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Metropolitan Transit System

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North San Diego County Transit Development Board

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California Department of Transportation

Bill Figge
Deputy District Director, District 11
California Department of Transportation

Gary L. Gallegos
Executive Director, SANDAG



TRANSPORTATION COMMITTEE AGENDA

Friday, June 4, 2004
9 a.m. – 12 Noon
SANDAG Board Room
401 B Street, 7th Floor
San Diego, CA 92101-4231

AGENDA HIGHLIGHTS

- I-15 MANAGED LANES
- I-15 INTERREGIONAL PARTNERSHIP DRAFT FINAL REPORT

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Welcome to SANDAG! Members of the public may speak to the Transportation Committee on any item at the time the Committee is considering the item. Please complete a Speaker's Slip which is located in the rear of the room and then present the slip to Committee staff. Also, members of the public are invited to address the Committee on any issue under the agenda item entitled Public Comments/Communications/Member Comments. Speakers are limited to three minutes. The Transportation Committee may take action on any item appearing on the agenda.

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TRANSPORTATION COMMITTEE

Friday, June 4, 2004

| ITEM # | RECOMMENDATION |
|---|-----------------------------|
| + 1. APPROVAL OF MAY 21, 2004 MEETING MINUTES | APPROVE |
| 2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS | |
| <p>Members of the public will have the opportunity to address the Transportation Committee on any issue within the jurisdiction of the Committee. Speakers are limited to three minutes each. Committee members also may provide information and announcements under this agenda item.</p> | |
| <p style="text-align: center;">CONSENT ITEMS (3 through 5)</p> | |
| + 3. LOS ANGELES – SAN DIEGO – SAN LUIS OBISPO RAIL CORRIDOR AGENCY (LOSSAN) BOARD OF DIRECTORS MEETING REPORT (Linda Culp) | INFORMATION |
| <p>The LOSSAN Rail Corridor Agency seeks to increase ridership, revenue, capacity, reliability, and safety on the coastal rail line from San Diego to Los Angeles to San Luis Obispo. Known as Amtrak’s Pacific Surfliner corridor, it is the second busiest intercity passenger rail corridor nationwide and Amtrak’s fastest growing. This report summarizes the actions from the Board’s May 5, 2004 meeting.</p> | |
| + 4. TRANSPORTATION DEVELOPMENT ACT (TDA) PEDESTRIAN CLAIM AMENDMENTS AND TRANSNET BICYCLE AMENDMENT (Chris Kluth) | APPROVE |
| <p>This report includes three TDA claim amendments and one TransNet amendment for bicycle and pedestrian projects. The three TDA claim amendments are: City of La Mesa’s Parks Avenue Sidewalk Improvement; City of San Marcos’ Center Drive Sidewalk Improvement; and City of San Marcos’ Mission Road Sidewalk projects. The TransNet amendment is for San Dieguito River Park’s Lake Hodges Bridge project. The Transportation Committee is asked to approve Resolution No. 2004-22, approving the TDA claim amendments and directing staff to include the Lake Hodges Bridge project in the TransNet Program of Projects with the next 2002 Regional Transportation Improvement (RTIP) amendment.</p> | |
| + 5. INTERSTATE 15 (I-15) MANAGED LANES/BUS RAPID TRANSIT (BRT) PROJECT UPDATE (Dave Schumacher, Kathy Donnelly) | INFORMATION/POSSIBLE ACTION |
| <p>This report provides a quarterly progress update and a discussion of current issues related to project implementation.</p> | |

REPORTS

6. **INTERSTATE 15 (I-15) MANAGED LANES / HIGHWAY STATUS REPORT** (Pedro Orso-Delgado, Caltrans) **INFORMATION/POSSIBLE ACTION**

Caltrans will give a brief update on the construction activities along the I-15 Corridor including the recently opened northbound slip ramp on the existing Managed Lanes just south of SR 56.

- + 7. **TRANSPORTATION PROGRAM FUNDING UPDATE** (Jose Nuncio) **INFORMATION/POSSIBLE ACTION**

At the May 7, 2004, Transportation Committee meeting, a request was made for a monthly update on transportation program funding. This report includes updates on the 2004 State Transportation Improvement Program (STIP) as well as the recently released May Revise of the state budget.

- + 8. **I-15 INTERREGIONAL PARTNERSHIP (IRP) DRAFT FINAL REPORT** (George Franck) **INFORMATION/COMMENT**

Staff will provide an update on the I-15 Interregional Partnership (I-15 IRP) project. The strategies contained in the Draft Final I-15 Interregional Partnership Report (Chapter 3) is attached. The I-15 IRP Policy Committee referred this item to the Transportation Committee for its review and comments.

9. **UPCOMING MEETINGS** **INFORMATION**

The next two Transportation Committee meetings are scheduled for Friday, June 18, 2004, and Friday, July 2, 2004.

10. **ADJOURNMENT**

+ next to an agenda item indicates an attachment

TRANSPORTATION COMMITTEE

June 4, 2004

AGENDA ITEM NO.: **1**

Action Requested: APPROVE

TRANSPORTATION COMMITTEE DISCUSSION AND ACTIONS

Meeting of May 21, 2004

The meeting of the Transportation Committee was called to order by Chair Joe Kellejian (North County Coastal) at 9:10 a.m. See the attached attendance sheet for Transportation Committee member attendance.

1. APPROVAL OF MEETING MINUTES

Action: Upon a motion by Councilmember Madaffer (City of San Diego) and a second by Mayor Pro Tem Monroe (South Bay), the Transportation Committee approved the minutes from the May 7, 2004, meeting. Motion Carried.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

None.

Chairman Kellejian indicated that due to time constraints, the Committee will now discuss item #6 - Transit Operator Preliminary FY 2005 Budgets and Five-Year Projections.

6. TRANSIT OPERATOR PRELIMINARY FY 2005 BUDGETS AND FIVE-YEAR PROJECTIONS (RECOMMEND)

As part of SANDAG's expanded role in the development of transit operator budgets, a series of budget items relating to transit operations has been scheduled through June. In February, the Transportation Committee approved the FY 2005 transit operator guiding principles and objectives, in March the transit operator revenue estimates were approved, and information was provided in April on FY 2004 year-end projections as well as the five-year preliminary projections. This month's report presents the transit operator preliminary FY 2005 budgets.

Staff introduced Paul Jablonski, Chief Executive Officer (CEO) of the Metropolitan Transit System (MTS), who will discuss MTS' FY 2005 Budget along with Karen King, Executive Director of the North San Diego County Transit Development Board (NCTD), who will discuss NCTD's FY 2005 Budget.

Paul Jablonski, CEO of MTS, provided the Committee with an overview of the MTS Budget process. He outlined the breakdown of the Operating Budget, where the majority of MTS' funding comes from. He highlighted the difference in today's budget to the proposed FY 2005 budget, noting that approximately \$3M has been trimmed from the non-recurring

operating budget to allow for the current state of the economy. He discussed the changes in the general administration budget due to the SB 1703 consolidation including ridership, which needs to be stabilized; fare revenue; the farebox recovery ratio; and the cost changes for FY 2004-FY 2005. He added that service cuts and fare increases both add to a slight decrease in ridership. In the past months, however, ridership has increased due to the opening of PETCO Park. It is an extensive process to arrive at a current budget considering the MTS Operating budget includes San Diego Transit Corporation, San Diego Trolley, Inc., MCS Paratransit, Chula Vista Transit, National City Transit, and the Coronado Ferry. Overall combined – operating budget increase approximately 5%. He discussed how MTS proposes to deal with its \$6.38 million deficit, including tapping into the MTS reserves, implementing minor service adjustments, and decreasing service. These and other options will go before his Board in June to discuss. He summarized that the most critical issue is dealing with the element of non-recurring revenues, which will result in an \$8-10 million dollar problem and, when the CMAQ funding goes away, that will increase to \$10-13 million problem. He concluded that if MTS were to use its reserves, it would be out of funding by the end of FY 2006.

Councilmember Madaffer commented that he is troubled by the outcome of MTS's budget. He questioned if there were no TransNet funding available, what would MTS do? He asked how are comparable agencies in other parts of the country balancing their budgets. *Mr. Jablonski responded that if there were no financial backing for transit, there would have to be service cuts. Since September 11, 2001, the economy has been bad, there has been significant job loss throughout the country, the sales-tax revenues have been lower, there have been service cuts and increase in fares. He noted that other regions have dedicated sales tax specifically for transit and added that the San Diego region has one of the most complicated funding packages he's seen in the country.*

Councilmember Madaffer mentioned that San Diego has highest fare box recovery. *Mr. Jablonski stated that throughout the country, 20% is the average farebox recovery rate.*

Mayor Smith (North County Inland) commented that he is excited to hear that PETCO Park increased ridership. He asked if additional cars are needed. *Mr. Jablonski commented that MTS carries approximately 25% of the gate – which should stay consistent. PETCO Park ridership didn't impact overall revenue for the first several games, however expenses did increase by adding additional security and other services. MTS will be slowly trimming down its overhead. Mr. Jablonski added that there is a heavy strain on the trolley during evening games during the week due to the fact that park goers will be mixing with the regular commuters.*

Supervisor Roberts (County of San Diego) stated that the MTS Board is spending numerous hours reviewing and revising its budget and MTS staff is doing everything possible to make the budget work. This is a fairly seasoned system and there are issues that the Board does not have answers for. He noted that the SANDAG Board needs to be aware of what is happening at MTS, in regards to its Operating Budget, in order to agree on an Operating Budget that makes sense.

Councilmember Emery (Metropolitan Transit System [MTS]) added that none of this information is new. He mentioned that it will be very difficult to operate the agency

without sufficient funding. He commented that specifically, the transfer of the BRT funding back to MTS should take place.

Chairman Kellejian stated that the Transportation Committee and the SANDAG Board took action and increased the monies to MTS from 20 to 40 percent of the one-third for transit from TransNet. This issue is just a matter of shifting funding back to MTS.

Staff commented that with the proposed TransNet extension, if new service is going to be added, there should be the funding to complete the project. The Board needs to try to stay disciplined in its expenditures.

