Our Region. Our Future.

2050 Regional Transportation Plan
A Quick Guide
Planning a better future

Over the next four decades, the San Diego region is expected to add another 1.25 million people, half a million new jobs, and nearly 400,000 new homes. As our region continues to mature, it’s vital that we have a world-class transportation system capable of supporting a prosperous economy, a healthy environment, and a sustainable lifestyle.

The 2050 Regional Transportation Plan (RTP) is a blueprint for meeting these goals in a socially equitable manner. It lays out how $214 billion in anticipated local, state, and federal funding will be spent by mid-century to provide more travel choices through an integrated system; preserve natural resources; promote smart growth; and maximize investments.

This blueprint builds on sound planning principles that have long been embraced by policy makers in the region: focus housing and job growth in urbanized areas near existing and planned infrastructure and invest in a transportation network that provides easy access for school, work, recreation, and pleasure.

On Oct. 28, 2011, the San Diego Association of Governments (SANDAG) Board of Directors, representing all 18 cities and county government in the region, adopted the 2050 RTP along with a Sustainable Communities Strategy, concluding more than two years of careful work and extensive public input.
Creating sustainable communities

The 2050 RTP is the first document of its kind to include a Sustainable Communities Strategy (SCS) as required by California Senate Bill 375 (SB 375). The law took effect in 2009 and is intended to combat climate change by linking transportation and land use planning to greenhouse gas reduction targets for cars and light trucks.

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<thead>
<tr>
<th>Target Year</th>
<th>CARB Target</th>
<th>RTP Results</th>
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<tbody>
<tr>
<td>2020</td>
<td>7%</td>
<td>14%</td>
</tr>
<tr>
<td>2035*</td>
<td>13%</td>
<td>13%</td>
</tr>
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Source: SANDAG and CARB (California Air Resources Board)

*CARB did not specify GHG targets beyond 2035

The San Diego region has been challenged to cut per capita emissions from cars and light trucks 7 percent by 2020 and 13 percent by 2035, from a 2005 baseline. The SCS shows how we will meet or exceed the targets by creating more compact, walkable, and transit-oriented communities.

The land use pattern outlined by the SCS protects and preserves 1.3 million acres, more than half of the land in the county. It also shows that about 84 percent of the projected 388,000 new homes to be built by 2050 will be multifamily units clustered in already developed urban centers.

This vision is achievable because local governments in the region had been working to create sustainable communities long before the passage of SB 375. Regional habitat planning efforts began in the 1990s. The Regional Comprehensive Plan, adopted by SANDAG in 2004, mirrors the building blocks of the SCS.
Building a multimodal system with more travel choices

Picture new rail lines along the Interstate 5 corridor and a network of freeway-based express buses that provide convenient access to job centers. The 2050 RTP, more than previous plans, integrates the regional transit and highway systems into a multimodal network to expand travel choices.

The Trolley and SPRINTER systems are slated to add 156 new miles, along with a proposed tunnel in downtown San Diego. In the near future, an extension of the Trolley will run from Old Town to University City. And the COASTER rail service from Oceanside to downtown San Diego will be faster with the addition of a second track.

The Plan envisions adding nearly 130 miles of Express Lanes on Interstates 5, 15, and 805, as well as State Routes 52, 54, 78, 94, and 125. These expressways — built in the freeway medians — offer free-flow conditions for carpools, vanpools, bus services, and solo drivers who choose to pay a fee.

In the first ten years of the Plan, 36 percent of the transportation funding, the largest portion, will go toward transit and 34 percent to highway improvements (largely for adding Express Lanes to existing freeway corridors), and 21 percent to local roads and streets. Transit spending will grow each decade, reaching 57 percent in the last decade. By mid-century, transit service miles in the region will be doubled due to increased service frequency in key corridors.

Part of the multimodal vision is already coming to fruition. The 20-mile Express Lanes facility on I-15, between State Routes 163 and 78, was completed in January 2012. The facility features a movable barrier that allows Caltrans to make up to three lanes available during rush hour in the peak direction to ease congestion and counter delays caused by accidents. SANDAG also added flexibility to the system by acquiring the lease to operate the SR 125 toll road in December 2011.

