehicle brake pads contribute to stormwater pollution), make better land use decisions, and implement education programs for water conservation.

Participants then discussed whether open space preservation efforts are adequate. How should management and monitoring efforts be implemented. What are options for developing a regional approach to acquiring, monitoring, and maintaining open space.

## Next Steps

- SANDAG should convene a series of policy meetings to consider if/how SANDAG can facilitate the process of addressing stormwater management and water quality, open space, and beach sand replenishment issues.

## Survey says: Keep our water clean; improve our roads

At the retreat, staff presented preliminary findings from survey research. At its October 20, 2006, meeting, the Board directed staff to conduct research to determine residents' priorities about regional infrastructure improvements and funding sources. In November and December 2006, two regionwide telephone surveys were conducted. One focused on transportation infrastructure needs and priorities. The other survey was similar but addressed issues related to nontransportation infrastructure (habitat preservation, beach sand replenishment, and stormwater management).

The surveys were designed to determine what the region's residents consider to be the most-needed infrastructure improvements. The survey also asked respondents which among a variety of potential funding mechanisms they are willing to support to secure the revenue needed to make infrastructure improvements. At the retreat, the following preliminary findings were highlighted.

### *Transportation Infrastructure*

Fifteen transportation projects were presented to respondents, who were asked to give each a priority rating using a scale of 1 (low priority) to 5 (high priority). The highest-priority projects identified by respondents are maintaining and improving local streets and roads, introducing new technologies to improve the efficiency of the transportation system, and completing the local road network to improve connectivity and traffic flow.

### *Nontransportation Infrastructure*

Fourteen environmental and recreation projects were listed. Respondents were asked to give each one a priority rating, using a scale of 1 (low priority) to 5 (high priority). The highest-priority projects identified by respondents are to protect drinking water from contamination and pollution; keep trash and pollution out of rivers, streams, lagoons, and lakes; keep trash out of bays and off local beaches; remove chemicals and bacteria from water sources and stormwater runoff; and protect land around rivers, lakes, streams and lagoons to preserve water quality.

Survey highlights and conclusions are presented in Attachment 1. The full report will be posted to [www.sandag.org](http://www.sandag.org) by the end of February. The survey results and analyses provide information that can be used to help make strategic public policy decisions to address the region's infrastructure gaps.

## Next Steps

- Use survey results to stimulate public policy discussions and as background for follow-on research regarding the 2007 Regional Transportation Plan update and funding priorities and to identify options for infrastructure strategies.

## **Filling Regional Infrastructure Gaps: Public Policy Options**

This session of the retreat focused on an interactive polling exercise to help prioritize major transportation infrastructure projects; prioritize nontransportation infrastructure needs; and gauge support and policy direction for various funding and nonfunding actions for transportation and nontransportation infrastructure projects.

### **Next Steps**

- Include results in future public policy discussions about transportation and nontransportation regional infrastructure needs.

## **Do we have the Energy?**

Staff presented an update of the work on the SANDAG Regional Energy Program. Much of the energy planning program activities are coordinated through the Energy Working Group (EWG). The EWG advises the Regional Planning Committee on issues related to the coordination and implementation of the Regional Energy Strategy (RES) adopted by the SANDAG Board of Directors in July 2003. EWG members have been pursuing various outside funding sources to support Regional Energy Strategy program activities. One of the most promising opportunities appears to be a collaborative effort between SANDAG and the California Energy Commission (CEC).

SANDAG is pursuing options to secure CEC funding to update the Regional Energy Strategy, with a specific focus on the relationship between regional energy planning and smart growth land use/transportation planning as set forth in the RCP. SANDAG would update its RES, using the PLACE<sup>3S</sup> computer model as a tool for evaluating the energy use and greenhouse gas emission impacts of alternative land use/transportation scenarios. The results of this analysis and planning would then be incorporated into future updates of the RCP and Regional Transportation Plan. SANDAG would share its methodology and results with the CEC and with other Metropolitan Planning Organizations in California. In addition, the updated RES and PLACE<sup>3S</sup> model would be available to local governments in the San Diego region to be used in the updates of their general plans and implementing programs.

This discussion followed the Thursday luncheon keynote speech from CEC Chair, Jackalynne Pfannenstiel, who discussed new energy policies that will affect cities, counties, and other regional agencies. She emphasized new greenhouse gas policies that will affect the development of the Regional Transportation Plan.

