Members
Patricia McCoy, Chair
Councilmember, Imperial Beach
(Representing South County)
Victor Carrillo, Vice Chair
Chairman, Imperial County
(Representing Imperial County)
David Allan
Vice Mayor, La Mesa
(Representing East County)
Greg Cox
Chair Pro Tem, County of San Diego
Shari Mackin
Deputy Mayor, Oceanside
(Representing North County Coastal)
Pia Harris-Ebert
Vice Mayor, San Marcos
(Representing North County Inland)
Ben Hueso
Councilmember, City of San Diego
Alternates
Phil Monroe
Councilmember, Coronado
(Representing South County)
David Ouzan
Councilmember, Calexico
(Representing Imperial County)
Jillian Hanson-Cox
Councilmember, El Cajon
(Representing East County)
Pam Slater-Price
Supervisor, County of San Diego
Henry Abarbanel
Councilmember, City of Del Mar
(Representing North County Coastal)
Ed Gallo
Mayor Pro Tem, Escondido
(Representing North County Inland)
Brian Maienschein
Councilmember, City of San Diego
Advisory Members
Thomas Buckley
Councilmember, City of Lake Elsinore
(Representing Riverside County)
Debbie Cook
Councilmember, City of Huntington Beach
(Representing Orange County)
Luis Cabrera C.
Consul General, Consulate General of Mexico
Howard Williams
San Diego County Water Authority
Pedro Orso-Delgado
District 11 Director, Caltrans
Robert Smith
Chairman of the Board, Southern California Tribal Chairman’s Association
Gary L. Gallegos
Executive Director, SANDAG

AGENDA HIGHLIGHTS

- 2007 REGIONAL TRANSPORTATION PLAN (RTP) WHITE PAPER: INTERREGIONAL TRANSPORTATION
- I-15 IRP UPDATE - CALTRANS DISTRICTS 8 AND 11 COOPERATIVE I-15 COUNTY LINE STUDY DRAFT

PLEASE TURN OFF CELL PHONES DURING THE MEETING

YOU CAN LISTEN TO THE BORDERS COMMITTEE MEETING BY VISITING OUR WEB SITE AT WWW.SANDAG.ORG

MISSION STATEMENT
The Borders Committee provides oversight for planning activities that impact the borders of the San Diego region (Orange, Riverside, and Imperial Counties and the Republic of Mexico). The preparation and implementation of SANDAG’s Binational Planning and Interregional Planning Programs are included under its purview. It advises the SANDAG Board of Directors on major interregional planning policy-level matters.

San Diego Association of Governments · 401 B Street, Suite 800, San Diego, CA 92101-4231
(619) 699-1900 · Fax (619) 699-1905 · www.sandag.org
Welcome to SANDAG. Members of the public may speak to the Borders Committee on any item at the time the Committee is considering the item. Please complete a Speaker’s Slip, which is located in the rear of the room, and then present the slip to Committee staff. Also, members of the public are invited to address the Committee on any issue under the agenda item entitled Public Comments/Communications/Member Comments. Speakers are limited to three minutes. The Borders Committee may take action on any item appearing on the agenda.

This agenda and related staff reports can be accessed at www.sandag.org under meetings on SANDAG’s Web site. Public comments regarding the agenda can be forwarded to SANDAG via the e-mail comment form also available on the Web site. E-mail comments should be received no later than noon, two working days prior to the Borders Committee meeting.

In compliance with the Americans with Disabilities Act (ADA), SANDAG will accommodate persons who require assistance in order to participate in SANDAG meetings. If such assistance is required, please contact SANDAG at (619) 699-1900 at least 72 hours in advance of the meeting. To request this document or related reports in an alternative format, please call (619) 699-1900, (619) 699-1904 (TTY), or fax (619) 699-1905.

SANDAG offices are accessible by public transit. Phone 1-800-COMMUTE or see www.sdcommute.com for route information.
---

**ITEM #** | **RECOMMENDATION**
--- | ---
+1. **APPROVAL OF NOVEMBER 17, 2006, MEETING MINUTES** | **APPROVE**

2. **PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS**

Members of the public will have the opportunity to address the Borders Committee on any issue within the jurisdiction of the Committee. Speakers are limited to three minutes each and shall reserve time by completing a “Request to Speak” form and giving it to the Clerk prior to speaking. Committee members also may provide information and announcements under this agenda item.

**CONSENT (Items 3 - 4)**

+3. **OTAY MESA-MESA DE OTAY BINATIONAL CORRIDOR STRATEGIC PLAN: INSTITUTIONAL APPROVAL PROCESS IN THE CITY OF TIJUANA (Elisa Arias, SANDAG)**

SANDAG and IMPlan continue to work on the development of the Otay Mesa-Mesa de Otay Binational Corridor Strategic Plan. The Early Action Plan was approved by the Borders Committee and the Board of Directors in September 2006. This report describes the process that the City of Tijuana is following within its institutional framework towards the development and adoption of the Strategic Plan.

+4. **REPORT ON THE FIRST MEETING OF THE INTERAGENCY TECHNICAL WORKING GROUP ON TRIBAL TRANSPORTATION ISSUES (Jane Clough-Riquelme, SANDAG)**

The SANDAG Board of Directors approved the formation of this on-going Working Group. Its purpose is to serve as a forum for tribal governments in San Diego County to discuss and coordinate transportation issues of mutual concern with the various public planning agencies in the region. The first meeting of this group was held on October 26, 2006.

**REPORTS (Items 5 - 6)**

+5. **2007 REGIONAL TRANSPORTATION PLAN (RTP) WHITE PAPER: INTERREGIONAL TRANSPORTATION (Heather Werdick, SANDAG)**

Several white papers are being developed for the 2007 RTP. This paper describes current interregional travel patterns, discusses projected growth in interregional trips and implications for interregional travel, and identifies issues and potential solutions for evaluation. The Borders Committee is asked to provide input and comments to this white paper for inclusion in the 2007 RTP.

---
<table>
<thead>
<tr>
<th>ITEM #</th>
<th>RECOMMENDATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>6.</td>
<td>INFORMATION</td>
</tr>
</tbody>
</table>

**INTERSTATE 15 (I-15) INTERREGIONAL PARTNERSHIP (IRP) UPDATE - CALTRANS DISTRICTS 8 AND 11 COOPERATIVE I-15 COUNTY LINE STUDY DRAFT (Bill Figge, Caltrans District 11; Heather Werdick, SANDAG)**

Caltrans District 8 and District 11 offices agreed to develop a coordinated study to identify and assess transportation issues in the portion of I-15 that connects Riverside and San Diego counties. Districts 8 and 11 have produced a study document that identifies potential solutions to the existing and future transportation problems both counties face at the county line. Caltrans staff will present the Draft I-15 Cooperative County Line Study. This item is presented to the Borders Committee for information.

7. **UPCOMING MEETINGS**

The next meeting of the Borders Committee is scheduled for Friday, January 26, 2007, at 12:30 p.m.

8. **ADJOURNMENT**

+ next to an item indicates an attachment
The meeting of the Borders Committee was called to order by Chair Patricia McCoy (South County) at 12:32 p.m. See the attached attendance sheet for Borders Committee member attendance.

1. **APPROVAL OF OCTOBER 27, 2006, MEETING MINUTES**

   **Action:** Upon a motion by Supervisor Pam Slater-Price (County of San Diego) and a second by Councilmember Ben Hueso (City of San Diego), the minutes from the October 27, 2006, Borders Committee meeting were unanimously approved. It was noted that Pia Harris-Ebert abstained.

   Chair McCoy announced that SDG&E will be addressing the “greening,” or environmental future of San Diego, during a program scheduled for Sunday, November 19, 2006, at 3:30 p.m. on Channel 10. Senator Kehoe, Councilmember Atkins, and Councilmember Crawford will sit on the panel along with various individuals from environmental groups. She requested SANDAG to obtain copies of the program for those that may be interested.

2. **PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS**

   **Action:** There were no public comments or member communications.

3. **CONSENT ITEMS (Items 3 - 4)**

   **3. STATUS REPORT ON THE PROPOSED HUNTINGTON BEACH SEAWATER DESALINATION PLANT (INFORMATION)**

   **4. JOINT MEETING WITH THE ORANGE COUNTY TRANSPORTATION AUTHORITY (INFORMATION)**

   **Action:** Upon a motion by Pia Harris-Ebert (North County Inland) and a second by Supervisor Pam Slater-Price (County of San Diego), the Borders Committee voted to approve Consent Items 3-4.
CHAIR’S REPORT (Item 5)

5. NATIVE AMERICAN HERITAGE MONTH (INFORMATION)

Chairman Robert Smith (Southern California Tribal Chairmen’s Association) stated that the month of November 2006 was designated as “National Native American Heritage Month” by President Bush to honor the people and highlight the significant contributions the first Americans made in the United States (U.S.). It is hoped that through activities occurring throughout the U.S., the non-tribal community will learn of past and present contributions to making this a great society. He urged everyone to visit the National Museum of American Indians in Washington D.C. in order to obtain further knowledge on diversity and indigenous cultures. Locally, the Kumeyaay Exchange, in which the tribal communities of San Diego and Baja California will come together to share cultures, will take place at Viejas on November 18 and 19 and also at the Pala Cultural Center on December 6. He invited all to attend the Exchange in order to meet the finest traditional artists of Baja California. There also will be similar activities at SDSU and Grossmont College.

Chairman Smith stated the increase in communication and coordination between tribal nations and SANDAG is very much appreciated. It is an important regional collaboration mechanism for the exchange of information.

Chair McCoy thanked Chairman Smith for his report and asked that Borders Committee members attend the December 6 presentation at the Pala Cultural Center, which will be open to the public.

Councilmember Phil Monroe (South County) announced that in recognition of “Native American Heritage Month,” Chairman Smith has been invited to speak at the Rotary Club in Coronado.

REPORTS (Items 6 – 8)

6. UPDATE ON I-15 IRP PHASE II – DRAFT REPORT ON EMPLOYMENT CLUSTER STUDY (INFORMATION)

Pia Harris-Ebert (North County Inland) reported that on November 9, 2006, the second Joint Policy Committee meeting was held in Temecula. One of the strategies of the I-15 Interregional Partnership (IRP) is to understand how the Riverside and San Diego economies are linked and identify ways in which this relationship can be strengthened.

Maryn Cox, Chief Economist (SANDAG), presented a draft report on the findings of a cluster analysis and opportunities for cooperative economic development. He also provided information to develop collaborative economic strategies.

The objectives of the report were to:

- Determine and analyze the relationship or linkages between economies so it may be looked at as one seamless economic region
- Identify any shared challenges or opportunities to the combined economies
- Recommend some actions that would address the challenges or build upon those opportunities
The Committee and Policy Group chose the economic cluster analytical approach to examine the economic development strategies. Clusters drive regional prosperity and influence wage rates. They enhance competitiveness and are a source of new business. Clusters also bring in new forms of capital investment and venture capital, and they reinvent themselves as the market changes over time. Current trends show continued diversification into many other areas, which are not solely dependent upon one particular entity for sales and purchases of goods and services.

A summary of the Riverside area revealed 17 traded clusters for economic development. Some of the clusters were old and some were new. The highest concentration of jobs in Riverside is located in the east and northwest portions of the county. More than half of the job growth between 2001 and 2005 occurred in the area of low wage/high growth. The majority of the high wage growth occurred in the area of high wage/slow growth. Overall, the average annual wage for Riverside County is approximately $33,000.

A summary of the combined Riverside-San Diego clusters revealed 16 traded clusters between the two economies. Overall, approximately 17 percent of the jobs fall within these cluster areas, and the cluster wages and salaries are about 23 percent higher than the combined economy wages and salaries.

Some key findings of the combined cluster analysis include:

- They share a large number of cluster industries which gives them the opportunity to develop/expand and shape clusters
- Large, fast-growing clusters have low wages
- Most high-wage clusters grow slowly
- Consulting services is a fast growing and high wage cluster

Four areas for opportunities to improve collaborative regional development are: (1) raise the standard of living; (2) expand and shape the cluster base; (3) develop and support shared infrastructure; and (4) target workforce training and education.

Supervisor Slater-Price added that the County Board of Supervisors has also been investigating possibilities of expanding and shaping clusters. The Board would like to have some changes via the 2020 General Plan process to make smaller farms possible, especially in Ramona and Julian, and changes to address zoning in those areas.

Mr. Cox mentioned that presentations have been made to different economic development groups in Riverside, and one more workshop is scheduled to include the North County and Riverside economic development groups.

Kevin Viera, Program Manager of Western Riverside Council of Governments (WRCOG), pointed out that the whole emphasis of the interregional partnership is to address the jobs/housing imbalance between the two regions. It provides options to those that commute between Riverside and San Diego by building and retaining jobs in Riverside and maintaining the region as a powerful economic engine for the future.

Supervisor Slater-Price excused herself to attend the Public Safety Committee.

**Action:** This item was presented for information only.
Ron Saenz, Associate Regional Planner (SANDAG), briefed the Committee on the implementation of the Environmental Early Action Plan. He then introduced Keith Greer, Senior Environmental Planner (SANDAG), to speak about the California Biodiversity Council (CBC), which met in September 2006 to discuss biodiversity along the Mexican border.

Mr. Greer stated that the purpose of the CBC is to improve the coordination and cooperation between the various federal, state, and local agencies working on resource management and environmental protection and to provide a comprehensive solution to regional problems, in this case, shared concern of biodiversity preservation and resource management.

As a result of the meeting, the Council on Biodiversity Along the Borders Committee was formed to explore the following areas:

- Implementation of the Las Californias Binational Conservation Initiative
- Reviewing the use of conservation easements to protect lands in Mexico
- Reviewing specific items to address sediment and water quality in the Tijuana River Valley

Mr. Greer then turned the discussion over to Chair McCoy and Mayor Crystal Crawford (City of Del Mar) who co-hosted the meeting in September.

Mayor Crawford thanked everyone for their support, especially Councilmember Phil Monroe (South County) for allowing the meeting to take place in Coronado.

The CBC was able to facilitate communication among the participants, and as a result, they made invaluable connections with agencies and stakeholders that work on environmental issues on both sides of the border. Projects highlighted at the conference included the Los Laureles Project, where work is being carried out to reduce sedimentation flowing into the Tijuana River and estuary with California Coastal Conservancy funding.

Ed Gallo (North County Inland) asked whom the CBC reports to.

Mayor Crawford answered the CBC was established through an MOU in 1991 and is dependent upon funding from the Governor’s budget and driven by the Governor’s agenda. The State Director of the U.S. Bureau of Land Management and the Secretary of the California Resources Agency direct the committee. The CBC’s current projects include investigating opportunities for prevention and elimination of invasive species and biodiversity in general.

Councilmember Ben Hueso (City of San Diego) asked if the CBC would take a primary role in the watershed.

Mr. Greer replied that the CBC was tasked with three specific items, and one was to evaluate a larger watershed role.
Councilmember Hueso asked if efforts will be duplicated and if there is federal and state staff on the CBC.

Mr. Greer said efforts will not be duplicated and a specific staff member will be assigned to the Biodiversity Committee.

Councilmember Hueso stated that he was interested in having a watershed management program developed for the area that would serve as a blueprint for future planning. He asked if there was a timeframe for this evaluation.

Mr. Greer stated that the CBC meeting scheduled for December 14, 2006, has an agenda item to discuss this issue.

Mayor Crawford added that the meeting in September with the CBC, federal, state, and local agencies was quite unique in that the participating agencies showed a willingness to make the commitment toward working together on a shared watershed management plan.

Chair McCoy interjected that the Tijuana River Natural Estuary Research Reserve, under the leadership of Clay Phillips with the State Department of Parks and Recreation, is working on transborder issues and mapping the watershed with National Oceanic and Atmospheric Administration (NOAA) funding.

Bob Leiter (SANDAG) added that through the California Biodiversity Council, Co-Chairman Mike Chrisman has committed several important departments at the state level, including the Department of Fish and Game, the Department of Conservation, and the State Water Resources Board, to create a committee to come to the San Diego and the border region to work with SANDAG on these issues. In the next few months, SANDAG will be working with senior level staff from those agencies to develop a work program for a watershed planning program along the lines of what Councilmember Hueso was describing.

Joaquin Sandoval, Council of Native Americans, asked who would be in control and provide funding for the program.

Mr. Greer answered that the state is currently seeking staff to address the needs of coordinating the federal, state, and local governments. Right now it is unclear. However, at the meeting scheduled for December 14, 2006, the Biodiversity Council will announce the staff who will be in charge of this project.

**Action:** This item was presented for information only.

8. **TRIBAL INFORMATION SERIES**

8A. **STEWARDING SACRED LANDS (INFORMATION)**

Kurt Russo, Executive Director of the Native American Land Conservancy (NALC), presented information regarding the Conservancy Board, which is composed of 18 individuals from different backgrounds, both tribal and non-native.

The objectives of the NALC are to:
• Purchase endangered landscapes, such as the Old Woman Mountains that contain significant biological and cultural resources
• Ensure protective management, as in the Desert Cahuilla Prehistoric Area where many archaeological sites and critical habitats for at-risk species are found
• Educate through the Theresa A. Mike Scholarship Fund for Cultural and Environmental Education
• Provide public outreach through the Healing Landscapes Program sites
• Secure long-term relationships

Mr. Russo invited SANDAG to attend the NALC conference to be held on February 8 and 9, 2007, with the Kumeyaay Conservancy and the Sycuan Band of Indians. The conference will be held at the Sycuan Resort and Casino. Many tribes and conservation groups, foundations, and state and federal agencies will be on hand to discuss and participate in various issues.

Action: This item was presented for information only.

8B. WATER SYSTEMS INITIATIVE FOR BAJA CALIFORNIA TRIBES (INFORMATION)

Paula Stigler (Pala Tribal Government) informed the group on the binational tribal efforts to improve the water quality of the tribes in Baja California.

It was found that the Kumeyaay, Cocopah, and Pai Pai communities are located within the 100-kilometer border region and are directly related to the tribes in the United States. The water issues experienced by the Baja tribes are the same ones experienced by those in the U.S. in that they: (1) lack infrastructure, (2) have insufficient capacity for operation and maintenance, (3) have poor quantity and quality of water, (4) suffer from non-point source contamination, and (5) lack source water protection.

Water samples showed high levels of E. Coli bacteria and health surveys conducted within the communities showed a large number of gastrointestinal problems. Warnings were given to community members and recommendations were made for improvements to the water systems.

New water systems have been installed at San Jose de la Zorra and San Antonio Necua through funding from both the Mexican government and the Pala Band of Mission Indians. It is the first time these communities have had access to potable water right up to their property lines. They have newly dug wells, storage tanks, and a distribution system. Crossborder training is being performed with water technicians in the U.S. to understand how to maintain the new systems. Also, an epidemiological study sponsored by the Pan American Health Organization, will be performed in December 2006 or January 2007 to examine health conditions of those with pre- and post-access to potable water systems and to determine if the disease rates are lower in these communities.

Ms. Stigler stated that the Pala Band of Mission Indians has shown a definite commitment toward improving the communities and building the capacity of the tribes in Mexico by sponsoring several projects and supporting the Baja Inter-Tribal Council. She thanked Instituto CUNA, JAJAN Coalition, Aqualink, and Chairman Smith for their support and leadership.

Action: This item was presented for information only.
9. UPCOMING MEETINGS

The next meeting of the Borders Committee is scheduled for Friday, December 8, 2006, at 12:30 p.m.

10. ADJOURNMENT

Chair McCoy adjourned the meeting at 1:46 p.m.

