

I-15

Interregional
Partnership

MEETING NOTICE AND AGENDA

I-15 INTERREGIONAL PARTNERSHIP (I-15 IRP) TECHNICAL WORKING GROUP

The I-15 Interregional Partnership Technical Working Group may take action on any item appearing on this agenda.

Tuesday, January 6, 2004

1:00 – 3:00 p.m.

Murrieta City Hall*
Council Chambers
26442 Beckman Court
Murrieta, CA 92562

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***Directions to Murrieta City Hall are attached to this agenda.**

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I-15 IRP TECHNICAL WORKING GROUP

Tuesday, January 6, 2003

ITEM #	ACTION
1. Welcome and Introductions Kevin Viera, WRCOG	
+2. Summary of the December 11, 2003 I-15 IRP Technical Working Group Meeting (pages 4-6)	APPROVE
Technical Working Group (TWG) members should review and approve the summary for the last TWG meeting.	
3. Public Comments/Communications	INFORMATION
4. Short-Range Interregional Strategies Elgeritte Adidjaja, WRCOG/ Jeff Martin, SANDAG	DISCUSSION/ RECOMMENDATION
Based on TWG actions in December, the I-15 IRP Short-Range strategies would include eight existing Transportation Strategies, as well as two Jobs-Housing Balance advocacy strategies and one immediate-action economic development strategy. The status of short range strategies will be summarized.	
+5. Long-Range Interregional Strategies - George Franck, SANDAG (pages 7-20)	DISCUSSION/ RECOMMENDATION
In December, the TWG identified ten long-range strategies to be recommended for consideration by the I-15 IRP Policy Committee for approval in January 2004. Staff will present summaries of these strategies for discussion.	
+6 Long Range Strategy Priorities – George Franck, SANDAG (pages 21-22)	DISCUSSION/ RECOMMENDATION
Based on discussion at the December TWG meeting, staff recommends that the IRP focus primarily on four long-range, interregional strategies.	
7. Next Steps/I-15 IRP Work Program Update – Jeff Martin, SANDAG and Kevin Viera, WRCOG	INFORMATION/ DISCUSSION
The Technical Working Group will be updated on the status of the work program. As part of this discussion, the Working Group should focus on the public outreach efforts that need to be undertaken as part of this project.	

ITEM #	ACTION
9. Project/issue Updates from Working Group Members Working Group members should provide information about upcoming events and updates on projects and issues of interest to other members.	INFORMATION
10. Adjournment and Next Meeting The next TWG meeting is currently scheduled for Thursday, February 12, 2004 at 1:00 PM in the City of Escondido. The TWG should consider rescheduling this meeting to follow an Economic Development Workshop, tentatively scheduled for Wednesday, February 11, 2004 in Riverside County. The I-15 IRP Policy Committee will meet on Friday, January 16, 2004 from 1:30 – 3:30 p.m. in Temecula at City Hall. Members of the Technical Working Group are encouraged to attend the Policy Committee meeting.	INFORMATION/ ACTION

+ Next to an agenda item indicates an attachment

I-15 Interregional Partnership (I-15 IRP)
Technical Working Group
Meeting Summary
Thursday, December 11, 2003

Agenda Item #1: Welcome and Introductions

Jeff Martin, SANDAG, opened the meeting, asking for self-introductions of those attending the meeting. The names of persons attending this meeting are listed at the end of this meeting summary.

Agenda Item #2: Summary of the November 13, 2003 I-15 IRP Technical Working Group Meeting

The Technical Working Group made no corrections to the draft meeting summary.

Agenda Item #3: Public Comment/Communications.

There were no public comments or working group member communications.

Agenda Item #4: Strategy Update

Staff listed the eight long-range strategies identified by the TWG at its November meeting. At that meeting, the TWG recommended that two long-range jobs-housing balance strategies and one long-range economic development strategy be reclassified as short-range. This means that they would be implemented immediately following Policy Committee consideration in January. Also at the November meeting, the TWG recommended that five potential strategies be consolidated and that three potential strategies be eliminated from further consideration.

Barbara Redlitz questioned the deletion of strategy H2, the revitalization of older neighborhoods near existing employment centers. Following discussion, staff was asked to redraft the strategy to focus on infill housing and the upgrading of community facilities.

Kevin Viera questioned the consolidation of Transportation Strategies T1- support for high speed rail – with T5 – the provision of interregional HOV facilities in the I-15 corridor. The TWG concluded that different kinds of interregional actions would be needed to implement HSR and HOV facilities. Staff was asked to retain these as separate strategies. [NOTE: Staff will renumber the strategies that remain under consideration prior to the next meeting.]

