

I-15 INTERREGIONAL PARTNERSHIP POLICY COMMITTEE MEETING

BORDERS COMMITTEE AGENDA ITEM NO.: **5**

Action Requested: APPROVE

I-15 INTERREGIONAL PARTNERSHIP POLICY COMMITTEE
MEETING SUMMARY OF JUNE 20, 2003

Introduction

The June 20, 2003 I-15 Interregional Partnership (I-15 IRP) Policy Committee Meeting was called to order by Co-Chair Crystal Crawford (City of Del Mar) and Co-Chair Jeff Comerchero (City of Temecula). The I-15 IRP Policy Committee is comprised of the San Diego Association of Governments (SANDAG) Borders Committee, as representatives of the San Diego region, and eight elected officials as representatives of the western Riverside County region.

Borders Committee members in attendance were Crystal Crawford (City of Del Mar), Ed Gallo (City of Escondido), and Patricia McCoy (City of Imperial Beach). Alternates in attendance were Judy Ritter (City of Vista), and Phil Monroe (City of Coronado). Ex-Officio members in attendance were Thomas Buckley (County of Riverside), James Bond (San Diego County Water Authority), and Maurice Eaton sitting in for Pedro Orso-Delgado (Caltrans District 11).

Western Riverside regional representatives in attendance were Jeff Comerchero (City of Temecula), Ron Roberts (City of Temecula), and Jack Van Haaster (City of Murrieta).

CONSENT ITEMS

1. WELCOME AND INTRODUCTIONS

Co-Chair Crystal Crawford asked members to introduce themselves. She also noted that Eric Haley, representing the Riverside County Transportation Commission (RCTC), was also in attendance.

2. I-15 IRP PROJECT REVIEW AND WORK PROGRAM UPDATE (INFORMATION)

Jeff Martin, SANDAG, stated that the I-15 IRP is addressing the imbalance between jobs and housing in the San Diego and southwestern Riverside County regions. Due to an abundance of housing opportunities and a lack of jobs in southwestern Riverside County, more and more people are living in that region and commuting into the San Diego region using Interstate 15. Among the negative impacts of this imbalance are longer commutes, increased congestion and air pollution, and less time at home. A three-year, \$500,000 grant was awarded by the California Department of Housing and Community Development to evaluate existing conditions in the two regions and to develop strategies to address the

jobs/housing imbalance. Accomplishments of the study to date include: development of an existing conditions report; implementation of short range transportation strategies that include (a) the coordination of vanpool/carpool services and interregional transit service coordination; and (b) the preparation of draft long range transportation, economic development, and jobs/housing balance strategies. The I-15 IRP Existing Conditions Report showed that southwest Riverside County is exporting workers primarily because the San Diego region is not meeting the demand for affordable housing. Many workers have chosen to seek more affordable housing opportunities that exist in Riverside County and commute to work in San Diego County. According to the report, there has been a 400 percent increase in commuters since 1990 and there are currently about 29,000 interregional commuters per day. There are many issues, including funding priorities and timing of transportation improvement plans that need to be addressed by both regions. The I-15 IRP is meant to be a forum for that interregional planning. Staff reviewed the next steps in the process which will culminate in the submission and approval of a final report in June 2004.

Co-Chair Crawford mentioned that a schedule for meetings of the Technical Working Group would be distributed and she invited Policy Committee Members to attend those meetings.

Phil Monroe commented that some elected officials in San Diego County will question why we should be improving the commute for people who work in San Diego to live in Temecula.

3. I-15 IRP POLICY COMMITTEE DISCUSSION AND ACTIONS – FEBRUARY 12, 2003

There was no discussion of this item.

4. PUBLIC COMMENTS AND COMMUNICATIONS

Maurice Eaton, Caltrans District 11, indicated that one adopted I-15 IRP short range strategy is to improve park-and-ride lots in the I-15 corridor. Caltrans will be expanding the park-and-ride lot at State Route (SR) 76 and I-15 from 70 to 110 spaces. The bid opening for this project will occur on June 24, 2003. A contract is expected in August with work to be completed in September.

Co-Chair Crawford encouraged Caltrans to distribute a public relations piece about this project.