Attachment: Attendance Sheet
## Confirmed Attendance
### Borders Committee Meeting
**November 17, 2006**
**12:30 p.m. to 2:30 p.m.**

<table>
<thead>
<tr>
<th>Geographical Area</th>
<th>Jurisdiction</th>
<th>Name</th>
<th>Member/Alternate</th>
<th>Attending</th>
</tr>
</thead>
<tbody>
<tr>
<td>South County</td>
<td>City of Imperial Beach</td>
<td>Patricia McCoy (Chair)</td>
<td>Member</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td>City of Coronado</td>
<td>Phil Monroe</td>
<td>Alternate</td>
<td>Yes</td>
</tr>
<tr>
<td>Imperial County</td>
<td>County of Imperial</td>
<td>Victor Carrillo (Vice Chair)</td>
<td>Member</td>
<td>No</td>
</tr>
<tr>
<td></td>
<td>City of Calexico</td>
<td>David Ouzan</td>
<td>Alternate</td>
<td>No</td>
</tr>
<tr>
<td>North County Coastal</td>
<td>City of Oceanside</td>
<td>Shari Mackin</td>
<td>Member</td>
<td>No</td>
</tr>
<tr>
<td>North County Inland</td>
<td>City of San Marcos</td>
<td>Pia Harris-Ebert</td>
<td>Member</td>
<td>Yes</td>
</tr>
<tr>
<td>East County</td>
<td>City of La Mesa</td>
<td>David Allan</td>
<td>Member</td>
<td>No</td>
</tr>
<tr>
<td></td>
<td>City of El Cajon</td>
<td>Jillian Hanson-Cox</td>
<td>Alternate</td>
<td>No</td>
</tr>
<tr>
<td>City of San Diego</td>
<td>----</td>
<td>Ben Hueso</td>
<td>Member</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td>----</td>
<td>Brian Maienschein</td>
<td>Alternate</td>
<td>No</td>
</tr>
<tr>
<td>County of San Diego</td>
<td>----</td>
<td>Greg Cox</td>
<td>Member</td>
<td>No</td>
</tr>
<tr>
<td></td>
<td>----</td>
<td>Pam Slater-Price</td>
<td>Alternate</td>
<td>Yes</td>
</tr>
<tr>
<td><strong>Advisory/Liaison</strong></td>
<td><strong>Members</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>County of Riverside</td>
<td>City of Lake Elsinore</td>
<td>Thomas Buckley</td>
<td>Member</td>
<td>No</td>
</tr>
<tr>
<td>County of Orange</td>
<td>City of Huntington Beach</td>
<td>Debbie Cook</td>
<td>Member</td>
<td>No</td>
</tr>
<tr>
<td>Republic of Mexico</td>
<td>Consul General of Mexico</td>
<td>Luis Cabrera Cuaron</td>
<td>Member</td>
<td>No</td>
</tr>
<tr>
<td></td>
<td>Deputy Consul</td>
<td>Ricardo Pineda</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Deputy Consul</td>
<td>Lydia Antonio</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>Caltrans</td>
<td>----</td>
<td>Pedro Orso-Delgado</td>
<td>Member</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td>----</td>
<td>Bill Figge</td>
<td>Alternate</td>
<td>Yes</td>
</tr>
<tr>
<td>San Diego County Water Authority</td>
<td>----</td>
<td>Howard Williams</td>
<td>Member</td>
<td>No</td>
</tr>
<tr>
<td>Southern California Tribal Chairmen’s Assn.</td>
<td>Pala</td>
<td>Robert Smith</td>
<td>Member</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td>Pauma</td>
<td>Christopher Devers</td>
<td>Alternate</td>
<td>No</td>
</tr>
<tr>
<td></td>
<td>Jamul</td>
<td>Lee Acebedo</td>
<td>Alternate</td>
<td>No</td>
</tr>
<tr>
<td>COBRO</td>
<td>----</td>
<td>Dr. Paul Ganster</td>
<td>Member</td>
<td>No</td>
</tr>
<tr>
<td></td>
<td>----</td>
<td>Cindy Gompper-Graves</td>
<td>Alternate</td>
<td>No</td>
</tr>
<tr>
<td></td>
<td>___</td>
<td>Angelika Villagrana</td>
<td>No</td>
<td></td>
</tr>
</tbody>
</table>
OTAY MESA-MESA DE OTAY BINATIONAL CORRIDOR STRATEGIC PLAN:  File Number 3006300
INSTITUTIONAL APPROVAL PROCESS IN THE CITY OF TIJUANA

Introduction

The Regional Comprehensive Plan (RCP), adopted by the SANDAG Board of Directors in 2004, calls for the creation of a partnership with Mexico to address binational border planning issues. In 2005, the Borders Committee and the Committee on Binational Regional Opportunities (COBRO) identified the Otay Mesa-Mesa de Otay binational corridor as an area of opportunity to create an effective binational planning partnership. As a result, SANDAG staff, in partnership with Tijuana’s Municipal Planning Institute (Instituto Municipal de Planeación or IMPlan) initiated the development of the Otay Mesa-Mesa de Otay Binational Corridor Strategic Plan. The first phase of the Strategic Plan or Early Action Plan was approved by the Borders Committee and the SANDAG Board of Directors in September 2006.

SANDAG has worked collaboratively with planning agencies in Baja California in several prior studies; however, no formal adoption or approval process was followed by those agencies. Since the goal of the Otay Mesa-Mesa de Otay Binational Corridor Strategic Plan is to work towards effective binational planning, it is desirable that this plan also be adopted by the City of Tijuana. This report describes the process that the City of Tijuana is following within its institutional framework towards the development and adoption of the Strategic Plan.

Discussion

The Otay Mesa-Mesa de Otay Binational Corridor Early Action Plan evaluated transportation, economic development, housing, and environmental conservation issues in a binational context. In addition to partnering with IMPlan, SANDAG worked closely with the California Department of Transportation (Caltrans) and the Secretariat of Infrastructure and Urban Development of Baja California (Secretaría de Infraestructura y Desarrollo Urbano or SIDUE).

Municipal planning activities in Mexico are formulated in a three-year municipal development plan. These plans are prepared by each municipal administration, which serves for a three-year term. The current plan encompasses the years 2005 through 2007.

In June 2006, the City of Tijuana created the Subcommittee of Binational Affairs, under the umbrella of the Planning Committee for Municipal Development (Comité de Planeación para el Desarrollo Municipal or COPLADEM). This Subcommittee has taken the lead in incorporating the
Otay Mesa – Mesa de Otay Binational Corridor Strategic Plan into the formal planning activities of the City of Tijuana.

On July 26, 2006, the Subcommittee on Binational Affairs discussed the Draft Otay Mesa – Mesa de Otay Binational Corridor Early Action Plan and recommended that the development of the Otay Mesa – Mesa de Otay Binational Corridor Strategic Plan be incorporated into the municipal planning activities. To follow up on this recommendation, on August 22, 2006, Councilmember Edgar Fernandez made a request to the City of Tijuana’s Urban Development and Ecology Commission for this Commission and City Council to authorize IMPlan to develop the Strategic Plan in coordination with SANDAG (Attachment 1). On September 11, 2006, the City of Tijuana’s City Council formally authorized IMPlan to proceed with the preparation of the Otay Mesa – Mesa de Otay Binational Corridor Strategic Plan jointly with SANDAG (Attachment 2).

Next Steps

Attachment 3 illustrates the process for the preparation and approval of urban development plans in the City of Tijuana. Similar to the consultation process in the San Diego region, the Draft Otay Mesa – Mesa de Otay Binational Corridor Strategic Plan will be released for public review and comments in Tijuana. After comments are addressed, Tijuana’s City Council will be asked to approve the Strategic Plan.

For plans and programs within Mexico, municipal plans are then presented for approval to the State of Baja California’s Commission for Coordination of Urban Development (Comisión Coordinadora de Desarrollo Urbano del Estado de Baja California). Once both approvals are obtained, plans and programs are published in the Official Gazette of the State of Baja California (Periódico Oficial del Gobierno del Estado de Baja California) and registered in the Public Registry of Property and Commerce. The last formal step is to publish the approved plans or programs in two newspapers of general circulation in Baja California. The State of Baja California will be consulted on the process that would be followed for binational plans.

BOB LEITER
Director of Land Use and Transportation Planning

   2. Report to Tijuana’s City Council recommending IMPlan prepare the Otay Mesa–Mesa de Otay Binational Corridor Strategic Plan (approved on September 11, 2006).
   3. City of Tijuana: Process to Prepare and Approve Urban Development Plans

Key Staff Contact: Elisa Arias, (619) 699-1936, ear@sandag.org
Regidor Lic. José Osuna Camacho
Presidente de la Comisión de Desarrollo Urbano y Ecología
H. XVIII Ayuntamiento de Tijuana
Presente

Por medio de este conducto le envío un cordial saludo, a la vez aprovecho la presente para informarle que de acuerdo a la reunión celebrada el pasado 26 de julio del 2006, en sala de Presidentes de Palacio Municipal, el Subcomité Sectorial de Asuntos Binacionales del H. XVIII Ayuntamiento de Tijuana solicita se someta a consideración de la Comisión de Desarrollo Urbano y Ecología y a su vez al H. Cabildo del XVIII Ayuntamiento de Tijuana la autorización para que el Instituto Municipal de planeación en coordinación con SANDAG agencia responsable de planeación en San Diego, CA, elabore el Plan Estratégico Binacional Otay Mesa-Mesa de Otay.

Así como la declaratoria de destino para la preservación de uso de suelo de la garita de Otay II, misma que fue publicada en el diario oficial de la federación de fecha 19 de mayo de 2006, tomo CXIII. Contemplado en el Plan de Desarrollo Municipal en el programa de Desarrollo Urbano 2002-2025, donde identifica la Mesa de Otay como área prioritaria.

Sin otro particular, agradecemos de antemano su atención, y les reiteramos nuestros respetos institucionales.

ATENTAMENTE

REGIDOR LIC. EDGAR FERNANDEZ BUSTAMANTE  LIC. ALFONSO BUSTAMANTE ANCHONDO
COORDINADOR  SECRETARIO TECNICO

C.c.p. Archivo

Para que estés bien y de buenas
ACUERDO ECONÓMICO

Con fundamento en lo dispuesto por los artículos 2, 3, 10, 18, 44, 50, 72, 79 fracción VI, 85 y 102 del Reglamento Interno y de Cabildo del Ayuntamiento de Tijuana Baja California, la Comisión de Desarrollo Urbano y Control Ecológico, somete a la consideración del H. Cabildo del XVIII Ayuntamiento Constitucional de Tijuana, Baja California, el presente Acuerdo Económico para que el Instituto Municipal de Planeación en coordinación con SANDAG, agencia responsable de planeación en San Diego California, elabore el PLAN ESTRATEGICO BINACIONAL OTAY MESA-MESA DE OTAY, conforme a los siguientes:

ANTECEDENTES

1.- Que existe oficio núm. 076/2006 de fecha veintidós de agosto del dos mil seis, suscrito por los licenciados Edgar Arturo Fernández Bustamante y Alfonso Bustamante Anchando, coordinador y secretario técnico, respectivamente, del Subcomité Sectorial de Asuntos Binacionales del H. XVIII Ayuntamiento de Tijuana, mediante el cual solicitan se someta a consideración de la Comisión de Desarrollo Urbano y Control Ecológico y a su vez al H. Cabildo de Tijuana, la autorización para que el Instituto Municipal de Planeación en coordinación con SANDAG agencia responsable de planeación en San Diego, CA. Elabore el citado plan.

2.- Que la vecindad entre Tijuana y San Diego históricamente se ha caracterizado por un intenso intercambio comercial y turístico, propiciando un desarrollo dinámico y progresivo en ambos lados de la frontera y estableciendo sin número de vínculos comerciales, sociales, culturales y políticos que han generado una interdependencia mutua, plantando la necesidad de cooperar y conjugar esfuerzos en los procesos de planeación del desarrollo económico a través de la frontera.

En la búsqueda de una cooperación de excelencia, los dos gobiernos han identificado una variedad de iniciativas y desafíos que pueden constituir casos de estudio a partir de los cuales se puede construir una “Nueva Visión de la Frontera”. El esfuerzo se sustenta en los siguientes principios y líneas generales de acción:

- Principio del Buen Vecino.
- Una visión Integral
- Énfasis de cooperación.

3.- Que el Tratado de Libre Comercio (TLC) entre los países de México, Estados Unidos y Canadá, ha propiciado el desarrollo económico de la región fronteriza entre Baja California y California. La localización que guarda Tijuana con San Diego representa una oportunidad para posicionarse como un puerto de exportación de productos regionales, por lo que se considera estratégico facilitar el intercambio de mercancías y personas de forma expedita, mediante un proceso planificado de crecimiento y desarrollo de infraestructura, que además permita la creación de un corredor de carácter binacional.
COMISIÓN DE DESARROLLO URBANO Y CONTROL ECOLOGICO.

ACUERDO ECONOMICO.

4.- Que el 22 de Marzo del 2002 fue acordado el "Plan de Acción" por los Presidentes Vicente Fox Quedaza y George Bush, que contempla 22 puntos orientados a crear una frontera inteligente entre México- Estados Unidos, cuya finalidad es proteger a las sociedades de ambas naciones del terrorismo y las drogas ilícitas sin detrimento de las actividades humanas y económicas que tienen ambas naciones de manera legítima. Entre ellos se señalan acciones correspondientes a lograr una infraestructura segura, mediante: La planificación a largo plazo, el desahogo de cuencos de botella, la protección de la infraestructura, armonizar las operaciones de los puntos de entrada, los proyectos modelo, la cooperación transfronteriza y el financiamiento de proyectos en la frontera.

5.- Que con fecha primero de septiembre del dos mil seis, los Regidores integrantes de la Comisión de Desarrollo Urbano y Control Ecológico, celebraron reunión de trabajo donde concluyeron presentar el presente acuerdo bajo los siguientes

CONSIDERANDOS

PRIMERO.- Que el Programa de Desarrollo Urbano del Centro de Población de Tijuana, Baja California 2002-2025 (PDUCEPT), publicado en el periódico oficial del estado el 13 de diciembre del año 2002, entre otras cosas señala lo siguiente:

a. Entre sus objetivos particulares en materia de planeación se establece el de definir las ligas transfronterizas prioritarias tales como las económicas, de usos de suelo, infraestructura y servicios, recursos naturales y medio ambiente, aspectos legales y financieros, así como el desarrollo de un programa integral para resolver, promover e impulsar la revitalización y desarrollo de un nuevo puerto fronterizo en Tijuana

b. En las conclusiones del Diagnostico de los Aspectos Socioeconómicos, identifica el rezago en los cruces fronterizos, transporte, pavimentación y mantenimiento de vialidades, recomendado elaborar un estudio integral de la infraestructura transfronteriza que coadyuva a solucionar esta problemática y realizar un trabajo coordinado de planeación binacional.

c. En la Estrategia General, Políticas Rectoras, en el numeral 4.1.1.1, denominado Política de Mejoramiento, establece lineamientos estratégicos de mejoramiento como es, proponer nuevos esquemas de financiamiento para llevar a cabo Planes y Proyectos Estratégicos que exploren esquemas financieros vanguardistas a nivel nacional e internacional que permitan alcanzar la autosuficiencia económica, consolidar la cooperación regional, aunado a la participación social en la instrumentación de estrategias en materia de desarrollo de infraestructura, servicios y equipamientos, mediante el aumento de las inversiones privadas, la planeación del desarrollo urbano mas democrático, la satisfacción de las crecientes necesidades de la población y el impulso de proyectos estratégicos como es el caso del nuevo puerto fronterizo.
d. En su Nivel Instrumental, numeral 6.2.1. Establece que el Instituto Municipal de Planeación, es responsable de expedir los Planes y Programas de Desarrollo Urbano a nivel municipal.

SEGUNDO.- Que el Programa Parcial de Mejoramiento Urbano de la Mesa de Otay Este, señala entre sus objetivos generales el mejorar la accesibilidad y movilidad de la población y los bienes, tanto los relacionados con el cruce fronterizo como los de carácter urbano local y regional y entre sus metas a mediano plazo el construir la Garita Otay II, así como llevar a cabo las obras que permitan su integración vial con la ciudad y la región.

Por otra parte este programa señala como acciones de Gestión y Planeación la necesidad de establecer la Comisión de la Zona Conurbada Tijuana-Tecate-Gobierno del Estado como contraparte de la Asociación de Gobiernos de San Diego (SANDAG), así como el seguimiento al grupo de trabajo interinstitucional y binacional para construir y operar la Garita de Otay II.

TERCERO.- Que en concordancia con la fracciones 15 y 17 del artículo tercero, del Acuerdo de creación del organismo descentralizado de la Administración Pública Municipal de Tijuana, Baja California, denominado Instituto Municipal de Planeación, publicado en el Periódico Oficial del Gobierno del Estado el día 28 de Diciembre de 1998, son atribuciones del IMPlan: "Proporcionar al Municipio el sustento técnico para la implementación de acciones en materia de desarrollo urbano, en los términos de las leyes en la materia", así también, "Todas aquellas que, en apoyo a las dependencias de la administración pública municipal centralizada, le encomiende el Ayuntamiento o el Ejecutivo Municipal y sean inherentes a su objeto.

CUARTO.- Que debido a su alta concentración de población, de actividades económicas y servicios, Tijuana se justifica como nodo que estructura y fortalece a las poblaciones aledañas con las que se interrelaciona, adquiriendo un mayor significado la necesidad de contar con un puerto fronterizo comercial que sea eficaz y eficiente, ya que mediante un sistema aduanero ágil, que evite la burocratización y elevación de los costos de las mercancías, se podrá fortalecer la internacionalización de las empresas del país. A este respecto el Ayuntamiento de Tijuana a través del Instituto Municipal de Planeación ha desarrollado estudios y programas que permitirán fortalecer los vínculos culturales y económicos de esta región fronteriza entre ellos el Programa Parcial de Mejoramiento Urbano de Mesa de Otay Este II, el Estudio de Integración Vial para el Puerto Fronterizo Otay Este II y la Declaratoria de Destino del citado puerto. Por su contraparte la región de San Diego a través de la Asociación de Gobiernos de San Diego (SANDAG) ha realizado esfuerzos significativos en los procesos de planeación mediante los estudios socioeconómicos que revelan datos alarmantes en cuanto a la perdidas socioeconómicas de hasta 4'000,000 de dólares para la región, al no contar con la estructura urbana adecuada, infraestructura y sistemas vial acordes a las necesidades de ambos países.
Subsecuentemente en el 2005, a través del Comité de Oportunidades de la Frontera, se plantea identificar el Corredor Binacional de Mesa de Otay-Otay Mesa como un área de oportunidad y modelo para crear la colaboración efectiva de Planeación Binacional. En la que el transporte, el desarrollo económico, la vivienda y la conservación ambiental sean los cuatro factores fundamentales para evaluarse en coordinación con el Instituto Municipal de Planeación y la SIDUE como parte del Plan Estratégico Binacional de Otay Mesa-Mesa de Otay.

QUINTO. Que con el fin de colaborar fehacientemente en la planeación transfronteriza que permita fortalecer los enlaces culturales y económico de la Región Binacional de las Californias se hace necesario solicitar la aprobación de la elaboración de una Plan Estratégico que facilite la integración de ambas economías, y de esta forma contar con una herramienta legal que podrá ser utilizado como modelo a seguir para otros estados fronterizos, lo anterior atento a los siguientes:

**FUNDAMENTOS LEGALES**

Lo señalado en los artículos Artículo 1, 2, 3, 10, 18, 19 parrafo cuarto, 44 47, 50, 72, 79 fracción VI, 85 102, del Reglamento Interno y de Cabildo del Ayuntamiento de Tijuana Baja California, el Programa de Desarrollo Urbano del Centro de Población de Tijuana, Baja California 2002-2025 y demás relativos aplicables.

Que en razón de lo anterior, y toda vez que nuestra Legislación prevé este tipo de eventos, los regidores integrantes de la Comisión de Desarrollo Urbano y Control Ecológico, someten a la consideración de este H. Cabildo para su Discusión y aprobación los siguientes:

**PUNTOS DE ACUERDO**

PRIMERO.- Se instruye al Ejecutivo Municipal para que por su conducto gire instrucciones al Instituto Municipal de Planeación (IMPLAN) en lo que por materia le corresponda y dentro de las facultades que la Ley le confiera, para que en coordinación con la Asociación de Gobiernos de San Diego (SANDAG), elabore el PLAN ESTRATÉGICO BINACIONAL OTAY MESA - MESA DE OTAY.

SEGUNDO.- El presente acuerdo entrará en vigor al momento de su aprobación.
Dado en la Sala de Sesiones del H. Cabildo del XVIII Ayuntamiento de la Ciudad de Tijuana, Baja California a la fecha de su presentación.

Atentamente

LOS REGIDORES INTEGRANTES DE LA COMISION DE DESARROLLO URBANO Y CONTROL ECOLOGICO

José R. Osuna Camacho
Presidente.

Martha E. Montejano Cárdenas
Vocal.

N. Alejandro Araiza Castellón
Vocal.

Luis Felipe Ledesma Gil
Vocal.

Edgar A. Fernández Bustamante
Secretario.

Juana Reyes Pérez
Vocal.

Raúl Soria Mercado
Vocal.

Oscar Zumaya Ojeda.
Vocal.

