MEETING NOTICE AND AGENDA

SHORELINE PRESERVATION WORKING GROUP
The Shoreline Preservation Working Group (SPWG) may take action on any item appearing on this agenda.

Thursday, June 2, 2011
11:30 a.m. to 1 p.m.
SANDAG, 7th Floor Conference Room
401 B Street, Suite 800
San Diego, CA 92101-4231

Staff Contact: Shelby Tucker
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PLEASE FEEL FREE TO BRING YOUR OWN LUNCH. LUNCH WILL NOT BE PROVIDED.

Guiding Principles:
• commitment to unified approach for local decisions on sand replenishment;
• address local needs and maximize positive regional impacts;
• encourage cooperation and coordination;
• contribute equitable fair share from local participants; and
• promote opportunities for beach sand replenishment.

AGENDA HIGHLIGHTS

• DRAFT 2050 REGIONAL TRANSPORTATION PLAN
• REGIONAL BEACH SAND PROJECT II

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ITEM # | RECOMMENDATION
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1. | WELCOME AND INTRODUCTIONS
2. | PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS
   Members of the public shall have the opportunity to address the Shoreline Preservation Working Group (SPWG) on any issue within the jurisdiction of SANDAG that is not on this agenda. Anyone desiring to speak shall reserve time by completing a “Request to Speak” form and giving it to the SPWG coordinator prior to speaking. Public speakers should notify the SPWG coordinator if they have a handout for distribution to SPWG members. Public speakers are limited to three minutes or less per person. SPWG or committee members also may provide information and announcements under this agenda item.
3. | APRIL 7, 2011, MEETING SUMMARY
   The April 7, 2011, meeting summary is attached for the SPWG review and approval.
4. | DRAFT 2050 REGIONAL TRANSPORTATION PLAN (RTP): OVERVIEW, UPCOMING OUTREACH, AND ADOPTION PROCESS (Heather Adamson)
   The Draft 2050 RTP is the blueprint for keeping pace with the mobility and sustainability challenges in a growing region. The Draft 2050 RTP is built on an integrated set of public policies, strategies, and investments to maintain, manage, and improve the transportation system so it meets the diverse needs of our changing region through 2050. The SANDAG Board of Directors (Board) released the Draft 2050 RTP and its Sustainable Communities Strategy (SCS) for public review and comment on April 22, 2011. The Draft Environmental Impact Report will be released in June 2011. This presentation also will outline the upcoming workshops and public hearings that will take place during the public comment period. The Board is anticipated to adopt the Draft 2050 RTP in fall 2011.
5. | REGIONAL BEACH SAND PROJECT II
   a. Lawrence Honma, Merkel and Associates, will provide an overview of the draft monitoring plan.
   b. SANDAG staff will update the SPWG on the RBSP II project budget and schedule.
6. **LEGISLATIVE UPDATE**

   Steve Aceti, CalCoast, will discuss the status of state and federal legislation related to the Shoreline Management Program.

7. **ADJOURNMENT AND NEXT MEETING**

   The next regularly scheduled SPWG meeting is Thursday, August 4, 2011, from 11:30 a.m. to 1 p.m. SANDAG Board, Committees, and Working Groups typically do not meet in August. The SPWG should determine whether to hold the August meeting, reschedule for September, or cancel the meeting and hold the meeting at the next regularly scheduled date of October 6, 2011.

+ next to an item indicates an attachment.
April 7, 2011, Meeting Summary

Members in Attendance:
- Pam Slater-Price, County of San Diego, Chair
- Joe Kellejian, City of Solana Beach, Vice Chair
- James Bond, City of Encinitas
- Carrie Downey, City of Coronado
- Lee Haydu, City of Del Mar
- Jim Janney, City of Imperial Beach
- Ann Kulchin, City of Carlsbad
- Eileen Maher, San Diego Unified Port District
- Mitch Perdue, U.S. Navy
- Esther Sanchez, City of Oceanside
- Lorie Zapf, City of San Diego

Advisory Members in Attendance:
- Steve Aceti, California Coastal Coalition (CalCoast)
- Robert Hoffman, National Marine Fisheries Service
- Michelle Okihiro, Scripps Institution of Oceanography

SANDAG Staff in Attendance:
- Rob Rundle, SANDAG
- Shelby Tucker, SANDAG
- Katie Levy, SANDAG

