

CAG Meeting Minutes

Subject: East Valley Community Advisory Group (EV CAG) Kick-Off Meeting
 I-10 and I-15 Corridor Projects, San Bernardino County

Date: February 19, 2013 at 6:00 PM

Location: Gonzales Community Center, Colton, CA

Participants: A total of 26 CAG Members participated at the EV CAG Kick-Off Meeting, including 25 EV CAG Members and 1 West Valley CAG Member.

EV CAG Members in Attendance	Affiliation
Hamid H. Azhand	California State University, San Bernardino (CSUSB)
Robert Baker	Hill International Contracts
Deborah Barmack (for Carole Beswick)	Inland Action, Inc.
Randall Ceniceros	Colton Joint Unified School District (CJUSD), Board of Education
Carl Dameron	Dameron Communications
Nick DePasquale	Fairview Ford Sales, Inc.
Pamela Emenger	Yucaipa Valley Chamber of Commerce
Eloise Gomez Reyes	Law Offices of Eloise Gomez Reyes
Gary Grossich	Nickelodeon Pizza
Richard Haller	Santa Ana Watershed Project Authority
John Longville	League of Women Voters; San Bernardino Valley Conservation District ; San Bernardino Community College District (Trustee)
Gloria Macias Harrison	San Bernardino Community College District (SBCCD)
Jose A. Marquez	The Community Foundation
Edward Martinez	Martinez Marketing & Management
John MacMillan	Fontana Police Department
Jeffrey McConnell	Lions Club, Grand Terrace
Concepcion M. Powell	US-Hispanic Women Grocers Association
Richard Prieto	City of Colton - Planning Commission
Cynthia L. Ramirez	City of Colton - Planning Commission
Frank Reyes	Arrowhead Regional Medical Center (ARMC) Foundation
Christine Roque	Redlands Good Neighbor Coalition
Larry R. Sharp	Retired - California State University, San Bernardino (CSUSB)
William Siegl	California Highway Patrol
Maureen A. Snelgrove	San Bernardino County, Parks Department
Espartigo (Randy) Sosa	Inland Empire Scholarship Fund
Jeffrey Veik	CAL FIRE, Mountain Division
EV CAG Members not in Attendance	Affiliation
John Abma	Loma Linda Chamber of Commerce
Dr. Dan Harris	American Association of Retired Persons (AARP)
Valeria Henry (attended West Valley CAG meeting)	Devore Rural Protection Association (DRPA)
Gail M. McCarthy	Arts Council of Big Bear Valley

Judi Penman	San Bernardino Area Chamber of Commerce
Colin Strange	San Bernardino Area Chamber of Commerce - Economic Development and Business Resources
Other (non-CAG Members)	Affiliation
Arnold San Miguel	Southern California Association of Governments (SCAG)
Jim Imbierski	Parsons Brinckerhoff
Sri Koneru	Parsons Brinckerhoff
Vikrant Sanghai	Parsons Brinckerhoff
Doug Sawyer	Parsons Brinckerhoff
Chris Turnage	Parsons Brinckerhoff
SANBAG / Consultants	
Garry Cohoe	Director of Project Delivery, San Bernardino Associated Governments (SANBAG)
Chad Costello	Project Manager, SANBAG
Jane Dreher	Public Information Officer, SANBAG
Stephanie Blanco	Parsons
John Meier	Parsons
Ryan Todaro	Parsons
Donna Andrews	Lee Andrews Group, Inc., Outreach Consultants
Tito Corona	Lee Andrews Group, Inc., Outreach Consultants
Edgar Gutierrez	Lee Andrews Group, Inc., Outreach Consultants
Robbin Oshita	Lee Andrews Group, Inc., Outreach Consultants

MEETING NOTES

During the first 30 minutes of the meeting, CAG Members were given time to meet and greet fellow Members as well as SANBAG's Project Development Team (PDT).

