

I-15

Interregional
Partnership

MEETING NOTICE AND AGENDA

I-15 INTERREGIONAL PARTNERSHIP POLICY COMMITTEE

The I-15 Interregional Partnership Policy Committee may take action on any item appearing on this agenda.

Friday, September 19, 2003

1:30 – 3:30 p.m.

Escondido City Hall*
Mitchell Room
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Escondido, CA 92025

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Western Riverside
Council of Governments



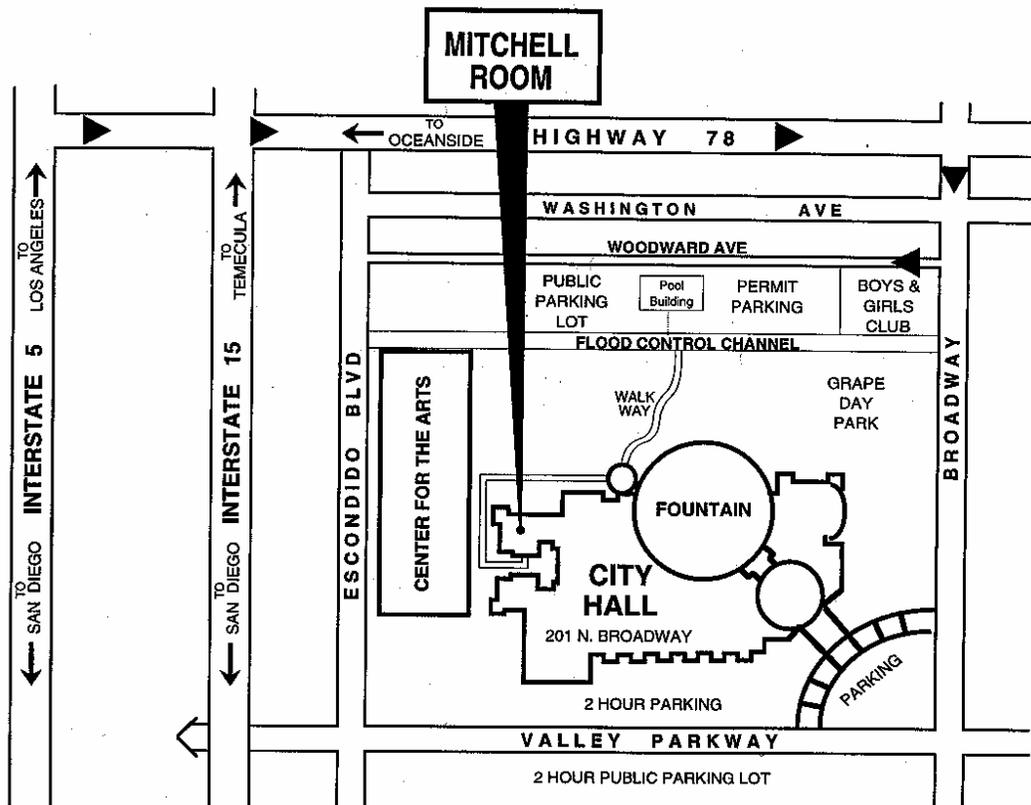
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I-15 IRP POLICY COMMITTEE

Friday, September 19, 2003

| ITEM # | | ACTION |
|----------------------------|--|---------------------------------------|
| 1. | WELCOME AND INTRODUCTIONS | |
| +2. | I-15 IRP POLICY COMMITTEE DISCUSSION AND ACTIONS – JUNE 20, 2003 (PP. 4-9) The I-15 IRP Policy Committee should review and approve the Discussion and Actions from the June 20, 2003 meeting. | APPROVE |
| 3. | PUBLIC COMMENTS AND COMMUNICATIONS Each speaker is limited to three minutes. | |
| REPORTS (ITEMS 4-7) | | |
| +4. | HOUSING STRATEGIES – Susan Baldwin/George Franck, SANDAG (PP. 10-18) Staff will present draft housing strategies to the Policy Committee. These strategies have been recommended by the Technical Working Group to address the housing situation in the San Diego Region. The Policy Committee should review the strategies and approve them for more detailed evaluation. | APPROVE FOR FURTHER EVALUATION |
| 5. | PROJECT STATUS/STRATEGY EVALUATION – Jeff Martin, SANDAG and Kevin Viera, WRCOG Staff will update the Policy Committee on the status of the I-15 IRP work program and next steps. Staff also will discuss the further evaluation of the long range transportation, economic development, jobs/housing balance, and housing strategies. | INFORMATION/ DISCUSSION |
| 7. | REGIONAL COMPREHENSIVE PLAN UPDATE – Susan Baldwin/Hector Vanegas, SANDAG An update on the status of the Regional Comprehensive Plan and the Borders Chapter will be provided. | INFORMATION |
| 8. | NEXT MEETING DATE AND LOCATION The next meeting of the I-15 IRP Policy Committee is scheduled for Friday, December 12, 2003 at 1:30 – 3:30 p.m. at Temecula City Hall. The December meeting will focus on the creation of a prioritized list of strategies for inclusion in the final implementation plan. | INFORMATION |