Staff Subgroup:
- Steven Jantz, City of Carlsbad
- Leslea Meyerhoff, City of Solana Beach
- Frank Quan, City of Oceanside
- Greg Wade, City of Imperial Beach

Others in Attendance:
- Brian Bilbray, City of Imperial Beach
- Karen Green, Science Applications International Corporation (SAIC)
- Robert Grove, Southern California Edison (SCE)
- Lawrence Honma, Merkel & Associates, Inc.
- Cindy Kinkade, AECOM
- Sachiko Kohatsu, County of San Diego
- Dan Malcolm, San Diego Unified Port District
- John Metz, Oceanside Harbor and Beaches Advisory Committee
- Susan Steele, CalCoast/SPA
- Chris Webb, Moffatt & Nichol

1. Welcome and Introductions

Ms. Pam Slater-Price, Shoreline Preservation Working Group (SPWG) chair, called the meeting to order at 11:41 a.m. and welcomed the SPWG. Chair Slater-Price welcomed new members Lee Haydu, City of Del Mar, and Lorie Zapf, City of San Diego.

2. Public Comment/Communications

No public comments.
3. **February 3, 2011, Meeting Summary**

Vice Chair Joe Kellejian, City of Solana Beach, motioned to approve the February 3, 2011, Meeting Summary and James Bond, City of Encinitas, seconded the motion. Ms. Zapf and Mr. Haydu abstained from voting. The motion carried without any objections.

4. **San Dieguito Lagoon Restoration Project**

Robert Grove, SCE, presented the SPWG with an update to the San Dieguito Lagoon Restoration Project, which is in the final stage of construction. This project is being conducted by SCE to mitigate the San Onofre nuclear power plant impacts to marine wildlife. Mr. Grove began with a background history of the milestones of the project over the past three years:

- Created 162 acres of new wetlands
- Active and passive re-vegetation
- Constructed river berms to protect wetlands and direct sand to beach
- Constructed four least tern nesting sites for 22nd District Agricultural Association
- Relocated SDG&E power line and installed drainage along future Via De La Valle alignment
- Grand Avenue Bridge overlook
- Installed beach access path to North Beach
- Rebuilt beach access stairs at 26th, 27th, and 29th Streets

**Joint Powers Agency Elements:**

- Constructed urban runoff treatment ponds and trail
- Gates, signage, waste management, and ranger patrols

Mr. Bond commented that he understood this to be an ongoing project for the past decade, and people believed it was for building development and not restoration.

Chair Slater-Price commented that the viewing platform was built to keep people out of the restored area and also is an educational resource.

Remaining work to be completed for this project includes:

- Armor riverbend east of Jimmy Durante Bridge
- Dredge sand from inlet channel and place on beach
- Reconfigure tidal inlet at Coast Highway Bridge
- Plant cordgrass in "Airfield" Basin
- Weed
- Joint Powers Agency to complete trail east of San Andres; future nature center

Chair Slater-Price added that the County of San Diego supports SCE and Sempra Energy’s project, as this section is part of a larger 55-mile trail system that travels east to Julian.

Jim Janney, City of Imperial Beach, asked if there is a method to have natural flow remove sediment. Mr. Grove responded that SCE had hoped this would occur. Chair Slater-Price added that this was based on lessons learned from Batiquitos lagoon.
Ann Kulchin, City of Carlsbad, asked why the project was still not complete. Chair Slater-Price responded that negotiations are still ongoing with residents with homes in the area, as they are concerned about too much sand being removed.

This next phase of construction will scour the river bank at a 90 degree bend during large flood events, remove existing helter-skelter riprap, and replace new engineered riprap. This phase of construction also will be built landward to avoid wetland impact, be low profile, soil-covered and vegetated, and armored to protect San Dieguito Drive. Construction is scheduled to start east of Jimmy Durante Bridge in early 2011, and move westward toward the beach starting in April 2011.

Mr. Grove noted that sections of the dredging work plan have already been completed. The next section will be dredged during April at Jimmy Durante Bridge by Marathon Construction Company. However, the last section may not be dredged until September, after the grunion nesting season ends.

Additionally, there will be long-term beach monitoring that will be conducted quarterly at seven stations to measure the beach width and profile and compare against previous data. The data gathered will be published quarterly, while a report will be published annually to be independently reviewed. SCE will be responsible for monitoring and preparing response and remediation plans if there are any adverse impacts from this project for 15 years, after which, they can request to end monitoring if no impacts occur.

