Thursday, January 28

8:30 a.m.  BUFFET BREAKFAST
(Oak Tree Ballroom)

8:45 – 9:15 a.m.  WELCOME
(Oak Tree Ballroom)
Hon. Edwin 'Thorpe' Romero, Chairman, Barona Band of Mission Indians
Hon. Lori Holt Pfeiler, Mayor, City of Escondido; SANDAG Chair

9:15 – 9:30 a.m.  SUMMIT OVERVIEW
(Oak Tree Ballroom)
Hon. Lori Holt Pfeiler, Mayor, City of Escondido; SANDAG Chair

The 2010 Board Summit is a critical opportunity for participants to plan our future transportation system, prepare for climate change, and strive to put the San Diego region on the path to economic recovery. At the Summit, participants will consider work underway on the 2050 Regional Transportation Plan, including plans for an airport intermodal transportation center and high-speed rail connections, recent infrastructure funding successes, and possible options for improving our quality of life.

9:30 – 10 a.m.  WHEN OPPORTUNITY COMES KNOCKING
(Oak Tree Ballroom)
Hon. Jack Dale, Councilmember, City of Santee; SANDAG Second Vice Chair
Gary L. Gallegos, Executive Director, SANDAG

In recent years, the San Diego region has been successful in securing funding support for energy programs, shoreline preservation, innovative transportation projects, new technologies, housing, the Regional Comprehensive Plan, and more. A critical component in this funding success is being ready to take advantage of funding opportunities. That means having “shovel ready projects,” new ideas and plans, innovative proposals, and regional leadership. How can the San Diego region stay competitive to take advantage of new opportunities?
Thursday, January 28 (continued)

10 a.m. – Noon

**SETTING THE STAGE: DEVELOPING THE 2050 REGIONAL TRANSPORTATION PLAN AND MEETING NEW MANDATES**

(Oak Tree Ballroom)

Elisa Arias, SANDAG Project Manager
Coleen Clementson, SANDAG Project Manager

It may seem like the “world is watching” as SANDAG launches development of the 2050 Regional Transportation Plan. How the San Diego region meets new mandates, identifies how to meet a greenhouse gas reduction target, and creates more sustainable communities will set the stage for other California regions. This process promotes strategic planning, emphasizes public involvement, encourages new partnerships, and supports the foundation of the Regional Comprehensive Plan: better connecting land use and transportation plans. What plans and programs are in place that support SB 375 and AB 32? What changes must be made? And, how will the San Diego region work together to develop this ground-breaking plan?

Noon – 1 p.m.

**LUNCH**

(Lake Terrace)

**UPDATE ON CALIFORNIA PUBLIC TRANSPORTATION FUNDING**

Joshua W. Shaw, Executive Director, California Transit Association (CTA)

Since FY 2007-08, more than $3 billion in funding for public transportation has been diverted to pay for state general fund expenditures. September 2009 marked a key legal milestone when the California Supreme Court upheld a lower court’s ruling declaring that prior year transfers from the Public Transportation Account were illegal. CTA Executive Director Joshua W. Shaw will discuss the current challenges facing public transit funding and will report on a joint effort among the League of California Cities, California Alliance for Jobs, and CTA to protect local and public transportation funds from future state raids.

1:15 – 2:30 p.m.

**PLANES, TRAINS, PASSENGERS, AND COMMUTERS**

(Oak Tree Ballroom)

Hon. Jon Edney, Councilman, City of El Centro; President, Southern California Association of Governments
John Chalker, California Transportation Commission
Hon. Jim Desmond, Mayor, City of San Marcos; Board Member San Diego County Regional Airport Authority

The passage of Proposition 1A in November 2008 resulted in $9 billion in bond funds for the entire statewide high-speed rail network, with the Anaheim to Bay Area Corridor as the state’s top priority. Additionally, the American Recovery and Reinvestment Act of 2009 (ARRA) includes $8 billion nationwide for high-speed and intercity rail improvements. In October, the Governor applied for $4.7 billion in ARRA funds for high-speed train projects, including completion of the planning and environmental work on the Los Angeles to San Diego Corridor. While eligible for federal ARRA funds, intercity rail projects were not included in the Governor’s October proposal, foregoing an opportunity to advance $1.1 billion in coastal rail corridor projects, including $328 million in San Diego projects.
Thursday, January 28 (continued)

And, progress continues on Phase 1 of the Destination Lindbergh Master Plan – to develop the Intermodal Transportation Center (ITC). The ITC would provide connections to the airport and transfer between bus and rail services (Trolley, COASTER, Amtrak, and future high-speed rail), along with direct I-5 ramp access.

