

# I-15

# MEETING NOTICE AND AGENDA

Interregional  
Partnership

## I-15 IRP JOINT POLICY COMMITTEE

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

Monday, January 29, 2007  
1 to 3 p.m.

Light lunch available at 12:30 p.m.

Escondido Parkway Community Center  
2245 East Valley Parkway  
Escondido, CA 92027

(Directions on the reverse)

Staff Contacts: Kevin Viera  
(951) 955-8305, [viera@wrcog.cog.ca.us](mailto:viera@wrcog.cog.ca.us)

Jane Clough-Riquelme  
(619) 699-1909, [jcl@sandag.org](mailto:jcl@sandag.org)

## AGENDA HIGHLIGHTS

- FINAL DRAFT REPORT OF THE INTERSTATE 15 INTERREGIONAL PARTNERSHIP – PHASE II
- DISCUSSION ON NEXT STEPS OF INTERSTATE 15 INTERREGIONAL PARTNERSHIP – PHASE III

*In compliance with the Americans with Disabilities Act (ADA), SANDAG will accommodate persons who require assistance in order to participate in SANDAG meetings. If such assistance is required, please contact SANDAG at (619) 699-1900 at least 72 hours in advance of the meeting and accommodations will be made with the City of Temecula.*

*To request this document or related reports in an alternative format, please call (619) 699-1900, or fax (951) 699-1905.*



4080 Lemon Street, 3rd Floor  
Mail Stop #1032  
Riverside, CA 92501

Tel 951.955.7685 | Fax 951.787.7991  
[www.wrcog.cog.ca.us](http://www.wrcog.cog.ca.us)



401 B Street, Suite 800  
San Diego, CA 92101

Tel 619.699.1909 | Fax 619.699.1905  
[www.i15irp.org](http://www.i15irp.org)