Mayor Cafagna (North County Inland) asked what is the farebox recovery in relationship to the BRT. Staff stated that depending on the route – the farebox recovery could be up to 40-50%.

Mayor Pro Tem Monroe stated that trying to project a budget without TransNet is frightening. He added that he is unhappy with the County of San Diego's position regarding TransNet – which is hurting the Board. The SANDAG Chairman appealed to the County Board of Supervisors, to no avail. The SANDAG Board should consider other options to determine what would happen if the County's position to put more money in highways, taking away from transit, were to pass. There needs to be some assumptions available outlining what transit projects would be cut and a total analysis of the system needs to be done, including developing a new structure for transit where there would be direct funding from each jurisdiction. He then made the motion to approve the staff recommendation.

Councilmember Madaffer seconded the motion.

Supervisor Roberts indicated that he hoped that the Board would have slowed down a bit on its decision to approve the TransNet ordinance. There are people that don't understand what will happen to the region if TransNet does not pass. He indicated that there is a way to gain the County of San Diego Board of Supervisors' support for TransNet.

Councilmember Feller (North San Diego County Transit Development Board [NCTD]) questioned how the costs in the contracts are factored into the calculations of the farebox recover revenue. *Mr. Jablonski replied that the farebox recovery revenue is calculated on the entire amount.*

Councilmember Ritter (North San Diego County Transit Development Board [NCTD]) inquired what would happen if the funding is transferred back to the BRT projects. *Staff stated that the Board was given the flexibility to keep the funding and added that the Board's objectives were to have as many projects ready to go as possible. Staff will continue to work on some of those projects – which is within the SANDAG ordinance.*

Alan Hamilton, of NCTD, provided the Transportation Committee with NCTD's Budget objective, which was a balanced budget. He noted that staff has had several meetings with the Board's Planning Committee to receive direction for FY 2005. NCTD's Board directed staff to look at all the options when evaluating its Budget. In order to balance its budget, the Board determined that instead of service cuts, there could be a reallocation of services to different areas, proposed fare increases and not filling vacant positions. He discussed the

differences in budget from FY 2003 – FY 2005, including revenues and expenses. He highlighted and explained additional areas including the increase in budget expenses due to increase in PERS benefits and the increase in gas prices. He detailed NCTD's Capital Improvement Program (CIP), the proposed changes and the unfunded CIP needs as well as providing key Budget dates.

Mayor Kellejian asked why the assumption of a fare increase on the Coaster would have a negative affect. *Mr. Hamilton noted that the last time fares were increased, ridership went up but due to the current state of the economy, his Board chose not to consider that option at this time.*

Action: Upon a motion by Councilmember Ritter and a second by Councilmember Feller, the Transportation Committee voted to recommend that the SANDAG Board of Directors approve a transfer of \$3.5 million in MTS area *TransNet* funds from bus rapid transit (BRT) projects to transit operations to balance the FY 2005 MTS budget.

CONSENT ITEMS (3 through 4)

Chairman Kellejian pointed out that there was a request to pull item #4 – Southern California Magnetic Levitation (MAGLEV) Projects – from the Consent Calendar for discussion.

3. SUMMER 2004 TRANSIT SERVICE CHANGES (INFORMATION)

Changes to bus, trolley, and Coaster service are implemented three times a year: in the fall, winter, and summer. The next scheduled dates for implementing transit service changes are Sunday, June 13, 2004, and Sunday, June 27, 2004, for Metropolitan Transit System (MTS) jurisdictional services, and August 15, 2004, for the North County Transit District (NCTD) jurisdictional area.

Action: Upon a motion by Councilmember Emery and a second by Mayor Smith, the Transportation Committee approved Consent Item #3.

4. SOUTHERN CALIFORNIA MAGNETIC LEVITATION (MAGLEV) PROJECTS (APPROVE)

The San Diego – Los Angeles Maglev Project, a nonprofit corporation, requests that SANDAG support the study of magnetic levitation (MAGLEV) passenger rail systems along the coastal Interstate 5 (I-5), inland I-15, and I-8 corridors in the San Diego region. This system, if feasible, would be capable of speeds in excess of 300 miles per hour (mph) and require a dedicated, grade-separated structure. It would connect with a MAGLEV system proposed by the Southern California Association of Governments (SCAG) for the Los Angeles area. San Diego – Los Angeles MAGLEV Project representatives have requested that SANDAG send a letter to the Congressional Committee on Transportation and Infrastructure to support their effort to obtain a \$6 million federal funding earmark to study these three corridors.

Mayor Kellejian expressed concern with MAGLEV on the 1-5 corridor. There isn't a place for it in the coastal region and should be shifted to the eastern corridor. He mentioned that

he'd like to hear a presentation from the MAGLEV people. He added that the view shed on the Coast will be an issue with the homeowners and questioned why the shift of this project to the I-15 corridor hasn't been made.

Councilmember Guerin (North County Coastal) expressed concern regarding spending \$6 million for an additional study, because a study has already been done. Maybe there should be some education on this issue before making a recommendation. She pointed out that the Transportation Committee heard from the public on this issue a few years back and doesn't think that this project will sell. Lots of issues need to be resolved prior to this project being moved forward. She suggested that staff bring the state study back to the Committee for review. *Staff responded that the Transportation Committee heard this issue a few months back and concluded that this is new technology. The Transportation Committee agreed to keep its options open to new technology and should consider the possibility. The San Diego region can try to obtain discretionary funding from the San Diego Congressional Delegation, if they buy into the project.*

Ramsey Green, representing the San Diego Regional Chamber of Commerce, indicated that the Chamber wants to try to increase the federal dedicated funding for a MAGLEV study.

Mayor Pro Tem Monroe indicated that this is a simple request, but is this a priority of the region. He doesn't agree with trying to increase the fixed amount of funding for MAGLEV. *Staff stated that it is not uncommon to have discretionary funding for specific projects.*

Mayor Pro Tem Monroe asked if the fixed funding addresses all of California. If so, there are other projects in California that are needed more than MAGLEV.

Mayor Sessom (San Diego County Regional Airport Authority) commented that originally she was not very supportive of MAGLEV. However she recently received, at the San Diego County Regional Airport Authority, an in-depth report including a side-by-side analysis of the project. If the funding is discretionary, she doesn't feel that the Transportation Committee should close the door on any study that would consider transportation options in the region. She added that she supports this issue because of the analysis of what she's seen.

Councilmember Ritter indicated that she would support the project, based on the fact that it would not be in the Coastal Corridor.

Deputy Mayor Rindone (South Bay) agreed with staff's assessment of the Transportation Committee's thoughts at that meeting adding that the Transportation Committee should remember its task. As a planning agency, to prematurely make a decision without participating in the MAGLEV discussions would be foolish. He supports staff's view that it should consider new technology for the future. The Transportation Committee is not being asked to determine where the system would be, so it's not going to hurt the Transportation Committee to look at the system either inland or in the coastal area.

Mayor Kellejian stated that the decision to place High Speed Rail on the I-15 corridor has already been determined and expressed concern why the coastal route has been put back in the equation.

Staff suggested that the funding be pursued for an inland or east-west corridor. If there is a need for a non-federal match, the private community would have to come up with that. Staff added that the letter can be changed to reflect the Committee's concerns.

Supervisor Roberts recited a quote, "We shouldn't be afraid of the things we know or don't know, but should be afraid of the things we don't want to know." MAGLEV is different from heavy rail – like day and night. If there is a way to secure the funding that doesn't interfere with other projects, he would be okay with that. He mentioned that the MAGLEV funding would be a federal earmark and would not impact other funding in the region.

Councilmember Madaffer made the motion to approve the staff recommendation. He noted that he does not feel that the Transportation Committee should limit its options even though he thinks that the I-5 corridor is not a viable option.

Mayor Kellejian requested if the report can be changed to delete the I-5 corridor.

Councilmember Madaffer stated that he will change the motion if it makes the Transportation Committee happy but feels it would not be fair to the study.

Councilmember Guerin expressed concern that the letter indicates three specific studies. The letter should be kept general.

Councilmember Ritter asked if specific projects have to be identified in order to complete the study. Staff responded no.

Mayor Kellejian pointed out that the staff report and letter don't coincide with each other. He asked for clarification.

Councilmember Madaffer commented that he is willing to amend the motion.

Councilmember Emery stated that studying a different technology is okay, but how does this issue fit into the High Speed Rail plan?

Councilmember Guerin commented that a lot of information has been brought forward regarding this issues that Transportation Committee hasn't heard and the Committee needs to take technology and apply it to the neighborhoods, communities, and the region. There needs to be more communication to the Transportation Committee members to better understand the issue.

Staff mentioned that High Speed Rail is still a dream because there isn't enough funding to complete the system. Staff reiterated that the Transportation Committee has agreed to keep its options open and not close the door on new technology.

Councilmember Madaffer withdrew his original motion. He then made the motion to send a letter to the Congressional Committee on Transportation and Infrastructure in support of the San Diego - Los Angeles MAGLEV Project's effort to obtain a \$6 million federal funding earmark in the reauthorization of the Transportation Equity Act for the 21st Century (TEA-21) to study the feasibility of MAGLEV along inland I-15 and the I-8 corridors and their integration into the regional Southern California MAGLEV Projects.

Councilmember Guerin seconded the motion.

Action: Upon a motion made by Councilmember Madaffer and seconded by Councilmember Guerin, the Transportation Committee voted to send a letter to the Congressional Committee on Transportation and Infrastructure in support of the San Diego - Los Angeles MAGLEV Project's effort to obtain a \$6 million federal funding earmark in the reauthorization of the Transportation Equity Act for the 21st Century (TEA-21) to study the feasibility of MAGLEV along inland I-15 and the I-8 corridors and their integration into the regional Southern California MAGLEV Projects.