Chair Slater-Price added that she supports SCE’s work and educational efforts for this project.

5. Regional Beach Sand Project (RBSP) II

Shelby Tucker, SANDAG, updated the SPWG on the RBSP II Project. The Draft Environmental Impact Report-Environmental Assessment (DEIR-EA) was released on January 26, 2011, and closed for public comments on March 14, 2011. Ms. Tucker invited RBSP II consultant team members Cindy Kinkade, AECOM, Karen Green, SAIC, Lawrence Honma, Merkel & Associates, Inc., and Chris Webb, Moffatt & Nichol, to review the main comments received regarding the DEIR.

Ms. Kinkade informed the SPWG of the current status of the RBSP II Project. The consulting team finished the response to public comments on the DEIR and is currently finalizing the environmental document, including selecting a preferred alternative to move forward with. Preferred alternatives include Alternative 1, which would rebuild the RBSP I Project to include similar receiver sites and amounts of sand with slightly larger grain size, or Alternative 2-Reduced, a hybrid alternative that would include larger quantities of sand being placed at Solana Beach.

- Main Comment #1: Lagoon issues were not included in the DEIR.

Ms. Kinkade stated that the lagoon issues were not included in the DEIR, as meetings with lagoon managers were still taking place at the time the DEIR was being printed. These issues will be included in the Final EIR.
Ms. Tucker added that letters were sent to lagoon managers detailing the estimates and commitments to provide funds for sedimentation issues. As no responses have been received, there is a consensus to move forward with RBSP II.

- Main Comment #2: How sand is transported to and from borrow and receiver sites, and how this will change onshore wave climate and energy.

Ms. Kinkade stated that additional wave modeling has been conducted on onshore wave energy; the Final EIR will include additional clarification on the depth of closure and how sand moves within the system.

- Main Comment #3: What are the potential effects to marine mammals?

Ms. Kinkade stated that while there are no anticipated impacts, as a result of suggestions from the State Lands Commission (SLC), a marine mammal and turtle monitoring element will be included within the Final EIR.

- Main Comment #4: What went into the modeling approach?

Ms. Kinkade stated that the Final EIR will include further clarification on what modeling approach was used and also will address long- and cross-shore sand movement.

- Main Comment #5: What are the impacts to reef breaks and the recreational activity of surfing?

Ms. Kinkade stated that the consulting team took a closer look at the impacts to reef breaks; the Final EIR will include additional details on how conclusions were reached.

Ms. Tucker noted that the comments received from the City of Del Mar residents were regarding the borrow site off Del Mar’s shore, SO-5. These comments brought up the need to address borrow sites within the Final EIR, and the need for an educational component. Mr. Webb started by explaining that the sand used from the RBSP I borrow site did not stay because the grain size was too small. For RBSP II, SANDAG researched where to find larger grains of sand at littoral sites past the depth of closure. Within depths of closures, sand moves up and down and on and off shore. However, once sand moves past depths of closures, the sand is no longer part of the active system of sand moving up and down, on and off shore, and rarely will return to the beach. Mr. Webb reviewed the comments received from City of Del Mar residents and responses:

1. Concern that the amount of sand and depth of the cut from SO-5 will cause further erosion to the Del Mar beach.

   Mr. Webb stated it is anticipated that no effects of erosion will occur on the beach because the site is positioned outside of the path of sand movement or depth of closure.

2. A secondary concern was how the cut from the SO-5 borrow site will affect wave energy, and how it would be different before and after sand is removed.

   Mr. Webb stated that after hearing feedback at a Del Mar City Council meeting, additional modeling was done that found no effects to wave energy will occur because the site is too deep; waves will likely traverse over the site with no change in direction or size.
3. Another concern is that RBSP II would cause the inlet to become unstable and behave differently.

Mr. Webb stated that the modeling completed for RBSP II anticipates this will not likely occur. Modeling indicated that ten feet of beach widening over five years for Alternative 1, and twenty feet of widening for Alternative 2, may occur as a result of sand placement to the north and south. Additionally, meetings were held with the San Dieguito lagoon and SCE, and agreements were made that SANDAG will provide funds for dredging of the lagoon mouth if sand enters the lagoon as a result of RBSP II.

