

TRANSPORTATION COMMITTEE

January 19, 2007

AGENDA ITEM NO.: **9**

Action Requested: INFORMATION

2007 REGIONAL TRANSPORTATION PLAN WHITE PAPER:
INTERREGIONAL TRANSPORTATION

File Number 3000400

Introduction

SANDAG has identified several key components to be developed for the draft 2007 Regional Transportation Plan (RTP). For each of these areas, staff is preparing a white paper to generate discussion and gather input from SANDAG's technical committees and working groups. The Interregional Transportation white paper describes current travel conditions at the San Diego-Riverside, Imperial, and Orange County lines, identifies problems, and outlines potential solutions or alternatives. Recommendations from the white paper will help guide the evaluation of projected interregional travel demand and the assessment of needs related to interregional transportation infrastructure and services.

Discussion

Over the years the perceptions of our borders have expanded. San Diego County increasingly has close ties to its neighboring counties and Mexico, which challenge us to think of our region beyond its political boundaries. Continued growth in San Diego as well as in the surrounding regions presents a variety of opportunities and challenges for planning and coordination in this interregional context.

The Interregional Transportation White Paper describes several projects and programs that would improve interregional travel. However, some of these projects and programs have limited funding available for implementation and require collaboration with other public agencies. These challenges can lead to opportunities to work with policymakers to advance transportation projects with the goal of reducing congestion and interregional commuting. It will be important for the San Diego region to be an active participant as enabling state or federal legislation is drafted to implement public-private partnerships or public-tolled facilities.

To ensure that the most important areas of focus have been included in the white paper, SANDAG staff solicited input from the Regional Planning Stakeholders Working Group at its November 14, 2006, meeting and from the Cities/County Transportation Advisory Committee at its January 4, 2007, meeting. In addition, the Borders Committee discussed the white paper at its meeting on December 8, 2006. Comments received were incorporated in the white paper (Attachment 1) as appropriate.

The Interregional Transportation White Paper will be used in developing the Draft 2007 RTP, which is expected to be released for public comment in May/June 2007.

BOB LEITER

Director of Land Use and Transportation Planning

Attachment: 1. Interregional Transportation White Paper for the 2007 Regional Transportation Plan

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INTERREGIONAL TRANSPORTATION WHITE PAPER FOR THE 2007 REGIONAL TRANSPORTATION PLAN

Introduction

The San Diego region's borders traditionally have been thought of as limited to the jurisdictional boundaries of San Diego County. San Diego County increasingly has close ties to its neighboring counties and Mexico, which challenge us to think of our region beyond its political boundaries. Continued growth in San Diego as well as in the surrounding regions presents a variety of opportunities and challenges for planning and coordination in this interregional context.

The SANDAG Borders Committee oversees planning activities that affect all the borders of the San Diego region (Orange, Riverside, and Imperial counties, and Mexico). It advises the SANDAG Board of Directors on major interregional planning and policy matters, and oversees the Interstate 15 Interregional Partnership (I-15 IRP) with Riverside County. The I-15 IRP is a voluntary partnership of local officials representing SANDAG and the Western Riverside Council of Governments. The I-15 IRP was formed in 2001 to address the imbalance of jobs and housing that has developed between the San Diego region and southwestern Riverside County in the past decade and the lengthy commute that has resulted.

SANDAG, along with Imperial County, also actively participates in the Bi-State Transportation Technical Advisory Committee with other United States and Mexican agencies to explore mutually beneficial strategies for transportation planning in the border region.

The goal of the SANDAG Borders Program is to establish interregional partnerships with each of our neighboring jurisdictions, identify issues of common concern, and develop joint strategies for improving the mobility of our residents, promote strategies which allow people to live closer to where they work while maintaining their quality of life, and protecting the natural assets of the region.

The Regional Transportation Plan (RTP) white paper focuses on current interregional travel patterns between San Diego, Orange, Riverside, and Imperial Counties. It discusses projected growth in these interregional trips and implications for interregional travel. It also identifies issues and potential solutions for evaluation. San Diego-Baja California transportation issues were discussed in the Crossborder Transportation white paper, which describes several projects that would improve crossborder travel capacity, expand infrastructure, and enhance security at the San Diego-Baja California border region.

The San Diego region is home to 18 Native American reservations represented by 17 Tribal Governments, the most in any county in the United States. Coordination with the 17 Tribal Governments is an important part of the SANDAG work plan. Tribal transportation issues were discussed in the Tribal Governments white paper.