How can the San Diego region better position itself to capture a share of rail project funding? Is the region ready to move when funding opportunities are available? How do we stay competitive for federal funding and advance our high-speed rail planning, improvements to our intercity rail corridor, as well as the Intermodal Transportation Center? How do these plans coordinate with the 2050 Regional Transportation Plan?

2:30 – 4:30 p.m.  **A SUSTAINABLE FUTURE**  
(Oak Tree Ballroom)  
**Hon. Lori Holt Pfeiler,** Mayor, City of Escondido; SANDAG Chair  
**Hon. Crystal Crawford,** Councilmember, City of Del Mar  
**Rob Rundle,** SANDAG Project Manager

The Quality of Life Ad Hoc Steering Committee was established in June 2008 by the SANDAG Board of Directors. The Steering Committee provides policy direction and guides efforts to collaborate with regional stakeholders on possible approaches to a regional Quality of Life Funding Strategy. A new Quality of Life Stakeholder Working Group also has been established to provide input to the Steering Committee.

San Diego region business and community leaders are committed to contributing to a sustainable future. Planning continues to implement an education and outreach program to support efforts to advance additional funding options for habitat conservation, public transit, and other regional infrastructure. At a time when the focus is on new greenhouse gas mandates, San Diego, like other regions across the state, is grappling with maintaining public transit services, as state budget cuts and the economic downturn have taken a toll on public transit funding. An update will be provided on the public outreach and education program that was initiated in 2009 and what is planned for 2010. What funding strategies would the region support? What will we need from our local and state leaders?

4:30 – 4:45 p.m.  **PUBLIC COMMENTS/COMMUNICATIONS**

5:30 p.m.  **DINNER**  
(Creek Ballroom)

Friday, January 29

8 – 8:30 a.m.  **BUFFET BREAKFAST**  
(Oak Tree Ballroom)
Friday, January 29 (continued)

8:30 – 9:30 a.m.  OPEN DIALOGUE WITH STATE REPRESENTATIVES
(Oak Tree Ballroom)
Hon. Jack Dale, Councilmember, City of Santee; SANDAG Second Vice Chair

State Senator Denise Moreno Ducheny
State Senator Christine Kehoe
Assemblymember Martin Garrick
Assemblymember Marty Block
Assemblymember Diane Harkey

The economic downturn has affected all levels of government. While both the State of California and its localities are coping with budget constrictions, there are opportunities on the horizon as the federal government prepares for the next transportation authorization, a possible jobs bill, and new livability initiatives. What can elected officials at the local and regional level do in 2010 to minimize budget impacts, while at the same time maximizing opportunities that arise? How can the San Diego region stay competitive? How can officials at all levels of government work together?

9:30 – 9:45 a.m.  PUBLIC COMMENTS/COMMUNICATIONS

9:45 – 10:45 a.m.  MOVING CALIFORNIA FORWARD
(Oak Tree Ballroom)
Hon. Lori Holt Pfeiler, Mayor, City of Escondido; SANDAG Chair
Robert M. Hertzberg, Co-Chair, California Forward

Learn more from former California Assembly Speaker Robert M. Hertzberg about an ambitious bipartisan effort to reform state government and create public interest proposals that will help California change the way public decisions are made and how public dollars are spent.

10:45 – 11 a.m.  2010 SUMMIT SUMMARY AND TASKS
Hon. Lori Holt Pfeiler, Mayor, City of Escondido; SANDAG Chair

11 a.m.  SUMMIT CONCLUDES

SANDAG Acting Director of Communications – Anne Steinberger – will serve as the Summit facilitator.
LUNCH (Noon - 1 p.m.)
Joshua W. Shaw
Executive Director, California Transit Association

Joshua W. Shaw brings more than 18 years of successfully representing a variety of clients before the Legislature and Administration, and is a founding partner of the firm Shaw/Yoder/Antwih, Inc. Mr. Shaw is recognized as one of Sacramento’s leading transportation policy advocates, having worked on behalf of statewide transportation associations, individual transportation agencies, the construction management industry, and local and regional planning agencies.

