

2050 REGIONAL TRANSPORTATION PLAN FACT SHEET



Visualizing smart growth possibilities...
Existing conditions in Chula Vista (above);
Conceptual opportunities (below)

SANDAG is developing the 2050 Regional Transportation Plan (RTP). The 2050 RTP will rely upon the Regional Comprehensive Plan (RCP) and other planning efforts as the foundation for integrating land uses, transportation systems, infrastructure needs, and public investment strategies within a regional smart growth framework. The RTP focuses both on the movement of people and goods, including marine terminals, air cargo facilities, freight rail, and land ports of entry that link our region with Mexico. In accordance with state and federal guidelines, the 2050 RTP is scheduled for adoption by the Board of Directors in July 2011.

With each RTP update, SANDAG starts the planning process by establishing a framework of goals, policy objectives, and performance measures to guide the development of the Plan. This is a key first step, as it is the policy foundation for the RTP and identifies the “big picture” of what we hope to achieve. The Board of Directors discussed the 2050 RTP vision, goals, and policy objectives to help reach the 2050 RTP goals in fall 2009.

The 2050 RTP goals are structured into two overarching themes: Quality of Travel & Livability, and Sustainability. Quality of Travel & Livability relates to how the transportation system functions from the individual customer perspective (Mobility, Reliability, and System Preservation & Safety), while Sustainability relates to making progress simultaneously in each of the Three “Es” (Social Equity, Healthy Environment, and Prosperous Economy) from a regional perspective.

SANDAG is the first major Metropolitan Planning Organization that is preparing an RTP that will comply with provisions of Senate Bill (SB) 375. A new regional growth forecast and the results of other studies currently underway will be incorporated into the development of the 2050 RTP, including the Climate Action Strategy, Regional Energy Strategy Update, Regional Bicycle Plan, Urban Area Transit Strategy, Comprehensive Freight Gateway Forecast, airport multimodal planning, high speed rail planning, and corridor and subregional studies. Other major tasks include updates to the project evaluation criteria and plan performance measures, economic analysis of investment strategies, and new revenue projections and cost estimates for transportation projects and services.

SB 375

Per SB 375, the 2050 RTP will incorporate new legislative requirements. The Sustainable Communities Strategy (SCS) will be a new element of the RTP, and will be designed to show how regional greenhouse gas (GHG) emission reduction targets, to be established by the California Air Resources Board, will be achieved through development patterns, infrastructure investments, and transportation measures or policies that are determined to be feasible. Additionally, the SCS must be consistent with the Regional Housing Needs Assessment (RHNA) and must address protection of sensitive resource areas. If the SCS does not meet regional GHG reduction targets, an Alternative Planning Strategy (APS) must be developed to demonstrate how the targets can be achieved.



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

(Continued on reverse)



The adopted Smart Growth Concept Map will inform the development of the SCS. Additionally, strategies from the Climate Action Plan will provide options for additional measures that could reduce GHG emissions.

The Environmental Impact Report (EIR) for the 2050 RTP will require analysis beyond what has been included in previous RTP EIRs. The RTP environmental analysis will include GHG emissions baseline measurements and projections, as well as potential mitigation measures that could reduce those emissions. The EIR also will include analysis of the additional elements required by SB 375, such as the SCS.

A New Regional Growth Forecast

Similar to past RTPs, the 2050 RTP will be based on a new regional growth forecast that includes existing and planned land uses, and potential redevelopment and infill areas from local general plans. However, most general plans have horizon years much earlier than 2050. As a result, SANDAG has received assistance from local jurisdictions to prepare local land use scenarios that will be applied beyond the local general plan horizon year out to the year 2050. This forecast will be SANDAG's first estimate of population, housing, land use, and economic growth to the end of the *TransNet* program in 2048.

Urban Area Transit Strategy

SANDAG is developing an Urban Area Transit Strategy to evaluate possible regional transit strategies that significantly increase the attractiveness and use of transit in the urban area and maximize peak period alternative mode share (including transit, carpool, vanpool, bicycle, and walk trips) in the region. Three transit network alternatives will be developed and tested in conjunction with the rest of the transportation system. One of these networks (or an alternative, combination, or variation) will be incorporated into the 2050 RTP as the regional transit network. Additionally, the study will include short-term action plans and implementation strategies.

Public Involvement and Collaboration

The SANDAG Public Participation Plan guides the agency's public outreach efforts. A public involvement strategy has been prepared to engage the public in the development of the 2050 RTP. A new Stakeholders Working Group was established in summer 2009 to provide input on key elements of the 2050 RTP. Public presentations, workshops, the rEgion monthly electronic newsletter, the 2050 RTP Web page (www.sandag.org/2050rtp) are among the ways to involve the public and to receive input on the work products leading to the 2050 RTP.