FINAL
CALIFORNIA DEPARTMENT OF TRANSPORTATION
DISTRICTS 8 AND 11
COOPERATIVE I-15 COUNTY LINE STUDY

MARCH 2007
Introduction

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

As a result of IRP work to date, Districts 8 and 11 have produced a study document addressing solutions to the existing and future transportation problems both counties face in the Bi-County area along I-15. As shown in Figure 1, the study area focuses on I-15 from State Route (SR) 78 to the south to SR 74 to the north. The report is a joint effort to identify potential multi-modal transportation improvements and to provide context for discussion of staging the needed improvements based on traffic projections, known programmed and measure funded projects, socio-economic growth, and modal options. The population within the study area is expected to almost double to approximately 1.5 million people by the year 2030. Employment in this area is expected to almost double to 500,000 jobs by 2030. The study approach taken by the Department's Districts 8 and 11 is to present a number of multi-modal solutions to address the I-15 transportation issues within the study area. This document provides description, evaluation, and order of magnitude cost estimates for various short and long term transportation solutions as well as highlighting currently programmed projects.

Study Area

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

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

Goals

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

Objectives

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

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

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

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

I-15 Interregional Partnership (IRP)

The I-15 Interregional Partnership was originally formed in 2001 to address the imbalance of jobs and housing that has developed between the San Diego region and southwestern Riverside County in the past decade and the lengthy commute that has resulted. The I-15 IRP is a voluntary compact between local elected officials representing the San Diego Association of Governments (SANDAG) and the Western Riverside Council of Governments (WRCOG). The Department, the Riverside County Transportation Commission (RCTC), the Southern California Association of Governments (SCAG), other affected governmental agencies, and private sector organizations also participate in the partnership and provide guidance and support whenever possible. The Department's District 8 and 11 Cooperative I-15 County Line Study is a part of this ongoing support.

Relevant Findings from the I-15 Interregional Partnership – Phase One Final Report

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

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

- Approximately 60 percent of the estimated 29,000 interregional commuters on I-15 live in the cities of Temecula or Murrieta or the adjacent unincorporated area

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

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

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

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

Transit service is provided by several scheduled bus routes and many publicly subsidized vanpools. Most of the vanpool service is subsidized by the San Diego Association of Governments (SANDAG). Several park and ride lots are available within the corridor.

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

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

Comparing Ratios of Jobs to Housing Units in the Study

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

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

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

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

Effects of Projected Growth on Proposed Transportation Improvements

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

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

---

\[\text{Excerpt from the I-15 Interregional Partnership Final Study, July 2004}\]
Table 1

JOBS PER HOUSEHOLD (Year 2000)

<table>
<thead>
<tr>
<th>Area</th>
<th>Jobs</th>
<th>Households</th>
<th>Jobs/HH</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>SOUTHWEST RIVERSIDE COUNTY</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Southwest Riverside County</td>
<td>111,329</td>
<td>151,601</td>
<td>0.73</td>
</tr>
<tr>
<td>Temecula/Murrieta area</td>
<td>32,653</td>
<td>42,100</td>
<td>0.78</td>
</tr>
<tr>
<td>City of Murrieta</td>
<td>7,986</td>
<td>14,321</td>
<td>0.56</td>
</tr>
<tr>
<td>City of Temecula</td>
<td>20,823</td>
<td>18,367</td>
<td>1.13</td>
</tr>
<tr>
<td>Unincorporated</td>
<td>3,844</td>
<td>9,412</td>
<td>0.41</td>
</tr>
<tr>
<td>Elsinore Area</td>
<td>15,337</td>
<td>26,003</td>
<td>0.59</td>
</tr>
<tr>
<td>Sun City/Menifee</td>
<td>7,784</td>
<td>16,226</td>
<td>0.48</td>
</tr>
<tr>
<td>Mead Valley</td>
<td>13,547</td>
<td>14,430</td>
<td>0.94</td>
</tr>
<tr>
<td>Harvest Valley/Winchester</td>
<td>4,217</td>
<td>4,473</td>
<td>0.94</td>
</tr>
<tr>
<td>Lakeview/Nueno</td>
<td>3,528</td>
<td>2,776</td>
<td>1.27</td>
</tr>
<tr>
<td>San Jacinto Valley</td>
<td>34,263</td>
<td>45,593</td>
<td>0.75</td>
</tr>
<tr>
<td><strong>NORTH SAN DIEGO COUNTY</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Northern San Diego I-15 Corridor</td>
<td>128,837</td>
<td>126,341</td>
<td>1.02</td>
</tr>
<tr>
<td><strong>SAN DIEGO COUNTY</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fallbrook (SRA* 55)</td>
<td>10,491</td>
<td>15,131</td>
<td>0.69</td>
</tr>
<tr>
<td>Rainbow (SRA* 54)</td>
<td>944</td>
<td>2,094</td>
<td>0.45</td>
</tr>
<tr>
<td>Pala/Valley Center (SRA* 53)</td>
<td>3,593</td>
<td>6,705</td>
<td>0.54</td>
</tr>
<tr>
<td>Vista (SRA* 52)</td>
<td>22,943</td>
<td>30,594</td>
<td>0.75</td>
</tr>
<tr>
<td>San Marcos (SRA* 51)</td>
<td>39,432</td>
<td>23,903</td>
<td>1.65</td>
</tr>
<tr>
<td>Escondido (SRA* 50)</td>
<td>51,434</td>
<td>47,914</td>
<td>1.07</td>
</tr>
<tr>
<td><strong>COMPARISON AREAS</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>State of California</td>
<td>14,896,60</td>
<td>11,502,870</td>
<td>1.30</td>
</tr>
<tr>
<td>SCAG &amp; SANDAG REGIONS</td>
<td>8,036,400</td>
<td>6,381,168</td>
<td>1.26</td>
</tr>
<tr>
<td>Riverside/San Diego/Orange</td>
<td>3,068,200</td>
<td>2,436,182</td>
<td>1.26</td>
</tr>
<tr>
<td>Riverside/San Diego</td>
<td>1,671,700</td>
<td>1,500,895</td>
<td>1.11</td>
</tr>
<tr>
<td>Riverside County</td>
<td>466,500</td>
<td>506,218</td>
<td>0.92</td>
</tr>
<tr>
<td>Western Riverside COG Area</td>
<td>374,139</td>
<td>386,842</td>
<td>0.97</td>
</tr>
<tr>
<td>San Diego County</td>
<td>1,205,200</td>
<td>994,677</td>
<td>1.21</td>
</tr>
<tr>
<td>Imperial County</td>
<td>50,400</td>
<td>31,870</td>
<td>1.28</td>
</tr>
</tbody>
</table>

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

**POPULATION, EMPLOYMENT AND HOUSEHOLDS**

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

Source: U.S. Census Bureau's 2000 Census and California Employment Development Department, 2001

* Jobs does not include uniformed military and self-employed. Riverside County data are from the WRCOG forecast (1997)

** For Riverside County, data allocated among Community Planning Areas based on census block groups

*** For Riverside County, data allocated among Community Planning Areas based on census block groups
Figure 2: Year 2000 Population Density within the I-15 County Line Study area.
Figure 3; Year 2030 Population Density within the I-15 County Line Study area.
Figure 4; Year 2000 Employment Density within the I-15 County Line Study area.
Figure 5; Year 2030 Employment Density within the I-15 County Line Study area.
Figure 6; Year 2000 Housing Density within the I-15 County Line Study area.
Figure 7; Year 2030 Housing Density within the I-15 County Line Study area.
Riverside County and San Diego County Transportation Tax Measures, and Current Regional Transportation Plans (RTPs)

**Riverside County**
In November 2002, Riverside County voters passed a thirty year extension of their Measure "A" half-percent retail sales tax, providing a transportation funding source for future Riverside County transportation projects from 2009 to 2039. Continuation of the one-half percent sales tax for transportation supplements traditional federal, state, and local tax revenues, and those revenues generated through locally-adopted developer fees and assessment districts for transportation improvements. Collection of the one-half percent sales tax will commence upon the expiration of the existing half-percent sales tax in 2009. Riverside County is within the SCAG region and as such is covered by SCAG's latest approved Regional Transportation Plan (Final RTP, April 2004). SCAG's 2004 RTP identifies the addition of one HOV lane in each direction on I-15, between SR 60 and the San Diego County line by 2025. Under the Measure "A" Extension's Ordinance, the Transportation Improvement Plan which acts as Riverside County’s Expenditure Plan identifies one additional lane being added on I-15 from SR 60 to the San Diego County line. The Measure "A" Ordinance does allow RCTC to add additional state highway projects, should additional Measure "A" revenue become available. SCAG's update of their RTP is scheduled for 2008.