Mr. Shaw is currently the Executive Director of the California Transit Association, a trade organization representing the state’s public transportation industry. Founded in 1965 and composed of nearly 190 member organizations, the California Transit Association is a non-profit statewide organization dedicated to shaping California’s critical investment in the future of transportation. The California Transit Association works with local, state, and federal legislators, and is the primary advocate for transit in California.

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PLANEs, TRAINS, PASSENGERS, AND COMMUTERS (1:15 – 2:30 p.m.)
Hon. Jon Edney
Councilman, City of El Centro; President, Southern California Association of Governments

Councilman Jon Edney (City of El Centro) serves as the current President of the Southern California Association of Governments (SCAG) and has represented the Imperial County cities for a number of years as a SCAG Regional Councilmember for District 1.

During his tenure with SCAG, Edney has chaired the Community, Economic, and Human Development Policy Committee, and the Southern California Regional Housing Assessment sub-committee. He also has served as Vice Chair of the Administration Committee and Second Vice President for the Regional Council.

President Edney was first elected to the El Centro City Council in 2003 and has been active in the El Centro community for many years. He served as a Trustee for the El Centro Elementary School Board from 1998 through 2003, including two terms as President. He was Imperial County Grand Jury Foreman in 1992-1993. He also has served as President of the Imperial County Board of Realtors and has been re-elected to serve as Treasurer for 2009. He served three years as a State Director for the California Association of Realtors. In February 2008, Edney was appointed by Governor Arnold Schwarzenegger to the California Regional Water Quality Control Board, where he serves as the only representative from Imperial County.

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John Chalker is co-founder and Managing Director of LM Capital Group, a money management firm. Mr. Chalker previously served with Merrill Lynch & Co. from 1980 to 1995, concluding his tenure as a vice president and senior financial consultant. He is a co-founder and member of the Alliance in Support of Airport Progress in the 21st Century and is a member of the Board of Directors for the San Diego Regional Chamber of Commerce. Mr. Chalker is a former member and chair of the Contractors State License Board. Mr. Chalker is very active in the business community. He was recently reappointed by Governor Schwarzenegger to the California Transportation Commission; the Commission is responsible for the programming and allocating of state funds for the construction of all highway, passenger rail, and transit improvements throughout California.

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FRIDAY, JANUARY 29

OPEN DIALOGUE WITH STATE REPRESENTATIVES (8:30 – 9:30 a.m.)
Senator Denise Moreno Ducheny

Senator Denise Moreno Ducheny has served in the California State Senate since November 5, 2002, representing the 40th District, which includes portions of San Diego and Riverside Counties, and all of Imperial County. Senator Ducheny chairs the Senate Budget and Fiscal Review Committee, the Joint Legislative Budget Committee, and the Select Committees on California-Mexico Cooperation and the Colorado River. She is a member of the Senate Public Employment and Retirement Committee and the Labor and Industrial Relations Committee. She also is Vice Chair of the Border Legislative Conference, a binational forum of state legislators from the ten U.S.-Mexico Border states sponsored by the Council of State Governments.

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Senator Christine Kehoe

Elected to the State Senate in 2004 and re-elected in 2008, Senator Kehoe represents the 39th Senate District, which includes much of San Diego, the cities of Del Mar and Lemon Grove, and neighboring communities. During her time in the Senate, Senator Kehoe has focused on the environment and good government measures. She chairs the Senate Appropriations Committee, and is a member of the Banking, Finance and Insurance Committee; Energy, Utilities and Communications Committee; Local Government Committee; Natural Resources and Water Committee; Transportation and Housing Committee; and the Joint Legislative Committee on Emergency Services and Homeland Security. She also serves on the Select Committees on Asian Pacific Islander Affairs; Biotechnology; California-European Trade; California's Horse Racing Industry; Coastal Protection and Watershed Conservation; the Colorado River; and the Defense and Aerospace Industry.

