



## I-15 IRP Joint Policy Committee Meeting

May 26, 2006  
Summary Minutes

### 1. Introductions, Election of Chairs, and Welcome

The meeting of the I-15 IRP Joint Policy Committee was called to order at 2:04 p.m. by Bob Leiter, at Temecula City Hall – Council Chambers.

#### **Members Present:**

Ed Gallo, City of Escondido  
Pia Harris-Ebert, City of San Marcos  
Thomas Buckley, City of Lake Elsinore  
Frank Kessler, City of Canyon Lake  
Frank Hall, City of Norco  
Charles White, City of Moreno Valley  
Doug McAllister, City of Murrieta  
Kevin Viera, WRCOG  
Jane Clough-Riquelme, SANDAG  
Linda Culp, SANDAG  
Bob Leiter, SANDAG  
Heather Werdick, SANDAG  
Susan Baldwin, SANDAG  
Jun Onaka, SANDAG Consultant  
Gabriel Renteria, SANDAG  
Marney Cox, SANDAG  
Gary Gallegos, SANDAG  
Debbie Cook, Huntington Beach Council Member, SANDAG Boarders Committee  
John Husing, Economics and Politics, Inc.  
Araceli Castellanos, WRCOG  
Sheldon Peterson, RCTC  
Aaron Hake, RCTC  
Mark Stanley, RTA

Rita Massie, Senator Dennis Hollingsworth  
Garry Green, Caltrans District 8  
Bill Figge, Caltrans District 11  
James B. O'Grady, City of Temecula  
Aaron Adams, City of Temecula  
Joseph Turner, Assemblyman Ray Haynes – 66<sup>th</sup> AD

### **Election of Co-Chairs:**

The two (2) Co-Chairs to oversee the committee will be:

- Charles White, City of Moreno Valley
- Pia Harris-Ebert, City of San Marcos

### **Welcome:**

Pia Harris-Ebert welcomed all to the first I-15 IRP Joint Policy Committee meeting.

### **2. Public Comments/Communications**

No public comments

### **3. Proposed Committee Charter**

The primary goal of the I-15 Interregional Partnership (IRP) Joint Policy Committee is to review and provide policy input on Phase II of the I-15 IRP Project. The two regions seek to collaborate on mutually beneficial housing, transportation, and economic planning to improve the quality of life for the region's residents through the identification and implementation of short, medium, and long-range policy strategies.

Kevin Viera suggested that, as the transportation and regional planning responsibilities are distributed between WRCOG, RCTC, and RTA that the Charter be modified to have three representatives from SANDAG and four (4) from Riverside. The four from Riverside would consist of two (2) from WRCOG and one from each of the other two agencies (RTA and RCTC). The other elected officials would be alternates, but could participate in the committee without voting. Each of the Riverside agencies would decide who their voting members is and who their alternates will be.

*M/S/C (Gallo/Buckley) Recommended by I -15 IRP Joint Policy Committee approved the Committee Charter with the suggested changes to membership.*

### **4. Overview of I-15 IRP – Phase II**

#### **Bob Leiter**

Bob Leiter provided an introduction to the I-15 IRP project, an overview of Phase I and introduced the three components of Phase II.

From southwestern Riverside County to central San Diego, this major freeway artery is routinely paralyzed with traffic congestion as I-15 commuters make increasingly longer

drives between home and work. He noted that traffic congestion on I-15 is only a symptom of a larger condition: the flight of thousands of families from the San Diego region to southwestern Riverside County in search of more affordable, suburban, single family homes. The result is an increasing dislocation of jobs and housing in both counties.

To address both the causes and impacts of this growing jobs/housing imbalance, SANDAG and WRCOG joined forces with Caltrans and others to form the I-15 Interregional Partnership (IRP). Funded, in part, by a grant from the HCD, the IRP conducted research and created strategies to reduce both the demand for and impacts of interregional commuting along the I-15 corridor.

The three-year IRP work program of Phase I was designed to accomplish the following tasks:

- Explore Existing Conditions
- Understand the Interregional Commuting Problem
- Identify Current Programs to Resolve Interregional Issues
- Forecast Commute Conditions
- Develop Strategies to Better Balance Jobs and Housing
- Establish an Implementation and Monitoring Process

During Phase I, the I-15 Interregional Partnership developed 23 strategies to better balance the supply of jobs and housing in the southwestern Riverside County/San Diego region corridor as well as to provide cost-effective transportation facilities to meet future travel demand. These strategies, which fall into four categories: program, economic development, housing, and transportation were designed to accomplish two goals: (a) reduce the impacts of interregional commuting, and (b) reduce the demand for interregional commuting, by creating more jobs in housing-rich areas and more housing in jobs-rich areas.

Through a grant from Caltrans to SANDAG and WRCOG, the I-15 IRP has been able to continue and pursue some of the strategies developed in Phase I. The focus of Phase II has been the implementation of specific strategies outlined in Phase I in economic development, housing, and transportation.

Today we will be receiving updates from staff at SANDAG, WRCOG, and RCTC who are coordinating these components of Phase II and are seeking feedback from you, as policy makers regarding these strategies.