Agenda Item #5: Short Range Economic Development and Jobs-Housing Balance Strategies

Short-range strategy ED1, expanded economic development agency collaboration, is proposed as a two-stage effort. Initial collaboration between southwestern Riverside County agencies would be followed by collaboration between this new Riverside County group and existing EDA collaborative groups in San Diego.

Two options for initiating collaboration in Riverside County were discussed: a consortium approach and a WRCOG-initiated effort. Because WRCOG's existing committee structure encompasses a larger geographic area, staff was directed to rewrite the draft ED1 strategy incorporating the consortium approach.

There was no discussion of the reclassified jobs-housing balance strategies: JH1, the continuation of existing jobs-housing balance program advocacy and JH2, the continuation of jobs-housing balance outreach efforts.

Agenda Item #6: Long Range Economic Development Strategies

Staff presented a new long-range economic (ED5) strategy development based on the concept of economic clusters, already part of the SANDAG Regional Comprehensive Plan. This effort would continue the collaboration among economic development agencies, initiated in short-range strategy ED1. While noting that economic development programs in inland areas should be different than those in coastal communities, Dianne Sessions suggested that job retention should be a major part of this strategy. She recommended that Economic development staff from cities should be included in these efforts. Ramsey Green suggested that Chambers of Commerce also be included.

The most prominent example of interregional testing was identified as the manufacture of bio-medical instruments in Riverside to be used in the San Diego research facilities. TWG discussed Lockheed-Martin aerospace testing in Riverside County; an additional example of existing clustering.

Agenda Item #7: Long Range Strategy Priorities

Staff recommended that three Strategies be actively pursued through the Interregional Partnership: Moderate Cost Housing Incentives (currently H3), Employment Cluster Job Promotion (ED5) and Interregional High Occupancy Vehicle Lane/Managed Lane Implementation (H5).

While not specifically adopted by the Interregional Partnership, the program has developed two major objectives:

1. to reduce the existing jobs/housing imbalance through additional moderate cost family in San Diego and a full range of jobs in Southwest Riverside County and
2. to provide adequate transportation capacity in the corridor in a cost-effective, environmentally-sensitive way.

The TWG and Policy Committee will be asked to confirm these objectives in January 2004. High priority should be given to both Strategy T1 (High Speed Rail) and Strategy T5 (High Occupancy Vehicle facilities). TWG members asked staff to consider the incorporation of HUB (Historically Underutilized Business) zones, Fire-Site technology and the business opportunities offered through "sustainability" in the long-range strategies. Potential sustainability industries include gray-water reuse and trash-to-energy facilities.

Agenda Item #8 and #9: Next Steps/I-15 IRP Work Program Update

Based on the TWG and Policy Committee discussion of potential strategies, staff is preparing a new work program for next year and will apply for Caltrans funding programs for FY 2005.

Agenda Item #9: Project/Issue Updates

Because of limited time, no updates were presented.

Agenda Item #10: Adjournment and Next Meeting

To review the final draft strategies, the TWG rescheduled its next meeting for Tuesday, January 8, 2003 in Temecula; the next Policy Advisory Committee meeting is scheduled for January 16, 2004, also in Temecula.

**I-15 INTERREGIONAL PARTNERSHIP
ECONOMIC DEVELOPMENT STRATEGIES - DRAFT**

December 31, 2003 – Draft

Through the I-15 Interregional Partnership (IRP), opportunities exist to improve the economy of both the southwestern Riverside and San Diego regions. The following long-range strategy would assess these opportunities to improve the bi-county economy by focusing on “employment” clusters. Clusters are groups of complementary, competing, and interdependent industries that drive wealth creation in a region.

Until November 2003, the draft IRP economic development strategies primarily focused on increased job growth in Riverside County. The IRP Existing Conditions Report identified southwestern Riverside County as a housing-rich area. Therefore, increasing employment would improve the area's jobs/housing imbalance. The negative effects of the existing jobs/housing imbalance in southwestern Riverside County include very long commute times for those living there, as well as traffic congestion along the I-15 corridor. Efforts are now underway to broaden the focus of the IRP work, expanding the discussion to include a greater emphasis on the inter-related nature of both the Riverside and San Diego economies. One way to address this relationship is to foster the development of clusters.