### **Next Steps**

- Continue efforts to work with the California Energy Commission and other agencies to update the Regional Energy Strategy.
- As required by federal law, address how the 2007 Regional Transportation Plan update will reduce greenhouse gases generated in our region.

## **A Look at the California Legislative Year Ahead: Hon. Christine Kehoe and Hon. George Plescia**

During this session, Senator Christine Kehoe and Assemblymember George Plescia discussed Senate Bill 10: The San Diego County Regional Airport Authority Reform Act of 2007 with retreat participants. As initially drafted, this bill would change the current role and configuration of the San Diego Regional Airport Authority Board to include elected mayors, councilmembers, or a supervisor from San Diego County jurisdictions. The bill also would return the Airport Land Use Commission responsibility for determining compatible land uses surrounding airports to SANDAG. Assemblymember Plescia is the Principal Co-Author and Senator Denise Ducheny, and Assemblymembers Mary Salas and Lori Saldana are co-authors. The bill is moving through the committee process.

In addition, during this session, participants discussed the likely timeline and outcomes regarding the \$19.9 billion California transportation infrastructure bonds. Both SANDAG and Caltrans have submitted transportation projects to the California Transportation Commission for bond funding.

### **Next Steps**

- Monitor the Senate Bill 10 and bring an item to the SANDAG Board for possible position. (See Agenda Item No. 11 for further discussion.)
- Provide regular reports to the Board and its policy advisory committees regarding the bond funding packages and timelines.

### **SANDAG Evaluation and Priorities**

As part of the retreat, participants reviewed and confirmed proposed strategic goals and priorities for FY 2008:

- IMPROVE MOBILITY by providing better public transportation services and implementing *TransNet* Early Action Projects, transportation demand management, and traveler information Services.
- ENCOURAGE QUALITY OF LIFE IMPROVEMENTS, as characterized by a strong economy, healthy environment, more housing, and more housing choices; and consistent with the Regional Comprehensive Plan Strategic Initiatives.
- ENSURE PUBLIC SAFETY through the continued efforts of Automated Regional Justice Information System and Criminal Justice research.
- ENHANCE ORGANIZATIONAL EFFECTIVENESS, Information Services, and technical capabilities.

Retreat participants also reviewed and discussed what the Executive Committee has set as SANDAG Priorities during FY 2008:

- Deliver Projects — Use *TransNet* and California Infrastructure Bonds for early delivery of transportation improvements

- RCP — Implement the Regional Comprehensive Plan with member agencies, and monitor and report on the plan's progress
- RTP — Update the MOBILITY 2030 Regional Transportation Plan by the end of 2007
- Technology — Use research, information, state-of-the-art technologies, and planning to improve mobility, interoperability, public safety, and communications
- Goods Movement — Advance mobility and goods movement infrastructure within San Diego and among neighboring counties and Mexico
- Business Decisions — Optimize and continually evaluate agency business decisions and internal practices for transit station joint developments, FasTrak, 511, Compass Card, RideLink, Freeway Service Patrol, and our Service Bureau
- Accountability — Support initiatives that improve services to member agencies and enhance accountability for regional public policy decisions

### **Summary**

As in past years, the SANDAG Executive Committee continually refines the way the retreat is structured. Participants agreed to continue to encourage their colleagues to participate in the annual retreat because of the inherent value this type of interaction fosters among local leaders. Next year's retreat is tentatively scheduled for January 30, 31, and February 1, 2008.

GARY L. GALLEGOS  
Executive Director

Attachment: 1. Survey Highlights and Conclusions

Key Staff Contact: Anne Steinberger, (619) 699-1937, ast@sandag.org

Funds are budgeted in Overall Work Element #9000100 - Board Expenses



## INTRODUCTION

In the past two decades, the San Diego region has struggled with how to accommodate a growing population while maintaining the overall quality of life for residents. Between 1980 and 2000, the region grew by nearly one million residents. By 2030, the population is expected to grow by an additional one million residents—reaching approximately four million total.<sup>1</sup> Developing strategies to effectively deal with a growing population is chief among all of the long-term challenges to the region’s quality of life and sustainability because of the direct and indirect impacts growth has on many other factors that shape how people live, work and play—including housing availability, cost of living, employment opportunities, adequacy of transportation infrastructure, traffic congestion and mobility, air quality, and conservation.

