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, June 18, 2004
1:30 – 3:30 p.m.
Temecula City Hall*
City Council Chambers
43200 Business Park Drive
Temecula, CA  92591

Staff Contact:  Jeff Martin, (619) 595-5358, jma@sandag.org
Rick Bishop, (909) 955-7985, bishop@wrcog.ca.us

*Directions to Temecula City Hall are included with this agenda.
Sandwiches and drinks will be provided.

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.
DIRECTIONS TO TEMECULA CITY HALL

Coming from San Diego Area:
Interstate 15 North to Rancho California Road.
Turn left (over Interstate 15) and go 1/4 mile west.
Turn right on Business Park Drive and travel approximately 1/4 mile north.
City Hall will be located on the left side at 43200 Business Park Drive.

Coming from Los Angeles Area:
Interstate 15 South to Rancho California Road.
Turn right and go 1/4 mile west.
Turn right on Business Park Drive and travel approximately 1/4 mile north.
City Hall is located on the left side at 43200 Business Park Drive.
I-15 IRP POLICY COMMITTEE
Friday, June 18, 2004

ITEM #               ACTION

1. WELCOME AND INTRODUCTIONS

2. PUBLIC COMMENTS AND COMMUNICATIONS
   Members of the public will have the opportunity to address the I-15 IRP Policy Committee on any issue within the jurisdiction of the committee. Speakers are limited to three minutes each. This is also an opportunity for I-15 IRP Policy Committee members to make comments or announcements.

+ 3. I-15 IRP POLICY COMMITTEE MEETING SUMMARY OF MARCH 26, 2004 (pp. 5-8)  APPROVE
   The I-15 IRP Policy Committee should review and approve the March 26, 2004, meeting summary.

+ 4. I-15 INTERREGIONAL PARTNERSHIP REVISED DRAFT FINAL REPORT – George Franck, SANDAG and Kevin Viera, WRCOG (pp. 9-17)  APPROVE
   A revised draft of the I-15 IRP Final Report is attached. The I-15 IRP Technical Working Group reviewed the report at its May 27 and June 10 meetings, and is recommending approval to the Policy Committee. Following the approval of the Policy Committee, the report will be forwarded to the California Department of Housing and Community Development and to the SANDAG and WRCOG Boards of Directors.

+ 5. STATUS OF CALTRANS DISTRICTS 8 AND 11 COOPERATIVE I-15 COUNTY LINE STUDY – Bill Figge, Caltrans District 11; Bill Mosbey, Caltrans District 8 (pp. 18-21)  INFORMATION
   As a result of the I-15 IPR work to date, Caltrans District 8 (Riverside/San Bernardino Counties) and District 11 (San Diego/Imperial Counties) are developing a coordinated plan to identify and assess short-, mid-, and long-term transportation issues in the county line section of Interstate 15. The report will be a joint effort to provide a staging of needs based on traffic projections, programmed and measure funded projects, growth and modal options. The study will address the Regional Transportation Plans of both regions as well as the Transportation Concept Reports developed by the respective districts. Caltrans staff will present a status report on the progress of this effort.
<table>
<thead>
<tr>
<th>ITEM #</th>
<th>ACTION</th>
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<tbody>
<tr>
<td>6.</td>
<td>NEXT STEPS/NEXT MEETING DATE – Jeff Martin, SANDAG and Kevin Viera, WRCOG</td>
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<td>INFORMATION</td>
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</table>

Staff will update the Policy Committee on plans for continuing work on the I-15 IRP. The next meeting of the I-15 IRP Policy Committee is scheduled for Friday, September 17, 2004, in Escondido.

+ next to an agenda item indicates an attachment
I-15 INTERREGIONAL PARTNERSHIP MEETING SUMMARY OF MARCH 26, 2004

The March 26, 2004, meeting of the Interstate 15 (I-15) Interregional Partnership (IRP) Policy Committee was called to order at 1:30 p.m. at the Escondido City Hall. Committee Members in attendance were Co-chair Hon. Crystal Crawford (City of Del Mar), Co-chair Hon. Jeff Comerchero (City of Temecula), Hon. David Allen (City of La Mesa), Hon. James Bond (County Water Authority/City of Encinitas), Hon. Ed Gallo (City of Escondido), Hon. Patricia McCoy (City of Imperial Beach), Hon. Phil Monroe (City of Coronado), Hon. David Powell (City of Solana Beach), Hon. Robert Schiffner (City of Lake Elsinore), and Bill Figge, Caltrans District 11.

