

Appendix E

List of Related Studies and Reports

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2050 Regional Transportation Plan

Studies/Reports Completed Since the 2030 Regional Transportation Plan (RTP)

Completed Studies

2050 Regional Growth Forecast (April 2011)

Since 1972, the San Diego Association of Governments (SANDAG) has produced long range forecasts of population, housing, and employment that are used as a basic resource by elected officials, planners, academics, and the general public. Among other applications, the [2050 Regional Growth Forecast](#) is the basis for the 2050 Regional Transportation Plan (RTP).

These forecasts represent the best assessment of the changes we can anticipate for the region and its communities based on the best available information and well-proven and verified computer models. The SANDAG forecasts are meant to help policy- and decision-makers prepare for the future and are not an expression for or against growth. The forecasts are developed through a collaborative effort with experts in demography, housing, the economy, and other disciplines, and the close cooperation of the local planning directors and their staffs. The 2050 Regional Growth Forecast is included as Technical Appendix 2.

Central Interstate 5 Conceptual Improvement Program (July 2010)

In 2009, the Centre City Development Corporation (CCDC) initiated the Central Interstate 5 (I-5) Conceptual Improvement Program. This study was intended to identify ideas for improving the Central I-5 Corridor. These ideas would be subsequently refined as required by the Regional Transportation Plan (RTP) process.

Staff members at the CCDC, the San Diego Association of Governments (SANDAG), the California Department of Transportation (Caltrans), the City of San Diego, the Port of San Diego, the San Diego County Regional Airport Authority, and the Metropolitan Transit System collaborated on the study.

The concept plan was initially based on the Central I-5 Corridor Study (SANDAG; June 2003), and refinements and modifications to the plan were based on more recent studies, as well as input from the involved agencies. This effort identified enhancements to the Sea World Drive and Old Town interchanges; Pacific Highway high occupancy vehicle (HOV) Lanes from Sea World Drive to downtown San Diego; Harbor Drive HOV lanes from Tidelands Avenue to downtown San Diego; I-5 Freeway HOV lanes south of I-15 connectors; and I-5 freeway ramp improvements and auxiliary lanes.

Comprehensive Freight Gateway Study (March 2010)

In March 2010, SANDAG published the [Comprehensive Freight Gateway Study \(Gateway Study\)](#), which forecasts regional freight traffic in San Diego and Imperial Counties through 2050. The primary objective of the Gateway Study is to give SANDAG, the Imperial County Transportation Commission, and other regional stakeholders access to timely and comprehensive information on the flow of freight. This information is used as a tool to better plan and manage a network for freight that is sustainable, particularly for the flow of freight across the border with Mexico.

The Gateway Study informed the update of the Goods Movement Strategy, a component of the 2050 RTP, by identifying

current and future freight flows and by providing insights into how freight investments impact the flow of freight, industrial development, and related economic activity. The Gateway Study is included as Technical Appendix 11.

[Congestion Management Program \(CMP\) \(November 2008\)](#)

The purpose of the state-mandated [CMP](#) is to monitor roadway congestion and assess the overall performance of the region's transportation system. Based on this assessment, the CMP contains specific strategies and improvements to reduce traffic congestion and improve the performance of a multimodal transportation system. Examples of strategies include increasing the emphasis on public transportation and rideshare programs, mitigating the impacts of new development, and better coordinating decisions for how land is used and how transportation is planned. The region opted to be exempt from the state CMP requirements in 2009.

[Coordinated Public Transit – Human Services Transportation Plan \(October 2010\)](#)

The Regional Short Range Transit Plan (RSRTP) provides a five-year blueprint for how public transit improvements described in the RTP are to be implemented. The federal government, through the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) now requires each region to prepare a [Coordinated Public Transit and Human Services Transportation Plan \(Coordinated Plan\)](#). The intent of this plan is to improve coordination in transportation planning and operations between public transit and human service transportation. Because several requirements for the RSRTP and the

Coordinated Plan overlap, it was determined that the two documents should be combined. In addition to including new federal requirements, the Coordinated Plan also includes goals, objectives, and indicators that will be used to evaluate performance, as required by the Transportation Development Act of the State of California.