In the Regional Comprehensive Plan (RCP), SANDAG set forth both a vision and an integrated plan for better addressing many of the growth-related issues that affect the region. The RCP emphasizes the importance of considering regional infrastructure needs as an *integrated* system, as well as recognizing the relationship between land use planning, transportation planning, and associated infrastructure investments. Consistent with this philosophy, the RCP includes an Integrated Regional Infrastructure Strategy (IRIS) that focuses on eight areas of regional infrastructure: transportation, parks and open space, stormwater management, education, energy supply and delivery systems, water supply and delivery systems, wastewater, and solid waste, recycling, and disposal.

Although many of the aforementioned infrastructure areas have access to annual funding, the amount of funding available through existing revenue streams is in most cases insufficient to meet the growing needs of the region. Moreover, several key infrastructure areas lack a dedicated funding source altogether: habitat preservation, sand replenishment, and stormwater management. The fact that the infrastructure needs of the region exceed the available revenue underscores the importance of prioritizing investments, leveraging state, federal and private funds where possible, and identifying opportunities to secure additional local funding sources in the future.

**MOTIVATION FOR SURVEY** The primary objective of the study described in this report was to engage the public in the process of prioritizing regional infrastructure improvements and identifying potentially viable funding solutions. In short, what do residents of the San Diego region consider to be the most-needed infrastructure improvements? And, given the limited funding currently available, which (if any) among a variety of potential new funding mechanisms are they willing to support in order secure the revenue needed to make select infrastructure improvements? Ultimately, the survey results and analyses presented in this report will provide the SANDAG Board of Directors and staff with information that can be used to make sound, strategic decisions with respect to addressing the region’s infrastructure gaps—now and in the future.

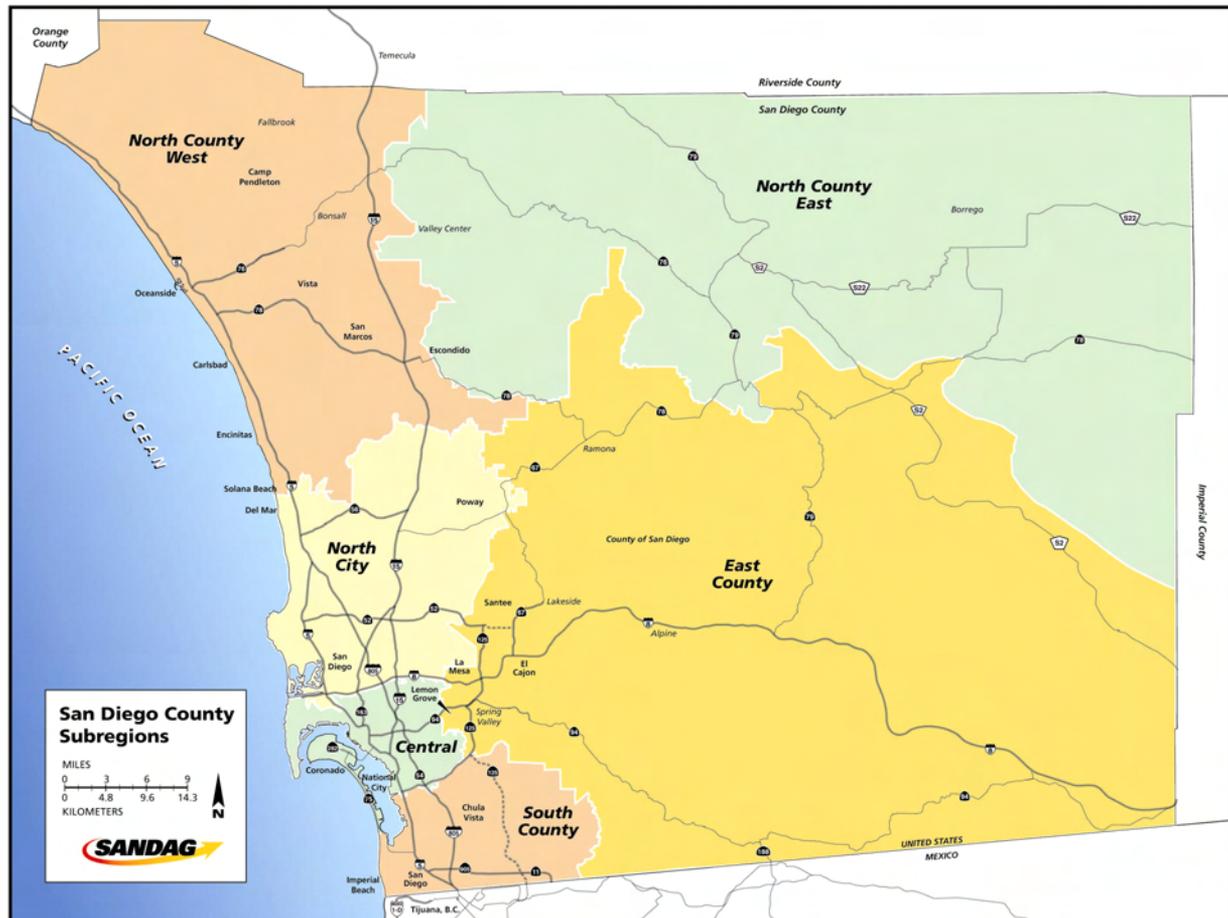
**METHODOLOGY OVERVIEW** A full description of the methodology used for this study is included later in this report (see *Methodology* on page 45). In brief, a total of 2,000 people who reside in the San Diego region were selected using stratified random sampling.