Grassroots Canvassing – Through the first portion of the meeting, CAG Members were asked to identify corridors and specific locations throughout the I-10 Corridor Project alignment that should be considered by the outreach team for in-person visits that will be performed as part of the grassroots canvassing activity that will be conducted to enhance outreach efforts. The purpose of these visits is to reach members in the communities that may not otherwise be reached via conventional and electronic outreach methods. The objective of the canvassing efforts is to distribute general project information and collect additional stakeholder data that would otherwise not be available. Locations could include city halls, libraries, police stations, community centers, businesses (e.g. business parks, large employers, small businesses, coffee shops, markets, etc.), cultural institutions, and other sites that attract visitors. As the local experts, CAG Members are being offered an active role in identifying communities and specific sites that should be canvassed, including the communities that they represent and the surrounding areas.

At the CAG Kick-Off meeting, CAG Members were given small dots to place on a large aerial map as well as a comment form to identify specific areas that should be considered for the grassroots canvassing efforts. The outreach team will utilize this information to guide the grassroots canvassing efforts. CAG Members that did not provide input are expected to send their input following the CAG meeting as these efforts are expected to start by March 2013.

Agenda – Following the first 30 minutes of meet and greet and grassroots canvassing input, the meeting began with a round of introductions by CAG Members and presenters.

Next, the following items were discussed with the use of a PowerPoint presentation (a hard copy of the presentation was given to each of the CAG Members), which included the following discussion topics:

- **CAG Roles and Responsibilities, Protocols, Objectives** – CAG Members will have unique educational and input opportunities throughout the environmental document development process. As a result of this process, the project

development team can move forward knowing that the project alternatives have been fully vetted with a broad cross-section of the community, and make a fully informed decision. CAG Members will be responsible for: maintaining active participation at the meetings (Members cannot miss consecutive meetings); commit to reaching out to pertinent stakeholder groups to provide objective updates based on information received at CAG meetings; and, provide status updates at each CAG meeting to cover the individual outreach efforts conducted as well as the feedback acquired from stakeholders.

- **CAG Meetings Schedule** – CAG Members were presented with a tentative CAG Meetings schedule which included dates for the first 4 set of CAG meetings. The intent of the tentative schedule shared with CAG Members was to emphasize the frequency of meetings anticipated for the first year, which is consistent with the goal to hold quarterly CAG meetings. The schedule is subject to change as the dates for the CAG meetings will be driven by the timeline for technical studies and other major project milestones. CAG Members will be informed as soon as there are any changes to the schedule.
- **Overview of I-10 Project** - The I-10 Corridor Project is studying the addition of lanes and other freeway improvements along all or a portion of the existing 35-mile stretch of I-10 from approximately 2 miles west of the Los Angeles/San Bernardino County line in the City of Pomona to Ford Street in the City of Redlands. This project is a major element of SANBAG's Measure I plan. The project will include studying one “no build” alternative and the following two “build” alternatives: Add One High Occupancy Vehicle (HOV) Lane in Each Direction and Add Two Express Lanes in Each Direction. Both build alternatives include the construction of additional lane(s) in each direction, median barriers, sound walls, retaining walls, drainage facilities; modification of bridges and freeway ramps. Under the “no build” alternative, additional I-10 travel lanes, as well as associated bridge and ramp improvements, would not be constructed.
- **Overview of I-15 Corridor Project** – The proposed I-15 Corridor Project would add lanes on the 33-mile stretch of I-15 from State Route 60 to US 395. The I-15 Corridor Project will consider one “no build” and one “build” alternative. Under the “no build” alternative, additional I-15 travel lanes, as well as associated bridge and ramp improvements, would not be constructed. The build alternative would provide Express Lanes in each direction of I-15. Beginning from State Route 60 one (1) Express Lane would be built in each direction up to Sixth Street and two (2) Express Lanes would be built in each direction from Sixth Street to US-395. Also, an auxiliary lane in each direction will be added between SR-60 and I-10. Express Lanes allow access to carpools and single occupant vehicles under certain conditions. The Strategic Plan and 10-Year Delivery Plan financial analysis concluded that traditional funds will not be available to construct additional lanes on the I-15 without an additional source of funding such as toll revenue. As such, HOV lanes are not being considered as an alternative for the I-15 corridor.
- **Introduction to Managed Lanes** – As we answer the questions about more lanes or better management of the existing lanes, we must consider some additional factors. First, traffic demand is increasing and will continue to grow; in fact, some studies predict the demand may increase by 30% in the next 30 years which warrants the need to accommodate the growth of the region. Secondly, we need to use the available right-of-way wisely as it is limited, both physically and fiscally; we only have right-of-way to construct two additional lanes in each direction. Thirdly, funding sources are declining; since 1998 State transportation funding decrease of 10% - vehicle miles travelled grown by 15%. Lastly, Measure I revenue is projected to be 25% less than projected when voters passed it in 2004, not taking into account inflation. As such, there is a strong need to optimize the existing resources – our region will not be able to build its way out of congestion. The goal of managed lanes is to optimize the vehicle throughput of the lanes and provide reliable travel time for the motorists. The throughput of a freeway lane when it is operating at optimum is 1,800 to 2,000 vehicles per hour. When a lane is congested the throughput of a lane drops to 1,000 to 1,200 vehicles per hour.
 - **High Occupancy Vehicle (HOV) Lanes** – HOV lanes are managed by vehicle occupancy only. This approach has a number of benefits. For instance, HOV lanes reduce the number of vehicles on the road and increases corridor person throughput by promoting carpooling (minimum of 2 or 3 people). These lanes also improve air quality by reducing the number of vehicles and by improving traffic flow as this reduces the amount of emissions. HOV improvements would be paid for by existing transportation funding sources. However, these lanes also raise some concerns. The HOV alternative offers limited demand management as the only mechanism is occupancy requirement; as such, when the demand rises the HOV lanes become congested and throughput decreases, travel time increases, and trip reliability decreases. This issue is expected to occur on the proposed HOV lane on the I-10 corridor as they are projected to be congested within 10 years of opening. The only solutions for HOV lanes are the construction of additional HOV lanes (funding is not available) or the increase in occupancy requirement from 2+ to 3+ which results in underutilization of the HOV lanes – “Empty Lane Syndrome”.