REPORTS

5. PROPOSED FARE INCREASE FOR NORTH COUNTY TRANSIT DISTRICT'S (NCTD'S) COASTER COMMUTER RAIL SERVICE (APPROVE)

Under agency consolidation, SANDAG is responsible for adopting a regional transit fare policy and setting fares for transit services. The February 28, 2003, Initial Transition Plan, transferred this responsibility to SANDAG to ensure a seamless fare structure and service for transit users. Although the Joint Committee on Regional Transit (JCRT) and the SANDAG Transportation Committee have reviewed a draft framework for a Regional Fare Policy, a formal policy has not yet been adopted. As part of NCTD's efforts to balance its FY 2005 Operating Budget, a fare increase for the Coaster commuter rail service is being considered. A public hearing on the proposed fare increase is scheduled for the May 20, 2004, NCTD Board meeting. At its June 17, 2004 meeting, the NCTD Board could take action to include revenues projected from the proposed fare increase as part of its proposed FY 2005 budget. Adoption of NCTD's FY 2005 budget for funding purposes is scheduled for the SANDAG Transportation Committee meeting on June 8, 2004. Although a regional fare setting policy is still under development at SANDAG, the Coaster fare increase proposal is consistent with existing fare policies and agreements.

Mayor Pro Tem Monroe thought that a fare increase would not increase revenues.

Karen King, Executive Director of NCTD, stated that typically when studying a fare increase, a factor of ridership needs to be included. However, NCTD factored in a loss of ridership so the increase in fare is not as great as the loss of ridership. She added that she thinks that there is a potential for more revenue.

Mayor Pro Tem Monroe pointed out that the NCTD FY 2005 Budget showed a level line – an increase in revenue wasn't shown. He asked if you're not going to increase revenue, why would you increase fares. *Andy Hamilton stated that the fare increase reported in the FY 2005 Proposed Operating Budget should increase revenues slightly.*

Councilmember Ritter commented that revenue will increase, even with the loss of ridership.

Mayor Cafagna questioned how quickly will the ridership come back.

Mayor Kellejian noted that ridership hasn't increased since 2001, they're just factoring for it. More people will use transit as long as the cost of gas continues to go up.

Deputy Mayor Rindone stated that transit ridership has historically shown that there is usually a 2-3% drop when the fares are increased.

Councilmember Ritter made the motion to approve the staff recommendation.

Councilmember Madaffer seconded the motion.

Action: Upon a motion by Councilmember Ritter and a second by Councilmember Madaffer, the Transportation Committee approved the proposed fare increase for the Coaster commuter rail for inclusion in NCTD's FY 2005 budget.

7. UPCOMING MEETINGS

The next meeting of the Transportation Committee is scheduled for Friday, June 4, 2004.

8. ADJOURNMENT

Chair Kellejian adjourned the meeting at 11:15 a.m.

Attachment: Attendance Sheet

**CONFIRMED ATTENDANCE
SANDAG TRANSPORTATION COMMITTEE MEETING
May 21, 2004
9:00 a.m. to 12:00 p.m.**

| GEOGRAPHICAL AREA/ ORGANIZATION | JURISDICTION | NAME | MEMBER/ ALTERNATE | ATTENDING | COMMENTS |
|---|----------------------|--------------------------|----------------------|-----------|----------|
| North County Coastal | City of Solana Beach | Joe Kellejian (Chair) | Member | Yes | |
| | City of Encinitas | Christy Guerin | Alternate | Yes | |
| North County Inland | City of Poway | Mickey Cafagna | Member | Yes | |
| | City of San Marcos | Corky Smith | Alternate | Yes | |
| East County | City of Santee | Jack Dale | Member | No | |
| | City of Santee | Hal Ryan | Alternate | No | |
| South County | City of Coronado | Phil Monroe | Member | Yes | |
| | City of Chula Vista | Jerry Rindone | Alternate | Yes | |
| City of San Diego | ---- | Dick Murphy (Vice Chair) | Member | No | |
| | ---- | Jim Madaffer | Alternate | Yes | |
| County of San Diego | ---- | Ron Roberts | Member | Yes | |
| | ---- | Dianne Jacob | Alternate | No | |
| | ---- | Bill Horn | Alternate | No | |
| Metropolitan Transit Development Board | City of Poway | Bob Emery | Member | Yes | |
| | MTDB | Leon Williams | Alternate | Yes | |
| North County Transit Development Board | City of Vista | Judy Ritter | Member | Yes | |
| | City of Oceanside | Jack Feller | Alternate | Yes | |
| | City of Del Mar | Dave Druker | Alternate | No | |
| San Diego County Regional Airport Authority | City of Oceanside | Terry Johnson | Member | No | |
| | City of Lemon Grove | Mary Sessom | Alternate | Yes | |
| ADVISORY/LIAISON Caltrans | ---- | Pedro Orso-Delgado | Member | No | |
| | — | Bill Figge | Alternate | Yes | |

05/28/2004 4:50 PM

TRANSPORTATION COMMITTEE

June 4, 2004

AGENDA ITEM NO.: **3**

Action Requested: INFORMATION

LOS ANGELES – SAN DIEGO – SAN LUIS OBISPO RAIL CORRIDOR AGENCY (LOSSAN)
BOARD OF DIRECTORS MEETING REPORT

Introduction

The LOSSAN Rail Corridor Agency seeks to increase ridership, revenue, capacity, reliability, and safety on the coastal rail line from San Diego to Los Angeles to San Luis Obispo. Known as Amtrak's *Pacific Surfliner* corridor, it is the second busiest intercity passenger rail corridor nationwide and Amtrak's fastest growing. A LOSSAN membership roster is provided as Attachment 1.

The LOSSAN Joint Powers Board of Directors meets quarterly and the Technical Advisory Committee (TAC) meets generally every other month. SANDAG is staff to the LOSSAN Board and TAC. A summary of the Board's May 6, 2004, meeting is provided as Attachment 2.

SANDAG Actions Related to LOSSAN Board Actions

The LOSSAN Board of Directors voted unanimously to support local sales tax measures that enhance the accessibility and viability of rail and other public transit services. The Board noted the \$400 million in potential coastal rail improvements included in the draft *TransNet Extension* ordinance. This support was conveyed to the SANDAG Board of Directors at its May 14, 2004, special meeting.

BOB LEITER

Director of Land Use and Transportation Planning

Attachments: 1. LOSSAN Membership Roster
2. LOSSAN Board Actions from May 6, 2004

Key Staff Contact: Linda Culp, (619) 699-6957, lcu@sandag.org

LOSSAN

(LOS ANGELES–SAN DIEGO–SAN LUIS OBISPO RAIL CORRIDOR AGENCY)

MEMBERSHIP

This board is composed of current and former elected officials representing rail owners, operators, and planning agencies along Amtrak's Pacific Surfliner corridor between San Diego and San Luis Obispo. LOSSAN is staffed by SANDAG. The objective of the agency is to coordinate planning and programs that increase ridership, revenue, reliability, and safety on the coastal rail line from San Luis Obispo to Los Angeles to San Diego.

The Los Angeles - San Diego – San Luis Obispo Rail Corridor Agency meets every quarter.

*Staff contact: Linda Culp
(619) 699-6957; lcu@sandag.org*

MEMBERS

Chair: Arthur Brown

Orange County
Transportation Authority

Vice Chair: Jacki Bacharach

Los Angeles County Metropolitan
Transportation Authority

Julianne Nygaard

North County Transit
Development Board

Chris Norby

Orange County
Transportation Authority

Beatrice Proo

Los Angeles County Metropolitan
Transportation Authority

Jerry Rindone

Metropolitan Transit
Development Board

Joe Kellejian

San Diego Association of Governments

Bill Davis

Ventura County
Transportation Commission

Joni Gray

Santa Barbara County
Association of Governments

John Shoals

San Luis Obispo
Council of Governments

Warren Weber

Caltrans, Division of Rail

ALTERNATES

Harry Mathis

San Diego Metropolitan
Transit Development Board

Brian Humphrey

Ventura County
Transportation Commission

Susan Rose

Santa Barbara County
Association of Governments

Fred Munroe

San Luis Obispo
Council of Governments

Ann Kulchin

North County Transit
Development Board

Ex Officio Member

Richard Dixon

Southern California
Association of Governments

Additional Technical Advisory Committee Members

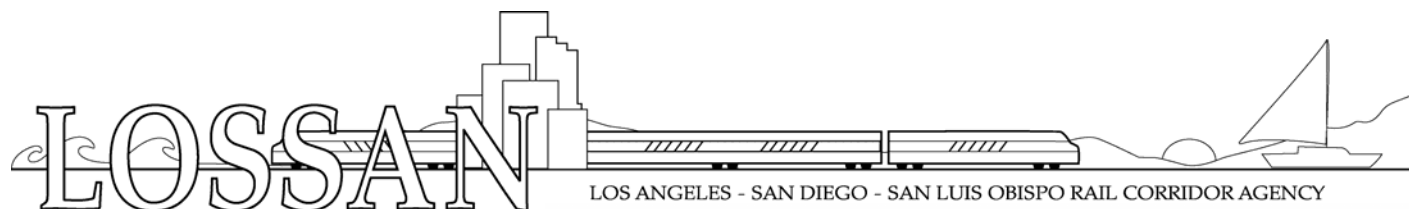
Amtrak

Burlington Northern Santa Fe

California Public Utilities Commission

Southern California Regional Rail
Authority

Union Pacific



Board Actions: May 2004

MEMBER AGENCIES

*California Department of
Transportation*

*Los Angeles County Metropolitan
Transportation Authority*

*North San Diego County Transit
Development Board*

*Orange County Transportation
Authority*

*San Diego Association of
Governments*

*San Diego Metropolitan Transit
Development Board*

*San Luis Obispo Council of
Governments*

*Santa Barbara County Association
of Governments*

*Ventura County Transportation
Commission*

EX-OFFICIO MEMBER

*Southern California Association of
Governments*

ADDITIONAL TECHNICAL ADVISORY COMMITTEE MEMBERS

Amtrak

Burlington Northern Santa Fe

*California Public Utilities
Commission*

*Southern California Regional Rail
Authority*

Union Pacific

STAFFED BY:

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San Diego CA 92101
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fax: (619) 699-1905
lcu@sandag.org*

CALIFORNIA HIGH-SPEED RAIL AUTHORITY (CHSRA) DRAFT PEIR/EIS FOR THE PROPOSED STATEWIDE HIGH-SPEED TRAIN SYSTEM

The Board of Directors approved comments by the Technical Advisory Committee (TAC) on the draft programmatic environmental impact report / environmental impact statement (PEIR/EIS) for the proposed statewide high-speed train (HST) system. Directors support (1) conventional improvements to the Pacific Surfliner corridor to facilitate access to the HST network, (2) feeder rail network improvements, (3) station locations with direct links to intercity and commuter services, (4) Los Angeles Union Station as the primary Los Angeles station location, and (5) continued study of steel-wheel-on-steel-rail technology. These comments will be forwarded to the California High-Speed Rail Authority, the state agency charged with developing the HST network, during the official public comment period.