A key highlight of this Coordinated Plan update is the addition of information on rural transportation services and needs, based on surveys and outreach efforts specifically in rural areas. Therefore, rural area transportation information and needs are woven throughout the document.

[Designing for Smart Growth, Creating Great Places in the San Diego Region \(June 2009\)](#)

The quality of a community's design can make the difference between a sense of overcrowding and a feeling of vibrancy. This is particularly true where smart growth principles result in more compact development and promote a wider mix of uses.

[Smart growth guidelines](#) reflect the importance of design in maintaining and enhancing a community's character, and in creating great public places. They collectively serve as both a primer and a technical reference. Among the subjects covered are site design, street design, parking, and other topics that define a mixed-use community that offers a variety of options for transportation.

[Destination Lindbergh \(March 2009\)](#)

In March 2009, SANDAG, the City of San Diego, and the San Diego County Regional Airport Authority finalized the [Destination Lindbergh](#) Project. This report identified the ultimate configuration and capacity for the San Diego International Airport. Also, it

described proposed improvements for connecting the airport with the greater San Diego region with multiple modes of transportation. Destination Lindbergh is included as Technical Appendix 16.

[Encinitas Grade Separated Pedestrian Crossings Combined Project Study Report/Project Report \(June 2009\)](#)

SANDAG collaborated with the City of Encinitas on the development and analysis of alternatives for [grade separated pedestrian crossings](#) along the Coastal Rail corridor. Major products of this study included: an analysis of alternatives; final plans, specifications, and estimates; and an environmental document that provided the needed approvals for the construction phase under a separate project.

[Escondido BREEZE Rapid \(June 2011\)](#)

In June 2005, in cooperation with the City of Escondido and the North County Transit District (NCTD), SANDAG initiated the [Escondido Rapid Bus project](#). The purpose of this project was to identify and implement improvements for a “rapid bus” connection between the Escondido Transit Center, downtown and south Escondido, and Westfield North County (North County Fair). This service also would connect to the future SPRINTER passenger rail line and I-15 Bus Rapid Transit (BRT) services.

This project corridor was identified in the MOBILITY 2030 RTP to improve local and rapid bus services. A number of transit priority measures were reviewed to improve the travel time and reliability of Route 350, without adversely impacting the local transportation system. Specific improvements include a “queue jump” lane at one of the most congested intersections along the route, transit signal priority at each intersection, and improved bus stops

and shelters with real-time bus schedule information signs.

The NCTD Board of Directors, Escondido City Council, and SANDAG Transportation Committee approved the recommendations from the initial study. Preliminary engineering and design was completed in 2007, final design was completed in 2010, and the service was launched in June 2011.

[Feasibility Study for the San Diego Portion of the California Coastal Trail](#)

The [California Coastal Trail \(CCT\)](#) is currently made up of a series of trails stretching 1,300 miles up and down the California coastline. The Preliminary Scoping Study for the San Diego Portion of the California Coastal Trail provides a summary of planning, mapping, engineering, environmental, and funding data relevant to the California Coastal Trail. This data can provide background information for the preparation of future feasibility studies. The San Diego portion of the CCT will be made up of a series of trails running from Camp Pendleton and Oceanside to the southern border of the United States. The Feasibility Study for the San Diego Portion of the California Coastal Trail [Technical Memoranda No. 1 through 5](#) are included as Technical Appendix 14.

[Hillcrest Corridor Bus Rapid Transit Planning and Conceptual Design \(Spring 2008\)](#)

This was a planning and conceptual design study of pedestrian and transit improvements in the [4th and 5th Avenue](#) corridors in Hillcrest. Work included a conceptual design of street improvements, including transit lanes, stations, and pedestrian improvements, as well as an initial operating plan that assumes the current level of operating resources.

[Intelligent Transportation Systems \(ITS\) Strategic Plan \(August 2011\)](#)

[ITS](#) is an approach to managing Transportation networks using technology to maximize efficiency. ITS includes the application of advanced technologies like communications, sensor technologies, and other techniques to enhance the current transportation system and provide safer, efficient, and economic travel in the San Diego Region.

