Ask anyone what’s the biggest problem in San Diego, and you’ll probably hear “traffic.” However, if we have learned anything in the last decade, it’s that we can’t build our way out of traffic congestion. This leaves us at a crossroads - the road less traveled may be our pathway for the future.

During the next 25 years, we can expect to share our communities with more than a million new neighbors. We will create 465,000 more jobs and build 290,000 new homes. The major appeal is our region’s quality of life. While this may mean different things to different people, we can all agree that quality of life encompasses safe and livable communities, affordable housing, competitive job opportunities, a healthy environment, good education and community facilities, and a transportation system that provides easy access to work, school, and other activities.

The 2030 San Diego Regional Transportation Plan: Pathways for the Future (2030 RTP or Plan) is our region’s blueprint for a transportation system that enhances our quality of life and meets our mobility needs now and in the future.

A Smarter Plan
In this era of budget and infrastructure deficits, the ultimate success of the 2030 RTP will be measured by how well we implement smart growth as our communities are developed and redeveloped over time. To this end, the 2030 RTP helps strengthen the land use-transportation connection and offers regional transportation funding incentives to support smarter, more sustainable land use.

Improving transportation is one component of a much larger vision to sustain and improve our region’s quality of life. SANDAG adopted the Regional Comprehensive Plan (RCP) in 2004. The RCP serves as a foundation for integrating land uses, transportation systems, infrastructure needs, and public investment strategies within a regional smart growth framework. The RCP is the regional vision to prepare for change and meet our future needs. The 2030 RTP is the transportation component of the RCP.

Developing the Plan
The 2030 RTP is the product of collaboration between SANDAG, all 18 cities and the county government, and our transportation partners - the San Diego Metropolitan Transit System (MTS), the North County Transit District (NCTD), and the California Department of Transportation (Caltrans) - along with a wide range of interest groups and other agencies.

With this RTP, SANDAG has established better communication and cooperation with the 17 sovereign tribal governments in the region. The San Diego region contains 18 reservations, more than any other county in the United States. In January 2007, a representative from the Southern California Tribal Chairman’s Association was added to the SANDAG Board of Directors and policy advisory committees.

The 2030 RTP also looks beyond the San Diego region to link transportation and land use planning across our borders with Orange, Riverside, and Imperial Counties, as well as Baja California, Mexico. To accommodate the dynamic crossborder transportation system, the 2030 RTP includes major projects to improve access to border crossings, expand freight rail service, and coordinate commercial vehicle crossings. On a collective basis, these projects will modernize and transform transportation infrastructure along the U.S./Mexico border from San Diego/Tijuana east to Arizona/Sonora.
The 2030 RTP is developed around four main components: Land Use, Systems Development, Systems Management, and Demand Management.

Each component has a unique, yet interdependent, role in improving mobility and travel in the San Diego region through the year 2030.

**Land Use** decisions determine where our homes, schools, work, shopping, and other activities are located. They can profoundly affect the way in which we move around the region and within our communities.

**Systems Development** provides needed regional transportation improvements, viable travel choices, and connections to our daily activities.

**Systems Management** helps to maximize system operations so that we make the best use of our existing transportation resources and provide travelers with real-time travel information to assist them in making informed travel choices.

Finally, **Demand Management** focuses on reducing trips on the transportation system during peak periods and encouraging alternatives to driving alone (e.g., transit, carpooling, vanpooling, biking, and walking).

**1 Land Use and Transportation Connection: Growing Smarter**

The 2030 RTP is founded on a land use plan that reflects the commitments from the 18 cities and county to “smart growth.” Smart growth is a compact, efficient, and environmentally sensitive pattern of development that provides people with additional travel, housing, and employment choices by focusing future growth away from rural areas and closer to existing and planned job centers and public facilities. It recognizes that growth and change will continue in the region during the next several decades, and all local jurisdictions can make positive contributions toward preparing for that change.

Transportation infrastructure and services must be coordinated with land use planning if we are to avoid increased traffic congestion, reduced mobility, and a deteriorating quality of life. A Smart Growth Concept Map has been developed, showing the existing, planned, and potential areas for smart growth development.

We cannot fix our persistent transportation problems by focusing solely on transportation. To encourage better transportation and land use coordination, the 2030 RTP includes $206 million through the TransNet program for a Smart Growth Incentive Program.

*Developments along transit corridors connect residential communities with activity centers.*
Smart growth integrates job and activity centers with neighborhoods.
New and better connections are planned to more efficiently move people on buses, trolleys, trains, and cars throughout the region. When implemented, the projects in the 2030 RTP will improve the region’s highway and roads network, transforming it into a robust system with more lanes dedicated to carpools and buses that will be integrated with new, high-quality regional transit services. The 2030 RTP includes a flexible roadway system, efficiently used by transit and high occupancy vehicles (HOVs) while at the same time improving goods movement through the region.