+ Next to an agenda item indicates an attachment

**I-15 INTERREGIONAL PARTNERSHIP POLICY COMMITTEE MEETING
DISCUSSION AND ACTIONS
Meeting of June 20, 2003**

The June 20, 2003 I-15 Interregional Partnership (I-15 IRP) Policy Committee Meeting was called to order by Co-Chair Crystal Crawford (City of Del Mar) and Co-Chair Jeff Comerchero (City of Temecula). The I-15 IRP Policy Committee is comprised of the San Diego Association of Governments (SANDAG) Borders Committee, as representatives of the San Diego region, and eight elected officials as representatives of the western Riverside County region.

Borders Committee members in attendance were Crystal Crawford (City of Del Mar), Ed Gallo (City of Escondido), and Patricia McCoy (City of Imperial Beach). Alternates in attendance were Judy Ritter (City of Vista), and Phil Monroe (City of Coronado). Ex-Officio members in attendance were Thomas Buckley (County of Riverside), James Bond (San Diego County Water Authority), and Maurice Eaton sitting in for Pedro Orso-Delgado (Caltrans District 11).

Western Riverside regional representatives in attendance were Jeff Comerchero (City of Temecula), Ron Roberts (City of Temecula), and Jack Van Haaster (City of Murrieta).

CONSENT ITEMS

1. WELCOME AND INTRODUCTIONS

Co-Chair Crystal Crawford asked members to introduce themselves. She also noted that Eric Haley, representing the Riverside County Transportation Commission (RCTC), was also in attendance.

2. I-15 IRP PROJECT REVIEW AND WORK PROGRAM UPDATE (INFORMATION)

Jeff Martin, SANDAG, stated that the imbalance between jobs and housing in the San Diego and southwestern Riverside County regions is a key part of the IRP work. Due to the dramatic increase in the construction of housing in southwestern Riverside County and the location of significant employment centers in San Diego County, more and more people that are living in southwestern Riverside commute into the San Diego region using Interstate 15. Among the negative impacts of this imbalance are longer commutes, increased congestion and air pollution, and less time at home. A three-year, \$500,000 grant was awarded by the California Department of Housing and Community Development to evaluate existing conditions in the two regions and to develop strategies to address the jobs/housing imbalance. Accomplishments of the study to date include: development of an existing conditions report; implementation of short range transportation strategies that include (a) the coordination of vanpool/carpool services and interregional transit service coordination; and (b) the preparation of draft long range transportation, economic development, and jobs/housing balance strategies. The I-15 IRP Existing Conditions Report showed that the San Diego region is not meeting the demand for moderate income housing. Many workers have chosen to seek more affordable and less dense housing opportunities that exist in Riverside County and commute to work in San Diego County.

According to the report, there has been a 400 percent increase in commuters since 1990 and there are currently about 29,000 interregional commuters per day. Many issues, including funding priorities and timing of transportation improvement plans need to be addressed by both regions. The I-15 IRP is meant to be a forum for that interregional planning. Staff reviewed the next steps in the process which will culminate in the submission and approval of a final report in June 2004.

Co-Chair Crawford mentioned that a schedule for meetings of the Technical Working Group would be distributed, and she invited Policy Committee Members to attend those meetings.

Phil Monroe commented that some elected officials in San Diego County will question why we should be improving the commute for people who work in San Diego to live in Temecula.

3. I-15 IRP POLICY COMMITTEE DISCUSSION AND ACTIONS – FEBRUARY 12, 2003

There was no discussion of this item.

