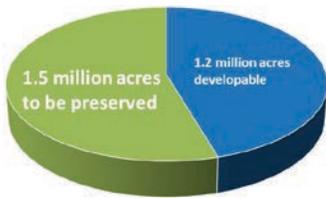


SAN DIEGO FORWARD: THE REGIONAL PLAN FACT SHEET



Open Space in 2050



New Housing from now to 2050



Total Housing Mix in 2050



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 sandag.org



Overview

San Diego Forward: The Regional Plan is an overarching blueprint for a more sustainable future. It combines a big-picture vision for how our region will grow over the next 35 years with an implementation program to help make that vision a reality. At its core, it relies on creating a transportation network that will provide more choices to people in our region, which in turn will protect the environment, create healthy communities, and stimulate economic growth.

The Draft Regional Plan adopted unanimously by the SANDAG Board of Directors in October 2015 – was developed in close partnership with the region’s 18 cities and county government. It builds upon local planning efforts by emphasizing the link between land use planning and transportation planning. Closer integration of the two will result in more compact and sustainable communities, helping the region meet greenhouse gas (GHG) reduction targets. As it is implemented, the Plan will enhance the movement of both people and goods, as well as break new ground by incorporating components aimed at enhancing public health.

The vision statement for this long-range blueprint – which will carry the region through 2050 – is “to provide innovative mobility choices and planning to support a sustainable and healthy region, a vibrant economy, and an outstanding quality of life for all.”

San Diego Forward: The Regional Plan unites two major SANDAG planning efforts that have been going on for many years into one document, giving the region a single, easily accessible plan for the future. Formerly, the future growth and development of the San Diego region was guided by the [Regional Comprehensive Plan \(RCP\)](#) adopted in 2004



To provide innovative mobility choices and planning to support a sustainable and healthy region, a vibrant economy, and an outstanding quality of life for all.

and the [2050 Regional Transportation Plan/Sustainable Communities Strategy \(RTP/SCS\)](#) adopted in 2011.

The Need

The foundation for San Diego Forward is the 2050 Regional Growth Forecast. The forecast, which SANDAG updates every four years, projects that the region’s population will expand by nearly one million people by 2050, resulting in the need for more than 330,000 homes. The growth forecast also projects nearly 500,000 new jobs in the region.

Seeing that growth on the horizon, many local jurisdictions have updated their land use plans and zoning ordinances, collectively moving the region’s vision of the future toward more compact development near transit, and toward greater open space preservation. As a result, our view of the future is changing. Focusing housing and job opportunities in existing urbanized areas has replaced previous assumptions of more dispersed development patterns. By the year 2050, approximately half of the region’s land will be dedicated to open space and habitat preservation.

In response to this shift in development patterns, San Diego Forward includes greater investments in public transportation, bike paths, and pedestrian improvements than

(Continued on reverse)



workshops, use of social media, visualizations, surveys, videos, and presentations. SANDAG partnered with a regionwide network of community-based organizations to engage low-

Topic Areas That Will be Covered by San Diego Forward: The Regional Plan include:

- » Air quality
- » Borders, including Baja California, our tribal nations, and our neighboring counties.
- » Climate change mitigation and adaptation
- » Economic prosperity
- » Emerging technologies
- » Energy and fuels
- » Habitat preservation
- » Healthy communities
- » Public facilities
- » Shoreline preservation
- » Transportation and mobility
- » Water quality

income, minority, senior, and disabled populations in the planning process. SANDAG implemented a consultation process with the support of the Southern California Tribal Chairmen’s Association to ensure issues of the region’s 17 tribal nations were addressed in the Plan.

In addition, SANDAG collaborated with Mexico, the U.S. military, neighboring counties, the business community, and local organizations in an inclusive planning process to ensure our regional transportation system will connect to the megaregion and national network.

In any previous plan. Together, the land use pattern and transportation investments included in the Regional Plan allow the region to meet and exceed GHG reduction targets established by the state Air Resources Board.