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OPEN DIALOGUE WITH STATE REPRESENTATIVES CONTINUED

Assemblymember Martin Garrick

Assemblymember Martin Garrick represents the 74th District, which includes the cities of Carlsbad, Oceanside, Vista, San Marcos, Escondido, Encinitas, Solana Beach, and Del Mar, as well as the communities of Rancho Santa Fe and Valley Center; he was recently elected to be the Republican Assembly leader. Assemblymember Garrick served in the Reagan Administration, is a small business owner, and lifelong conservative advocate. As an Assemblymember, Garrick's priorities include improving California's business climate and transportation infrastructure, tax and regulation reform, and immigration and public safety.

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Assemblymember Marty Block

Assemblymember Marty Block was elected in November 2008 to represent the 78th District, one of the most diverse districts in the county of San Diego, including the cities and communities of San Diego, Chula Vista, Bonita, Lemon Grove, and Spring Valley. Shortly thereafter, he was appointed by Assembly Speaker Bass to the Assembly Leadership as the Assistant Majority Whip. In addition to improving education, his other legislative priorities include protecting public safety, providing jobs and economic development, seeking fiscal accountability, and ensuring that everyone in the district has access to affordable, quality healthcare. He is working towards these goals through his four committee assignments, including Higher Education; Health; Jobs, Economic Development and the Economy; and Accountability and Administrative Review.

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Assemblymember Diane Harkey

Assemblymember Diane Harkey was elected to the California State Assembly in 2008 to represent the 73rd Assembly District. She serves the Orange and San Diego County communities of Oceanside, Camp Pendleton, San Clemente, San Juan Capistrano, Dana Point, Laguna Niguel, Laguna Hills, and Aliso Viejo. As Vice-Chair of the Assembly Committee on Housing and Community Development, Diane has led the fight to revitalize California's homebuilding and construction industry to bring back much-needed jobs to communities ravaged by the economic downturn. Serving as a member of the Assembly Select Committee on Biotechnology, she is working across the aisle to implement policies meshing academic achievement in our universities and community colleges with real-world opportunities and living wage jobs for Californians in the biotech sector. She also serves as a member of the Appropriations Committee, Budget Committee, and Revenue and Taxation Committee, as well as the Select Committee on the Census.

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MOVING CALIFORNIA FORWARD (9:45 – 10:45 a.m.)
Robert M. Hertzberg
Co-Chair, California Forward

Robert M. Hertzberg is a partner at Mayer Brown LLP. He also is chairman and co-founder of G24 Innovations based in Cardiff, Wales, which manufactures a new type of lightweight and flexible solar cell that generates power in low, ambient and even indoor conditions. His work with G24 Innovations and co-founder of Renewable Capital, has made him an active entrepreneur and leader in global policy on renewable energy solutions.
Mr. Hertzberg previously served as a California State Assemblymember representing the 40th District from 1996-2002 and was Speaker of the California State Assembly from 2000-2002. He chaired the transition team for Los Angeles Mayor Antonio Villaraigosa and served on the transition team for Governor Arnold Schwarzenegger. He is a founding member of the Leadership Council of the Public Policy Institute of California (PPIC), and for his environmental work, The Guardian (UK) named him as one of “50 People Who Could Save The Planet.” He currently serves on the Board of Counselors for the USC School of Policy, Planning and Development.
Barona Resort
1932 Wildcat Canyon Road
Lakeside, CA 92040
(619) 443-2300

From the north:
From I-15 S exit Camino Del Norte and turn left. Continue onto Twin Peaks Road. Turn right onto Espola Road, left onto Poway Road, and right onto SR 67 S. Turn left onto Willow Road and left onto Wildcat Canyon Road. Follow the signs to Barona Resort.

From the south:
From I-8 E exit SR 67, turn right onto Willow Road, left onto Wildcat Canyon Road, and follow signs to Barona Resort.

The Summit will take place at the Golf Events Center, which is the separate building located to the right of the hotel entrance.