Riverside County's "Community and Environmental Transportation Acceptability Process" (CETAP, c.2003) is one of three elements of the Riverside County Integrated Project (RCIP) which included three elements: Riverside County's new General Plan, a Multiple Species Habitat Conservation Plan, and CETAP, which is the transportation component. CETAP identified the potential need for three additional lanes in each direction on I-15, from the southern I-15/I-215 interchange to just south of the I-15/SR 79 (Pala Rd.) interchange. In SCAG's 2004 RTP, this CETAP effort is included as one of the "Major Plan Projects" (Appendix I) to be completed by 2030, with the project being described as "On I-15…1 HOV and 5 MF [lanes] in each direction from Winchester Rd. to San Diego County line".

Programming of the funds from Measure "A" will likely be driving the project delivery timeline for proposed improvements within the Riverside County portion of the in the I-15 County Line Study area. It is expected that $500 million dollars will be available from Measure "A" to fund projects in Riverside County over the next five to ten years. In addition, the Western Riverside Council of Governments (WRCOG) collects developer fees that can be used to improve transportation within the county. At this time, funds for the capital costs for freeway capacity improvements within the Riverside County portion of the I-15 County Line study area have not been identified or programmed.

**San Diego County**
In November of 2004, San Diego County voters passed Proposition A (TransNet), a forty year local half-percent sales tax extension measure designed to improve transportation within the County. The original TransNet measure was due to sunset in 2008. The new TransNet extension provides a significant local funding source for San Diego County’s transportation needs from 2008 to 2048. Programmed projects include roadway capacity improvements along SR 76 from Melrose Drive to I-15, and several operational improvements. MOBILITY 2030, SANDAG’s current RTP, adopted in March 2003, does contain financially unconstrained transportation scenarios that include a High Occupancy Vehicle (HOV) facility on I-15 from SR 78 to the...
Riverside County Line proposed to be constructed by the year 2030. At this time, there are no TransNet or other funds identified or programmed for capacity or operational improvements to I-15 north of SR 78. SANDAG's update of their RTP is scheduled for 2007.

Travel Demand Forecasts

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

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

Using these traffic forecasts, the existing 8-lane freeway cross-section at the Riverside/San Diego County line will start to reach capacity in the year 2012 and will be experiencing congestion by 2015 if improvements are not made. The purpose of presenting the following level of service (LOS) analysis is to show the resulting LOS of the major freeway capacity improvement options being currently considered as part of either county's Measure or Regional Transportation Plan projects at the Riverside/San Diego County line on I-15. It is intended to further coordinate project development efforts between Districts 8 and 11 and to identify timing of needed capacity improvements which could be used to propose when improvements would be designed, programmed, and constructed. As part of a future Phase of the IRP, the Department would support a joint interregional plan for this portion of I-15 to meet transportation demand needs beyond 2010 through development of various multi-modal transportation alternatives.
**Level of Service (LOS) Analysis**

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

1. **No Build Option** – This alternative would not provide for an increase in freeway capacity during the study time period. If improvements are not made, the peak direction of travel (southbound in the morning and northbound in the evening) on I-15 within the study area will begin to experience congestion between years 2012 and 2015.

2. **High Occupancy Vehicle (HOV) Lane Option 1** – This alternative would increase the freeway capacity by adding one (1) HOV lane in each direction, in both Riverside and San Diego Counties.

3. **High Occupancy Vehicle/Managed Lanes/Toll (HOV/ML/Toll) Lane Option 2** – This alternative would increase the freeway capacity by adding two (2) HOV/Managed lanes/Toll lanes in each direction, in both Riverside and San Diego Counties.

Reversible lanes were considered as a potential strategy for the freeway lanes within the I-15 County Line Study area. Within the study area, the freeway roadbeds of the northbound and southbound freeway lanes are separated by a wide median, and in many locations are at different grades and elevations. The High Occupancy Vehicle/Managed Lanes/Toll (HOV/ML/Toll) Lane Option 2 validates the feasibility of using reversible lanes strictly with respect to handling capacity through 2030, but does not examine the engineering feasibility or constructability issues associated with actually building reversible lanes.

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

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

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

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

Under a no-build scenario, traffic will increase on I-15 until capacity is reached between 2012 and 2015. As traffic volumes continue to increase, congestion on the facility will worsen until there are 2-3 hours of congested conditions during peak periods by the year 2030. The following graphics illustrate the capacity and traffic volumes over time, and the cross-section of the existing I-15 freeway at the county line.
2. **High Occupancy Vehicle (Single HOV) Option**

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

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

Under the High Occupancy Vehicle Lane Option, traffic will build to mild congestion in 2015 and stay at the same level until there is moderate congestion after 2025. This facility will give less than 1 hour of congestion per day until sometime before 2030. The following graphics illustrate the capacity and traffic volumes over time, and the cross-section of the existing 8 lane freeway plus 2 HOV/Managed lanes on I-15 freeway at the county line.
3. High Occupancy Vehicle/Managed Lanes/Toll (HOV/ML/Toll) Lane Option 2

The following table shows forecasted Level of Service (LOS) for this option which would add two (2) HOV/Managed lanes in both directions in Riverside County, and would add two (2) HOV/Managed lanes in both directions in San Diego County.

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

The High Occupancy Vehicle/Managed Lanes/Toll (HOV/ML/Toll) Lane Option 2 provides a consistent LOS over through year 2030. There will be one hour or less of congestion in the peak direction of travel, per day through the year 2030. The following graphics illustrate the capacity and traffic volumes over time, and the cross-section of the existing 8 lane freeway plus two (2) HOV/Managed/Toll lanes in both directions in Riverside and San Diego Counties.
4. Split Capacity Option 1

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

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

The Split Capacity Option 1 provides a very consistent LOS over the next 25 years. There will be less than an hour of congestion per day through the year 2030. The following graphics illustrate the capacity and traffic volumes over time, and the cross-section of the existing 8 lane freeway plus one general purpose lane and (1) HOV/Managed lane in both directions in Riverside County, and two (2) HOV/Managed lanes in both directions in San Diego County.
5. **Split Capacity Option 2**

The following table shows forecasted Level of Service (LOS) for the split capacity option that adds two (2) general purpose lanes and one (1) HOV/Managed lane in each direction in Riverside County, and adds two (2) HOV/Managed lanes in each direction in San Diego County.

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

Split Capacity Option 2 provides fairly even traffic service through 2025. From 2030 onward, there may be more freeway capacity produced in Riverside County than can be absorbed in San Diego County on I-15. The following graphics illustrate the capacity and traffic volumes over time, and the cross-section of the existing 8 lane freeway plus two (2) general purpose lanes and one (1) HOV/Managed lane in both directions in Riverside County, and two (2) HOV/Managed lanes in both directions in San Diego County.
Business and Goods Movement as Part of the I-15 Corridor

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

As stated in the California “Goods Movement Action Plan”, improving the movement of goods in California is among the highest priorities for Governor Schwarzenegger. The State’s economy and quality of life depend upon the efficient, safe delivery of goods to and from our ports and borders.

There are currently truck weigh stations on northbound and southbound I-15 in the county line area. A Border Patrol checkpoint is also located as a part of the northbound truck weigh station. There are currently no additional lanes provided in relation to these facilities.

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

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

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

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

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

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

- **Advance Traveler Information System (ATIS) (ITS/TDM Improvements)**

  The ATIS 511 program provides travelers with a centralized location for multimodal transportation telephone and website service. The systems provide real time traffic information, delays, congestion, and travel information that allows travelers to make informed decisions. SANDAG and RCTC are both deploying these systems.

**Additional Interregional Goods Movement Efforts**

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

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

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

**Managed Lanes Strategy**

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

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

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

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

**Project Proposals**

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

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

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

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

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

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

A general analysis and summary table of the types of projects within a given category is included at the beginning of each project category.
The Appendix includes a map and project information sheet for each project.