Carlos Mejía López.
Vocal.
CITY OF TIJUANA
PROCESS TO PREPARE AND APPROVE URBAN DEVELOPMENT PLANS

CITY COUNCIL ACTION
PREPARE PROGRAM/PLAN

AGENCY DRAFT
DEVELOPMENT PROGRAM/PLAN

PUBLIC REVIEW AND COMMENT

ADDRESS COMMENTS

PRESENTATION TO CITY COUNCIL

APPROVAL

PRESENTATION TO CCDUE

APPROVAL

PUBLICATION ON POGE

REGISTRATION ON RPPC

PUBLICATION ON 2 NEWSPAPERS OF STATEWIDE CIRCULATION

CCDUE: State of Baja California Commission for Coordination of Urban Development
POGE: Official Gazette of the Government of the State of Baja California
RPPC: Public Registry of Property and Commerce
REPORT ON THE FIRST MEETING OF THE INTERAGENCY TECHNICAL WORKING GROUP ON TRIBAL TRANSPORTATION ISSUES

Introduction

The kick-off meeting of the Interagency Technical Working Group on Tribal Transportation Issues (Working Group) was held October 26, 2006, at the Barona Ranch Resort and Casino. It was hosted by the Barona Band of Mission Indians. The meeting involved approximately 30 participants, including representatives from seven tribal governments and staff from SANDAG, Caltrans, the County of San Diego, Metropolitan Transit System (MTS), North County Transit District (NCTD), and the Bureau of Indian Affairs. This report provides an overview of the meeting, issues raised, and next steps for the Borders Committee’s information.

Discussion

Topics discussed during this first meeting included: summary of the next steps resulting from the Tribal Summit; discussing the Working Group Charter; SANDAG’s process for travel forecasting; an update on the SR-76 Operational Improvements Study being conducted by Caltrans and the RTA; an update on the County of San Diego GP2020 Circulation Element; an announcement of Tribal Transit Feasibility Study; and the distribution of the 2007 RTP Tribal Transportation Issues paper.

The Working Group identified the following topics for future meetings: major changes in criteria for road classification for the Indian Reservation Roads Program outlined in SAFETEA-LU; information on the new FTA Tribal Transit Fund Program inaugurated this year through SAFETEA-LU; and the emerging issue of right-of-ways on tribal lands which has arisen through conflicts with Caltrans over TERO agreements on transportation projects. Updates on current grant projects will also be included in future meetings.

Next Steps

The Working Group members postponed approving the Charter or electing a Chair and Vice-Chair until the next meeting to allow all tribal governments to appoint a representative to serve on the Working Group. The Working Group agreed to meet quarterly. SANDAG staff and the RTA representatives will follow up with the suggested topics for the next meeting and prepare the agenda. The Rincon Luiseño Band of Indians offered to host the next meeting on January 18, 2007.

BOB LEITER
Director of Land Use and Transportation Planning

Key Staff Contact: Jane Clough-Riquelme, (619) 699-1909, jcl@sandag.org
2007 REGIONAL TRANSPORTATION PLAN (RTP) WHITE PAPER: File Number 3000400
INTERREGIONAL TRANSPORTATION

Introduction

SANDAG has identified several key components to be developed for the 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 this 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. Input from technical committees and working groups will be shared with SANDAG’s policy committees to develop strategies for inclusion in the 2007 RTP.

Next Steps

After review and comments from the Borders Committee, the Transportation Committee will be asked to accept the Interregional Transportation white paper for planning purposes in the 2007 RTP in January 2006.

BOB LEITER
Director of Land Use and Transportation Planning

Attachment: 1. Interregional Transportation White Paper for the 2007 RTP

Key Staff Contact: Heather Werdick, (619) 699-6967, hwe@sandag.org
INTERREGIONAL TRANSPORTATION WHITE PAPER FOR THE 2007 RTP

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 I-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 (BTTAC) with other U.S. 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.

This 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 SANDAG’s 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 (ADT), collected by Caltrans between 1989 and 2005, traffic at the San Diego/Riverside County border increased from 54,000 to 135,000 vehicles (150%). The traffic shows a rising trend in interregional
commuting. Although not reaching the same volumes, traffic at the San Diego/Imperial County border (I-8/SR 98) has nearly doubled from 8,600 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 Regional Transportation (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 (TDM) 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.

There already is a strong market for these types of services. As of October 2006, 227 of the 541 vanpools (42 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/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.

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.

San Diego – Orange County

The I-5 North Coast corridor experiences recurrent traffic congestion during weekday rush hours and also is heavily traveled on weekends. Interstate 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 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 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 Interstate 5 (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.

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.

---

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.

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 206,000, on I-8 at the Imperial County line from 14,600 to 21,000, and on
I-15 at the Riverside County line from 135,000 to 250,000. Additional coordination and implementation of interregional transportation alternatives is important.

DISCUSSION

Potential Solutions/Alternatives

San Diego - Riverside Interregional Partnership - Phase II

In 2005, SANDAG and WRCOG 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.

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.  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.

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 (MTS), 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. 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.

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.

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 1-15 IRP housing strategy will assist in the implementation of the housing chapter of the Regional Comprehensive Plan (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 use/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. 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.

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
- 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 (PPPs) or public tolled facilities.

---

4 Bureau of Transportation Statistics, U.S. Department of Transportation
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.
INTERSTATE 15 (I-15) INTERREGIONAL PARTNERSHIP (IRP)  
UPDATE - CALTRANS DISTRICTS 8 AND 11 COOPERATIVE I-15  
COUNTY LINE STUDY DRAFT

Introduction

As part of the ongoing discussion on the Interstate 15 Interregional Partnership (IRP), Caltrans Districts 8 and 11 have produced the preliminary draft Cooperative I-15 County Line Study. The results of their work will be presented by Caltrans staff at the Borders Committee meeting on December 8, 2006. This information was previously presented to the I-15 IRP Joint Policy Committee on November 9, 2006.

The Caltrans staff report to the joint IRP Policy Committee and the Preliminary Draft Caltrans Districts 8 and 11 Cooperative I-15 Cooperative County Line Study are included as attachments.

BOB LEITER  
Director of Land Use and Transportation Planning

Attachments:  
1. Caltrans Staff Report to the I-15 IRP Joint Policy Committee, November 9, 2006  
2. Preliminary Draft Caltrans Districts 8 and 11 Cooperative I-15 County Line Study Report

Key Staff Contact: Heather Werdick, (619) 699-6967, hwe@sandag.org
I-15 IRP UPDATE - CALTRANS DISTRICTS 8 AND 11 COOPERATIVE INTERSTATE 15 COUNTY LINE STUDY

Introduction

Caltrans, District 8 in Riverside/San Bernardino Counties and District 11 in San Diego/Imperial Counties, is developing a coordinated plan to identify and assess transportation issues in the county line section of Interstate 15 (I-15).

As a result of IRP work to date, Districts 8 and 11 have produced a draft working document addressing solutions to the existing and future transportation problems both counties face in the Bi-County area along I-15. The 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, socio-economic 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 a sample of various short and long term transportation solutions as well as highlighting currently programmed projects.

Discussion

This study was initiated in recognition of the growing commuter traffic volumes on I-15 between Riverside and San Diego Counties and the rapid residential housing growth in southwestern Riverside County. Traffic congestion on I-15 within the study area is a symptom of the imbalance in housing prices, and can be largely attributed to the desire to own an affordable single-family home. Because of this imbalance, the level of service analysis contained in this report shows that congested conditions will begin to occur sometime between the years 2010 and 2015.

Caltrans Districts 8 and 11 have developed the following categories of joint proposals based on future traffic projections along I-15, projects funded by either Riverside or San Diego County sales tax measures or transportation mitigation fees, local circulation plans, identified Regional Transportation Improvement Program funded projects, and Regional Transportation Plans:

Capacity Enhancing
- Mixed Flow Lanes
- HOV Lanes
- Toll Lanes
- Arterial Capacity Improvements

Transit
- Bus Rapid Transit
- Transit Shuttle Services
- Park and Ride Facilities
Operational Improvements

- Truck Climbing Lanes
- Auxiliary Lanes
- Interchange Improvements
- Additional Access Points in the Temecula Area
- Traffic Operational Improvements

Intelligent Transportation System (ITS)/Transportation Demand Management (TDM)

- Traffic Management Systems
- Electronic Message Signs/Low Power Radio Station
- Rideshare and Incentive Programs
- Bike and Ride Facilities

It should be noted that projects and project types included in this study are, for the most part, already being considered as part of existing planning efforts. There has been no attempt in the existing report to develop major capacity increasing projects that are not currently being considered for San Diego or Riverside Counties. These major capacity increasing projects also include consideration of additional mixed flow lanes in Riverside County and managed lanes in San Diego County.

Additional projects worth considering are reversible freeway lanes, toll lanes, and the extension of managed lanes in each direction past the county line area, with the intent being to ensure consistency in the freeway infrastructure between the two counties. The Caltrans I-15 Cooperative County Line Study intends to present these long term strategies and solutions to the I-15 IRP stakeholders for consideration in the development of their Regional Transportation Plans and will be included in the final report of the County Line study. As the regional agencies and Caltrans deem appropriate, technical work on these types of projects will be considered part of the on-going interregional coordination efforts on transportation improvements in the I-15 corridor.

Since large capacity improving projects typically require longer lead time and a larger amount of time, money and staff resources to deliver compared to operational, ITS, and certain types of transit projects, two separate sets of tactics should be carried forward in considering the delivery of those projects that, taken in sum, would provide congestion relief within this portion of I-15. Those projects that could be delivered within five to ten years would be described as short term, and would be considered as a group to be short listed for further project development, and potentially funding/programming. Those projects that would take longer than ten years to deliver would be described as long term, and would also be considered as a group to be short listed for further project development, and potentially for funding/programming.

To this end, Caltrans, in partnership with regional agencies including the Southern California Association of Governments, SANDAG, the Western Riverside Council of Governments, the Riverside County Transportation Commission, Riverside Transit Agency, intends to recommend and actively support development of a strategic implementation plan to advance the work of the I-15 Interregional Partnership.

The Preliminary Draft Caltrans I-15 Cooperative County Line Study is included and Caltrans staff will present the preliminary draft study at the Borders Committee meeting. This information was presented to the IRP Joint Policy Committee on November 9, 2006. The final report including additional analysis will be presented to the IRP Joint Policy Committee in January 2007.
PRELIMINARY DRAFT
CALIFORNIA DEPARTMENT OF TRANSPORTATION
DISTRICTS 8 AND 11
COOPERATIVE I-15 COUNTY LINE STUDY

NOVEMBER 2006
Introduction

The California Department of Transportation (Department), District 8 in Riverside and San Bernardino Counties, and District 11 in San Diego and Imperial Counties, agreed to develop a coordinated study to identify and assess transportation issues in the county line section of Interstate 15 (I-15). The I-15 Interregional Partnership (IRP), a joint task force made up of Riverside and San Diego County elected officials and business people, highlighted the transportation issue in general as one of the most important issues facing both counties.

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. As shown in Figure 1, the study area focuses on I-15 from State Route (SR) 78 to the south to SR 74 to the north. The report is a joint effort to identify potential multi-modal transportation improvements and to provide context for discussion of staffing the needed improvements based on traffic projections, known programmed and measure funded projects, socio-economic growth, and modal options. The population within the study area is expected to almost double to approximately 1.5 million people by the year 2030. Employment in this area is expected to almost double to 500,000 jobs by 2030. The study approach taken by the Department's Districts 8 and 11 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.

Study Area

The two county commute corridor along I-15 defined by the study area extends from central North San Diego County to the cities of Lake Elsinore, Perris, and Hemet in Western Riverside County as defined by earlier IRP studies. This corridor is shown in the following map (Figure 1). As noted in the I-15 IRP Final Report; because of topography and distance, Riverside and San Diego have defined their communities as being located in separate regions. However, with the increase in interregional commuting during the last decade the definition of the two regions has blurred.

Study Goals and Objectives

The Goals and Objectives for the County Line Study were developed to guide Districts 8 and 11 in selecting possible projects for review. These goals and objectives should be kept in mind as an overview of what the Department would like to accomplish in this corridor.

Goals

- Increase person trip mobility within the I-15 corridor.
- Improve safety for the traveling public.
- Expedite goods movement through and within the county line area.
- Improve efficiency (HOV lanes, transit, vanpools, carpools) of transportation in the I-15 corridor.
Objectives

- Reduce average travel time for trips within the I-15 corridor. This includes shorter and more efficient trips.
- Decrease fatalities, injuries and property damage for travel in the county line area.
- Reduce average delay for trucks in the county line area.
- Increase the opportunity for multi-modal travel.
- Develop projects that optimize the mix of local, state and federal transportation dollars.
- Propose for further detailed study (in a Project Study Report) those projects that reinforce the respective regional comprehensive plans.
- Identify several early start projects that have a high benefit/low initial cost.

In support of these goals and objectives the following categories of project proposals and solutions were considered as part of the study's work effort.

- HOV Lanes
- Bus Rapid Transit
- Rail Transit
- Additional Access Points in the Temecula Area
- Truck Climbing Lanes
- Truck By Pass Facilities
- PAL Systems
- Bike-and-Ride Facilities
- Transit Shuttle Services
- Park-and-Ride Facilities
- Auxiliary Lanes
- Electronic Message Signs
- Low Power Radio Station
- Traffic Management Systems
- Traffic Operational Improvements

Setting

Transportation solutions for the Riverside/San Diego County Line area of I-15 require that we consider the conditions that have brought us to our current situation. The following section considers relevant findings from the I-15 Interregional Partnership-Final Report, current conditions on I-15, current residential and employment conditions, and Riverside County/San Diego County Sales Tax Measures for transportation purposes.
I-15 Interregional Partnership (IRP)

The I-15 Interregional Partnership was originally 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. The I-15 IRP is a voluntary compact between local elected officials representing the San Diego Association of Governments (SANDAG) and the Western Riverside Council of Governments (WRCOG). The Department, the Riverside County Transportation Commission (RCTC), the Southern California Association of Governments (SCAG), other affected governmental agencies, and private sector organizations also participate in the partnership and provide guidance and support whenever possible. The Department's District 8 and 11 Cooperative I-15 County Line Study is a part of this ongoing support.

Relevant Findings from the I-15 Interregional Partnership-Final Report

Many of the causal factors relating to increased traffic on I-15 in the last 10 years are related to greater housing availability and lower housing prices in southwestern Riverside County compared to the San Diego region and the great desire to own a single family detached home. The following points were made by the previous study relating to transportation in the I-15 corridor:

- It is estimated that 29,000 residents of southwestern Riverside County commute into the San Diego region. Approximately half have been doing so for less than five years. Of those living in southwestern Riverside County less than 10 years, 60 percent have moved there from the San Diego region.

- 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.

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

- Currently approximately 85 percent of the I-15 interregional commuters regularly drive alone to work and 13 percent carpool.
Current Conditions on Interstate 15

The existing I-15 cross section at the San Diego-Riverside County Line is composed of an 8-lane interstate freeway with median. There are no additional major road crossings of the county line in the area. The northern part of San Diego County is very rural in nature. The southwestern part of Riverside County has urbanized in the last decade.

Current average vehicle traffic (2005) using I-15 at the county line is 135,000 vehicles per day. The direction of peak hour travel demand is southbound in the morning and northbound in the evening. Current traffic conditions in the county line area during peak periods are approximately Level of Service C/D. This means that traffic flows smoothly unless there is an incident. Since there is no reasonable transportation alternative to the existing I-15 freeway and only infrequent public radio traffic advisories to warn motorists that are entering the area that there is a problem, a significant incident will cause travel delays, or at worst disrupt freeway operations causing severe congestion along I-15 within the study area.

Transit service is provided by several scheduled bus routes and many publicly subsidized vanpools. Much of the vanpool service is subsidized by SANDAG. Several park-and-ride lots are available within the corridor.

Current and Forecasted Population, Housing, and Employment for the I-15 County Line Study Area

Over the next twenty-five years, the I-15 County Line Study area is expected to experience significant growth in the socio-economic factors of population, employment, and housing. The population within the study area was approximately 825,000 in the year 2000. This number is expected to grow by 651,000 to almost 1.5 million by the year 2030. Employment is expected to grow from 279,000 to 506,000, indicating an increase of 227,000 jobs within the study area. The number of housing units are also projected to increase from 279,000 in the year 2000 to 525,000 by the year 2030. Of the projected 246,000 increase in housing units, approximately three quarters of the new residential units are in southwestern Riverside County, and the remaining one-quarter of the new residential units are in north San Diego County. The following tables and maps (Tables 1 and 2 and Figures 2 through 7) provide a tabular and graphic description of the changes in population, employment, and housing densities within the study area between the years 2000 and 2030.

Comparing Ratios of Jobs to Housing Units in the Study

Within the study area, the City of Temecula, by itself, nearly achieves a jobs/housing balance. However, when the larger community (including Temecula, Murrieta and nearly 10,000 households in the adjacent unincorporated areas) is considered, there are only four jobs for every five households or 0.8 jobs per household for the larger geographic community.

Within the San Diego region, the City of San Marcos has 1.6 jobs per household, because it has maintained a large portion of its land area for employment uses. When taken together with the adjacent cities of Vista and Escondido as well as adjacent unincorporated areas, this larger area has a reasonable balance of jobs and housing. Of course, not every resident of San Marcos works within
the city limits. So while consideration of jobs/housing balance on the local level is instructive, the issue must be analyzed on a larger, regional scale. With the exception of the Lakeview-Nuevo communities, the area north of Murrieta has a similar or lower ratio of jobs to households. Similarly, the unincorporated San Diego communities in the north I-15 area have fewer than 0.7 jobs per household. The ratios of jobs per household are shown on Table 1.  

Table 1 shows the lowest jobs/household ratios as being located in the Riverside and San Diego County unincorporated areas (0.41 and 0.45 respectively). Within the Riverside County portion of the study area, the cities of Sun City/Menifee and Murrieta show the next two lowest jobs/housing ratios. The two highest jobs/housing ratios in southwestern Riverside are in Lakeview/Nuevo (1.27) and the city of Temecula (1.13). In north San Diego County portion of the study area, the communities of Pala/Valley Center and Fallbrook show the next two lowest jobs/housing ratios. The two highest jobs/housing ratios in northern San Diego County are in San Marcos (1.65) and Escondido (1.07).

Table 2 expends on the information in Table 1 to include the population, number of workers per household, and the median household income. Annual incomes per household in the Riverside County portion of the study area vary from $29,900 in San Jacinto Valley to $63,700 in the county unincorporated area. The $63,700 value is slightly misleading in that it is the only area that has over two workers per household. The average annual income per household for southwestern Riverside County is $41,800. Annual incomes per household in the northern San Diego County portion of the study area vary from $42,400 in the Rainbow community to $60,400 in Pala/Valley Center. The average annual income per household for northern San Diego County (in the I-15 study area) is $46,800.

Effects of Projected Growth on Proposed Transportation Improvements

Based on the growth forecasts in the two-region area, peak period traffic on the existing 8-lanes of the I-15 freeway will surpass its capacity sometime between 2015 and 2030, reaching level of service F. While Riverside County's Measure A plan has identified funding for expansion of the I-15 freeway to 12 lanes between the I-15/I-215 junction southerly to the Riverside/San Diego County line, San Diego County does not identify funding in its local transportation sales tax measure (TransNet) to expand I-15 north of SR 78. More critical facilities in the San Diego highway system are identified for TransNet funding, including expansion of I-15 south of SR 78 in Escondido. Similarly, the California High Speed Rail Authority (CHSRA) probably will not include funding for a San Diego extension of the state-wide system in its initial bonding proposal. The San Diego high speed rail extension would be built as a second- or third phase of the system.  

The two to three percent per annum pace of housing unit growth in southwestern Riverside County is expected to remain fairly constant over the next 10-15 years, and in keeping with that pace we are expecting a pro-rata increase in the number of commuters living in southwestern Riverside County who travel on I-15 to employment destinations in San Diego County.

