



**BOARD OF DIRECTORS
JUNE 26, 2009**

**AGENDA ITEM NO. 09-06-16
ACTION REQUESTED – INFORMATION**

**2050 REGIONAL TRANSPORTATION PLAN: WORK
PROGRAM AND SCHEDULE**

File Number 3000400

Introduction

The current 2030 Regional Transportation Plan (RTP) was adopted in 2007. Federal law requires that SANDAG prepare a long-range transportation plan and make an air quality conformity determination every four years. SANDAG staff has prepared a draft work program and schedule to develop the 2050 RTP, which is slated for adoption in 2011. SANDAG is the first major metropolitan planning organization that will prepare an RTP according to provisions of Senate Bill (SB) 375 (Steinberg, 2008). Additionally, proposed roles and responsibilities of various working groups and Policy Advisory Committees are outlined. The purpose of this informational report is to provide an overview of the proposed work plan and its key elements to the Board of Directors. This informational report also was presented at the June 5, 2009, joint meeting of the Regional Planning and Transportation Committees.

Discussion

2050 RTP Work Program: Key Inputs and Components

At the April 24, 2009, Board of Directors meeting, staff provided an overview of the proposed FY 2010 Integrated Work Plan to comply with SB 375. SANDAG staff now has developed a more detailed work program and schedule for the 2050 RTP that incorporates a variety of planning efforts. In accordance with state and federal guidelines, the 2050 RTP is scheduled for adoption by the Board of Directors in July 2011. The 2050 RTP Work Program and Schedule are included as Attachments 1 and 2, respectively. A number of key inputs and components that will shape the development of a 2050 RTP are highlighted below.

2050 Regional Growth Forecast

Work already is underway to produce the 2050 Regional Growth Forecast, which will be used in the preparation of the 2050 RTP. The forecast is being developed in two phases. The first phase takes into account existing land uses, planned land uses, and potential redevelopment and infill areas. The second phase involves preparing alternative land use scenarios that can be applied beyond the horizon year of local general plans. The Board of Directors will be asked to approve the 2050 Regional Growth Forecast for planning purposes in early 2010. Additional information about the forecast, including possible transportation and transportation demand management (TDM) measures and upcoming public outreach activities, will be presented for Board discussion at the July 10, 2009, Board Policy meeting.

Updated Goals and Objectives

The Board of Directors adopted seven policy goals to guide the development of the 2030 RTP. Policy objectives also were established to help the region achieve those goals. As part of the 2050 RTP development, the Board of Directors will be asked to review and update the goals and objectives from the 2030 RTP based on emerging issues such as the implementation of SB 375.

Urban Core Transit Strategy

In summer 2009, SANDAG will begin the development of an Urban Core Transit Strategy to evaluate possible regional transit strategies that maximize peak-period transit mode share in the urban core. The strategy will result in three or four long-range strategic transit network alternatives that will be factored into the 2050 RTP. Additionally, the study will include short-term action plans and implementation strategies. The Board of Directors will be asked to approve these alternatives for use in the 2050 RTP development in spring 2010.

Sustainable Communities Strategy

The Sustainable Communities Strategy (SCS) will be a new element of the RTP, as required by SB 375, and will be designed to show how regional greenhouse gas (GHG) reduction targets, to be established by the California Air Resources Board, would be achieved through development patterns, infrastructure investments, and/or 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.

The adopted Smart Growth Concept Map, which identifies existing and planned smart growth areas linked to existing and planned public transit, along with the identified habitat conservation areas, will serve as a basis for the SCS. Additionally, the results of the Regional Climate Action Plan (RCAP) will provide options for additional measures that could reduce GHG emissions.

Other Key 2050 RTP Tasks

The results of related work efforts, such as the Regional Energy Strategy Update, RCAP, Regional Bicycle Plan, Comprehensive Freight Gateway Forecast, new border crossing at Otay Mesa East, airport multimodal planning, high-speed rail planning, corridor and subregional studies, collaborative projects with Tribal Nations, as well as interregional and binational strategies, will be incorporated.