Clusters are not constrained by political boundaries. Firms purchase goods and services from the company that best meets their needs. Proximity is one aspect firms consider when making a business decision; creating a relationship with a company within an hour travel time is preferable to working with a company more than a day of travel away. The common boundary presents our two regions with an opportunity to coordinate efforts to achieve a mutually beneficial outcome.

Enhancing the cluster-related infrastructure of our two county area will improve overall economic performance on both sides of the county line. For example, improving and developing high quality research institutions, a stronger presence of complementary businesses, and appropriate skills and training programs all contribute to a strong regional economy. Furthermore, developing jobs and a local labor force capable of working in them will help the Interregional Partnership address the jobs/housing imbalance and raise our residents' standard of living.

The IRP has proposed a short-range economic development strategy (ED1) that focuses initially on coordinating the activities of the several economic development agencies in Southwestern Riverside County. Subsequently, coordination between this new collaboration of Riverside County agencies with the existing coordinated programs in the San Diego region. The long-range economic development strategy to build on existing economic clusters, ED5, will be based on the coordination efforts initiated in ED1.

SANDAG has created a methodology to identify, define, and understand employment clusters. Understanding the composition and health of clusters could provide a number of benefits to the I-15 IRP. The information can be used to develop policy, refine local business expansion and retention efforts, improve the local business environment, more efficiently target resources, and prioritize infrastructure expenditures to best meet the needs of the region's economic clusters.

After this work proposal has been reviewed by the IRP, a more detailed scope of work identifying specific tasks and assigning responsibilities will need to be developed.

LONG-RANGE ECONOMIC DEVELOPMENT STRATEGY ED#2

STRATEGY/GOAL: Improve job growth through new employment opportunities in the cluster industries that drive the bi-regional economies

IMPLEMENTATION AGENCIES: Primary: Economic Development Agencies in southwestern Riverside County and San Diego County, Chambers of Commerce
Cooperating: SCAG, SANDAG & WRCOG

REQUIREMENTS:	New State Legislation	Not Required
	State or Federal Funding Grant	Not Required
	Joint Powers Agency	Not Required
	Local Agency Action	Yes
	Private Sector	Yes

DESCRIPTION:

Existing employers in both San Diego and Riverside Counties provide a significant market for shared services and supplies. As these relationships mature, a range of additional job opportunities should emerge in both Counties. SANDAG's existing cluster research has developed information on regional employment clusters to foster infrastructure investment and develop policy focused on strengthening the region's clusters. In San Diego, the regional Economic Prosperity Strategy is based on promoting the growth and retention of the region's existing employment clusters. SCAG and WRCOG are developing a similar economic development strategy based on the clusters in their regions. Strategy ED5 will help western Riverside better understand the local economy's strengths and the types of linkages and relationships that exist with the San Diego region's employment clusters.

IMPLEMENTATION STEPS:

PHASE 1: Program Preparation

1. **Background Research:** Review existing SANDAG employment cluster methodology, results, and use.
2. **Industry Input:** IRP staff, with the assistance of economic development agencies, SCAG, WRCOG, SANDAG, and the I-15 IRP Technical Working Group organizes a round table discussion with local business leaders to identify potential employment clusters in southwestern Riverside County.
3. **Confirm Industry Input-Identify Economic Drivers:** Obtain employment data from Employment Development Department. Identify industries with high concentrations of employment that drive the regional economy. Use this information to confirm, or expand on the "round table" discussions.
4. **Identify Cluster Relationships:** Obtain an input-output (IO) model for Riverside County. Utilize the IO model to identify cluster relationships and potential complementary cluster business opportunities.

5. **Study Topics:** Identify key public policy and labor force and physical infrastructure investments. Examples of “human” or labor force infrastructure investments might include:
 - a. Identify needs of the primary occupations for each cluster. Once identified these findings lead to the development of workforce training and other programs.
 - b. Review consistency between occupational needs of cluster industries currently located in SW Riverside and the graduates produced from area schools (such as UC Riverside).
6. **Verify Research Findings:** Request Godbe Research Center to survey employers to obtain supplementary information on both existing and needed relationships with suppliers and client companies in the two-county area, using remaining IRP budget resources.
7. **Interregional Cluster Summaries:** Prepare a comparative analysis and summary of employment clusters in the two counties.
8. **Develop Actions and Preliminary Strategy:** Prepare one or more potential actions to develop new employment in housing-rich areas, using existing employment clusters. Present the actions to cooperating agencies identified in item #2 for comment and evaluation. (NOTE: This group was initially developed through short-range Strategy ED1.) Emphasis of the actions should be on creating “win-win” situations for both counties, and in identifying strategies that can improve the relationship between the San Diego and southwestern Riverside economies.