Housing Near Public Transit Increases Significantly by 2050

<table>
<thead>
<tr>
<th>Year</th>
<th>Within 1/2 Mile of Transit</th>
<th>Not Within 1/2 Mile of Transit</th>
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<tbody>
<tr>
<td>2008</td>
<td>45%</td>
<td>55%</td>
</tr>
<tr>
<td>2050</td>
<td>64%</td>
<td>36%</td>
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</table>

Source: SANDAG 2050 Regional Growth Forecast
156 new miles of Trolley and SPRINTER service will be added.

Transit service miles in the region will be doubled.

2050 Transit Network

- High Speed Rail *
- Commuter Rail
- Light Rail Transit (LRT)
- Express LRT
- Bus Rapid Transit (BRT)
- Peak Period BRT
- Streetcar
- Rapid Bus
- Local Bus

* High Speed Rail alignment based on the California High Speed Rail Authority’s 2005 Statewide Programmatic EIR/EIS preferred route.

October 2011
130 miles of Express Lanes will be added.

2050 Highway Network

- **Managed Lanes**
- **Transit Lanes**
- **General Purpose Lanes**
- **Toll Lanes**
- **Operational Improvements**
  - Freeway Connectors
  - HOV Connectors
  - Freeway & HOV Connectors

C = Conventional Highway  
F = Freeway  
HOV = High Occupancy Vehicle  
MB = Movable Barrier  
ML = Managed Lanes  
OPS = Operational Improvements  
T = Toll Lanes  
TL = Transit Lanes

October 2011
Enhancing bicycle and pedestrian access

By making bicycling and walking viable choices for everyday travel, our region stands to reap a host of environmental and public health benefits, such as a smaller carbon footprint and lower obesity rates.

The 2050 RTP calls for investing $3.8 billion in active transportation projects and programs to encourage more residents to add cycling and walking to their routines. Part of the funding will be targeted to make the walk to rail and bus stations safer and more pleasant.

The “complete streets” concept is built into the Plan. This concept calls for accommodating all roadway users regardless of their mode of travel, in particular bicycles, public transportation vehicles, and pedestrians of all ages and abilities.

The Plan also incorporates recommendations from the San Diego Regional Bicycle Plan to create an interconnected network of 40 bicycle corridors that will enable cyclists to travel with greater safety and convenience within and between major regional destinations.

Deploying cutting-edge technology

To make the best use of the infrastructure already in place, new and exciting technology will be deployed in the coming years to enable real-time traffic modeling, monitoring, and troubleshooting.

Our region’s transportation agencies are working together on two innovative programs known as Integrated Corridor Management (ICM) and the Connected Vehicle initiative.

ICM brings together seven agencies to build a unified traffic management system for the I-15 corridor. Today, traffic information is fragmented because different agencies manage freeways, surface streets, and transit systems. The unified system will combine data from freeway ramp meters, surface street signals, road sensors, and buses to give transportation managers a more complete picture, allowing them to anticipate and head off problems. Based on road conditions, they can adjust traffic signals and ramp meters and direct travelers to alternate routes. Travelers will receive real-time traffic information via the Internet, message signs, and 511.

Under the Connected Vehicle initiative, cars will communicate wirelessly with each other and roadside equipment, such as traffic signals. This new technology platform will be tied in with driver safety warning systems to reduce crashes and delays.

The 2050 RTP also calls for piloting other advanced technology, such as smart parking systems that deliver real-time information about the availability of parking spaces.
Adopting innovative incentives for green commutes

Fostering alternatives to how and when people travel is a proven strategy to reduce congestion, so it makes sense for this region to fund an array of programs and incentives for carpooling, vanpooling, telecommuting, and other green options.