Free parking is available in front of the Golf Events Center or through the valet at the hotel entrance.
Milestones in SANDAG Regional Decision-Making

1966
- Local governments create the Comprehensive Planning Organization (CPO) as a long-range planning department within the San Diego County government under a state authorized joint powers agreement.

1970 - 1979
- Governor designates CPO as the Metropolitan Planning Organization (MPO) to assure area-wide coordination and to serve as the technical and informational resource for local governments.
- State further designates CPO as the Regional Transportation Planning Agency; Airport Land Use Commission; and Area-wide Clearinghouse for federal/state grant reviews.
- Local governments establish CPO as an independent Joint Powers Agency.
- CPO develops & adopts the first ever Regional Transportation Plan.
- Lemon Grove becomes a city and joins CPO.
- CPO establishes the Criminal Justice Research Division.
- CPO helps establish the Automated Regional Justice Information System (ARJIS).
- CPO is jointly designated with the county government to implement federal & state Clean Air Acts.
- State designates CPO to prepare the Regional Housing Needs Assessment.

1980 - 1989
- CPO renames itself as the San Diego Association of Governments (SANDAG).
- Poway and Santee become cities and join SANDAG.
- SANDAG creates SourcePoint as a nonprofit corporate subsidiary to customize and sell research products.
- Encinitas and Solana Beach become cities and join SANDAG.
- State designates SANDAG as the Regional Transportation Commission.
- Voters countywide pass Proposition A — the local half-cent transportation sales tax measure known as TransNet, a $3.3 billion program for highways, transit, local roads, & bicycles.
- Voters countywide pass an advisory measure calling for creation of a Regional Planning and Growth Management Board.
- Cities/County designate SANDAG as the Regional Planning and Growth Management Review Board.

1990 - 1999
- State designates SANDAG as the Integrated Waste Management Task Force.
- SANDAG helps start the San Dieguito River Valley Park Joint Powers Authority.
- Member agencies designate SANDAG as the Congestion Management Agency.
- State designates SANDAG as the San Diego-Coronado Bridge Toll Authority.
- SANDAG helps form a five-county rail coalition, and purchases rail right-of-way from Santa Fe Railway for the COASTER, and the SPRINTER rail commuter services.
- TransNet opens SR 52 East to Santee, widens SR 54 in the South Bay, opens SR 56 East in the North City area, and completes improvements to SR 78/I-15 interchange in the North County.
- The Freeway Service Patrol begins under a cooperative arrangement among SANDAG, Caltrans, and the California Highway Patrol.
- SANDAG approves the first ever Regional Economic Prosperity Strategy.
- At the request of Caltrans, SANDAG assumes the management of Commuter Computer and transforms the operation into the RideLink service.
- The San Diego County Water Authority joins SANDAG as an advisory member.
- SANDAG plays a major role in bringing together all participants in the San Diego County Investment Fund.
- SANDAG starts the I-15 FasTrak Program to improve traffic flow, and expand bus and rideshare services in the corridor.
- The National Institute of Justice lauds SANDAG for its outstanding work on Drug Use Forecasting.
- TransNet provides more than half the funds for the Mission Valley West trolley line between Old Town San Diego and QUALCOMM Stadium.
Continued...

• SANDAG Committee on Binational Regional Opportunities holds public forums on cross border planning in transportation, environment, education, water supply, and economic development.
• Halfway through the 20-year TransNet program, 68% of the highway projects, 55% of the transit projects, and 53% of the local street program are completed.

2000
• MTDB and NCTD become advisory members; SANDAG joins the Joint Committee on Regional Transit.

2001
• Using $14.7 million in federal and state funds, SANDAG puts sand on badly eroded beaches.
• Working in close cooperation with MTDB, NCTD, and Caltrans, SANDAG approves the Regional Transit Vision.

2002
• SANDAG eliminates tolls from the San Diego - Coronado Bridge.
• Directors launch effort to develop a Regional Comprehensive Plan, a long-term planning framework.

2003
• With the passage of state law (SB 1703), SANDAG becomes the consolidated regional agency and is responsible for transit planning, programming, project development, and construction.
• Imperial County joins SANDAG as an advisory member.
• SANDAG adopts the $42 billion, Mobility 2030 Regional Transportation Plan.
• SANDAG adopts Regional Energy Strategy.