Mr. Janney commented that he believed the San Dieguito lagoon inlet issue had been resolved considering the lagoon mouth did not close following RBSP I. Mr. Webb responded that in order to mitigate potential mouth closure, agreements were made to provide funds if dredging was needed due to RBSP II impacts.

Mitch Perdue, U.S. Navy, added that the pilot project RBSP I results validated the theory that there would be no impacts to lagoon mouths and thus should not need to continually reassess the same studies and findings. Instead, he believes that this should become an automated process.

Mr. Honma responded that there is an issue of regulatory and staffing changes within agencies. For example, Robert Hoffman, National Marine Fisheries Service, was involved with RBSP I nearshore monitoring, but the other agencies representatives are new to this project.

Ms. Tucker noted that the issues related to lagoons have been addressed by several meetings with lagoon managers; an agreement has been reached related to funds provided for potential sedimentation caused by RBSP II.

Mr. Perdue stated that there is a regional connectivity of projects being conducted by the ports, cities, and jurisdictions, and it would be prudent to apply the collective data that has been gathered.

Chair Slater-Price added that the problems that have surfaced occurred with no institutional memory in place to convey the history of the project, and occur within the SPWG as well. She stated the need for creating an organized way of keeping institutional history and training new staff for large, costly projects.

Mr. Perdue stated that the agencies do not have reports which demonstrate the results of RBSP I. Mr. Honma responded that the consulting team has used the approach of presenting the findings and confirmation of theories from RBSP I, especially related to monitoring elements. However, with the likelihood that the Alternative 2-Reduced option will be chosen, with more sand being placed at Solana Beach, uncertainty is reintroduced.

Ms. Kinkade added that throughout the DEIR references to RBSP I are made to provide evidence that no impacts occurred; for receiver sites that will receive more sand, these areas will be addressed with additional monitoring.

Esther Sanchez, City of Oceanside, commented that she is pleased the RBSP II Project will be moving forward based on RBSP I, with the exception of the receiver site where further studies will be
conducted. However, Ms. Sanchez cautioned against mechanical approaches and processes of interpreting data.

Ms. Kinkade noted that RBSP I also confirmed that the modeling methods used were accurate and able to demonstrate that modeling bore out predicted results.

Vice Chair Kellejian commented that there are several scientists who are working and providing input on these issues; the SPWG would have heard if there were disparities. He then asked if the RBSP II is on schedule.

Ms. Tucker stated that the EIR will be presented for certification to the SANDAG Board of Directors in May 2011. All permitting applications have been submitted and bids will be placed for engineers in October 2011. Additionally, the CalCoast and SLC hearings are currently on schedule to occur in June 2011. Finally, the construction is currently on schedule to start on March 1, 2012, with sand placement to start on April 1, 2012.

Vice Chair Kellejian asked if SPWG members are needed to provide support at the June 2011 CalCoast hearing. Ms. Sanchez responded that a report will be provided by CalCoast two weeks prior to the hearing date, and staff should be able to determine what the CalCoast recommendation will be.

Steve Aceti, CalCoast, added that it may help to have cities send letters of support to CalCoast. Chair Slater-Price responded that this was an effective approach and recommended that the SPWG members recommend that their jurisdictions write letters of support.

Ms. Sanchez noted that there will be new commissioners on the CalCoast Board by the time of the June 2011 hearing.

6. Legislative Update

Mr. Aceti provided an update to the SPWG on the status of state and federal legislation related to the Shoreline Management Program.

The 2011 Ocean Day will be held on April 4, 2011, in Sacramento, and key issues to gain support include full funding for the Public Beach Restoration Program and beach water quality monitoring in the state budget.

Additionally, the first hearing for the bill banning polystyrene food containers will coincide with the 2011 Ocean Day; if passed, the bill will go to the State Senate in May.

Mr. Aceti informed the SPWG that exhibitors and sponsors are still needed for the 2011 Headwaters to Ocean “H2O” Conference, which will be held on May 24 - 26, at the Catamaran Resort Hotel and Spa on Mission Bay.

7. Adjournment and Next Meeting

Chair Slater-Price adjourned the meeting at 1p.m. The next meeting will be held on June 2, 2011, from 11:30 a.m. to 1 p.m.
Introduction

The Draft 2050 Regional Transportation Plan (2050 RTP or Plan) is the blueprint for a regional transportation system that further enhances our quality of life, promotes sustainability, and offers more mobility options for people and goods. The Plan is built on an integrated set of public policies, strategies, and investments to maintain, manage, and improve the transportation system so it meets the diverse needs of our changing region through 2050.