In addition to allowing for greater choice in how travelers get around the region and improving the connections between where people live, work, go to school, and recreate, the planned transportation investments will have a positive impact on the local economy. For every dollar we invest in the transportation projects, the region will see an economic benefit of nearly two dollars. The Plan will support an average of 53,000 additional jobs every year, both from building the transportation system and from increased efficiencies when it is up and running. And, primarily due to the increased efficiency of our transportation system, we will see a \$13.4 billion annual increase in our gross domestic product.

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Project Status

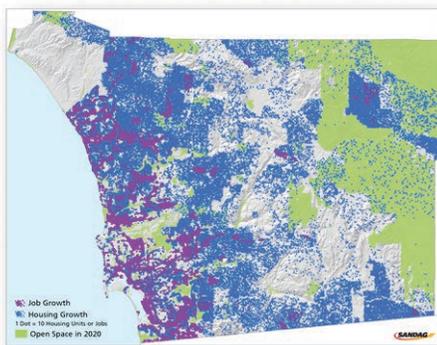
In October 2015, the SANDAG Board of Directors unanimously approved the final version of San Diego Forward: The Regional Plan and Sustainable Communities Strategy, as well as their accompanying Environmental Impact Report. The Plan will be updated every four years, with the next update due in 2019.

For More Information

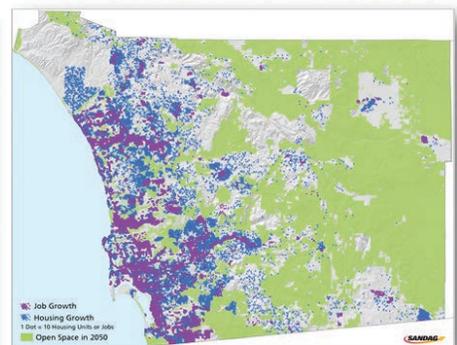
To learn more about San Diego Forward: The Regional Plan, visit sdforward.com or contact SANDAG Communications Manager David Hicks at david.hicks@sandag.org or (619) 699-6939.

Public Involvement

At each step in the process, SANDAG reached out to a wide range of community members and stakeholders throughout the region. The [Public Involvement Plan](#) (PIP) for the Regional Plan involved a menu of public engagement techniques, such as



In 1999, plans called for future development to be spread throughout the region.



Today, plans call for future development to be more compact.

SANDAG: San Diego Association of Governments FACT SHEET



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and Mexico



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A Forum for Regional Decision-making

SANDAG serves as the forum for regional decision-making for the 18 cities and county government within its jurisdiction. As the San Diego region's primary public planning, transportation, and research agency, it plays a critical role in regional policies about growth, transportation planning, environmental management, housing, open space, energy, public safety, and binational collaboration. As a result of Senate Bill 1703, which consolidated all of the roles and responsibilities of SANDAG with many of the transit functions of the Metropolitan Transit System (MTS) and the North County Transit District (NCTD), SANDAG also is responsible for transit planning, funding allocation, project development, and construction in the San Diego region.

Leadership

SANDAG is governed by a Board of Directors composed of mayors, councilmembers, and county supervisors from each of the region's 19 local governments (with two representatives each from the City of San Diego and the County of San Diego). Voting is based on membership and the population of each jurisdiction. Supplementing these voting members are advisory representatives from Imperial County, Caltrans, MTS, NCTD, the U.S. Department of Defense, San Diego Unified Port District, San Diego County Water Authority, Southern California Tribal Chairmen's Association, and Mexico.

Monthly Board of Directors and policy advisory committee meetings provide the public forums for making decisions on regional matters. Citizens and community representatives are involved in the planning and approval process by participating in committees, workshops, and public hearings.