PHASE 2: Policy Approval

1. **Present Actions and Strategy:** Present the actions and preliminary strategies to economic development agencies in the two Counties, as well as community development directors who oversee other local economic development activities.
2. **Refine Actions and Strategy:** Refine actions and preliminary strategy based on economic development agency comments.
3. **Approval of Actions and Strategy:** Refer the actions and strategy to the Policy Committee, for presentation to the SCAG, SANDAG and WRCOG Boards of Directors. Approve actions and strategy for use in regional plans & programs

PHASE 3: Implementation

1. **Implement Actions and Strategy:** The Collaborative EDA group refines an implementation program to implement components of the strategy.
2. **Identify Leaders:** Identify leaders who are responsible for carrying out the actions and strategy and can help to develop policies, advocating for the cluster industries. EDA’s play a critical role in this process.
3. **Focus on Inter-regional Collaboration Opportunities:** Individual EDAs continue to promote employment cluster growth through their normal activities. Focus efforts on interregional opportunities for collaboration, based on relationships identified and findings from the analysis.
4. **Monitor Progress:** The Collaborative EDA group, with IRP assistance if possible, should monitor progress from two perspectives:
 - a. Have the actions been carried out?
 - b. Are the expected results being achieved?

I-15 Interregional Partnership
DRAFT LONG RANGE HOUSING STRATEGIES
December 31, 2003

The I-15 Interregional Partnership Technical Working Group (TWG) proposes five potential strategies that could help encourage the construction of more housing in closer proximity to the growing employment base in the San Diego region. These strategies are:

- H1. Provide a range of Housing Affordability and Housing Types in All Communities.
- H2. Support Fiscal Reform to Encourage Housing Construction.
- H3. Provide Incentives for the Construction of Moderate Cost Family Housing Near Employment Centers.
- H4: Require the Construction of Moderate Cost Family Housing in New Developments near Employment Centers.
- H5: Encourage Infill Development to Revitalize Older Residential Neighborhoods.

The following draft strategies and potential actions that support them are provided for further TWG review at its January 2003 meeting. This draft incorporates the comments made the TWG at several meetings, and the I-15 IRP Policy Committee meeting. With additional TWG revisions, these draft housing strategies will be forwarded to the Policy Committee for discussion at its meeting on January 16, 2004.

D R A F T
I-15 Interregional Partnership
LONG RANGE HOUSING STRATEGY H1
December 31, 2003

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

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

EXISTING PROGRAMS: California Housing Element Program

DESCRIPTION:

California state housing 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. 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 to encourage the construction of both a full range of housing densities and unit sizes..
- b. Amend zoning and other local codes to encourage mixed use (residential/ commercial) and compact development.
- c. Encourage the full range of housing choices in new residential developments.
- d. Educate the public about the advantages of mixed use development:
- e. Educate the public about the advantages of in-fill housing development:
- f. Implement higher intensity, mixed use development near transit stations:
- g. Assign funding priority for transportation projects located in jurisdictions that provide more affordable housing and a greater range of housing choice.
- h. Identify land available for housing:

IMPLEMENTATION STEPS:

Assuming the objective of the California's Housing Elements continues to be the provision of a range of housing in all communities; this Strategy is implemented under existing processes. Potentially, employment site development could be conditioned on subsidizing low- and moderate cost housing in adjacent, higher-cost communities near employment centers. The IRP should support State fiscal reforms that encourage the development of a range of housing choices.

D R A F T
I-15 Interregional Partnership
LONG RANGE HOUSING STRATEGY H2
December 31, 2003

STRATEGY H2: Implement Fiscal Reforms to Encourage the Construction of Moderate and Low income Family Housing near Employment Centers

IMPLEMENTATION AGENCIES: Primary: State of California
Cooperating: State & Federal Housing Agencies, Local Jurisdictions

AUTHORIZATION/FUNDING:

New State Legislation	Yes
State or Federal Funding Grant	Secondary
Joint Powers Agency	None
Local Agency Action	Secondary
Private Sector	Developers/Home Builders

EXISTING PROGRAMS: SANDAG Economic Restructuring Proposal

DESCRIPTION

This Strategy would build on the SANDAG initiative to restructure state and local tax policy to provide an “incentive” for local governments to encourage the development of residential uses within their boundaries.. It would support proposals sponsored by the League of California Cities and other organizations (including SANDAG) which promote the provision of this type of incentive.