Whereas the 2050 RTP has a 40-year horizon, the ITS Strategic Plan looks at the next 10 years at what is possible to implement and institute in the coming decade.

The ITS Strategic Plan was developed with inputs from SANDAG's regional partners including the 18 cities within the region, the County of San Diego, Caltrans District 11, the Metropolitan Transit System, and North County Transit District. The ITS Strategic Plan documents the region's priorities for investments into TSM without regard to which agency will implement individual strategies. Instead, this plan looks at the region as a whole and how each partner can participate as a member of the whole to improve the overall transportation system network. The ITS Strategic Plan is included as a Technical Appendix 21.

[Interstate 15 Interregional Partnership Phase III \(February 2010\)](#)

The primary goal of this partnership is for the San Diego and Riverside regions to collaborate on planning for housing, transportation, and economic development to improve the quality of life for residents in both regions. [Phase III](#) was funded by two Caltrans grants. The first grant allowed SANDAG and the Western Riverside Council of Governments to continue with activities in all three of the areas of focus: economic

development, transportation and housing. The second grant allowed SANDAG and the Riverside County Transportation Commission to improve vanpool programs that the two agencies administer, and to look at how people who use vanpools and carpools can be persuaded to instead choose transit options such as the express bus or BRT. Phase III received additional funding to develop a Strategic Implementation Plan (SIP), using a multimodal approach to reduce congestion in the I-15 corridor at the county line.

[Interstate 15 Managed Lanes Implementation Study \(2009\)](#)

This study described plans for a new Electronic Toll Collection System (ETCS) for the expanding [I-15 Managed Lanes](#) facility between State Route (SR) 163 and SR 78. This project is expected to build upon the recommendations from the I-15 Managed Lanes Value Pricing Study, completed in 2003, which evaluated the feasibility of allowing single occupant vehicles to use the excess capacity of the Managed Lanes. Final design and systems engineering of the ETCS and deploying the toll system has been completed. Training for I-15 Managed Lanes incident management and implementation of a Violation Enforcement systems field operational test also has been completed. The I-15 Managed Lanes Implementation Study is included as Technical Appendix 17.

[Interstate 5 South Multimodal Corridor Study \(December 2010\)](#)

SANDAG, in collaboration with the City of Chula Vista and Caltrans, conducted the [I-5 South Multimodal Corridor Study](#) to examine potential transportation improvements to I-5 between SR 54 and Main Street in the City of Chula Vista. Initiated in February 2009, this study will complement a larger effort by Caltrans to

prepare a highway project study report for a longer segment of I-5, from SR 15 to the international border with Mexico. In May 2010, the SANDAG Board approved Alternative 2, which includes the addition of two high occupancy vehicle (HOV) lanes, a braided freeway on/off ramp system, bus rapid transit service (BRT) on I-5, and three Trolley rail grade separations, for consideration in the development of the 2050 RTP. The I-5 South Multimodal Corridor Study is included as Technical Appendix 18.

[Los Angeles-San Diego-San Luis Obispo Rail Corridor \(LOSSAN\) Preliminary Environmental Impact Report/Statement \(PEIR/EIS\) \(Spring 2008\)](#)

In July 2004, Caltrans and the Federal Railroad Administration released the draft PEIR/EIS for the Los Angeles to San Diego coastal rail corridor. This [document](#) complies with federal and state environmental laws, in terms of reviewing rail improvement alternatives, demonstrating the purpose and the need for these improvements, and identifying project impacts. In some locations along the corridor, the document selects a preferred alternative. In other locations, options are identified that will require further environmental review. Caltrans finalized the document in FY 2008, following an extensive public comment period.

[Mid-City Interstate 15 Transit Station Study \(June 2009\)](#)

Due to operational safety issues surrounding centerline stations that were previously proposed on I-15 in Mid-City, SANDAG, Caltrans, and the City Heights community developed a design for bus rapid transit stations. This effort was conducted in conjunction with community planning for transit-oriented development. The goal was to have the stations built by

the time that I-15 BRT service begins in 2012. The [Mid-City I-15 Transit Station Study](#) was completed in June 2009. Four alternatives were selected for a future environmental analysis, and a draft of the analysis was released on December 30, 2010. A final environmental document was released on June 30, 2011.