### Participating Agencies

Caltrans

Riverside County  
Transportation Commission  
Riverside Transit Agency

**Escondido Parkway Community Center  
2245 East Valley Parkway  
Escondido, CA 92027**

**DIRECTIONS - From I-15**

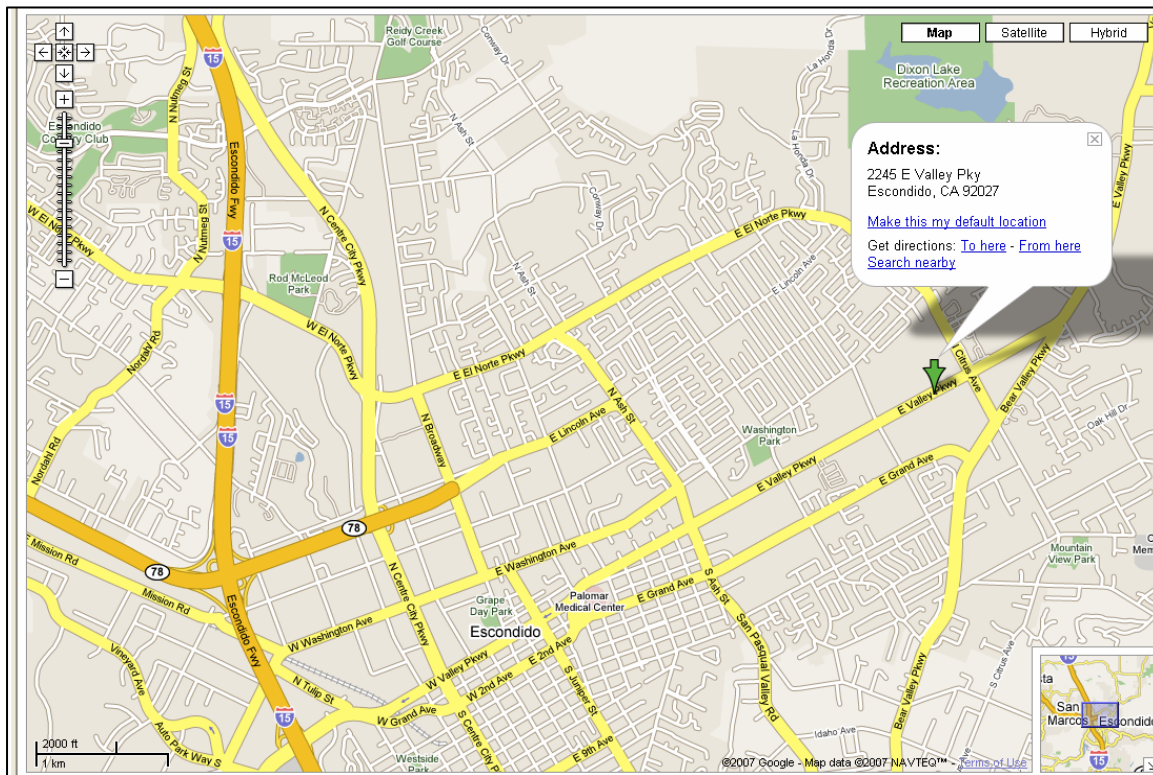
Take the **Via Rancho Parkway** exit

Turn **RIGHT** on **East Via Rancho Parkway**

**East Via Rancho Parkway** becomes **Bear Valley Parkway South**

Turn **SLIGHTLY LEFT** onto **North Citrus Avenue**

Turn **LEFT** onto **East Valley Parkway/CR-S6**



# I-15 IRP JOINT POLICY COMMITTEE

Escondido Parkway Community Center  
2245 East Valley Parkway  
Escondido, CA 92027  
January 29, 2007, 1 to 3 p.m.

## ITEM #

## RECOMMENDATION

1. INTRODUCTION

2. PUBLIC COMMENTS/COMMUNICATIONS

### CONSENT ITEMS (3)

+3. APPROVAL OF MINUTES OF NOVEMBER 9, 2006, MEETING

APPROVE

### REPORT ITEMS (4 through 5)

+4. FINAL DRAFT REPORT OF THE INTERSTATE 15 INTERREGIONAL PARTNERSHIP – PHASE II (Jane Clough-Riquelme, SANDAG; Kevin Viera, WRCOG)

DISCUSSION/ACCEPT

Staff will present a summary of the final draft of the Interstate 15 (I-15) Interregional Partnership (IRP) Phase II report for the Joint Policy Committee's acceptance. This report presents the results of a comprehensive effort to move forward on interregional strategies identified in Phase I of the I-15 IRP. It summarizes the results of transportation, economic development, and housing strategies pursued during Phase II, including the two-county employment cluster study and the cooperative county line study conducted by Caltrans. The Joint Policy Committee is asked to accept this report for distribution and final comments and submit it to the SANDAG Borders Committee and the Western Riverside Council of Governments (WRCOG) Executive Council for consideration.

5. DISCUSSION ON NEXT STEPS OF INTERSTATE 15 INTERREGIONAL PARTNERSHIP – PHASE III (Jane Clough-Riquelme, SANDAG; Kevin Viera, WRCOG)

DISCUSSION

The Phase I Interregional Partnership final report included a description of 21 recommended interregional strategies to mitigate or otherwise address the long-distance commutes caused by the imbalance of jobs and housing in San Diego and southwestern Riverside Counties. At the last meeting, the Joint Policy Committee was given a presentation on planned and potential future collaborative efforts. Some of the suggestions made by the Committee will be presented for further discussion and prioritization.

6. ADJOURN

+ next to an item indicates an attachment



# I-15 IRP JOINT POLICY COMMITTEE

January 29, 2007

AGENDA ITEM NO.: **3**

**Action Requested: APPROVE**

## **I-15 INTERREGIONAL PARTNERSHIP JOINT POLICY COMMITTEE DISCUSSION AND ACTIONS MEETING OF NOVEMBER 9, 2006**

The meeting of the Interstate 15 (I-15) Interregional Partnership (IRP) was called to order by Co-Chair Charles White at 1:10 p.m. at Temecula City Hall, Temecula, California. See the attached attendance sheet for attendance.

1. INTRODUCTIONS

2. PUBLIC COMMENTS

No public comments or member communications.

3. APPROVAL OF MAY 26, 2006, MEETING MINUTES

Minutes for May 26, 2006, meeting minutes were approved.

4. UPDATES ON TRANSPORTATION PROJECTS

Consent Item

### **CONSENT ITEM (Item 5)**

5. OVERVIEW OF PHASE II

IRP Co-Chairs, Pia Harris Ebert and Charles White, provided an overview of Phase II of the I-15 IRP to provide a context for the reports to be presented.