Strategy H2 would reduce the reliance of local jurisdictions on the local-portion of the sales tax to support local programs. To a large extent, existing restructuring proposals attempt to be revenue-neutral for most jurisdictions, at least in the near term.

IMPLEMENTATION STEPS:

The initial steps for this process would educate local political and business leaders on the problems caused by the existing revenue sources for local agencies. Following a public review of existing legislative proposals, local agencies would formulate a consistent regional position of potential changes in the California tax structure.

The SANDAG Economic Restructuring proposal will be presented to the Policy Committee for discussion in January. Information on the proposal will be available at the TWG meeting.

I-15 Interregional Partnership
LONG RANGE HOUSING STRATEGY H3
December 31, 2003

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

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

EXISTING PROGRAMS: California Housing Law

DESCRIPTION:

The largest group of San Diego workers living in southwest Riverside County include moderate income families, often including children. This group appears to value home ownership, single-family homes and good schools so highly that they are willing to make a significantly longer-than-normal commute to work in order to have them. Strategy #H3 seeks to provide additional new single-family homes in the moderate cost range, generally slightly under \$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 through incentives in the following ways:

- 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.)
- Streamline permitting process for mixed use and residential development in areas near employment centers.
- Implement Location-Efficient Mortgages (LEM).
- Develop a subsidy program(s) to assist in both housing rehabilitation and in the development of community infrastructure, especially schools. Subsidies should not depend on developer contributions, alone. A subsidy program could be structured as either a incentive or a requirement.

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.

D R A F T
I-15 Interregional Partnership
LONG RANGE HOUSING STRATEGY H4
December 31, 2003

STRATEGY H3: Require the Construction 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

EXISTING PROGRAMS: Moderate Cost Requirements of California Housing Law

DESCRIPTION:

As noted in Strategy H3, the largest group of I-15 Interregional commuters is the primary wage earners of moderate income families, often with children. While H3 attempts to increase moderate cost family housing in San Diego County by incentives, Strategy H4 would achieve the same objectives through development requirements.

Strategy #H4 would:

- a. Reduce the cost of single family homes by requiring that some portion of housing projects include the construction of smaller, less expensive, starter homes.
- b. Implement inclusionary housing programs for new residential developments in areas near employment centers aimed at moderate income households.
- c. Implement employer-assisted housing programs.
- d. Develop a subsidy program(s) to assist in both housing rehabilitation and in the development of community infrastructure, especially schools. Subsidies should not depend on developer contributions, alone. A subsidy program could be structured as either an incentive or a requirement.

IMPLEMENTATION STEPS:

Implementation should occur in parallel with Strategy H3. Moderate cost, or "Workforce Housing" programs have received increased interest in the San Diego region. The University of San Diego Real Estate Institute sponsored a Workforce Housing Conference on September 19, 2003 to outline actions that would 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 were co-sponsors of this conference.

I-15 Interregional Partnership
LONG RANGE HOUSING STRATEGY H5
December 31, 2003

STRATEGY H5: Encourage Infill Family Housing to Revitalize Older Residential Neighborhoods

IMPLEMENTATION AGENCIES: Primary: Local Jurisdictions
(Redevelopment Agencies)
Cooperating: School Districts, Regional
Agencies, Transportation Agencies

AUTHORIZATION/FUNDING: New State Legislation None
State or Federal Funding Grant Secondary
Joint Powers Agency None
Local Agency Action Primary
Private Sector Redevelopment & Infill Land
Development Companies

EXISTING PROGRAMS: California Redevelopment Program

DESCRIPTION:

Older residential neighborhoods, including those built into the early 1980s, are often located near existing and growing major employment centers. These older communities can help balance employment in two ways. First, if revitalized, these neighborhoods can continue to provide moderate-cost, single-family housing. In addition, their obsolescent commercial areas may be potential locations for infill development.

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

- a. Revitalize residential uses through code enforcement and home-improvement programs for new 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.

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..
- 5. Provide assistance to the agencies responsible for project implementation, including facilitating links to local employers or economic development corporations.

**I-15 INTERREGIONAL PARTNERSHIP
LONG RANGE TRANSPORTATION STRATEGIES – DRAFT**

Based on discussion of the Technical Working Group in December, four Long-Range Transportation Strategies are recommended for consideration by the Policy Committee in January. The comments made at the TWG meetings and additional comments made by other interested agencies have been incorporated in the following draft strategy descriptions.