---

Excerpt from the I-15 Interregional Partnership Final Study, July 2004
<table>
<thead>
<tr>
<th>Area</th>
<th>Jobs</th>
<th>Households</th>
<th>Jobs/HH</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>SOUTHWEST RIVERSIDE COUNTY</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Southwest Riverside County</td>
<td>111,32</td>
<td>151,601</td>
<td>0.73</td>
</tr>
<tr>
<td>Temecula/Murrieta area</td>
<td>32,653</td>
<td>42,100</td>
<td>0.78</td>
</tr>
<tr>
<td>City of Murrieta</td>
<td>7,986</td>
<td>14,321</td>
<td>0.56</td>
</tr>
<tr>
<td>City of Temecula</td>
<td>20,823</td>
<td>18,367</td>
<td>1.13</td>
</tr>
<tr>
<td>Unincorporated</td>
<td>3,844</td>
<td>9,412</td>
<td>0.41</td>
</tr>
<tr>
<td>Elsinore Area</td>
<td>15,337</td>
<td>26,003</td>
<td>0.59</td>
</tr>
<tr>
<td>Sun City/Menifee</td>
<td>7,784</td>
<td>16,226</td>
<td>0.48</td>
</tr>
<tr>
<td>Mead Valley</td>
<td>13,547</td>
<td>14,430</td>
<td>0.94</td>
</tr>
<tr>
<td>Harvest Valley/Winchester</td>
<td>4,217</td>
<td>4,473</td>
<td>0.94</td>
</tr>
<tr>
<td>Lakeview/Nueno</td>
<td>3,528</td>
<td>2,776</td>
<td>1.27</td>
</tr>
<tr>
<td>San Jacinto Valley</td>
<td>34,263</td>
<td>45,593</td>
<td>0.75</td>
</tr>
<tr>
<td><strong>NORTH SAN DIEGO COUNTY</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Northern San Diego I-15 Corridor</td>
<td>128,837</td>
<td>126,341</td>
<td>1.02</td>
</tr>
<tr>
<td><strong>SAN DIEGO COUNTY</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fallbrook (SRA* 55)</td>
<td>10,491</td>
<td>15,131</td>
<td>0.69</td>
</tr>
<tr>
<td>Rainbow (SRA* 54)</td>
<td>944</td>
<td>2,094</td>
<td>0.45</td>
</tr>
<tr>
<td>Pala/Valley Center (SRA* 53)</td>
<td>3,593</td>
<td>6,705</td>
<td>0.54</td>
</tr>
<tr>
<td>Vista (SRA* 52)</td>
<td>22,943</td>
<td>30,594</td>
<td>0.75</td>
</tr>
<tr>
<td>San Marcos (SRA* 51)</td>
<td>39,432</td>
<td>23,903</td>
<td>1.65</td>
</tr>
<tr>
<td>Escondido (SRA* 50)</td>
<td>51,434</td>
<td>47,914</td>
<td>1.07</td>
</tr>
<tr>
<td><strong>COMPARISON AREAS</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>State of California</td>
<td>14,896.6</td>
<td>11,502,870</td>
<td>1.30</td>
</tr>
<tr>
<td>SCAG &amp; SANDAG REGIONS</td>
<td>8,036.40</td>
<td>6,381,168</td>
<td>1.26</td>
</tr>
<tr>
<td>Riverside/San Diego/Orange</td>
<td>3,068.20</td>
<td>2,436,182</td>
<td>1.26</td>
</tr>
<tr>
<td>Riverside/San Diego</td>
<td>1,671.70</td>
<td>1,500,895</td>
<td>1.11</td>
</tr>
<tr>
<td>Riverside County</td>
<td>466,500</td>
<td>506,218</td>
<td>0.92</td>
</tr>
<tr>
<td>Western Riverside COG Area</td>
<td>374,139</td>
<td>386,842</td>
<td>0.97</td>
</tr>
<tr>
<td>San Diego County</td>
<td>1,205,20</td>
<td>994,677</td>
<td>1.21</td>
</tr>
<tr>
<td>Imperial County</td>
<td>50,400</td>
<td>31,870</td>
<td>1.28</td>
</tr>
</tbody>
</table>

Source: U.S. Census Bureau, 2000
Census *SRA = Subregional Area
## Table 2

### POPULATION, EMPLOYMENT AND HOUSEHOLDS

<table>
<thead>
<tr>
<th>AREA</th>
<th>TOTAL POPULATION</th>
<th>HOUSEHOLDS (HH)</th>
<th>JOBS *</th>
<th>JOBS / HH</th>
<th>WORKERS / HH **</th>
<th>MEDIAN HH INCOME ***</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>SOUTHWEST RIVERSIDE CO.</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Temecula-Murrieta Area</td>
<td>131,642</td>
<td>42,100</td>
<td>32,653</td>
<td>0.78</td>
<td>1.39</td>
<td>61,052</td>
</tr>
<tr>
<td>Murrieta</td>
<td>44,282</td>
<td>14,321</td>
<td>7,986</td>
<td>0.56</td>
<td>1.16</td>
<td>59,315</td>
</tr>
<tr>
<td>Temecula</td>
<td>57,716</td>
<td>18,367</td>
<td>20,823</td>
<td>1.13</td>
<td>1.24</td>
<td>60,193</td>
</tr>
<tr>
<td>Unincorporated</td>
<td>29,644</td>
<td>9,412</td>
<td>3,844</td>
<td>0.41</td>
<td>2.03</td>
<td>63,744</td>
</tr>
<tr>
<td>Elsinore Area</td>
<td>80,626</td>
<td>26,003</td>
<td>15,306</td>
<td>0.59</td>
<td>1.23</td>
<td>48,654</td>
</tr>
<tr>
<td>Sun City / Menifee</td>
<td>39,376</td>
<td>16,226</td>
<td>7,784</td>
<td>0.48</td>
<td>0.72</td>
<td>35,692</td>
</tr>
<tr>
<td>Mead Valley</td>
<td>54,450</td>
<td>14,430</td>
<td>13,547</td>
<td>0.94</td>
<td>1.24</td>
<td>33,987</td>
</tr>
<tr>
<td>Harvest Valley / Winchester</td>
<td>12,692</td>
<td>4,473</td>
<td>4,217</td>
<td>0.94</td>
<td>1.08</td>
<td>37,666</td>
</tr>
<tr>
<td>Lakeview / Nueno</td>
<td>8,844</td>
<td>2,776</td>
<td>3,528</td>
<td>1.27</td>
<td>1.57</td>
<td>41,717</td>
</tr>
<tr>
<td>San Jacinto Valley</td>
<td>115,506</td>
<td>45,593</td>
<td>34,263</td>
<td>0.75</td>
<td>0.79</td>
<td>29,963</td>
</tr>
<tr>
<td><strong>NORTH SAN DIEGO I-15 AREA</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fallbrook (SRA 55)</td>
<td>43,952</td>
<td>15,131</td>
<td>10,491</td>
<td>0.69</td>
<td>1.21</td>
<td>49,844</td>
</tr>
<tr>
<td>Rainbow (SRA 54)</td>
<td>7,097</td>
<td>2,094</td>
<td>944</td>
<td>0.45</td>
<td>1.29</td>
<td>42,453</td>
</tr>
<tr>
<td>Pala/Valley Center (SRA 53)</td>
<td>18,777</td>
<td>6,705</td>
<td>3,593</td>
<td>0.54</td>
<td>1.27</td>
<td>60,475</td>
</tr>
<tr>
<td>Vista (SRA 52)</td>
<td>95,740</td>
<td>30,594</td>
<td>22,943</td>
<td>0.75</td>
<td>1.39</td>
<td>45,661</td>
</tr>
<tr>
<td>San Marcos (SRA 51)</td>
<td>68,420</td>
<td>23,903</td>
<td>39,432</td>
<td>1.65</td>
<td>1.26</td>
<td>47,942</td>
</tr>
<tr>
<td>Escondido (SRA 50)</td>
<td>146,470</td>
<td>47,914</td>
<td>51,434</td>
<td>1.07</td>
<td>1.36</td>
<td>44,786</td>
</tr>
<tr>
<td><strong>COMPARISON AREAS</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>State of California</td>
<td>33,871,648</td>
<td>11,502,870</td>
<td>14,896,600</td>
<td>1.30</td>
<td>1.41</td>
<td>47,493</td>
</tr>
<tr>
<td>SCAG &amp; SANDAG REGIONS</td>
<td>19,329,839</td>
<td>6,381,168</td>
<td>8,036,400</td>
<td>1.26</td>
<td>1.44</td>
<td>46,101</td>
</tr>
<tr>
<td>Riverside/San Diego/Orange</td>
<td>7,205,509</td>
<td>2,436,182</td>
<td>3,068,200</td>
<td>1.26</td>
<td>1.45</td>
<td>50,665</td>
</tr>
<tr>
<td>Riverside/San Diego</td>
<td>4,359,220</td>
<td>1,500,895</td>
<td>1,671,700</td>
<td>1.11</td>
<td>1.37</td>
<td>45,805</td>
</tr>
<tr>
<td>Riverside County</td>
<td>1,545,387</td>
<td>506,218</td>
<td>466,500</td>
<td>0.92</td>
<td>1.36</td>
<td>42,887</td>
</tr>
<tr>
<td>Western Riverside COG Area</td>
<td>1,201,139</td>
<td>386,842</td>
<td>374,139</td>
<td>0.97</td>
<td>1.24</td>
<td>44,696</td>
</tr>
<tr>
<td>Southwest Riverside County</td>
<td>443,136</td>
<td>151,601</td>
<td>111,298</td>
<td>0.73</td>
<td>1.09</td>
<td>41,834</td>
</tr>
<tr>
<td>San Diego County</td>
<td>2,813,833</td>
<td>994,677</td>
<td>1,205,200</td>
<td>1.21</td>
<td>1.37</td>
<td>47,067</td>
</tr>
<tr>
<td>North San Diego I-15 Area</td>
<td>380,456</td>
<td>126,341</td>
<td>128,837</td>
<td>1.02</td>
<td>1.32</td>
<td>46,843</td>
</tr>
<tr>
<td>Imperial County</td>
<td>142,361</td>
<td>39,384</td>
<td>50,400</td>
<td>1.28</td>
<td>1.09</td>
<td>31,870</td>
</tr>
</tbody>
</table>

Source: U.S. Census Bureau's 2000 Census and California Employment Development Department, 2001
* Jobs does not include uniformed military and self-employed. Riverside County data are from the WRCOG forecast (1997)
** For Riverside County, data allocated among Community Planning Areas based on census block groups
*** For Riverside County, data allocated among Community Planning Areas based on census block groups
Figure 2; Year 2000 Population Density within the I-15 County Line Study area.
Figure 3; Year 2030 Population Density within the I-15 County Line Study area.
Figure 4; Year 2000 Employment Density within the I-15 County Line Study area.
Figure 5; Year 2030 Employment Density within the I-15 County Line Study area.
Figure 6; Year 2000 Housing Density within the I-15 County Line Study area.
In November of 2002 Riverside County voters passed a thirty year extension of their “Measure A” half-percent retail sales tax, providing a transportation funding source for future Riverside County
transportation projects from 2009 to 2039. Continuation of the one-half percent sales tax for transportation supplements traditional federal, state, and local tax revenues, and those revenues generated through locally-adopted developer fees and assessment districts for transportation improvements. Collection of the one-half percent sales tax will commence upon the expiration of the existing half-percent sales tax in 2009.

Programming of this funding will be driving the project delivery timeline for proposed improvements within the Riverside County portion of the in the I-15 County Line Study area. It is expected that $500 million dollars will be available to fund projects in Riverside County over the next five to ten years. In addition, WRCOG collects developer fees that can be used to improve transportation within the county.

In November of 2004, San Diego County voters passed Proposition A (TransNet), a forty year local half-percent sales tax extension measure designed to improve transportation within the County. The original TransNet measure was due to sunset in 2008. The new TransNet extension provides a significant local funding source for San Diego County’s transportation needs from 2008 to 2048. Programmed projects include roadway capacity improvements along SR 76 from Melrose Drive to I-15, and several operational improvements. Currently there are no TransNet funds programmed for capacity or operational improvements to I-15 north of SR 78. The SANDAG’s current Regional Transportation Plan, MOBILITY 2030, adopted in April 2003, does contain financially unconstrained transportation scenarios that include a High-Occupancy-Vehicle (HOV) facility on I-15 from SR 78 to the San Diego/Riverside County Line proposed to be constructed by the year 2030.

**Travel Demand Forecasts**

The following travel demand forecasts were used to develop and help evaluate project proposals for the study. Travel modeling staff from SANDAG, SCAG, and the Department were consulted and reached consensus agreement in developing these traffic forecasts for use with the I-15 County Line Study.

<table>
<thead>
<tr>
<th>Year</th>
<th>Average Daily Traffic</th>
</tr>
</thead>
<tbody>
<tr>
<td>2005 ADT (existing)</td>
<td>135,000</td>
</tr>
<tr>
<td>2010 ADT</td>
<td>150,000</td>
</tr>
<tr>
<td>2015 ADT</td>
<td>175,000</td>
</tr>
<tr>
<td>2020 ADT</td>
<td>200,000</td>
</tr>
<tr>
<td>2025 ADT</td>
<td>225,000</td>
</tr>
<tr>
<td>2030 ADT</td>
<td>250,000</td>
</tr>
</tbody>
</table>

Using these traffic forecasts, the existing eight-lane freeway cross-section at the Riverside/San Diego County line will start to reach capacity in the year 2012 and will be experiencing moderate congestion by 2015. The purpose of presenting the following level of service (LOS) analysis is to show the resulting LOS of the major freeway capacity improvement options being currently considered as part of either county's Measure or Regional Transportation Plan projects at the Riverside/San Diego County line on I-15. It is intended to further coordination of project development efforts between Districts 8 and 11, and to identify timing of needed capacity improvements which could be used to propose when improvements would be designed,
programmed, and constructed. As part of a future Phase of the IRP, the Department would support a joint interregional plan for this portion of I-15 to meet transportation demand needs beyond 2010 through development of various multi-modal transportation alternatives.

**Level of Service (LOS) Analysis**

The following section shows the results of a level of service analysis for the following alternatives:

1. No Build Option – This alternative would not provide for an increase in freeway capacity during the study time period.

2. High Occupancy Vehicle (HOV) Lane Option – This alternative would increase the freeway capacity by adding one (1) HOV lane in each direction.

3. Split Capacity Option 1 – Two different scenarios would be applied at the county line with an appropriate transition section included. One (1) mixed flow lane and one (1) HOV lane would be added in each direction in Riverside County and two (2) HOV/Managed lanes would be added in each direction in San Diego County under this alternative.

4. Split Capacity Option 2 – This option would again include an appropriate transition section applied at the county line that includes two different capacity scenarios. The Riverside County section would have two (2) mixed flow and one (1) HOV lane added in each direction and the San Diego County section would include two (2) managed lanes in each direction.
1. No-Build Option

The following table shows forecasted LOS for the existing generalized eight (8) general purpose lane cross-section on I-15 at the Riverside/San Diego County Line in the vicinity of the Rainbow Valley interchange. The analysis assumes no future improvements are made.

<table>
<thead>
<tr>
<th>Year</th>
<th>Average Daily Traffic</th>
<th>Lanes</th>
<th>LOS</th>
</tr>
</thead>
<tbody>
<tr>
<td>2005</td>
<td>135,000</td>
<td>(8GP)</td>
<td>C/D</td>
</tr>
<tr>
<td>2010</td>
<td>150,000</td>
<td>(8GP)</td>
<td>E</td>
</tr>
<tr>
<td>2015</td>
<td>175,000</td>
<td>(8GP)</td>
<td>F0</td>
</tr>
<tr>
<td>2020</td>
<td>200,000</td>
<td>(8GP)</td>
<td>F1</td>
</tr>
<tr>
<td>2025</td>
<td>225,000</td>
<td>(8GP)</td>
<td>F2</td>
</tr>
<tr>
<td>2030</td>
<td>250,000</td>
<td>(8GP)</td>
<td>F3</td>
</tr>
</tbody>
</table>

Under a no-build scenario, traffic will increase on I-15 until capacity is reached in 2015. As traffic volumes continue to increase, congestion on the facility will worsen until there are two to three hours of congested conditions during peak periods by the year 2030. The following graphics illustrate the capacity and traffic volumes over time, and the cross-section of the existing I-15 freeway at the county line.
2. High-Occupancy-Vehicle (HOV) Option

The following table shows forecasted LOS for the option that includes adding one (1) HOV/Managed lane in each direction in both directions, in both counties.

<table>
<thead>
<tr>
<th>Year</th>
<th>Average Daily Traffic</th>
<th>Lanes</th>
<th>LOS</th>
</tr>
</thead>
<tbody>
<tr>
<td>2005</td>
<td>135,000</td>
<td>(8GP)</td>
<td>C/D</td>
</tr>
<tr>
<td>2010</td>
<td>150,000</td>
<td>(8GP)</td>
<td>E</td>
</tr>
<tr>
<td>2015</td>
<td>175,000</td>
<td>(8GP)</td>
<td>F0</td>
</tr>
<tr>
<td>2020</td>
<td>200,000</td>
<td>(8GP+2 HOV)</td>
<td>E</td>
</tr>
<tr>
<td>2025</td>
<td>225,000</td>
<td>(8GP+2 HOV)</td>
<td>F0</td>
</tr>
<tr>
<td>2030</td>
<td>250,000</td>
<td>(8GP+2 HOV)</td>
<td>F1</td>
</tr>
</tbody>
</table>

Under the HOV Lane Option, traffic will build to mild congestion in 2015 and stay at the same level until there is moderate congestion after 2025. This facility will give less than one hour of congestion per day until sometime before 2030. The following graphics illustrate the capacity and traffic volumes over time and the cross-section of the existing eight lane freeway plus two HOV/Managed lanes on I-15 freeway at the county line.
3. Split Capacity Option 1

The following table shows forecasted LOS for this option which would add one (1) general purpose lane plus one (1) HOV/Managed lane in both directions in Riverside County, and would add two (2) HOV/Managed lanes in both directions in San Diego County.

<table>
<thead>
<tr>
<th>Year</th>
<th>Average Daily Traffic</th>
<th>Riverside County</th>
<th>San Diego County</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Lanes/ LOS</td>
<td>Lanes/ LOS</td>
<td></td>
</tr>
<tr>
<td>2005</td>
<td>135,000 (8GP)</td>
<td>C/D</td>
<td>(8GP) C/D</td>
</tr>
<tr>
<td>2010</td>
<td>150,000 (8GP)</td>
<td>E</td>
<td>(8GP) E</td>
</tr>
<tr>
<td>2015</td>
<td>175,000 (8GP)</td>
<td>F0</td>
<td>(8GP) F0</td>
</tr>
<tr>
<td>2020</td>
<td>200,000 (10GP+2HOV)</td>
<td>D</td>
<td>(8GP+4HOV) D</td>
</tr>
<tr>
<td>2025</td>
<td>225,000 (10GP+2HOV)</td>
<td>D</td>
<td>(8GP+4HOV) D</td>
</tr>
<tr>
<td>2030</td>
<td>250,000 (10GP+2HOV)</td>
<td>E</td>
<td>(8GP+4HOV) E</td>
</tr>
</tbody>
</table>

The Split Capacity Option 1 provides a very consistent LOS over the next 25 years. There will be less than an hour of congestion per day through the year 2030. The following graphics illustrate the capacity and traffic volumes over time, and the cross-section of the existing eight-lane freeway plus one general purpose lane and one HOV/Managed lane in both directions in Riverside County, and two HOV/Managed lanes in both directions in San Diego County.
4. Split Capacity Option 2

The following table shows forecasted LOS for the split capacity option that adds two (2) general purpose lanes and one HOV/Managed lane in each direction in Riverside County, and adds two (2) HOV/Managed lanes in each direction in San Diego County.

<table>
<thead>
<tr>
<th>Year</th>
<th>Average Daily Traffic</th>
<th>Riverside County Lanes/LOS</th>
<th>San Diego County Lanes/LOS</th>
</tr>
</thead>
<tbody>
<tr>
<td>2005</td>
<td>135,000</td>
<td>(8GP) C/D</td>
<td>(8GP) C/D</td>
</tr>
<tr>
<td>2010</td>
<td>150,000</td>
<td>(8GP) E</td>
<td>(8GP) E</td>
</tr>
<tr>
<td>2015</td>
<td>175,000</td>
<td>(8GP) F0</td>
<td>(8GP) F0</td>
</tr>
<tr>
<td>2020</td>
<td>200,000</td>
<td>(12GP+2HOV) C/D</td>
<td>(8GP+4HOV) D</td>
</tr>
<tr>
<td>2025</td>
<td>225,000</td>
<td>(12GP+2HOV) D</td>
<td>(8GP+4HOV) D</td>
</tr>
<tr>
<td>2030</td>
<td>250,000</td>
<td>(12GP+2HOV) D</td>
<td>(8GP+4HOV) E/F0</td>
</tr>
</tbody>
</table>

Split Capacity Option 2 provides fairly even traffic service through 2025. From 2030 onward, there may be more capacity produced in Riverside County than can be absorbed in San Diego County on I-15. The following graphics illustrate the capacity and traffic volumes over time, and the cross-section of the existing eight (8) lane freeway plus two (2) HOV/Managed lanes on I-15 freeway at the county line.
Business and Goods Movement as Part of the I-15 Corridor

Interstate 15 is a principal north south interregional, interstate and international freeway. I-15 is used extensively as a commuter and truck route and provides access to major employment centers in the region and goods movement in San Diego, Riverside and San Bernardino counties.