6. CALTRANS DISTRICTS 8 AND 11 COOPERATIVE INTERSTATE 15 COUNTY LINE STUDY

Bill Figge, Caltrans District 11, presented the draft report of the Cooperative I-15 County Line Study to the Joint Policy Committee. He explained that Caltrans Districts 8 and 11 were concerned with the increasing congestion on the I-15 and the disconnect between forecasts in the two counties. The two Caltrans districts decided to examine the corridor from a multimodal perspective and to see how to develop a cooperative planning process in support of the work of the I-15 IRP. The study area was the I-15 between State Route (SR) 78 and SR 74. The traffic forecast for 2030 is between 175,000 and 250,000 cars per year. The districts collected and analyzed information from the two Regional Transportation Plans (RTP) (San Diego and Riverside), categorized the projects and determined the effect of projects on traffic. The study explores scenarios for capacity enhancing and potential sources for funding.

Bill Figge stated that if we don't plan, we will have a significant disconnect. Scenarios were developed as a basis upon which to initiate discussions and formulate a coordinated process within both RTPs. The study lays out options for consideration; it does not make policy recommendations. There is a need for sustained communication and coordination to enhance the possibility of arriving at feasible solutions that can be reached through interregional collaboration and planning. Bill Figge requested that the committee members review the draft report and provide feedback by December 6 to Caltrans for inclusion in the final report.

## **Discussion**

Gary Gallegos, SANDAG Executive Director, asked why there is a pinch point at the county line. *Figge responded that in the San Diego RTP expansion of the I-15 at the county line is not considered, while in the Riverside RTP it is.*

Gary Gallegos stated that the point of these studies is to identify the disconnects and work together, based on reliable information, to figure out how to resolve this. It is critical to have the policymakers involved in this. There are some alternative funding ideas, such as toll roads, that could be considered. We need the funding to come on line in a timely manner. He added that if we look at the Riverside side of this, there are general purpose lanes being added. At some point, the law of diminishing returns kicks in for widening and adding lanes.

Bill Figge responded that the Project Study Report should provide some better information. That is the main issue; strategizing those improvements to improve mobility.

Charles White, Western Riverside Council of Governments (WRCOG), stated that he has experienced serious problems on the off/on ramps in Temecula that demonstrate the congestion and disconnect between the two regions. *Gary Green, Caltrans District 8, stated that there are plans to improve those freeway exchanges.*

Rick Gibbs, Riverside County Transportation Commission (RCTC), added that the Cherry Avenue interchange had these problems, but Murrieta and Temecula are collaborating to work out some possible solutions. This is a major thoroughfare for the east-west connection (three-year buildout). Temecula currently only has three exits. *Bill Figge responded that it might be possible to look at moveable barriers to change the configuration of the High Occupancy Vehicle/Managed Lanes. They will need more detail to determine what is the best option.*

Gary Gallegos, SANDAG, mentioned Measure A, *TransNet*, and the statewide infrastructure bond measure as possible sources of funding. It might also be appropriate to look at toll roads. *The Bond Measure requires a project to be under construction by 2012, but there are other components that could be utilized.*

Gary Gallegos asked if we have to compete for these funds. *Bill Figge responded, yes, you would have to compete for those funds.*

Gary Gallegos added that the SANDAG constrained plan still requires funding. We need to fill the gap. These state funds are necessary. We are going to leverage the *TransNet* funds with the bond measure funds. He said he assumed that RCTC is focusing on the northern end of I-15 rather than the southern end.

Kevin Viera, WRCOG, asked about goods movement related to Mexico. Is there room to designate truck lanes? Southern California Association of Governments (SCAG) is considering going to the trucking industry to get them to pay for the corridors they occupy for truck-only lanes. He added that the Port of Los Angeles represents 42 percent of the goods movement to the United States. *Bill Figge responded that Caltrans has not looked specifically at trucks, but rather some sort of facility for off-peak hours. The bulk of the goods movement goes up to Riverside through I-15.*

Bob Leiter, SANDAG, stated that SANDAG is in the process of updating the RTP, including updating the goods movement component. We see an annual increase of 5 percent, including that coming from Mexico and seaports. SANDAG is considering how managed lanes could be operated as truck corridors on off-peak hours. The agency is also considering using automated technology being developed. Managed Lanes are strong candidates for moving trucks east-west and south-north.