The 2050 RTP contains a robust transportation network, with a diversity of projects that will provide residents and visitors with a variety of travel choices. The regional transportation network, in conjunction with how local jurisdictions develop land, will provide additional opportunities for walking, biking, getting to work, going to school, shopping, and playing. This Plan, more than previous ones, improves our region’s network for public transit. It provides more transit choices for today’s and tomorrow’s riders, by improving the existing system and by introducing new access to other areas.

Passed in 2008, Senate Bill 375 (SB 375) encourages planning practices that create sustainable communities. SB 375 also charged the California Air Resources Board (CARB) with setting regional targets for reducing greenhouse gas emissions by 2020 and by 2035. SANDAG also must prepare a Sustainable Communities Strategy (SCS). The SCS must show how the region will meet its goals for reducing greenhouse gas emissions from automobiles and light trucks. The 2050 RTP and its SCS show that our region will meet or exceed these targets by using land in ways that make developments more compact, conserving open space, and investing in a transportation network that gives residents alternatives to driving alone.

Discussion

The following sections present a brief overview of the Draft 2050 RTP. The 2050 RTP and SCS Adoption Process section describes the process to obtain public input on the Draft Plan and major milestones leading to the anticipated adoption of the 2050 RTP in fall 2011.

Recommendation

The Board of Directors is asked to: (1) accept the Draft 2050 RTP for distribution; (2) authorize staff to distribute the Draft Environmental Impact Report (EIR) under development for the 2050 RTP as soon as it is available; and (3) schedule various public hearings and workshops on the Draft 2050 RTP, including its Sustainable Communities Strategy (SCS), and Draft EIR in June, and set the closing date of June 30, 2011, for public comments on the Draft 2050 RTP and its SCS.
A Vision for Mid-Century

The vision for the 2050 RTP describes 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.
- Better links jobs, homes, and major activity centers by enabling more people to use transit and to walk and bike; efficiently transports goods; and provides fast, convenient, and effective transportation choices for all people.

A Strategy for More Sustainable Communities

The 2050 RTP and its SCS seek to guide the San Diego region toward a more sustainable future by integrating how we use land, develop housing, and plan transportation. The goal is to create communities that are more sustainable, walkable, transit-oriented, and compact. The strategy for the San Diego region is to use existing and reasonably expected funding to achieve our region’s transportation and housing needs, while also respecting, and enhancing our natural resources.

The path toward living more sustainably is clear: focus housing and job growth in urbanized areas where there is existing transportation infrastructure, protect sensitive habitat and open space, invest in a transportation network that provides residents and workers with transportation options that reduce greenhouse gas emissions, and implement the Plan through incentives and collaboration.

The building blocks of the SCS have formed the foundation of transportation planning in the San Diego region for many years. This planning effort is now focused more sharply on promoting sustainability as our region strives to meet new requirements mandated by SB 375.

The building blocks of the SCS include:

- A land use pattern that accommodates our region’s future employment and housing needs, and protects sensitive habitats and resource areas.
- A transportation network of public transit, managed lanes and highways, local streets, bikeways, and walkways built and maintained with available funds.
- Managing demands on the transportation system (also known as Transportation Demand Management, or TDM) in ways that reduce or eliminate traffic congestion during peak periods of demand.
- Managing the transportation system (also known as Transportation System Management, or TSM) through measures that maximize the efficiency of the transportation network.
- Innovative pricing policies and other measures designed to reduce vehicle miles traveled and traffic congestion during peak periods of demand.

Ensuring Social Equity on the Road to Sustainability

Roads, freeways, public transit, and other transportation infrastructure can significantly influence the quality of life for a region’s residents by shaping access to housing, jobs, services, and recreational opportunities. Achieving social equity in the development of a comprehensive
transportation system is a major regional goal. It requires making investments that provide all residents—regardless of age, race, color, national origin, income, or physical ability—with opportunities to work, shop, study, be healthy, and play.

Promoting social equity and environmental justice in transportation planning requires involvement from a wide variety of communities and stakeholders. To continue improving transportation planning, SANDAG conducted a significantly more robust, regionwide environmental justice analysis for the 2050 RTP. From the beginning, it engaged affected communities in the planning process. SANDAG incorporated their issues and concerns into the design and decision-making process, as well as in the definition of affected communities and the development of indicators to measure the performance of the transportation system. These efforts ensured that low income and minority communities will share in the benefits of transportation investments without bearing a disproportionate burden from the system. The 2050 RTP includes metrics and performance measures to assess how well the Plan’s improvements are distributed in these communities.