[Mid-City Rapid Bus Project Development \(Summer 2008\)](#)

Service and phasing plans for the introduction of rapid bus service for Mid-City will be developed through this project. Preliminary engineering (PE), final design, environmental work for the implementation of rapid bus service in the Mid-City communities, and an outline PE/environmental work for the Park Boulevard segment were completed. Staff has coordinated with the Federal Transit Administration and will be receiving a Very Small Starts grant. [Phase I](#) of the project is scheduled start service in 2012.

[Regional Aviation Strategic Plan and Airport Multimodal Accessibility Plan \(RASP – March 2011; AMAP – June 2011\)](#)

SANDAG and the San Diego County Regional Airport Authority are engaged in a two-pronged process to plan for improved infrastructure that will be needed to accommodate air traffic in the region, as well as surface transportation that will serve airport facilities.

Senate Bill 10 of 2007 (SB 10) requires airport multimodal planning to be conducted and coordinated by SANDAG and the Authority. The main planning provisions of SB 10 include the development of a [Regional Aviation Strategic Plan \(RASP\)](#) and an [Airport Multimodal Accessibility Plan \(AMAP\)](#).

The Authority is the lead for the RASP, which identified workable strategies to

improve the performance of the regional airport system. SANDAG is the lead for the AMAP, which is developing a multimodal strategy to improve surface transportation to airports.

The development of the RASP and AMAP is a coordinated process between the Authority and SANDAG. While the Authority is the lead for the aviation demand, capacity, and airport infrastructure components to be completed for the RASP, these studies were incorporated into the AMAP – particularly the first phase of the AMAP, the Regional Air Rail Network Study. The RASP identified the airport infrastructure needed to meet future aviation demands. The AMAP identified surface transportation infrastructure needs associated with future airport expansion. The RASP and the AMAP are included as Technical Appendix 12.

[Regional Comprehensive Plan 2009 Performance Monitoring Report \(September 2010\)](#)

The Regional Comprehensive Plan (RCP) describes using [performance indicators](#) as tools to track progress in implementing the plan. Many of the strategies and actions recommended in the RCP will take years to develop and fund. Therefore, it is important to have a consistent and valid set of indicators that can reflect sometimes subtle changes that occur over the long run. Future performance monitoring reports on these indicators will be used to assess how the RCP is influencing the quality of life in the region.

The RCP Baseline Report for Performance Monitoring was completed in November 2006, and it established a benchmark for future monitoring. The 2009 RCP Monitoring Report is the third to be published since the 2006 Baseline Report.

[Riding to 2050, the San Diego Regional Bicycle Plan \(May 2010\)](#)

The [San Diego Regional Bicycle Plan](#) was adopted to provide a regional strategy for making the bicycle a useful form of transportation for everyday travel. It was developed to support implementing the RCP and RTP. The San Diego Regional Bicycle Plan includes a bicycle network, as well as the programs that are necessary to support it.

The Bicycle Plan also would lead to benefits to public health by encouraging more people to exercise by riding a bicycle on at least some of their trips. The San Diego Regional Bicycle Plan provides detailed information on the structure of the Regional Bicycle Network, the policies and programs that support it, and the benefits of implementing the Regional Bicycle Plan. The San Diego Regional Bicycle Plan is included as Technical Appendix 13.

[San Diego Region Aggregate Supply Study \(January 2011\)](#)

The [San Diego Region Aggregate Supply Study](#) is an analysis of aggregate supply in the region. SANDAG, in cooperation with Caltrans District 11, examined issues related to the supply of aggregate in order to begin developing a framework for managing projected shortfalls.

The objectives of the study are to provide a comprehensive review of aggregate sources in the region; clarify regional needs for aggregate; understand what affects the supply of aggregate; develop a regional geographic information system (GIS) database for visualizing aggregate sources; and develop tools that local governments can use to identify potential aggregate sites and estimate how air quality would be impacted by mining.