The 2050 RTP calls for expanded funding for iCommute, the region’s comprehensive transportation demand management program. With an innovative Web site (www.iCommuteSD.com) as its central hub for outreach to commuters and employers, iCommute makes it easy to access and evaluate travel choices. The Rideshare tool on the Web site matches commuters for vanpools, carpools, or bicycle partners. The TripTracker tool features an interactive calendar for logging trips and calculates the financial and environmental benefits of alternative commute patterns.

Currently, iCommute offers a $400 subsidy per month per vanpool. In addition, there is a Guaranteed Ride Home program for those who carpool, vanpool, take an Express Bus, ride the COASTER, or walk or bike to work three or more times per week. Through this program, eligible commuters get a taxicab ride or 24-hour car rental for a $3 co-pay in the event of illness, overtime, or other unexpected circumstances that cause them to miss their rides home. They can use the program for up to three times a year.

The number of vanpools in the region has more than tripled over the past decade. As of May 2011, the vanpool program accounts for:

- 749 vanpools
- 5,885 daily passengers
- 56-mile average, one-way distance
- 575,232 average vehicle miles reduced every day
Strengthening the economy

The 2050 RTP is our region’s very own economic stimulus package. It funds $214 billion in projects and programs that will improve the movement of goods and people throughout the region and between the United States and Mexico.

Border traffic congestion costs the U.S. and Mexican economies billions of dollars each year. SANDAG and our partners plan to build a new Port of Entry at Otay Mesa East along with State Route 11, a 2.5-mile, four-lane highway to ease border gridlock.

Economists estimate every dollar spent on the planned transportation improvements in the RTP could generate as much as $2.10 in return. They project the investments will:

- Create 35,600 jobs per year in the San Diego region
- Generate $4.4 billion annually in projected regional economic output

A key element of managing transportation funding to have the greatest impact is the phasing of projects. Each source of funding outlined in the RTP comes with restrictions on what, when, where, and how it can be spent. Planners put great effort into making sure that different sources of funding are combined strategically to maximize the return on investment.

One-third of the $214 billion in the Plan is expected to be invested in the first two decades, and two-thirds in the last two decades. As a result, more transit and highway projects are planned for 2030–2050 than in the earlier decades.
Working together as a region

The 2050 RTP is the product of collaboration between SANDAG and numerous organizations, as well as extensive input from residents.

Partners included all 18 cities in our region, the County of San Diego, sovereign tribal governments, community groups, and several transportation agencies. Special efforts were made to reach out to community organizations working in vulnerable communities to ensure that the voices of traditionally under-represented groups, such as minorities, non-English speakers, the poor, elderly, and disabled were included.

The general public also played a big role in shaping the Plan. Public opinion surveys were conducted, and numerous workshops and public hearings were held. Nearly 200 presentations were made to business and community organizations. An interactive online tool was created to enable residents to visualize how different priorities, such as cutting traffic congestion and preserving open space, would be met through the Plan.

SANDAG ultimately received more than 4,000 public comments from about 1,500 contributors — evidence that our public outreach effort was a resounding success.

Innovative tools, including an interactive Web site called Envision 2050, were used to engage the public in developing the 2050 RTP. SANDAG ultimately received more than 4,000 public comments from about 1,500 contributors on the RTP.
Implementing the plan

The 2050 RTP will be regularly updated. Projects in the Plan are closely tracked. Many of them are already under development, environmental review, design, and construction. For example, half of the San Diego portion of the Los Angeles-San Diego-San Luis Obispo rail corridor (LOSSAN) has been double tracked. A massive effort to overhaul the San Diego Trolley system is underway and expected to finish in 2015.

As a region, we are making steady progress toward meeting the goals of the RTP to provide more transportation choices through an integrated system; preserve natural resources and promote smart growth; as well as maximize investments and meet funding challenges. By mid-century, when the $214 billion in improvements outlined by the blueprint are fully carried out, the region’s residents will enjoy a higher quality of life.

To learn more

The entire 2050 RTP, including appendices and the environmental impact report, is available online at SANDAG.org/2050RTP.

Regular updates about SANDAG projects are also available via facebook.com/SANDAGregion.
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401 B Street, Suite 800
San Diego, CA 92101  (619) 699-1900
sandag.org
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