## **Kevin Viera**

### Phase I

In 2001, WRCOG and San Diego Association of Governments (SANDAG) received a grant from the California Department of Housing and Community Development (HCD) to create an Interregional Partnership between the two agencies which were funded until June 2004. The grant examined the job/housing imbalance between Riverside and San Diego Counties, specifically southwest Riverside County and the I-15 corridor bisecting the two counties. The two agencies focused on examining transportation, housing and employment characteristics between the two regions and to develop strategies that would address ways to reduce the job/housing imbalance that has increased over the past two decades. These strategies were separated into long and short term objectives. The main

focus for the southwest Riverside area was to address transportation and employment options.

WRCOG and SANDAG focus is on creating employment options for the Riverside region. Short term strategies include development of an employment cluster study that identifies emerging industries, facilitate collaboration between the jurisdictions economic agencies and regional Economic Development Agencies (EDA) and form a regional economic group. The long term strategy will be implemented through the newly formed regional economic group to collaborate with a similar group or groups in San Diego County. The goal of this collaboration is to improve employment options on an interregional level.

### Phase II

With the grant funding from HCD ending in 2005, additional funding was applied for and received from Caltrans which has allowed the WRCOG and SANDAG to extend the IRP project out to February 2007. The Economic Development Working Group (EDWG) is looking into updating the commuter survey from 2002 that was completed as a part of the first IRP. Staff is researching various funding sources. The first survey cost over \$100,000. Staff has asked the EDWG to review the original survey to eliminate questions and to add ones that they feel will be of value to the various EDWG members. Greater emphasis will focus on economic related data, such as types of work and the skill levels of workers.

The Economic Cluster Study gives us a regional economic perspective for Riverside and San Diego Counties. We will put together groups to develop short and long term strategies based on the study.

**John Husing** - indicated that 26% of commuters would change their jobs for a decrease in pay with a decrease of commute, 15% would not mind a cut in pay if they did not have to deal with the 91 FWY.

**Thomas Buckley** – The survey also showed that 90% of home owners surveyed would not give up their single family housing. People enjoy their yards.

**Thomas Buckley** – I would like to get a copy of the ECS questions and outcome.

**Kevin Viera** – Yes, we will e-mail everyone a copy of the survey.

**Charles White** – Will you re-use the survey questions on the new survey?

**Kevin Viera** – The EDWG will look at what questions they would like to keep and what new questions they think will give them the information that we will need. SANDAG is working on a Travel Behavior Study household study and has allowed the EDWG to provide some input into the survey. The study should be ready to go by the end of the summer and we expect to have the results by mid November.

## 5. Economic Development Strategies

### **a. Economic Working Group - Kevin Viera (WRCOG)**

One of the recommendations from Phase I of the I-15 Interregional Partnership (IRP) was to examine the way in which the economies of Riverside and San Diego are related in order to identify possible collaborative economic development strategies which could be mutually beneficial for the two-county region. WRCOG has submitted the attached status report on collaborative efforts related to the economic development strategy for Phase II and the related activities of the Economic Development Working Group it has formed for discussion.

### **b. Employment Cluster Study - Marney Cox (SANDAG)**

Why Employment Clusters?

- Basis for economic development strategy
- Drive regional prosperity
- Enhance competitiveness
- Source of new business

Clusters are groups of complementary competing, and interdependent industries that drive wealth creation in a region through the export of goods and services. Employment clusters drive regional prosperity, export goods and services, face unconstrained markets and influence wage rates. They enhance competitiveness by fostering innovativeness and create productivity. Regional Clusters evolve and reinvent themselves over time.

Employment Cluster's are identified in two steps:

1. Export oriented
  - To bring in new money
2. Business to business transactions
  - Input output model

We have come up with thirteen (13) individual clusters:

- Alternative Power Generation
- Electronic Component Manufacturing
- Foam Product Manufacturing
- Logistics: Warehousing and Transportation
- Manufactured and Mobile Homes
- Motor Home and Travel Trailer Manufacturing
- Motorcycle, Bicycle, and Parts Manufacturing
- Musical Instrument Manufacturing
- Pharmaceutical and Biological Products
- Poultry and Eggs
- Telecommunications
- Surgical and Medical Instruments and Supplies
- Wineries and Vineyards

**Ed Gallo** – What do you think causes drops in jobs in clusters?

**Charles White** – Will the energy crisis impact these clusters?

**Marney Cox** - Yes, there will be an effect, but it is too early to tell.

The cluster that had the highest increase from 2001 – 2005 was the Motor Home and Travel Trailer Manufacturing cluster. The average wage in 2005 for Riverside cluster industries was \$41,296, a 30% increase from 2001. The average wage in 2005 for all of Riverside industries was \$34,013, a 7% increase from 2001.