4. PUBLIC COMMENTS AND COMMUNICATIONS

Maurice Eaton, Caltrans District 11, indicated that one adopted I-15 IRP short range strategy is to improve park-and-ride lots in the I-15 corridor. Caltrans will be expanding the park-and-ride lot at State Route (SR) 76 and I-15 from 70 to 110 spaces. The bid opening for this project will occur on June 24, 2003. A contract is expected in August with work to be completed in September.

Co-Chair Crawford encouraged Caltrans to distribute a public relations piece about this project.

CHAIR'S REPORT (ITEMS 5-6)

5. REPORT FROM JOINT SANDAG/SCAG MEETING, MAY 8, 2003 (INFORMATION)

Co-Chair Crawford stated that there was a commitment to have meetings between SANDAG and the Southern California Association of Governments (SCAG) twice a year, in October and April. The next meeting was set for Thursday, October 9, 2003, in Temecula, and a regular meeting schedule will be agreed upon at that meeting.

6. REPORT FROM STATE IRP MEETING, MAY 6, 2003 (INFORMATION)

Information was provided about various state housing and economic development programs. There was also time allotted for discussion between IRP Staff. A major topic of discussion was the continued funding of the interregional partnerships that have been established. There was a concern voiced by many IRP representatives that current programs will not be able to continue without renewed funding from the state.

The primary benefits of this meeting were the improved communication between IRP staffs, the ability to discuss issues and concerns, and discussion on how to strengthen economic

development strategies. There was also an overview of the jobs and housing balance problems occurring throughout the state.

Phil Monroe asked if the I-15 IRP will focus particularly on low and moderate income housing instead of housing in general. Staff responded that the housing crisis as it pertains to the I-15 IRP remains to be defined. However, the lack of housing for moderate income households is a major cause of the existing conditions in the I-15 study area. Therefore, this project provides an opportunity to focus on moderate cost housing.

Western Riverside Council of Governments (WRCOG) staff spoke about the SR-91 IRP, which is a partnership between WRCOG and the Orange County Council of Governments (OCCOG). Co-Chair Crawford asked if there would be any value to having a joint meeting with Orange County representatives. It was decided that the I-15 IRP Technical Working Group, along with SANDAG and WRCOG staff, should explore this possibility and would advise the Policy Committee if a joint meeting with Orange County representatives appears to be warranted.

7. STRATEGY DISCUSSION (APPROVE FOR FURTHER EVALUATION) – SANDAG AND WRCOG STAFF

Co-Chair Crawford indicated that the draft strategies would be presented for input and approval for future evaluation. Staff introduced each of the strategies, giving Policy Committee Members the opportunity to comment on each one. All of the strategies were approved by the Committee for further evaluation. Comments on the individual strategies are noted below.

A. LONG RANGE TRANSPORTATION STRATEGIES – GEORGE FRANCK, SANDAG

T1 – Support High Speed Rail Transit Service in the I-15 Corridor

- Work to resolve differences between plans proposed by Southern California Association of Governments (SCAG) and California High Speed Rail Authority (CHSRA).
- Support the adoption of the CHSRA inland (I-15) route between Los Angeles and San Diego.
- SCAG proposes bringing service to March Air Force Base in its initial phase; CHSRA would connect central Los Angeles and the Bay Area in its initial phase.
- The IRP should not advocate either Maglev or conventional HSR at this time.

T2 – Implement Transit Shuttle Services to Interregional Transit

- There may be an additional need to provide shuttle transit services between public transit centers or other interregional transit stations.
- Shuttles at the work end of the commute should be financed by and possibly operated by employers.
- Condominium associations could provide shuttle services as part of their monthly fees.
- Coordination between local shuttle services and interregional operators is essential.
- Newer employment centers often have employment intensities, street layout and parking lots that make transit service difficult.

T3 – Preserve Transportation Rights-of-Way and Implement Priority Measures through the Development Process

- Caltrans should be added as a support agency.
- Transportation agencies should identify priority measures.
- Transportation agencies should determine right of way requirements.
- Local jurisdictions should incorporate interregional transportation facilities into their general plans. Development of future rights of way is a major issue.
- Coordination should occur through an expanded project review process.
- Continuity of transportation projects across jurisdictional boundaries is important.