The following guests and I-15 IRP Technical Working Group (TWG) members were in attendance: Sam Abed (Escondido Chamber of Commerce), Dave Downey (North County Times), Jonathan Durfield (Inland Empire Economic Partnership), Maurice Eaton (Caltrans District 11), Michael Nagy (San Diego Regional Chamber of Commerce), and Paul O’Neal (representing State Senator Bill Morrow).

The following I-15 IRP staff members were also in attendance: Kevin Viera and Bill Hodge (WRCOG); Susan Baldwin, Jane Clough-Riquelme, George Franck, Bob Leiter, Jeff Martin, Mike McLaughlin, and Hector Vanegas (SANDAG).

1. WELCOME AND INTRODUCTIONS

Co-chair Crystal Crawford welcomed Policy Committee members and guests. Policy Committee members and others attending the meeting introduced themselves.

2. I-15 IRP POLICY COMMITTEE DISCUSSION AND ACTIONS - JANUARY 16, 2004

The draft meeting summary for the January meeting was approved.

3. PUBLIC COMMENTS AND COMMUNICATIONS

Bill Levin, representing the City of San Diego, distributed Planning Department comments on the draft final report. He will present them during the draft report agenda item.

Bill Figge, Caltrans District 11, distributed information on the expanded park-and-ride facility at I-15 and State Route 78 in Fallbrook.
4. SANDAG BORDERS COMMITTEE PRIORITIES FOR FY 2005

Without comment, the Policy Committee accepted work program priorities for the next fiscal year. This draft was accepted for information only.

5. INTERREGIONAL PARTNERSHIP OUTREACH PROGRAM

The Policy Committee provided the following comments on the Outreach Presentation provided by staff:

a. Mr. Monroe recommended that the goals of the IRP be stated more directly. Ms. Crawford reaffirmed that the primary IRP goal is to improve the balance of jobs and housing in both San Diego and southwestern Riverside County.

b. Mr. Comerchero asked that the presentation identify a range of projections, or indicate that the projections included in the presentation are estimates that will vary.

c. Mr. Gallo said that condominiums are increasingly filling the need for moderate-cost housing in northern San Diego County. In response to this discussion, Susan Baldwin said that moderate-cost housing for a family of four in the I-15 corridor would range from $250,000 to about $350,000/unit. The committee asked staff to identify this range and the median cost of housing in several sectors of the corridor in the outreach presentation.

d. Mr. Bond said that the presentation should identify anticipated products of the project. We need to provide incentives to people to live near their place of work. Ms. McCoy was concerned that the corridor must provide adequate housing so that jobs are not outsourced to other areas.

Action: By consensus, the I-15 IRP Policy Committee approved the proposed outreach effort, with the changes noted above.

6. DRAFT FINAL PROJECT REPORT

Staff summarized the contents of the draft Final Report. With the exception of the monitoring section, the Policy Committee has reviewed all sections of the draft at earlier meetings. In response to a question asked prior to the meeting, Susan Baldwin described potential incentives that could be used to promote the construction of moderate-cost family housing in strategy H3. Ms. Baldwin also indicated that the SANDAG Regional Housing Task Force would play a role in developing an incentive strategy. Potential incentives include:

a. Smart Commute Mortgage, a Fannie Mae pilot program that rewards borrowers who commute a short distance to their employment site;

b. Employer-Assisted Housing, another Fannie Mae program sponsored through the San Diego Housing Commission (and potentially other agencies);

c. Reduced Parking requirements in new projects;

d. Reduced lot sizes (increased density) in new projects;
e. Density bonuses for new projects;

f. Infill housing districts similar to redevelopment areas; and

g. Development fee relief for new projects.

In response to a question, Ms. Baldwin indicated that the Redevelopment Area 20 percent set-aside for housing subsidies is normally used to subsidize housing affordable by those making less than 80 percent of the area’s median family income. The target identified for interregional commuters is for households with incomes within 80 percent – 120 percent of median income. Mr. Comerchero said that the City of Temecula has used part of its 20 percent set-aside to subsidize moderate-cost housing.

