

**I-15 Interregional Partnership (I-15 IRP)
Technical Working Group
Meeting Summary
Thursday, November 14, 2002**

Agenda Item #1: Welcome and Introductions

Jeff Martin, SANDAG, welcomed members and attendees and introductions were made.

Agenda Item #2: Public Comments/Communications

There were no public comments or communications.

Agenda Item #3: Summary of October 10, 2002 I-15 IRP Technical Working Group Meeting

Jeff Martin moved approval of the October 10, 2002 meeting summary. The motion was unanimously approved.

Agenda Item #4: I-15 IRP Policy Committee Discussion and Actions – Susan Baldwin, SANDAG

At its October 18, 2002 meeting, the I-15 IRP Policy Committee discussed three short-term transportation strategies to address the jobs-housing imbalance in the western Riverside and San Diego regions. Staff was directed to expand the number of strategies under consideration and to develop an implementation program for consideration in early 2003. A second major item discussed by the Committee was the southwestern Riverside resident telephone survey which will be one major source for an Existing Conditions Report if the I-15 project.

SANDAG staff presented the draft 2030 Regional Transportation Plan, as it related to the I-15 corridor in the northern part of the region. Similarly, RCTC staff discussed transportation priorities in Riverside County, especially related to the recent passage of Measure A by County voters

Agenda Item #5: Preliminary Draft Existing Conditions Report – George Franck, SANDAG

George Franck, SANDAG, presented the Preliminary Draft Existing Conditions report. Some of the information initially considered as a part of this report will not be available until next year. This includes license plate survey, Census, and an employer's survey. Riverside transportation information and job growth for 1990 – 2000 will be added to finalize the Existing Conditions report.

Jim O'Grady, City of Temecula, informed Mr. Franck that the job growth for 1990 – 2000 for the City of Temecula is available.

George Franck asked the Group whether they have any specific comments regarding the Preliminary Draft Existing Conditions report.

Mark Roberts, Caltrans District 8, asked the difference between the percentages of commuters from the western Riverside region.

George Franck noted that the report concentrated on three areas in Riverside County (Temecula/Murrieta area, Lake Elsinore/Hemet/ Perris area, and western Riverside region). The percentages of commuters in the report represent those three different areas.

Jeff Martin informed the Group that IRP staff is working with Tim McLarney regarding the survey results and making the data much easier to understand.

Jim O'Grady asked the definition of "commuting to work."

George Franck explained that it would be adults commuting to work outside of the western Riverside region.

Jeff Martin noted that the IRP staff is going to clarify that question to make sure that the information in the Existing Conditions report is similar to the survey that the City of Temecula had done.

Maurice Eaton, Caltrans District 11, asked regarding the accuracy of the telecommuters who work at home.

Jeff Martin said that among telecommuters who were surveyed, 75 percent work from home five or more days per week.

Susan Baldwin, SANDAG, asked the Technical Working Group to go through the report and provide comments.

Agenda Item #6: Project Status/Review of Work Program – Jeff Martin, SANDAG

Jeff Martin talked about the I-15 IRP deliverables and work schedule. Mr. Martin noted that with the exception of the Existing Conditions report, which is delayed due to information not yet available, overall the project is on schedule and that the next product that needs to be produced is a report or technical memo on short-term strategies. Mr. Martin said that the Technical Working Group should consider doing outreach by doing presentations about the I-15 IRP Project. He suggested that the Group talk about the types of outreach to be considered. He also noted that this suggestion was brought up by the Policy Committee to facilitate more and better communication between the two regions (i.e., San Diego and Riverside regions). He said that the more people are aware about the project, the easier it would be to implement some of the strategies identified by the Technical Working Group and the Policy Committee.

Mr. Martin noted that one of the goals identified by the Group was the integration of the concept of jobs/housing balance as part of community and regional plans. He said that the project is trying to identify the jobs/housing balance as an important issue inter-regionally and locally. He asked the Group how this issue could be presented to the public and the local jurisdictions.

Maurice Eaton mentioned that Caltrans' District Directors for Districts 8 and 11 met recently to specifically discuss the I-15 IRP project. He said that part of their discussion included how the project should proceed and coordinate across county lines. In addition, the Directors are going to direct staff to communicate with each other to address the difference between the two districts.