T4 – Reduce Parking Requirements in Transit Nodes and Mixed-Use Centers

- Downtown and redevelopment areas may need to be exempted from any parking reduction if redevelopment efforts are to succeed.
- A reduction in the parking requirement should be considered in areas where a high level of transit service is planned.
- There must be a way to reverse a parking reduction if the transit service does not reduce automobile commuting as anticipated.

In addition, the Committee discussed the need to subsidize transit and the potential of shifting more of the total cost of driving to the automobile commuter. Members concurred that there was a need to preserve mode-choice for commuters. This discussion did not lead to modifications for Strategy T4.

T5 – Implement the I-15 High Occupancy Vehicle (HOV) System.

- Caltrans and the regional transportation agencies should continue to refine the “build-out” configuration of I-15, eliminating potential design incompatibilities.
- Caltrans should complete its identification of right-of-way needs for the preferred configuration.
- Transportation Agencies should continue to coordinate regional priorities for the construction of HOV lanes.

Phil Monroe, Coronado, explained a potential way to allow non-carpooling commuters to utilize nearly empty HOV lanes during times of heavy traffic congestion.

B. ECONOMIC DEVELOPMENT STRATEGIES – KEVIN VIERA, WRCOG

ED1 – Facilitate Greater Collaboration between Regional Economic Development Agencies

- The IRP can serve as a facilitator; the economic development entities will be responsible for cooperation and collaboration.
- These entities can be caught up in parochialism. Why would regional EDC’s work with each other or give potential jobs to another EDC?
- While these entities are competitive, there is the possibility for increased communication.

- Cities no longer compete only against each other for economic development. The entire region must compete against the rest of the world. It could be helpful to work together as a larger region.
- This strategy may be even more difficult during poor economic times.

ED2 – Create a Web site to Link I-15 Commuters with Local Jobs and Promote Businesses in Housing-Rich Areas

- The key to the success of a Web site will be marketing.
- The Web site should be marketed directly to the commuters and local businesses using information such as that in the Existing Conditions Report surveys.
- The Web site will have to be “seeded” or linked to major search engines.
- The potential costs and benefits of this strategy should be estimated.

ED3 – Map the Broadband Service Coverage Area in Southwest Riverside County Region

- The benefits of this strategy must be considered carefully. Have similar services been cost-effective and successful in attracting companies?
- The potential success revolves around the visibility and benefits of the service provided.

The Committee discussed the need to clarify why these strategies are focused solely on the development of jobs and improving the economic climate in the southwest Riverside region. It was noted that because the overarching goal of the IRP is the mitigation of the jobs/housing imbalance in the region, the target area for economic development is in Riverside County. The potential payoff for the San Diego region is decreased traffic congestion in the I-15 corridor. Both regions have specific conditions and needs that should be addressed through the interregional partnership.

C. JOBS/HOUSING BALANCE STRATEGIES – Kevin Viera, WRCOG Staff

JH1 – Support/Sponsor Legislation that Provides Incentives for Jobs/Housing Balance Programs

- The IRP should not support bills that propose funding sources that may compromise other transportation or development infrastructure funding.
- The strategy should be to “monitor” legislation, not “support or sponsor” legislation. The I-15 IRP should have the option of supporting specific bills if they are considered beneficial to jobs/housing balance.
- The specific bills identified in the strategy may not have specific relevance to the I-15 IRP. However, there will be many more bills with significance to jobs/housing balance programs, fiscal reform, etc. It will be important for the IRP to monitor and seek support for this type of legislation.

JH2 – Actively Engage in Community Outreach

- It is extremely important for the public to be informed about the jobs/housing imbalance.
- San Diego County has a low rate of homeownership. Educating residents and business persons about the need for affordable housing is critical.

JH3 - Establish a "Coordinated Funding Group" to Support the Strategy Implementation Efforts of the Interregional Partnership

- This strategy would be important if the I-15 IRP program does not receive continued funding from the California Department of Housing and Community Development.
- The Interregional Partnership has been valuable and should be continued in some form, with or without funding from the state.

Co-Chair Crawford stated that staff would use the comments made at this meeting to refine and evaluate the strategies.

8. SAN DIEGO REGIONAL COMPREHENSIVE PLAN UPDATE/BORDERS CHAPTER (INFORMATION/DISCUSSION)

An update on the Regional Comprehensive Plan (RCP) was presented. The RCP will be a blueprint for smart growth in the San Diego region. Eric Haley advised that the RCP be approved prior to the *TransNet* reauthorization measure in November 2004. Staff agreed, indicating that a key goal is to complete the RCP in June 2004.