Jeff Martin presented the implementation and performance measures proposed to evaluate the implementation and effectiveness of the 21 Interregional strategies. The Committee suggested adding measures for the Program Strategies (P1 & P2): potentially the preparation and passage of legislation to address jobs/housing balance at the state level and public support for the funding of those programs. Bob Leiter suggested that the preparation of an information “tool kit” could be identified as a proposed action.

In the draft report, staff proposed that the performance measures be compared with existing and forecast conditions. Following Committee discussion, Mr. Leiter suggested setting targets for the performance measures in five-year or longer periods, as well. It was suggested that SANDAG’s Regional Comprehensive Plan could be used as the basis of some of these targets.

In discussing the Economic Development strategies, Paul O’Neal said that agency collaboration already had begun. Mr. Schiffner said that discouraging job growth in areas with housing shortages should be considered as a strategy. Performance of the Housing Strategy would be measured by the data required through the Housing Element. Unfortunately, many jurisdictions do not provide this information in a timely or consistent fashion.

Mr. Bond and Mr. Schiffner agreed that the Transportation Strategies were essential. Bill Levin said that more emphasis should be placed on lower-cost transportation alternatives like Bus Rapid Transit (BRT). Bill Figge briefed the group on a Caltrans study initiated to resolve the capacity and design of I-15 as it crosses between regions. The I-15 IRP should continue to play a major role in this analysis and in the resolution of the related funding issues. Phil Monroe noted that the SANDAG Board will need to address this issue by summer. SANDAG does not fund HOV lanes on I-15 north of Escondido in the draft TransNet funding ballot measure.

Action: The Policy Committee accepted the draft final report for distribution to the public and agencies in the corridor, directing staff to provide performance measure targets for discussion.

7. PROGRESS REPORT/NEXT STEPS

Staff will present the IRP to cities and other agencies and community groups over the next two months. Public and agency comments will be brought back to the Technical Working Group (TWG) on June 10, 2004, and to the Policy Committee on June 18, 2004. Action on the IRP by the WRCOG Board of Directors is scheduled for August 2, 2004. An IRP information item will be presented to the SANDAG Board on June 25, with final action scheduled for July 23, 2004. Mr. Monroe said that the
IRP should be presented to the Transportation Committee for its recommendations before full Board action.

Ms. Crawford suggested that presentations be offered to Perris and Hemet, cities north of the Temecula valley. Staff also should initiate presentations to the San Diego region’s City Manager and Planning Director groups, as well as the North County Mayor and Manager’s Association.

Jane Clough-Riquelme said that SANDAG has committed resources for FY 05 to the IRP, incorporating this partnership in its overall work plan. Kevin Viera stated that WRCOG is in the process of establishing the FY 05 budget and will advocate for dedicating resources to the partnership despite budget constraints. Jeff Comerchero also stated his commitment to continuing the IRP and its agenda. In addition, SANDAG and WRCOG jointly are pursuing funding to maintain the Partnership structure and to pursue the Economic Development strategies in the IRP recommendations. They have applied for funding from Caltrans, and will pursue other sources as well. Bill Figge said that project selection and funding levels should be released in June.

8. ADJOURNMENT, NEXT MEETING DATE, LOCATION

The meeting was adjourned at 3:45 p.m. The next meeting of the I-15 IRP Policy Committee is scheduled for Friday, June 18, 2004, at 1:30 p.m. at Temecula City Hall.

BOB LEITER  
Director of Land Use and Transportation Planning

Key Staff Contacts: Jeff Martin, (619) 699-1958; jma@sandag.org  
Susan Baldwin, (619) 699-1943; sba@sandag.org  
Kevin Viera, (909) 955-7985; viera@wrcog.cog.ca.us
I-15 INTERREGIONAL PARTNERSHIP (IRP) REVISED DRAFT FINAL REPORT

Introduction

Funded by a grant from the California Department of Housing and Community Development, the I-15 Interregional Partnership (I-15 IRP) has been working for the past three years to develop strategies that are intended to address the jobs-housing imbalance between the San Diego region and southwestern Riverside County, and the effects it has had on transportation and other regional issues. The work of the I-15 IRP has been directed by two committees: the I-15 Interregional Partnership (I-15 IRP) Technical Working Group, which includes public and private sector staff people from the southwestern Riverside and San Diego regions; and the I-15 Interregional Partnership (I-15 IRP) Policy Committee, which includes the members of SANDAG’s Borders Committee and elected officials from southwestern Riverside County.