CHAIR'S REPORT (ITEMS 5-6)

5. REPORT FROM JOINT SANDAG/SCAG MEETING, MAY 8, 2003 (INFORMATION)

Co-Chair Crawford stated that there was a commitment to have meetings between SANDAG and the Southern California Association of Governments (SCAG) twice a year, in October and April. The next meeting was set for Thursday, October 9, 2003, in Temecula, and a regular meeting schedule will be agreed upon at that meeting.

6. REPORT FROM STATE IRP MEETING, MAY 6, 2003 (INFORMATION)

Susan Baldwin, SANDAG, provided a report on this meeting. Information was provided about various state housing and economic development programs. There was also time allotted for discussion between IRP Staff. A major topic of discussion was continued funding of the interregional partnerships that have been established. There was a concern voiced by many IRP representatives that current programs will not be able to continue without renewed funding from the state.

The primary benefits of this meeting were the improved communication between IRP Staffs, the ability to discuss issues and concerns, and discussion on how to strengthen economic development strategies. There was also an overview of the jobs and housing balance problems occurring throughout the state.

Phil Monroe asked if the I-15 IRP will focus particularly on low and moderate income housing instead of housing in general. Staff responded that the housing crisis as it pertains to the I-15 IRP remains to be defined. However, the lack of housing for moderate income households is a major cause of the existing conditions in the I-15 study area. Therefore, this project provides an opportunity to focus on moderate cost housing.

Western Riverside Council of Governments (WRCOG) staff spoke about the SR-91 IRP, which is a partnership between WRCOG and the Orange County Council of Governments (OCCOG). Co-Chair Crawford asked if there would be any value to having a joint meeting with Orange County representatives. It was decided that the I-15 IRP Technical Working Group, along with SANDAG and WRCOG staff, should explore this possibility, and would advise the Policy Committee if a joint meeting with Orange County representatives appears to be warranted.

7. STRATEGY DISCUSSION (APPROVE FOR FURTHER EVALUATION) – SANDAG AND WRCOG STAFF

Co-Chair Crawford indicated that the draft strategies would be presented for input and approval for future evaluation. Staff introduced each of the strategies, giving Policy Committee Members the opportunity to comment on each one. All of the strategies were approved by the Committee for further evaluation. Comments on the individual strategies are noted below.

A. LONG RANGE TRANSPORTATION STRATEGIES – GEORGE FRANCK, SANDAG

T1 – Support High Speed Rail Transit Service in the I-15 Corridor

- Work to resolve differences between plans proposed by Southern California Association of Governments (SCAG) and California High Speed Rail Authority (CHSRA).
- Support the adoption of the CHSRA inland (I-15) route between Los Angeles and San Diego.

- SCAG proposes bringing service to March Air Force Base in its initial phase; CHSRA would connect central Los Angeles and the Bay Area in its initial phase.
- The IRP should not advocate either Maglev or conventional HSR at this time.

T2 – Implement Transit Shuttle Services to Interregional Transit

- There may be an additional need to provide shuttle transit services between public transit centers or other interregional transit stations.
- Shuttles at the work end of the commute should be financed by and possibly operated by employers.
- Condominium associations could provide shuttle services as part of their monthly fees.
- Coordination between local shuttle services and interregional operators is essential.
- Newer employment centers often have employment intensities, street layout and parking lots that make transit service difficult.

T3 – Preserve Transportation Rights-of-Way and Implement Priority Measures through the Development Process

- Caltrans should be added as a support agency.
- Transportation agencies should identify priority measures.
- Transportation agencies should determine right of way requirements.
- Local jurisdictions should incorporate interregional transportation facilities into their General Plans. Development of future rights of way is a major issue.
- Coordination should occur through an expanded project review process.
- Continuity of transportation projects across jurisdictional boundaries is important.

T4 – Reduce Parking Requirements in Transit Nodes and Mixed-Use Centers

- Downtown and redevelopment areas may need to be exempted from any parking reduction if redevelopment efforts are to succeed.
- A reduction in the parking requirement should be considered in areas where a high level of transit service is planned.
- There must be a way to reverse a parking reduction if the transit service does not reduce automobile commuting as anticipated.

In addition, the Committee discussed the need to subsidize transit and the potential of shifting more of the total cost of driving to the automobile commuter. Members concurred that there was a need to preserve mode-choice for commuters. This discussion did not lead to modifications for Strategy T4.