An outline of the Borders Chapter of the RCP was proposed, including an issue statement; policies, principles, and goals; a description of interrelated issues; actions and implementation responsibilities; performance measures; infrastructure needs; and environmental justice and social equity.

9. NEXT MEETING DATE AND LOCATION (INFORMATION)

The meeting was adjourned at 3:39 p.m. The next meeting of the I-15 IRP Policy Committee will be held on Friday, September 19, 2003, at 1:30 p.m. in Escondido.

I-15 Interregional Partnership
DRAFT LONG RANGE HOUSING STRATEGIES
September 19, 2003

The I-15 Interregional Partnership Technical Working Group (TWG) has drafted three potential strategies that could help provide more housing in closer proximity to the growing employment base in the San Diego region. The following strategy summaries describe three general housing strategies to address the jobs-housing imbalance.

H1. Provide a Range of Housing Affordability and Housing Types in All Communities

If a range of housing costs and housing types are located in all communities in San Diego and southwestern Riverside counties, workers in these areas would have the choice of living close to their jobs. Providing a range of housing in all jurisdictions is also an objective of California housing element law.

H2. Revitalize Older Residential Neighborhoods

Older communities are often located within easy commuting distance of growing employment centers. Within these communities, obsolescent retail uses can be redeveloped as infill residential or mixed use projects. The revitalization of schools and other community facilities will help make these communities attractive to moderate income families.

H3. Provide Incentives for the Construction of Moderate Cost Family Housing Near Employment Centers

Most commuters from Riverside County into the San Diego region are members of moderate income families with children. Their residence in Riverside County often was initiated because the family could not afford to buy a suitable single family house in the San Diego region. Public incentives for the construction of single family housing include a reduction in minimum lot sizes and a streamlining of the building permit process.

DRAFT
 I-15 Interregional Partnership
LONG RANGE HOUSING STRATEGY H1
 September 19, 2003

STRATEGY H1: Provide a Range of Housing Affordability and Housing Types in All Communities

| | | |
|---------------------------------|---|--------------------------|
| CATEGORY: | Housing | |
| IMPLEMENTATION AGENCIES: | Primary: Local Jurisdictions Cooperating: State & Federal Housing Agencies | |
| AUTHORIZATION/FUNDING: | New State Legislation | None |
| | State or Federal Funding Grant | Secondary |
| | Joint Powers Agency | None |
| | Local Agency Action | Primary |
| | Private Sector | Developers/Home Builders |

DESCRIPTION

California state housing element law promotes planning and implementation of balanced communities within the State; including a balance of housing types and housing costs as well as a balance of housing and employment. In areas with many employment opportunities, the provision of a full range of housing affordable to workers of all income levels, from management to service workers, is especially important. In the San Diego region, the Regional Comprehensive Plan (RCP) will include policy objectives and actions to achieve better balance in the region's sub-areas and communities. These actions will include providing funding for public facilities where a balance is being achieved. Local jurisdictions, transportation and regional governmental agencies can support the provision of economically balanced housing in a number of ways.

- a. **Amend local general plans.** Local plans could be modified to encourage the construction of both mixed use (residential and commercial) as well as compact (higher intensity) residential and employment development projects in town centers and near transit stations.
- b. **Amend zoning and other local codes.** Jurisdictions could also modify local codes to encourage mixed use (residential/ commercial) and compact development. While most jurisdictions permit mixed use development projects, the application of those local ordinances may be difficult.
- c. **Encourage a full range of housing choices in new residential developments.** Mixed income housing could be required as a condition of development, especially in large projects that are located near employment centers.
- d. **Educate the public about the advantages of mixed use, and infill housing development.** Residents often oppose mixed use and infill development because they believe that these projects will increase problems in their neighborhood. To counter this perception, regional agencies would prepare an evaluation of the impacts of these infill and mixed use projects and offer the evaluations for discussion by area residents.
- e. **Implement higher intensity development and mixed use development near transit stations.** Because of their superior access, transit station areas are good locations for higher

density employment, residential and mixed use development. Providing higher densities near stations would result in more efficient use of transit facilities.