Regional Responsibilities

Current major initiatives include preparing

San Diego Forward: The Regional Plan for adoption in 2015 in order to meet greenhouse gas reduction targets and build a first-class multimodal transportation network; developing Quality of Life Funding Strategies to support habitat conservation, water quality improvements, shoreline preservation, and transit service enhancements; continuing operations and upkeep of the South Bay Expressway/State Route 125 toll road with the focus on improving mobility and maintaining fiscal responsibility; building a third border crossing and a connecting highway in East Otay Mesa; and advancing the Mid-Coast Corridor Transit Project to extend the San Diego Trolley to the University City community.

Other areas of ongoing emphasis include expanding programs that encourage alternatives to driving solo, such as vanpooling and carpooling, teleworking, taking transit, bicycling, and walking; using performance measures to ensure effective transportation network management; continuing collaborative efforts among SANDAG, Caltrans, and local jurisdictions to address future transportation and planning needs; and continuing interregional planning efforts between SANDAG and partner agencies in neighboring counties, Mexico, and tribal nations.

Budget

Each year, SANDAG adopts an overall work program and budget with federal, state, and local funds to carry out its regional responsibilities. The fiscal year 2016 program budget, covering the period July 1, 2015 through June 30, 2016, totals more than \$1.4 billion, including more than \$1 billion for capital projects, and \$283.5 million for the *TransNet* program funded by the regional half-cent sales tax for transportation.

(Continued on reverse)

THE SANDAG BOARD OF DIRECTORS

The 18 cities and county government are SANDAG serving as the forum for regional decision-making. SANDAG builds consensus; plans, engineers, and builds public transit and transportation projects; makes strategic plans; obtains and allocates resources; and provides information on a broad range of topics pertinent to the region's quality of life.

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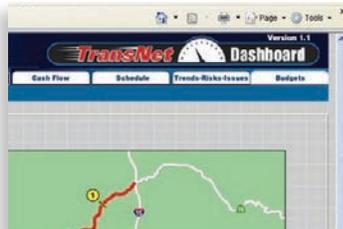
Mexico

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(A) Vice Consul Ruth Alicia López

TransNet FACT SHEET



The region's window to in-depth information on the TransNet Early Action Program, KeepSanDiegoMoving.com includes project descriptions, construction schedules, public meeting notices, maps, and news releases.



The TransNet Dashboard, an interactive, online reporting tool, provides the public with timely information on how TransNet tax dollars are spent. This Web-based tool is a key element of KeepSanDiegoMoving.com.



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Expanding the transportation network
Travel north, south, east, or west in the San Diego region and you will see the results of the TransNet program, which for more than 25 years has funded highway expansions, Trolley extensions, pedestrian-friendly projects, bike paths, local road improvements, and transit programs throughout the entire region.

In 1987, San Diego County voters recognized the challenge to keep San Diego residents, visitors, and commerce on the move, and they approved TransNet—a regional half-cent sales tax collected to finance transportation improvements.

That initial 20-year TransNet program generated approximately \$3.3 billion between 1988 and 2008. SANDAG, which administers TransNet funds, distributed the money in equal thirds among transit, highway, and local road projects. In addition, \$1 million was earmarked annually for bicycle paths and facilities. The program also funded seven innovative Walkable Community Demonstration Projects in Encinitas, San Marcos, Oceanside, El Cajon, and the communities of North Park, Golden Hill, and Clairemont in the City of San Diego.

TransNet Extension

In November 2004, more than two thirds of voters countywide approved the extension of TransNet to 2048. The 40-year extension will generate more than \$14 billion for transportation improvements, with the funds allocated using a similar formula—dedicated to transit, highway projects, local roads, and other new programs.

The extension funds major highway expansion projects along Interstates 5, 8, 15, and 805,

as well as State Routes 52, 54, 56, 67, 76, 78, 94, 125, 905, and numerous local road projects. In addition, it supports a robust public transportation system, including new Bus Rapid Transit services and carpool/Express Lanes along many of the major transportation corridors.

The TransNet extension includes some added features over the initial program. It supports an innovative \$850 million environmental mitigation program to offset the impacts of future transportation improvements while at the same time reducing overall costs and accelerating project delivery. The extension also provides for a \$280 million smart growth incentive fund. In addition, approximately \$5 million a year of the available funds will go to bicycle paths and facilities, pedestrian improvements, neighborhood safety projects, and the Regional Bike Plan Early Action Program. The extension also created the Independent Taxpayer Oversight Committee to monitor the expenditure of TransNet funds.