**CAPACITY ENHANCING PROJECTS**

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

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

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

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

Assumptions:
Forecasts developed in 1999.
I-15 route terminated at Qualcomm; since approved alignments to be studied come to downtown SD.
Includes commuter and intercity markets.
Currently, Cambridge Systematics is updating these forecasts (time frame is approx. 1 year).
Updated future base year to be 2030.
Source: California High-Speed Rail Authority.
## Summary of Alternatives - Capacity Enhancing Projects

<table>
<thead>
<tr>
<th>Project Number</th>
<th>Facility</th>
<th>County</th>
<th>Post Miles</th>
<th>Project Description</th>
<th>Location</th>
<th>Cost ($Million)</th>
<th>Benefits</th>
<th>On HWY System Improvements (Transit, TDM, Multimodal, Arterial)</th>
<th>Implementation Period (Years)</th>
<th>Right-of-Way Impacts (Minimal, Moderate, Significant)</th>
<th>Potential for Environmental Significance (High, Medium, Low)</th>
<th>RTP</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>I-215</td>
<td>RIV</td>
<td>9.0/23.2</td>
<td>Add one mixed-flow lane in each direction.</td>
<td>I-15/I-215 split to Nuevo Road in Perris.</td>
<td>$190.3</td>
<td>Provides significant additional capacity.</td>
<td>Yes</td>
<td>2025</td>
<td>Significant</td>
<td>Medium</td>
<td>Yes</td>
<td>Alternative two of EA 0F160K</td>
</tr>
<tr>
<td>3</td>
<td>I-15</td>
<td>RIV</td>
<td>8.7/52.0</td>
<td>Add one mixed flow lane and one HOV lane in each direction.</td>
<td>I-15/I-215 split to the Riverside/San Bernardino County Line.</td>
<td>$381.8</td>
<td>Provides significant additional capacity.</td>
<td>Yes</td>
<td>2030</td>
<td>Moderate</td>
<td>Medium</td>
<td>Yes</td>
<td>EA 0J080K</td>
</tr>
<tr>
<td>5</td>
<td>1-15</td>
<td>SD</td>
<td>SD-R31.5/R54.3 or SD-R31.5/Riv-8.7</td>
<td>Add HOV/Managed Lanes/Toll Lanes</td>
<td>SR 78 to the Riverside/San Diego County Line or to the I-15/I-215 junction</td>
<td>$512.1</td>
<td>Provides significant additional capacity in San Diego and Riverside Counties.</td>
<td>Yes</td>
<td>2030</td>
<td>Minimal</td>
<td>Low</td>
<td>No</td>
<td>District 11/SANDAG Proposal</td>
</tr>
<tr>
<td>6</td>
<td>French Valley Parkway</td>
<td>RIV</td>
<td>--</td>
<td>New Arterial</td>
<td>Roughly aligns with Date and Cherry and connects to Jefferson Avenue and new freeway interchange</td>
<td>--</td>
<td>$150.0</td>
<td>Provides additional arterial capacity.</td>
<td>No  Arterial</td>
<td>2008</td>
<td>Significant</td>
<td>High</td>
<td>Yes</td>
</tr>
<tr>
<td>7</td>
<td>SR 79 Eastern By-Pass</td>
<td>RIV</td>
<td>--</td>
<td>A New highway</td>
<td>North from I-15 at the county line through the City of San Jacinto</td>
<td>--</td>
<td>$100.0 to $200.0</td>
<td>Provides additional arterial capacity.</td>
<td>No  Freeway/Arterial</td>
<td>2025</td>
<td>Significant</td>
<td>High (?).</td>
<td>Yes</td>
</tr>
<tr>
<td>8</td>
<td>Western By-Pass</td>
<td>RIV</td>
<td>--</td>
<td>Widen Diaz Road or other north/south I-15 parallel route</td>
<td>West of I-15 from the vicinity of the I-15/SR 79 interchange to the proposed I-15/French Valley Parkway interchange</td>
<td>--</td>
<td>$95.6</td>
<td>Provides significant additional capacity parallel to I-15</td>
<td>No  Arterial</td>
<td>2006 to 2014</td>
<td>Significant</td>
<td>High (?).</td>
<td>Yes</td>
</tr>
<tr>
<td>9</td>
<td>SR 76</td>
<td>SD</td>
<td>--</td>
<td>Upgrade to 4 lane conventional</td>
<td>Melrose Dr. to I-15</td>
<td>$342.0</td>
<td>Provides additional capacity to access I-15 corridor.</td>
<td>Yes</td>
<td>2012</td>
<td>Significant</td>
<td>High</td>
<td>Yes</td>
<td>-- 2012</td>
</tr>
</tbody>
</table>
TRANSIT PROJECTS

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

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

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

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

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

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

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

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

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

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

- **Implement the I-15 High Occupancy Vehicle (HOV) System**
Currently, much of the emphasis regarding transit between the two regions involves the creation of vanpools to bring employees from the Western Riverside County area into San Diego County to work. At the present time, SANDAG and RCTC both have subsidies/incentives to promote these vanpools.

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

The two agencies are currently working together to form a partnership for sharing program incentives on vans originating in Riverside County and ending in San Diego County. RCTC’s current vanpool incentive for new vans is a declining value incentive of $1800 over 9 months. There is a resident requirement that can impact the value of the incentive based on the number of seats occupied by Riverside County residents in each van.

The following list of transit projects represents improvements consistent with the desires of the local agencies to provide the best transit options for their constituents. The assumption would be that there are no fixed rail options available by the year 2030 and that most major capital investment in transit would be included in the Capacity Enhancing Project section under HOV/Toll facilities.
### Table B

**Summary of Alternatives - Transit Projects**

<table>
<thead>
<tr>
<th>Project Number</th>
<th>Facility</th>
<th>County</th>
<th>Post Miles</th>
<th>Project Description</th>
<th>Location</th>
<th>Cost ($Million)</th>
<th>Benefits</th>
<th>On HWY System Improvements</th>
<th>Off HWY System Improvements (Transit, TDM, Multimodal, Arterial)</th>
<th>Implementation Period (Years)</th>
<th>Right of Way Impacts (Minimal, Moderate, Significant)</th>
<th>Potential for Environmental Significance (High, Medium, Low)</th>
<th>SCAG RTP</th>
<th>SANDAG RTP</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>I-15</td>
<td>RIV</td>
<td>-</td>
<td>Temecula/Murrieta Transit Centers</td>
<td>Temecula/ Murrieta</td>
<td>$12.0</td>
<td>Improves commuter transit options</td>
<td>No</td>
<td>TDM</td>
<td>2006</td>
<td>Minimal</td>
<td>Low</td>
<td>Yes</td>
<td>_</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>I-15</td>
<td>RIV/SD</td>
<td>-</td>
<td>Improve Commuter Express Bus Service</td>
<td>I-15 Corridor</td>
<td>-</td>
<td>Shorter transit commute time</td>
<td>No</td>
<td>Transit</td>
<td>10 Years</td>
<td>Minimal</td>
<td>Low</td>
<td>No</td>
<td>_</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>I-15</td>
<td>SD</td>
<td>-</td>
<td>I-15 BRT (Downtown to Escondido)</td>
<td>I-15 Corridor</td>
<td>$22.0</td>
<td>Shorter transit commute time</td>
<td>No</td>
<td>Transit</td>
<td>10 Years</td>
<td>Minimal</td>
<td>Low</td>
<td>Yes</td>
<td>_</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>I-15</td>
<td>RIV/SD</td>
<td>-</td>
<td>15 Escondido-Sorrento Valley BRT</td>
<td>I-15 Corridor</td>
<td>$23.5</td>
<td>Shorter transit commute time</td>
<td>No</td>
<td>Transit</td>
<td>10 Years</td>
<td>Minimal</td>
<td>Low</td>
<td>Yes</td>
<td>_</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>I-15</td>
<td>SD</td>
<td>Various</td>
<td>Escondido Transit Center Master Plan</td>
<td>Escondido</td>
<td>-</td>
<td>Enhance transit operations</td>
<td>No</td>
<td>Transit</td>
<td>2012</td>
<td>Minimal</td>
<td>Low</td>
<td>No</td>
<td>_</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>I-15</td>
<td>RIV/SD</td>
<td>Various</td>
<td>1-15 Riverside County-Downtown San Diego BRT</td>
<td>I-15 Corridor</td>
<td>-</td>
<td>Shorter transit commute time</td>
<td>No</td>
<td>Transit</td>
<td>2012</td>
<td>Minimal</td>
<td>Low</td>
<td>No</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>I-15</td>
<td>SD</td>
<td>Various</td>
<td>1-15 BRT (Sorrento Valley to Escondido/Riverside)</td>
<td>I-15 Corridor</td>
<td>-</td>
<td>Shorter transit commute time</td>
<td>No</td>
<td>Transit</td>
<td>-</td>
<td>Minimal</td>
<td>Low</td>
<td>Yes</td>
<td>_</td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>I-15/F</td>
<td>SD</td>
<td>Various</td>
<td>Park and Ride at SR 76 and I-15 with direct access ramps and a BRT station</td>
<td>I-15 Corridor</td>
<td>-</td>
<td>Improved access and connectivity</td>
<td>No</td>
<td>Transit</td>
<td>2012</td>
<td>Minimal</td>
<td>Low</td>
<td>No</td>
<td>_</td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>I-15</td>
<td>RIV/SD</td>
<td>Various</td>
<td>Proposed California High Speed Passenger Train System</td>
<td>I-15 Corridor</td>
<td>$6.9 to 9.3 billion</td>
<td>Shorter transit commute time</td>
<td>No</td>
<td>Transit</td>
<td>Ballot Measure in 2008</td>
<td>Moderate</td>
<td>Medium</td>
<td>No</td>
<td>No</td>
<td></td>
</tr>
</tbody>
</table>
OPERATIONAL IMPROVEMENT PROJECTS