- f. Restructure state and local tax policy.** The objective of this effort is to provide an “incentive” for local governments to encourage the location and development of residential uses within their boundaries. Support proposals sponsored by the League of California Cities and other organizations (including SANDAG) which promote the provision of this type of incentive.
- g. Assign funding priority for transportation projects** located in jurisdictions that promote jobs-housing balance and reduce travel demand on area roadways. SANDAG is currently preparing a program to use transportation funding to encourage more balanced communities and the use of transportation alternatives such as walking and transit
- h. Identify land available for housing.** Undeveloped commercial and industrial land which could be re-designated for residential use, as well as vacant, infill and redevelopment land should be identified in the western third of the San Diego region. The location of potential sites as well as information about them would be distributed to residential developers as part of a jobs-housing outreach program.

COST

Many of these actions can be implemented as part of the normal planning activities in which local jurisdictions are engaged such as the preparation of local general plans, housing elements, zoning ordinances, and specific plans. To ensure the provision of a balanced range of housing linkage fees, inclusionary housing and other programs will be needed. Depending on the size of the jurisdiction as well as the cost and condition of existing housing stock, the kinds of programs that would be incorporated into this strategy, and therefore the costs, could vary significantly.

IMPLEMENTATION STEPS

This strategy would be implemented using California’s existing planning processes. Potentially, employment site development could be conditioned based on subsidizing low and moderate cost housing in adjacent, higher cost communities near employment centers. The Interregional Partnership (IRP) should support State fiscal reforms that encourage the development of a range of housing choices.

TIME FRAME

The implementation of this strategy should be linked to the development of updated local jurisdiction general plans and housing elements (due in June 2005).

The Interregional Partnership should monitor the development of general plans and housing elements in San Diego and provide assistance in data collection especially in the identification of employment forecasts. IRP housing activities which assist in housing element implementation should be prepared for implementation following the adoption of the new housing elements.

MONITORING

Ideally, this Strategy would be monitored as part of each local jurisdiction’s housing element annual report. However, because these reports are rarely submitted, another monitoring framework may be required.

Neighborhood revitalization often depends on public facility improvements. To attract workers with school-age children to older neighborhoods, schools may be the most significant public facilities that need to be improved. Workers with growing families represent a very high percentage of the San Diego labor force relocating to southwestern Riverside County. Local jurisdictions may need to improve libraries, parks, sewers and roads in these older neighborhoods as well.

In older, declining communities located near major employment areas, local jurisdictions should:

- a. **Revitalize residential uses** through code enforcement and home-improvement programs for homeowners,
- b. **Rehabilitate and improve public facilities** and services in these neighborhoods, working with school districts and other agencies as needed, and
- c. **Encourage the redevelopment of underutilized commercial properties** with mixed use and residential uses to increase the stock of family housing near employment.
- d. **Encourage the organization of community groups** to create an increased sense of community and to monitor the need for facility and public service improvements.

These programs and actions would provide attractive neighborhoods near major employment centers. Through revitalization and infill development, they would increase housing opportunities at various levels of affordability.

COST

The cost of neighborhood revitalization and housing rehabilitation projects can be very high. However, if a reasonable process can be established and coordinated, many of these costs will be borne by private sector investors. Planning and programming for redevelopment projects may be in place but may need additional funding or services. To the extent possible, this strategy should be built on projects already underway.

IMPLEMENTATION STEPS

1. Inventory current residential neighborhood rehabilitation projects near growing employment areas.
2. Screen these projects to identify those that would provide additional moderate cost housing opportunities.
3. Identify elements of these projects that require additional organizational or monetary assistance.
4. Develop a subsidy program(s) to assist in housing rehabilitation and the development of community infrastructure, especially schools. Consider the modification of the federal CDBG program as a potential funding source. Subsidies should not depend on developer contributions alone.
5. Provide assistance to the agencies responsible for project implementation, including facilitating links to local employers or economic development corporations.

TIME FRAME

Revitalization is a cyclical activity that is needed periodically in most neighborhoods. The identification of the older neighborhoods near major employment centers could be completed in six months. The identification of priority neighborhoods could be completed in one year.

MONITORING

Revitalization of older neighborhoods could be monitored through regional planning programs, including the Regional Housing Needs Statement and the San Diego Regional Comprehensive Plan, as well as local-jurisdiction housing elements required by the State. The data required for these programs can be used to monitor the economic status of neighborhoods.