As stated in the California “Goods Movement Action Plan”, improving the movement of goods in California is among the highest priorities for Governor Schwarzenegger. The State’s economy and quality of life depend upon the efficient, safe delivery of goods to and from our ports and borders. There are currently truck weigh stations on northbound and southbound I-15 in the county line area. A Border Patrol checkpoint is also located as a part of the northbound truck weigh station. There are currently no additional lanes provided in relation to these facilities.

This report includes details on projects that relate to goods movement in the county line area. Specifics on these projects are included in various sections of this report and are as follows:

- **Southbound truck climbing lanes (Operational Improvements)**
  
  A southbound I-15 truck climbing lane is proposed for consideration in the Calle Belvia area of south Temecula (south of SR 79) to the INS checkpoint in Riverside County. This would be a state agency action and the cost is estimated at $5.0 million.

- **Northbound truck climbing lanes (Operational Improvements)**
  
  Northbound truck climbing lanes are being considered from Mission Road in Fallbrook to the truck weigh station in San Diego County. This would be a state agency action and the cost is estimated at $43.2 million.

- **Construct inspection lanes at INS inspection station (Operational Improvements)**
  
  Additional inspection lanes are planned for the INS at approximately one mile to one and one-half miles north of the San Diego County Line at the INS Inspection Station. The cost is estimated at $1.0 million.

- **Highway Advisory Radio (ITS/TDM Improvements)**
  
  Highway Advisory Radio is a possible project in the area of the truck weigh stations and the INS check point at the I-15 county line. This improvement could be used as an aid for both goods movement and commuters.

- **Electronic Message Signs (ITS/TDM Improvements)**
  
  Electronic Message Signs are being considered for deployment as part of the Traffic Management Systems along I-15 and I-215. These signs can be used to warn of incidents.

- **Advance Traveler Information System (ATIS) (ITS/TDM Improvements)**
The ATIS 511 program provides travelers with a centralized location for multimodal transportation telephone and website service. The systems provide real-time traffic information, delays, congestion, and travel information that allows travelers to make informed decisions. SANDAG and RCTC are both deploying these systems.

**Additional Interregional Goods Movement Efforts**

The Multi-County Goods Movement Action Plan (MCGMAP) is a multi-agency effort led by the Los Angeles County Metropolitan Transportation Authority, and includes the Orange County Transportation Authority, Riverside County Transportation Commission, San Bernardino Associated Governments, Ventura County Transportation Commission, Southern California Association of Governments, San Diego Association of Governments, and the California Department of Transportation.

The MCGMAP has stated that in order to generate the levels of revenue needed to fund significant goods movement efforts and requisite mitigation strategies, it will not suffice to rely solely on federal and state sources. Opportunities for local and private funding sources will need to be evaluated further. The MCGMAP should develop these scenarios including a rate structure for truck transportation using toll facilities as part of their program at a future date.

As stated in the “Strategic Growth Plan Research and Technology Expert Review Panel Report” produced by the Department, value pricing can be used for strategic system completion and expansion investments relating to passenger and truck toll facilities.

In keeping with considering alternative financing strategies, the Department is developing a strategy called “Managed Lanes” that will improve freeway capacity and transit opportunities on existing I-15 segments south of SR 78 in San Diego County by enhancing both freeway and HOV facilities. In addition, a value pricing program would be implemented to allow single-occupancy-vehicles (SOVs) to utilize excess capacity on these lanes. The managed lanes would be constructed mostly within the existing freeway median, though some outside widening is required.

The managed lanes would be separated from the general use freeway lanes by a concrete barrier, with intermediate access areas several miles apart, typically between key interchanges. This would increase driver comfort and would allow for a protected location for the many required hardware features. The fixed concrete barrier or buffer would separate the managed lanes from the main lanes with access openings at two to three mile intervals. In addition, to accommodate HOV and bus transit centers, direct access ramps would connect directly into the managed lanes.

A similar scenario has been developed for I-15 north of SR 78 to the San Diego-Riverside County Line or potentially to the I-15/I-215 Separation in the Temecula-Murrieta area. The project could include Direct Access Ramps (DARs) and is proposed in the Capacity Enhancing Section of this report.

SOVs would be allowed to access the facility (level of service permitting) using the existing FasTrak™ system. This use by SOVs could help pay for facility capital costs. Likewise, a program could be developed for the use of the facility by goods movement providers. This would help reduce the delay experienced by truck transportation that will be experienced as the I-15 corridor becomes more congested over time.
Project Proposals

Caltrans Districts 8 and 11 have developed the following categories of joint proposals based on future traffic projections along I-15, projects funded by either Riverside or San Diego County sales tax measures or transportation mitigation fees, local circulation plans, identified RTIP funded projects, and RTPs.

An attempt was made to include all projects that were identified in the SCAG and SANDAG RTPs within the lists of projects. It is anticipated that the IRP Policy Committee will fully consider the list of project proposals and other types of transportation projects. The four broad areas and project proposals include:

**Capacity Enhancing**
- Mixed Flow Lanes
- HOV Lanes
- Toll Lanes
- Arterial Capacity Improvements

**Transit**
- Bus Rapid Transit
- Transit Shuttle Services
- Park-and-Ride Facilities

**Operational Improvements**
- Truck Climbing Lanes
- Auxiliary Lanes
- Interchange Improvements
- Additional Access Points in the Temecula Area
- Traffic Operational Improvements

**Intelligent Transportation System (ITS)/ Transportation Demand Management (TDM)**
- Traffic Management Systems
- Electronic Message Signs/Low Power Radio Station
- Rideshare and Incentive Programs
- Bike-and-Ride Facilities

This section of the report includes a map and project information sheet for each project. A general analysis of each project is included at the beginning of each project category.

**CAPACITY ENHANCING PROJECTS**

Capacity Enhancing Projects are defined as those capital projects that increase or enhance the capacity of the transportation system. Projects outlined for this report involve improvements to Interstates 15 and 215 and State Routes 79 and 76 as well as information on selected arterial improvements.

The California High Speed Rail Authority (CHSRA) probably will not include funding for a San Diego extension of the state-wide system in its initial bonding proposal. The San Diego HSR
extension would be built as a second or third phase of the system. There are plans by Metrolink to consider capacity enhancing projects in the Hemet-Perris area at the northern fringes of the study area. This service would not be available for the county line area until sometime after 2030. Because of these factors, no capacity enhancing fixed rail transit projects are considered for this study. Projects to improve transit service by adding express bus service and additional vanpool support are included in the Transit section. A study has been commissioned by RCTC to examine the feasibility of commuter rail service along the I-15 corridor between the cities of Riverside and San Diego that would include service stops within the I-15 County Line Study area. This commuter rail study is getting underway, with results expected in March 2007. The CHSRA is also continuing study efforts to further the feasibility and consideration of high speed rail as a viable mode at a statewide level. A forecast of high speed rail ridership along I-15 was developed by Cambridge Systematics in 1999, and is presented in the table below.

**Table 5 - Forecasted Hi-Speed Rail Ridership**

<table>
<thead>
<tr>
<th>Trip Ends</th>
<th>2020 Annual Ridership</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Low</td>
</tr>
<tr>
<td>Temecula – San Diego (Qualcomm Stadium)</td>
<td>220,000</td>
</tr>
<tr>
<td>Riverside – San Diego (Qualcomm Stadium)</td>
<td>378,000</td>
</tr>
<tr>
<td>Ontario -- San Diego (Qualcomm Stadium)</td>
<td>834,000</td>
</tr>
<tr>
<td>Statewide High Speed Rail System</td>
<td>42 million</td>
</tr>
</tbody>
</table>

Assumptions:
Forecasts developed in 1999.
I-15 route terminated at Qualcomm; since approved alignments to be studied come to downtown SD.
Includes commuter and intercity markets.
Currently, Cambridge Systematics is updating these forecasts (time frame is approx. 1 year).
Updated future base year to be 2030. Source: California High-Speed Rail Authority.
<table>
<thead>
<tr>
<th>Project Number</th>
<th>Facility</th>
<th>County</th>
<th>Post Miles</th>
<th>Project Description</th>
<th>Location</th>
<th>Cost ($Million)</th>
<th>Benefits</th>
<th>On HWY System Improvements (Transit, TDM, Multimodal, Arterial)</th>
<th>Off HWY System Improvements</th>
<th>Implementation Period (Years)</th>
<th>Right-of-Way Impacts (Minimal, Moderate, Significant)</th>
<th>Potential for Environmental Significance (High, Medium, Low)</th>
<th>RTP</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>I-15 and I-215</td>
<td>Riv</td>
<td>Riv-15-0.0/8.7 Riv-215-9.0/23.2</td>
<td>Add two mixed flow lanes and one HOV lane in each direction.</td>
<td>On I-15 from the San Diego County Line to the I-15/I-215 split and on I-215 from I-15/I-215 split to Nuevo Road in Perris.</td>
<td>$630.8</td>
<td>Provides significant additional capacity in Riverside County.</td>
<td>Yes</td>
<td>2030</td>
<td>Significant</td>
<td>High</td>
<td>Yes</td>
<td>EA 0F160K</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>I-215</td>
<td>Riv</td>
<td>9.0/23.2</td>
<td>Add one mixed-flow lane in each direction.</td>
<td>I-15/I-215 split to Nuevo Road in Perris.</td>
<td>$190.3</td>
<td>Provides significant additional capacity.</td>
<td>Yes</td>
<td>2025</td>
<td>Significant</td>
<td>Medium</td>
<td>Yes</td>
<td>Alternative two of EA 0F160K</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>I-15</td>
<td>Riv</td>
<td>8.7/52.0</td>
<td>Add one mixed flow lane and one HOV lane in each direction.</td>
<td>I-15/I-215 split to the Riverside/San Bernardino County Line.</td>
<td>$381.8</td>
<td>Provides significant additional capacity.</td>
<td>Yes</td>
<td>2030</td>
<td>Moderate</td>
<td>Medium</td>
<td>Yes</td>
<td>EA 0J080K</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>1-15</td>
<td>SD</td>
<td>SD-R31.5/R54.3 or SD-R31.5/Riv-8.7</td>
<td>Add HOV/Toll Lanes</td>
<td>SR 78 to the Riverside/San Diego County Line or to the I-15/I-215 junction</td>
<td>$512.1</td>
<td>Provides significant additional capacity in San Diego and Riverside Counties.</td>
<td>Yes</td>
<td>2030</td>
<td>Minimal</td>
<td>Low</td>
<td>No</td>
<td>District 11/SANDAG Proposal</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>French Valley Parkway</td>
<td>RIV</td>
<td>New Arterial</td>
<td>Roughly aligns with Date and Cherry and connects to Jefferson Avenue and new freeway interchange</td>
<td></td>
<td>$150.0</td>
<td>Provides additional arterial capacity.</td>
<td>No Arterial</td>
<td>2008</td>
<td>Significant</td>
<td>High</td>
<td>Yes</td>
<td>EA 43270, PA&amp;ED 08/07, PS&amp;E 30% review comp, begin construction 06/08.</td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>SR 79 Eastern By-Pass</td>
<td>RIV</td>
<td>New</td>
<td>A New highway</td>
<td>North from I-15 at the county line through the City of San Jacinto</td>
<td>$100.0 to $200.0</td>
<td>Provides additional arterial capacity.</td>
<td>No Freeway/Arterial</td>
<td>2025</td>
<td>Significant</td>
<td>High</td>
<td>?</td>
<td>Alignment Concept Studies are currently being written. These studies are expected to be complete by December 2006.</td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>Western By-Pass</td>
<td>RIV</td>
<td>New</td>
<td>Widen Diaz Road or other north/south I-15 parallel route</td>
<td>West of I-15 from the vicinity of the I-15/SR 79 interchange to the proposed I-15/French Valley Parkway interchange</td>
<td>$95.6</td>
<td>Provides significant additional capacity parallel to I-15</td>
<td>No Arterial</td>
<td>2006 to 2014</td>
<td>Significant</td>
<td>High</td>
<td>Yes</td>
<td></td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>SR 76</td>
<td>SD</td>
<td>New</td>
<td>Upgrade to 4 lane conventional</td>
<td>Melrose Dr. to I-15</td>
<td>$342.0</td>
<td>Provides additional capacity to access I-15 corridor.</td>
<td>Yes</td>
<td>2012</td>
<td>Significant</td>
<td>High</td>
<td>Yes</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
TRANSIT PROJECTS

The following Short-Term Strategies have been adopted a part of the I-15 Interregional Partnership work to date:

- **Interregional Coordination of Vanpool and Carpool Programs** – This strategy involves SANDAG and RCTC working together to develop ways to promote and serve interregional commuters more efficiently with the ultimate goal of increasing the number of commuters who carpool, vanpool, and buspool.

- **Expand Park-and-Ride Lots and Improve Rideshare Information Signage** – Coordinate the implementation of Park-and-Ride lots along the I-15 Corridor with the expansion of carpool, vanpool, and public transit services. Secure, well-identified locations will serve as collection points for vanpools and future bus service in the corridor.

- **Joint Outreach for Marketing for Transit, Vanpool, and Ridesharing Programs** – Transportation agencies, Cities, and other interested agencies along the I-15 Corridor will develop joint marketing programs targeting drive-alone commuters.

- **Implement Interregional Public Transit Commuter Services** – In this strategy, Transportation agencies and Cities will identify a limited number of major interregional transit commuter pick-up points at transit centers, park-n-ride lots or other locations where relatively secure parking is available.

- **Collaboration among Transit Providers** – As transit agencies and private transit providers initiate commuter services both into and out of the San Diego region, coordination of three serviced becomes more important.

- **Develop and Advocate Employer-Based Rideshare Incentives** – Public Transportation agencies and Cities should encourage employers to initiate, support and promote Commute programs for their employees. These include employer incentives for ridesharing, employer subsidized transit passes and “tele-working” from home or a remote location close to the employee’s residence.

In addition to these short-term strategies, the following long-term strategies have been adopted:

- **Support High Speed Rail Transit Service in the I-15 Corridor**

- **Implement Transit Shuttle Services to Interregional Transit**

- **Implement the I-15 High Occupancy Vehicle (HOV) System**

Currently, much of the emphasis regarding transit between the two regions involves the creation of vanpools to bring employees from the Western Riverside County area into San Diego County.
to work. At the present time, SANDAG and RCTC both have subsidies/incentives to promote these vanpools.

About 20 percent of I-15 interregional commuters indicated that they are allowed to telecommute at least once per week. An equal percentage said their employer sponsors carpools and vanpools with just under half (47 percent) stating they have some degree of flex-time.

The two agencies are currently working together to form a partnership for sharing program incentives on vans originating in Riverside County and ending in San Diego County. RCTC’s current vanpool incentive for new vans is a declining value incentive of $1,800 over 9 months. There is a resident requirement that can impact the value of the incentive based on the number of seats occupied by Riverside County residents in each van.

The following list of transit projects represents improvements consistent with the desires of the local agencies to provide the best transit options for their constituents. The assumption would be that there are no fixed rail options available by the year 2030 and that most major capital investment in transit would be included in the Capacity Enhancing Project section under HOV/Toll facilities.
<table>
<thead>
<tr>
<th>Project Number</th>
<th>Facility</th>
<th>County</th>
<th>Post Miles</th>
<th>Project Description</th>
<th>Location</th>
<th>Cost (SMillion)</th>
<th>Benefits</th>
<th>On HWY System Improvements (Transit, TDM, Multimodal, Arterial)</th>
<th>Implementation Period (Years)</th>
<th>Right of Way Impacts (Minimal, Moderate, Significant)</th>
<th>Potential for Environmental Significance (High, Medium, Low)</th>
<th>SCAG RTP</th>
<th>SANDAG RTP</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>I-15</td>
<td>RIV</td>
<td>-</td>
<td>Temecula Transit Center</td>
<td>Temecula</td>
<td>$8.0</td>
<td>Improves commuter transit options</td>
<td>No</td>
<td>TDM</td>
<td>2006</td>
<td>Minimal</td>
<td>Low</td>
<td>Yes</td>
<td>_</td>
</tr>
<tr>
<td>2</td>
<td>I-15</td>
<td>RIV/SD</td>
<td>-</td>
<td>Improve Commuter Express Bus Service</td>
<td>I-15 Corridor</td>
<td></td>
<td>Shorter transit commute time</td>
<td>No</td>
<td>Transit</td>
<td>10 Years</td>
<td>Minimal</td>
<td>Low</td>
<td>No</td>
<td>_</td>
</tr>
<tr>
<td>3</td>
<td>I-15</td>
<td>SD</td>
<td>-</td>
<td>I-15 BRT (Downtown to Escondido)</td>
<td>I-15 Corridor</td>
<td>$21.50</td>
<td>Shorter transit commute time</td>
<td>No</td>
<td>Transit</td>
<td>10 Years</td>
<td>Minimal</td>
<td>Low</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>4</td>
<td>I-15</td>
<td>RIV/SD</td>
<td>-</td>
<td>I-15 BRT (Sorrento Valley to Escondido/Riverside)</td>
<td>I-15 Corridor</td>
<td>$23.40</td>
<td>Shorter transit commute time</td>
<td>No</td>
<td>Transit</td>
<td>10 Years</td>
<td>Minimal</td>
<td>Low</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>5</td>
<td>I-15 and I-215</td>
<td>RIV</td>
<td>Various</td>
<td>Direct Access Ramps (DARs) to HOV/HOT/Managed Lanes (Winchester)</td>
<td>I-15/I-215 Corridors</td>
<td>$50-60</td>
<td>Improves commute times for transit, car/vanpools, and/or toll lane users</td>
<td>Yes</td>
<td>No</td>
<td>2030</td>
<td>Minimal</td>
<td>Low</td>
<td>No</td>
<td>_</td>
</tr>
<tr>
<td>6</td>
<td>I-15</td>
<td>SD</td>
<td>Various</td>
<td>Escondido Transit Center Master Plan</td>
<td></td>
<td></td>
<td>Enhance transit operations</td>
<td>No</td>
<td>Transit</td>
<td>2012</td>
<td>Minimal</td>
<td>Low</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>I-15</td>
<td>RIV/SD</td>
<td>Various</td>
<td>I-15 Riverside County-Downtown San Diego BRT</td>
<td>I-15 Corridor</td>
<td></td>
<td>Shorter transit commute time</td>
<td>No</td>
<td>Transit</td>
<td>2012</td>
<td>Minimal</td>
<td>Low</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>8</td>
<td>I-15</td>
<td>SD</td>
<td>Various</td>
<td>I-15 Escondido-Sorrento Valley BRT</td>
<td>I-15 Corridor</td>
<td>$23.40</td>
<td>Shorter transit commute time</td>
<td>No</td>
<td>Transit</td>
<td>-</td>
<td>Minimal</td>
<td>Low</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>9</td>
<td>I-15/SR 76</td>
<td>SD</td>
<td>Various</td>
<td>Park and Ride at SR 76 and I-15 with direct access ramps and a BRT station</td>
<td>I-15 Corridor</td>
<td></td>
<td>Improved access and connectivity</td>
<td>No</td>
<td>Transit</td>
<td>2012</td>
<td>Minimal</td>
<td>Low</td>
<td>No</td>
<td></td>
</tr>
</tbody>
</table>
OPERATIONAL IMPROVEMENT PROJECTS

Operational Improvement Projects are defined as those projects that improve traffic flow for all vehicles including transit on the arterial and freeway system. These projects usually involve auxiliary lanes on freeways and arterials, truck climbing lanes on freeways, interchange improvements, signal improvements, and short sections of HOV facilities.

