

2050 Regional Transportation Plan/Sustainable Communities Strategy Commitments Progress Report – April 2016

On October 28, 2011, the San Diego Association of Governments (SANDAG) Board of Directors approved the 2050 Regional Transportation Plan and its Sustainable Communities Strategy (2050 RTP/SCS) for the San Diego region, becoming the first large region in California to prepare an RTP under California climate change legislation (SB 375). In accordance with SB 375, the 2050 RTP/SCS demonstrates how development patterns and the transportation network, policies, and programs will work together to achieve the greenhouse gas (GHG) emission reduction targets set by the California Air Resources Board (CARB) for cars and light trucks, and provide a more sustainable future for the region.

In response to public comment on its final action on the 2050 RTP/SCS, the SANDAG Board of Directors committed to undertaking six specific actions prior to approval of the next RTP/SCS. These six commitments were an integral part of the work program for San Diego Forward: The Regional Plan (San Diego Forward), which was approved by the SANDAG Board of Directors on October 9, 2015.

The six actions have been completed. Details on each are described below.

1. Develop Alternative Land Use Scenarios

 *Evaluate alternative land use scenarios to attempt to address the so-called “backsliding” of greenhouse gas levels between years 2035-2050.*

Three land use scenarios were developed and analyzed for their potential to further reduce GHG emissions beyond what was projected in the Regional Growth Forecast used in the 2050 RTP/SCS. The scenarios were also compared to the Series 9 Regional Growth Forecast that preceded the 2004 Regional Comprehensive Plan and its regional policies to implement smart growth and sustainable planning principles. The Regional Planning and Transportation Committees, various working groups, and the public provided input to help shape the scenarios. The SANDAG Board of Directors discussed the scenarios at a policy meeting held on December 6, 2013, and the Board report from that meeting is included as Appendix U.3 of San Diego Forward.

The analysis determined that projected GHG emissions decrease most significantly between the Series 9 and Series 13 Regional Growth Forecasts (between 25 and 30 percent). GHG emissions have the potential to continue to decrease in comparison to Series 13 under the three scenarios, although at a slower pace, between 1 and 3 percent.

A link to Appendix U.3 of San Diego Forward is [here](#).

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2. Develop a Regional Bicycle Plan Early Action Program (EAP)

 *Develop an early action program for projects included in the Regional Bicycle Plan.*

In a historic move that will make biking safer, easier, and more attractive for San Diegans throughout the region, on September 27, 2013, the SANDAG Board of Directors approved the Regional Bike Plan

Early Action Program (Bike EAP) – a \$200 million initiative to expand the bike network regionwide and finish high-priority projects within a decade.

The Bike EAP comprises 42 projects totaling about 77 miles of new bikeways that will make it much easier for people to ride their bikes to school, work, transit stations, and other major destinations. These projects are included in the San Diego Forward transportation network.

The Bike EAP is funded by *TransNet*, the regional half-cent sales tax for transportation approved by San Diego County voters. *TransNet* funding is being leveraged to bring in state and federal dollars so the region can complete more bike projects and reap even greater economic, health, and mobility benefits.

A link to the staff report (Item 14) is [here](#).

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3. Prepare an Active Transportation Implementation Strategy

 *Plan for the broader Active Transportation program, including Safe Routes to School and Safe Routes to Transit.*

On April 19, 2013, the SANDAG Transportation Committee set the framework for an Active Transportation Implementation Strategy (Strategy) to be incorporated into San Diego Forward. The three primary objectives of the Strategy are to enhance bicycle and pedestrian access to public transit, improve bicycle and pedestrian safety at highway interchanges, and connect regional transportation investments to schools. The Strategy includes the following specific approaches:

1. New transit projects include bicycle and pedestrian access improvements at stations and the station area, as well as improved access to nearby schools and commercial and residential areas.
2. New highway interchange projects include bicycle and pedestrian improvements.
3. Inclusion of all Regional Bike Plan projects in the regional transportation network.
4. Identification of bicycle and pedestrian improvement needs at existing transit station areas and highway interchanges.

A link to the staff report (Item 10) is [here](#), and the Active Transportation Implementation Strategy is included as [Appendix U.16](#) in San Diego Forward.

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4. Develop a Regional Transit Oriented Development Strategy

 *Develop a regional transit-oriented development policy to promote and incentivize sustainable development.*

The Regional Transit Oriented Development (TOD) Strategy recommends actions that can be taken to assist the region in creating TOD projects and neighborhoods in association with the region's existing and future network of public transit. Transit oriented developments will reduce GHG emissions;

increase transit ridership, walking, and biking; and provide a greater mix of housing and employment opportunities for all residents of the region.

The Regional TOD Strategy – Transit Oriented Districts: A Strategy for the San Diego Region – is included as [Appendix U.4](#) of San Diego Forward.

A link to the TOD web page (sandag.org/tod) that includes working papers, forum presentations, the Board report, and final TOD Strategy is [here](#).

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5. Enhance Travel Demand Models

 *Continue to make enhancements to the travel demand models including use of activity-based models that will be “open source” and available.*

SANDAG continues to enhance its suite of modeling tools that support the regional planning process. In December 2013, SANDAG released the initial version of an “open source” Activity Based Model (ABM). The ABM was used for San Diego Forward to rank transportation projects. In July 2014, SANDAG finished development of an Active Transportation Model enhancement to the ABM to address the impact of bicycle and pedestrian projects. The enhanced ABM was used for San Diego Forward, evaluating alternative transportation networks, selecting a preferred network, and analyzing project and phasing alternatives in the Environmental Impact Report.

A link to the SANDAG Travel Demand Model Documentation and Methodology included in Appendix T of San Diego Forward is [here](#).

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6. Develop a Regional Complete Streets Policy

 *Develop a regional complete streets policy.*

On December 19, 2014, the SANDAG Board of Directors adopted a Regional Complete Streets Policy (Policy), which is included as [Appendix U.2](#) of San Diego Forward. The Policy defines complete streets as the term will be used by SANDAG in its role as an implementer of regional transportation projects and as the regional planning agency that programs transportation funds, sets long-range regional transportation policy, and provides technical assistance and support to local agencies. SANDAG has created a Complete Streets web page at (sandag.org/completestreets) that includes the Policy and other resources on best practices and innovation in street design.

A link to the staff report (Item 6) is [here](#).

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