The increase in interregional commuting between the San Diego region and surrounding regions has spawned the need for increased collaboration with our neighbors. Imperial County is experiencing rapid growth in housing, and, along with this growth, the level of interregional commuting also is expected to grow over time. According to average daily traffic volumes, collected

by Caltrans between 1989 and 2005, traffic at the San Diego-Riverside County border increased from 54,000 vehicles to 135,000 vehicles (150 percent). The traffic shows a rising trend in interregional commuting. Although not reaching the same volumes, traffic at the San Diego-Imperial County border (Interstate 8/State Route 98) has nearly doubled from 8,600 vehicles to 14,600 vehicles. Volumes at the San Diego-Orange County line also increased from 105,700 to 132,100, a 25 percent increase.

Objectives for 2007 RTP

The objectives of this white paper for the 2007 RTP include:

- Assessing current interregional travel conditions.
- Identifying current and future multimodal transportation needs to facilitate interregional travel and provide housing in the region, based on an evaluation of projected growth among the San Diego and Riverside, Orange, and Imperial Counties.
- Evaluating potential traditional and innovative funding sources to advance implementation of transportation infrastructure.

Background

Planning Across Borders

MOBILITY 2030, the SANDAG 2030 RTP, looks beyond the San Diego region to link transportation and land use planning across our borders with Orange, Riverside, and Imperial Counties, and Baja California, Mexico.

The last several years have seen a steady increase in interregional and international commuting, as more people are choosing to live in Riverside and Imperial Counties, and Baja California, Mexico, while keeping their jobs here. The SANDAG 2030 Regional Growth Forecast recognizes these travel trends and accounts for future housing for workers both within the San Diego region as well as outside of the region's boundaries. In this forecast, 99,400 additional households containing one or more San Diego region workers located near but outside the region. This represents nearly 26 percent of all residential units needed to house the expected increase in the region's workers.

San Diego-Riverside Partnership Program

The I-15 IRP is a voluntary partnership of local officials representing SANDAG and the Western Riverside Council of Governments. In 2003, the I-15 IRP completed an Existing Conditions report documenting the volume and travel characteristics of interregional commuters along with existing roadway conditions in the I-15 Corridor.

The Existing Conditions report found that approximately 60 percent of the estimated 29,000 interregional commuters on I-15 live in the cities of Temecula or Murrieta, or the adjacent unincorporated area. Stated differently, one household in three in the Temecula-Murrieta area has at least one person commuting on I-15 into the San Diego region.

Over 40 percent of all I-15 interregional commuters travel to jobs in northern San Diego County, including Camp Pendleton, Carlsbad, and Escondido; the northern outlined area on Figure 1. Other key employment destinations for interregional commuters include Sorrento Valley, Rancho Bernardo, Kearny Mesa and downtown San Diego.¹

In 2004, the I-15 IRP completed a study that identifies short- and long-term strategies to address both the causes and effects caused by the increasing number of interregional commute trips in the corridor.

Short-term strategies, most of which currently are underway, include promoting transportation demand management strategies, such as interregional coordination of rideshare programs between Riverside County Transportation Commission (RCTC) and SANDAG; implementing park and ride lots along the I-15 corridor; and joint marketing and promotion of alternative transportation services (e.g., carpools, vanpools, and public transit) targeting solo commuters in the corridor. Other demand management programs such as alternative work schedules and teleworking are ways to avoid peak travel periods.

There already is a strong market for these types of services. As of December 2006, 242 of the 552 vanpools (44 percent) participating in the SANDAG Regional Vanpool Program originated from Riverside County. The Riverside Transit Agency (RTA) began commuter express bus service in 2003, and there is private transit service connecting Riverside County residents with jobs in the San Diego region. MOBILITY 2030 includes Managed/High Occupancy Vehicle (HOV) lanes on I-15 north to State Route (SR) 78. Along with planned HOV lanes in Riverside, the RTP supports ridesharing and transit in the north I-15 corridor.