The 2030 RTP network looks into the future to deliver a new transportation vision. It focuses on providing real-time, competitive travel choices during rush hours when most of our traffic congestion occurs. Because much of this demand is driven by the need to commute to and from work and school, the Plan looks at incentives for encouraging alternative commuter travel choices. This includes making it faster, safer, and more convenient to ride transit, carpool, vanpool, walk, or bike during peak hours. In our fast-paced world, saving time is a very real and powerful incentive for encouraging these more sustainable travel choices.

Regional Transit Plan
The 2030 RTP calls for a network of fast, flexible, reliable, safe, and convenient transit services that connect us to the region’s major employment and activity centers. Other proposed services showcase the integration of public transportation and local land uses, a central theme of the 2030 RTP. The new routes operate at higher speeds, averaging 40 miles per hour for regional services and 25 miles per hour for corridor services.

The transit system in the Plan will take advantage of the Managed Lanes system on key freeway corridors, with Bus Rapid Transit on I-15 and in the South Bay on I-805. However, for the newer transit services that are moving ahead of completion of these facilities, the Plan assumes that these services would operate on freeway shoulder lanes on a limited basis during congested periods. Since 2005, the Buses on Shoulders Demonstration Project has been operating successfully along Interstate 805 and State Route 52. Improvements to the COASTER commuter rail also are a key regional service.

In our local communities, transit stations must be integrated into the activity centers. These areas will be pedestrian- and bicycle-friendly and serve as pleasant walk-and-wait environments for customers.

Integrating Transit and Roadways
Competitive transit service must be able to operate in congestion-free lanes. The Plan includes an extensive network of Managed/HOV lanes on the highway system designed to accommodate transit services, as well as carpools, vanpools, and fee-paying patrons (similar to I-15 FasTrak® where fees fund transit services in the I-15 corridor). On arterials, the Plan includes funding for transit priority treatments and to complete regionally significant arterials. The Plan also includes major transit capital projects, such as transitways, double tracking, direct access ramps, and grade separations. It also provides operational funding for the expanded regional transit system.

(Continued inside)
The 2030 RTP is developed around four main components:

1. **Systems Management**: Focus on improving transportation systems and services, including performance management systems networks, congestion management, and incident response.
2. **Demand Management**: Implement strategies to manage demand, such as flexible travel options and pricing strategies.
3. **Systems Development**: Upgrade highway and road networks, and implement new systems and technologies.
4. **Land Use**: Plan for future development by integrating transportation planning with land use planning.

### Planning the San Diego Region's Future Transportation System

Billions of dollars already have been invested in roads and transit in the San Diego region. We need to maximize the return on this significant investment through better management and more efficient operation of the existing networks. A wide range of systems management strategies totaling more than a half billion dollars is included in the Plan.

**High Occupancy Toll (HOT) Lanes**
The 2030 RTP includes plans for "HOT lanes" on our major north-south freeways, including Interstates 5, 15, and 805. HOT Lanes are limited-access lanes in which buses, carpools, and vanpools have first priority and travel free, while other vehicles gain access by paying a fee. The lanes are managed through variable pricing to maintain free-flowing conditions even during rush hours, and revenues are used to support transportation improvements within the corridor.

**New Technologies**
In the coming years, SANDAG will deploy an Integrated Performance Management System Network that will interconnect the region's local transportation management centers. The network includes modal management sub-systems that will provide the agencies with the necessary tools to better manage the region's freeways, arterials, transit, incidents and emergency response, special events, commercial vehicle operations, and traveler information. The Advanced Traveler Information System (511) already delivers real-time traffic and transit conditions to the traveling public.

**Freeway Service Patrol**
The RTP will expand the Freeway Service Patrol (FSP), moving low trucks that patrol 325 miles of the region's freeways during rush hours to assist stranded motorists whose vehicles break down or run out of fuel. By removing disabled vehicles from the roadway quickly, the FSP has helped ease traffic congestion caused by minor incidents.

### Implementing the Plan

Implementing the 2030 RTP requires close cooperation and coordination among all transportation agencies, local jurisdictions, and the traveling public. The Plan relies on efficient and cost-effective use of our traditional transportation funds and expanding sources of transportation revenues to fund a higher level of investment in proposed improvements.

The 2030 RTP is based on a robust $57 billion Reasonably Expected Revenue scenario for the development, operations, and maintenance of the transportation facilities and services in the Plan. This assumes both current sources of transportation revenue, as well as new sources in the future - such as additional state and federal funds for major capital projects and increases in state and federal gas taxes based on historical trends.

### Measuring the Plan's Success

The 2030 RTP was developed by examining how different land use and transportation network scenarios meet regional performance measures. The evaluation of performance measures is the first step in establishing performance standards that will enable us to benchmark our progress toward meeting the Plan’s policy goals and objectives.
Ask anyone what’s the biggest problem in San Diego, and you’ll probably hear “traffic.” However, if we have learned anything in the last decade, it’s that we can’t build our way out of traffic congestion. This leaves us at a crossroads - the road less traveled may be our pathway for the future.