Next Steps:

- Complete cluster analysis for Riverside County
- Perform cluster analysis for the two-county, Riverside-San Diego area
- Explore opportunities for joint policy and infrastructure investment

#### **6. Phase II I-15 Interregional Partnership (I-15 IRP) Housing Strategy – Susan Baldwin (SANDAG)**

SANDAG has a plan for a pilot project that will focus on the production of workforce housing in North San Diego County in collaboration with major employers whose employees are having difficulty finding affordable housing in proximity to their jobs. A handout was distributed with the I-15 IRP Strategies for Implementation that has a list of 23 strategies in four categories:

- IRP Program Strategies
- Economic Development
- Housing
- Transportation

Phase I of the I-15 IRP identified long-range housing strategies that were proposed to increase the supply of housing in the San Diego region. The proposed project would implement Strategy H-3 (Provide Incentives for the Construction of Moderate-Cost Family Housing Near Employment Centers). As Stated in the final report, “Strategy H-3 seeks to provide additional new single-family homes in the moderate cost range, generally costing between \$250,000 - \$350,000, near employment centers within the San Diego region.” While some new condominiums are priced in this moderate cost range, very few, if any, new single-family homes are available in the San Diego region for less than \$300,000.

**Frank Hall** – The house prices need to be lowered in the county or raise people’s wages, so they do not have to go outside to look for a higher paying job in a different county.

**Frank Kessler** – We see more problems with the rise of density in a community. 65% of all public safety and crime are due to a rise in density in housing.

**Gary Gallegos** – Houses should not all be the same; one size does not fit all.

**Pia Harris - Ebert.** – In San Marcos we have a variety of choices in home income affordability. It has worked for us. I invite you to come and see what we are doing in San Marcos.

**Gary Gallegos** – If the bond issue passes in November, will Riverside and San Diego areas be ready with a housing strategy?

## **7. Transportation Strategies**

In this phase of the I-15 Interregional Partnership, a three-pronged approach is being pursued to improve conditions on the I-15 in the San Diego-southwestern Riverside corridor, especially at the county line.

### **a. Bill Figge**

Cooperative I-15 County Line Study (Caltrans District 8 and 11) overview consisted of the following goals:

- To increase person trip mobility within the I-15 Corridor
- To improve safety for the traveling public
- To expedite goods movement through and within the county line area
- To improve efficiency (HOV lanes, transit, carpools) of transportation in the I-15 corridor
- To provide timely coordination of project programming and development

The study will cover from the Riverside County's Highway 74 in Perris down the I-15 to Highway 78 in San Diego County. Possible Projects mentioned were the I-15 County Line Capacity Enhancing Projects short and long termed, Transit Projects, Operational Improvement Projects and the ITS/TDM Projects. ITS and TDM provide ride share strategies.

**Gary Gallegos** – SANDAG has a great Van Pool program. They started with 100 vans now they have 500 vanpools. About 200 of those are people that live in Riverside County. He suggested that Riverside and San Diego partner to expand the program and share the costs of Riverside commuters.

**Frank Hall** – Do we have a vanpool program at RCTC?

**Sheldon Peterson** – Yes, it's countywide.

**Thomas Buckley** – I suggest that WRCOG, RCTC, and SANDAG talk about this and come up with ideas on how we could make it happen.

Bill reviewed the funding concepts and costs. The final Report is scheduled for December 2006.

### **b. Transportation Strategies – Passenger Rail Planning on I-15 – Sheldon Peterson (RCTC)**

RCTC staff provided an update on passenger rail planning activities on I-15. In May 2005, RCTC directed staff to evaluate a new commuter rail line from Temecula to San Diego to accommodate the large number of Riverside County residents who commute south along I-15. The proposed I-15 Commuter Rail Feasibility study will examine this segment and build upon the work completed by the California High-Speed Rail Authority on the stations and alignments. The purpose of this study is to perform an objective evaluation of the potential for commuter rail extensions along the I-15 corridor from Temecula to Corona and Temecula to San Diego. In addition, RCTC will create a technical advisory committee that will include SANDAG and local governments to provide input into this process. A request for proposals was released in May, and the study is expected to kick off in July for approximately six months.

**Gallegos:** Would it be possible for RCTC to include freight in the feasibility study? Or perhaps the possibility of double tracking?

**Sheldon Peterson:** I will take that back to our agency, but my feeling is that it would be difficult as we have limited funding, are on a quick timeline, and it would be difficult to revise the scope at this point. We are really just looking at commuter rail at this point.

#### **c. Transit Service Coordination – Linda Culp (SANDAG)**

SANDAG staff reported on recent activities related to transit service coordination on the I-15 corridor. SANDAG, the Metropolitan Transit System (MTS), and North County Transit District (NCTD) have developed a draft I-15 Bus Rapid Transit Operations Plan that identified a fairly significant transit demand between Riverside and San Diego Counties. SANDAG will be working with the RTA and RCTC staff to further analyze these travel forecasts and develop operational strategies to service the commuter travel demand between southern Riverside County and high demand destinations within San Diego County. At the meeting it was suggested that SANDAG and RCTC discuss ways in which to collaborate on funding vanpools as a significant number of San Diego's vanpools originate in Riverside.

#### **8. Adjourn**

3:55 p.m.