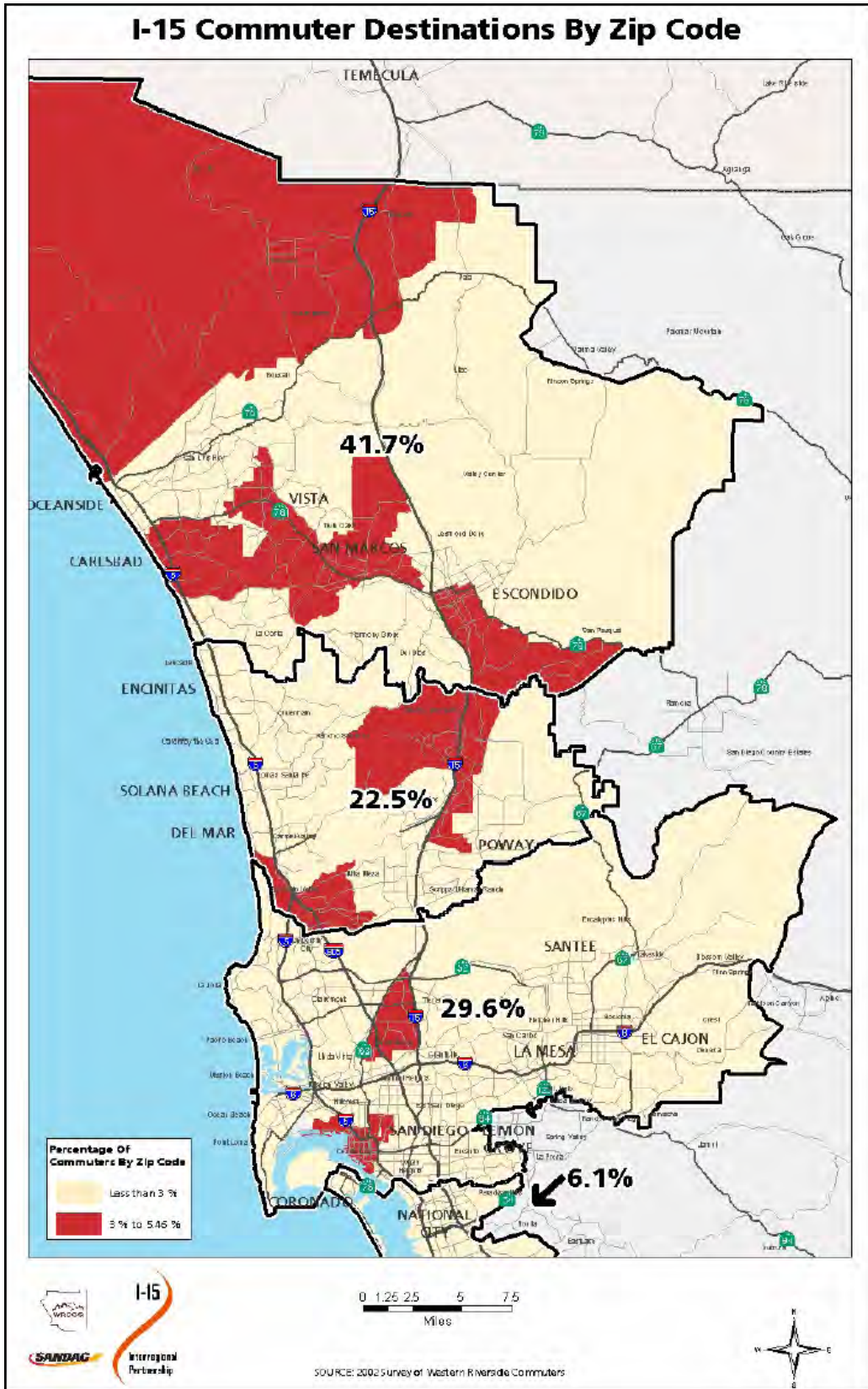
One of the long-term strategies from Phase I of the I-15 IRP included support for the High Speed Rail transit service. High speed train service along the Inland Corridor would parallel Interstates 215 (I-215) and 15 (I-15) and extend east from Los Angeles to Riverside and south to downtown San Diego. Stations are planned in Riverside, Murrieta, Escondido, University City, and downtown San Diego.

Based on the growth forecasts in the two-region area, traffic on the existing 8-lane freeway will surpass its capacity sometime between 2015 and 2030, reaching level of service (LOS) F. While Riverside County has local funding to expand the freeway to 12 lanes, San Diego has not identified funding to expand I-15 north of SR 78. Managed Lane improvements are under construction in the I-15 corridor to SR 78. However, MOBILITY 2030 only included improvements north of SR 78 to the Riverside County line in the Unconstrained scenario (two high occupancy vehicle lanes).

The jobs-housing imbalance between the San Diego region and southwestern Riverside County has developed, in large part, because an adequate supply of relatively affordable housing has not been built to match the employment growth in the San Diego region, while relatively low cost and plentiful single family housing development has occurred in southwestern Riverside County. The increasing number of commuters on I-15 indicates that this trend has continued in recent years.

¹ SANDAG, I-15 IRP Existing Conditions Report, February 2003.