TransNet Dollars Keep San Diego Moving

TransNet is a success story. TransNet dollars leveraged with state and federal funds have paid for upgrades to the region's highways, including the 20-mile I-15 Express Lanes; extensions of the San Diego Trolley and COASTER commuter rail lines; discounted transit passes for disabled people, seniors, and students; a \$660 million effort to modernize the Trolley system; more than 800 local road projects; and bike and pedestrian improvements, such as the Bayshore Bikeway. For additional information and documents, visit sandag.org/transnet.

(Continued on reverse)

Previous TransNet Successes:

- » San Diego Trolley extended to Santee, Old Town, and through Mission Valley to San Diego State University and La Mesa.
- » COASTER commuter rail service opened between Oceanside and San Diego.
- » State Route 52 extended from I-15 to Santee.
- » State Route 125 completed from Spring Valley to Santee.
- » South Bay and East County communities connected via major expansions of State Route 54 and the South Bay Expressway.
- » State Route 56 completed linking I-15 to I-5.
- » State Route 76 widened through the City of Oceanside.
- » State Route 78 widened to six lanes and many interchanges upgraded.
- » SPRINTER light rail opened connecting Oceanside and Escondido.
- » The Interstate 15 Express Lanes extended for 20 miles from Escondido to San Diego.

The TransNet Early Action Program

With the goal of efficiently using *TransNet* extension funds going forward, SANDAG created the Early Action Program to expedite congestion relief. The program focuses on jump starting construction of the region’s top priority transportation infrastructure projects.

EARLY ACTION PROJECTS



- 1 SR 76:**
Widen highway
- ✓ **2 SR 52:**
Widen and extend highway
- 3 Mid-Coast:**
Transit: Old Town-UCSD
Transit: UTC *SuperLoop*
I-5/I-8 West to North Connector
I-5/Genesee Ave Interchange
- ✓ **4 I-15:**
HOV/Express Lanes
Transit: Escondido-Downtown
Transit: Escondido-Sorrento Valley
- 5 I-805:**
HOV/Express Lanes
Transit: Otay-Downtown
Transit: Otay-Sorrento Valley
- 6 North Coast:**
I-5 HOV/Express Lanes
Coastal rail double-tracking
- ✓ **7 SPRINTER:**
Oceanside-Escondido light rail
- ✓ **8 Blue and Orange Line Trolley:**
Low-floor vehicles
Station upgrades
- ✓ **9 Mid-City:**
Transit: Downtown-SDSU
- 10 Goods Movement:**
South Line rail upgrades
SR 905
SR 905/SR 125/SR 11 Connector
- 11 SR 94/SR 125:**
South to East Connector

✓ - Project Completed

TransNet

ENVIRONMENTAL MITIGATION PROGRAM

FACT SHEET



TransNet will provide \$850 million for the Environmental Mitigation Program

- » \$650 million for the mitigation of regional and local transportation projects
- » \$200 million for regional habitat acquisition, management, and monitoring

Overview

Through the Environmental Mitigation Program (EMP), SANDAG protects, preserves, and restores native habitats as offsets to disturbance caused by regional and local transportation projects.

The EMP is funded by *TransNet*, a regional half-cent sales tax for transportation administered by SANDAG. San Diego County voters approved the original *TransNet*, a 20-year, \$3.3-billion program in 1987. Before the measure expired in 2008, voters supported extending it for another 40 years to 2048. The EMP was established as part of the *TransNet* extension, which is expected to generate an additional \$14 billion for highway, transit, and local road projects, as well as other transportation improvements. All EMP-related expenditures are reviewed by the *TransNet* Independent Taxpayer Oversight Committee to ensure fiscal accountability.

In 2012, the California chapter of the American Planning Association recognized the EMP with the Best Practices Award.