The Final Draft Project Report for the I-15 IRP proposes 23 strategies to address the existing jobs-housing imbalance. These strategies have been organized into four categories: housing (5), economic development (2), transportation (14), and program-related (2). The I-15 IRP Policy Committee has considered 21 of the recommended strategies during its meetings over the past year; two have been added as a result of the recent public outreach process.

- The housing strategies are designed to increase the supply of housing in the San Diego region, especially for moderate income families (who make up the bulk of the households that have moved to southwestern Riverside County).
- The economic development strategies are designed to improve job growth in southwestern Riverside County through new employment opportunities in the cluster industries that drive the bi-regional economies and to facilitate greater collaboration between Riverside economic development agencies (EDAs), and between Riverside and San Diego EDAs.
- The transportation strategies would improve transportation facilities and services in the corridor to meet the growing demand.
- The program strategies are intended to assist in the implementation of the housing, economic development, and transportation strategies. These strategies focus on legislative support and community outreach.

Recommendation

The I-15 IRP Policy Committee is being asked to approve the Draft Final Report for the I-15 Interregional Partnership based on the recommendation of the I-15 IRP Technical Working Group. If approved, the report will be forwarded to the California Department of Housing and Community Development and the SANDAG and WRCOG Boards of Directors.
Discussion

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 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 during the past ten years, and the resulting impacts on freeway congestion. The project was one of eight funded throughout the state by grants from the California Department of Housing and Community Development (HCD). Both WRCOG and SANDAG contributed matching funds (staff time) to the project.

The three-year work program included the preparation of an Existing Conditions Report (January 2003), initiation of an ongoing public outreach program (December 2002 – June 2004), strategy development and evaluation (January 2003 – March 2004), completion of a Short-Range Strategy Report that focused on transportation strategies that could be implemented immediately (February 2003), and a draft of the final I-15 IRP Report (March 2004). The attached draft final report includes 23 strategies proposed to address the jobs-housing imbalance between the two regions and its effects, and an implementation and monitoring program.

Based on the recommendation of the I-15 IRP Technical Working Group, the I-15 IRP Policy Committee accepted the “Draft Final I-15 Interregional Partnership Report” for distribution and comment on March 26, 2004. The draft report was distributed to agencies, organizations, and interested parties in the southwestern Riverside and San Diego regions and the comment period on the report ended on May 20, 2004. Presentations about the draft report were made to a number of organizations and agencies, including several chambers of commerce, economic development agencies and local jurisdictions in both counties.

Next Steps

The I-15 IRP project is included in the FY 2005 Overall Work Programs (OWP) for SANDAG and WRCOG. The staff resources that will be available to work on this project, however, depend in part on the outcome of a Caltrans partnership grant for which we have applied. If the grant is not funded, the I-15 IRP Technical Working Group and I-15 Policy Committee will meet less frequently (quarterly instead of monthly for the Technical Working Group, and biannually instead of quarterly for the Policy Committee). Staff will, however, continue its work toward implementing the strategies in the final report through its work with the Borders Committee and on the Regional Comprehensive Plan (RCP).

BOB LEITER
Director of Land Use and Transportation Planning

Attachments:

1. Responses to Comments Received on Draft Final I-15 Interregional Partnership Report
2. Draft Final Report, June 18, 2004

Key Staff Contact: Susan Baldwin, (619) 699-1943; sba@sandag.org
Interregional commuting issues and the 23 strategies recommended to mitigate interregional commuting were presented to local jurisdictions, economic development agencies, and transportation committees during an outreach program in April and May, 2004. Three major themes were identified

- The concept of Smart Growth should be incorporated into the interregional strategies. If future congestion is to be minimized, new development should be designed under Smart Growth principles. Smart Growth principles have been considered in both regions.

- Relative funding priorities for transit and highway projects were suggested. The strategies recommend capacity expansion for alternative forms of transportation – Bus Rapid Transit, carpools, and high-speed rail. Transportation project priorities should be established as part of an overall programming process that addresses interregional commuting as one of several project funding issues.

- There is a need for continued monitoring of the strategies that mitigate the interregional commute and advocacy for interregional issues. The IRP proposes the expansion of the existing monitoring activities to measure interregional commuting activities.