- **Express Lanes** – Express Lanes manage traffic through vehicle occupancy requirements and pricing. Unlike the HOV Lanes where traffic demand will exceed the capacity of the lane over time resulting in congestion, Express Lanes will never become congested since the toll will be adjusted to ensure the demand will never exceed the capacity of the lanes. Express Lanes usually include an HOV component by offering a reduced toll to encourage carpooling which affords the same incentives as those mentioned for HOV - manages traffic demand, promotes carpooling, and improves air quality. Express Lanes also offer additional benefits not offered by HOV lanes: it generates revenue to pay for funding shortfalls for the I-10 and I-15 corridors, provides the general public with a reliable high speed travel option sustainable for the long term, and provides opportunity for Bus Rapid Transit to utilize the corridor. However, Express Lanes do raise a variety of concerns including the following: equity among users; freeways have already been paid for through taxes; conversion of an existing HOV lane to an Express lane; lack of benefits to motorists in the general purpose lane; congestion will be promoted to increase revenue. On-going studies being conducted as part of the environmental process – traffic, financial, and equity – will provide information to address these concerns.
- **Overview of the Environmental Process** – Caltrans and SANBAG are proceeding with an Environmental Impact Report (EIR) / Environmental Impact Statement (EIS) for the evaluation of the I-10 Corridor Project. The EIR/EIS requires a robust impact analysis of alternatives to environmental resources and has the highest level of public disclosure. This process also involves a number of steps before an alternative is chosen and the project is approved. SANBAG recently completed the public scoping period, which included two public scoping meetings and one resource agency scoping meeting to generate initial public input. The Draft EIR/EIS is expected to be released for public review by August 2015 and the Final EIR/EIS is anticipated to be completed by July 2017. The I-15 Corridor Project is currently in the planning stages; an environmental process is expected to start in the near future if the project is considered financially viable.
- **SANBAG's Outreach Program for Corridor Projects** – SANBAG is executing a public outreach program to raise the level of awareness regarding the I-10 and I-15 corridor projects and obtain feedback from a wide spectrum of project stakeholders. The outreach program includes activities that focus on providing education about the similarities and differences between Express Lanes and HOV lanes through the effective implementation of conventional grassroots techniques (e.g., CAGs, public briefings, grassroots canvassing, and flier distribution) as well as electronic and social media techniques (e.g., project website, hotline, e-blasts, Facebook, Twitter, and YouTube). These conventional and electronic outreach tools are intended to foster two-way communication and provide measureable results regarding the outreach and educational efforts. This outreach program will also include public outreach meetings and public hearings during the comment period for the Draft EIS/EIR.
- **Action Items for CAG Members**
 - *Assist with the identification of local community groups for briefings.* As part of the meeting materials, CAG Members were given a form titled “CAG Member’s List of Membership Organizations and other Affiliations.” CAG Members should utilize this form to identify all of their affiliate groups and indicate if briefing opportunities would be available for SANBAG to present on the I-10 and I-15 Corridor Projects.
 - *CAG Members will introduce their role as a CAG Member to each of their affiliated groups* (a suggested script was provided to all CAG Members)
 - *CAG Members will provide input for the Grassroots Canvassing outreach efforts.* CAG Members are expected to provide input for the grassroots efforts that will kick-off by April 2013. CAG Members that provided input at the Kick-Off CAG meeting are still welcome to submit additional suggestions on areas that the outreach team should physically visit to reach communities that may not otherwise be reached via conventional and electronic outreach methods.
 - *CAG Members will provide access to membership contact databases for affiliated groups, as needed.* CAG Members can either provide the contact database to SANBAG or they can commit to distributing information to their contacts, as needed.
- **Questions and Answers / General Team Discussion** – See below for an overview of the questions and comments that were raised during the East Valley CAG Kick-Off Meeting.