Saving Money and Expediting Projects

The EMP goes beyond traditional mitigation. The program allows SANDAG to buy land early – at lower costs and in larger parcels – and bank it for future mitigation needs as opposed to buying land in small pieces to satisfy mitigation requirements project by project. As SANDAG and its partner agencies seek permits to construct projects over the next several decades, portions of the land purchased earlier will be used as mitigation. The economic benefit will be the difference between the cost of the land purchased in

large parcels earlier, and the higher price if acquired in smaller parcels at later dates.

Mitigation costs under a traditional project-by-project approach could approach \$850 million. Under the EMP's comprehensive approach to mitigation, it is estimated that \$200 million in savings could be achieved, which in turn will be applied to regionwide habitat preservation efforts.

(Continued on reverse)



The Hidden Valley property, 953 acres bordering the San Diego National Wildlife Refuge in Jamul, was acquired as mitigation for portions of Interstates 5, 8, and 15, State Routes 52, 94, and 125, and the construction of local streets and roads.



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TransNet Extension
Environmental Mitigation Program (EMP)
(in millions, 2002 dollars)



Plus up to \$30m in financing costs for advanced habitat acquisition



This site was restored to native habitat in the Tijuana River Valley as mitigation for the San Ysidro Freight Improvement Project. It is part of the County of San Diego Tijuana River Valley Park.

Ultimately, the EMP accelerates project delivery by ensuring a reliable approach for funding the required mitigation in advance of projects. Through the EMP, SANDAG meets the mitigation needs of major transportation infrastructure projects identified in the

Regional Transportation Plan (RTP) while promoting the preservation of habitat identified in regional habitat conservation plans.

Accomplishments

As of October 2015, the EMP has acquired more than 3,773 acres of habitat around the San Diego region at a cost of about \$121 million. In addition, the program has supported scientific research and regional collaboration on land management, joint use of resources, promotion of best management practices, and strategies for long-term funding.

In its early years, the EMP focused on acquisition of uplands and was able to save taxpayer money due to favorable market conditions. Now focus is shifting towards acquisition and restoration of wetland, including coastal lagoon enhancement associated with the I-5 North Coast Corridor Program.

In February 2015, the SANDAG Board of Directors awarded \$20 million dollars in land acquisition grants to promote regional conservation. Seven properties received grant funding. The most recent acquisition, Lakeside Downs, was a collaborative effort with the Department of Defense and the Endangered Habitats Conservancy to preserve a 410-acre East County site that is home to a diminishing habitat of coastal sage scrub and to several species of wildlife.

Following massive wildfires that burned more than 600,000 acres in San Diego County in 2003 and 2007, the program funded efforts to restore damaged habitat and assess the level of recovery. With support from the EMP, the U.S. Geological Survey in 2011 finished a five-year evaluation that found neither the coastal sage scrub nor the chaparral habitat has fully recovered. The findings helped to raise awareness of lost biodiversity, and the importance of proactively planning for recovery after wildfires.

Other efforts funded by the EMP include: the installation of steel barriers to keep illegal off-road vehicles from infringing on vernal pools; mapping of the dwindling cactus patches used as habitat by the California cactus wren; removal of exotic weeds from endangered species habitat; field research on the Thorne's hairstreak and Hermes copper butterflies to determine whether they should be listed as endangered species; an ongoing study to track the movement of mountain lions in the area between the coast and eastern foothills of San Diego County; and the construction of two platforms on San Miguel Mountain and Jamul Mountain to serve as nesting sites for golden eagles.

Regional Collaboration and Oversight

Through the EMP Working Group, SANDAG coordinates with local, state, and federal agencies, as well as nonprofit groups to manage, monitor, and acquire land. This collaborative approach ensures that best practices are disseminated, gaps in resources are identified, and duplicate efforts are eliminated. To learn more about the strategic implementation plan for management and monitoring efforts, visit SDMMP.com.

For More Information

Visit KeepSanDiegoMoving.com.