



League of Women Voters, San Diego Region
TRANSPORTATION ACTION POLICY
Adopted January 2021

(Note: Terms in yellow denote defined terms in the glossary beginning on p. 7 at the end of the document)

Position in Brief: The League of Women Voters of San Diego and North County San Diego support actions that connect people and commerce throughout the region. We support the following:

Overall Goals:

- Equal opportunity of access to transportation and well-being.
- Synergistic goals of a transportation plan and a climate action plan.
- Decrease in vehicle miles traveled through land use and transportation alternatives.
- Education of the public.
- Promotion of cost-effective transportation solutions.

Specific Objectives and Policies:

1. Land Use

Transportation should be planned in relation to land use plans. Transportation and land use planning should be integrated to promote reduced Vehicle Miles Traveled (VMT) through a jobs/housing balance and requirements that land use development facilitate use of transit and other alternatives to single occupant vehicles.

- **Transit should connect major employment centers with residential communities** to minimize vehicle miles traveled and planning for a variety of modes where possible including transit, biking and walking.
- **Mixed-use zoning near transit should be encouraged in order to facilitate convenience and reduce trips** and vehicle miles traveled.

2. Comprehensive Regional Strategies

- **The San Diego region should have an integrated transportation system which encompasses the following qualities: efficiency, convenience, and cost effectiveness; is safe and secure; serves all segments of the population and diverse geographic needs; minimizes harmful effects on the environment; and is supported by extensive public education.**
- **Transportation planning and decision-making should be the responsibility of a regional planning organization, structured to be responsive and responsible to the public.**
 - Transportation funding should come from all levels of government and where it makes sense, the private sector.
 - Regional and local levels should have maximum flexibility to select modes and projects on which to spend allocated funds.
 - Regional decision making should include extensive local input.
 - The public should have access to meetings and materials remotely and/or online in advance of the meeting date.

- **Public transit should be prioritized over highways and road improvements.** The League supports a transportation system to move people and goods that includes a variety of transportation modes, with emphasis on increased public transportation services and other viable alternatives to reduce vehicle miles traveled (VMT)
- **Transportation Demand Management (TDM) should be encouraged (ride sharing, carpools, staged work hours, working from home, etc.)** Planning for transportation should promote alternatives to single occupant vehicle travel such as high occupancy vehicle lanes, expanded transit, car/van pools and bicycle lanes, student and employee subsidies, flextime and telecommuting.
- **There should be a mode of transportation for the rider to travel between the transit station/stop and origin/destination, known as “first- and last-mile traveled.”** This is essential in order to make transit truly competitive by increasing public/private transportation services to reduce vehicle miles traveled.
- **Major streets should be planned and built to accommodate all users including automobiles, transit, bicycling and walking** in order to maximize transportation choices.

3. Climate/Environmental Considerations

- **There should be sufficient infrastructure and alternative transportation modes to meet climate action plan goals.** The League supports transportation policies to reduce VMT. These include:
 - Promote energy conservation and efficiency in transportation, buildings, and infrastructure, including energy efficiency standards and land use policies that reduce vehicle miles traveled.
 - Promote carbon pricing by market mechanisms such as cap and trade systems and carbon taxes.
 - Promote a clean, low-carbon energy economy that is sustainable, including all forms of renewable energy and transportation infrastructure.
- **Transportation systems should be planned to preserve sensitive resources as much as possible.**

4. Safety Considerations

- Assure adequate alternatives for ingress and egress for emergency situations.

5. Economic/Cost Considerations

- **There should be a comprehensive, affordable transportation system available to all San Diegans.** Planning for transportation should promote:
 - Strategies to influence travel behavior, such as fees, taxes and tolls, combined with mitigation measures for low income persons;
 - Incorporate Transportation Demand Management (TDM) concepts as described above.
 - Project evaluation processes which include early and informed public participation, analysis of alternative routes and modes, analysis of costs and benefits of each alternative, and consideration of consistency with regional and state transportation systems.
 - Strategies and programs to address the transportation needs of special segments of the population such as the elderly, disabled and students.
- **Structure funding to maximize transit ridership.**
 - Dedicate user fees and other transportation-related revenues exclusively for transportation-related uses.

- Utilize a variety of other funding methods, including general funds, sales tax revenues and private sources such as developer fees.
- Evaluate all funding in terms of equitable sharing of transportation costs, effect on travel behavior and indirect economic impacts.

Justification for Transportation Action Policy Elements

These next sections specify **National, State and Regional League positions** that justify elements of the proposed Action Policy. The full position statements are given in the LWVUS publication *Impact on Issues* and the LWVC publication *Action Policies and Positions*. (*links are embedded in position name*)

Positions are quoted in **bold**; the extrapolations from those positions used to justify the language in the Action Policy are in *italics*.