Other major tasks include updates to the project evaluation criteria and plan performance measures, economic analysis of investment strategies, enhanced environmental justice analysis, new revenue projections, revised cost estimates for projects and services, and integration of technology and TDM measures into investment strategies. Additionally, the 2050 RTP will be subject to any new requirements established in the upcoming federal surface transportation reauthorization, which is anticipated to be passed in 2010, and will incorporate updated California Transportation Commission RTP Guidelines.

RTP/SCS Public Participation Plan

SANDAG regularly involves the public in regional planning efforts. A public participation plan is being prepared to help develop the 2050 RTP. On May 22, 2009, the Board of Directors approved the creation of a new Regional Planning Stakeholders Working Group to provide input on the development of key work elements in the planning process, including the public participation plan. Additionally, there will be a series of public presentations and workshops and other means for involving the public and receiving input on the work products and draft 2050 RTP. The Board of Directors will be asked to approve the Public Participation Plan in winter 2009.

2050 RTP Environmental Impact Report

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 emissions. The EIR also will include analysis of the additional elements required by SB 375, such as the SCS.

In addition, as part of the environmental review process for the RTP, SB 375 includes California Environmental Quality Act (CEQA) streamlining provisions as an incentive to encourage certain types of projects that help achieve the GHG reduction target and are consistent with the SCS (e.g., residential or mixed-use projects that conform to SCS and transit priority projects that meet specified criteria). Cities and counties that find the CEQA streamlining provisions useful will have the opportunity to align their planning policies with those of the regional SCS. It should be noted, however, that the CEQA streamlining provisions are not mandatory and are intended to be a tool that local jurisdictions may use, if desired.

2050 RTP Proposed Roles and Responsibilities

A number of Policy Advisory Committees will provide oversight and policy direction for the development of the 2050 RTP. Several working groups also will provide input throughout the preparation of the plan. The new Regional Planning Stakeholders Working Group will play an integral role in the development of the 2050 RTP, along with the region's public works directors and planning directors, who are represented in the Cities/County Transportation Advisory Committee (CTAC) and Regional Planning Technical Working Group (TWG), respectively. The San Diego Region Conformity Working Group (CWG) will be consulted on the development of the air quality conformity analysis. Additionally, staff will make sure that key elements of the 2050 RTP development are brought to the Tribal Transportation Working Group to allow for substantive feedback and input. Finally, the *TransNet* Independent Taxpayer Oversight Committee's responsibilities include participating in the ongoing refinement of the SANDAG transportation system performance measurement process and the project evaluation criteria used in the development of the RTP. Attachment 3 outlines the proposed roles and responsibilities of the Policy Advisory Committees and their working groups related to the development of the 2050 RTP.

Next Steps

In order to implement the proposed work plan, SANDAG will benefit from substantial work that is already underway. The adopted Smart Growth Concept Map together with regional habitat conservation areas will serve as a basis for the SCS. A number of planning efforts that will be incorporated in the 2050 RTP development have been initiated, such as the Interstate 5 South Multimodal Corridor Study, and Freight Gateway Forecast. Additionally, a discussion on new goals and policy objectives for the 2050 RTP will be brought to a future Board of Directors Policy meeting.

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Executive Director

Attachments: 1. 2050 RTP Work Program
2. 2050 RTP Schedule
3. Proposed Roles and Responsibilities for Working Groups and Policy Advisory Committees

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Funds are budgeted in Work Element #3000400

2050 RTP WORK PROGRAM

1. *Develop Regional Transportation Plan (RTP) Work Program*
 - Review work program with core working groups, Policy Advisory Committees, and Board of Directors

2. *Review and Update RTP Goals and Policy Objectives*
 - Confirm consistency with updated Regional Comprehensive Plan (RCP) directives and Strategic Initiatives
 - Monitor and incorporate new transportation act/bill and other legislation, including Senate Bill (SB) 375 (as needed)
 - Monitor and incorporate updated California Transportation Commission RTP Guidelines (as needed)

3. *Public Outreach and Involvement*
 - Set up 2050 RTP Project Web page and maintain throughout RTP development and adoption
 - Create new Regional Planning Stakeholders Working Group and issue mini-grants for outreach to community based organizations
 - Develop Public Participation Plan (PPP) that meets federal transportation bill requirements and SB 375
 - Schedule events and develop outreach products
 - Conduct subregional workshops (3) on Draft 2050 RTP
 - Conduct public hearings (2) on Draft 2050 RTP
 - Analyze ongoing feedback and respond to comments received via the Web page, phone, e-mail, etc.

