

2007 REGIONAL TRANSPORTATION PLAN FACT SHEET

- » *Better connecting our freeway, transit, and road networks*
- » *Using transportation funding incentives to encourage smart growth*
- » *Building a flexible roadway system that supports goods movement*

The foundation of the Regional Transportation Plan lies in better connecting our freeway, transit, and road networks to our homes, schools, work, shopping, and other activities. In this era of budget and infrastructure deficits, the ultimate success of this Plan will be measured by how well our cities and county government implement smart growth as our communities are developed and redeveloped over time.

The 2030 Regional Transportation Plan (RTP), MOBILITY 2030, was adopted in March 2003 and contained three 2030 funding scenarios: a conservative Revenue Constrained Plan at \$30 billion, a mid-range Reasonably Expected Revenue Plan, and an Unconstrained Plan. In February 2006, the Revenue Constrained Plan was updated to adjust revenue forecasts (\$36 billion) and project costs. Meanwhile, the more robust Reasonably Expected Plan remains the vision of the region. SANDAG is using this work as the foundation for the comprehensive Regional Transportation Plan update underway for 2007.

The 2007 RTP will continue to strengthen the land use-transportation connection by offering regional transportation funding incentives to jurisdictions that 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 a Regional Comprehensive Plan (RCP) in 2004 that serves as the 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.

Improving the Region's Mobility

The 2007 RTP will incorporate the following integrated principles to address the region's long-term mobility needs:

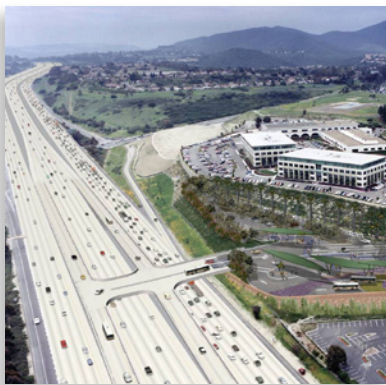
- » *Land Use—Transportation Connections:* Implementing smart growth principles to better connect transportation with land use.
- » *Systems Development—More Travel Choices:* New and better connections are planned to more efficiently move people on buses, trolleys, trains, and cars throughout the region.
- » *Systems Management:* Making better use of resources such as the Freeway Service Patrol roving tow truck service which aids stranded motorists. The RTP also includes plans for High Occupancy Toll lanes (HOT) which allow transit and carpoolers to travel for free, while other vehicles gain access by paying a fee.
- » *Demand Management—Taking Pressure off the System:* Demand management strategies focus on encouraging alternatives to driving alone.

Building on Our Progress

The 2007 RTP will build upon the existing transportation system in place today and the major projects in progress since 2003. New and better connections are planned to more efficiently move people on buses, trolleys, trains, and cars throughout the region. When implemented, the projects will improve the region's highway and roads network, and transform it into a robust

(Continued on reverse)





system with more lanes dedicated to carpools and buses integrated with new, high-quality regional transit services.

Several highway improvements currently are under construction, including the I-5/I-805 merge widening, the I-15 Managed Lanes (new carpool lanes and Bus Rapid Transit stations), various widening projects on Interstates 5, 15, and State Routes (SR) 52 and 78. Transit projects under construction are the SPRINTER in North County and modifications to several Trolley and COASTER stations, such as San Ysidro and Oceanside Transit Center. Additionally, the Metropolitan Transit System (MTS) has recently completed its Comprehensive Operational Analysis which realigns the transit system with where people live and where they need public transit to take them.

Construction is underway on the Oceanside-Escondido bikeway and Coastal Rail Trail, widening regional arterials such as Rancho Santa Fe Road in Carlsbad and San Marcos, and incident detection systems (installation of closed-circuit television) along stretches of Interstates 15 and 805, and SR 163. Other projects in the design or environmental phases are underway along Interstates 5, 15, 805, and State Routes 76, 94, and 905. The Mid-Coast Light Rail Transit (LRT) project is in the environmental phase with previous environmental work being updated for supplemental environmental documents.

Developing the 2007 RTP

The 2007 RTP will incorporate a new regional growth forecast, updated project

costs and revenue forecasts, a review of the planned transit network and services, the Smart Growth Concept Map, a new freight strategy, and several other topics not covered in previous RTP updates.

Public Involvement and Collaboration

The RTP is the product of collaboration between SANDAG, all 18 Cities and the County government, tribal governments, and our transportation partners – MTS, the North County Transit District (NCTD), and the California Department of Transportation (Caltrans)—along with a number of interest groups and other agencies. An extensive public involvement program includes community-based outreach component, dedicated Web pages for information and public comment on the draft 2007 RTP, public and media outreach, presentations, and public meetings in spring 2007 as the draft plan is released.

See www.sandag.org/2007rtp for more information about the 2030 Regional Transportation Plan.