Questions and Comments raised by CAG Members:

Q: Can we receive the presentation materials electronically?

Response: A hard copy of the PowerPoint slides was distributed to each of the CAG Members at the kick-off meetings. This same version of the hand-out will be included electronically in the follow up email to be sent to all of the CAG Members which includes the meeting notes and other related materials.

C: Inland Action is concerned about separating the meetings as we would like to hear all of the perspectives offered by each of the CAG Members. Will there be an opportunity for all three (3) CAGs to meet at once?

Response: The three CAGs meet separately on different days and locations to ensure quality input from smaller groups, provide ease of access to the meeting location and offer options for CAG Members that have scheduling conflicts. All of the questions and comments from each of the CAG meetings will be documented and shared with all of the CAG Members for their review. This will ensure comprehensive documentation of the questions and comments being generated at the each of the CAG meetings.

C: It would be easier to meet on Tuesdays as this would create some consistency in our calendars.

Response: SANBAG agrees with maintaining Tuesday as the preferred day for all future East Valley CAG meetings.

C: CAG Members should receive information on the other CAG meetings (locations, dates and times) as this would give us more flexibility if we can't attend our designated meeting.

Response: Meeting details for each of the CAGs will be included in future meeting notices to CAG Members. This will enable CAG Members with a scheduling conflict the ability to RSVP for attendance at another meeting in lieu of their assigned group.

Q: What's the difference between HOV and Express Lanes?

Response: HOV and Express Lanes are both considered to be managed lanes. HOV access is restricted by occupancy only and an Express Lanes are restricted by occupancy and pricing.

Q: Has SANBAG considered changing the HOV occupancy requirements specifications which would only count licensed drivers as occupants in a vehicle? It does not make sense for a child to count as an occupant if the objective of the HOV lanes is to encourage commuters to carpool.

Response: SANBAG does not have purview to modify the State of California HOV lane occupancy requirement.

Q: In Northern California, HOV lanes are not separated by double striped lanes. The only reason why these are in place in Southern California is to make it more difficult for egress and ingress; however, this causes more congestion at these access points. Why do we have these barriers in Southern California?