4. *Prepare 2050 Regional Growth Forecast*
 - Collect Existing Plans and Policies land use inputs (Phase 1)
 - Create demographic, housing, and economic estimates for Existing Plans and Policies
 - Generate New Growth Forecast (Population and Employment) for Existing Plans and Policies
 - Create and test alternative land use scenarios for capacity to 2050 (Phase 2) and review results with working group and Policy Committees
 - Conduct public workshops on select alternative land use scenarios
 - Generate preliminary draft Growth Forecast for review
 - Finalize 2050 Regional Growth Forecast

5. *Incorporate Recommendations from Regional/Corridor/Subregional Studies into Development of Transportation Networks*
 - Studies include the Interstate 5 (I-5) South Multimodal Corridor Study, Downtown Transportation Plan, Urban Core Transit Strategy, Regional Bicycle Plan, Impediments to Public Transit, Safe Routes to School Strategy, Regional Climate Action Plan (RCAP), Regional Energy Strategy, State Route (SR) 11 and Otay Mesa East Port of Entry Financing Strategy, I-15 Interregional Partnership and Imperial Valley Association of Governments (IVAG) I-8 Corridor Strategic Plan, Tribal Transportation Plans, Corridor System Management Plans, *TransNet* Early Action project development, Otay Mesa–Mesa de Otay Binational Corridor Strategic Plan, California–Baja California Border Master Plan, and the Federal Transit Administration (FTA)/Federal Highway Administration (FHWA) Guidebook on Congestion Management Process (as needed)

6. *Develop Sustainable Communities Strategy (SCS) and Alternative Planning Strategy (APS) (if needed)*
 - Conduct workshop for SB 375 Implementation/Greenhouse Gases (GHG) Regional Targets/SCS development
 - Information meeting(s) with elected officials to obtain input on SCS
 - Develop draft SCS based on the adopted Smart Growth Concept Map and results from the Urban Core Transit Strategy and the RCAP
 - Generate alternative(s) land use/transportation scenario for an APS (if needed)
 - Develop draft APS if the SCS does not meet the regional GHG targets (if needed)

7. *Update Revenue and Cost Projections for Projects and Services*
 - Develop or revise cost estimates for all Unconstrained highway and transit projects based on requirements from federal transportation bill
 - Incorporate revised cost estimates for local streets and roads projects provided by the local jurisdictions
 - Incorporate SR 11–Otay Mesa East Port of Entry Financing Strategy
 - Develop initial revenue projections for the various local, state, and federal revenue sources for the Revenue Constrained and Reasonably Expected scenarios
 - Refine and finalize initial revenue projections and cost estimates for the Revenue Constrained and Reasonably Expected scenarios