LOSSAN CORRIDOR LEGISLATIVE ACTIONS

The Board took a position on a number of current state legislative efforts and requested that the TAC develop an overall legislative strategy for reviewing state proposals on an annual basis. The Board approved a TAC request to support the FY 2005 funding request recently made by Amtrak for \$1.8 billion in capital and operating funds. An update on the reauthorization of the surface transportation bill, TEA-21, was provided. The Board reaffirmed to the TAC and staff of the need to work to correctly define the LOSSAN corridor in the reauthorization legislation.

LOSSAN SUPPORT FOR LOCAL SALES TAX MEASURES

The Board of Directors unanimously agreed to support local sales tax measures that enhance the accessibility and viability of rail and other public transit services. LOSSAN member agencies, SANDAG and VCTC, are proposing measures to extend existing sales tax measures on the November 2004 ballot.

LOSSAN PRIORITY PROJECTS

The LOSSAN Board of Directors also reaffirmed support for a number of critical rail improvement projects along the LOSSAN corridor to be priorities for funding over the next six years. Directors returned the Fullerton Station Parking Structure project to the list in light of the recent loss of state funding for the project. OCTA and the City of Fullerton continue to work together to secure other funds for this project.

LOSSAN FY 2005 WORK PROGRAM

The Board of Directors approved a TAC recommendation to request that member agencies contribute funds in FY 2005 for LOSSAN administrative support currently provided by SANDAG. SBCAG, SLOCOG, VCTC, OCTA, and MTA will provide funds directly to SANDAG. Caltrans intends to provide funds once the state budget is finalized to manage the LOSSAN Strategic Plan, an effort to extend the strategic plan completed by Caltrans in 2003 for the Los Angeles to San Diego portion of the corridor to the entire LOSSAN corridor. MTDB and NCTD funds will be provided by SANDAG through continued in-kind support, as a result of consolidation of the transportation planning and implementation functions of the three agencies in 2003.

PACIFIC SURFLINER REPORT

Between October 2003 and February 2004, Pacific Surfliner services continued to reach record monthly highs for total ridership. In March 2004, ridership fell below FY 2003 levels, due to a promotional special offered in 2003 that was not offered in 2004. However, revenue increased over FY 2003 levels.

The Rail2Rail program between Amtrak, Metrolink, and Caltrans continues to account for nearly 50 percent of the increase in intercity ridership. Starting April 1, a similar agreement between NCTD, Amtrak, and Caltrans was initiated for a six-month period. Preliminary ridership is encouraging; more than 2,000 Coaster monthly pass holders have used Amtrak trains during April.

The Board of Directors also received a report from Amtrak on recent rail safety initiatives in light of 9/11 and the March 11, 2004 terrorist bombings in Spain. These include several joint emergency bio-terrorism drills that have been conducted at Los Angeles Union Station and other locations along the entire Pacific Surfliner corridor. These drills have been conducted by Amtrak personnel, Metrolink, and local police and fire personnel, and other local authorities and will continue at other locations.

NEXT MEETINGS

The LOSSAN TAC will next meet on Tuesday, June 8, 2004 at MTA at 11:30 a.m.

The LOSSAN Board of Directors will next meet on Wednesday, September 8, 2004 at 10:30 a.m. at SANDAG (*note time and location change*).

TRANSPORTATION COMMITTEE

June 4, 2004

AGENDA ITEM NO.: **4**

Action Requested: APPROVE

TRANSPORTATION DEVELOPMENT ACT (TDA)
PEDESTRIAN CLAIM AMENDMENTS AND
TRANSNET BICYCLE AMENDMENT

Introduction

This report includes three TDA claim amendments and one TransNet amendment for nonmotorized projects as summarized below:

1. **Parks Avenue Sidewalk Improvement Project:** The City of La Mesa is requesting a change of scope and an increased TDA allocation of \$15,000 to complete design and construction of missing sidewalk segments on Parks Avenue between El Cajon Boulevard and Ohio Place, raising the total cost of the project to \$50,000.
2. **Center Drive Sidewalk Improvement Project:** The City of San Marcos is requesting an increased TDA allocation of \$14,864 for additional construction costs. The total cost of the project has increased to \$44,024.
3. **Mission Road Sidewalk Improvement Project:** The City of San Marcos is returning \$70,553 from the Mission Road sidewalk improvement project due to a change in the scope of work and unexpected developer contributions. These funds will be returned to the TDA reserve for use by other projects.
4. **Lake Hodges Bridge:** The San Dieguito River Park has requested approval of additional TransNet funding of \$250,000 for the Lake Hodges Bridge to fund continuing design work for the bicycle/pedestrian bridge.

Recommendation

It is recommended that the Transportation Committee:

1. Approve Resolution No. 2004-22 approving the TDA claim amendments from the cities of La Mesa and San Marcos.
2. Direct staff to include the Lake Hodges Bridge project in the TransNet Program of Projects with the next 2002 Regional Transportation Improvement Program (RTIP) amendment.

Discussion

Additional details regarding these projects are discussed below. The Bicycle-Pedestrian Working Group (BPWG) reviewed these projects and recommends approval.

TDA Bicycle Claim Amendments (Resolution 2004-22)

Parks Avenue Sidewalk Improvement Project Claim Increase (City of La Mesa)

In FY 2001, the City of La Mesa received funding of \$35,000 to design sidewalks along Parks Avenue between El Cajon Boulevard and University Avenue. The funding was initially intended to supplement a City budget to prepare the sidewalk design. Due to lack of general fund matching funds for the project, the City could not complete the full design for the project. Instead, the City decided to improve only the missing segments of sidewalk on Parks Avenue from El Cajon Boulevard to Ohio Place.

Three missing segments of the sidewalk between El Cajon Boulevard and Ohio Place have been designed and two have been constructed over the past two years. The third segment had issues which include the acquisition of a roadway easement and the relocation of utilities, the costs of which will be paid for by the utility companies in an amount that will exceed \$100,000. To compel the utility companies to relocate their facilities for the sidewalk construction, the City must make a commitment to complete the project and needs an additional \$15,000. An additional allocation of \$15,000 from the TDA bicycle/pedestrian reserve, which is maintained for this purpose, and has a current balance of \$100,830, is recommended for approval so the project may be completed.

Center Drive Sidewalk Improvement Project Claim Increase (City of San Marcos)

In FY 2002, the City of San Marcos received funding of \$29,160 to build sidewalks on Center Drive at Vallecitos Town Center. The final cost to complete the project was \$44,024. Due to contract change orders, deductions, and retentions the project had a budget shortfall of \$14,864. An additional allocation of \$14,864 from the TDA bicycle/pedestrian reserve is recommended for approval so the construction contract can be closed.

Mission Road Sidewalk Improvement Project Claim Decrease (City of San Marcos)

In FY 2001, the City of San Marcos received funding of \$137,459 to build sidewalks on Mission Road from Liberty Drive to Pleasant Way. The project is complete, and the City of San Marcos is returning the surplus funds in the amount of \$70,553. The project was completed under budget due to developer contributions and the elimination of some retaining walls. These funds will be returned to the TDA reserve for use by other projects.

Lake Hodges Bridge TransNet Amendment

In FY 2004, the San Dieguito River Park Joint Powers Authority (JPA), in cooperation of the City of Escondido, requested \$500,000 in funding toward construction of the Lake Hodges Bicycle/Pedestrian Bridge. The BPWG recommended funding for the project, but because Bicycle Program funds would not fully fund the bridge, staff recommended deferring the allocation until FY 2005 and FY 2006. The total project cost for the Lake Hodges Bicycle/Pedestrian Bridge (including engineering, environmental and construction costs) is estimated at \$5 million. At that time, only \$3 million was available for the bridge from state Transportation Enhancement Activities (TEA) funds.

The project has obtained \$1,500,000 in State River Parkway Funds for construction, which added to the \$500,000 requested in FY 2004 and the \$3 million in existing TEA funds completes the \$5 million needed to fund the project. The JPA has requested that SANDAG advance \$250,000 of the \$500,000 of TransNet funds allocated for this project into the current year so final design can proceed while the JPA pursues authorization to spend the federal Transportation Enhancement money that provides the bulk of the project funding. Funds are currently available in the TransNet Bicycle Program reserve for this purpose. The Bicycle-Pedestrian Working Group is recommending approval of this request. The remaining \$250,000 of TransNet funds would be included in the FY 2005 allocations, consistent with the current construction schedule.