Gary Gallegos, SANDAG, added that SCAG is talking about exclusive lanes, but in San Diego we are going to manage how we utilize the system. It will be demand driven.

Charles White, WRCOG, stated that he thought councilmembers in SCAG wanted to assess ports/containers. He asked for clarification. *Kevin Viera, WRCOG, clarified that a \$200 maximum fee was being considered on containers. Steve Adams of City of Riverside proposed a fee. Increase in truck traffic and the size of the ships are getting bigger. This is the only port that can handle these ships/containers. If there's a fee, there is an issue of determining who controls the money. What entity will manage it? SCAG is still considering, but it's slow. The system which has had the most success is one in which the trucks that leave at a high-peak time get charged a higher fee. There is a fee proposal being considered. The details are being worked out.*

## 7. DRAFT REPORT – RIVERSIDE AND SAN DIEGO COUNTIES CLUSTER ANALYSIS AND OPPORTUNITIES FOR COOPERATIVE ECONOMIC DEVELOPMENT

Marney Cox, SANDAG Chief Economist, presented the draft report on the two-county employment cluster study conducted during Phase II of the I-15 IRP. He described the role that employment clusters play in economic development and how regions in the United States are beginning to see the benefit of this approach. The study gathered data on clusters in Riverside to then do a collaborative analysis with existing cluster data from San Diego. The study involved a two step process: a) identify the industries with employment concentrations; and b) determine the relationships between industries by looking at their business-to-business transactions. The findings show that there are several key industry clusters that are shared between San Diego and Riverside, as well as some clusters that should be shaped and strengthened. Recommendations of the I-15 IRP included raising the standard of living in both regions through the pursuit of high-wage/high-value employment clusters; expanding and shaping the interregional cluster base; and developing and supporting a shared infrastructure which would benefit both counties. This infrastructure would include transportation, alternative energy, and water.

## Discussion

Pia Harris, SANDAG, asked why the high-wage jobs are not growing. *Marney Cox responded that, for example, Riverside wants to expand the logistics industry, but when you expand, it lowers the average wage. San Diego has focused, he added, on the tourist industry, but the jobs in this industry push down the wages. He suggested that a possible collaborative scenario through the I-15 IRP would be collaborating on the wineries. Riverside has, by far, the largest cluster. There are ways in which the Convention and Visitors Bureaus could connect the wineries to the entertainment/casino industry as well as to tourist options like bikeways. It will also be important to involve the university system for research and development. Collaboration is key; it won't happen on its own.*

Ed Gallo, SANDAG, asked if casinos were included in the cluster study. *Marney Cox responded that they were included in the entertainment/hospitality category.*

Rick Gibbs, RCTC, stated that Riverside is job poor. He shared an example of how industries are getting created through their employees. He mentioned a systems engineering firm that wanted to expand its facilities, but found that most of its employees were living up in Riverside. So it moved up to be closer to its staff. He suggested that it would be good to target core suppliers and bring them up to Riverside. *Marney Cox stated that the relationship between the counties is never going to go away. We need to cooperate and coordinate. We need to be as effective and efficient as possible. He mentioned the connections in the aerospace industry and how they shifted over time.*

Gary Gallegos, SANDAG, stated that we need to grow the economic pie together. We need to think about the region as much larger. Tijuana, for example, is building a Toyota factory. This needs to be integrated into the interregional economy. Most of Toyota's suppliers are coming from the southeastern United States. The key is improving the border wait times. We need to grow the pie and collaborate. We are doing pretty well in biotech and logistics, but the manufacturing piece needs to be in a system that allows the trading to happen. The Border Wait Times study shows the billions of dollars lost by not strategizing with Mexico. Manufacturing needs fluid goods movement. *Marney Cox added that the industries interviewed in the Border Wait Times study indicated that it doesn't matter where the kink is in the distribution network; if it's there it hurts their bottom line.*

## 8. PHASE II I-15 IRP HOUSING STRATEGY

Susan Baldwin, SANDAG, presented an update on the housing component of the I-15 IRP Phase II. The goal of the I-15 IRP is to facilitate workforce housing. For Phase II work concentrated on the northern part of San Diego county. This is integral to the implementation of the SANDAG Regional Comprehensive Plan (RCP). During Phase II a scope of work was developed to look at potential sites for workforce housing along the SPRINTER line. The SPRINTER Working Group was set up to work with the housing developers, jurisdictions, and employers to construct workforce housing along the SPRINTER line. The commuter survey conducted during Phase I of the IRP indicated that 42 percent of the southwestern Riverside residents who commute were coming down to work in northern San Diego County. The workforce housing initiative will be incorporated into SANDAG's work plan and additional funding is being pursued.