Comments on the I-15 IRP findings and strategies are summarized in the following table. The page numbers indicate where changes to the document were made or where existing statements related to the comments are located in the June 18, 2004, draft final report.
## COMMENTS AND RESPONSES

<table>
<thead>
<tr>
<th>COMMENT #</th>
<th>PAGE #</th>
<th>NAME/AGENCY</th>
<th>COMMENT</th>
<th>RESPONSE</th>
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<tr>
<td>1</td>
<td>5 &amp; 55</td>
<td>City of San Diego, Planning Department</td>
<td>Balancing jobs and housing in the corridor could lead to greater congestion if Smart Growth principles do not guide new development.</td>
<td>Add statements about the importance of Smart Growth principles. SCAG, WRCOG, and SANDAG have regional programs advocating Smart Growth.</td>
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<td>2</td>
<td>11</td>
<td>County of San Diego</td>
<td>Because freeway interchanges are major travel “pinch points,” interchange improvements may be the most beneficial improvement projects in the I-15 corridor.</td>
<td>Add a statement that the evaluation of freeway interchange improvements is ongoing. Several interchange projects in Temecula and Murrieta are funded. A new interregional strategy is not recommended.</td>
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<td>3</td>
<td>22</td>
<td>SANDAG Staff</td>
<td>The potential of future commuting from Imperial County and Baja California, Mexico should be identified.</td>
<td>Add a discussion of existing and potential commuting from Imperial County and Mexico.</td>
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<td>4</td>
<td>24</td>
<td>City of Del Mar</td>
<td>Transit should be the primary interregional strategy because of the continued high cost of housing in San Diego.</td>
<td>The IRP program does not recommend priorities for the interregional strategies. IRP staff believes that housing, economic development, and transportation strategies will all play a worthwhile role in addressing the interregional commute. The recommended strategies include additional interregional transit service, shuttle systems, transit operator coordination, and transit marketing programs.</td>
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<tr>
<td>5</td>
<td>24</td>
<td>San Diego North Economic Development Council</td>
<td>An emphasis should be placed on the timely completion of State Route 76.</td>
<td>See comment above.</td>
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<tr>
<td>6</td>
<td>25</td>
<td>County of San Diego</td>
<td>Many of the proposed goals, policies, and strategies have merit and should be explored further, including strategies P1, ED2, H3, T1, T2, T4, T8, and T12.</td>
<td>Supports eight of the recommended IRP strategies (comment only).</td>
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<tr>
<td>7</td>
<td>28</td>
<td>City of Perris</td>
<td>Strategy ED1 - Support for greater cooperation between Economic Development agencies in the I-15 corridor.</td>
<td>The description of Strategy ED1 should be revised to clarify the intention of establishing a permanent structure.</td>
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<tr>
<td>8</td>
<td>28</td>
<td>City of Temecula, City of San Diego Planning Department</td>
<td>A permanent Economic Development planning structure is needed to link agencies in San Diego and southwestern Riverside County.</td>
<td>The description of Strategy ED1 should be revised to clarify the intention of establishing a permanent structure.</td>
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<td>9</td>
<td>28</td>
<td>SANDAG Staff</td>
<td>Strategy H1: A short-term housing strategy should be part of the IRP program.</td>
<td>Strategy H1 (the active implementation of local General Plan Housing Elements) should be reclassified as a short-range strategy. A new strategy regarding Smart Growth Opportunity Areas (SGOA) should be added. Under SANDAG’s adopted Smart Growth principles, SGAs are places that accommodate higher residential densities, or have the potential to accommodate them. A range of areas is identified in the RCP, ranging from Metropolitan Centers with residential densities more than 75 units per acre to rural villages with densities ranging from 10 to 30 units per acre. In addition, Smart Growth areas are also designed to accommodate higher-intensity employment that can be served by interregional transit service.</td>
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<tr>
<td>10</td>
<td>28-30</td>
<td>City of Perris, City of San Jacinto</td>
<td>Strategy T1, T3 &amp; T4 - The current car and vanpool programs appear to be more productive than transit. Should the IRP strategies emphasize vanpool programs?</td>
<td>Car and vanpool programs have been the most cost-effective way to provide an alternative to interregional, single-occupant automobile commuting in the past. As demand increases, public transit should become more cost-effective.</td>
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<tr>
<td>11</td>
<td>30</td>
<td>City of San Diego Planning Department</td>
<td>Strategy T4 – Because the implementation of HOV lane improvements and high-speed rail is many years in the future, near-term Bus Rapid Transit (BRT) and other transit projects should be identified.</td>