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1. Source: SANDAG 2007.

To accommodate SANDAG's interest in obtaining reliable parameter estimates for the region as a whole, as well as within the six planning areas identified in Figure 1, the study employed a strategic oversample by planning area to balance the statistical margins of error associated with estimates at the planning area level. To adjust for the oversampling, the raw data were then weighted according to likely voter population estimates prior to analyses and presentation. The results presented in this report are the weighted results, which are representative at the region-wide level, as well as within the six planning areas.

FIGURE 1 SURVEY UNIVERSE AND PLANNING AREAS



**ORGANIZATION OF REPORT** This report is designed to meet the needs of readers who prefer a summary of the findings as well as those who are interested in the details of the results. For those who seek an overview of the findings, the sections titled *Just the Facts* and *Conclusions* are for you. They provide a summary of the most important factual findings of the survey in bullet-point format and a discussion of their implications. For the interested reader, this section is followed by a more detailed question-by-question discussion of the results from the survey by topic area (see *Table of Contents*), as well as a description of the methodology employed for collecting and analyzing the data. And, for the truly ambitious reader, the questionnaires used for the interviews are contained at the back of this report and a complete set of crosstabulations for the study results is contained in Appendix A.

**ACKNOWLEDGEMENTS** True North would like to thank the staff at SANDAG who participated in the design of this study. Their expertise and insight improved the overall quality of the research presented here.

**DISCLAIMER** The statements and conclusions in this report are those of the authors (Dr. Timothy McLarney and Richard Sarles) at True North Research, Inc. and not necessarily those of SANDAG. Any errors and omissions are the responsibility of the authors.

**ABOUT TRUE NORTH** True North is a full-service survey research firm that is dedicated to providing public agencies with a clear understanding of the values, perceptions, priorities and concerns of their residents and customers. Through designing and implementing scientific surveys, focus groups and one-on-one interviews, as well as expert interpretation of the findings, True North helps its clients to move with confidence when making strategic decisions in a variety of areas—such as planning, policy evaluation, performance management, organizational development, establishing fiscal priorities, and developing effective public information campaigns. During their careers, Dr. McLarney (President) and Mr. Sarles (Principal Researcher) have designed and conducted over 400 survey research studies for public agencies, including more than 200 studies for councils of government, municipalities and special districts.



## JUST THE FACTS

The following is an outline of the main factual findings from the survey. For the reader's convenience, we have organized the findings according to the section titles used in the body of this report. Thus, if you would like to learn more about a particular finding, simply turn to the appropriate report section.

### GENERAL PERCEPTIONS OF REGION

- The overwhelming majority of respondents shared very favorable opinions of the quality of life in the San Diego region, with 35% reporting it is excellent and 51% stating it is good. Just 12% of residents indicated that the quality of life in the region is fair, and only 2% of residents used 'poor' or 'very poor' to describe the quality of life in the San Diego region.
- Approximately 43% of residents anticipated that the quality of life in the San Diego region will remain about the same in the future, 18% were optimistic and expected that it will improve, whereas just over one-third (35%) of residents anticipated that the livability in the region will decline in the future. An additional 4% of residents were unsure or unwilling to share their opinion.
- When provided an open-ended opportunity to list the change that they would most like local and regional governments to address so as to improve the quality of life in the region, the most commonly suggested changes centered on reducing traffic congestion and improving the transportation and transit systems, followed by making housing more affordable and available, improving infrastructure, improving the government process/leadership, and limiting growth/overcrowding.