Figure 1



San Diego – Orange County

The Interstate 5 (I-5) North Coast corridor has recurrent traffic congestion during weekday rush hours and also is heavily traveled on weekends. I-5 is the lifeline corridor connecting San Diego, Los Angeles, Orange County, and Baja California, Mexico regions. To strengthen cooperative relationships with Orange County, staff members from the Orange County Transportation Authority (OCTA) and SANDAG have met periodically since July 2005 to discuss topics of joint interest, including I-5 corridor highway projects, passenger rail issues, local transportation sales tax programs, and pending updates of long-range transportation plans.

Currently, OCTA is developing the South Orange County Major Investment Study (SOCMIS). This study will evaluate multi-modal transportation alternatives for improving travel from the San Diego County line to just south of the Costa Mesa freeway (SR 55). SANDAG participates in the Technical Advisory Committee that provides oversight to the study team and serves as one of the advisory bodies for the study. Major tasks include purpose and need, developing an initial set of alternatives, screening of alternatives, technical/environmental analysis of the remaining alternatives, and development of a preferred strategy. The goal of the study is to develop a long-range, balanced transportation plan that is expected to include varied solutions such as roadway capacity improvements, mass transit, commuter rail improvements, and express bus service. The expected result of this technical and stakeholder-driven process will be a series of recommended transportation improvement strategies. The study began in early 2006 and is expected to be completed by December 2007.

The Foothill-South/SR 241 toll road is a second roadway that is planned to connect Orange County to San Diego County through Camp Pendleton. The Transportation Corridor Agencies is proposing to construct the Foothill-South Corridor as a limited access toll road from I-5 in San Diego County to the existing SR 241 in Orange County. The project is currently included as a six-lane toll road in the 2006 Revenue Constrained RTP, adopted in February 2006.

The Southern California Association of Governments (SCAG) is preparing an update to its Regional Comprehensive Plan (RCP), which will include a chapter on energy. The RCP will be coordinated with other ongoing SCAG planning efforts. The Energy Chapter will identify performance outcomes, which establish the goals for the RCP and define the region's values across the range of planning and resource categories. SCAG staff is currently pursuing an energy performance outcome to reduce the consumption of fossil fuels in the region. In addition, the Program Environmental Impact Report for the RTP and RCP will estimate the energy demand associated with a variety of regional activities, including transportation, population growth, and development. Energy issues in the San Diego region are discussed in the Energy White Paper.

San Diego – Imperial County

Interstate 8 is the main east-west transportation corridor that links these two regions, and provides access to the eastern portion of the United States. At the same time, environmental factors such as the effects of transportation facilities and urban land uses on sensitive lands should be taken into consideration. In 2000, just over 400 people commuted from Imperial County to San Diego County for work (see Figure 2).

Eighty-seven percent of those commuters drove through San Diego County and into the western half of the region. Of the total commuting from Imperial to San Diego County, the two principal destinations were downtown San Diego (31 percent) and North City (19 percent). This indicates an increased pressure on the I-8 corridor. In addition, 67 percent of these commuters drove alone.² Figure 3 displays the destination major statistical area (MSA) of workers residing in San Diego County and working in Imperial County.

² U.S. Census Bureau. Census 2000 CTPP; compiled by SANDAG, June 2004.

Figure 2
Destination MSA of Imperial County Workers
Commuting to San Diego County
(Number and Percent of Commuters)