<td>Strategy T14 should be added to describe current plans for the implementation of BRT service in the I-15 corridor in the medium to long range. Interregional BRT service is part of the SANDAG RTP and the RTA transit program. While an initial interregional public transit service has been implemented, the text should state that transit service expansion will occur incrementally over the RTP period when it is cost-effective.</td>
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<td>12</td>
<td>30</td>
<td>San Diego North Economic Development Council</td>
<td>Strategy T4 – Improved transit services should be provided from the Temecula/Murrieta area to Camp Pendleton.</td>
<td>This strategy should be expanded to describe current plans for the implementation of BRT service in the I-15 corridor. Interregional BRT service is part of the SANDAG RTP and the RTC transit program. While an initial interregional public transit service has been implemented, the text should state that</td>
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<tr>
<td>13</td>
<td>32</td>
<td>County of San Diego, GP2020</td>
<td>Strategy H1 recommends transportation funding incentives be provided to communities providing a balance of housing. SANDAG’s distribution of these incentives may discriminate against unincorporated areas because of the lower density ranges that are consistent with standards in the unincorporated County.</td>
<td>San Diego County has identified this issue in comments on the draft Regional Comprehensive Plan (RCP) and SANDAG staff is working with County staff on how to resolve this issue. (comment only)</td>
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<tr>
<td>14</td>
<td>33</td>
<td>County of San Diego</td>
<td>Strategy H2 recommends fiscal reforms that encourage the construction of housing. Because the County will provide an increasing percentage of the region’s new housing, it is not necessary for the County to adopt fiscal reforms that reduce property tax on residential uses.</td>
<td>Clarify the strategy description, stating that the proposed fiscal reforms to the State tax code would reduce the negative impact of housing on the local jurisdiction tax base. Strategy H2 should benefit housing-rich jurisdictions, like the communities in unincorporated areas.</td>
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</table>
| 15 | 33 | City of Perris | Strategies – The IRP should advocate an expedited development process as an incentive for both housing and economic development. | Identify expedited development processing as a potential incentive in the discussion of strategies H3. Other possible incentives discussed in the draft RCP include:  
- Direct financial incentives, drawn from transportation funding sources as identified in the SANDAG RTP, to encourage mixed land use, affordable housing in key locations and other Smart Growth development principles;  
- Smart Growth planning grants;  
- Transportation infrastructure enhancements including streetscape improvements, community parking, bicycle & pedestrian enhancements, traffic calming, and others;  
- Housing incentives; and  
- Local incentives including reduced parking requirements, capital improvement program priorities and expedited development processing. |
<table>
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<tr>
<th></th>
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<th>Company of San Diego</th>
<th>Strategy H4 would require the construction of moderate-cost housing in developments near employment centers. The County can provide the opportunity to build moderate-cost homes, but cannot respond to mandatory requirements to construct such housing.</th>
<th>Strategy H4 would not mandate that the County build moderate-cost housing. It suggests that local jurisdictions should consider modifying development ordinances to require moderate-cost (inclusionary) units in larger housing projects.</th>
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<tr>
<td>16</td>
<td>34</td>
<td>San Diego Chamber of Commerce, Transportation Committee</td>
<td>Strategy H4 – Developers should not be required to build moderate-cost housing because current government regulations have increased the cost of housing by restricting its construction.</td>
<td>Strategies H3 and H4 propose ways to facilitate the construction of moderate-cost housing in the San Diego region. Incentives such as easing development regulations may be a part of that program.</td>
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<td>17</td>
<td>34</td>
<td>County of San Diego, GP2020</td>
<td>Strategy HS suggests several ways to mitigate gentrification. The County would prefer to develop these land use-related policies in conjunction with decision-makers, advisory groups, and individual communities.</td>
<td>Strategy HS proposes that local agencies consider ways to mitigate gentrification with decision-makers, advisory groups, and communities. The programs identified in the report are intended to illustrate ways to address gentrification.</td>
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<tr>
<td>18</td>
<td>34</td>
<td>Laurel Nicholson, Candidate for the 66th Assembly District</td>