Table 1
Recommended Long-Range Transportation Strategies

- T1: Support the Implementation of High Speed Rail Service in the I-15 Corridor.
- T2: Initiate Transit Shuttle Services to connect Interregional Transit services to employment sites and residential areas.
- T3: Preserve Future Interregional Facility Rights-of-Way.
- T4: Implement High Occupancy-Toll Highway Facilities (HOT Lanes) in the I-15 Corridor.

These four long-range strategies are supported by eight short-range transportation strategies that have already been approved as part of the early implementation Short Range Strategies. Approved by the IRP Policy Committee on February 21, 2003, these strategies are listed below.

Table 2
I-15 IRP Short Range Transportation Strategies

- SR1: Interregional Coordination of Vanpool and Carpool Programs
- SR2: Expand Park-and-Ride Lots and Improve Rideshare Information Signage
- SR3: Joint Outreach and Marketing for Transit, Vanpool and Ridesharing Programs
- SR4: Implement Interregional Public Transit Commuter Services
- SR5: Collaboration among Transit Providers (Including private transit service providers)
- SR6: Advocate Employer Based Rideshare Incentives
- SR7: Encourage the Adoption of Alternative Work Schedules
- SR8: Encourage Tele-work

In the following descriptions of the four long-range strategies, the agencies that have the authority and would be responsible for implementing a strategy are identified as the “primary” responsible agencies. Other agencies, which would provide funding or need to cooperate in the implementation of the strategy, are identified as “support” agencies.

On June 12, the TWG recommended five Long-Range Transportation Strategies to the I-15 IRP Policy Committee for approval for final evaluation. The four strategies described herein are the results of this evaluation.

LONG-RANGE TRANSPORTATION STRATEGY T1

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

RESPONSIBLE AGENCIES: Primary: Caltrans, SCAG, SANDAG, RCTC, WRCOG
Support: California High Speed Rail Authority (CHSRA –the legislatively-established authority to finance and build the system), Transit Operators, (RTA, NCTD, MTDB), Land Developers

AUTHORIZATION/FUNDING:	New State Legislation	Legislation in Place
	State or Federal Funding Grant	Significant
	Joint Powers Agency	None
	Local Agency Action	Secondary
	Private Sector	Secondary

DESCRIPTION:

The State legislature created the California High Speed Rail Authority (CHSRA) to design, finance, build and operate a high-speed passenger rail system to connect California’s major urban areas. The first-priority corridor identified by the Authority connects the San Francisco Bay Area with Los Angeles Union Station (LAUS). To help fund this “backbone” high speed rail system, the CHSRA plans to place a \$9.95 billion bond measure on the November 2004 statewide ballot. Nearly 10% of this funding will be available for the construction of rail and bus feeder services.

When this priority corridor opens for service, most passengers would travel to High Speed Rail stations on conventional rail or highway-based transit. Beyond the year 2010, high speed rail service would be extended north to Sacramento and south to San Diego. Based on studies completed by the CHSRA, the preferred route for high speed rail service from LAUS to San Diego would be through Riverside County and then south on I-15.

The SCAG long-range transportation plan also includes a high speed rail service providing both passenger and limited freight service in identified corridors. The primary corridor identified by SCAG connects the Los Angeles International Airport (LAX) with downtown Los Angeles. Several Maglev system extensions are identified. One future corridor would connect east into Riverside County, and could be extended south into the San Diego region.

IMPLEMENTATION STEPS:

1. IRP and its member agencies (including SANDAG, SCAG and WRCOG) monitor the ongoing CHSRA Project in the I-15 corridor.
2. IRP and its member agencies review and comment on the draft PEIR/EIS.
3. As appropriate, the IRP and its member agencies would advocate in support of high speed rail in the I-15 Corridor.
4. IRP and its member agencies would work with CHSRA on implementation issues, including right-of-way, station location and station access.
5. IRP and its member land use agencies should review and revise land use policies and plans to maximize access to the HSR system, increasing intensities near the HSR stations where feasible.