These projects are considered the best “bang for the buck” on a short-term basis. It is a way of getting the most out of what is on the ground now without major capital cost or environmental degradation. These projects can often be funded through safety grants or State of California SHOPP funds.
<table>
<thead>
<tr>
<th>Project Number</th>
<th>Facility</th>
<th>County</th>
<th>Post Miles</th>
<th>Project Description</th>
<th>Location</th>
<th>Cost ($Million)</th>
<th>Benefits</th>
<th>Off HWY System Improvements (Transit, TDM, Multimodal, Arterial)</th>
<th>Implementation Period (Years)</th>
<th>Right-of-Way Impacts (Minimal, Moderate, Significant)</th>
<th>Potential for Environmental Significance (High, Medium, Low)</th>
<th>RTP</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>SR 79/ I-15</td>
<td>RIV</td>
<td>6.6/7.6</td>
<td>Phase 1 - Widen NB I-15 off-ramp from one to two lanes and add an auxiliary from _______, _______ southerly toward proposed French Valley Interchange. Construct new French Valley Parkway NB Off-ramp.</td>
<td>1-15 at Winchester Road (SR 79) and French Valley Parkway</td>
<td>$98.0</td>
<td>Improves merging and weaving of traffic at interchanges for better traffic flow.</td>
<td>Yes _ Complete by 2010</td>
<td>Moderate</td>
<td>Medium</td>
<td>?</td>
<td>EA 43270 100% local project - City of Temecula. Draft PSR signed. PA&amp;ED 08/07. PS&amp;E 30% review completed.</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>1-15</td>
<td>RIV</td>
<td>?</td>
<td>Add a southbound I-15 off-ramp to Jefferson Avenue. The new ramp would roughly align with Date Street. This project is also known as the Interim French Valley Interchange improvement</td>
<td>1-15 at Jefferson Avenue</td>
<td>$98</td>
<td>Improves merging and weaving of traffic at interchanges for better traffic flow.</td>
<td>Yes _ 10 Years Moderate Medium ?</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>1-15</td>
<td>SD</td>
<td></td>
<td>Add truck climbing lanes northbound from Mission Rd. to Truck Weigh Station.</td>
<td>Mission Rd. to Truck Weigh Station</td>
<td>$43</td>
<td>Moves slow moving vehicles to special lane.</td>
<td>No 5 Years Minimal Minimal No Will improve safety and traffic flow.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>1-15</td>
<td>RIV</td>
<td>4.4/5.1</td>
<td>Widen from four to six lanes and reconstruct the interchange ramps at I-15 at Rancho California Rd.</td>
<td>Jefferson Avenue to Magarita Road</td>
<td>$21</td>
<td>Improves arterial capacity and operations at I-15 interchange</td>
<td>Yes _ 2011 Moderate Medium Yes EA 34110</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>SR 79/ I-15</td>
<td>RIV</td>
<td>3.0/4.0</td>
<td>Widen ramps and signalize interchange</td>
<td>SR 79 South at I-15</td>
<td>$17.3</td>
<td>Reduces traffic congestion and improves safety.</td>
<td>Yes _ Complete by 2011 Moderate Medium Yes EA 43320 - PSR 04/04 PA&amp;ED 02/07 RTL 11/09</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>1-15</td>
<td>RIV</td>
<td>R0.9/1.3</td>
<td>Construct Inspection Lane (Inside and Outside)</td>
<td>Approximately one-mile to one and one-half miles north of the San Diego County Line at the INS Inspection Station.</td>
<td>$1.0</td>
<td>Improves traffic flow</td>
<td>Yes _ Complete by 2009 Minimal Low Yes EA 1A170</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>1-15</td>
<td>RIV</td>
<td></td>
<td>Add truck climbing lanes southbound from Calle Belvia area to Truck Weigh Station</td>
<td>Calle Belvia area</td>
<td>$5.0</td>
<td>Reduces traffic congestion and improves safety.</td>
<td>Yes Implementation Period 5 Years Minimal Minimal No Will improve safety and traffic flow.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
INTELLIGENT TRANSPORTATION SYSTEMS/
TRANSPORTATION DEMAND MANAGEMENT PROJECTS

Transportation Demand Management (TDM) is the all-inclusive term given to a variety of measures used to improve the efficiency of the existing transportation system by managing travel demand. An individual’s travel behavior may be influenced by perceived factors related to their trip. TDM strategies that encourage the use of alternative modes of transportation to the single-occupant vehicle include: rideshare, transit, and non-motorized modes. Additional TDM strategies include alternative work schedule programs, such as compressed workweek programs, flex time, work-at-home and parking management. The projects included in this section are Rideshare and Incentive Programs, Bike-and-Ride Facilities and remote employment centers.

Intelligent Transportation Systems (ITS) projects are designed to use innovative and high technology approaches to help make travel smoother and more predictable. The most noteworthy projects in this area are the much publicized “automated freeway” roadway sections that allow vehicles to move along the roadway with no operator input. The projects included in this section are Highway Advisory Radio, Electronic Message Signs and Traffic Management Systems.

A program that both regions are actively pursuing is the Advanced Traveler Information System (ATIS). This program provides travelers with a centralized location for multi-modal transportation telephone and website service. This system provides real time traffic information, delays, congestion, and travel information that allows travelers to make informed decisions. This system could be very important in informing the public of incidents on the roadway and might allow them to make other choices for their trip.
## Table D

**Summary of Alternatives - ITS/TDM Projects**

<table>
<thead>
<tr>
<th>Project Number</th>
<th>Facility</th>
<th>County</th>
<th>Post Miles</th>
<th>Project Description</th>
<th>Location</th>
<th>Cost ($Million)</th>
<th>Benefits</th>
<th>On HWY System Improvements</th>
<th>Off HWY System Improvements (Transit, TDM, Multimodal, ITS, Arterial)</th>
<th>Implementation Period (Years)</th>
<th>Right of Way Impacts (Minimal, Moderate, Significant)</th>
<th>Potential for Environmental Significance (High, Medium, Low)</th>
<th>RTP</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>I-15, I-215</td>
<td>RIV</td>
<td>Various</td>
<td>Improve Detection for 511 program</td>
<td>I-15, I-215</td>
<td>2.3</td>
<td>Project will result in detection coverage for approximately 67 miles of freeway on these two corridors.</td>
<td>Yes</td>
<td>Multi-modal</td>
<td>2 years</td>
<td>Minimal</td>
<td>Low</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Various</td>
<td>RIV/SD</td>
<td>-</td>
<td>Ridershare and Incentive Programs</td>
<td>Various</td>
<td>5.0</td>
<td>Lessens/manages travel demand</td>
<td>Yes</td>
<td>TDM</td>
<td>On-going</td>
<td>None</td>
<td>Low</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>I-15</td>
<td>RIV/SD</td>
<td>Various</td>
<td>Bike and Ride Facilities</td>
<td>Various</td>
<td>-</td>
<td>Improves commuter transit options</td>
<td>Yes</td>
<td>TDM</td>
<td>2006 to 2008</td>
<td>Minimal</td>
<td>Low</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Murrieta Creek Trail</td>
<td>RIV</td>
<td>Various</td>
<td>Murrieta Creek Multi Purpose Trail (equestrian and bike trail along Murrieta Creek within the City of Temecula)</td>
<td>City of Temecula</td>
<td>1.2</td>
<td>Improves commuter travel options</td>
<td>No</td>
<td>TDM</td>
<td>PS&amp;E 12/05</td>
<td>Minimal</td>
<td>Low</td>
<td>?</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Various</td>
<td>RIV</td>
<td>Various</td>
<td>Traffic Management Systems - Phase 1 (Signal Interconnect to Interchanges)</td>
<td>Various</td>
<td>-</td>
<td>Improves operational efficiency</td>
<td>Yes</td>
<td>ITS</td>
<td>5 years</td>
<td>Minimal</td>
<td>Low</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>I-15</td>
<td>RIV</td>
<td>0.0/12.2</td>
<td>Traffic Management Systems - Phase 2 District 8 ITS field equipment deployment (fiber optic cable, loop detectors, ramp meters, CCTV, CMS)</td>
<td>Riverside/San Diego County Line to approximately one mile north of California Oaks Road</td>
<td>33.3</td>
<td>Improves operational efficiency</td>
<td>Yes</td>
<td>ITS</td>
<td>PA&amp;E 05/07 PS&amp;E 05/08 Start Construction 08/08</td>
<td>Minimal</td>
<td>Low</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>6a</td>
<td>I-15</td>
<td>RIV</td>
<td>12.2/26.2</td>
<td>Traffic Management Systems - Phase 2 District 8 ITS field equipment deployment (fiber optic cable, loop detectors, ramp meters, CCTV, CMS)</td>
<td>Approximately one mile north of California Oaks Road to approximately 1/2 mile south of Lake Street</td>
<td>40.8</td>
<td>Improves operational efficiency</td>
<td>Yes</td>
<td>ITS</td>
<td>PA&amp;E 05/07 PS&amp;E 05/08 Start Construction 08/08</td>
<td>Minimal</td>
<td>Low</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>Various</td>
<td>RIV</td>
<td>Various</td>
<td>Electronic Message Signs</td>
<td>Various</td>
<td>-</td>
<td>Improves operational efficiency</td>
<td>Yes</td>
<td>ITS</td>
<td>PA&amp;E 05/07 PS&amp;E 05/08 Start Construction 08/08</td>
<td>Minimal</td>
<td>Low</td>
<td>Yes</td>
<td></td>
</tr>
</tbody>
</table>
## Table D (Continued)

### Summary of Alternatives - ITS/TDM Projects

<table>
<thead>
<tr>
<th>Project Number</th>
<th>Facility</th>
<th>County</th>
<th>Post Miles</th>
<th>Project Description</th>
<th>Location</th>
<th>Cost ($Million)</th>
<th>Benefits</th>
<th>On HWY System Improvements</th>
<th>Off HWY System Improvements (Transit, TDM, Multimodal, ITS, Arterial)</th>
<th>Implementation Period (Years)</th>
<th>Right of Way Impacts (Minimal, Moderate, Significant)</th>
<th>Potential for Environmental Significance (High, Medium, Low)</th>
<th>RTP</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>8</td>
<td>Various</td>
<td>RIV/SD</td>
<td>Various</td>
<td>Highway Advisory Radio (HAR) based near county line</td>
<td>Various</td>
<td>-</td>
<td>Improves commuter travel options</td>
<td>No</td>
<td>ITS</td>
<td>5 years</td>
<td>Minimal</td>
<td>Low</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>I-15</td>
<td>SD</td>
<td>SD County</td>
<td>The Advanced Traveler Information System (ATIS) 511 program provides travelers with a centralized location for multi-modal transportation telephone and website service.</td>
<td>SD County</td>
<td>3.7</td>
<td>Provides real time traffic information, delays, congestion, and travel information that allows travelers to make informed decisions</td>
<td>Yes</td>
<td>Multi-modal</td>
<td>2006/ongoing</td>
<td>Minimal</td>
<td>Low</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>I-215</td>
<td>RIV</td>
<td>8.4/38.5</td>
<td>District 8 ITS field equipment deployment (CCTV, CMS, RMS, VDS, and fiber optic communication systems) - PSR Only</td>
<td>Junction I-15/I-215 to Junction I-215/SR 60</td>
<td>69.0</td>
<td>Improves operational efficiency</td>
<td>Yes</td>
<td>ITS</td>
<td>5 years</td>
<td>Minimal</td>
<td>Low</td>
<td>Yes</td>
<td>EA 0G780</td>
</tr>
<tr>
<td>11</td>
<td>-</td>
<td>RIV</td>
<td>-</td>
<td>Temecula Area Employment Center (Measure A Infrastructure Assistance)</td>
<td>City of Temecula</td>
<td>15.0</td>
<td>Lessens/manages travel demand</td>
<td>No</td>
<td>TDM</td>
<td>5 years</td>
<td>None</td>
<td>Low</td>
<td>Yes</td>
<td></td>
</tr>
</tbody>
</table>
STUDY FINDINGS, CONCLUSIONS, AND RECOMMENDATIONS

This study was initiated in recognition of the growing commuter traffic volumes on I-15 between Riverside and San Diego Counties and the rapid residential housing growth in southwestern Riverside County. Traffic congestion on I-15 within the study area is a symptom of the imbalance in housing prices, and can be largely attributed to the desire to own an affordable single family home. The migration of many families in San Diego County moving to southwestern Riverside County in search of affordable has been documented as part of the work of the I-15 Interregional Partnership. In addition, there are higher wage paying jobs available in San Diego County than in southwestern Riverside County, and workers studied in the IRP Final Report surveys indicated a great desire to remain in higher wage jobs and having an hour or longer commute trip, compared to moving closer to home and taking a substantial decrease in pay. In light of this condition, a desire was expressed by the Department and regional agencies to cooperatively address transportation planning along I-15, and to address the imbalance of jobs and housing between the two regions. This study has reviewed demographics, current transportation planning and programming efforts, transportation oriented sales tax measures, and regional transportation plans for both counties. In being aware of the significantly improved communication and coordination of the economic development corporations of both counties, the Department encourages and supports efforts to identify and develop complimentary economic clusters that are mutually beneficial to job development both counties. Of note, both Riverside and San Diego Counties have recently (in 2004) passed one-half percent sales tax measures to benefit transportation. In the I-15 County Line Study area, Riverside County's "Measure A" sales tax plan of projects includes additional lanes along I-15 between the I-15/I-215 split and the county line. San Diego County's "TransNet" sales tax measure plan of projects proposes additional lanes and other significant improvements on I-15 south of SR 78. Both regions are well aware of the growing traffic on I-15 within the study area, however both regions also recognize there are opportunities and benefits in pursuing a coordinated approach to development of transportation projects.

In considering the question of coordination of planned and proposed large capacity enhancing improvements on I-15 at the Riverside County/San Diego County line, it is clear that these types of significant long lead improvements will be needed to meet the interregional transportation demand between the two counties. Within this portion of the I-15 corridor, it is in the Department's interests to continue to address both the causal factors of increasing commute trips along I-15, and the symptoms of the job-housing imbalance which is evidenced by the steadily increasing traffic volumes on I-15. As such, the Department will seek to continue to support and sponsor grant funded work that addresses both the transportation and socio-economic needs in the corridor.

The level of service analyses clearly show that congested conditions will begin to occur sometime between the years 2010 and 2015. As large capacity improving projects typically require longer lead time and a larger amount of time, money and staff resources to deliver compared to operational, ITS, and certain types of transit projects, two separate tactics should be carried forward in considering the delivery of those projects that taken in sum would provide congestion relief within this portion of I-15. Those projects that could be delivered within five to ten years would be described as short term, and would be considered as a group to be short listed.
for further project development, and potentially funding/programming. Those projects that would take longer than ten years to deliver would be described as long term and would also be considered as a group to be short listed for further project development, and potentially funding/programming. Work on the long term projects would also need to consider multi-modal interregional travel needs, including goods movement, commuter or high speed rail along I-15, and opportunities for right-of-way preservation with recognition of the likely scenario that we lack the funding to fully meet the future corridor needs within existing funding structures. Alternative means of building financial capital to pay for these needs such as public/private partnerships, on-facility tolling, congestion sensitive pricing, and on-ramp access pricing would need to be considered as potential funding options.

The Department, in partnership with regional agencies including the Southern California Association of Governments, the San Diego Association of Governments, the Western Riverside Council of Governments, the Riverside County Transportation Commission, and the San Diego Economic Development Corporation and the Western Riverside Economic Development Corporation, will recommend and actively support development of a strategic implementation plan to advance the work of the I-15 Interregional Partnership.

The strategic implementation plan would identify and further develop selected short-term and long-term transportation projects as agreed to by the IRP participants, through the Department's project development process. Once such short-term and long-term projects were agreed upon, a key element of the strategic implementation plan would require a more in-depth analysis of when these projects would be needed, followed by the development of project specific delivery schedules and project specific programming plans based on reasonable revenue scenarios. Given the shortage of expected revenues versus overall transportation needs in both counties, this is a necessary step as these projects evolve from plans into reality. It is anticipated that both the short-and long-term slate of projects within the I-15 County Line study area would have to compete with other projects in each region for their share of funds. With the interregional strategic implementation plan being developed through the I-15 IRP at both the technical and policy level, the commissions and boards of each county and the Department would be better equipped to critically evaluate these projects and understand the need to commit resources and provide funding on schedule to meet the needs of travelers utilizing this portion of I-15.
APPENDIX
I-15 TRANSPORTATION PROJECT Capacity Enhancing 1

PROJECT Capacity Enhancing 1  Add two mixed flow lanes and one HOV lane in each direction on I-15 from the San Diego County Line to the I-15/I-215 split and on I-215 from the I-15/I-215 split to Nuevo Road in Perris.

IMPLEMENTING AGENCIES:  Primary: RCTC

Cooperating
CALTRANS, District 8

AUTHORIZATION/FUNDING:

New State Legislation
State/Federal Funding Grant
Joint Powers Agency
State Agency Action
Local Agency Action
Private Sector

DESCRIPTION:

EA 0F160K  RIV-15- PM 0.0/8.7 and RIV-215-PM 9.0/23.2.


Add 2 mixed flow lanes and one HOV lane in each direction.

IMPLEMENTATION STEPS:


2. Environmental Document ND/FONSI.

3. Construction by 2030.

PROJECT COST

| Right-of-Way | $30.0 million |
| Engineering  | $150.2 million |
| Construction | $450.6 million |

TOTAL  $630.8 million
CAPACITY ENHANCING
Add two mixed flow lanes and one HOV lane in each direction plus HOV lane connectors at the I-15/I-215 interchange.
I-15 TRANSPORTATION PROJECT Capacity Enhancing 2

PROJECT Capacity Enhancing 2  Restripe/widen to add one lane in each direction to I-215 from the I-15/I-215 split north possibly to the City of Perris to match three-lanes in each direction section.

IMPLEMENTING AGENCIES:  Primary:
RCTC

Cooperating
CALTRANS, District 8

AUTHORIZATION/FUNDING:  New State Legislation ________
State/Federal Funding Grant ________
Joint Powers Agency ________
State Agency Action ________
Local Agency Action X
Private Sector ________

DESCRIPTION:
RIV-215-PM 9.0/23.2, Alternative 2 of EA 0F160K.

The project limits are from the south junction I-15/I-215 to Nuevo Road in Perris.

It has been determined that the structural section of the shoulder on I-215 is inadequate to accommodate widening by re-striping. Add one lane in each direction.

IMPLEMENTATION STEPS:
2. Environmental Document ND/FONSI.
3. Construction by 2025

PROJECT COST –

Right-of-Way $Undetermined
Engineering $47.6 million
Construction $142.7 million

TOTAL $190.3 million
CAPACITY ENHANCING
I-15/I-215 split to Nuevo Road in Perris
Add one mixed-flow lane in each direction
I-15 TRANSPORTATION PROJECT Capacity Enhancing 3

PROJECT Capacity Enhancing 3  I-15/215 Split to the Riverside/San Bernardino County Line – Add one mixed flow lane and one HOV lane in each direction.

IMPLEMENTING AGENCIES:  
Primary: RCTC

Cooperating
CALTRANS, District 8

AUTHORIZATION/FUNDING:  
New State Legislation
State/Federal Funding Grant
Joint Powers Agency
State Agency Action
Local Agency Action  X
Private Sector

DESCRIPTION:

RIV-15-8.7/52.0 EA 0J080K.

Project Limits – On I-15 from the I-15/I-215 split to the Riverside/San Bernardino County Line. It has been determined that the structural section of the shoulder on I-15 is inadequate to accommodate widening by re-striping. Add one mixed flow lane and one HOV lane in each direction.

IMPLEMENTATION STEPS:

1. Estimated PSR Completion – December 2006

2. Environmental Document – ND/FONSI

3. Construction by 2030

PROJECT COST

  Right-of-Way $Undetermined
  Engineering $95.5 million
  Construction $286.3 million

  TOTAL $381.8 million
CAPACITY ENHANCING
I-15/I-215 split to the Riverside/San Bernardino County Line
Add one mixed flow lane and one HOV lane in each direction
I-15 TRANSPORTATION PROJECT Capacity Enhancing 4


IMPLEMENTING AGENCIES:  Primary:
RCTC

Cooperating
CALTRANS, District 8

AUTHORIZATION/FUNDING:  New State Legislation  ________
State/Federal Funding Grant  ________
Joint Powers Agency  ________
State Agency Action  ________
Local Agency Action  ____X____
Private Sector  ________

DESCRIPTION:
RIV-15-0.0/R8.7, Alternative 3 of EA 0F160K.

The project limits on I-15 are from the San Diego/Riverside County Line to the I-15/I-215 Separation and on I-215 from the I-15/I-215 Separation to Nuevo Road. The project consists of adding two mixed flow lanes and one HOV in each direction to both freeways. The project also includes the construction of HOV/HOT lane connectors.