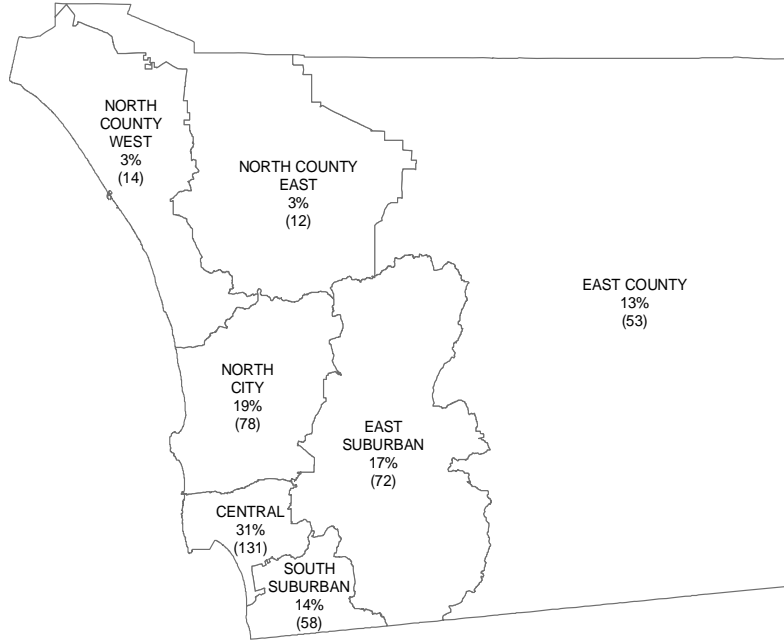
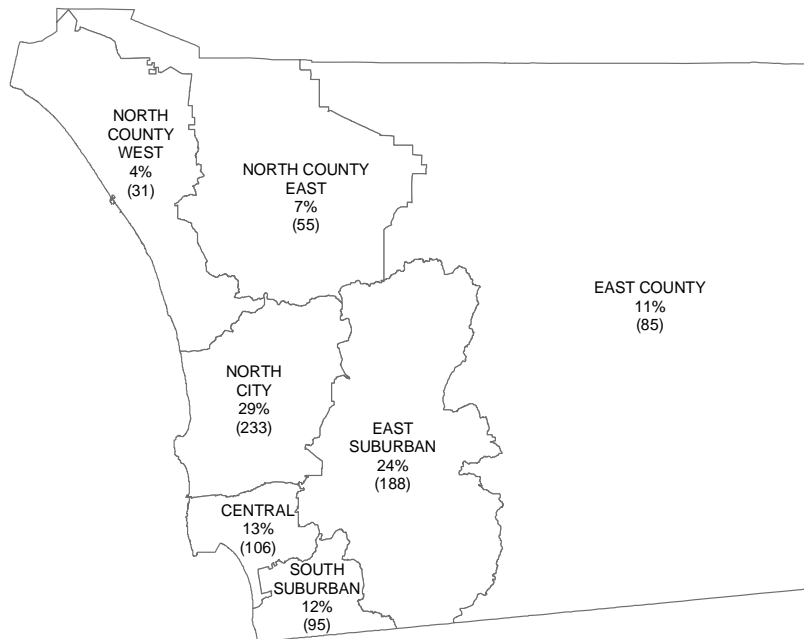


Figure 3
Residence MSA of San Diego County Workers
Commuting to Imperial County
(Number and Percent of Commuters)

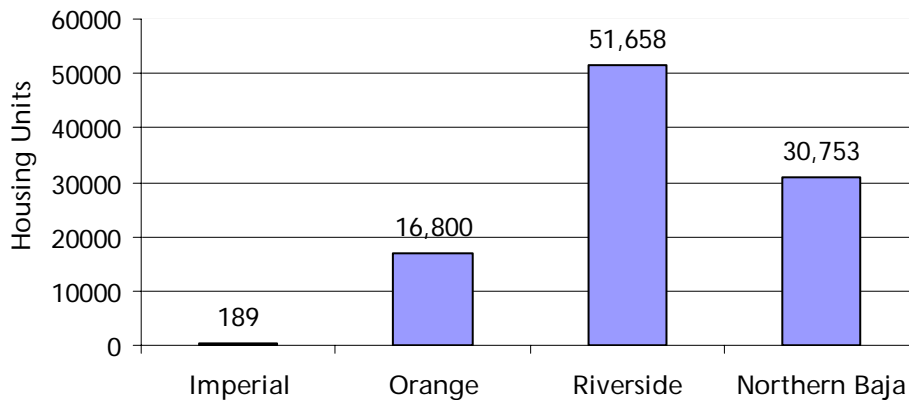


Imperial County is one of the fastest growing counties in California. It experienced an increase of 30 percent growth in population between 1990 and 2000 compared to approximately 13 percent for the state and the nation. It is projected to have an even more dramatic growth of 50 percent for the period from 2000 to 2010. It faces significant challenges in addressing growth-related issues, as well as the pressures it faces from the neighboring regions, including San Diego and Mexico. The Imperial Valley Association of Governments (IVAG) Regional Council is striving to develop integrated planning strategies which will result in a dynamic and prosperous economy to benefit its residents without sacrificing their regional identity and quality of life.

Identification of Problems

The 2030 Regional Growth Forecast, adopted by SANDAG in September 2006, indicates that interregional commuting will increase substantially. In this forecast, 99,400 additional households containing one or more San Diego region workers locate near but outside the region. This represents nearly 26 percent of all residential units needed to house the expected increase in the region’s workers. Figure 4 shows the number of housing units assumed to be built outside of the region.

**Figure 4
Out of County Housing Units**



Source: SANDAG, 2030 Regional Growth Forecast, September 2006.