### RATING LOCAL ISSUES

- From a list of 15 regional issues, residents rated protecting water quality as the most important issue, followed by reducing traffic congestion, maintaining and repairing transportation infrastructure like roads and highways, improving public education, and protecting the environment.
- With respect to the same list of 15 issues, residents were most satisfied with current efforts to increase fire services, followed by efforts to preserve parks, open space and natural habitats, improve air quality, improve the local economy, and protect water quality. They were least satisfied with current efforts to reduce traffic congestion, manage growth and development, improve public education, and maintain and repair transportation infrastructure like roads and highways.

### REGIONAL PRIORITIES

- When a subsample of 1,000 residents were asked to prioritize a list of specific transportation infrastructure improvements, they assigned the highest priority to maintaining and improving local streets and roads, followed closely by introducing new technologies to improve the efficiency of the transportation system and traffic flow, completing the local road network to improve connectivity and traffic flow, and adding lanes to existing freeways.

- At the other end of the spectrum, these same residents assigned comparatively lower priority ratings to expanding and improving the network of bike paths and facilities, building new rail lines, providing more frequent local bus service, and expanding high-speed express bus service on freeways and major streets.
- When a separate subsample of 1,000 residents were asked to prioritize a list of specific non-transportation infrastructure improvements, they assigned the highest priority to a variety of water quality protection efforts, including protecting sources of drinking water from contamination and pollution, keeping trash and pollution out of rivers, streams, lagoons, and lakes, keeping trash and pollution out of the bays and off local beaches, removing chemicals and bacteria from water sources and stormwater runoff, and protecting land around rivers, lakes, streams and lagoons to preserve water quality.

## FUNDING ALTERNATIVES

Residents' baseline willingness to fund priority infrastructure improvements through new financing mechanisms varied considerably depending on the type of mechanism and the rate.

- With respect to priority **transportation** infrastructure improvements, several mechanisms garnered majority support, including increasing the county-wide sales tax by one-quarter cent (62%) and one-half cent (59%), allowing solo drivers to use carpool lanes for a fee (52%), increasing the annual vehicle registration fee by \$4 (51%) and \$2 (62%), charging a fee of \$2 per day on rental cars (55%), and increasing the fee on new commercial developments (58%). It is also worth noting that a majority (52%) of residents stated that they would support a property tax of \$15 per year if the money would be dedicated to improving the public transit system in their community.
- With respect to priority **non-transportation** infrastructure improvements, funding solutions that garnered majority baseline support included increasing the county-wide sales tax by one-eighth (61%), one-quarter (56%), and one-half cent (50%), increasing property taxes by \$15 per year (55%), increasing the transit occupancy tax (53%), charging a fee on rental cars of \$4 (51%) or \$2 (64%) per day, and increasing the developer fees on a new home (56%) and new commercial developments (67%).

## RELEVANT ATTITUDES

- Traffic congestion was cited by 85% of residents as at least a moderate problem in their area.
- Water pollution was cited by 57% of residents as at least a moderate problem in their area.
- Air pollution was cited by 52% of residents as at least a moderate problem in their area.
- Lack of open space for habitat preservation was cited by 44% of residents as at least a moderate problem in their area.
- Lack of open space for recreation was cited by 38% of residents as at least a moderate problem in their area.

- Two-thirds (67%) of residents indicated that the pace of growth in the San Diego region during the past five years has been too fast, whereas 28% stated that it has been about right and just 3% indicated that it has been too slow. An additional 3% were unsure or unwilling to share their opinion on this issue.

## AWARENESS OF SANDAG & TRANSNET

- One-third (33%) of residents indicated that they had heard of *TransNet* prior to participating in the survey.
- When provided an open-ended opportunity to describe what they had heard about *TransNet*, 38% of respondents provided a transportation-related comment, 36% were unsure or could not recall what they had heard, 7% mentioned sales tax, 6% provided a general positive comment, 4% provided a negative comment, and 3% mentioned SANDAG.
- Although more than two-thirds (70%) of residents had heard of SANDAG prior to participating in the survey, many respondents who had heard the name were either not sure what it meant (37%) or were unable to describe SANDAG in a way that demonstrated that they had a full and accurate understanding of the agency. Overall, approximately 10% described SANDAG as a government or political Board, 8% recognized the agency's role with respect to the environment, a similar percentage (8%) mentioned regional planning issues and solutions, 7% mentioned transportation in general, and 5% cited the agency's role with respect to infrastructure.