Paying for the Vision

The Plan is based on current and reasonably available financial resources projected out to 2050. These resources are applied to the estimated capital, operating, maintenance, and rehabilitation costs of the region's transportation system through 2050.

Total revenues estimated for the 2050 RTP are about $196.2 billion (escalated to the year that dollars are expended). Local funds make up 60 percent of the total revenue, with state and federal funds providing 22 percent and 18 percent, respectively. Revenues are phased in by decade. Projects that are listed in the initial years of the 2050 RTP are the same as those that are either already programmed in the five-year Regional Transportation Improvement Program (RTIP) through FY 2015, or are anticipated to be included in future near-term updates of the RTIP.

Offering More Travel Choices

During the past several decades our region has made substantial investments in Trolley, COASTER, SPRINTER, and local bus networks, in addition to investing in our regional highway system. As our region continues to grow, the 2050 RTP considers new developments such as the requirement to reduce greenhouse gas emissions, our region’s aging population, increasing patterns of infill and redevelopment in the western third of the region, and the growing emphasis on walking, bicycling, and other forms of active transportation on public health.

The Plan envisions an ambitious and far-reaching transit network that significantly expands the role that transit plays in meeting our region’s needs for mobility. The goal is to create the kind of public transit infrastructure and services offered by “world-class” transit systems.

The Plan’s network for public transit is strengthened by reinforcing and upgrading existing transit services, and by pursuing new transit projects in the most urbanized areas of our region with a broad combination of transit modes.

In recent RTPs, the region’s vision for a flexible highway system has been refined. This system serves multiple purposes and accommodates different types of travel. It accommodates buses and other transit vehicles, automobiles, the movement of freight, and bicycles. Most of the highway improvements included in the 2050 RTP offer new express or managed lanes that support carpooling, vanpooling, and bus rapid transit services. The 2050 RTP also recognizes that the smooth flow of traffic on local streets and arterials is needed to improve mobility on highways and regional
arterial networks. This is especially true where public transit and other alternatives are not as feasible as they are in our region’s urban areas.

Freight also is moved on the regional transportation network, and it requires good access and connectivity to local logistics centers and terminals to ensure the efficient movement of goods onto and off the network. In addition to roadways, the movement of goods in the San Diego region relies on air cargo, maritime, pipeline and rail systems, intermodal centers, and international border crossings.

The Plan also includes a multimodal strategy to improve airport access for cars, shuttles, trucks, and other surface transportation. The goal is to maximize the efficiency and effectiveness of existing and planned aviation facilities by using all of the transportation infrastructure available.

Making bicycling and walking viable options for everyday travel also can increase mobility, reduce greenhouse gases, and improve public health. Implementing the Regional Bicycle Plan and the bicycle and pedestrian master plans of local jurisdictions will help in this effort. The 2050 RTP also includes the Safe Routes to School Strategy, which supports communities and schools that promote walking and bicycling to school.

Planning in the San Diego region has traditionally been considered as bounded by San Diego County. Over the years, however, our perceived borders have expanded. San Diego County has increasingly close ties to its neighboring counties, and to the Republic of Mexico. This challenges us to think of our region as extending beyond our borders. We also are home to 17 tribal governments, each of which is a sovereign nation within our region. Our region’s distinct characteristics present a variety of opportunities and challenges for coordinating transportation planning along our interregional and binational borders.

**Making Better Use of What We Have**

Reducing traffic, travel times, and air pollution depend on effectively managing the region’s transportation system. Known as Transportation Systems Management, or TSM, the effort is a core component of the 2050 RTP and its SCS. Its goal is to smooth the flow of traffic on streets and highways, eliminate bottlenecks, and enhance public transit. TSM investments in the 2050 RTP are designed to enhance today’s transportation network and ensure that future improvements realize their full potential. Successful management of the transportation system depends on implementing several techniques and incorporating advanced technologies, such as signal coordination, pricing, and traveler information, that make both vehicles and transportation facilities perform more efficiently.