By enabling roadways to perform more efficiently, operational improvements increase roadway capacity, may reduce the need for expansion projects, and help preserve and maintain the existing infrastructure, which is a high priority at national and regional levels. Operational improvements, such as access management and improved signalization, can be very effective in reducing congestion. By facilitating vehicle turns, merging, and other movements, operational improvements enhance both mobility and safety.

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

Geometric:
- Auxiliary lanes connecting short roadway segments
- Truck climbing lanes
- Removal of freeway weaving from the mainline to a parallel road
- Additional pavement at lane drops
- Additional pavement at weaving sections
- Added full shoulder near bottlenecks
- Re-striping to add narrower lanes within the same right of way
- Reversible or contra flow lanes

Operational:
- Truck-lane restrictions
- Truck-only lanes
- Ramp metering and improved signal systems
- Temporary on-ramp or off-ramp closures during peak hours
- Re-striping HOV lane within existing right-of-way

These projects are considered the best “bang for the buck” on a short term basis. It is a way of getting the most out of what is on the ground now without major capital cost or environmental degradation. These projects can often be funded through safety grants or State of California SHOPP funds.
## Table C
### Summary of Alternatives - Operational improvement Projects

<table>
<thead>
<tr>
<th>Project Number</th>
<th>Facility</th>
<th>County</th>
<th>Post Miles</th>
<th>Project Description</th>
<th>Location</th>
<th>Cost ($Million)</th>
<th>Benefits</th>
<th>On HWY System Improvements</th>
<th>Off HWY System Improvements (Transit, TDM, Multimodal, Arterial)</th>
<th>Implementation Period (Years)</th>
<th>Right-of-Way Impacts (Minimal, Moderate, Significant)</th>
<th>Potential for Environmental Significance (High, Medium, Low)</th>
<th>RTP</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>SR 79/  I-15</td>
<td>RIV</td>
<td>6.6/7.6</td>
<td>Phase 1 - Widen NB I-15 off-ramp from one to two lanes and add an auxiliary from Winchester Road (SR 79) southerly toward proposed French Valley Interchange. Construct new French Valley Parkway NB Off-ramp.</td>
<td>I-15 at Winchester Road (SR 79) and French Valley Parkway</td>
<td>$98.0</td>
<td>Improves merging and weaving of traffic at interchanges for better traffic flow.</td>
<td>Yes</td>
<td>–</td>
<td>Complete by 2010</td>
<td>Moderate</td>
<td>Medium</td>
<td>?</td>
<td>EA 43270 100% local project - City of Temecula. Draft PSR signed. PA&amp;ED 08/07. PS&amp;E 30% review completed.</td>
</tr>
<tr>
<td>2</td>
<td>I-15</td>
<td>RIV</td>
<td>?</td>
<td>Add a southbound I-15 off-ramp to Jefferson Avenue. The new ramp would roughly align with Date Street. This project is also known as the Interim French Valley Interchange improvement</td>
<td>I-15 at Jefferson Avenue</td>
<td>$98</td>
<td>Improves merging and weaving of traffic at interchanges for better traffic flow.</td>
<td>Yes</td>
<td>–</td>
<td>10 Years</td>
<td>Moderate</td>
<td>Medium</td>
<td>?</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>I-15</td>
<td>SD</td>
<td></td>
<td>Add truck climbing lanes northbound from Mission Rd. to Truck Weigh Station.</td>
<td>Mission Rd. to Truck Weigh Station</td>
<td>$43</td>
<td>Moves slow moving vehicles to special lane.</td>
<td>No</td>
<td>5 Years</td>
<td>Minimal</td>
<td>Minimal</td>
<td>No</td>
<td>Will improve safety and traffic flow.</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>SR 79/  I-15</td>
<td>RIV</td>
<td>3.0/4.0</td>
<td>Widen ramps and signalize interchange</td>
<td>SR 79 South at I-15</td>
<td>$17.3</td>
<td>Reduces traffic congestion and improves safety.</td>
<td>Yes</td>
<td>–</td>
<td>Complete by 2011</td>
<td>Moderate</td>
<td>Medium</td>
<td>Yes</td>
<td>EA 43230 - PSR 04/04 PA&amp;ED 02/07 RTL 11/09</td>
</tr>
<tr>
<td>5</td>
<td>I-15</td>
<td>RIV</td>
<td>R0.9/1.3</td>
<td>Construct Inspection Lane (Inside and Outside)</td>
<td>Approximately one-mile to one and one-half miles north of the San Diego County Line at the INS Inspection Station.</td>
<td>$1.0</td>
<td>Improves traffic flow</td>
<td>Yes</td>
<td>–</td>
<td>Complete by 2009</td>
<td>Minimal</td>
<td>Low</td>
<td>Yes</td>
<td>EA 1A170</td>
</tr>
<tr>
<td>6</td>
<td>I-15</td>
<td>RIV</td>
<td></td>
<td>Add truck climbing lanes southbound from Calle Belvia area to Truck Weigh Station</td>
<td>Calle Belvia area</td>
<td>$5.0</td>
<td>Reduces traffic congestion and improves safety.</td>
<td>Yes</td>
<td>Implementation Period 5 Years</td>
<td>Minimal</td>
<td>Minimal</td>
<td>No</td>
<td>Will improve safety and traffic flow.</td>
<td></td>
</tr>
</tbody>
</table>
INTELLIGENT TRANSPORTATION SYSTEMS/
TRANSPORTATION DEMAND MANAGEMENT PROJECTS