BOB LEITER

Director of Land Use and Transportation Planning

Attachment

Key Staff Contact: Chris Kluth, 619-699-1952, ckl@sandag.org



San Diego's Regional Planning Agency

401 B Street, Suite 800
San Diego, CA 92101
(619) 595-5300 • Fax (619) 595-5305
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RESOLUTION

NO. 2004-22

APPROVING REVISIONS TO TRANSPORTATION DEVELOPMENT ACT CLAIMS

WHEREAS, the Transportation Development Act (TDA) claims listed below require revisions;
and

WHEREAS, the SANDAG Board of Directors delegated the authority for Transportation Development Act amendments to the SANDAG Transportation Committee; and

WHEREAS, SANDAG has analyzed the allocations and has found that the revisions are warranted pursuant to Section 6659(c) of Title 21 of the California Code of Regulations (CCR); and

WHEREAS, the SANDAG Bicycle-Pedestrian Working Group has reviewed these revisions and recommends approval; NOW THEREFORE

BE IT RESOLVED by the Transportation Committee as follows:

1. That the Transportation Committee, pursuant to CCR Section 6659(d) does hereby approve revisions to the claims as shown below:

| <u>Article</u> | <u>Year</u> | <u>Claim</u> | <u>Claimant (City)</u> | <u>Purpose</u> | <u>Original Allocation</u> | <u>Adjustment+(-)</u> | <u>Revised Allocation</u> |
|----------------|-------------|--------------|------------------------|-----------------------|----------------------------|-----------------------|---------------------------|
| 3 | FY 2001 | 330 | La Mesa | Parks Avenue Sidewalk | \$35,000 | \$15,000 | \$50,000 |
| 3 | FY 2002 | 345 | San Marcos | Center Drive Sidewalk | \$29,160 | \$14,864 | \$44,024 |
| 3 | FY 2001 | 333 | San Marcos | Mission Road Sidewalk | \$137,459 | (-) \$70,553 | \$66,906 |

2. That the Transportation Committee does hereby authorize the Executive Director to prepare and transmit allocation instructions and payment schedules to the San Diego County Auditor as are necessary and legal for adjustment of these claims.

PASSED AND ADOPTED this 4th of June 2004.

CHAIRPERSON

ATTEST: _____
SECRETARY

MEMBER AGENCIES: Cities of Carlsbad, Chula Vista, Coronado, Del Mar, El Cajon, Encinitas, Escondido, Imperial Beach, La Mesa, Lemon Grove, National City, Oceanside, Poway, San Diego, San Marcos, Santee, Solana Beach, Vista, and County of San Diego.
ADVISORY MEMBERS: California Department of Transportation, Metropolitan Transit System, North San Diego County Transit Development Board, Imperial County, U.S. Department of Defense, San Diego Unified Port District, San Diego County Water Authority, and Baja California/Mexico.

TRANSPORTATION COMMITTEE

June 4, 2004

AGENDA ITEM NO.: **5**

Action Requested: INFORMATION

INTERSTATE 15 (I-15) MANAGED LANES/
BUS RAPID TRANSIT (BRT) PROJECT UPDATE

Introduction

Caltrans and SANDAG are jointly managing implementation of the I-15 Managed Lanes/Bus Rapid Transit (ML/BRT) project in the north I-15 corridor. The planning, development, and implementation of the BRT project components were transferred to SANDAG from the San Diego Metropolitan Transit Development Board (MTDB) in October 2003. Caltrans is responsible for all activities within its right-of-way, including construction of the four-lane, bi-directional managed lanes and a movable barrier; and the direct access ramps to the five BRT stations along the 20-mile project corridor.

Three BRT stations will be built as part of the Middle Segment (Phase 1) Managed Lanes Project between State Route (SR) 56 and Centre City Parkway (see Attachment 1). Future phases would extend the I-15 Managed Lanes south to SR 163 (reconfiguring the existing one-way, two-lane reversible High-Occupancy-Vehicle (HOV) facility and adding a BRT station in Mira Mesa) and north to SR 78 (including a direct access ramp to tie in with the Escondido Transit Center).

We last brought a status report to the Transportation Committee on December 12, 2003.

Discussion

To date, our work has focused on the Middle Segment (Phase 1) Managed Lanes/BRT project. Future project phases are dependent on funding for additional planning and engineering studies.

Middle Segment (Phase 1) BRT Stations (South Escondido/Del Lago, Rancho Bernardo, and Sabre Springs/Peñasquitos)

Milestones Since Last Update

Attachment 2 illustrates the I-15 BRT project schedule and progress. The schedule ensures that the BRT stations will be complete and ready to open concurrent with the opening of the managed lanes in December 2007. All tasks are on schedule. The December 2003 progress report highlights included submittal of 35 percent design of Rancho Bernardo BRT Station (October 2003), completion of the environmental documentation (November 2003), and kick-off of 35 percent design for South Escondido/Del Lago and Sabre Springs/Peñasquitos Stations (November 2003). The following milestones have occurred in the period covered by this report (January 2004 to May 2004):

- Coordinated and finished field completion survey and site mapping at all three stations (January to March 2004).

- Developed program for technology requirements and Transit First station amenities (April to May 2004).
- Designed traffic signals and striping plans at Rancho Bernardo and Sabre Springs/Peñasquitos Stations; similar work for South Escondido/Del Lago Station is underway (January 2004 to March 2004).
- Completed the draft geotechnical reports for the South Escondido/Del Lago and Sabre Springs/Peñasquitos Stations (March 2004).
- Presented a renegotiated Rancho Bernardo grade beam easement agreement to Legacy Partners---see further details below (April 2004).
- Presented offer to Legacy Partners for temporary construction easements and permanent right-of-way acquisitions for the Sabre Springs/Peñasquitos access road (April 2004).
- Prepared draft landscape plan alternatives (December 2003 to March 2004).
- Prepared draft visual simulations for Rancho Bernardo and Sabre Springs/Peñasquitos Stations (January to April 2004).
- Completed and circulated among SANDAG, Caltrans, North County Transit District, City of Escondido, and City of San Diego staff the South Escondido/Del Lago and Sabre Springs/Peñasquitos Stations Preliminary Engineering (35 percent) plans and cost estimates (May 2004).
- Completed and circulated among SANDAG, Caltrans, and City of San Diego staff the Rancho Bernardo Station 65 percent engineering plans, specifications, and cost estimates (May 2004).

On March 24, 2004, the project team held a successful public workshop Open House for the three BRT stations. The primary focus of the Open House was to educate the public about the project and receive input about the urban landscape and hardscape elements of the project. The forum included project overviews, as well as voting boards on station features, project priorities, and service attributes, and a detailed survey to determine customer operational needs. Based on discussions with the more than 75 attendees and comment cards received, there was an overwhelmingly positive response to the draft designs.

Issues

- Rancho Bernardo BRT Station. Our construction schedule is being delayed by the adjacent property owner's (Legacy Partners) soil stabilization work that requires it to construct underground grade beam structures below our station site (Legacy's encroachment on our station was a condition of sale when we acquired the site). Although renegotiation of the Rancho Bernardo grade beam easement agreement with Legacy Partners has caused the Rancho Bernardo BRT Station opening date to slip from Fall 2006 to early 2007, there are some benefits that have resulted since Legacy has agreed to fund inspection services of the property stabilization work on our property that we would have otherwise had to pay, agreed to small right-of-way acquisitions for the station at no cost to SANDAG, and agreed to penalty clauses which protect SANDAG in case its property stabilization work impinges on our station construction schedule. While this delay in the opening of the station is unfortunate, we will still be able to meet the Rancho Bernardo community's goal of opening the station ahead of the completion of the Managed Lanes facility to provide park-and-ride access to the commuter express routes serving the area.

- Maintenance and Operation of Stations and Park-and-Rides. Work is currently underway to determine ownership of the access roads through the stations. Neither SANDAG nor the Metropolitan Transit System/North County Transit District is charged with policing the roads. Either the City of San Diego or Caltrans are the logical agencies to assume this role, and we are currently working with them to resolve this issue. Additional work is underway to determine maintenance responsibility for the stations.
- BRT Vehicle Acquisition. Vehicle acquisition is on hold indefinitely until state Traffic Congestion Relief Program (TCRP) funding resumes. This is not currently a critical issue, but funding will need to be secured by *early* 2006 to have BRT vehicles by opening day in late 2007 (see funding discussion below).

Budget Status

Preliminary station construction budget numbers were developed in 2000 during the conceptual design phase of the project. We are currently in the process of updating these construction cost estimates based on 35 percent design (South Escondido/Del Lago and Sabre Springs/Peñasquitos) and 65 percent design (Rancho Bernardo).

Although we have not yet refined the station budget numbers, we are finding that the costs will likely increase due to the following factors:

- Increased costs due to inflation and increased construction material costs;
- Unforeseen site conditions (ancient landslide) at Rancho Bernardo that has required large retaining wall structures;
- Additional cost for features not included in original budget, including electrical systems, communications systems, and communications building; and
- Higher cost for water, drainage, and sewer facilities, traffic control, and shelters than anticipated in the conceptual design cost estimates.

We are refining the estimates and performing value engineering on the designs to seek cost efficiencies and will be ready to present updated estimates at the next I-15 update status report later this calendar year. However, the cost and funding situation is exacerbated because the California Transportation Commission (CTC) suspended allocations of Traffic Congestion Relief Program (TCRP) funding last year. To help ensure that the environmental, preliminary engineering, final design, and right-of-way acquisition for the BRT stations could be completed in accordance with the project schedule, Congestion Mitigation Air Quality (CMAQ) vehicle acquisition funds (\$22.1 million) have been redirected to pay for the BRT station development. It is unlikely that the \$22.1 million CMAQ will be enough to cover the station costs once the final design capital cost estimates are complete. The use of the CMAQ funds for the stations means there is no longer funding in the project budget for vehicle acquisition until the TCRP funding is restored. If TCRP funding does not become available to meet the schedule for acquiring vehicles (early 2006), it may be possible to include vehicles in service contracts for operation of BRT service in the corridor (which is how the I-15 express bus service is provided today). However, including vehicles in service contracts greatly increases the operating cost for the service. Finally, last year, the SANDAG Transportation Committee authorized the use of \$5.5 million in TransNet funding to purchase the Sabre Springs BRT Station site with the intent to repay the TransNet account when TCRP funds are reinstated.

Middle Segment (Phase 1) Managed Lanes

In late March 2003, the Federal Highway Administration (FHWA) approved the environmental document for the full I-15 Managed Lanes project from SR 163 to SR 78. Final design by Caltrans of the Middle Segment between SR 56 and Centre City Parkway is well underway, and construction of the first unit of this phase started in November 2003. The current schedule calls for completion and opening of the Middle Segment, including the three direct access ramps to the BRT stations, in December 2007. Caltrans intends to have an interim single northbound high-occupancy-vehicle (HOV) lane across Lake Hodges open by late 2006.