2004
• ARJIS is consolidated into SANDAG. Directors create the Public Safety Policy Committee.
• The Regional Comprehensive Plan is adopted.
• Voters extend the TransNet sales tax program for 40 years to generate $14 billion to help fund highway, transit, and local street improvements.
• State Route 56 is completed, linking the east and west portions of the highway, and connecting Interstates 15 and 5.

2005
• SANDAG jump-starts highway and transit projects using new TransNet dollars by launching the Early Action Program.
• The Independent Taxpayer Oversight Committee (ITOC) is formed in accordance with the TransNet ordinance to monitor program operations.
• Mission Valley East Green Line trolley from QUALCOMM Stadium under SDSU to La Mesa begins service.
• SPRINTER commuter rail begins construction to link Oceanside, Vista, San Marcos, and Escondido.
• Service Bureau launched to provide demographic and economic information, custom mapping, transportation modeling and analysis projects, and survey design and analysis to public and private entities.

2006
• Construction on the I-15 managed lanes project continues with the middle segment nearing completion and construction underway on the northern segment.
• Supplemental environmental work begins on the 11-mile Mid-Coast Trolley extension from Old Town north to UCSD and University Towne Centre.
• Progress continues on implementing the Regional Comprehensive Plan. All jurisdictions identify opportunities for smart growth development in a new concept map.
• SANDAG Public Safety Committee identifies interoperability and communications as a top priority in enhancing and protecting the region’s security.
• SANDAG launches Web site with interactive Dashboard feature to track schedule and cost information for TransNet projects.
• ARJIS, in collaboration with the District Attorney’s Office, launches new San Diego County Regional Crime Mapping Application for Public Safety (MAPS).
2007  • SANDAG awarded $432 million in state infrastructure bond dollars for transportation improvements.
• Board adopts $57 billion 2030 Regional Transportation Plan.
• Southern California Tribal Chairman’s Association joins SANDAG as advisory member.
• Construction continues on I-15, I-5, I-805, and SR 52.
• California Energy Commission awards $450,000 to SANDAG for energy planning.
• SANDAG and the City of Tijuana approve the Otay Mesa-Mesa de Otay Binational Corridor Strategic Plan.
• SANDAG launches 511 – a free phone and Web service for transportation information.

2008  • The first stretch of I-15 Express Lanes opens.
• Construction begins on SR 52 extension from SR 125 to SR 67.
• Construction continues on SR 905 at the U.S./Mexico border.
• A Presidential Permit is granted for third U.S./Mexico border crossing.
• The original, 20-year TransNet program ends, and the 40-year extension begins.
• SB 1486 was signed into law which authorizes SANDAG to collect a toll from travelers using State Route 11 to develop and construct the new highway and Otay Mesa East Port of Entry facility.
• SB 1685 was signed into law which provides SANDAG the flexibility to expand the uses of sales tax revenues beyond transportation related projects for future ballot measures.

2009  • Secured $128 million in American Recovery and Reinvestment Act funding for region.
• SANDAG and partner agencies acquired nine properties totaling nearly 1,000 acres for habitat conservation through TransNet Environmental Mitigation Program.
• Board approves Regional Energy Strategy update.
• Opened 3.5 mile I-15 Express Lanes segment.
• Allocated $70 million in TransNet funds to begin final design on the coastal rail corridor, HOV lanes on I-5 in North County, and South Bay Bus Rapid Transit.
• Received $20 million from Federal Transit Administration for Mid-City Rapid Bus project.
• Received $1.7 million from SDG&E to advance Sustainable Region Program.
• Launched SuperLoop transit service in University City.
• Progress continued on major expansion of SR 52 extension from SR 125 to SR 67.
• Established effort to coordinate regional resources to combat graffiti.
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 Plan, 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.

(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 is being 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.
2050 RTP Vision

A transportation system that supports a prosperous economy, promotes a healthy and safe environment, including climate change protection, and provides a higher quality of life for all San Diego County residents. The transportation system should better link jobs, homes, and major activity centers by enabling more people to use transit and to walk and bike; efficiently transport goods; and provide fast, convenient, effective transportation options for all people.