## CONCLUSIONS

As noted in the *Introduction*, this study was designed to engage the public in the process of prioritizing regional infrastructure improvements and identifying potentially viable funding solutions. Whereas subsequent sections of this report are devoted to conveying the detailed results of the survey, in this section we attempt to “see the forest through the trees” by noting how the collective results of the survey answer some of the key questions that motivated the research.

The following conclusions are based on True North’s interpretations of the results, as well as the firm’s experience conducting similar surveys for government agencies throughout the State.

*What do residents perceive as being the keys to maintaining the quality of life in the San Diego region?*

One of the more striking patterns to emerge from the survey is that although residents generally share a positive view of the current quality of life in the San Diego region, many are also concerned about the effects that growth and growth-related issues are likely to have on the livability of the region in the future. The vast majority (87%) of residents rated the current quality of life in the San Diego region as excellent or good, yet more than one-third (35%) also anticipated that the livability of the region will decline in the next ten years due in large part to population increases.

The public’s concern about the future livability of the region translates into a sense of urgency for developing strategies to effectively manage growth and development, reduce traffic congestion, maintain and repair regional infrastructure, and improve the availability and affordability of housing. These issues are not only widely perceived as being the keys to maintaining the quality of life in the San Diego region, they are also the areas in which residents identified the greatest need for positive change from their local and regional governments.

*What do residents of the San Diego region consider to be the most-needed infrastructure improvements?*

Although residents clearly recognize the value of maintaining and improving *all* types of infrastructure in the region, some improvements are viewed as higher priorities than others. With respect to *transportation* infrastructure, residents ranked maintaining and improving local streets and roads, introducing new technologies to improve the transportation system and traffic flow, and completing the local road network to improve connectivity and traffic flow as the top three regional priorities. Other top priorities included adding lanes to existing freeways, replacing out-dated transit vehicles and equipment with modern, energy efficient vehicles and equipment, and building intermodal hubs that improve the connectivity of the bus, train and bike networks.

With respect to *non-transportation* infrastructure improvements, residents consistently rated water-related improvements at the top of the priority scale. Of the 14 non-transportation infrastructure improvements tested, the top five priorities were protecting sources of drinking water from contamination and pollution, keeping trash and pollution out of riv-

ers, streams, lagoons, and lakes, keeping trash and pollution out of the bays and off local beaches, removing chemicals and bacteria from water sources and stormwater runoff, and protecting land around rivers, lakes, streams and lagoons to preserve water quality.

*Which potential new funding mechanisms are residents willing to support to make select infrastructure improvements?*

Identifying specific infrastructure improvements as priorities for the San Diego region is one thing; a willingness to fund these improvements through additional fees, taxes and other financing mechanisms is quite another. Accordingly, one of the primary goals of this study was to profile how resident support for funding priority infrastructure improvements is contingent on the type of financing mechanism and the associated rate, where applicable.

Using a conservative method for estimating baseline support for different financing mechanisms, the study found reasonably strong levels of support for several different financing mechanisms. With respect to priority *transportation* infrastructure improvements, mechanisms that garnered majority support included increasing the county-wide sales tax by one-quarter cent (62%) and one-half cent (59%), allowing solo drivers to use carpool lanes for a fee (52%), increasing the annual vehicle registration fee by \$4 (51%) and \$2 (62%), charging a fee of \$2 per day on rental cars (55%), and increasing the fee on new commercial developments (58%). A majority (52%) of residents also stated that they would support a property tax increase of \$15 per year if the money would be dedicated to improving the public transit system in their community.

Similar patterns were found with respect to funding priority *non-transportation* infrastructure improvements. Approximately half of the funding solutions tested received majority support, including increasing the county-wide sales tax by one-eighth (61%), one-quarter (56%), and one-half cent (50%), increasing property taxes by \$15 per year (55%), increasing the transit occupancy tax (53%), charging a fee on rental cars of \$4 (51%) or \$2 (64%) per day, and increasing the developer fees on a new home (56%) and new commercial developments (67%).