[San Diego-Imperial County I-8 Corridor Strategic Plan \(February 2009\)](#)

The [San Diego-Imperial County I-8 Corridor Strategic Plan](#) was developed by the Imperial Valley Association of Governments in collaboration with SANDAG and Caltrans District 11. The plan comprises the first phase of a planning effort to improve mobility for people and goods along the I-8 freeway corridor between San Diego and Imperial counties. The Strategic Plan recognizes that economic conditions, population growth, environmental conditions and other dynamics all interact to influence traffic. The plan looks holistically at these traffic-related issues, and it provides direction for planning. The San Diego-Imperial County I-8 Corridor Strategic Plan is included as Technical Appendix 19.

[San Diego Station Car Pilot Program Study \(Summer 2008\)](#)

SANDAG conducted a [Station Car Pilot Program Study](#) that consisted of two parts. The first was a marketing study and operations plan, and the second was implementation of the car sharing demonstration program. The San Diego Station Car Pilot Program Study served as a two-year demonstration to measure the market demand for car sharing, specifically station car services, and to outline the implementation plan necessary for sharing cars in San Diego.

[Smart Growth Concept Map Update \(July 2008\)](#)

In 2006, SANDAG accepted the initial Smart Growth Concept Map for the San Diego region. In July 2008, the SANDAG Board accepted an updated Concept Map. The [Concept Map](#) contains nearly 200 locations in seven smart growth categories identified in the RCP. The seven smart growth “place types” include: the Metropolitan Center,

Urban Centers, Town Centers, Community Centers, Rural Villages, Mixed Use Transit Corridors, and Special Use Centers. This reflects the notion that smart growth is not a “one-size-fits-all” endeavor.

[Smart Growth Trip Generation and Parking Study \(June 2010\)](#)

Smart growth developments are generally perceived to generate fewer auto trips and less demand for parking, compared with conventional developments, because these developments promote the use of public transit, walking, and bicycling. Current guidelines for trip generation and parking supply are based on conventional suburban development, which can impose a burden on developers and jurisdictions to provide more roadway and parking capacity than is necessary. Applying trip generation and parking demand rates appropriate for smart growth development could result in cost savings for jurisdictions, developers, homebuyers, and renters.

SANDAG prepared the studies [“Trip Generation for Smart Growth: Planning Tools for the San Diego Region”](#) and [“Parking Strategies for Smart Growth: Planning Tools for the San Diego Region”](#) to identify trip generation rates and parking demands associated with smart growth developments. The trip generation and parking demand guidelines update the “SANDAG San Diego Traffic Generators Manual,” a guide to trip generation rates in the San Diego region, and “Designing for Smart Growth: Planning Tools for the San Diego Region,” smart growth design guidelines published by SANDAG in 2009. The guidelines are available for jurisdictions to use in local planning efforts.

[Smart Parking Research Pilot Project \(June 2010\)](#)

SANDAG, Caltrans, NCTD, and the Federal Highway Administration (FHWA) worked jointly to implement [QuickPark, a Smart Parking Research Pilot Project](#) at select COASTER stations. Smart parking uses modern technologies to deliver an effective parking management system.

A study funded by the federal and state governments evaluated how cost-effective smart parking technologies can be used to improve parking management; provide customers with information on available parking; evaluate pricing strategies; and develop parking management business models. Providing convenient and reliable access to parking is essential for making transit more competitive to driving alone.

[State of the Commute – Performance Monitoring Report \(June 2011\)](#)

The [State of the Commute](#) report is prepared for the *TransNet* Independent Taxpayer Oversight Committee. The 2010 Report documented how the freeway, transit, and some local arterial network systems are performing; identified transportation performance bottlenecks; and documented the effects and benefits associated with completed *TransNet* or other capital project investments.

[State Route 67 Project Study Report \(PSR\) \(November 2008\)](#)

Caltrans developed this PSR to convert the existing State Route from a two-lane conventional roadway to a four-lane conventional highway. The PSR included an examination of possible alternatives for median barriers, and some operational improvements as they may pertain to future traffic analyses.