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

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

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

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

<table>
<thead>
<tr>
<th>Project Number</th>
<th>Facility</th>
<th>County</th>
<th>Post Miles</th>
<th>Project Description</th>
<th>Location</th>
<th>Cost ($Million)</th>
<th>Benefits</th>
<th>Off HWY System Improvements (Transit, TDM, Multimodal, ITS, Arterial)</th>
<th>Implementation Period (Years)</th>
<th>Right of Way Impacts (Minimal, Moderate, Significant)</th>
<th>Potential for Environmental Significance (High, Medium, Low)</th>
<th>RTP</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>I-15, I-215</td>
<td>RIV</td>
<td>Various</td>
<td>Improve Detection for 511 program</td>
<td>I-15, I-215</td>
<td>2.3</td>
<td>Project will result in detection coverage for approximately 67 miles of freeway on these two corridors.</td>
<td>Yes</td>
<td>Multi-modal</td>
<td>2 years</td>
<td>Minimal</td>
<td>Low</td>
<td>Yes</td>
</tr>
<tr>
<td>2</td>
<td>Various</td>
<td>RIV/SD</td>
<td>-</td>
<td>Rideshare and Incentive Programs</td>
<td>Various</td>
<td>Approx. $2.8 million annually</td>
<td>Lessens/manages travel demand</td>
<td>Yes</td>
<td>TDM</td>
<td>On-going</td>
<td>None</td>
<td>Low</td>
<td>Yes</td>
</tr>
<tr>
<td>3</td>
<td>I-15</td>
<td>RIV/SD</td>
<td>Various</td>
<td>Bike and Ride Facilities</td>
<td>Various</td>
<td>-</td>
<td>Improves commuter transit options</td>
<td>Yes</td>
<td>TDM</td>
<td>2006 to 2008</td>
<td>Minimal</td>
<td>Low</td>
<td>Yes</td>
</tr>
<tr>
<td>4</td>
<td>Murrieta Creek Trail</td>
<td>RIV</td>
<td>-</td>
<td>Murrieta Creek Multi Purpose Trail (equestrian and bike trail along Murrieta Creek within the City of Temecula)</td>
<td>City of Temecula</td>
<td>1.2</td>
<td>Improves commuter travel options</td>
<td>No</td>
<td>TDM</td>
<td>PS&amp;E 12/05</td>
<td>Minimal</td>
<td>Low</td>
<td>?</td>
</tr>
<tr>
<td>5</td>
<td>I-15 I-215</td>
<td>RIV</td>
<td>Various</td>
<td>Various Traffic Management Systems on I-15 and on I-215</td>
<td>Various</td>
<td>I-15 Total $127.6 I-215 Total $68.3</td>
<td>Improves operational efficiency</td>
<td>Yes</td>
<td>ITS</td>
<td>4 years</td>
<td>Minimal</td>
<td>Low</td>
<td>Yes</td>
</tr>
</tbody>
</table>
## Summary of Alternatives - ITS/TDM Projects

<table>
<thead>
<tr>
<th>Project Number</th>
<th>Facility</th>
<th>County</th>
<th>Post Miles</th>
<th>Project Description</th>
<th>Location</th>
<th>Cost ($Million)</th>
<th>Benefits</th>
<th>On HWY System Improvements</th>
<th>Off HWY System Improvements (Transit, TDM, Multimodal, ITS, Arterial)</th>
<th>Implementation Period (Years)</th>
<th>Right of Way Impacts (Minimal, Moderate, Significant)</th>
<th>Potential for Environmental Significance (High, Medium, Low)</th>
<th>RTP</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>6</td>
<td>I-15</td>
<td>SD</td>
<td>SD County</td>
<td>The Advanced Traveler Information System (ATIS) 511 program provides travelers with a centralized location for multi-modal transportation telephone and website service.</td>
<td>SD County</td>
<td>3.7</td>
<td>Provides real time traffic information, delays, congestion, and travel information that allows travelers to make informed decisions</td>
<td>Yes Multi-modal</td>
<td>2006/ongoing</td>
<td>Minimal</td>
<td>Low</td>
<td>Yes</td>
<td></td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>-</td>
<td>RIV</td>
<td>-</td>
<td>Temecula Area Employment Center (Measure A Infrastructure Assistance)</td>
<td>City of Temecula</td>
<td>15.0</td>
<td>Lessens/manages travel demand</td>
<td>No TDM</td>
<td>5 years</td>
<td>None</td>
<td>Low</td>
<td>Yes</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
STUDY FINDINGS, CONCLUSIONS, AND RECOMMENDATIONS

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

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

The level of service analyses clearly show that without improvements, congested conditions will begin to occur sometime between the years 2010 and 2015. As large capacity improving projects typically require longer lead time and a larger amount of time, money and staff resources to deliver compared to operational, ITS, and certain types of transit projects, two separate tactics should be carried forward in considering the delivery of those projects that taken in sum would provide congestion relief within this portion of I-15. Those projects that could be delivered within five to ten years would be described as short term, and would be considered as a group to be short listed for further project development, and potentially funding/programming. Those
projects that would take longer than ten years to deliver would be described as long term and would also be considered as a group to be short listed for further project development, and potentially funding/programming. Work on the long-term projects would also need to consider multi-modal interregional travel needs, including goods movement, commuter or high speed rail along I-15, and opportunities for right-of-way preservation with recognition of the likely scenario that we lack the funding to fully meet the future corridor needs within existing funding structures. Alternative means of building financial capital to pay for these needs such as public/private partnerships, on-facility tolling, congestion sensitive pricing, and on-ramp access pricing would need to be considered as potential funding options.

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

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


IMPLEMENTING AGENCIES: Primary: RCTC

Cooperating CALTRANS, District 8

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

DESCRIPTION:

EA 0F160K RIV-15-PM 0.0/8.7 and RIV-215-PM 9.0/23.2 On I-15 from the San Diego/Riverside County Line to the I-15/I-215 split and on I-215 from the I-15/I-215 split to Nuevo Road in Perris. Add 2 mixed flow lanes and one HOV lane in each direction.

IMPLEMENTATION STEPS:

- Estimated PSR Completion – December 2006.
- Environmental Document ND/FONSI.
- Construction by 2030.

PROJECT COST

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

TOTAL $ 630.8 million
CAPACITY ENHANCING
On I-15 from the San Diego County Line to the I-15/I-215 split and on I-215 from I-15/I-215 split to Nuevo Road in Perris - Add two mixed flow lanes and one HOV lane in each direction plus HOV lane connectors at the I-15/I-215 Interchange
I-15 TRANSPORTATION PROJECT - Capacity Enhancing 2

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

IMPLEMENTING AGENCIES:

Primary: RCTC

Cooperating CALTRANS, District 8

AUTHORIZATION/FUNDING:

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

DESCRIPTION:

RIV-215-PM 9.0/23.2, Alternative 2 of EA 0F160K. The project limits are from the south junction I-15/I-215 to Nuevo Road in Perris. It has been determined that the structural section of the shoulder on I-215 is inadequate to accommodate widening by re-striping. Add one lane in each direction.

IMPLEMENTATION STEPS:

• Estimated PSR Completion – December 2006.
• Environmental Document ND/FONSI.
• Construction by 2025

PROJECT COST

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

TOTAL $ 190.3 million
I-15 TRANSPORTATION PROJECT - Capacity Enhancing 3

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

IMPLEMENTING AGENCIES:

Primary: RCTC

Cooperating
CALTRANS, District 8

AUTHORIZATION/FUNDING:

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

DESCRIPTION:

RIV-15-8.7/52.0 EA 0J080K Project Limits – On I-15 from the I-15/I-215 split to the Riverside/ San Bernardino County Line. It has been determined that the structural section of the shoulder on I-15 is inadequate to accommodate widening by re-striping. Add one mixed flow lane and one HOV lane in each direction.

IMPLEMENTATION STEPS:

- Estimated PSR Completion – December 2006
- Environmental Document – ND/FONSI
- Construction by 2030

PROJECT COST

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

TOTAL $381.8 million
I-15 TRANSPORTATION PROJECT - Capacity Enhancing 4


IMPLEMENTING AGENCIES:  
Primary: RCTC  
Cooperating: CALTRANS District 8

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

DESCRIPTION:
RIV-15-0.0/R8.7, Alternative 3 of EA 0F160K. The project limits on I-15 are from the San Diego/Riverside County Line to the I-15/I-215 Separation and on I-215 from the I-15/I-215 Separation to Nuevo Road. The project consists of adding two mixed flow lanes and one HOV in each direction to both freeways. The project also includes the construction of HOV/HOT lane connectors.

IMPLEMENTATION STEPS:
- Estimated PSR Completion – December 2006.
- Environmental Document – ND/FONSI
- Construction by 2030

PROJECT COST

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

PROJECT: On Interstate 15, from SR 78 to Riverside County Line. Add HOV/Managed/Toll Lanes.

IMPLEMENTING AGENCIES: Primary: CALTRANS, District 11
Cooperating SANDAG

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

DESCRIPTION:
SD-15-PM 31.5/54.2, Add HOV/Managed/Toll lanes. The project limits are from SR 78 in Escondido to the Riverside County Line. Widening will take place in the median of the existing freeway. A number of structures will need to be widened.

IMPLEMENTATION STEPS:

• Conduct studies to determine benefit, cost and viability of HOV lanes in this location.
• A schedule for this project has not been developed.
• Design and construct the project in coordination with District 8.