A lack of affordable housing in San Diego and high-paying quality jobs in Riverside and Imperial Counties have had an impact on the region’s transportation network. San Diego and its interregional partners must work together to address this jobs-housing imbalance. The regions need to assess the characteristics of these changes and develop equitable strategies to provide access to housing and opportunities for smart growth development, while ensuring adequate level of service on the major transportation facilities.

Traffic is expected to increase in all corridors by 2030. Average daily traffic is projected to increase dramatically along I-5, I-8, and I-15 by 2030. Traffic on I-5 at the Orange County line is expected to increase from 142,400 to 205,900, on I-8 at the Imperial County line from 14,600 to 17,400, and on I-15 at the Riverside County line from 135,000 to 259,600. Additional coordination and implementation of interregional transportation alternatives is important.

Commercial truck traffic also is expected to increase in the future, particularly on I-5 and I-15. California has established among its highest priorities improving its goods movement industry and infrastructure to generate jobs, increase mobility, and improve California's quality of life. Southern California is developing a Multi-County Goods Movement Action Plan, involving the seven counties in the SCAG and SANDAG planning areas. The San Diego region's role in trade and eligibility for infrastructure funding will likely be highly influenced by its contribution as part of Southern California's goods movement network and the national supply chain.

Since July 2005, SANDAG has been developing a Regional Goods Movement/Freight Intermodal Strategy. The first phase of the strategy, called the Goods Movement Action Plan, was approved by the Board of Directors and will provide input for the 2007 RTP. Perhaps more importantly, it will provide a regionally adopted list of projects that would be eligible for potential funding from the statewide transportation infrastructure bond measure (Proposition 1B).

DISCUSSION

Potential Solutions/Alternatives

San Diego – Riverside Interregional Partnership – Phase II

In 2005, SANDAG and Western Riverside Council of Governments received a grant for Phase Two of the I-15 IRP to pursue medium-term strategies identified in Phase I of the project. The emphasis for this phase is on implementing specific economic development, transportation, and housing and land use strategies that were identified in the first phase of the project.

1. Employment Cluster Study

Through the I-15 IRP, opportunities exist to improve the economy of both the western Riverside and San Diego regions. The core activity of this effort is an employment cluster analysis. Employment clusters are groups of complementary, competing, and interdependent industries that drive wealth creation in a region. By focusing on employment clusters, the two regions can identify and create a foundation for assessing opportunities to improve their local economies.

Preliminary analysis of employment concentration and recent growth indicate that industries which rely on an educated workforce are beginning to play an important role in the local economy. Industries with large concentrations or recent growth in employment include medical instruments, electronic components, and telecommunications. These are some of the potential driver industries, which could, over time, generate substantial revenues to the region's economy.

The Draft Cluster Analysis and Opportunities for Cooperative Economic Development report presents a process that has been used to help identify the "traded employment clusters" that are the driving forces behind a regional economy. In addition, the employment cluster approach is well-suited to identifying economic development similarities between communities like Riverside and San Diego. Based on these similarities, common strategies that would benefit the economies in both areas can be identified. In turn, these strategic areas of interest may be the foundation of economic development initiatives that can be pursued under a collaborative and biregional approach.

The report indicates that the two-county region shares a large number of traded employment clusters. These 16 traded clusters employ nearly 338,000 people representing 17 percent of the total 1.8 million jobs. The pace of job growth between 2001 and 2005 shows that these traded clusters are growing faster than total employment. In addition, the average annual salary for the traded clusters is \$48,400, which is nearly 20 percent above the annual salary for total employment.³ This substantial overlap in these key cluster areas provide opportunities for the two-county region to work collaboratively on strategic initiatives designed to retain and expand the operations and job opportunities in these industries. After identifying the driver industries, the next step in the study is to identify industry clusters which are closely related through business-to-business sales and/or purchases. The final report is scheduled to be completed by December 2006.

2. Transportation Strategies

Caltrans District 8 in Riverside/San Bernardino Counties and Caltrans District 11 in San Diego/Imperial Counties, are developing a coordinated plan to identify and assess transportation issues in the county line section of I-15. This approach will examine a number of multi-modal solutions to address the I-15 issues at this location.

As a result of IRP work to date, Districts 8 and 11 have produced a study document addressing solutions to the existing and future transportation problems both counties face in the Bi-County area along I-15. The preliminary draft report is a joint effort to identify potential multi-modal transportation improvements and to provide context for discussion of staging the needed improvements based on traffic projections, known programmed and measure funded projects, socioeconomic growth, and modal options. The study approach is to present a number of multi-modal solutions to address the I-15 transportation issues within the study area. This document provides description, evaluation, and order of magnitude cost estimates for various short- and long-term transportation solutions as well as highlighting currently programmed projects. The final report is scheduled to be completed January 2007.