**Quality of Travel & Livability**

**Mobility** - The transportation system should provide for convenient travel options for people and goods and maximize its productivity. The system should reduce both the time it takes to travel as well as the total costs of travel.

**Reliability** - The transportation system should be reliable so that travelers can expect relatively consistent travel times from day-to-day for the same trip by mode(s).

**System Preservation & Safety** - The public’s investment in transportation should be protected by maintaining the transportation system. It is critical to preserve and ensure a safe regional transportation system.

**Sustainability**

**Social Equity** - The transportation system should be designed to provide an equitable level of transportation services for all populations.

**Healthy Environment** - The transportation system should lead to environmental sustainability and foster efficient development patterns that optimize travel, housing, and employment choices and encourage future growth away from rural areas and closer to existing and planned development.

**Prosperous Economy** - The transportation system should play a significant role in raising the region’s standard of living.
## QUALITY OF TRAVEL & LIVABILITY

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<tr>
<th>Goal</th>
<th>Proposed Policy Objectives</th>
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| **Mobility** - The transportation system should provide for convenient travel options for people and goods and maximize its productivity. The system should reduce both the time it takes to travel as well as the total costs of travel. | Tailor transportation improvements to better connect people with jobs and other activities  
Provide convenient travel choices including transit, intercity and high-speed trains, driving, ridesharing, walking, and biking  
Preserve and expand options for regional freight movement  
Increase the use of transit, ridesharing, walking and biking in major corridors and communities  
Provide transportation choices to better connect the San Diego region with Mexico, neighboring counties, and tribal nations |
| **Reliability** - The transportation system should be reliable so that travelers can expect relatively consistent travel times from day-to-day for the same trip by mode(s). | Employ new technologies to make travel more reliable and convenient  
Manage the efficiency of the transportation system to improve traffic flow |
| **System Preservation & Safety** - The public’s investment in transportation should be protected by maintaining the transportation system. It is critical to preserve and ensure a safe regional transportation system. | Keep the region’s transportation system in a good state of repair  
Reduce bottlenecks and increase safety by improving operations  
Improve emergency preparedness within the regional transportation system |

## SUSTAINABILITY

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<th>Goal</th>
<th>Policy Objectives</th>
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| **Social Equity** - The transportation system should be designed to provide an equitable level of transportation services for all populations. | Create equitable transportation opportunities for all populations regardless of age, ability, race, ethnicity, or income  
Ensure access to jobs, services, and recreation for populations with fewer transportation choices |
| **Healthy Environment** - The transportation system should lead to environmental sustainability and foster efficient development patterns that optimize travel, housing, and employment choices and encourage future growth away from rural areas and closer to existing and planned development. | Develop transportation improvements that respect and enhance the environment  
Reduce greenhouse gas emissions from vehicles and continue to improve air quality in the region  
Make transportation investments that result in healthy and sustainable communities |
| **Prosperous Economy** - The transportation system should play a significant role in raising the region’s standard of living. | Maximize the economic benefits of transportation investments  
Enhance the goods movement system to support economic prosperity |
# 2050 Regional Transportation Plan Schedule

## MAJOR TASKS

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<td>2050 Regional Transportation Plan Schedule</td>
<td>Project Evaluation Criteria / Performance Measures</td>
<td>Regional Housing Needs Assessment</td>
<td>Stakeholders Working Group</td>
<td>Economic Analysis</td>
<td>Environmental Justice Analysis</td>
<td>Final 2050 RTP / SCS / Scenarios</td>
<td>Draft 2050 RTP and Air Quality Conformity</td>
<td>Draft 2050 RTP EIR</td>
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- **2050 RTP Work Program**
  - Goals & Objectives
- **2050 Regional Growth Forecast**
- **Public Outreach / Workshops**
  - Stakeholders Working Group
- **Airport Multimodal Planning**
  - Destination Lindbergh
  - Air - Rail / High Speed Rail
  - RASP / AMAP
- **Regional / Subregional / Corridor Planning**
  - Urban Area Transit Strategy
  - Regional Bicycle Plan
  - Goods Movement
- **Regional Energy Strategy / Regional Climate Action Plan**
- **Project Evaluation Criteria / Performance Measures**
- **Revenue & Cost Projections**
- **GHG Target Setting Analysis**
- **Regional Housing Needs Assessment**
- **CARB Releases Draft/Final GHG Targets**
- **Initial 2050 RTP / SCS Alternatives**
- **Evaluation of Alternatives**
  - Economic Analysis
  - Environmental Justice Analysis
- **Final 2050 RTP / SCS / Scenarios**
- **Draft 2050 RTP and Air Quality Conformity**
- **Draft 2050 RTP EIR**
- **Draft Final 2050 RTP and Air Quality Conformity**
- **Adopt Final 2050 RTP / EIR / Air Quality Conformity**