PROJECT COST

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

TOTAL $ 512.1 million
I-15 TRANSPORTATION PROJECT - Capacity Enhancing 6

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

IMPLEMENTING AGENCIES:
Primary: Temecula
Cooperating: CALTRANS District 8

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

DESCRIPTION:
Construct a new interchange in Temecula at I-15 and the proposed French Valley Parkway. This interchange would be located north of the Rancho California Road interchange and south of the I-15/SR 79 (Winchester Road) interchange at PM 6.6/7.6 (project EA EA 43270). The project will be constructed in two phases. Phase 1 will include widening the northbound I-15 off-ramp at Winchester Road from one to two lanes and constructing an auxiliary lane from the Winchester Road off-ramp southerly toward the proposed French Valley Parkway interchange. A northbound off-ramp from I-15 will also be added at the site of the French Valley Parkway interchange. The second phase of this project includes construction of the full French Valley interchange. The auxiliary lane will be converted to a collector/distributor road serving the two interchanges.

IMPLEMENTATION STEPS:
• PA&ED due in August 2007 Required environmental documents – Environmental Assessment (EA), Initial Study (IS), and Mitigated Negative Declaration (MND).
• Plans Specifications and Estimates (PS&E) 30% Review completed.
• Proposed begin construction date – June 2008.

PROJECT COST

<table>
<thead>
<tr>
<th>Item</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Right of Way</td>
<td>$25.0 million</td>
</tr>
<tr>
<td>Engineering</td>
<td>$30.0 million</td>
</tr>
<tr>
<td>Construction</td>
<td>$95.0 million</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>$150.0 million</strong></td>
</tr>
</tbody>
</table>
CAPACITY ENHANCING
French Valley Parkway
New Arterial- Roughly aligns with Date and Cherry- connects to Jefferson Avenue and new freeway interchange
I-15 TRANSPORTATION PROJECT - Capacity Enhancing 7

PROJECT: SR 79/Eastern Bypass. Construct a new freeway extending north from I-15 at the County Line through the City of San Jacinto.

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

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

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

IMPLEMENTATION STEPS:

• Starting Project Study Report fall 2006.

PROJECT COST – Only rough estimates are currently available.

Right of Way
Engineering
Construction

TOTAL Approximately $100 to 200 million
**I-15 TRANSPORTATION PROJECT - Capacity Enhancing 8**

**PROJECT:** Western Bypass (widen/connect Diaz Road or other north/south I-15 parallel routes).

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

**AUTHORIZATION/FUNDING:**

<table>
<thead>
<tr>
<th>Source</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>New State Legislation</td>
<td>______</td>
</tr>
<tr>
<td>State/Federal Funding Grant</td>
<td>______</td>
</tr>
<tr>
<td>Joint Powers Agency</td>
<td>______</td>
</tr>
<tr>
<td>State Agency Action</td>
<td>______</td>
</tr>
<tr>
<td>Local Agency Action</td>
<td>X</td>
</tr>
<tr>
<td>Private Sector</td>
<td>______</td>
</tr>
</tbody>
</table>

**DESCRIPTION:**

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

**IMPLEMENTATION STEPS:**

- Alignment Concept Studies are currently being conducted. These studies are expected to be completed by December 2006.

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

<table>
<thead>
<tr>
<th>Component</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Right of Way</td>
<td>______</td>
</tr>
<tr>
<td>Engineering</td>
<td>______</td>
</tr>
<tr>
<td>Construction</td>
<td>______</td>
</tr>
</tbody>
</table>

**TOTAL** $95.6 million
**I-15 TRANSPORTATION PROJECT - Capacity Enhancing 9**

**PROJECT:**
On SR 76, from Melrose Dr. to South Mission Rd., and from South Mission Road to I-15. Upgrade to 4 or 6 lane conventional highway (2 projects)

**IMPLEMENTING AGENCIES:**
**Primary:**
CALTRANS, District 11

**Cooperating**
SANDAG

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

**DESCRIPTION:**
These projects are early action TransNet projects using a combination of TransNet, State and Federal funds. The projects will upgrade the existing 2 lane state highway to a 4 or 6 lane conventional highway.

**IMPLEMENTATION STEPS:**
- This project is part of the TransNet early action program and is scheduled to be completed by 2012.
- The project on SR 76, from Melrose Dr. to South Mission Rd. is in the Project Report and Environmental Document phase, with completion of both due in 2008.
- The project on SR 76, from South Mission Rd. to I-15 is in the Project Study Report phase, with completion scheduled in 2008.

**PROJECT COST**

<table>
<thead>
<tr>
<th>Item</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Right of Way</td>
<td>________</td>
</tr>
<tr>
<td>Engineering</td>
<td>________</td>
</tr>
<tr>
<td>Construction</td>
<td>________</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>$ 342 Million</td>
</tr>
</tbody>
</table>
I-15 TRANSPORTATION PROJECT - TRANSIT 1

PROJECT: Temecula Transit Center, Southwest Lake Elsinore/ Murrieta Transit Center.

IMPLEMENTING AGENCIES: Primary: RCTC, RTA, City of Temecula
Cooperating Caltrans District 8

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

DESCRIPTION:
Riverside Transit Authority (RTA), RCTC, and Caltrans District 8 are developing Transit Centers in Temecula and Southwest Lake Elsinore/ Murrieta. In addition to serving local and intraregional transit needs, it is envisioned that these facilities could be used as part of a future commuter oriented Bus Rapid Transit (BRT) service between southwestern Riverside County households and San Diego County employment destinations.

IMPLEMENTATION STEPS:
• Design and Engineering 2008
• Construction 2009

PROJECT COST

  Right of Way ________
  Engineering ________
  Construction $6.0 million each

  TOTAL $12.0 million
I-15 TRANSPORTATION PROJECT - TRANSIT 2

PROJECT: Commuter Express Service Enhancements.

IMPLEMENTING AGENCIES: Primary: RTA

Cooperating:
SANDAG

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

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

IMPLEMENTATION STEPS:

- Analyze bus running times using various alignments assuming I-15 Managed Lanes in place in 2007.
- Develop and gain approval for operating plan and budget 2007-2011.
- Implement modified service 2011-12.

PROJECT COST

<table>
<thead>
<tr>
<th>Category</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planning</td>
<td>- costs not determined</td>
</tr>
<tr>
<td>Capital</td>
<td>- costs not determined</td>
</tr>
<tr>
<td>Operations</td>
<td>- costs not determined</td>
</tr>
</tbody>
</table>

TOTAL Costs were not determined or available at the time of this writing.
I-15 TRANSPORTATION PROJECT - TRANSIT 3


IMPLEMENTING AGENCIES: Primary:
SANDAG

Cooperating
MTS, NCTD

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

DESCRIPTION:

Funding is being considered from various sources for Bus Rapid Transit vehicles and operations for a commuter peak period enhanced bus service between Escondido and downtown San Diego beginning in 2012 with the opening of the 20 mile I-15 Managed Lane project. Planning is underway for ways of providing required parking at the Escondido Transit Center.

IMPLEMENTATION STEPS:

• Operational Planning 2007-2011
• Vehicle Procurement 2008-2011
• Service Start-Up in 2012

PROJECT COST

| Planning       | - costs not determined |
| Capital        | - $20 million          |
| Operations     | - $1.5 million annually|

TOTAL - $22 million
I-15 TRANSPORTATION PROJECT - TRANSIT 4

PROJECT: I-15 Escondido-Sorrento Mesa BRT.

IMPLEMENTING AGENCIES: Primary:
SANDAG

Cooperating
MTS, NCTD

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

DESCRIPTION:
Funding is being considered from various sources for Bus Rapid Transit vehicles and operations for a commuter period enhanced bus service between Escondido Transit Center and Sorrento Mesa using the 20 mile I-15 Managed Lane project. Planning is underway for ways of providing required parking at Escondido Transit Center.

IMPLEMENTATION STEPS:

- Operational Planning 2007
- Vehicle Procurement not determined
- Service Start-Up not determined

PROJECT COST

Planning - Not determined
Capital - $21 million
Operating - $2.4 million annually

TOTAL - 23.5 million
I-15 TRANSPORTATION PROJECT - TRANSIT 5

PROJECT: Escondido Transit Center (ETC) Master Plan.