8. *Update Regional Arterial System (as needed)*

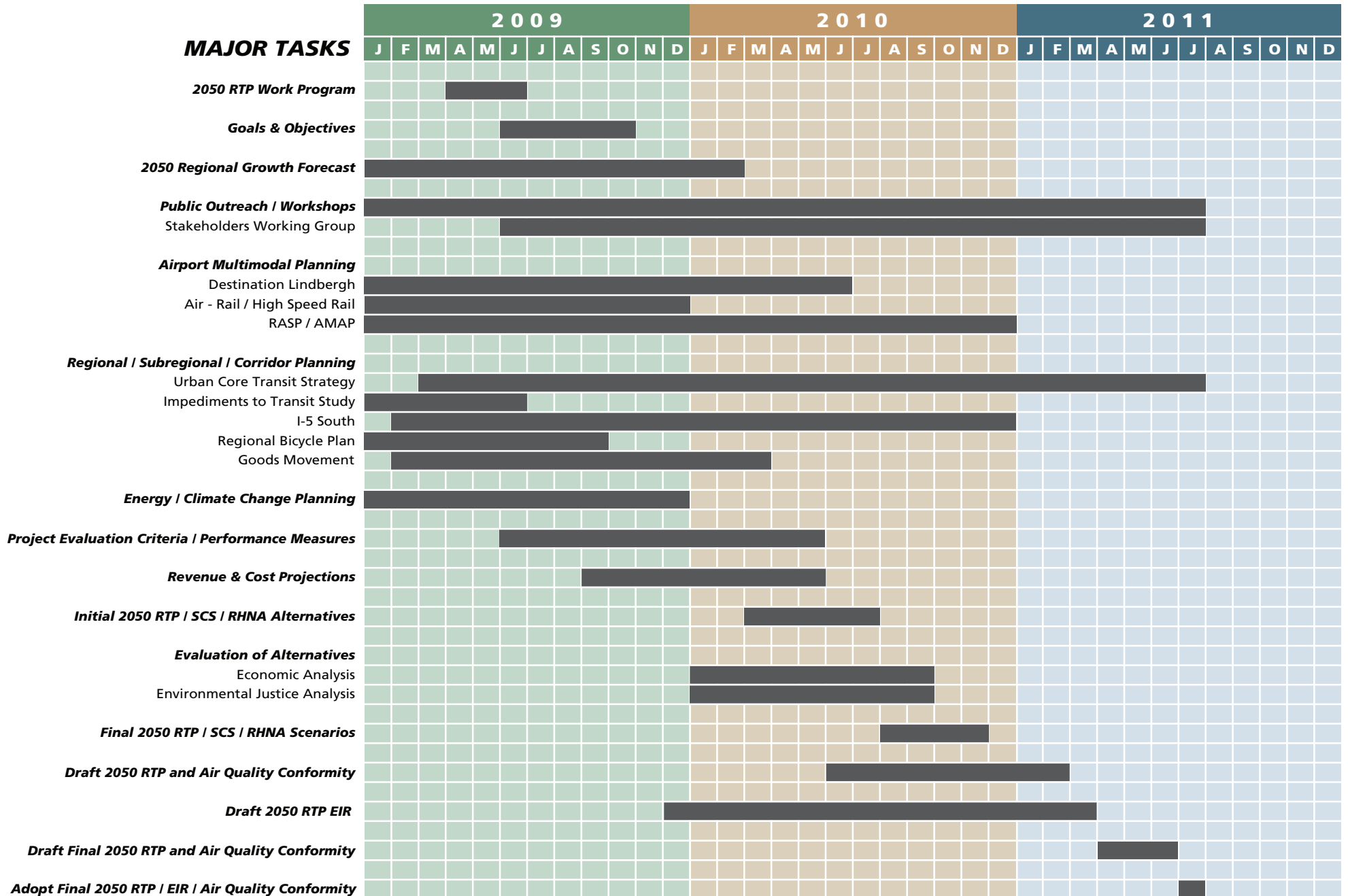
9. *Airport Multimodal and Rail Planning*
 - Incorporate recommendations from the Airport Multimodal Action Plan (AMAP)
 - Incorporate Air–Rail Network Plan
 - Incorporate Regional Aviation Strategic Plan (RASP), including Destination Lindbergh