Future Phases of the Managed Lanes/BRT Project

As noted above, work on the southern and northern segments of the Managed Lanes/BRT project is dependent on future funding for advanced planning/environmental/engineering studies, with two exceptions:

- Mira Mesa Transit Center – Development of the Mira Mesa Transit Center BRT station in the southern segment is being pursued as a short-range project given the need for an off-street transit center to accommodate existing transit services in the Mira Mesa/Scripps Ranch communities. Environmental and preliminary engineering studies are currently underway. The transit center could be completed in the 2006-2007 timeframe, assuming funding availability, and open before the Managed Lanes project in this segment is completed (post 2010).
- Mira Mesa/Scripps Ranch Direct Access Ramps – As part of the Southern Segment of the Managed Lanes project, a direct access ramp on the west side of I-15 is proposed to connect the managed lanes with the Mira Mesa Transit Center. Questions have been raised by the community groups in the area on the possible need for a second direct access ramp connection on the east side of I-15 to serve the Scripps Ranch community as well. Caltrans and SANDAG have agreed to conduct a feasibility study on a second direct access ramp in FY 2006.

BOB LEITER

Director of Land Use and Transportation Planning

Attachments: 1. Map of I-15 Managed Lanes/Bus Rapid Transit Stations Project
2. I-15 Bus Rapid Transit Stations Schedule, June 2004

Key Staff Contact: Kathy Donnelly, (619) 699-1961; kdo@sandag.org

I-15 Corridor Managed Lanes/ BRT Project



**Stage 1
Managed Lanes/
BRT Project**

■ Stage 1 Project
BRT Stations/
Direct Access Ramps

■ Future Phases
BRT Stations/
Direct Access Ramps

**Construction of Stage 1 began
late summer 2003;
completion set for December 2007.**

TRANSPORTATION COMMITTEE

June 4, 2004

AGENDA ITEM NO.: **7**

Action Requested: INFORMATION

TRANSPORTATION PROGRAM FUNDING UPDATE

Introduction

At the May 7, 2004, Transportation Committee meeting, a monthly update of transportation program funding issues was requested. This report includes an update on the 2004 State Transportation Improvement Program (STIP) Revised Submittal and the "May Revise" of the Governor's Budget Proposal and its implications to the region.

Discussion

There are two areas of transportation financing that have been impacted by recent developments: The 2004 STIP and the FY 2004/05 proposed state budget through the "May Revise."

2004 STIP

The Board of Directors approved submittal of the 2004 STIP Revised Submittal at its May 28 meeting. As was discussed at that time, this revised submittal does not include additional Grant Anticipation Revenue Vehicle (GARVEE) bond financing over and above what was already approved for the I-15 Managed Lanes and instead relies on a "pay as you go" approach. The revised submittal was requested by the California Transportation Commission (CTC) because they decided to not consider which projects will get GARVEE bond financing until after adoption of the 2004 STIP, currently scheduled for August 5, 2004. The 2004 STIP Revised Submittal (Option A) proposes to program \$203.8 million to complete the 2002 STIP program of projects. Staff will continue to work with CTC staff to program the preferred "Maximize GARVEE" 2004 STIP option (Option C).

On May 12, the CTC held a workshop on GARVEE bond financing. At the workshop, staff reviewed their experience with the most recent GARVEE bond issuance and then invited discussion on the current GARVEE policy contained in the 2004 STIP Guidelines. In particular, the discussion centered upon how newly generated capacity, created by the use of the GARVEE bonds, should be allocated. The current guidelines indicate that the Commission will determine how the additional capacity may be used to best benefit the overall STIP. There were some agencies, including SANDAG, that proposed that each county should be able to use the newly generated capacity since that county would bear the financing costs. Other agencies, particularly those having temporarily lost access to the unprogrammed balance from the 2002 STIP, believe that the newly generated capacity should go to restore their access to their unprogrammed reserves. Since the CTC has indicated it will adopt a 2004 STIP that does not include additional GARVEE bond financing in August 2004, the programming of any additional capacity from the implementation of GARVEE bonds will be deferred until after the August adoption.

A STIP hearing will be held at the Metropolitan Water District in Los Angeles on June 17, 2004, for the Southern California counties. Based on input at the hearing combined with that of the hearing held May 13 for the Northern California counties, CTC staff will make its recommendations by mid-July for the adoption of the STIP in August.

“May Revise”

Several transportation funding proposals are included in the “May Revise” of the Governor’s proposed FY 2004/05 state budget, some of which reverse or eliminate proposals made during the mid-year proposal in January 2004. Among these proposals, the most salient are:

1. The proposal to convert the previously proposed suspension of Proposition 42 funds to a loan basis with statutory repayment scheduled for FY 2007/08. This maintains the integrity of the 2004 STIP Fund Estimate.

Impact to the San Diego region: the likelihood that the amount of funds available through the 2004 STIP would need to be reduced due to an adjustment in the Proposition 42 assumption would be eliminated.

2. The Governor’s budget now includes \$163 million to fund previously allocated TCRP projects in FY 2004/05.

Impact to the San Diego region: although no specific amounts per project have been released to date, it is very likely that it would allow State Route (SR) 56 to be completed by July 2004 without jeopardy to its TCRP funds. Other regional projects, including SR 905, the Interstate 5/Interstate 805 (I-5/I-805) “Merge” project, the East Village Station Access Improvement project, and the Metropolitan Transit System (MTS) bus procurement contract would also continue to be able to access their TCRP funds through FY 2004/05 and make progress towards completion.

3. The mid-year proposal to recapture \$189 million appropriated in FY 2003/04 for Traffic Congestion Relief Program (TCRP) projects has been withdrawn.

Impact to the San Diego region: this proposal largely reflects the fact that since the Legislature did not act on the recapture, project sponsors continued to submit invoices for the TCRP funds, thus depleting the original \$189 million. It is currently projected that of the \$189 million, approximately \$74 million will remain statewide by the end of FY 2003/04. The San Diego region has continued to expend TCRP dollars through FY 2003/04. Monthly regional expenditures through FY 2003/04 have averaged from \$1 million to \$2 million.

4. The mid-year proposal to terminate the TCRP program has also been withdrawn.

Impact to the San Diego region: the withdrawal of this proposal leaves open the possibility that existing allocations will continue through completion of the various TCRP projects. It also leaves open the possibility of new allocations, pending negotiations on criteria for selection of eligible projects. Regional projects that could benefit in the near term include the Sprinter, the I-15 Bus Rapid Transit, Mid-Coast Light Rail Transit, and SR 52, among others.

5. Elimination of the cap on the amount of GARVEE bonds that can be allocated in FY 2004/05, subject to discussions with the CTC, Caltrans, and the Department of Finance.

Impact to the San Diego region: the region already proposed over \$250 million in GARVEE bond financing as part of its "Maximize GARVEE" 2004 STIP option (Option C) that would help advance the schedule of completion of several projects, including SR 52 and SR 905. Eliminating or raising the ceiling would provide the additional flexibility needed to complete these projects on a timely basis.

RENEE WASMUND
Director of Finance

Key Staff Contact: José A. Nuncio, 619-699-1908, jnu@sandag.org

TRANSPORTATION COMMITTEE

June 4, 2004

AGENDA ITEM NO.: **8**

Action Requested: INFORMATION

I-15 INTERREGIONAL PARTNERSHIP (IRP) DRAFT FINAL REPORT

Introduction

The I-15 Interregional Partnership (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 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 two regions, 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 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 draft final report includes 21 strategies proposed to address the jobs-housing imbalance between the two regions and its effects, and an Implementation and Monitoring Program.

With the draft report completed, staff will initiate further public discussion of the strategies proposed to address the jobs-housing imbalance and long-distance commute between the two regions. Presentations have been scheduled with organizations and agencies, including several chambers of commerce, economic development agencies and local jurisdictions in both counties.

Discussion

The 21 strategies proposed to address the existing jobs-housing imbalance have been organized into four categories: housing (5), economic development (2), transportation (12), and program-related (2). The I-15 IRP Policy Committee has considered all 21 of the recommended strategies at meetings during the past year.

- 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 for transportation facilities.
- 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.

On September 19, 2003, the Transportation Committee was afforded the opportunity to review and comment on the proposed long-range transportation strategies. At that meeting a list of the short-range transportation strategies and the economic development, housing, and program strategies also was provided. Chapter III of the draft final report is attached that lists the 21 housing, economic development, transportation, and program strategies proposed in the final report.. Comments from the Transportation Committee are welcome.

Next Steps

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.

Revisions to the draft report have been made based on the comments received and the review of the I-15 IRP Technical Working Group. The final report will be presented to the I-15 IRP Policy Committee at its June 18 meeting in Temecula. Following approval of the I-15 IRP Policy Committee the report will be approved by the SANDAG and WRCOG Boards of Directors prior to being sent to the California Department of Housing and Community Development (HCD).

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

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Attachment: Chapter III of the Revised Draft Final I-15 Interregional Partnership Report

I-15 Interregional Partnership Draft Final Report - March 26, 2004

CHAPTER III: STRATEGIES THAT ADDRESS JOBS/HOUSING BALANCE

During the past year, the I-15 Interregional Partnership (IRP) developed, refined and evaluated 21 strategies designed to improve the jobs/housing balance within the San Diego region and southwestern Riverside county.

These strategies, shown in Table 5, are designed to accomplish two goals:

- reduce the *impacts* of interregional commuting, and
- reduce the *demand* for interregional commuting, by creating more jobs in housing-rich areas and more housing in jobs-rich areas.

METHODOLOGY

The strategies in the I-15 IRP program were developed through a cooperative, multi-agency planning process. Initially, staff identified potential strategies based on a literature search and review of the existing Regional Transportation Plans and other regional planning and policy documents. The I-15 IRP Technical Working Group (TWG) expanded this list based on local experience and its understanding of the issues. The IRP Policy Committee then reviewed these strategies and approved them for further evaluation.