IMPLEMENTATION STEPS:


2. Environmental Document – ND/FONSI

3. Construction by 2030

PROJECT COST

<table>
<thead>
<tr>
<th></th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Right-of-Way</td>
<td>$30.0 million</td>
</tr>
<tr>
<td>Engineering</td>
<td>$162.0 million</td>
</tr>
<tr>
<td>Construction</td>
<td>$619.0 million</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>$811.0 million</strong></td>
</tr>
</tbody>
</table>
CAPACITY ENHANCING
On I-15 from the San Diego County Line to the I-15/I-215 split and on I-215 from I-15/I-215 split to Nuevo Road in Perris
Add two mixed flow lanes and one HOV lane in each direction
I-15 TRANSPORTATION PROJECT Capacity Enhancing 5

PROJECT Capacity Enhancing 5 Interstate 15, SR 78 to Riverside County Line Add HOV/Toll Lanes

IMPLEMENTING AGENCIES: Primary: CALTRANS, District 11

Cooperating SANDAG

AUTHORIZATION/FUNDING: New State Legislation None
State/Federal Funding Grant (Safety) Secondary
Joint Powers Agency None
State Agency Action Primary
Local Agency Action Secondary
Private Sector None

DESCRIPTION:

SD-15-PM 31.5/54.2, Add HOV/Toll lanes.

The project limits are from SR 78 in Escondido to the Riverside County Line. Widening will take place in the median of the existing freeway. A number of structures will need to be widened.

IMPLEMENTATION STEPS:

1. Conduct studies to determine benefit, cost and viability of HOV lanes in this location.

2. A schedule for this project has not been developed.

3. Design and construct the project in coordination with District 8.

PROJECT COST

    Right-of-Way $60.4 million
    Engineering $69.5 million
    Construction $382.2 million

    TOTAL $512.1 million
CAPACITY ENHANCING
SR-78 to the Riverside/San Diego County Line or to the I-15/I-215 junction
HOV/Toll Lanes
I-15 TRANSPORTATION PROJECT Capacity Enhancing 6

PROJECT Capacity Enhancing 6  French Valley Parkway – new arterial (roughly aligns with Date and Cherry) connects to Jefferson Avenue and new Freeway Interchange

IMPLEMENTING AGENCIES:  Primary:

T e m e c u l a

Cooperating

C A L T R A N S ,  D i s t r i c t  8

AUTHORIZATION/FUNDING:

New State Legislation
State/Federal Funding Grant
Joint Powers Agency
State Agency Action
Local Agency Action
Private Sector

DESCRIPTION:

EA 43270 – Construct a new interchange in Temecula at I-15 and the proposed French Valley Parkway. This interchange would be located north of the Rancho California Road interchange and south of the I-15/SR 79 (Winchester Road) interchange at PM 6.6/7.6.

The project will be constructed in two phases. Phase 1 will include widening the northbound I-15 off-ramp at Winchester Road from one to two lanes and constructing an auxiliary lane from the Winchester Road off-ramp southerly toward the proposed French Valley Parkway interchange. A northbound off-ramp from I-15 will also be added at the site of the French Valley Parkway interchange. The second phase of this project includes construction of the full French Valley interchange. The auxiliary lane will be converted to a collector/distributor road serving the two interchanges.

IMPLEMENTATION STEPS:

1.  PA&ED due in August 2007  Required environmental documents – Environmental Assessment (EA), Initial Study (IS), and Mitigated Negative Declaration (MND).

2.  Plans Specifications and Estimates (PS&E) 30% Review completed.


PROJECT COST

<table>
<thead>
<tr>
<th>Category</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Right-of-Way</td>
<td>$25.0 million</td>
</tr>
<tr>
<td>Engineering</td>
<td>$30.0 million</td>
</tr>
<tr>
<td>Construction</td>
<td>$95.0 million</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>$150.0 million</strong></td>
</tr>
</tbody>
</table>
CAPACITY ENHANCING
French Valley Parkway
New Arterial- Roughly aligns with Date and Cherry - connects to Jefferson Avenue and new freeway interchange
PROJECT Capacity Enhancing 7  
SR 79/Eastern Bypass – A new freeway extending north from I-15 at the County Line through the City of San Jacinto

IMPLEMENTING AGENCIES:  
Primary:  
RCTC/WRCOG

Cooperating  
CALTRANS, District 8

AUTHORIZATION/FUNDING:  
New State Legislation
State/Federal Funding Grant
Joint Powers Agency
State Agency Action
Local Agency Action
Private Sector

DESCRIPTION:

Construct a new roadway east of SR 79. This roadway may use some of the existing Anza Road alignment. Construct a new interchange on I-15 south of the existing southern junction of I-15/SR 79 for the new roadway. The new roadway will run north/south on the east side of SR 79 from the proposed new I-15 interchange to a new connection with SR 79 near Scott Road. The proposed new roadway will be a conventional highway with signalized intersections.

IMPLEMENTATION STEPS:

1. Starting PSR.

2. ____________________________________________

3. ____________________________________________

PROJECT COST – Only ballpark estimates are available.

Right-of-Way _______
Engineering _______
Construction _______

TOTAL  Approximately $100 to 200 million
CAPACITY ENHANCING Eastern Bypass: A New Highway North from I-15 at the county line through the City of San Jacinto
I-15 TRANSPORTATION PROJECT Capacity Enhancing 8

PROJECT Capacity Enhancing 8 Western Bypass (widen/connect Diaz Road or other north/south I-15 parallel routes)

IMPLEMENTING AGENCIES:
Primary: RCTC/WRCOG
Cooperating CALTRANS, District 8

AUTHORIZATION/FUNDING:
New State Legislation
State/Federal Funding Grant
Joint Powers Agency
State Agency Action
Local Agency Action X
Private Sector

DESCRIPTION:
The proposed roadway is projected to run on the west side of Interstate 15 from the vicinity of the I-15/SR 79 interchange northerly to the proposed new I-15/French Valley interchange. The project is expected to be funded by TUMF revenues. Measure A and local development fee revenues may also be used for this project.

IMPLEMENTATION STEPS:
1. Alignment Concept Studies are currently being conducted. These studies are expected to be completed by December 2006.

PROJECT COST – Only very rough ballpark estimates are currently available.

Right-of-Way
Engineering
Construction

TOTAL $95.6 million
CAPACITY ENHANCING
Western Bypass - Wilden Diaz Road
or other north/south I-15 parallel route
West of I-15 from the vicinity of the I-15/SR-79
interchange to the proposed I-15/French
Valley Parkway interchange
I-15 TRANSPORTATION PROJECT Capacity Enhancing 9

PROJECT Capacity Enhancing 9  SR 76, Melrose Drive to I-15 – Upgrade to 4 lane conventional

IMPLEMENTING AGENCIES:  
Primary: CALTRANS, District 11
Cooperating SANDAG

AUTHORIZATION/FUNDING:  
New State Legislation _______
State/Federal Funding Grant _______
Joint Powers Agency TransNet
State Agency Action _______
Local Agency Action _______
Private Sector _______

DESCRIPTION:

This project is an early action TransNet project using a combination of TransNet, State and Federal funds. The project will upgrade the existing 2 lane state highway with a 4 lane conventional highway.

IMPLEMENTATION STEPS:

1. This project has been designed as part of the TransNet program.

2. This project is part of the TransNet early action program and is scheduled to be completed by 2012.

PROJECT COST

Right-of-Way _______
Engineering _______
Construction _______

TOTAL  $342 Million
I-15 TRANSPORTATION PROJECT - TRANSIT 1

PROJECT Transit 1  Temecula Transit Center

IMPLEMENTING AGENCIES:  Primary:
RTA, City of Temecula

Cooperating

AUTHORIZATION/FUNDING:  New State Legislation
State/Federal Funding Grant
Joint Powers Agency
State Agency Action
Local Agency Action
Private Sector

DESCRIPTION:

RTA is developing a Transit center in Temecula. This facility could be used as part of a BRT service between Riverside County and San Diego employment destinations.

IMPLEMENTATION STEPS:

1. Design and Engineering 2008
2. Construction 2009

PROJECT COST

Right-of-Way  $1,050,000 million
Engineering    $1,125,000 million
Construction  $5,825,000 million

TOTAL       $8.0 million
I-15 TRANSPORTATION PROJECT - TRANSIT 2

PROJECT Transit 2 Commuter Express Service Enhancements

IMPLEMENTING AGENCIES: Primary: RTA
Cooperating SANDAG

AUTHORIZATION/FUNDING: New State Legislation
State/Federal Funding Grant
Joint Powers Agency
State Agency Action
Local Agency Action RTA
Private Sector

DESCRIPTION:

RTA Route 202 currently operates between Temecula and Oceanside via I-15, SR 78 and I-5. The purpose of this service is to connect Riverside residents to the Coaster commuter rail service. Consideration is being given by RTA and SANDAG planning staff to determining whether this service route could be modified to take advantage of the I-15 Managed Lanes in San Diego County to deliver patrons to service the Sorrento Mesa (and Coaster rail service for trips on to downtown San Diego) area more directly and efficiently.

IMPLEMENTATION STEPS:

1. Analyze bus running times using various alignments assuming I-15 Managed Lanes in place - 2007

2. Develop and gain approval for operating plan and budget 2007-2011

3. Implement modified service 2011-12

PROJECT COST

Planning - costs not determined
Operations - costs not determined

TOTAL
I-15 TRANSPORTATION PROJECT - TRANSIT 3

PROJECT Transit 3 I-15 Escondido-Downtown San Diego BRT

IMPLEMENTING AGENCIES:
Primary: SANDAG
Cooperating MTS, NCTD

AUTHORIZATION/FUNDING:
New State Legislation ________
State/Federal Funding Grant ________
Joint Powers Agency ________
State Agency Action ________
Local Agency Action TransNet ________
Private Sector ________

DESCRIPTION:
TransNet II provides funding for Bus Rapid Transit vehicles and operations for a commuter period enhanced bus service between Escondido and downtown San Diego beginning in 2012 with the opening of the 20 mile I-15 Managed Lane project. Planning is underway for ways of providing required parking at ETC.

IMPLEMENTATION STEPS:
1. Operational Planning 2007-2011
2. Vehicle Procurement 2008-2011
3. Service Start-Up 2012

PROJECT COST

<table>
<thead>
<tr>
<th>Category</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vehicles</td>
<td>$20 million</td>
</tr>
<tr>
<td>Operations</td>
<td>$1.5 Million annually</td>
</tr>
<tr>
<td>Planning</td>
<td>Not determined</td>
</tr>
</tbody>
</table>

TOTAL ________
IMPLEMENTING AGENCIES:  Primary:  RTA, NCTD, MTS, SANDAG  Cooperating


DESCRIPTION:

TransNet II provides funding for Bus Rapid Transit vehicles and operations for a commuter period enhanced bus service between Escondido and Sorrento Mesa, using the 20 mile I-15 Managed Lane project, Agency staffs are developing scenarios to consider for extension of this service into Riverside County. Issues will include operator selection, service funding, and station/parking facilities.

IMPLEMENTATION STEPS:

1. Operational Planning 2007
2. Vehicle Procurement not determined
3. Service Start-Up not determined

PROJECT COST

<table>
<thead>
<tr>
<th>Item</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vehicles</td>
<td>$21 million</td>
</tr>
<tr>
<td>Operating</td>
<td>$2.4 million annually</td>
</tr>
<tr>
<td>Planning</td>
<td>Not determined</td>
</tr>
</tbody>
</table>

TOTAL  ________
I-15 TRANSPORTATION PROJECT –TRANSIT 5

PROJECT Transit 5  Direct Access Ramps (DAR) at SR 79/Winchester Temecula Transit Center

IMPLEMENTING AGENCIES:
Primary: RTA, RCTC, CALTRANS
Cooperating

AUTHORIZATION/FUNDING:
New State Legislation
State/Federal Funding Grant
Joint Powers Agency
State Agency Action X
Local Agency Action X
Private Sector

DESCRIPTION:
Develop direct access ramps at SR 79/Winchester to facilitate traffic flow at Winchester Road and I-15 a direct access ramp for transit traffic and commuters. DARs would access directly onto HOV lanes. The corridor on Winchester is connected to the future site of the Temecula Transit center. The facility would be utilized for CommuterLink and BRT service for travel north and south along I-15.

IMPLEMENTATION STEPS:

1. 

2. 

3. 

PROJECT COST

<table>
<thead>
<tr>
<th>Right-of-Way</th>
<th>Engineering</th>
<th>Construction</th>
</tr>
</thead>
<tbody>
<tr>
<td>_______</td>
<td>_______</td>
<td>_______</td>
</tr>
</tbody>
</table>

TOTAL approx. $50-60 million
I-15 TRANSPORTATION PROJECT – TRANSIT 6

PROJECT Transit 6 Escondido Transit Center Master Plan

IMPLEMENTING AGENCIES:  Primary:  
NCTD

Cooperating  
SANDAG, MTS

AUTHORIZATION/FUNDING:  
New State Legislation  
State/Federal Funding Grant  
Joint Powers Agency  
State Agency Action  
Local Agency Action  NCTD, TransNet  
Private Sector

DESCRIPTION:
NCTD is developing a master plan for the future of ETC, including consideration of commercial and/or residential development, while maintaining and enhancing the transit operations function (NCTD local bus, Sprinter rail, BRT service. BRT service access from the I-15/Hale Avenue Direct Access Ramp, efficient station platforms, and potential commuter parking will be taken into consideration during planning.

IMPLEMENTATION STEPS:
1. NCTD Master Planning - 2007
3. Start-Up BRT Service – 2012

PROJECT COST

Planning  Not determined

TOTAL  _______

66
PROJECT Transit 7  I-15 Riverside County-Downtown San Diego BRT

IMPLEMENTING AGENCIES:

Primary:
RTA, NCTD, MTS, SANDAG

Cooperating
RCTC

AUTHORIZATION/FUNDING:

New State Legislation
State/Federal Funding Grant
Joint Powers Agency
State Agency Action
Local Agency Action
Private Sector

DESCRIPTION:

TransNet II provides funding for Bus Rapid Transit vehicles and operations for a commuter period enhanced bus service between Riverside County and downtown San Diego, beginning in 2012 with the opening of the 20 mile I-15 Managed Lane project, agency staffs are developing scenarios to consider for extension of this service into Riverside County. Issues will include operator selection, service funding, and station/parking facilities.

IMPLEMENTATION STEPS:

1. Operational Planning 2007-2011
2. Vehicle Procurement 2008-2011
3. Possible Service Start-Up 2012

PROJECT COST

Planning

TOTAL
I-15 TRANSPORTATION PROJECT –TRANSIT 8

PROJECT Transit 8 I-15 Escondido-Sorrento Mesa BRT

IMPLEMENTING AGENCIES:  Primary:
SANDAG

Cooperating
MTS, NCTD

AUTHORIZATION/FUNDING:  New State Legislation
State/Federal Funding Grant
Joint Powers Agency
State Agency Action
Local Agency Action  TransNet
Private Sector

DESCRIPTION:

TransNet II provides funding for Bus Rapid Transit vehicles and operations for a commuter period enhanced bus service between Escondido Transit Center and Sorrento Mesa using the 20 mile I-15 Managed Lane project. Planning is underway for ways of providing required parking at Escondido Transit Center.

IMPLEMENTATION STEPS:

1. Operational Planning 2007

2. Vehicle Procurement not determined

3. Service Start-Up not determined

PROJECT COST

<table>
<thead>
<tr>
<th>Category</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vehicles</td>
<td>$21 million</td>
</tr>
<tr>
<td>Operating</td>
<td>$2.4 million annually</td>
</tr>
<tr>
<td>Planning</td>
<td>Not determined</td>
</tr>
</tbody>
</table>

TOTAL

68
I-15 TRANSPORTATION PROJECT – TRANSIT 9

PROJECT Transit 9  Park-and-Ride at SR 76 and I-15 with direct access ramps and a BRT station.

IMPLEMENTING AGENCIES:  Primary:
CALTRANS, SANDAG, MTS, NCTD

Cooperating

AUTHORIZATION/FUNDING:  New State Legislation
State/Federal Funding Grant
Joint Powers Agency
State Agency Action
Local Agency Action
Private Sector

DESCRIPTION:

As part of efforts to provide BRT service between Riverside County and San Diego County employment centers consideration is being given to developing a multi-modal transfer center in the vicinity of the I-15/SR 76 interchange. Opportunity locations include a CALTRANS existing park-and-ride facility in the northwest quadrant, potentially excess CALTRANS right-of-way in the SW quadrant, and a major college master plan proposed for the NE quadrant.

IMPLEMENTATION STEPS:

2. Possible Service Start-Up 2012

PROJECT COST

Planning  Not Determined
Construction  Not Determined

TOTAL  _________
I-15 TRANSPORTATION PROJECT Operational 1

PROJECT Operational 1  Improvements to SR 79 at Winchester Road

IMPLEMENTING AGENCIES:  Primary:
CALTRANS, District 8

Cooperating
RCTC

AUTHORIZATION/FUNDING:  New State Legislation
State/Federal Funding Grant
Joint Powers Agency
State Agency Action
Local Agency Action
Private Sector

DESCRIPTION:
This project is part of EA 43270. Widen the I-15 northbound off-ramp to SR 79 (Winchester Road) from 1 to 2 lanes and add an auxiliary lane from this interchange southerly toward the proposed new French Valley interchange. Construct new French Valley Parkway NB Off-Ramp.

IMPLEMENTATION STEPS:

1. 100% Local Project – City of Temecula

2. Draft PSR signed. PA&SD 08/07. PS&E 30% review completed.

PROJECT COST

<table>
<thead>
<tr>
<th>Item</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Right-of-Way</td>
<td>________</td>
</tr>
<tr>
<td>Engineering</td>
<td>________</td>
</tr>
<tr>
<td>Construction</td>
<td>________</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>$98.0 million</strong></td>
</tr>
</tbody>
</table>
OPERATIONAL IMPROVEMENTS
Phase 1 - Widen NB I-15 off-ramp from one to two lanes and add an auxiliary from Winchester Road (SR-79) southerly toward proposed French Valley Interchange Construct new French Valley Parkway NB Off-ramp.
I-15 TRANSPORTATION PROJECT Operational 2

PROJECT Operational 2 Add a southbound I-15 off ramp to Jefferson Avenue; new ramp would roughly align with date Street. This project is also known as Interim French Valley Interchange Improvement

IMPLEMENTING AGENCIES: Primary: CALTRANS, District 8 Cooperating RCTC

AUTHORIZATION/FUNDING: New State Legislation ________
State/Federal Funding Grant ________
Joint Powers Agency ________
State Agency Action ________
Local Agency Action ________
Private Sector ________

DESCRIPTION:
This project is part of the capacity enhancing project number 7.

IMPLEMENTATION STEPS:
1. The Project Initiation Document (PID) was completed in May 2002.
2. The Plans Specifications and Estimates (PS&E) are scheduled to be completed by July 2008.
3. Construction is proposed for November 2011.

PROJECT COST

Right-of-Way $24.2 million
Engineering $19.6 million
Construction $53.7 million

TOTAL $97.5 million
OPERATIONAL IMPROVEMENTS
Add a southbound I-15 off-ramp to Jefferson Avenue; new ramp would roughly align with Date Street. This project is also known as the Interim French Valley Interchange improvement.
I-15 TRANSPORTATION PROJECT Operational 3

PROJECT Operational 3  Truck Climbing Lanes Northbound – Mission Rd. to Truck Weigh Station

IMPLEMENTING AGENCIES:  Primary:  CALTRANS, District 11
Cooperating  SANDAG

AUTHORIZATION/FUNDING:  New State Legislation  None
State/Federal Funding Grant (Safety)  Secondary
Joint Powers Agency  None
State Agency Action  Primary
Local Agency Action  Secondary
Private Sector  None

DESCRIPTION:

Provision of truck climbing lanes is a well-documented method of improving the safety and efficiency of a roadway where vertical alignment meets certain standards. Because there are truck weigh stations near roadway sections that have significant grades in this area, an analysis could be conducted to test justification of the facilities. The safety aspect of these facilities means that funding opportunities may be improved compared to capacity-increasing-only facilities.

IMPLEMENTATION STEPS:

1. Conduct studies to determine benefit, cost and viability of truck climbing lanes in this location.

2. Package the project as a multi-district endeavor of high priority for both Districts 8 and 11. The safety aspect of the project should be stressed in competing for funds.