There was no discussion on this item.

## 9. DISCUSSION ON NEXT STEPS – PHASE III

Bob Leiter, SANDAG, lead a discussion on possible ideas and actions in the various strategic areas of the I-15 IRP. The staff requested that the committee discuss these and that staff would come back in January with some specific next steps.

In the area of transportation major progress was made in understanding the I-15 corridor, and this information will be incorporated into the 2007 RTP. It will be critical to continue to collaborate at a staff level to ensure that these issues are dealt with in the RTP. One issue is looking at managed lanes. Using tolls is another possibility. This has been discussed with RCTC staff. In the case of the new Otay Port of Entry the financial feasibility for a toll is being examined. RCTC is looking at the same issues. This could be a possible area of focus for Phase III of the I-15 IRP.

In terms of transit, staff has been collaborating on interregional transit services. SANDAG and the Riverside Transit Agency (RTA) have been having discussions on different possibilities. There is a need to improve the capacity for the service. SANDAG and RTA will continue to work on a Bus Rapid Transit (BRT) coordinated plan. In addition, there is work being done on vanpools and rideshare programs. There are better ways to coordinate services and increase the ridership.

Regarding high-speed rail services, we are working with the state. There is a potential for Magnetic Levitation (Maglev) technology to be utilized, as well as steel wheel rail. In the next year or so we will be looking at that. Rail services also should include goods movement. SANDAG has been working with RCTC staff on the commuter rail feasibility study.

Some of these initiatives could be pursued with additional funding through grants. Some of them will be incorporated into our Overall Work Plan.

With regard to housing, SANDAG will be working directly with those jurisdictions and the employers. We will give you an update in January on advances.

With regard to economic development, significant progress has been made toward the two strategies outlined in Phase I. The Economic Development Working Group (EDWG) was formed and has been building up its focus and membership. The cluster study has provided valuable information which can now be utilized by the EDWG to move forward on the recommended actions to develop collaborative strategies for economic development. Job retention is also an issue. This should be the foundation for Phase III. The EDWG would like to convene a joint county workshop to discuss the findings of the cluster study among the cited industries and examine possibilities for some collaborative strategies. The economic development component of Phase III of the I-15 IRP should focus on expanding the collaborative effort.

WRCOG is also moving forward on the development and implementation of a follow-up commuter survey to address some of the things we missed the first time, as well as ask the same questions from the first study to obtain updated information. The average commute time

(from where to where asks Bob) was 60 minutes last time. It has probably increased significantly. WRCOG currently has some funding for this through Local Transportation Funds dollars.

We will be coming back to you in January with the final report and a suggested set of activities for Phase III. A final report will be presented in January, along with a suggested set of activities. reword this way???

## **Discussion**

Pia Harris-Ebert, SANDAG, asked what the situation is with the vanpools. She said that (at the previous meeting) last time Gary Gallegos had mentioned that San Diego has 500 vanpools. How many come from Riverside? *Heather Werdick, SANDAG, responded that there are approximately 200 coming from Riverside. SANDAG, however, has a different structure for operating vanpools than Riverside. SANDAG provides a \$400 subsidy to the vanpool.*

Bob Leiter, SANDAG, asked if, given the structure of those two programs, could they work together? Perhaps riders could start with Riverside and move into SANDAG? This may be a way to transition commuters from something temporary to something permanent. Perhaps an incentive initially and then wean them from the subsidy? He stated that it was very likely the two agencies would be able to come up with a mechanism for collaborating on operations. *Gary Gallegos, SANDAG, responded that SANDAG played with the subsidy for quite some time; it ranged from \$100 to \$500. The demand outweighed the program at \$500. – restate per Bob*

Bob Leiter, SANDAG, mentioned that employers may be able to help. Tax laws and subsidies may be possible. There is a lot we can learn from each other and make this more efficient and effective.

Linda Marabian, City of San Diego, suggested that in Phase III an emphasis be added on Intelligent Transportation Systems and traffic management system.