<td>Strategy T9 – High-speed rail (HSR) should be implemented in less than 10 years.</td>
<td>A 10-year program for implementing HSR is optimistic. Strategy T4 is expanded to provide interim service through Bus Rapid Transit and other programs.</td>
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<td>19</td>
<td>35</td>
<td>County of San Diego</td>
<td>Strategies T9, T10 &amp; T12 – SANDAG should strongly consider shifting regional transit revenues toward additional freeway improvements.</td>
<td>As requested by the San Diego County Board of Supervisors, SANDAG recently reconsidered reallocating potential TransNet (local transportation sales tax) revenues. The IRP program does not propose funding levels for the recommended interregional strategies. (comment only)</td>
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<td>20</td>
<td>35/36</td>
<td>City of Del Mar</td>
<td>Interregional commuters should be taxed to support the needed highway infrastructure.</td>
<td>Freeway expansion is proposed as HOV or Managed Lanes that can be opened to single-occupant vehicles for a fee.</td>
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<td>21</td>
<td>36</td>
<td>S.D. Chamber of Commerce Transportation Committee</td>
<td>Interregional commuters should be charged highway tolls.</td>
<td>See comment #21.</td>
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<td>22</td>
<td>36</td>
<td>S.D. North Economic Development Council</td>
<td>Strategy T12 – North of Escondido, two lanes should be added for both northbound and southbound traffic on I-15 to the Riverside County line.</td>
<td>See comment #4</td>
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<td>24</td>
<td>36</td>
<td>County of San Diego</td>
<td>Continuing coordination is needed to design and program the appropriate I-15 improvements</td>
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<td>Add strategy T13, Coordination of Caltrans and Regional Agency Planning Activities. Caltrans Districts has initiated a cooperative process for planning the corridor. As funding agencies, SANDAG and RCTC participate in this process.</td>
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<td>25</td>
<td>45</td>
<td>City of Temecula</td>
<td>Implementation of the strategies is important and should be monitored for their effectiveness.</td>
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<td>Chapter V (Implementation &amp; Monitoring) will be expanded to provide for a reevaluation of the strategies if they are not being implemented or if they are not effective in mitigating the effects of the jobs-housing imbalance.</td>
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<tr>
<td>26</td>
<td>45</td>
<td>County of San Diego</td>
<td>SANDAG’s next TRP should assess and incorporate the IRP findings and recommendations.</td>
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<td></td>
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<td></td>
<td>In Chapter V (Implementation &amp; Monitoring), add a statement that the IRP strategies should be reassessed and incorporated into the SCAG and SANDAG Regional Transportation Plans (RTP) where appropriate. For the San Diego region, the IRP strategies have been incorporated into the draft RCP.</td>
<td></td>
</tr>
<tr>
<td>27</td>
<td>45</td>
<td>County of San Diego</td>
<td>SANDAG should assess the need for highway facilities that are parallel to I-15 next RTP.</td>
<td></td>
</tr>
<tr>
<td></td>
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<td></td>
<td>In Chapter V (Implementation &amp; Monitoring), add a statement that future RTP updates and other interregional studies should reevaluate the need for expanded roads and other facilities in the I-15 corridor. In part, this reevaluation would be based on the IRP monitoring activities. A new interregional strategy is not recommended.</td>
<td></td>
</tr>
<tr>
<td>28</td>
<td>55</td>
<td>SANDAG staff</td>
<td>Additional criteria measuring jobs-housing balance should be provided.</td>
<td></td>
</tr>
</tbody>
</table>
|   |   |   | The IRP report and monitoring program has been expanded to reflect three measures of balance:  
  - Jobs/Worker & Jobs/Household (currently used in the report).  
  - Housing Affordability Index (% of resident households or workers that can afford a median-cost home).  
  - Commute Trip (Home-to-Work) in time and distance. |
<table>
<thead>
<tr>
<th>29</th>
<th>54</th>
<th>County of San Diego</th>
<th>Caltrans, the California high-speed rail authority, and other transit operators need to identify the right-of-way needed for I-15 corridor improvements.</th>
<th>Add an Implementation measure for agencies to identify right-of-way needs as soon as practical in the development process.</th>
</tr>
</thead>
<tbody>
<tr>
<td>30</td>
<td>57</td>
<td>County of San Diego</td>
<td>Balancing jobs and housing will not eliminate the need for transportation improvements.</td>
<td>Add a statement that the IRP include 12 transportation strategies. The proposed housing and economic development strategies will not eliminate the need for additional transportation facilities.</td>
</tr>
</tbody>
</table>
STATUS OF CALTRANS DISTRICTS 8 AND-11 COOPERATIVE
I-15 COUNTY LINE STUDY