LWVUS Positions

Position on Environmental Protection and Pollution Control

Air Quality. *Promote measures to reduce pollution from mobile and stationary sources.*

- *Measures to reduce vehicular pollution,*
- *Including inspection and maintenance of emission controls,*
- *Changes in engine design and fuel types and development of more energy-efficient transportation systems;*
- *Regulation and reduction of ambient toxic-air pollutants;*

Energy - *Support environmentally sound policies that reduce energy growth rates, emphasize energy conservation and encourage the use of renewable resources. These policies include:*

- *Reduction of energy growth rates; use of a variety of energy sources, with emphasis on conserving energy and using energy-efficient technologies;*
- *The environmentally sound use of energy resources, with consideration of the entire cycle of energy production;*
- *Predominant reliance on renewable resources;*
- *Action by appropriate levels of government to encourage the use of renewable resources and energy conservation through funding for research and development, financial incentives, rate-setting policies and mandatory standards;*
- *Mandatory energy-conservation measures including standards for new automobiles with no relaxation of auto-emission control requirements;*
- *Policies to reduce energy demand and minimize the need for new generating capacity through techniques such as marginal cost or peak-load pricing or demand-management programs;*

Resource Management as it relates to Transportation

- *In planning transportation facilities, resource management decisions must be based on a thorough assessment of population growth and of current and future needs.*
- *To assure the future availability of essential resources, transportation planning must promote stewardship of natural resources.*
- *In planning transportation facilities, special attention should be given to maintaining and improving the environmental quality of urban communities.*

Meeting Basic Human Needs as it relates to Transportation

- *Transportation systems should afford better access to housing and jobs and should also provide energy-efficient and environmentally sound transportation.*
- *Government programs that require recipients of assistance to engage in work-related programs would be acceptable only if supplemental support services including transportation are included.*

Urban Policy as it relates to Transportation

Promote the economic health of cities and improve the quality of urban life

- *Support policies that promote a balance between jobs and housing, including land use policies to promote jobs and housing in proximity to one another.*
- *Support a comprehensive mass transit system to ensure all workers can reach their employers more easily while keeping greenhouse gas emissions low.*

LWVC Positions

Intergovernmental Relationships as it relates to Transportation

- *Flexibility for regional and local governments when administering state authorized and/or funded programs to determine needs, priorities, and the use of funds, consistent with state program objectives.*

Air Quality as it relates to Transportation

- *The state agency in California responsible for air pollution control and climate change policy should be strengthened and sufficiently funded to:*
 - *Set air quality standards that may be stricter than national standards;*
 - *Establish and regulate uniform policies and guidelines for administering air pollution control and reduction of greenhouse gas emissions at all jurisdictional levels of government in the state;*
 - *Support lower levels of government in the enforcement of laws and regulations needed to achieve air quality standards;*
 - *Sponsor a program of educating and instructing the public in aspects of air pollution that can be ameliorated by residents' activities and participation.*
 - *Air pollution control should be administered by air basin.*
 - *A well-developed mass transit system designed to reduce automobile traffic should be established in all metropolitan areas of the state.*
 - *The Highway User's Fund should be used for transportation-related services such as smog control and transit.*

Energy as it relates to Transportation

The League supports development of a state energy policy that will ensure reliability of energy resources and protection of the environment and public health and safety, at reasonable customer rates, giving primary consideration to conservation, energy efficiency, and renewable resources. State government should provide an efficient, coordinated energy administrative structure with open transparent procedures. In acquiring new electric resources, major additional factors to consider include the:

- *Reduction of greenhouse gas emissions;*
- *Development and deployment of renewable resources;*
- *Contribution to the diversity of the resource mix;*
- *Availability at times of peak power demand;*
- *Local governments should promote energy conservation, especially in relation to building codes, transportation, resource recovery, and public information.*

State & Local Finance as it relates to Transportation

Support measures: to ensure revenues both sufficient and flexible enough to meet changing needs for state and local government services; that contribute to a system of public finance that emphasizes equity and fair sharing of the tax burden as well as adequacy; that include long-range finance methods that meet current and future needs while taking into account the cumulative impact of public debt.

- *Make equitable provision for persons unable to pay fees or charges levied on essential community wide services.*

Transportation Glossary of Terms

Cap and Trade - Cap and trade is an approach that harnesses market forces to reduce emissions cost-effectively. Like other market-based strategies, it differs from “command-and-control” approaches where the government sets performance standards or dictates technology choices for individual facilities. Cap and trade allows the market to determine a price on carbon, and that price drives investment decisions and spurs market innovation.

Carbon Pricing - A market-based strategy for lowering global warming emissions. The aim is to put a price on carbon emissions—an actual monetary value—so that the costs of climate impacts and the opportunities for low-carbon energy options are better reflected in our production and consumption choices.

Climate Action Plan (CAP) - AB 32, passed by the Legislature and signed into law by then Governor Arnold Schwarzenegger in 2004, requires the State of California and local government to prepare plans to reduce greenhouse gas emissions to meet or exceed the state targets specified in AB 32.