T5 – Implement the I-15 High Occupancy Vehicle (HOV) System

- Caltrans and the regional transportation agencies should continue to refine the “build-out” configuration of I-15, eliminating potential design incompatibilities.
- Caltrans should complete its identification of right-of-way needs for the preferred configuration.
- Transportation Agencies should continue to coordinate regional priorities for the construction of HOV lanes.

Phil Monroe, Coronado, explained a potential way to allow non-carpooling commuters to utilize nearly empty HOV lanes during times of heavy traffic congestion.

B. ECONOMIC DEVELOPMENT STRATEGIES – KEVIN VIERA, WRCOG

ED1 – Facilitate Greater Collaboration between Regional Economic Development Agencies

- The IRP can serve as a facilitator; the economic development entities will be responsible for cooperation and collaboration.
- These entities can be caught up in parochialism. Why would regional EDC's work with each other or give potential jobs to another EDC?
- While these entities are competitive, there is the possibility for increased communication.
- Cities no longer compete only against each other for economic development. The entire region must compete against the rest of the world. It could be helpful to work together as a larger region.
- This strategy may be even more difficult during poor economic times.

ED2 – Create a Web site to Link I-15 Commuters with Local Jobs and Promote Businesses in Housing-Rich Areas

- The key to the success of a Web site will be marketing.
- The Web site should be marketed directly to the commuters and local businesses using information such as that in the Existing Conditions Report surveys.
- The Web site will have to be "seeded" or linked to major search engines.
- The potential costs and benefits of this strategy should be estimated.

ED3 – Map the Broadband Service Coverage Area in Southwest Riverside County Region

- The benefits of this strategy must be considered carefully. Have similar services been cost-effective and successful in attracting companies?
- The potential success revolves around the visibility and benefits of the service provided.

The Committee discussed the need to clarify why these strategies are focused solely on the development of jobs and improving the economic climate in the southwest Riverside region. It was noted that because the overarching goal of the IRP is the mitigation of the jobs/housing imbalance in the region, the target area for economic development is in Riverside County. The potential payoff for the San Diego region is decreased traffic congestion in the I-15 corridor. Both regions have specific conditions and needs that should be addressed through the interregional partnership.

C. JOBS/HOUSING BALANCE STRATEGIES – Kevin Viera, WRCOG Staff

JH1 – Support/Sponsor Legislation that Provides Incentives for Jobs/Housing Balance Programs

- The IRP should not support bills that propose funding sources that may compromise other transportation or development infrastructure funding.
- The strategy should be to “monitor” legislation, not “support or sponsor” legislation. The I-15 IRP should have the option of supporting specific bills if they are considered beneficial to jobs/housing balance.
- The specific bills identified in the strategy may not have specific relevance to the I-15 IRP. However, there will be many more bills with significance to jobs/housing balance programs, fiscal reform, etc. It will be important for the IRP to monitor and seek support for this type of legislation.

JH2 – Actively Engage in Community Outreach

- It is extremely important for the public to be informed about the jobs/housing imbalance.
- San Diego County has a low rate of homeownership. Educating residents and business persons about the need for affordable housing is critical.

JH3 – Establish a “Coordinated Funding Group” to Support the Strategy Implementation Efforts of the Interregional Partnership

- This strategy would be important if the I-15 IRP program does not receive continued funding from the California Department of Housing and Community Development.
- The Interregional Partnership has been valuable and should be continued in some form, with or without funding from the state.

Co-Chair Crawford stated that staff would use the comments made at this meeting to refine and evaluate the strategies.

8. SAN DIEGO REGIONAL COMPREHENSIVE PLAN UPDATE/BORDERS CHAPTER (INFORMATION/DISCUSSION)

Staff presented an update on the Regional Comprehensive Plan (RCP). The RCP will be a blueprint for smart growth in the San Diego region. Eric Haley advised that the RCP be approved prior to the *TransNet* reauthorization measure in November 2004. Staff agreed, indicating that a key goal is to complete the RCP in June 2004.

Staff provided an outline of the Borders Chapter of the RCP, including an issue statement; policies, principles, and goals; a description of interrelated issues; actions and implementation responsibilities; performance measures; infrastructure needs; and environmental justice and social equity.

9. NEXT MEETING DATE AND LOCATION (INFORMATION)

The meeting was adjourned at 3:39 p.m. The next meeting of the I-15 IRP Policy Committee will be held on Friday, September 19, 2003, at 1:30 p.m. in Escondido.