[Transit Impediments Study \(September 2009\)](#)

The [Transit Impediments Study](#) summarizes both financial and ridership impediments to maintaining long-term transit service levels throughout San Diego County. The report also details potential alternatives for overcoming these impediments, increasing and maintaining service levels, and increasing and maintaining funding for transit operational expenses.

[Tribal Transportation Demand Management Outreach Project \(February 2009\)](#)

The objective of this project was to partner with the Reservation Transportation Authority (RTA) to strengthen participation by tribal nations in the San Diego region in the regional Transportation Demand Management (TDM) program. SANDAG, the RTA, and the Southern California Tribal Chairmen’s Association (SCTCA) collaborated on an assessment of the needs of tribal employers; developed a strategy to meet their needs; and assisted the RTA in setting up a tribal Transportation Management Association (TMA) that collaborated with the SANDAG iCommute program. The tribal TMA, a private, non-profit, member-controlled organization, provided the institutional framework for the recommended TDM programs and services developed as a result of the study.

Current Studies

[Coordinated Public Transit-Human Services Transportation Plan \(2011\)](#)

The [Coordinated Public Transit-Human Services Transportation Plan \(Coordinated Plan\)](#) provides a framework for transit and social service transportation development over the next five years. SANDAG was designated by the State of California as the agency responsible for the preparation of

the federally mandated Coordinated Plan. The Plan also incorporates the Regional Short Range Transit Plan required by the SANDAG Board of Directors, as well as service monitoring required by the state Transportation Development Act. The Coordinated Plan is updated annually. The Coordinated Plan (2010) is included as Technical Appendix 10.

[High-Speed Rail Plan \(2013/2014\)](#)

The California High-Speed Rail Authority (Authority) is the state agency responsible for planning, constructing, and operating a high-speed train system that serves California's major metropolitan areas, including San Diego.

The proposed system would stretch more than 800 miles, connecting San Diego, Los Angeles, the Central Valley, San Francisco, and Sacramento. San Diego would be connected from Los Angeles via the Inland Empire. [High-speed train \(HST\)](#) service along the Inland Corridor would parallel I-215 and I-15 and extend south to downtown San Diego. HST service on the coastal corridor would extend no farther south than Irvine, because of environmental constraints along the coast and in coastal communities between South Orange County and San Diego. Between Los Angeles and Irvine, HST service would share the corridor with existing Amtrak intercity service, Metrolink commuter rail service, and freight.

[iCommute Strategic Plan \(Summer 2012\)](#)

The iCommute Strategic Plan (Strategic Plan) is a five-year implementation plan for all of the SANDAG TDM programs. These include vanpool, carpool, SchoolPool, Buspool, and the Regional Bike Program. The purpose of the Strategic Plan is to outline measurable objectives, describe actions to achieve those objectives, and define performance

measures to evaluate progress. These objectives support the goals of other SANDAG plans and initiatives, including the RTP, RCP, the Regional Bicycle Plan, and the Climate Action Strategy.

[Performance Measurement System \(PeMS\) \(2011\)](#)

PeMS is a joint effort by Caltrans, U.C. Berkeley, Partners for Advanced Transit and Highways, and Berkeley Transportation Systems. SANDAG has partnered with these agencies in the past to expand the capabilities of PeMS to provide transportation performance data tailored to the San Diego region including the development of a multimodal performance measurement and evaluation tool. Specifically, this includes completing the arterial (A-PeMS) and transit (T-PeMS) module. PeMS will allow the region to track "door-to-door" travel times. The A-PeMS module was completed in 2010. Work will continue to develop the T-PeMS module, and integrate it with the PeMS statewide system.

[Regional Transit Passenger Counting Program \(PCP\) \(Ongoing\)](#)

The [PCP](#) fulfills a Federal Transit Administration (FTA) requirement for transit operators, and it provides data required for local transit planning and performance monitoring. This project also manages estimation counts for riders of the Trolley and SPRINTER, which are required by the FTA and are used to manage local revenue-sharing requirements between MTS and NCTD.