LONG-RANGE TRANSPORTATION STRATEGY T2

STRATEGY: **Implement Transit Shuttle Services to Interregional Transit**

IMPLEMENTATION AGENCIES: Primary: Transit Operators (RTA, NCTD, MTDB)

Support: Transportation Funding Agencies (RCTC, SANDAG),
Land Developers, Private Transit Operators

AUTHORIZATION/FUNDING:	New State Legislation	None
	State or Federal Funding Grant	Secondary
	Joint Powers Agency	None
	Local Agency Action	Primary
	Private Sector	Possible Contract Operator Potential Funding as a Condition of Development

DESCRIPTION:

The Implementation of Interregional Commuter Transit Services is a short range strategy (ST4) approved by the I-15 Policy Committee. Interregional services would operate primarily on the freeway system, connecting relatively distant residential areas with employment centers. Interregional commuter routes can be designed to pick up some of their riders near their homes and distribute them to their job sites.

However, in most cases, local transit shuttle services may be needed to collect interregional commuters from their residences and, less commonly, deliver them to work. While some shuttle services already exist in the I-15 corridor, more will be implemented in the near term.

IMPLEMENTATION STEPS:

Within the existing transit planning process,

1. Identify I-15 interregional commuter service access locations (express bus stops),
2. Identify areas of the rider-shed that can not be directly served by the interregional bus or walking at either the trip-origin or destination ends of the work trip,
3. Prepare and evaluate potential transit service alternatives,
4. Market the most cost-effective services in the major employment areas,
5. Finalize the proposed route(s) based on the marketing activities,
6. Secure funding through (a) the normal government process or (b) special grant applications,
7. Select service operator (public transit operator or a private company that would operate under contract with the public agency responsible for the service), and
8. Initiate service.

LONG-RANGE TRANSPORTATION STRATEGY T3

STRATEGY: **Preserve Transportation Rights-of-Way and Implement Priority Measures through the Development Process**

IMPLEMENTATION AGENCIES: Primary: Local Land-Use Agencies (cities, etc.)
Supporting: Public Transit Operators (RTA, NCTD, MTDB), Regional Funding & Planning Agencies (SCAG, RCTC, SANDAG, WRCOG), Land Developers

AUTHORIZATION/FUNDING:	New State Legislation	None
	State or Federal Funding Grant	Secondary
	Joint Powers Agency	None
	Local Agency Action	Primary
	Private Sector	Land Developers

DESCRIPTION:

As required by state law, public land use and transportation agencies prepare long-range facilities plans to serve their jurisdiction for the next 20 years. Even if the locations of facilities are not identified in an environmental process, appropriate rights-of-way can be preserved through the development process. However, this process should include an environmental analysis. An example of this Strategy is the preservation of a right-of-way for State Route 125 South in the Otay Ranch area of San Diego County.

In addition to the preservation of rights-of-way, transit-related facilities could improve the speed and convenience of bus use in the short range. For example, the installation of “queue-jumpers,” transit-only lanes which allow buses to by-pass a line of cars stopped at red signals, can speed transit travel times. Transit Centers and transit stop improvements such as shelters can improve the comfort of the transit patron. The types of facilities should be identified in the IRP program, Short Range Transit Plans and local General Plans.

IMPLEMENTATION STEPS:

This process is already in place in most jurisdictions and has been implemented as part of the development process. As Strategy T3 is refined, the types of facilities to be implemented should be identified.

LONG-RANGE TRANSPORTATION STRATEGY T4

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

CATEGORY: Transportation

IMPLEMENTATION AGENCIES: Primary: CALTRANS
Cooperating: SANDAG, RCTC, Transit Operators

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

DESCRIPTION:

In the summer of 2002, a survey by the I-15 Interregional Partnership estimated that approximately 29,000 individuals commute to work in the San Diego region from Riverside County on a daily basis. Approximately 85 percent of those workers drive alone. This survey also revealed that a significant percentage of those commuting into the San Diego region are interested in vanpooling and carpooling. The number of interregional commuters interested in alternative transportation modes increases when the potential of HOV lanes running the length of I-15 from southwestern Riverside County into San Diego County is discussed.

Strategy T5 would take advantage of the interest in alternative transportation, developing a High Occupancy Vehicle (HOV) system. The HOV system carpool lanes can move interregional commuters efficiently through what will eventually become congested freeway traffic between Southwest Riverside County and Escondido along I-15.

Current plans show I-15 expanding by one or two lanes in each direction in southern Riverside County. In the San Diego region, given projected funding levels and more urgent highway improvement projects, the funding needed to add HOV lanes on I-15 north of Escondido is anticipated only under the most favorable funding scenarios. Because freeway congestion in San Diego County currently only exists from Escondido south, the addition of more flexible "managed lanes" have been programmed only for that portion of the corridor.