**Incentives for the Path Less Traveled**

In the past, steady population growth; the dispersion of homes, jobs, schools, and services; increased interregional commuting; and the expanded movement of goods all have led to mounting congestion on our roadways. These trends challenged our ability to keep pace with growing travel demands and to operate a reliable transportation system. Improvements to transportation infrastructure require many years and significant resources to complete. Managing the demand for various forms of transportation, also known as Transportation Demand Management, or TDM, can provide flexible and cost-effective solutions. Typical TDM programs include ridesharing initiatives such as carpooling, vanpooling, and buspooling; promoting alternative work schedules and teleworking; and promoting bicycling, walking, and the use of public transit.
A Public Plan, With Public Input

SANDAG implemented a comprehensive public outreach and involvement program to support the development of the 2050 RTP and its SCS. The 2050 RTP Public Involvement Program is based on the SANDAG Public Participation Plan, which was adopted by the SANDAG Board of Directors in 2009.

The 2050 RTP Public Involvement Plan outlined specific activities for communicating with the public throughout the development of the RTP and the SCS. SANDAG prepared the Public Involvement Plan with input from the general public, the Regional Planning Stakeholders Working Group (SWG), the Policy Advisory Committees, and the Board of Directors. Parallel to this effort, a tribal consultation work plan was developed. To engage low income and minority communities early in the planning process, SANDAG established a mini-grant program to focus the SWG directly on its concerns in a timely and meaningful way, and to provide resources so community collaboratives could reach out to their constituents throughout the process. The public outreach process will continue through use of public hearings and requests for comments from the public on the Draft 2050 RTP as further described below.

2050 RTP and SCS Adoption Process

To obtain public input on the development of the 2050 RTP and SCS, a broad range of media and communication avenues are being utilized to provide information, solicit participation and input, and allow for ongoing feedback and updates. A major goal of this public involvement effort is to reach out to both nontraditional and traditional audiences, to include them in the transportation planning process. The closing date for public comments on the Draft 2050 RTP and its SCS is proposed to be June 30, 2011.

SANDAG will hold various subregional workshops and public hearings in June to allow for public comment on the RTP, SCS, and the Environmental Impact Report (EIR). The public hearings/workshops schedule and format will provide opportunities for questions and answers with technical staff, public comments to be submitted, and information to be shared. The public hearing/subregional workshop schedule will be coordinated to allow for Board and Policy Advisory Committee members to attend, SWG members to “co-host,” and at times and locations that will provide the best options for public participation.

Upon Board action, the Draft 2050 RTP and its SCS will be distributed to local jurisdictions, the Metropolitan Transit System, the North County Transit District, Caltrans, the SWG, and other interested parties, and will be available on the SANDAG Web site. The Draft EIR will be released as soon as it is available. Anticipated major milestones include:

- April 22, 2011: Release of the Draft 2050 RTP
- May 2011: Release of the Draft EIR
- June 2011: Public hearings and subregional workshops on Draft 2050 RTP/SCS/EIR
- June 30, 2011: Close of public comment period for Draft 2050 RTP and its SCS
- July 2011: Close of public comment period for Draft EIR (date to be determined based on release date of Draft EIR)
- September 2011: Transportation Committee review of RTP/EIR comments
- October 28, 2011: SANDAG Board certifies Final EIR, approves air quality conformity finding, and adopts Final 2050 RTP and its SCS
Note: Printed copies of the Draft 2050 RTP and its SCS have been mailed to Board Members, Board Alternates, and Advisory Board Members. The Draft 2050 RTP, including Appendices, Technical Appendices, and the Executive Summary in Spanish, may be obtained from the SANDAG Web site at www.sandag.org/2050rtp. DVDs of the entire document will be available free of charge by contacting the SANDAG Public Information Office at (619) 699-1950. Copies of the Draft 2050 RTP in printed format may be purchased for the cost of reproduction.

GARY L. GALLEGOS
Executive Director

Key Staff Contact: Heather Adamson, (619) 699-6967, had@sandag.org

Funds are budgeted in Work Element #3100500
Join SANDAG at a public workshop/public hearing to provide input into the $196 billion plan that will serve as the blueprint for the development of the San Diego region’s transportation system during the next 40 years. We invite you to comment on the Draft 2050 Regional Transportation Plan (RTP), its Sustainable Communities Strategy (SCS), the Draft Regional Housing Needs Assessment (RHNA), and the Draft Environmental Impact Report.