[State Route 11 and Otay Mesa East Port of Entry \(POE\) Environmental Reports \(November 2011\)](#)

In collaboration with SANDAG, Caltrans is conducting the initial phases of environmental studies for the development

of SR 11. This road will connect SR 125 and SR 905 in the United States. In Mexico, the corridor will connect the new POE to the Tijuana-Tecate and Tijuana-Ensenada free and toll roads. SR 11 will include two travel lanes in each direction, and a new Commercial Vehicle Enforcement Facility.

In June 2008, the U.S. General Services Administration (GSA) and U.S. Customs and Border Protection completed a feasibility study of the proposed Otay Mesa East POE. GSA, in partnership with Caltrans, began a program development study for the Otay Mesa East POE in fall 2008.

The [Final Phase I PEIR/PEIS for SR 11 and the Otay Mesa East POE](#) was completed in August 2008, and the Federal Highway Administration approved it in October 2008. The [Tier II EIS/EIR](#) is underway and it will be completed in 2012.

[State Route 78 Corridor Study \(Spring 2012\)](#)

The SR 78 Corridor Study is evaluating the feasibility of toll and non-toll alternatives to address future regional and local travel demand within this regionally significant corridor. The study area includes SR 78 from I-5 to I-15, and includes participation from SANDAG, Caltrans, local jurisdictions, and other key stakeholders.

[TransNet Environmental Mitigation Program \(EMP\) \(ongoing\)](#)

The *TransNet* Extension Ordinance and Expenditure Plan, approved by voters in November 2004, includes an EMP. The EMP is a funding allocation category for the costs associated with mitigating habitat impacts from regional transportation projects. The [EMP](#) is a unique component of the *TransNet* Extension, because it goes beyond traditional mitigation for transportation projects by including a funding allocation for acquiring habitat,

and managing and monitoring those habitats as needed to help implement the Multiple Species Conservation Program and the Multiple Habitat Conservation Program. This funding allocation is tied to mitigation requirements and the environmental clearance approval process for projects outlined in the RTP.

[Urban Area Transit Strategy \(October 2011\)](#)

SANDAG crafted a new vision for public transit as part of its 2050 RTP with the development of the [Urban Area Transit Strategy](#), an innovative transit network within the San Diego region.

The goals of the transit strategy are two-fold: first, to maximize transit ridership in the greater urbanized area of the region; and second, to test the role of the transit network to reduce vehicle miles traveled and greenhouse gas emissions. This study will be finalized as part of the 2050 RTP. The Urban Area Transit Strategy is included as Technical Appendix 7.

Future Studies

[Connected Vehicle Development Program \(2013\)](#)

This project will conduct planning and deployment of the local Phase I pilot test bed environment to complement the I-15 Integrated Corridor Management project. It will prepare the San Diego region for an expected 2013 federal rule that will mandate vehicles to be connected to an intelligent communications infrastructure.

[Regional Comprehensive Plan Update \(Fall 2013\)](#)

The [RCP](#) serves as the long-term planning framework for the San Diego region. It provides a broad context in which local and regional decisions can be made that move the region toward a sustainable future – a

future with more choices and opportunities for all residents of the region. The RCP will be updated after the 2050 RTP is adopted.

[Regional Safe Routes to School Strategic Plan \(March 2012\)](#)

The Regional Safe Routes to School Strategic Plan will provide a framework to support the region's local communities and schools as they implement programs that enable students to walk and bike to school safely and routinely. The plan will detail actions, implementing agencies, and the estimated costs of effectively implementing the Safe Routes to School Strategy, which is delineated in the 2050 RTP. The draft plan is anticipated in November 2011, and the final plan is expected to be completed in March 2012.

[Trucks on Managed Lanes Study \(2013\)](#)

This study will assess opportunities and feasibility for improved operations, safety, and efficiency on freeways in the San Diego region by exploring options for Truck Managed Lanes (TML). Based on the evaluation of TML strategies, the study will identify two test corridors to determine the most effective and feasible set of alternatives for TML on regional freeways.