IRP staff screened the full list of strategies using a set of criteria developed by the TWG (and reviewed by the Policy Committee) that included: impact on I-15 congestion, whether it was a new or current project, funding availability, time frame for implementation, consistency with existing plans and programs, ease of implementation, and political support. The matrices for the potential strategies are provided in Appendix A.

Based on this evaluation, the TWG recommended 13 strategies for further evaluation (in addition to eight short-range transportation strategies previously approved by the Policy Committee). In this action, the TWG recommended seven strategies that should be actively pursued by the I-15 IRP and six strategies that should be supported and monitored.

Based on the strategy evaluation process and further discussion by both the TWG and Policy Committee, two strategies were dropped from consideration: (A) the reduction of employee parking in areas with a high level of transit service to encourage ridesharing and transit use and the location of back-office or customer service center operations in housing-rich areas. These strategies were dropped because of their limited effect on interregional commuting and implementation issues.

(B) The second eliminated strategy would have steered the expansion of San Diego firms into southwestern Riverside County, taking advantage of lower wage rates and office costs. Initially, these expansion sites would employ lower-level workers. Over the long run, the southwestern Riverside County employment sites could be expanded to provide locations for management and technical workers currently commuting into San Diego County.

Table 5
INTERREGIONAL STRATEGIES

Program Strategies

- Strategy P1: * Support/Sponsor Legislation that Addresses Jobs/Housing Balance
 Strategy P2: * Engage Actively in Community Outreach

Economic Development Strategies

- Strategy ED1: * Facilitate Greater Collaboration between Regional Economic Development Agencies
 Strategy ED2: Improve Job Growth through the Promotion of New Employment Opportunities in the Cluster Industries that Drive the Bi-regional Economies

Housing Strategies

- Strategy H1: Provide a Range of Housing Affordability and Housing Types in All Communities
 Strategy H2: Support State/Local Fiscal Reform to Encourage Moderate- and Low-Income Family Housing Near Employment Centers
 Strategy H3: Provide Incentives for the Construction of Moderate-Cost Family Housing Near Employment Centers
 Strategy H4: Require the Construction of Moderate Cost Family Housing in New Development Near Employment Centers
 Strategy H5: Encourage Infill Development in Older Residential Neighborhoods

Transportation Strategies

- Strategy T1: * Coordinate Interregional of Vanpool and Carpool Programs
 Strategy T2: * Expand Park-and-Ride Lots and Improve Rideshare Information Signage
 Strategy T3: * Conduct Joint Outreach and Marketing for Transit, Vanpool, and Rideshare Programs
 Strategy T4: * Implement Interregional Public Transit Commuter Services
 Strategy T5: * Foster Collaboration among Transit Providers (public and private)
 Strategy T6: * Advocate for Employer-Subsidized Transit Passes
 Strategy T7: * Encourage the Adoption of Alternative Work Schedules
 Strategy T8: * Encourage Telework
 Strategy T9: Support High Speed Rail Transit Service in the I-15 Corridor
 Strategy T10: Implement Transit Shuttle Services to Interregional Transit
 Strategy T11: Preserve Transportation Rights-of-Way and Implement Priority Measures through the Development Process
 Strategy T12: Implement the I-15 High Occupancy Vehicle (HOV) System

* Short-range strategies

The TWG also recommended the reclassification of three long-range strategies to short-range: the increased collaboration among economic development agencies (Strategy ED1), legislative advocacy (P1), and community outreach (P2). TWG members felt that these three strategies should be implemented immediately as part of the current project. The promotion of bi-county employment cluster jobs (ED2) was added to the list of proposed strategies.

ORGANIZATION OF STRATEGIES AND OBJECTIVES

The IRP program identified a total of 21 interregional strategies for short- and long-range implementation. These strategies were organized into four categories: programs, housing, economic development and transportation. Potential strategies that would mitigate the current jobs/housing imbalance generally promote housing construction in the San Diego region and economic development in southwestern Riverside County. These strategies are listed on the following table as ED1, ED2, and H1 through H5.

Eight short-range transportation strategies were adopted by the Policy Committee in early 2003, and are being implemented by local and regional transportation agencies. The short-range strategies primarily focus on the coordination of Transportation Demand Management (TDM) activities already being undertaken by SANDAG and the Riverside County Transportation Commission (RCTC). They include joint rideshare marketing, transit operator collaboration and additional interregional transit service. The eight short-range transportation strategies are listed on the following table as T1 through T8; the long-range transportation strategies are listed as strategies T9 through T12.

STRATEGIES FOR SHORT-RANGE IMPLEMENTATION

Short-Range Program Strategies: Two interregional program strategies were proposed by the I-15 IRP Technical Working Group to support the implementation of the economic development, housing and transportation strategies developed to address jobs/housing balance issues in the San Diego and southwestern Riverside regions. These two strategies address the need to support and/or sponsor legislation that provides incentives for jobs/housing balance programs, and to actively engage in community outreach activities. The IRP Program strategies include:

Strategy P1 - Support/Sponsor Legislation that Addresses Jobs/Housing Balance

This strategy involves advocating and supporting legislation that provides incentives for jobs/housing balance programs. Additionally, the I-15 IRP could choose to sponsor program specific legislation. Some examples of IRP-related bills introduced to the legislature during past sessions include:

1. AB 437: This bill would give priority eligibility in the award of state competitive grants and other economic incentives for projects within the IRP pilot project areas.
2. SB 863: This bill would develop an incentive-based strategy to encourage the construction of housing in those areas of the state that have experienced the greatest increase in job growth over the last decade but have not kept pace with necessary housing.

Strategy P2: - Engage Actively in Community Outreach

This strategy involves using existing presentations, informational handouts and reports, and IRP members to promote awareness of the I-15 IRP and its programs to improve the jobs/housing balance in the area. The Partnership would create an outreach toolkit that could be used by SANDAG staff, WRCOG staff, and members of the Technical Working Group and Policy Committee to better inform the media and local citizens about the efforts of the IRP. Target audiences include: individual citizens, business leaders, community leaders, and elected officials. The outreach program can be coordinated to target specific aspects of the jobs/housing balance issue. The goal of this strategy is to educate the community about the IRP, the current jobs/housing imbalance and the strategies proposed in this report, so that a wider range of entities can participate in supporting our programs.

The IRP would develop tool kits to aid in addressing two areas for outreach:

1. Promoting Business and Employment in Housing-Rich Areas.

Potential audiences:

- Businesses, both locally based and potentially new to the region
- Community leaders
- Elected officials
- Interest groups and organizations
- Employment agencies

Program objectives:

- Educate the audience about the current jobs/housing imbalance and why increased job growth in housing-rich areas makes sense.
- Introduce the I-15 Existing Conditions Report and show how it affects the local residents.
- Explain the consequences of the jobs/housing imbalance.
- Introduce the strategies that the IRP is pursuing and demonstrate how they can benefit people who live in housing rich areas.

2. Promoting Alternative Housing Opportunities in Jobs-Rich Areas

Potential audiences:

- Individual citizens
- Community leaders
- Elected officials
- Real estate developers

Program objectives:

- Educate the audience about the current housing situation and why more affordable housing is needed in job-rich areas.
- Introduce the I-15 Existing Conditions Report and show how it affects the local residents.
- Introduce the IRP strategies and demonstrate how they can benefit employees and employers.

Short-Range Economic Development Strategy: The I-15 Interregional Partnership (IRP) presents opportunities to improve the economy of both the southwestern Riverside and San Diego regions.

Strategy ED1 - Facilitate Greater Collaboration between Regional Economic Development Agencies

This Strategy emphasizes the inter-related nature of the economies of both regions. Until November 2003, the draft IRP economic development strategies focused primarily on increased job growth in southwestern 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.

ED1 is a short-range economic development strategy to increase collaboration among the various economic development agencies in southwestern Riverside County. In addition, coordination will be pursued between the southwestern Riverside County agencies and similar agencies in the San Diego region. The long-range economic development strategy (ED2) regarding economic clusters will evolve from the coordination efforts initiated in ED1.

Due to the competitive nature of economic development entities, there is little cooperation or cross-border idea sharing. However, it is important that the IRP recognize that despite the political boundary between our regions, the jobs/housing imbalance and the need for economic development in southwestern Riverside County are realities that affect both regions. These realities may be confronted more effectively through inter-agency collaboration and idea-sharing.

Short-Range Transportation Strategies: The I-15 IRP Policy Committee approved eight short-range transportation strategies in February 2003.

Strategy T1 - Coordinate Interregional of Vanpool and Carpool Programs

The Riverside County Transportation Commission (RCTC) is responsible for management of the rideshare program in Riverside County; SANDAG is responsible for this program in the San Diego region. Rideshare programs primarily provide services to residents commuting from home to work on a regular basis. These services include the operation of vanpool programs, carpool participant matching, a guaranteed ride home program, and the distribution of transit information.

Strategy T1 involves SANDAG and RCTC working together to develop ways to promote and serve interregional commuters more efficiently with the ultimate goal of increasing the number of commuters who carpool, vanpool and buspool.

SANDAG's rideshare program, RideLink, has experienced an increasing need to service commuters living in the southwestern Riverside area since many are employed in the San Diego region. The predominate source of rideshare information for these commuters is from their employer via newsletters, intranet, or surveys.

This strategy has three areas of focus:

- develop incentives that encourage residents of southwestern Riverside County to participate in carpooling, vanpooling and buspooling;

- conduct an outreach effort aimed at business parks or clusters of employers where high-occupancy vehicles could be used and where demand for carpooling/ridesharing could be increased; and
- examine the potential of closer collaboration among regional agencies to increase efficiencies and reduce any overlap in program administration.

To promote ridesharing, consideration should be given to the potential of a subsidy program (for vanpools and buspools) that is jointly funded by both regions.

As demand for alternate commuting options develops from this group of commuters, it may be more efficient to transition from traditional-sized vans to larger vehicles with the intent of creating buspools. This need could be fulfilled by either an existing public transit operator or a private transportation company.