First- and Last-Mile Traveled - “First and last-mile” connection describes the beginning or end of an individual trip made primarily by public transportation. In many cases, people will walk to transit if it is close enough. However, on either end of a public transit trip, the origin or destination may be difficult or

impossible to access by a short walk. This gap from public transit to destination is termed a last mile connection.

Greenhouse Gas Emissions (GHG) - Gas that absorbs and emits radiant energy within the thermal infrared range. Greenhouse gasses cause the greenhouse effect on planets.

Mixed Use Zoning - Urban planning and/or a zoning type that blends residential, commercial, cultural, institutional, or entertainment uses into one space, where those functions are to some degree physically and functionally integrated, and that provides pedestrian connections.

Mode Share - A transportation planning term which refers to the number of total trips within a specific geographic area and how the trips are divided among automobiles, public transit, bicycling, and walking.

Peak-Load Pricing - Peak pricing is a form of congestion pricing where customers pay an additional fee during periods of high demand. Peak pricing is most frequently implemented by utility companies, who charge higher rates during times of the year when demand is the highest.

Transportation Demand Management (TDM) - Policies and programs intended to manage traffic demand. They include such things as ride sharing, staggered work hours, working at home, and shuttle services.

Vehicle Miles Traveled (VMT) - Measures the amount of travel for all vehicles in a geographic region over a given period of time, typically a one-year period. It is calculated as the sum of the number of miles traveled by each vehicle.

EDUCATION ACTION POLICY

Adopted May 2022

The League of Women Voters at all levels believes that our democracy depends upon informed and active participation at all levels of government. An educated citizenry is fundamental to that goal. Young people need to be prepared for 21st century challenges regarding civic life as well as their careers and personal lives.

The League of Women Voters of San Diego also supports equitable, quality education for all students. This includes programs that assist people to become self-supporting, contributing members of society. The system should provide quality counseling and guidance programs, and individualized, innovative curricula. The League supports curricula that provide basic standards for mastery of core learning skills to ensure success in further education and careers. It should include content focused on science, technology, engineering, arts, and math, often referred to as STEAM, as well as competence in complex skills including speaking, reading and writing English. Compensatory education programs should be developed to enrich and increase education opportunities.

Civic education should also be an essential part of the curriculum in order to prepare students to be productive, responsible adults who understand their crucial role as participants in civil society.

The League believes that quality of education is synonymous with equality of education, and that all students deserve access to a curriculum that maximizes their opportunities to thrive in the 21st century.

This Action Policy draws on language from all levels of League (see the Justifications below) and is meant to supplement that position. It is neither intended to replace our current LWVSD Education Position nor preclude opting to do a full update of our Education position in the future.

Justifications:

From LWVUS Impact on Issues

Citizens' Right to Know/Citizen Participation

p. 49 "The League of Women Voters of the United States believes that democratic government depends upon informed and active participation at all levels of government."

Education

Quality Education

p. 121 The LWVUS supports " 'equal access to quality education,' reflecting League recognition that 'equality' and 'quality' are inseparable."

Further Guidelines and Criteria for using the Equality of Opportunity Positions

p. 123 "People for whom community action programs are designed should be involved in the planning and implementation of those programs."

p. 123 "Programs should assist people to become self-supporting, contributing members of society."

Federal Role in Public Education

p. 125 "A quality public education is essential for a strong, viable, and sustainable democratic society and is a civil right."

p. 125 "Provide broad common standards developed by educational experts upon which states and local education agencies can build"

From LWVC Action Policies and Priorities 2021 Introduction

p. 6 LWVC Action Policies (definition/explanation for understanding)

Education: Pre-Kindergarten through 12

p. 30 “Support a comprehensive pre-kindergarten through twelfth grade public education system that meets the needs of each individual student; challenges all students to reach their highest potential; and develops patterns of lifelong learning and responsible citizenship. Support improvements in public education, based on access with both equitable and sufficient opportunities to learn for all students. Support formulating broad general guidelines at the state level, with flexibility at the local level for developing and implementing programs.”

Curriculum

p. 31 “There should be joint responsibility for coordinated curriculum planning in which the state develops broad guidelines for a common core curriculum and the local district develops a comprehensive, challenging curriculum that:

- a. includes the state minimum requirements
- b. meets the needs and challenges the abilities of all students in the district
- c. reflects priorities set in the local community.”

Curriculum: Program

p. 31 Educational programs should include “sufficient instruction to develop competence in speaking, reading and writing English,” “exposure to a broad common body of knowledge” and “preparation for leading productive lives, including responsible citizenship,” as well as, “the opportunity to graduate with the skills and knowledge necessary to choose postsecondary education or immediate entry into gainful employment or both.”

From LWVSD Education Position

p. 11 “Public school systems should ensure quality education for all... The system should provide ...quality counseling and guidance programs; individualized, innovative curricula; and compensatory education programs.

“Individualized and innovative curricula should be designed to meet individual students’ needs. Compensatory education programs should be developed to enrich and increase educational opportunity. It should include content focused on technology and the arts.”