IMPLEMENTATION STEPS:

1. Document the benefits, existing and future, of a HOV system along the I-15 Corridor.
2. Identify alternative funding sources.
3. Implementing agencies collaborate on system design.

**I-15 INTERREGIONAL PARTNERSHIP
LONG-RANGE STRATEGIES**

Reflects the Changes Discussed at the 12/11/03 TWG Meeting
December 30, 2003

Strategy	Support for IRP Objectives	Primary Agency(ies)	IRP Action
ECONOMIC DEVELOPMENT			
ED2 – Employment Cluster Job Promotion (New)	High	Eco. Dev. Agencies/ WRCOG/SANDAG	Pursue
HOUSING			
H1 - Provide a range of Housing	Moderate	Local Jurisdictions	Monitor/Support
H2: Fiscal Reform (previously part of H1)	High	State	Monitor/Support
H3: Moderate-Cost Housing Incentives	High	Local Jurisdictions/ Eco. Dev. Agencies	Pursue
H4: Moderate-Cost Housing Requirement (Inclusionary, previously part of H3)	High	Local Jurisdictions	Monitor/Support
H5: Revitalize Older Neighborhoods	Low	Redev. Agencies	Monitor/Support
TRANSPORTATION			
T1 - High Speed Rail Service	Moderate	Cal. HSR Authority	Pursue
T2 - Transit Shuttle Services	Moderate	Transit Operators	Support
T3 - Rights-of-Way Preservation	Moderate	Local Jurisdictions	Monitor/Support
T4 –High Occupancy-Toll Highway Facilities (HOT Lanes)	High	CALTRANS	Pursue

I-15 INTERREGIONAL PARTNERSHIP SHORT-RANGE STRATEGIES

Reflects the Changes Discussed at the 12/11/03 TWG Meeting
December 30, 2003

SHORT RANGE STRATEGIES:

TRANSPORTATION

APPROVED BY IRP POLICY COMMITTEE IN FEBRUARY 2003

- SR1 - Interregional Coordination of Vanpool and Carpool Programs
- SR2 - Expand Park-and-Ride Lots and Improve Rideshare Information Signage
- SR3 - Joint Outreach and Marketing for Transit, Vanpool, and Ridesharing Programs
- SR4 - Implement Interregional Public Transit Commuter Services
- SR5 - Collaboration among Transit Providers
- SR6 - Advocate for Employer-Subsidized Transit Passes
- SR7 - Encourage the Adoption of Alternative Work Schedules
- SR8 - Encourage Tele-work

ECONOMIC DEVELOPMENT

- ED1 - Greater Economic Development Agency (EDA) Collaboration

JOBS/HOUSING BALANCE

- JH1 - Jobs/Housing Balance Program Advocacy –SCAG, SANDAG & WRCOG continue to exercise this responsibility.
- JH2 - Community Outreach - The IRP has initiated Community Outreach with grant funding from the current grant. SCAG, SANDAG & WRCOG should continue this advocacy in future years if the IRP is not funded.

OTHER STRATEGIES

STRATEGIES NOT RECOMMENDED FOR FURTHER CONSIDERATION

- ED4 – Locate back-office or customer service center operations in southwest Riverside Co.
- T4 – Reduce required parking in areas served by a high level of transit service.

STRATEGIES INCORPORATED INTO OTHER STRATEGIES

- ED2 - Create I-15 Job Web Site –Web site to be conceptualized in ED1 and continued beyond June 2004 through grant or EDA funding.
- ED3 - Map Broadband Service Area – Project evaluation to be completed in ED1 and continued beyond June 2004 through grant or EDA funding.
- JH3 - Coordinated Funding Group –Potential funding should be identified in all Strategies.

Directions to Murrieta City Hall

From North of Murrieta on I-215:

Turn RIGHT onto Ramp (Murrieta Hot Springs Rd)
Turn RIGHT (West) onto Murrieta Hot Springs Rd
Turn LEFT (South-East) onto Jefferson Ave
Turn RIGHT (West) onto Corning Pl
Turn RIGHT (North-West) onto Beckman Ct

From San Diego on I-15:

Turn RIGHT onto Ramp (CA-79/Winchester Rd)
Turn LEFT (South-West) onto SR-79 [Winchester Rd]
Road name changes to Winchester Rd
Turn RIGHT (North-West) onto Jefferson Ave
Turn LEFT (West) onto Corning Pl
Turn RIGHT (North-West) onto Beckman Ct