IMPLEMENTING AGENCIES:

Primary: NCTD

Cooperating
SANDAG, MTS

AUTHORIZATION/FUNDING:

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

DESCRIPTION:

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

IMPLEMENTATION STEPS:

• NCTD Master Planning effort – 2007.
• Design, Implementation of modified ETC 2008-2011
• Start-Up BRT Service – expected in 2012.

PROJECT COST

Planning - costs not determined
Capital - costs not determined
Operations - costs not determined

TOTAL Costs were not determined or available at the time of this writing.
I-15 TRANSPORTATION PROJECT - TRANSIT 6

PROJECT: I-15 Riverside County-Downtown San Diego BRT.

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

Cooperating
RCTC, WRCOG

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

DESCRIPTION:
Funding is being considered from various sources for Bus Rapid Transit vehicles and operations for a commuter peak period enhanced bus service between Riverside County and Downtown San Diego, beginning in 2012 with the opening of the 20 mile I-15 Managed Lane project. Staff from RCTC, WRCOG, RTA, NCTD, and SANDAG are developing scenarios to consider for development of service between Riverside County and San Diego County. Issues will include operator selection, capital and operations funding, and station/parking facilities.

IMPLEMENTATION STEPS:
• Operational Planning 2007-2011
• Vehicle Procurement 2008-2011
• Possible Service Start-Up 2012

PROJECT COST

Planning - costs not determined
Capital - costs not determined
Operations - costs not determined

TOTAL Costs were not determined or available at the time of this writing.
I-15 TRANSPORTATION PROJECT – TRANSIT 7

PROJECT: I-15 Riverside County-Sorrento Mesa BRT.

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

Cooperating

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

DESCRIPTION:
Funding is being considered from various sources for Bus Rapid Transit (BRT) vehicles and operations for a commuter peak period enhanced bus service between Escondido and Sorrento Mesa, using the 20 mile I-15 Managed Lane project, Agency staffs are developing scenarios to consider for extension of this service into Riverside County. Issues will include operator selection, service funding, and station/parking facilities.

IMPLEMENTATION STEPS:
• Operational Planning 2007
• Vehicle Procurement not determined
• Service Start-Up not determined

PROJECT COST

<table>
<thead>
<tr>
<th>Planning</th>
<th>- costs not determined</th>
</tr>
</thead>
<tbody>
<tr>
<td>Capital</td>
<td>- costs not determined</td>
</tr>
<tr>
<td>Operations</td>
<td>- costs not determined</td>
</tr>
</tbody>
</table>

TOTAL Costs were not determined or available at the time of this writing.
I-15 TRANSPORTATION PROJECT - TRANSIT 8

PROJECT: Park and Ride at SR 76/I-15 interchange and potential multi-modal/ Bus Rapid Transit (BRT) station.

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


DESCRIPTION:

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

IMPLEMENTATION STEPS:

- Concept Development 2007-2011
- Possible Service Start-Up 2012

PROJECT COST

Planning - costs not determined
Capital - costs not determined
Operations - costs not determined

TOTAL Costs were not determined or available at the time of this writing.
I-15 TRANSPORTATION PROJECT – TRANSIT 9


IMPLEMENTING AGENCIES: Primary:
California High-Speed Rail Authority

Cooperating
SANDAG, RCTC, Caltrans, Corridor Cities and Counties

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

DESCRIPTION:
The State of California is planning for a 700-mile high-speed train system connecting California’s major metropolitan areas. San Diego and Riverside Counties will be connected via a route from Los Angeles to San Diego via the I-215/I-15 corridor. A programmatic environmental impact report/environmental impact statement (PEIR/EIS) has been certified and the Authority plans to begin further design work in the corridor in early 2007. There is a proposed November 2008 ballot measure to contribute $9 billion in state bonds to begin this system. RCTC also is building upon this work by studying the feasibility of commuter rail service from Riverside County to Downtown San Diego using the same alignment. The study is expected to conclude in early 2007.

IMPLEMENTATION STEPS:
1. Completion of engineering, environmental, design (project specific) – 3-5 years
2. Ballot measure for state funding – 2008
3. Construction – to be determined

PROJECT COST
The statewide system is estimated to be $33-36 billion. The estimated cost for the Los Angeles to San Diego via I-15 segment is estimated at $6.9 to 9.3 billion, depending upon the ultimate alignment chosen.
I-15 TRANSPORTATION PROJECT - Operational 1

PROJECT: Improvements to I-15/SR 79 (Winchester Road) interchange ramps and new northbound auxiliary lane.

IMPLEMENTING AGENCIES:
Primary:
City of Temecula, CALTRANS District 8
Cooperating
RCTC

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

DESCRIPTION:
This project is part of EA 43270. Widen the I-15 northbound off-ramp to SR79 (Winchester Road) from 1 to 2 lanes and add an auxiliary lane from this interchange southerly toward the proposed new French Valley interchange. Construct new French Valley Parkway NB Off-Ramp.

IMPLEMENTATION STEPS:
• 100% Local Project – City of Temecula.
• Plans, Specifications, & Estimates (PS&E) 30% review completed.

PROJECT COST
Right of Way -
Engineering -
Construction -

TOTAL $98.0 million
OPERATIONAL IMPROVEMENTS
Phase 1 - Widen NB I-15 off-ramp from one to two lanes and add an auxiliary from Winchester Road (SR-79) southerly toward proposed French Valley Interchange. Construct new French Valley Parkway NB Off-ramp.
I-15 TRANSPORTATION PROJECT - Operational 2

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

IMPLEMENTING AGENCIES: Primary: CALTRANS District 8
Cooperating RCTC

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

DESCRIPTION:
This project is part of the Capacity Enhancing project number 7.

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

PROJECT COST

<table>
<thead>
<tr>
<th>Category</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Right of Way</td>
<td>$24.2 million</td>
</tr>
<tr>
<td>Engineering</td>
<td>$19.6 million</td>
</tr>
<tr>
<td>Construction</td>
<td>$53.7 million</td>
</tr>
</tbody>
</table>

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

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

IMPLEMENTING AGENCIES: Primary:
CALTRANS, District 11

Cooperating
SANDAG

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

DESCRIPTION:

Provision of truck climbing lanes is a well-documented method of improving the safety and efficiency of a roadway where vertical alignment meets certain standards. Because there are truck weigh stations near roadway sections within the I-15 County Line Study area that have significant grades near the I-15/Rainbow interchange, an analysis could be conducted to test justification of the facilities. The safety aspect of these facilities means that funding opportunities may be improved compared to capacity-increasing-only facilities.

IMPLEMENTATION STEPS:

• Conduct studies to determine benefit, cost and viability of truck climbing lanes in this location.
• It is anticipated this project will be packaged as a multi-district endeavor of high priority for both Districts 8 and 11. The safety aspects of the project should be stressed in competing for funds.
• Design and construct the project as a joint effort between Districts 8 and 11.

PROJECT COST

Right of Way $ 7.5 million
Engineering $ 7.2 million
Construction $ 28.5 million

TOTAL $ 43.2 million
I-15 TRANSPORTATION PROJECT - Operational 4


IMPLEMENTING AGENCIES:
Primary:
City of Temecula

Cooperating
CALTRANS, District 8

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

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

IMPLEMENTATION STEPS:


PROJECT COST

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

TOTAL $ 17.3 million
I-15 TRANSPORTATION PROJECT - Operational 5

**PROJECT:** Construct Inspection Lanes at the federal Immigration and Naturalization Service (INS) Inspection Station on I-15.

**IMPLEMENTING AGENCIES:**
- **Primary:**
  - CALTRANS District 8
- **Cooperating:**
  - INS

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

**DESCRIPTION:**
Near Temecula from 1.4 km to 2.0 km north of the San Diego/Riverside County Line construct inspection lanes. EA 1A170.

**IMPLEMENTATION STEPS:**
- Project Approval and Environmental Document (PA&ED) 11/01.
- Plans Specifications and Estimates (PS&E) 03/08
- Start Construction 06/09

**PROJECT COST**
- Right of Way - costs not determined.
- Engineering - costs not determined.
- Construction - $970,000

**TOTAL** $970,000
OPERATIONAL IMPROVEMENTS
Approximately one-mile to one-and-one-half miles north of the San Diego County Line at the INS Inspection Station - Construct Inspection Lane (Inside and Outside)
I-15 TRANSPORTATION PROJECT - Operational 6

PROJECT: Truck climbing lane southbound – Calle Belvia area (north of INS Checkpoint).