Background

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 short term, mid term and long term transportation issues in the county line section of Interstate 15. The I-15 Interregional Partnership (IRP), a joint task force made up of Riverside and San Diego County officials and businessmen, highlighted transportation as an important issue facing both counties.

As a result of IRP work to date, District 11 has agreed to take the lead in producing a document, with major support from District 8 recommending solutions to the transportation problem both counties face in the Bi-County Area along Interstate 15. The report will be a joint effort to provide a staging of needs based on traffic projections, programmed and measure funded projects, growth and modal options. The approach is to look at a number of multi-modal solutions to address the I-15 issues at this location.

Introduction

The existing Interstate 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.

The report will be a joint effort to provide planning proposals based on the Regional Transportation Plans of both regions as well as the Transportation Concept Reports developed by the respective Caltrans districts. The document will also provide a description, evaluation and order of magnitude cost estimate for various short, mid and long term transportation solutions.

Status

District 8 and 11 have met several times to reach agreement on a draft table of contents showing desirable elements of the study including:

1. Goals
2. Objectives
3. Short Term Proposals or Tactics
4. Mid Term Proposals or Tactics
5. Long Term Proposals or Tactics
6. Operational Improvements
7. Study Area
8. Actions
Exhibit 1 shows the Draft Goals and Objectives now being used by Caltrans to develop and evaluate the project proposals. District 8 and 11 are now assembling information on a listing of possible projects such as:

1. HOV Lanes
2. Alternative Modes
3. Additional Access Points in the Temecula Area
4. Truck Climbing Lanes
5. Truck By Pass Facilities
6. PAL Systems
7. Bike and Ride Facilities
8. Transit Shuttle Services
9. Park and Ride Facilities
10. Auxiliary Lanes
11. Electronic Message Signs
12. Low Power Radio Station
13. Traffic Management Systems
14. Traffic Operational Improvements

Transportation Strategy Information Pages have been completed for many of the above projects and are based on the Tactic Forms used by the I-15 Interregional Partnership. Exhibit 2 is an example of the information page on Truck Climbing Lanes.

Future Products

Caltrans plans to complete the following products on the corresponding dates:

<table>
<thead>
<tr>
<th>Product</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Finalize Goals and Objectives</td>
<td>July 04</td>
</tr>
<tr>
<td>Finalize Proposals</td>
<td>September 04</td>
</tr>
<tr>
<td>Evaluate Proposals</td>
<td>November 04</td>
</tr>
<tr>
<td>Complete Draft Report</td>
<td>January 05</td>
</tr>
<tr>
<td>Comment Period</td>
<td>February 05</td>
</tr>
<tr>
<td>Final Report</td>
<td>March 05</td>
</tr>
</tbody>
</table>

Coordination with the I-15 Interregional Partnership

Caltrans will coordinate with the I-15 Interregional Partnership from time to time as the report progresses. Some recommendations from the study may require changes in the respective Regional Transportation Plans for full implementation. The I-15 Interregional Partnership, SANDAG, WRCOG, and the Riverside County Transportation Commission (RCTC) will need to be part of this process.
I-15 COUNTY LINE STUDY
DRAFT GOALS AND OBJECTIVES

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

Objectives

• To reduce average travel time for trips within the I-15 corridor. This includes shorter and more efficient trips.
• To decrease fatalities, injuries and property damage for travel in the county line area
• To reduce average delay for trucks in the county line area
• To increase the opportunity for multi-modal travel
• To develop projects that optimize the mix of local, state and federal transportation dollars.
• To select projects that reinforce the respective regional comprehensive plans
• To select several early start projects that have a high benefit/low initial cost
EXAMPLE OF POTENTIAL
LONG RANGE TRANSPORTATION STRATEGY

STRATEGY T 5: Provide Truck Climbing Lanes to Improve Safety in the I-15 Corridor

IMPLEMENTING AGENCIES:
Primary
Caltrans, Districts 8 and 11

Cooperating
SANDAG, RCTC

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.