Kevin Viera, WRCOG, stated that in Phase I the RTA started a bus from Murrieta/Temecula to Oceanside. *Mark Stanley, RTA, responded that the agency is looking at changing up to a larger vehicle. The Route 202 service has been gaining in ridership, probably because of gas prices. They have seen a double-digit increase in ridership.*

Bob Leiter, SANDAG, mentioned the BRT pilot program in Otay Ranch. This is an option for suburban settings. Chula Vista is a good example of how to coordinate land use and transit planning.

Ron Roberts, RCTC, mentioned he was at SCAG last week where they were discussing electronic monitoring systems. They started in the center of Los Angeles County. East and South Los Angeles are not being monitored. This might be something we should look at. Our traffic is growing. We need to monitor this electronically. We need it for the future. RCTC is really looking at commuter rail and high speed. RCTC is doing studies on ridership. He wasn't sure if it would be possible to get commuter rail into San Diego, but it might be worth examining. Metrolink is going to Murrieta. *Gary Gallegos, SANDAG, responded that with the appropriate funding it would be possible.*

Regarding the follow-up commuter survey, Gary Gallegos, SANDAG, recommended that forecast modelers be involved in the process of developing the instrument. It is critical to validate the survey. He emphasized the need for modelers from San Diego and Riverside to collaborate on this survey. Marney Cox added that a good example of why modelers are essential to designing a survey is population shifts. The population is declining. Domestic migration is decreasing. People are living outside of San Diego and working in San Diego. This requires a different kind of model. *Kevin Viera, WRCOG, responded that WRCOG staff has been working with the Technical Services Department at SANDAG and getting their input.*

Kevin Viera, WRCOG, stated that it is important to look at workforce housing, but we also need to look at affordable housing, in general. With respect to the employment cluster study, in Riverside we need to build off the cluster study. We need to determine where the opportunities are for growing the clusters, collaborating, and also shared infrastructure.

Rick Bishop, WRCOG, stated that this I-15 IRP is really exciting venture. He mentioned that he remembered when the partnership first embarked on this for the initial phase. It was a hard sell because people thought the IRP was talking about taking jobs from San Diego. We will become balanced over time, but we need to strategize. The evolution will occur, but we can be more strategic and spearhead change. The commuter survey clearly showed that 90 percent of the commuters would take the house in Riverside and the 45-minute commute. We need to focus on those who would be willing to consider alternatives. Transit-oriented development is the future. We need to find ways to allow for land use that complements the transportation investments. Interstate 215 has two lanes in each direction. We need to widen it. Rick Bishop thanked SANDAG its collaboration on the I-15 IRP.

The meeting adjourned at 3:00 p.m. Staff will set up the next meeting for some time in late January.

		<b>Frank Hall</b> Councilmember	First Vice Chairman RTA Board of Directors	X	
	City of Canyon Lake	<b>Frank Kessler</b> Councilmember	Second Vice Chair- man RTA Board of Directors	X	
<b>OTHERS</b>					
Caltrans District 8		<b>Bill Mosby</b>		X	
		<b>Gary Green</b>		X	
Caltrans District 11		<b>Bill Figge</b>		X	
		<b>Maurice Eaton</b>			X
		<b>Dennis Thompson</b>			X

		Name		ATTENDED	
				Yes	No
<b>AGENCY STAFF</b>					
WRCOG		<b>Rick Bishop</b>			X
		<b>Kevin Viera</b>		X	
RCTC		<b>Eric Haley</b>		X	
		<b>Shirley Medina</b>			X
		<b>Sheldon Peterson</b>		X	
		<b>Stephanie Wiggins</b>			X
		<b>Tanya Love</b>			X
RTA		<b>Larry Rubio</b>			X
		<b>Lorelle Moe</b>		X	
		<b>Mark Stanley</b>		X	
SANDAG		<b>Gary Gallegos</b>		X	
		<b>Diane Eidam</b>			X
		<b>Bob Leiter</b>		X	
		<b>Susan Baldwin</b>		X	
		<b>Coleen Clementson</b>		X	
		<b>Jane Clough-Riquelme</b>		X	
		<b>Marney Cox</b>		X	
		<b>Linda Culp</b>			X
		<b>Barrow Emerson</b>			X
		<b>Gabriel Renteria</b>		X	
		<b>Heather Werdick</b>		X	
		<b>Jun Onaka</b>	Consultant	X	