IMPLEMENTING AGENCIES:
Primary:
CALTRANS District 8

Cooperating
RCTC

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

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

IMPLEMENTATION STEPS:
• Begin Project Initiation Proposal (PIP) and establish Expenditure Authorization (EA).
• Secure funding.
• Begin Project Initiation Document (PID).

PROJECT COST –

Right of Way
Engineering
Construction

TOTAL $ 5.0 million (Order of magnitude estimate)
OPERATIONAL IMPROVEMENTS
Truck Climbing Lane Southbound
Calle Beliva area (north of INS checkpoint)
I-15 TRANSPORTATION PROJECT - ITS/TDM 1

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

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

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

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

IMPLEMENTATION STEPS:
- Plans Specifications and Estimates December 2006
- Start Construction 05/01/07 and End Construction 08/01/07.

PROJECT COST

<table>
<thead>
<tr>
<th>Description</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Right of Way</td>
<td>$0.0</td>
</tr>
<tr>
<td>Engineering</td>
<td>$0.0 million</td>
</tr>
<tr>
<td>Construction</td>
<td>$2.3 million</td>
</tr>
</tbody>
</table>

TOTAL $2.3 million
ITS/TDM Install Vehicle Detection Stations in Riverside County on I-15 from the San Diego County Line to El Cerrito Avenue and on I-215 from the I-15/I-215 junction to Eucalyptus Avenue.
I-15 TRANSPORTATION PROJECT - ITS/TDM 2

PROJECT: Various rideshare and incentive programs, as coordinated between involved agencies.

IMPLEMENTING AGENCIES: Primary: RCTC/SANDAG

Cooperating

AUTHORIZATION/FUNDING: New State Legislation

State/Federal Funding Grant

Joint Powers Agency

State Agency Action

Local Agency Action X

Private Sector

DESCRIPTION:
RCTC and SANDAG are currently discussing the potential for coordination between each agency's rideshare and vanpool programs, with the intent being to maximize the efficiency and resources available to both programs. Both RCTC and SANDAG support various on-going rideshare and incentive programs including Commute Smart, Commuter Exchange, Club Ride and Rideshare plus. These programs help people find carpool/vanpool partners, provide merchant discounts, inform them regarding rideshare programs and opportunities, and provide preferential parking at Metrolink stations for ridesharers.

IMPLEMENTATION STEPS:
• Various on-going rideshare and incentive programs, as coordinated between involved agencies.

PROJECT COST

Right of Way

Engineering

Construction

TOTAL Approximately $2.8 million annually
I-15 TRANSPORTATION PROJECT - ITS/TDM 3

<table>
<thead>
<tr>
<th>PROJECT:</th>
<th>Provide Bike and Ride Facilities.</th>
</tr>
</thead>
<tbody>
<tr>
<td>IMPLEMENTING AGENCIES:</td>
<td><strong>Primary:</strong> RCTC and SANDAG</td>
</tr>
<tr>
<td></td>
<td>Cooperating</td>
</tr>
<tr>
<td>AUTHORIZATION/FUNDING:</td>
<td>New State Legislation</td>
</tr>
<tr>
<td></td>
<td>State/Federal Funding Grant</td>
</tr>
<tr>
<td></td>
<td>Joint Powers Agency</td>
</tr>
<tr>
<td></td>
<td>State Agency Action</td>
</tr>
<tr>
<td></td>
<td>Local Agency Action</td>
</tr>
<tr>
<td></td>
<td>Private Sector</td>
</tr>
<tr>
<td>DESCRIPTION:</td>
<td>Bike and Ride facilities would be sited at the existing or proposed Park &amp; Ride or Transit Centers, where space is available. A Bike and Ride facility is essentially a Park and Ride lot or Transit Center equipped with bicycle lockers.</td>
</tr>
<tr>
<td>IMPLEMENTATION STEPS:</td>
<td>Evaluate existing and future opportunities for Bike and Ride facilities, within the study area.</td>
</tr>
<tr>
<td>PROJECT COST</td>
<td>Right of Way - costs not determined.</td>
</tr>
<tr>
<td></td>
<td>Engineering - costs not determined.</td>
</tr>
<tr>
<td></td>
<td>Construction - costs not determined.</td>
</tr>
<tr>
<td>TOTAL</td>
<td>Costs were not determined or available at the time of this writing.</td>
</tr>
</tbody>
</table>
I-15 TRANSPORTATION PROJECT - ITS/TDM 4

PROJECT: Murrieta Creek Multipurpose Trail.

IMPLEMENTING AGENCIES:

Primary:
City of Temecula

Cooperating
Caltrans District 8

AUTHORIZATION/FUNDING:

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

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

IMPLEMENTATION STEPS:

• This project has been funded through a Federal grant.
• Caltrans has issued construction authorization to the City of Temecula.

PROJECT COST

<table>
<thead>
<tr>
<th>Component</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Right of Way</td>
<td></td>
</tr>
<tr>
<td>Engineering</td>
<td></td>
</tr>
<tr>
<td>Construction</td>
<td></td>
</tr>
<tr>
<td>TOTAL</td>
<td>$1.2 million</td>
</tr>
</tbody>
</table>
I-15 TRANSPORTATION PROJECT - ITS/TDM 5


IMPLEMENTING AGENCIES: Primary:
Caltrans District 8

Cooperating
RCTC

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

DESCRIPTION:
The current project on I-15 (EA 0G770) is from the San Diego/Riverside County Line near Temecula to the I-15/SR 91 Junction in Corona (PM R0.0/R41.8). The current project on I-215 (EA 0G780) is from the I-215/I-15 Junction in Murrieta to the I-215/SR 60 Junction in Moreno Valley (PM 8.4/38.5). These project proposals are to construct a Fiber Optic Communications (FOC) backbone system including Ramp Metering Systems (RMS), Closed Circuit Television (CCTV) Cameras, Changeable Message Signs (CMS), Video Detection Stations (VDS) Video Cabinets, Hub, and Highway Advisory Radio (HAR). It is also proposed to widen on-ramps to provide for the addition of High Occupancy Vehicle (HOV) preferential lanes.

IMPLEMENTATION STEPS:
- I-215 - Project Approval and Environmental Document (PA&ED) 07/08.
- I-15 - Plans Specifications and Estimates (PS&E) 08/10
- I-215 - Plans Specifications and Estimates (PS&E) 07/09
- I-15 - Start Construction 06/11
- I-215 - Start Construction 04/10

PROJECT COST

<table>
<thead>
<tr>
<th></th>
<th>I-15</th>
<th>I-215</th>
</tr>
</thead>
<tbody>
<tr>
<td>Right of Way</td>
<td>$ 540,000</td>
<td>Right of Way $ 0</td>
</tr>
<tr>
<td>Engineering</td>
<td>$ 11.4 Million</td>
<td>Engineering $ 6.2 Million</td>
</tr>
<tr>
<td>Construction</td>
<td>$115.6 Million</td>
<td>Construction $62.1 Million</td>
</tr>
</tbody>
</table>

I-15 - TOTAL $127.6 Million I-215 - TOTAL $68.3 Million
I-15 TRANSPORTATION PROJECT - ITS/TDM 6

PROJECT: Advanced Traveler Information System (ATIS) 511 program.

IMPLEMENTING AGENCIES: Primary: SANDAG

Cooperating

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

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

IMPLEMENTATION STEPS:

• Program is now is progress.

PROJECT COST

Right of Way ________
Engineering ________
Construction ________

TOTAL $3.7 million
I-15 TRANSPORTATION PROJECT ITS/TDM 7

**PROJECT:**  Temecula Area Employment Center.

**IMPLEMENTING AGENCIES:**  
- **Primary:** City of Temecula
- **Cooperating**

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

**DESCRIPTION:**

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

**IMPLEMENTATION STEPS:**

- Approved Measure A funding
- Construction to begin in 2008.

**PROJECT COST**

- Right of Way ________
- Engineering ________
- Construction ________
- TOTAL $15.0 million