DRAFT
I-15 Interregional Partnership
LONG RANGE HOUSING STRATEGY H3
September 19, 2003

STRATEGY H3: Provide Incentives for the Construction and Purchase of Moderate Cost Family Housing Near Employment Centers

| | | |
|---------------------------------|--|--------------------------|
| CATEGORY: | Housing | |
| IMPLEMENTATION AGENCIES: | Primary: Local Jurisdictions Cooperating: Economic Development Commissions, State & Federal Housing Agencies | |
| AUTHORIZATION/FUNDING: | New State Legislation | None |
| | State or Federal Funding Grant | Secondary |
| | Joint Powers Agency | None |
| | Local Agency Action | Primary |
| | Private Sector | Developers/Home Builders |

DESCRIPTION

The largest group of San Diego workers who live in southwest Riverside County include the primary wage earners of moderate income families. Based on the research presented in the I-15 IRP Existing Conditions Report, these families most often included children. They value home ownership, single-family homes and, to a lesser extent, good schools so highly that they are willing to make a significantly longer-than-normal commute to work in order to have them.

This strategy seeks to provide additional new single-family homes in the moderate cost range. Based on the state and federal definitions of moderate income -- 80-120 percent of median income -- moderate cost homes would be less than \$300,000. While many new condominiums are priced in this moderate cost range, very few new single family homes are available in San Diego County for less than \$300,000.

The cost of single family homes in San Diego County could be reduced by reducing land cost by increasing the number of units permitted per acre in single family zones. It also could be reduced through subsidies derived, for example, from commercial or higher-cost residential development projects through "inclusionary" zoning requirements. Or, the cost of single family homes could be reduced by the construction of smaller houses with fewer bathrooms and fewer amenities, houses similar to size and design to those build in the 1950s. The list of potential cost-reduction measures includes:

- a. **Provide increases in housing density** in urbanized areas by implementing the existing state density bonus law. State law that allows a 25 percent density bonus if 20 percent of a project is built as moderate income condominiums.
- b. **Reduce the cost of single family homes** by requiring that some portion of housing projects include the construction of smaller, less expensive, starter homes.

- c. **Implement inclusionary housing programs** for new residential developments in areas near employment centers aimed at moderate income households.
- d. **Streamline permitting process for mixed use and residential development** in areas near employment centers.
- e. **Implement Location-Efficient Mortgage programs** recognize the potential transportation savings from purchasing a home located in a community served by public transportation and adds it to the borrower's qualifying income thus increasing his/her home buying income and allowing him/her to qualify for a more expensive home. Such programs promote homeownership in neighborhoods with good transit access.
- f. **Implement employer-assisted housing programs** provide grants used for down payments and forgivable loans. With rising housing costs, these programs help employers attract new employees that otherwise would not be able to afford a home, increase employee retention, and help revitalize communities through increased stability and involvement of new homeowners.

COST

The cost of these measures varies greatly. It is essential that the scope of the actions be consistent with the revenue source for their implementation. These costs and revenue measures would be refined if this strategy is selected for addition evaluation.

Subsidizing moderate cost housing is not recommended because there currently is insufficient funding for existing programs to address the housing needs of lower income households. Alternatives that depend on smaller lot sizes and smaller houses to reduce single-family home costs and inclusionary housing programs may be more realistic options.

IMPLEMENTATION STEPS

Programs and requirements for the construction of additional moderate cost housing would primarily be the responsibility of local jurisdictions, both cities and, for unincorporated areas, San Diego County. Most actions would need new or revised ordinances that would require developer participation in the provision of this housing as a condition of other development. Economic development agencies can assist in this process by providing and supporting funding mechanisms for these programs.

Moderate cost, or "workforce housing" programs have received increased interest in the San Diego region. The University of San Diego Real Estate Institute is sponsoring a Workforce Housing Conference on September 19, to outline actions that could assist in the provision of moderate cost housing in the San Diego region. SANDAG and other local agencies such as the San Diego Regional Economic Development Corporation and San Diego Regional Chamber of Commerce are co-sponsors of this conference.

TIME FRAME

A specific program and focus for this work should be drafted by January 1, 2004, with program adoption by the end of the Fiscal Year.

MONITORING

The provision of additional moderately priced single family housing could be monitored through the annual housing element progress report required of each local jurisdiction by state law.