

2050 Regional Transportation Plan/Sustainable Communities Strategy Commitments Progress Report

May 28, 2013

On October 28, 2011, the 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.

The strategy set forth in the 2050 RTP/SCS is to: focus housing and job growth in the urbanized areas where there is existing and planned infrastructure; protect sensitive habitat and open space; invest in a network that gives residents and workers transportation options that reduce GHG emissions; promote equity for all; and implement the plan through incentives and collaboration.

In its final action on the 2050 RTP/SCS, the SANDAG Board of Directors committed to undertaking six additional actions in response to public comment at the meeting. These six commitments are an integral part of the work program for San Diego Forward: The Regional Plan, and will assist in SANDAG's implementation of SB 375 and its 2050 RTP/SCS consistent with California's state planning priorities (AB 857 adopted in 2002), the California Global Warming Solutions Act of 2006, and regional GHG targets. San Diego Forward unites two of SANDAG's major planning efforts into one: the next update of the RTP/SCS and an update of the Regional Comprehensive Plan (RCP) that was adopted in 2004. San Diego Forward: The Regional Plan is scheduled to be adopted in July 2015.

The six actions and progress made on them to date are described below. Links are provided to some of the key reports associated with these actions; all reports and other materials listed can be found on the SANDAG Web site.

1. Develop Alternative Land Use/Transportation Scenarios (OWP 31000.00)

"Evaluating alternative land use scenarios as part of the Regional Comprehensive Plan (RCP) update to attempt to address the so-called "backsliding" of greenhouse gas levels between years 2035-2050." (2050 RTP/SCS Resolution)

The objectives of this project are: 1) to test a range of alternative land use, transportation, pricing, and parking scenarios to further reduce GHG emissions beyond those in the 2050 RTP/SCS; and 2) to incorporate emerging technologies/travel behavior trends into the scenario

process and determine the extent to which the model can capture the GHG reductions of the individual technologies and trends. The results of this work will inform the preparation of San Diego Forward.

Milestones:

- Implementing Commitments from the 2050 RTP/SCS – Cities/County Transportation Advisory Committee (CTAC) Meeting, October 4, 2012 and Regional Planning Technical Working Group (TWG) Meeting, October 11, 2012
- Initiating the Development of Alternative Land Use and Transportation Scenarios – Joint Meeting of CTAC and TWG, March 14, 2013; RPC and [TC, April 5, 2013](#) (Item #5)
- Project Background Information – TWG, April 11, 2013
- Brainstorming Session on Alternative Land Use and Transportation Scenarios – Joint Workshop of CTAC and TWG, May 9, 2013
- Upcoming report – Joint TC/RPC meeting, July 19, 2013

2. Develop Regional Bicycle Plan Early Action Program (OWP 33002.00)

“Developing an early action program for projects included in the Regional Bicycle Plan.” (2050 RTP/SCS Resolution)

SANDAG is working on an early action program for the projects included in the Board-approved Regional Bike Plan. The overall goal is to implement Bike Plan Network High Priority Projects within 10 years, and execute programs to support the network investments.

Milestones:

- Approval of Riding to 2050: San Diego Regional Bicycle Plan (Bike Plan) – SANDAG Board of Directors (BOD), May 28, 2010
- Approval of funding for initial implementation of regional bicycle projects (\$6.56 M) and related programs (\$1.05 M); SANDAG identified to assume a lead role in the planning, design, and construction of regional bicycle projects - BOD, April 22, 2011
- Acceptance of goals for Bike Plan Early Action Program and initiation of preliminary engineering to refine cost estimates/phasing of projects and prepare funding scenarios (\$350,000 *TransNet* funds) – [TC, April 6, 2012](#) (Item #6)
- Regional Bicycle Plan Fact Sheet – July 2012
- North Park - Mid-City Regional Bike Corridors Project Fact Sheet – March 2013
- Uptown Regional Bike Corridors Project Fact Sheet – March 2013
- Upcoming report – Review/consider funding scenarios and implementation options – TC, July 19, 2013

3. Prepare an Active Transportation Implementation Strategy (OWP 33007.00)

“Planning for the broader Active Transportation program, including Safe Routes to School and Safe Routes to Transit, within the next two years.” (2050 RTP/SCS Resolution)

SANDAG is developing an Active Transportation Implementation Strategy will further define the agency’s active transportation planning and implementation work, building on the Regional Bicycle Plan, San Diego Regional Safe Routes to School Strategic Plan, and Safe Routes to Transit Regional Plan. The Safe Routes to Transit Program (33002.00) currently underway will prioritize projects and develop programs that provide bicycle and pedestrian access around existing and planned transit stops and stations.