Jeff Martin asked Mr. Eaton to clarify Caltrans role in comparison to the Riverside County Transportation Commission (RCTC) and SANDAG in terms of planning and programming relating to the I-15 corridor.

Mr. Eaton said that SANDAG is a metropolitan planning and RCTC acts as Caltrans' regional transportation planning agency. Caltrans programs the inter-regional transportation program and RCTC and SANDAG deals with regional transportation programs.

Jim O'Grady suggested that SANDAG, RCTC, Caltrans District 8, and Caltrans District 11 need to communicate and coordinate with one another to ensure that programming goals are similar across jurisdictional boundaries.

Jeff Martin pointed out that SANDAG and RCTC have met to discuss each other's plan. He said that the funding priorities between the two regions are different and that SANDAG needs to address more drastic problems within the San Diego region. Mr. Martin also pointed out that, in addition to regular purpose lanes, having a high occupancy vehicle lane will move more traffic compared to having strictly just regular purpose lanes. He said that communication between the two jurisdictions is a real issue and continued communication is important.

Jim O'Grady said that copies of PowerPoint slides were given to the Temecula City Council. He also requested a copy of both short- and long-term strategies so that he may pass it on to the City Council. He suggested that the IRP staff should make a presentation to the Temecula City Council regarding the project and its status.

Susan Baldwin asked for clarifications whether presentations about the I-15 IRP project should be made now or in the future when more information is available.

Jeff Martin said that disseminating the information about the project should be made now and any requests for presentation about the project should also be done. He also mentioned that the Existing Conditions report is being finalized and the short-term strategies are tentatively scheduled to be presented to the I-15 IRP Policy Committee in February. He said that the idea is to refine the short-term strategies after they are presented to the Policy Committee and then have focus groups in both the San Diego and western Riverside regions to gauge the public's response to the strategies.

Agenda Item #7: Strategy Development/Evaluation – Susan DeSantis, IBI Group; George Franck, SANDAG

George Franck noted that staff is building an inventory of all the possible strategies, which are listed in four inter-related areas: commuting patterns and trends, employment policies, housing growth patterns, and transportation issues. Mr. Franck said that if the forecasts for both regions are accurate, there would be a better jobs-housing balance in both regions: more housing in the San Diego region and more employment in the western Riverside region. Nevertheless, the forecast also predicts that inter-regional commuting will increase. A majority of the increase will be from western Riverside residents commuting to employment locations in the San Diego region.

Providing transit on the I-15 corridor is a viable strategy to improve air quality and energy consumption. Jim O'Grady suggested including high-speed rail in the Existing Conditions report as one of the transit that should be considered on the I-15 corridor.

Mr. Franck also noted that in addition to providing different types of housing at different income levels, another strategy to address the imbalance would be to build more town

houses or smaller lot residential developments for those households who would not consider living in a multi-family development. However, higher density developments could be targeted along transit corridors. He added that the purpose of the strategies list is to provide an inventory of probable strategies that the Technical Working Group could evaluate.

Agenda Item #8: Presentations about the I-15 IRP Project to Partners and Other Agencies/Organizations -- Susan Baldwin, SANDAG

This item was covered in agenda item #6.

Agenda Item #9: Meetings and Events

There were no meetings or events announced.

Agenda Item #10: Next Meeting Date and Location

The next Technical Working Group meeting will be held in Temecula on Thursday, January 9, 2002 from 1:30 – 3:30 p.m. at the Temecula City Hall, Council Chambers, 43200 Business Park Drive, Temecula.

The next meeting of the I-15 IRP Policy Committee is tentatively scheduled on Friday, February 21, 2003 from 11 a.m. – 1 p.m. in Temecula.

LIST OF ATTENDEES:

Aaron Adams	City of Temecula
Susan Baldwin,	SANDAG
Linda Bailey	Escondido Chamber of Commerce
Carol Bonomo	California State University San Marcos
Maurice Eaton	Caltrans District 11
George Franck	SANDAG
Jeff Martin,	SANDAG
Jim O'Grady	City of Temecula
Barbara Redlitz	City of Escondido
Mark Roberts	Caltrans District 8