10. *Develop Technology and Innovation Updates for the RTP*
 - Incorporate transportation system management and monitoring systems into the RTP
 - Research future transportation infrastructure and architecture needs and incorporate into the RTP
 - Incorporate assumptions from Regional Energy Strategy Update relating to alternative fuels and vehicles into the RTP
11. *Update the Goods Movement Action Plan (as needed)*
 - Incorporate findings from the Comprehensive Freight Gateway Study
12. *Update Transportation Project Evaluation Criteria*
 - Review/revise criteria with a focus on updated goals and policy objectives
13. *Update Performance Measures for RTP*
 - Re-evaluate and update performance measures to be consistent with 2050 RTP goals and policy objectives
 - Develop measurable objectives consistent with updated RTP performance measures
 - Update base year and projected Levels of Service (LOS), Vehicle Miles Traveled (VMT), GHG emissions, travel time, speed, and other indicator data for the RTP
14. *Develop Network and/or Land Use Alternatives*
 - Develop multimodal (transit, high-occupancy vehicle [HOV], Managed Lanes, highway, bicycle, and pedestrian) network alternatives in conjunction with SCS/APS
 - Select networks and land use alternatives to be included in the different financial scenarios of the RTP and in the EIR
15. *Analyze Alternatives and Select Preferred Unconstrained Network for RTP*
 - Perform travel forecasts and evaluate overall performance
 - Apply updated performance measures, such as overall LOS, VMT, GHG emissions, economic indicators, and average corridor travel times, to provide a grid of overall effectiveness of each alternative
 - Develop Draft Preferred Network for review
16. *Conduct Economic Analysis of Transportation Investment Scenarios*
17. *Develop Environmental Justice Assessment*
18. *Create Final RTP/SCS and EIR Scenarios*
 - Create new Revenue Constrained and Reasonably Expected funding scenarios
 - Apply revised evaluation criteria to assist in project selection for RTP scenarios

- Develop transportation networks for Revenue Constrained and Reasonably Expected Scenarios for review
 - Create EIR alternatives
19. *Perform Air Quality (AQ) Forecasts*
- Discuss conformity criteria and procedures with San Diego Region Conformity Working Group (CWG)
 - Address new Environmental Protection Agency (EPA)/FTA/FHWA requirements for AQ analysis (as needed)
 - Prepare draft air quality conformity determination for Draft RTP for review
 - Assist with AQ analysis for Draft and Final EIR
 - Prepare final air quality determination
20. *Produce Draft RTP*
21. *EIR Preparation*
- Prepare and circulate Notice of Preparation for EIR
 - Prepare Draft EIR, including enhanced analysis per SB 375
 - Prepare Final EIR
22. *Release Draft RTP/EIR for Public Comment*
23. *Prepare Draft Final RTP*
24. *Prepare Final EIR*
25. *Final RTP/EIR Adoption*
26. *Air Quality Conformity Determination by United States Department of Transportation*



2050 Regional Transportation Plan Schedule



Roles and Responsibilities for the 2050 Regional Transportation Plan

	Working Groups						Policy Advisory Committees				
	CTAC	TWG	SWG	CWG	ITOC	Tribal TWG	EWG	BC	RPC	TC	BOD
Major Tasks											
Regional Transportation Plan (RTP) Work Program	■	■	■	■		■			■	■	■
Goals and Policy Objectives			■								■
2050 Regional Growth Forecast		■	■						■		■
Project Evaluation Criteria	■	■	■		■	■				■	■
Performance Measures	■	■	■		■	■				■	■
Regional/Corridor Studies											
Urban Core Transit Strategy	■	■	■						■	■	■
Interstate 5 South Multimodal Study										■	■
Airport Multimodal Planning										■	■
Comprehensive Freight Gateway Forecast								■			■
Regional Energy Strategy Update/ Regional Climate Action Plan							■		■		■
Public Outreach	■	■	■	■		■		■	■	■	■
Initial RTP/Sustainable Communities Strategy (SCS)/Regional Housing Needs Assessment (RHNA) Scenarios	■	■	■	■		■			■	■	■
Final RTP/SCS/RHNA Scenarios									■	■	■
Draft 2050 RTP and Air Quality (AQ) Conformity	■	■	■	■		■					■
Draft 2050 Environmental Impact Report (EIR)	■	■	■			■					■
Proposed Changes for the Draft Final 2050 RTP			■	■							■
Adopt Final 2050 RTP/EIR/AQ Conformity											■

Board of Directors (BOD)

Policy Advisory Committees

- Borders Committee (BC)
- Regional Planning Committee (RPC)
- Transportation Committee (TC)

TransNet Independent Taxpayer Oversight Committee (ITOC)

Working Groups

- Cities/County Transportation Advisory Committee (CTAC)
- Regional Planning Stakeholders Working Group (SWG)
- Regional Planning Technical Working Group (TWG)
- Regional Working Group (EWG)
- San Diego Region Conformity Working Group (CWG)
- Tribal Transportation Technical Working Group (Tribal TWG)