*December 2009*
There are many critical infrastructure needs facing the region, with limited resources available to meet them. As the San Diego region continues to change, we must regularly assess the ability of our infrastructure to handle that change and to maintain our quality of life. Because of the lack of available resources at the national and state level to help finance transportation and other regional and local infrastructure needs, regions are increasingly being asked to leverage or match state and federal funds with local money or programs that help fill the infrastructure gaps.

In July 2004, SANDAG adopted the Regional Comprehensive Plan (RCP), which included a component called the Integrated Regional Infrastructure Strategy (IRIS). Through a comprehensive infrastructure inventory and evaluation, needs assessment, and identification of policy and investment options, the IRIS found that the overall need for infrastructure is greater than available resources.

While most of the region’s infrastructure providers have a system in place to address these needs and prioritize expenditures, the IRIS identified three regional infrastructure areas that are significantly underfunded and lack dedicated funding streams: habitat conservation, shoreline preservation, and water quality enhancement. Since that time, the SANDAG Board of Directors also has identified public transit operations and maintenance as a fourth infrastructure area meeting these criteria.

In addition, when San Diego County voters approved the extension of the TransNet half-cent sales tax in November 2004, the measure included a requirement for SANDAG Board of Directors to act on additional regional funding measures to meet long-term requirements for implementing regional habitat conservation plans. In November 2009, the Board of Directors amended the TransNet Ordinance, setting the deadline for meeting this commitment to November 2012:

**COMMISSION ORDINANCE CO-10-02**

The SAN DIEGO COUNTY REGIONAL TRANSPORTATION COMMISSION ordains as follows:

Section 1. That Section 10 of the attachment to Commission Ordinance CO-04-01 entitled “TransNet EXTENSION ENVIRONMENTAL MITIGATION PROGRAM (EMP) PRINCIPLES” is hereby amended to read as set forth below and that Ordinance CO-08-01 be superseded upon the effective date of Ordinance CO-10-02:

SANDAG agrees to act on additional regional funding measures (a ballot measure and/or other secure funding commitments) to meet the long-term requirements for implementing habitat conservation plans in the San Diego region, within the timeframe necessary to allow a ballot measure to be considered by the voters no later than eight years after passage of the TransNet Extension. In the event that such future funding measures generate funding to fully meet regional habitat acquisition and management requirements, SANDAG is authorized to reallocate excess funds included in the “Regional Habitat Conservation Fund” to local transportation projects. (Change underlined)
To address these specific infrastructure needs, SANDAG has embarked on a regional dialogue to examine quality of life funding priorities and potential funding mechanisms. During 2007 and 2008, SANDAG conducted several Board Policy meetings to allow a thorough discussion of issues related to the need for additional regional funding for habitat conservation as well as to discuss shoreline management, water quality enhancement, and transit improvements.

In June 2008, the Board of Directors established the Quality of Life Ad Hoc Steering Committee – composed of Board members and other local elected officials – to provide policy direction and guide efforts to collaborate with regional stakeholders on possible approaches to a regional Quality of Life Funding Strategy.

The Ad Hoc Steering Committee also receives input from the newly established Quality of Life Stakeholder Working Group. The Working Group, which represents key regional disciplines and interests, is responsible for reviewing and providing input on key components of the Quality of Life Funding Strategy, including funding mechanisms and priorities for regional quality of life programs that lack an identified, sustainable funding stream, expenditure plan options, and the associated public education and involvement program.