Additionally, SANDAG has been working with RCTC and RTA on transit service coordination on the I-15 corridor. SANDAG, the Metropolitan Transit System, and North County Transit District (NCTD) have developed a draft I-15 Bus Rapid Transit (BRT) Operations Plan that identified a fairly significant transit demand between Riverside and San Diego Counties. SANDAG will be working with the RTA and RCTC staff to further analyze these travel forecasts and develop operational strategies to service the commuter travel demand between southern Riverside County and high demand destinations within San Diego County. Additionally, RCTC is evaluating the feasibility of a new commuter rail line from Temecula to San Diego to accommodate the large number of Riverside County residents who commute south along I-15. The I-15 Commuter Rail Feasibility study will examine this segment and build upon the work completed by the California High Speed Rail Authority on the stations and alignments. Finally, SANDAG and RCTC are discussing ways in which to collaborate on funding vanpools as a significant number of San Diego's vanpools originate in Riverside.

³ SANDAG and WRCOG, Draft Cluster Analysis and Opportunities for Cooperative Economic Development, October 2006.

SANDAG and RCTC recently submitted a grant for the San Diego – Riverside Interregional Transit, Vanpool, and Buspool Study. This study aims at improving interregional transportation alternatives and increasing transit ridership. This study would fund research into determining origins and destinations of interregional commutes between Riverside and San Diego counties, analyze the data, and design effective alternatives to single occupancy driving patterns by recommending vanpool, buspool, BRT, or other rideshare options for the interregional fleet. In addition, the study will identify how best to serve other commute markets, such as military installations or business parks, with vanpools and buspools. These markets would not be well served by the proposed I-15 BRT service because of different destinations and/or low volume of demand.

3. Housing Strategy

The Phase I report of the I-15 IRP concluded that many of the people moving to southwestern Riverside County were workers in San Diego County who moved there in search of more affordable housing. It also identified strategies that would assist in the provision of more moderate income housing in the San Diego region and would address the jobs/housing imbalance between the two regions.

As part of Phase II, SANDAG proposed to identify specific housing programs and/or outreach efforts aimed at moderate income families that can be implemented to increase the supply and choice of housing in the San Diego region; and to identify opportunities for incorporating smart growth concepts and planning for a variety of housing choices in the southwestern Riverside region. With the assistance of a consultant, a pilot project/feasibility analysis would focus on the production of workforce (or moderate income) housing in North County along the SPRINTER rail line in collaboration with one or two major employers. Many of their employees are having difficulty finding affordable housing in proximity to their jobs. The goal of the project is to work with North County local jurisdictions, NCTD, housing developers, and employers to identify the resources, incentives, and strategies needed to construct moderate income workforce housing. Most of this work will be completed as part of a future phase of the IRP.

Phase II work on the I-15 IRP housing strategy will assist in the implementation of the housing chapter of the RCP, which identifies the need for affordable housing for moderate income households and more housing choice throughout the region. It will also help local jurisdictions implement their housing elements, in which they are required by state law to plan for very low, low, moderate, and above moderate income housing. The SANDAG Smart Growth Concept Map (approved for planning purposes by the SANDAG Board in June 2006) provides potential locations for this type of housing. In addition, as noted in the scope of work and product, the results of the housing work will be useful for southwestern Riverside as well as the San Diego region as a whole.

San Diego – Orange Interregional Partnership

To strengthen cooperative relationships with Orange County, SANDAG, and OCTA are planning to initiate joint meetings between policymakers from the two agencies. Potential discussion topics for the first joint workshop could include the OCTA SOCMIS, which will evaluate highway, rail, and other alternatives, updates of each agency's long-range regional transportation plans, and toll facilities. The first meeting is expected to take place in early 2007.

Staff from SANDAG and OCTA should continue to meet and discuss potential ways to address interregional commuting between the two regions. The SOCMIS began in early 2006 and is scheduled to be completed by the end of 2007. Continued participation in the SOCMIS is important.

San Diego – Imperial Interregional Partnership

The San Diego region and southwestern Riverside County entered into a successful interregional partnership several years ago to address this issue, but only after the interregional commuting trend was well established. In 2006, IVAG received a Caltrans grant to develop a strategic plan to address transportation issues between the San Diego region and Imperial County. The project will identify issues and establish goals and objectives. Interregional strategies will be developed based on the study findings in the areas of transportation, housing, and employment. These strategies will ensure an adequate level of service on the I-8 corridor, provide employment opportunities in Imperial County, and integrate smart growth principles into planned land uses/transportation projects. The study is expected to be completed in June 2008.