Milestones:

- Approval of initial funding for Safe Routes to Transit analysis – BOD, April 22, 2011
- Established Active Transportation Working Group (ATWG) – TC, February 15, 2013
- Active Transportation Implementation Strategy Framework report, CTAC/TWG Joint Meeting, March 14, 2013; [TC, April 19, 2013](#) (Item #10); and ATWG, May 2, 2013
- First meeting of ATWG - May 2, 2013
- Safe Routes to Transit presentation - ATWG May 2, 2013

4. Develop a Regional Transit Oriented Development Strategy/Policy (OWP 33004.00)

“Implementing an action to develop a regional transit-oriented development policy in the 2050 RTP Sustainable Communities Strategy to promote and incentivize sustainable development.” (2050 RTP/SCS Resolution)

SANDAG is preparing a Regional Transit Oriented Development (TOD) Strategy to assist the region in creating TOD projects and neighborhoods that will reduce GHG emissions; increase transit ridership, walking and biking; and housing and employment opportunities for all residents of the region. This project will include a review and update of the RCP Smart Growth Place Types associated with the Smart Growth Concept Map (SGCM) and used in the award of Smart Growth Incentive Program (SGIP) grants and other strategies/policies to facilitate development.

Milestones:

- Implementing Commitments from the 2050 RTP/SCS, CTAC Meeting, October 4, 2012 and TWG Meeting October 11, 2012
- Held two [TOD Stakeholder Listening Sessions](#) (see last Handouts document under Bookmarks) to identify TOD-related issues – December 17, 2012
- Scope of work for consultant assistance prepared; Request for Proposals to be advertised June 2013

5. Make enhancements to the travel demand models (OWPs 23000.00, 23002.00, 23004.00)

“Continuing to make enhancements to the travel demand models; the activity-based models currently under development will be “open source” and available for the next RTP update.” (2050 RTP/SCS Resolution)

SANDAG is transitioning from an enhanced four-step transportation model to an activity-based model (ABM), which simulates the daily travel itineraries of individuals and households. The ABM attempts to predict whether, where, when, and how peoples’ travel from home to work, school, shopping, healthcare, and recreation occurs based on empirical data. The ABM is being used with the Production, Exchange, and Consumption Allocation System (PECAS) an integrated land use-transportation modeling framework that applies economic theory and travel costs in forecasting the spatial distribution of development. These models are being used to prepare the Series 13 Regional Growth Forecast and San Diego Forward: The Regional Plan.

Milestones:

- The ABM / PECAS source code currently is available for download from the SANDAG Subversion repository.
- SANDAG will be releasing automated build scripts to compile the source code into a functional application later this year.
- Additional information about the [ABM and PECAS](#) is located on the SANDAG Web site.
- Three Transportation Modeling Forums have been held at SANDAG – December 2011, December 2012, June 2012 (see Resources at bottom of page for [PowerPoint presentations](#)). A fourth is planned for June 12, 2013.

6. Develop a regional complete streets policy (OWP 33008.00)

“Developing a regional complete streets policy within the next two years.” (2050 RTP/SCS Resolution)

SANDAG is undertaking the development of a comprehensive regional Complete Streets Policy. The concept of complete streets is based on the premise that streets are complete when they serve all of the public: motorists, public transit and transit users, pedestrians, bicyclists, the young and old, the able-bodied, and the disabled. Complete streets support the need to provide an array of transportation choices called for by smart growth policies like those that underlie the Regional Comprehensive Plan.

Milestones:

- Regional Complete Streets Policy – Bicycle-Pedestrian Working Group, September 19, 2012; RPC, November 2, 2012; [TC, November 9, 2012](#)
- Implementing Commitments from the 2050 RTP/SCS, CTAC, October 4, 2012 and TWG, October 11, 2012