Strategy T2 - Expand Park-and-Ride Lots and Improve Rideshare Information Signage

This strategy calls for expanding park-and-ride lots along the I-15 corridor to support carpool, vanpool, and public transit services. Developing secure, maintained and well-identified locations will help encourage ridesharing and will serve as collection points for current vanpool and any future bus service along the corridor.

Some existing park-and-ride lots are provided by Caltrans at freeway interchanges, often located on excess freeway right-of-way. In some locations, a public agency rents a privately-owned parking lot that has low usage during commute hours (dual-use facility). Transit agencies and some community developers provide transit centers with parking facilities for bus riders or carpool users. In some jurisdictions, park-and-ride lots are a negotiated condition of development. In some cases, these lots remain in private ownership.

While most park-and-ride lots are intended for carpool users, they can also serve transit riders. This is especially true for long distance commuter or “express” bus service where users can be widely dispersed and require a central meeting point. Also, the nature of this type of transit service requires limited stops to increase the speed and efficiency in order to attract users.

Strategy T3 – Conduct Joint Outreach and Marketing for Transit, Vanpool and Rideshare Programs

Several agencies are involved in promoting alternative modes of transportation along the I-15 corridor. SANDAG and RCTC provide carpool and vanpool services and the Riverside Transit Agency (RTA) began interregional commuter bus service in 2003. Caltrans provides support for these services through its park-and-ride lot program. This strategy proposes that these agencies (and other interested agencies) consider the effectiveness of joint marketing programs targeting drive-alone commuters along the I-15 corridor, and if beneficial, to develop such programs.

Strategy T4 - Implement Interregional Public Transit Commuter Services

Interregional transit commuter services will connect residential areas in southwestern Riverside County, where interregional I-15 commuters live, to employment centers in the San Diego region, where a significant percentage of these I-15 commuters work.

In this strategy, residential pick-up points will be located at transit centers, and park-and-ride lots or locations where relatively secure parking is available. Generally, there will be only two or three pick up locations. Riders may access the commuter routes by walking, using feeder bus service, driving,

or by being dropped off. The interregional commuter routes will have multiple drop-off points at major employer centers or transfer facilities.

Interregional commuter bus trips can take significant periods of time since the I-15 corridor doesn't yet have a complete HOV system. In some cases elsewhere in the State, transit operators have provided premium services on-board the vehicles, such as internet access, entertainment services, and food in order to attract and maintain ridership.

RTA initiated commuter transit service from southwestern Riverside County to Oceanside in May, 2003. In the longer term, the SANDAG Regional Transportation Plan proposes peak period commuter services on the I-15 corridor originating in Riverside County. While this strategy deals with the implementation of interregional public transit services, for-profit transit service is provided by a private transit operator in the I-15 corridor.

Strategy T5 – Foster Collaboration among Transit Providers (public and private)

The long-range vision for transit in Southwestern Riverside is covered in the Southern California Association of Government's Regional Transportation Plan (RTP); the vision for the I-15 corridor in northern San Diego is covered in the SANDAG RTP. Short-range programs have also been adopted by local public transit operators.

As the agencies initiate commuter services both into and out of the San Diego region, coordination of transit services becomes more important. Interregional transit stops should be located near major transit distribution points or transit centers. Schedules should be coordinated.

Coordination between public and private transit service providers is also encouraged. Minimizing competing services benefits all service providers. Sharing transit facilities, and potentially facility maintenance costs, could also be beneficial. Currently private operators must negotiate the use of public transit facilities on a case by case basis.

Coordination should be initiated by the agency proposing new transit service. For example, when Riverside Transit Agency (RTA) was planning its commuter service into northern San Diego County, RTA contacted North County Transit District to assist in route selection and planning. Scheduling of this new interregional service was especially important to permit transfers to the Coaster and local bus services at the Oceanside Transit Center. In future years, transit operators will engage both other public transit operators and private transit operators in their short-range planning process.

Strategies T6, T7 & T8 - Develop Employer Incentive Programs

While public transportation agencies can encourage employers to offer programs and incentives, employers ultimately must initiate, support and promote them. Funding for commuter benefits can be borne entirely by the employer, by the commuter or by a combination the two. These strategies must be adopted and implemented by public- and private-sector employers.

This effort would include some level of analysis that evaluates the effectiveness of policies and incentives to move employers along the continuum of support of commuter programs, encouraging a higher level of involvement and commitment.

A pilot program should be developed to test varying levels and types of incentives to encourage employers to actively and vigorously support commuter programs, with a particular emphasis on

subsidized benefits such as transit, buspool and vanpool passes; telework; and alternative work schedules. The initial goal of the pilot program is to have ten companies participate in the incentive program for a minimum one-year period. Emphasis on employer outreach should continue through regional rideshare programs, with a focus on the following areas:

- Advocate for Employer-Subsidized Transit Passes (T6)
- Encourage the Adoption of Alternative Work Schedules (T7)
- Encourage Telework (T8)

STRATEGIES FOR LONG-RANGE IMPLEMENTATION

Long-Range Economic Development Strategy: 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 regions.

Employment clusters are groups of interdependent or similar employers. These 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.

SANDAG's existing research has developed information on regional employment clusters to foster infrastructure investment and develop policy focused on strengthening those clusters. In the San Diego region, 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 ED2 will provide a better understanding of the strengths of southwestern Riverside's economy and the types of linkages and relationships that exist with the San Diego region's employment clusters.

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 policies, 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 economic clusters of both regions.

Strategy ED2 - Improve Job Growth through New Employment Opportunities in the Cluster Industries that Drive the Bi-regional Economies

One way to address the relationship between the two regions is to foster the development of employment clusters. The common boundary presents our two regions with an opportunity to coordinate efforts to achieve a mutually beneficial outcome. Economic Development Agencies in both regions would encourage job growth in employment industries that currently occur in the two region area.

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 IRP address the jobs/housing imbalance and raise our residents' standard of living.

Long-Range Housing Strategies: The following strategies were created to increase the balance of jobs and housing in both San Diego and Southwestern Riverside counties.

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

California housing law promotes planning and implementation of balanced communities throughout the State. This includes creating 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 that meet the housing needs of all income levels in a number of ways:

1. Amend local general plans to encourage the construction of both a full range of housing densities and unit sizes.
2. Amend zoning and other local codes to encourage mixed use (residential/ commercial) and compact development.
3. Encourage a full range of housing choices in new residential developments.
4. Educate the public about the advantages of mixed use development.
5. Educate the public about the advantages of infill housing development.
6. Implement higher intensity, mixed use development near transit stations.
7. Assign funding priority for transportation projects located in jurisdictions that provide more affordable housing and a greater range of housing choices.
8. Identify land available for housing.

Strategy H2 - Implement State/Local Fiscal Reforms to Encourage the Construction of Moderate- and Low-Income Family Housing Near Employment Centers

This strategy builds 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 creation of this type of incentive.

Existing state-local fiscal restructuring proposals attempt to be revenue-neutral for most jurisdictions, at least in the near term. Strategy H2 would reduce the reliance of local jurisdictions on the local portion of the sales tax to support local services and programs by increasing funding from other resources.

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

The largest group of San Diego workers living in southwestern Riverside County is moderate-income families, most of which include 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 between \$250,000 and \$350,000, near employment centers within the San Diego region. While some new condominiums are priced in this moderate cost range, very few, if any, new single-family homes are available in the San Diego region for less than \$300,000.

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.

The cost of single family homes in the San Diego region could be reduced using incentives in the following ways:

1. Provide increases in housing density in urbanized areas by implementing the existing state density bonus law. State law allows a 25 percent density bonus if 20 percent of a project is built as moderate income condominiums.
2. Streamline permitting process for mixed use and residential development in areas near employment centers.
3. Implement a Location-Efficient Mortgage (LEM) program. This program allows persons living near transit nodes to qualify for a larger mortgage because of the potential for reduced transportation costs.
4. Implement employer-assisted housing programs.
5. 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.

Strategy H4 - Require the Construction of Moderate Cost Family Housing Near Employment Centers

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 the San Diego region using incentives, Strategy H4 would achieve the same objectives through development requirements.

1. Require that some portion of housing projects include the construction of smaller, less expensive, starter homes.
2. Implement inclusionary housing programs for new residential developments aimed at moderate income households.

Strategy H5 - Encourage Infill Family Housing in Older Residential Neighborhoods

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 provide access to 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 residential development.

Neighborhood revitalization and opportunities for infill housing often depend 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:

1. Revitalize residential uses through code enforcement and home-improvement programs for new homeowners.
2. Rehabilitate and improve public facilities and services in these neighborhoods, working with school districts and other agencies as needed.
3. Encourage the redevelopment of underutilized commercial properties with mixed use and mixed income residential uses.
4. Mitigate the effects of gentrification through such programs as inclusionary zoning, linkage fees and/or the encouragement of accessory units.

Long-Range Transportation Strategies: The following strategies are designed to strengthen the connections between jobs and housing in the San Diego and southwestern Riverside regions.

Strategy T9 - Support High Speed Rail Transit Service in the I-15 Corridor

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 may place a \$9.95 billion bond measure on a statewide ballot as early as November 2004. 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 magnetic levitation (MagLev) system extensions are identified. One future corridor would connect east into Riverside County, and could be extended south into the San Diego region.

Strategy T10 - Implement Transit Shuttle Services to Interregional Transit

The Implementation of Interregional Commuter Transit Services is a short-range strategy (T8) 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. RTA is actively pursuing shuttle service as new development is approved.

Strategy T11 - Preserve Transportation Rights-of-Way and Implement Priority Measures through the Development Process

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.

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 reduce 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.

Strategy T12 - Implement the I-15 High Occupancy Vehicle (HOV) System

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 Southwestern 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 T12 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 eventually will become congested freeway traffic between southwestern Riverside County and Escondido along I-15. The HOV facilities would be used by Bus Rapid Transit and other commuter transit services. As is currently the case on I-15 south of Escondido, single occupant vehicles can be permitted to use these lanes for a fee if sufficient capacity exists.

Based on IRP survey results, it is estimated that interregional commuters account for at least one of four lanes of traffic on I-15 south of SR 78.

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.