The Draft 2050 RTP is designed to maximize transit enhancements, provide express lanes, integrate biking and walking, and promote programs to manage demand and increase efficiency. The SCS seeks to guide how we use land, develop housing, and plan transportation. The RHNA considers housing needs for the fifth housing element cycle for a range of income segments.

For more information, visit www.sandag.org/2050rtp, e-mail 2050rtp@sandag.org, or call toll-free 1-877-277-5736.

All Public Workshops & Public Hearings are from 4 to 7 p.m.
Public Workshops held 4 to 6 p.m.; Public Hearings begin at 6 p.m.

Tue, June 7  
Encinitas Community & Senior Center  
1140 Oakcrest Park Dr., Encinitas, 92024

Wed, June 8  
The Joe & Vi Jacobs Center  
404 Euclid Ave., San Diego, 92114

Thu, June 9  
Sonrise Community Church  
8805 North Magnolia Ave., Santee, 92071

Mon, June 13  
Martin Luther King Jr. Center  
140 East 12th St., National City, 91950

Thu, June 16  
San Marcos City Council Chambers  
1 Civic Center Dr., San Marcos, 92069

Public Hearings
Public hearings will be held as part of these regularly scheduled meetings:

Fri, June 10  
SANDAG Board of Directors Meeting  
10 a.m.  
401 B St., San Diego, 92101

Tue, June 21  
Regional Planning Stakeholders Working Group (SWG) Meeting  
4 to 6 p.m.  
Caltrans, 4050 Taylor St., San Diego, 92110

In compliance with the Americans with Disabilities Act (ADA), SANDAG will accommodate persons who require assistance in order to participate in the Public Workshops/Hearings listed above. If such assistance is required, please contact SANDAG at (619) 699-1900 at least 72 hours in advance of the meeting. To request the materials in an alternate format, please call (619) 699-1900, (619) 699-1904 (TTY), or fax (619) 699-1905.
¡Lo invitamos!
Ayude a darle forma al futuro de nuestra región.

Únase a SANDAG en los talleres públicos/audiencias públicas para ofrecer retroalimentación al plan de $196 mil millones que sirve como un plan de ruta para el desarrollo del sistema de transporte de la región en los próximos 40 años. Le invitamos a hacer comentarios al Borrador del Plan Regional de Transporte 2050 (RTP, por sus siglas en inglés), su Estrategia de Comunidades Sustentables (SCS, por sus siglas en inglés), el Borrador de la Evaluación de Necesidades Regionales de Vivienda (RHNA, por sus siglas en inglés), y el Borrador del Reporte de Impacto Ambiental.

El Borrador del RTP 2050 está diseñado para maximizar mejoras al transporte público, ofrecer carriles exprés, integrar el ciclismo y caminar, y promover programas para administrar la demanda e incrementar la eficiencia. La estrategia SCS busca guiar cómo usamos el suelo, desarrollamos vivienda y planeamos el transporte. RHNA considera las necesidades de vivienda para el quinto ciclo del elemento de vivienda para una variedad de segmentos de ingresos.

Para más información, visite www.sandag.org/2050rtp, correo electrónico 2050rtp@sandag.org, o llame gratis al 1-877-277-5736.

Todos los Talleres Públicos y Audiencias Públicas son de 4 a 7 p.m.

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<td>Mar., Junio 7</td>
<td>Encinitas Community &amp; Senior Center</td>
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Audiencias Públicas

Las audiencias públicas se llevarán a cabo como parte de estas reuniones programadas regularmente:

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<tr>
<td>Vie., Junio 10</td>
<td>SANDAG Board of Directors Meeting</td>
<td>401 B St., San Diego, 92101</td>
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<tr>
<td>Mar., Junio 21</td>
<td>Reunión del Grupo de Trabajo de Partes Interesadas en Planeación Regional (SWG, por sus siglas en inglés)</td>
<td>Caltrans, 4050 Taylor St., San Diego, 92110</td>
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En cumplimiento de la ley Americans with Disabilities Act (ADA), SANDAG asistirá a las personas que requieren ayuda para participar en los Talleres Públicos/Audiencias Públicas enlistados arriba. Si requiere tal asistencia, por favor comuníquese con SANDAG al (619) 699-1900 con al menos 72 horas de anticipación de la reunión. Para solicitar los materiales en un formato alternativo, por favor llame al (619) 699-1900, (619) 699-1904 (TTY), o fax (619) 699-1905.