The I-8 corridor is the main transportation route between the two regions. Collaboration between Caltrans, SANDAG, IVAG, and other local officials to address issues of common concern is very important. The coordination of policies and planning of transportation and other interregional issues between San Diego and Imperial regions is important to facilitate a more efficient transportation system.

Strategically situated on the border with Mexico, San Diego and Imperial Valley share common concerns related to border infrastructure as well as homeland security. The City of Calexico in Imperial County forms a cross-border metro area with Baja California's capital city of Mexicali, just as San Diego and Tijuana shares a cross-border metropolitan area. Imperial County has the potential to take advantage of its role as a portal for global trade and commerce. Calexico-East Port of Entry represents almost 30 percent of the value of U.S.-Mexican trade through California land ports of entry.⁴ An interregional planning partnership will enable the two regions to evaluate and pursue compatible strategies to capitalize on their unique proximity to Mexico.

Imperial County is experiencing a housing boom and its relative affordability is drawing people to move their families to Imperial County while they commute to their jobs in San Diego. Strategies will need to be vetted to accommodate a sufficient housing supply and workforce needs for the growing population.

⁴ Bureau of Transportation Statistics, U.S. Department of Transportation

Another goal is to identify issues and develop interregional strategies in the areas of transportation that will ensure adequate level of service on the I-8 corridor. Potential strategies to integrate smart growth principles into planned land use/transportation projects could also be developed that benefit the quality of life in the two regions. Another area of common concern between the two regions is the protection of habitat and environmentally sensitive lands.

A series of strategies should be developed to ensure an adequate level of service on the I-8 corridor, reducing possibilities of congestion, while improving air quality between the two regions.

Issues and Policy Implications

Several projects and programs to add interregional travel capacity or improve operations are under development or have been proposed as future solutions for the greater Southern California region. The following are the primary challenges for timely project implementation:

- Shortfalls of traditional funding sources for infrastructure and operations; and
- Interregional coordination and collaboration with numerous local, regional, and state agencies.

These challenges can lead to opportunities to work with policymakers to advance transportation projects and programs, with the goal of reducing congestion and addressing the jobs-housing imbalance. In order to fund transportation improvements, one potential option is to evaluate public tolled facilities as a way to add additional capacity in the I-5 and I-15 corridors. As described in the Transportation Funding Revenues White Paper, it will be important for the San Diego region to be an active participant as enabling state or federal legislation is drafted to implement public private partnerships or public tolled facilities.

RECOMMENDATIONS

For the RTP Update

It is recommended that the RTP consider projected growth in Riverside, Imperial, and Orange counties and the San Diego region, in conjunction with the interregional projects and programs described in this paper, to evaluate future interregional travel demand.

Additionally, it is recommended that the RTP consider using toll revenue bonds to advance construction of additional lanes on I-5 and I-15.

Potential projects that could use toll revenue bonds to advance construction include:

- I-5 from Vandegrift Boulevard to the Orange County line
- I-15 from SR 78 to the Riverside County line

These projects are included in Unconstrained Plan of MOBILITY 2030 as non-toll road projects. Building them as toll facilities would advance the projects so that improvements could be made sooner. Feasibility studies are needed to evaluate whether these facilities could be built using toll revenue bonds. These studies would need to consider future traffic demand, toll feasibility, and

future revenue. Some of the proposed improvements would only add one lane in each direction which may not be adequate for a toll facility. Additionally, for a toll road to be attractive to users there needs to be some level of congestion in the adjacent lanes. Additional analysis may tell us that there is not enough congestion in some of these corridors to warrant building a toll road.

Additionally, the RTP should incorporate the recommendations from the I-15 Managed Lanes BRT Operations Plan and consider additional funding for vanpool programs. Work relating to interregional partnerships will continue outside of the RTP development process.

For Future Analysis

SANDAG should continue to work with Riverside County. Potential activities could include Phase III work for the I-15 Interregional Partnership, including the San Diego – Riverside Interregional Transit, Vanpool, and Buspool Study, and additional activities related to the implementation of the economic development strategies.

SANDAG also should continue to develop and build on its interregional partnerships with Imperial and Orange Counties. Finally, additional analysis may be warranted to further investigate the possibility of toll facilities in the San Diego region.