3. Design and construct the project as a joint effort between Districts 8 and 11.

PROJECT COST

<table>
<thead>
<tr>
<th>Component</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Right-of-Way</td>
<td>$7.5 million</td>
</tr>
<tr>
<td>Engineering</td>
<td>$7.2 million</td>
</tr>
<tr>
<td>Construction</td>
<td>$28.5 million</td>
</tr>
</tbody>
</table>

TOTAL  $43.2 million
I-15 TRANSPORTATION PROJECT Operational 4

PROJECT Operational 4 Jefferson Avenue to Margarita Road – widen from four to six lanes

IMPLEMENTING AGENCIES: Primary:
RCTC

Cooperating
CALTRANS, District 8

AUTHORIZATION/FUNDING: New State Legislation ________
State/Federal Funding Grant ________
Joint Powers Agency ________
State Agency Action ________
Local Agency Action ________
Private Sector ________

DESCRIPTION:
Phase 2 of EA 34110
______________________________________________________________________________
______________________________________________________________________________
______________________________________________________________________________

IMPLEMENTATION STEPS:
1. _______________________________________________________________________
2. _______________________________________________________________________
3. _______________________________________________________________________

PROJECT COST

<table>
<thead>
<tr>
<th>Item</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Right-of-Way</td>
<td>______</td>
</tr>
<tr>
<td>Engineering</td>
<td>______</td>
</tr>
<tr>
<td>Construction</td>
<td>______</td>
</tr>
<tr>
<td>TOTAL</td>
<td>$21 million</td>
</tr>
</tbody>
</table>
OPERATIONAL IMPROVEMENTS
Widen from four to six lanes and reconstruct the interchange ramps at I-15
I-15 TRANSPORTATION PROJECT Operational 5

PROJECT Operational 5  SR 79 South/I-15 Interchange Improvements

IMPLEMENTING AGENCIES:

Primary:
City of Temecula

Cooperating
CALTRANS, District 8

AUTHORIZATION/FUNDING:

New State Legislation
State/Federal Funding Grant
Joint Powers Agency
State Agency Action
Local Agency Action  ___X___
Private Sector

DESCRIPTION:

EA 43230  RIV-15-PM 2.0/4.5
Project Limits – South Junction of I-15/SR 79.
Widen ramps and signalize interchange.

IMPLEMENTATION STEPS:

1. Project Study Report (PSR) - 04/04.

2. Project Approval and Environmental Document (PA&ED) - 102/07.


PROJECT COST

Right-of-Way $230,000
Engineering  $3.8 million
Construction  $13.3 million

TOTAL  $17.3 million
OPERATIONAL IMPROVEMENTS
SR-79 South at I-15 - Widen ramps and signalize interchange
I-15 TRANSPORTATION PROJECT Operational 6

PROJECT Operational 6 Construct Inspection Lanes at INS Inspection Station

IMPLEMENTING AGENCIES: Primary:
CALTRANS, District 8

Cooperating
INS

AUTHORIZATION/FUNDING: New State Legislation
State/Federal Funding Grant
Joint Powers Agency
State Agency Action
Local Agency Action
Private Sector

DESCRIPTION:

Approximately one mile to one and one-half miles north of the San Diego County Line at the INS Inspection Station, construct inspection lanes.

IMPLEMENTATION STEPS:

1.

2.

3.

PROJECT COST

Right-of-Way
Engineering
Construction

TOTAL $1.0 million
OPERATIONAL IMPROVEMENTS
Approximately one-mile to one and one-half miles north of the San Diego County Line at the INS Inspection Station - Construct Inspection Lane (Inside and Outside)
I-15 TRANSPORTATION PROJECT Operational 7

PROJECT Operational 7  Truck climbing lane southbound – Calle Belvia area (north of INS Checkpoint)

IMPLEMENTING AGENCIES:
Primary:
CALTRANS, District 8

Cooperating:
RCTC

AUTHORIZATION/FUNDING:
New State Legislation
State/Federal Funding Grant
Joint Powers Agency
State Agency Action  X
Local Agency Action
Private Sector

DESCRIPTION:
Add southbound truck climbing lane to I-15 in the Calle Belvia area of south Temecula (south of SR 79) to the INS inspection station

IMPLEMENTATION STEPS:
1. Begin Project Initiation Proposal (PIP) and establish Expenditure Authorization (EA).
2. Secure funding.

PROJECT COST – Ballpark Estimate

Right-of-Way ________
Engineering ________
Construction ________

TOTAL  $5.0 million
I-15 TRANSPORTATION PROJECT ITS/TDM 1

PROJECT ITS/TDM 1

Install Vehicle Detection Stations in Riverside County on I-15 from the San Diego County Line to El Cerrito Avenue and on I-215 from the I-15/I-215 junction to Eucalyptus Avenue.

IMPLEMENTING AGENCIES:

Primary: RCTC

Cooperating
CALTRANS, District 8

AUTHORIZATION/FUNDING:

New State Legislation
State/Federal Funding Grant
Joint Powers Agency
State Agency Action
Local Agency Action
Private Sector

DESCRIPTION:

The project would install approximately 75 solar powered radar detection units with wireless communications. This system would provide needed traffic data for approximately 67 miles of freeway, where no detection currently exists. Installation of the proposed radar equipment will require no disruption to existing traffic, and minimal earthwork. This would allow for a short project development timeframe. This detection would ultimately be incorporated into the District’s overall TMS infrastructure, when the scheduled improvements for these freeways are constructed.

IMPLEMENTATION STEPS:

1. Plans Specifications and Estimates December 2006


3. Start Construction 05/01/07 and End Construction 08/01/07.

PROJECT COST

Right-of-Way $0.0
Engineering $0.0 million
Construction $2.3 million

TOTAL $2.3 million
PLACEHOLDER FOR MAP of ITS Project # 1
PROJECT ITS/TDM 2 Various Rideshare and Incentive Programs

IMPLEMENTING AGENCIES: Primary: RCTC/SANDAG

AUTHORIZATION/FUNDING: New State Legislation
State/Federal Funding Grant
Joint Powers Agency
State Agency Action
Local Agency Action X
Private Sector

DESCRIPTION:
______________________________________________________________________________
______________________________________________________________________________
______________________________________________________________________________

IMPLEMENTATION STEPS:
1. __________________________________________________________
2. __________________________________________________________
3. __________________________________________________________

PROJECT COST

Right-of-Way ______
Engineering ______
Construction ______

TOTAL $5.0 million
PLACEHOLDER FOR MAP of ITS Project # 2
I-15 TRANSPORTATION PROJECT ITS/TDM 3

PROJECT ITS/TDM 3 Provide Bike-and-Ride Facilities

IMPLEMENTING AGENCIES:  Primary: 
RCTC and SANDAG

Cooperating

AUTHORIZATION/FUNDING: New State Legislation ________
State/Federal Funding Grant ________
Joint Powers Agency ________
State Agency Action ________
Local Agency Action ________
Local Agency Action X
Private Sector ________

DESCRIPTION:

A Bike-and-Ride facility is essentially a Park-and-Ride lot or Transcenter equipped with bike lockers. Included as Transit Projects 2 and 2a.

IMPLEMENTATION STEPS:

1. ___________________________________________

2. ___________________________________________

3. ___________________________________________

PROJECT COST

Right-of-Way ________
Engineering ________
Construction ________

TOTAL ________
PLACEHOLDER FOR MAP of ITS Project # 3
IMPLEMENTING AGENCIES:

Primary:
City of Temecula

Cooperating
Caltrans Dist. 8

AUTHORIZATION/FUNDING:
New State Legislation
State/Federal Funding Grant
Joint Powers Agency
State Agency Action
Local Agency Action X
Private Sector

DESCRIPTION:

The Murrieta Creek Multipurpose Trail is an equestrian and bike trail along Murrieta Creek within the City of Temecula

IMPLEMENTATION STEPS:

1. Funded through a Federal grant.

2. Caltrans has issued construction authorization to the City of Temecula.

PROJECT COST

Right-of-Way
Engineering
Construction

TOTAL $1.2 million
I-15 TRANSPORTATION PROJECT ITS/TDM 5

PROJECT ITS/TDM 5: Traffic Management Systems – Phase 1 (Signal Interconnect to Interchanges)

IMPLEMENTING AGENCIES:

Primary:

Cooperating

AUTHORIZATION/FUNDING:

New State Legislation
State/Federal Funding Grant
Joint Powers Agency
State Agency Action
Local Agency Action
Private Sector

DESCRIPTION:

______________________________________________________________________________
______________________________________________________________________________
______________________________________________________________________________

IMPLEMENTATION STEPS:

1. 

2. 

3. 

PROJECT COST

Right-of-Way
Engineering
Construction

TOTAL
PLACEHOLDER FOR MAP of ITS Project # 5
I-15 TRANSPORTATION PROJECT ITS/TDM 6

PROJECT ITS/TDM 6
Traffic Management System Phase 2 – D8 ITS field equipment deployment (fiber optic cable, loop detectors, ramp meters, CCTV, CMS) deployed on I-15 @ 1 mile north of California Oaks Rd. to County Line

IMPLEMENTING AGENCIES:
Primary:
CALTRANS, District 8

Cooperating
RCTC

AUTHORIZATION/FUNDING:
New State Legislation ________
State/Federal Funding Grant ________
Joint Powers Agency ________
State Agency Action X ________
Local Agency Action ________
Private Sector ________

DESCRIPTION:
EA 0G771 RIV-15-PM 0.0/12.2 Limits – San Diego/Riverside County Line to approximately one mile north of California Oaks Road. Install Ramp Metering System (RMS), Closed Circuit Television (CCTV), Changeable Message Signs (CMS), VDS, Highway Advisory Radio (HAR), Environmental Sensing Unit (ESU), Ramp Widening, (HUB), Traffic Operation System (TOS) cabinets, and fiber optic communication systems.

IMPLEMENTATION STEPS:
1. Project Approval and Environmental Document (PA&ED) 05/07.
2. Plans Specifications and Estimates (PS&E) 05/08.
3. Start Construction 08/08.

PROJECT COST

Right-of-Way $180,000
Engineering $6.6 million
Construction $26.5 million

TOTAL $33.3 million
I-15 TRANSPORTATION PROJECT ITS/TDM 6a

PROJECT ITS/TDM 6a

Traffic Management System Phase 2 – D8 ITS field equipment deployment (fiber optic cable, loop detectors, ramp meters, CCTV, CMS) deployed on I-15 @ 1 mile north of California Oaks Road to one half mile south of Lake Street.

IMPLEMENTING AGENCIES:

Primary: CALTRANS, District 8

Cooperating

RCTC

AUTHORIZATION/FUNDING:

New State Legislation
State/Federal Funding Grant
Joint Powers Agency
State Agency Action ___X____
Local Agency Action
Private Sector

DESCRIPTION:

EA 0G771 RIV-15-PM 12.2/26.2 Limits – approximately one mile north of California Oaks Road to approximately ½ mile south of Lake Street. Install Ramp Metering System (RMS), Closed Circuit Television (CCTV), Changeable Message Signs (CMS), VDS, Highway Advisory Radio (HAR), Environmental Sensing Unit (ESU), Ramp Widening, HUB, Traffic Operation System (TOS) cabinets, and fiber optic communication systems.

IMPLEMENTATION STEPS:

1. Project Approval and Environmental Document (PA&ED) 05/07.

2. Plans Specifications and Estimates (PS&E) 05/08.

3. Start Construction 08/08.

PROJECT COST

- Right-of-Way $180,000
- Engineering $8.1 million
- Construction $32.5 million

TOTAL $40.8 million
ITS/TDM
Traffic Management Systems- Phase 2
District 8 ITS field equipment deployment
(fiber optic cable, loop detectors, ramp meters, CCTV, CMS)
I-15 TRANSPORTATION PROJECT ITS/TDM 7

PROJECT ITS/TDM 7  Electronic Message Signs

IMPLEMENTING AGENCIES:  Primary: RCTC

Cooperating
CALTRANS, District 8

AUTHORIZATION/FUNDING:  New State Legislation  
State/Federal Funding Grant  
Joint Powers Agency  
State Agency Action  
Local Agency Action  
Private Sector

DESCRIPTION:
This project is included as a portion of Project number 10 for I-215 and Project number 5 for I-15.

IMPLEMENTATION STEPS:
1. 
2. 
3. 

PROJECT COST

Right-of-Way  
Engineering  
Construction  

TOTAL  

98
PLACEHOLDER FOR MAP of ITS Project # 7
I-15 TRANSPORTATION PROJECT ITS/TDM 8

PROJECT ITS/TDM 8  Highway Advisory Radio (HAR) based near the County Line

IMPLEMENTING AGENCIES:  Primary:  CALTRANS, District 8
                      Cooperating  RCTC

AUTHORIZATION/FUNDING:  New State Legislation
State/Federal Funding Grant
Joint Powers Agency
State Agency Action
Local Agency Action
Private Sector

DESCRIPTION:

This project is included as a portion of Project number 10 for I-215 and Project number 5 for I-15.

IMPLEMENTATION STEPS:

1.  
2.  
3.  

PROJECT COST

  Right-of-Way _______
  Engineering _______
  Construction _______
  TOTAL _______
I-15 TRANSPORTATION PROJECT ITS/TDM 9

PROJECT ITS/TDM 9  Advanced Traveler Information System (ATIS) 511 Program

IMPLEMENTING AGENCIES:  Primary: SANDAG
Cooperating

AUTHORIZATION/FUNDING:  New State Legislation
State/Federal Funding Grant
Joint Powers Agency
State Agency Action
Local Agency Action  X
Private Sector

DESCRIPTION:
The Advanced Traveler Information System (ATIS) 511 program provides travelers with a centralized location for multi-modal transportation telephone and website service.

IMPLEMENTATION STEPS:
1. Program is now in progress
2. 

PROJECT COST

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Right-of-Way</td>
<td></td>
</tr>
<tr>
<td>Engineering</td>
<td></td>
</tr>
<tr>
<td>Construction</td>
<td></td>
</tr>
<tr>
<td>TOTAL</td>
<td>$3.7 million</td>
</tr>
</tbody>
</table>
PLACEHOLDER FOR MAP of ITS Project # 9
I-15 TRANSPORTATION PROJECT ITS/TDM 10

PROJECT ITS/TDM 10
District 8 Intelligent Transportation System field deployment (loop detectors, ramp meters, CCTV, CMS) on I-215 from the I-15/I-215 split to SR 60

IMPLEMENTING AGENCIES:
Primary:
CALTRANS, District 8

Cooperating
RCTC

AUTHORIZATION/FUNDING:
New State Legislation
State/Federal Funding Grant
Joint Powers Agency
State Agency Action X
Local Agency Action
Private Sector

DESCRIPTION:

Install Ramp Metering System (RMS), Closed Circuit Television (CCTV), Changeable Message Signs (CMS), VDS, and fiber optic communication systems.

IMPLEMENTATION STEPS:
1. _________________________________________________________________
2. _________________________________________________________________
3. _________________________________________________________________

PROJECT COST

Right-of-Way $0.0
Engineering $13.8 million
Construction $55.2 million

TOTAL $69.0 million
I-15 TRANSPORTATION PROJECT ITS/TDM 11

PROJECT ITS/TDM 11: Temecula Area Employment Center

IMPLEMENTING AGENCIES:

Primary: City of Temecula

Cooperating: 

AUTHORIZATION/FUNDING:

New State Legislation: 
State/Federal Funding Grant: 
Joint Powers Agency: 
State Agency Action: 
Local Agency Action: Measure A 
Private Sector: 

DESCRIPTION:

The Temecula Area Employment Center will provide a location for telecommuting residents within the city.

IMPLEMENTATION STEPS:

1. Approved Measure A funding

2. 

3. 

PROJECT COST

Right-of-Way 
Engineering 
Construction 

TOTAL $15.0 million
PLACEHOLDER FOR MAP of ITS Project # 11
Overview

- As Identified by the I-15 IRP, Transportation is One of the Most Important Issues Facing Both Counties
- A Coordinated Plan Between Districts 8 and 11 to Identify and Assess Capacity Enhancing, Operational, Transit, and ITS/TDM issues.
- Joint Effort to Provide Staging of Needs and Solutions
Goals

- To increase person trip mobility within the I-15 Corridor
- To improve safety for the traveling public
- To expedite goods movement through and within the county line area
- To improve efficiency (HOV lanes, transit, carpools) of transportation in the I-15 corridor
- To provide timely coordination of project programming and development
Population Growth
I-15 County Line Study Area

- 2000 Population
  > 250 per square mile
- 2030 Population
  > 250 per square mile

Population Growth in the I-15 Study Area

2000

2030
Improving Mobility across California

Housing Growth in the I-15 Study Area

Employment Growth in the I-15 Study Area
Improving Mobility across California

I-15 County Line
Capacity Enhancing Projects

I-15 Traffic Forecasts @ San Diego/Riverside County Line
Improving Mobility across California

I-15 County Line Study
Funding Concepts and Costs

- Riverside County:
  - Measure Funding
  - Development Contributions
  - Freeway Strategic Plan Contributions
  - Federal and State Funding
  - Potential Toll Funding

- San Diego County:
  - TransNet Funding
  - Development Contributions
  - Federal and State Funding
  - Potential Toll Funding

I-15 Freeway Major Capacity Improvement Options

- No-Build Option;
  congested conditions occur by 2015.
Add two HOV/Managed lanes Option; no congestion until between 2020 and 2025.

Add four HOV/Managed lanes, or two GP plus two HOV lanes Option; no congestion until nearly 2030.
Improving Mobility across California

Add four HOV/Managed lanes, or four GP plus two HOV lanes Option; no congestion until after 2030.

Add four HOV/Managed lanes with reversible lanes, or four GP plus two HOV lanes Option; no congestion until after 2030.
Add three HOV/Managed lanes with reversible lanes, or four GP plus two HOV lanes Option; no congestion until after 2030.

I-15 County Line Study Schedule

<table>
<thead>
<tr>
<th>Product</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Finalize Goals and Objectives</td>
<td>Complete</td>
</tr>
<tr>
<td>Complete Traffic Forecasts</td>
<td>Complete</td>
</tr>
<tr>
<td>Circulate Draft Report</td>
<td>Nov. 06</td>
</tr>
<tr>
<td>Comment Period</td>
<td>Nov.-Dec. 06</td>
</tr>
<tr>
<td>Final Report</td>
<td>Jan. 07</td>
</tr>
</tbody>
</table>
Overview

- Objectives for 2007 RTP
- Background
- Identification of Problems
- Potential Solutions
- Issues and Policy Implications
- Recommendations
Objectives for 2007 RTP

• Assess Interregional Travel Conditions
• Identify Current and Future Transportation Needs
• Identify Potential Projects and Solutions
• Evaluate Traditional and Innovative Funding Sources

Interregional White Paper Focus

• Interregional Transportation Issues
  – Riverside, Orange, and Imperial Counties
• Included Elsewhere or In Other Studies
  – Crossborder Issues
  – Tribal Issues
Background

• Planning Across Borders
• San Diego – Riverside Partnership
  – Existing Conditions Report
  – Short and Long Term Strategies
• San Diego – Orange County
• San Diego – Imperial County

Identifications of Problems

• Jobs – Housing Imbalance
Identifications of Problems

- Interregional Commuting Has Grown Dramatically
  
  County Line | 1989 | 2005  | 2030  |
  ----------- |-----|-------|-------|
  Riverside  | 54,000 | 135,000 | 250,000 |
  Imperial   | 8,600  | 14,600  | 21,000  |
  Orange     | 105,700 | 132,100 | 206,000 |

- Traffic is Projected to Continue to Increase in the Future

Potential Solutions

- San Diego – Riverside Interregional Partnership
  - Caltrans I-15 County Line Study
  - Transportation Strategies
    - Bus Rapid Transit
    - Rail
    - Vanpool
Potential Solutions

- San Diego – Riverside Interregional Partnership (Continued)
  - Employment Strategy
  - Housing Strategy

San Diego – Orange County

- Ongoing Coordination
- Joint Meeting Between Policymakers
- South Orange County Major Investment Study
Potential Solutions

- San Diego – Imperial County
  - Imperial Valley Association of Governments to Develop a Strategic Plan
    - Transportation
    - Housing
    - Employment

Issues and Policy Implications

- Shortfall of Traditional Funding Sources for Infrastructure and Operations
- Interregional Coordination and Collaboration with Numerous Agencies
Recommendations for the 2007 RTP

- Assume Projected Growth
- Consider Using Toll Revenue Bonds to Advance Projects
  - Test Segments of I-5 and I-15 as Toll Roads
- Incorporate Recommendations from the I-15 ML BRT Operations Plan
- Consider More Funding for Vanpools

Recommendations for Future Analysis

- Continue San Diego – Riverside Phase III Work
- Continue to Collaborate with Orange and Imperial Counties
- Toll Feasibility Analysis on Interstate Segments
Presentations

• Previous Presentations
  – November 14: Stakeholders Working Group
  – December 7: Cities/County Transportation Advisory Committee (CTAC)
• January 19: Transportation Committee

Questions/Comments???