Response: Continuous HOV access is a concept that is under consideration for Southern California freeways, and has been implemented on some freeways in Southern California including portions of SR-60 (Riverside County) and SR-55 (Orange County). It is currently anticipated that the I-10 HOV lane alternative would utilize continuous access striping.

Q: Do the Express Lanes have to include a tolling function or is that something that is considered as part of the alternative?

Response: Yes, Express Lanes need to include a tolling function as a way to manage the traffic demand and to keep the lane flowing at optimum; however, the tolling policy has not yet been established for the I-10 or I-15 Corridor Projects.

C: Please clarify the locations of the ingress and egress access points for the HOV and Express Lanes.

Response: The PowerPoint includes preliminary egress and ingress maps for the I-10 and I-15 corridor projects. The Express Lanes access points are anticipated to be offered at approximately every 3 to 4 miles. The HOV Lane alternative is expected to have continuous access.

Q: Where are the Express Lanes connectors located?

Response: Direct connectors are being considered from the proposed I-10 Express Lanes to the proposed I-15 Express Lanes; however, they will likely be developed as a separate future project.

Q: How is the impact to the communities being considered? What studies are being undertaken to address these types of impacts?

Response: Numerous technical studies will be prepared to evaluate impacts to the communities within the I-10 corridor. Those studies include aesthetics, air quality/greenhouse gas emissions, water quality, community impact assessment, cultural/historical, cumulative effects, energy, growth, noise, parks/recreation, and traffic/circulation. Similar studies will be conducted for the I-15 corridor once it has advanced to the "Project Report/Environmental Document" phase.

Q: Does the HOV alternative include federal funding? How can we secure additional funding for HOV lanes?

Response: Yes, there will be public funding for both build alternatives. Project finance plans are being developed and additional detail will be provided at future meetings.

Q: If the Express Lanes alternative is selected, will the maintenance be outsourced or ran by Caltrans?

Response: The Operation and Maintenance component for each project has not yet been determined. Should the Express Lanes Alternative be selected, it is expected that both public and private options would be evaluated.

Q: Is the Express Lanes alternative similar to the existing lanes on the SR-91?

Response: There are some similarities between the SR-91 Express Lanes and the Express Lanes being considered for the I-10 and I-15 corridors. However, the primary difference is in the number of access points: the SR-91 Express Lanes have only one ingress point and one egress point, while the I-10 and I-15 Express Lanes are expected to have multiple intermediate access points to serve the local communities.

Q: Will the studies assess the pros and cons of each alternative?

Response: Yes.

C: I would like to see sample pictures or live shots of existing corridors with Express Lanes.

Response: An image of the SR-91 Express Lanes in Orange County and the I-15 Express Lanes in San Diego County were included in the slides presented to the CAG Members at the Kick-Off Meeting. Additional images will be included in the presentation for CAG Meeting #2.

Q: When are the results of the traffic studies being presented to CAG Members?

Response: The results from the Traffic and Revenue (T&R) study will be presented to CAG Members at the third CAG meeting.

Q: What is the "empty lane syndrome"?

Response: The "empty lane syndrome" refers to the underutilization of a traffic lane. It is often caused as a result of an increase in vehicle occupancy requirements for access to HOV lanes. For example, if the current occupancy requirement was increased from 2+ to 3+, the limited volume of 3+ carpools would result in significant underutilization of the HOV lane, or "empty lane syndrome".

C: I have a concern with the monthly service fees that are associated with these lanes. This has been a major concern among those that I have spoken to.

C: I am concerned with two specific issues: 1) Equity – commuters will have to come up with additional money for their roundtrip to work; 2) Tax payers have already purchased the right-of-way.

C: We're already fighting off the additional service fees that are being imposed for gas, electric, and water services. The monthly fee rubs people the wrong way, especially when drivers have to pay for something that they don't use.

Q: Will the environmental studies consider the impacts to the overpasses and local streets that connect to and/or run parallel to the freeway?

Response: The Purpose of the I-10 Corridor Project is to improve the movement of people and goods through the I-10 corridor. The interchanges along the I-10 Corridor Project that will require major re-construction to accommodate the mainline improvements will be analyzed.

Q: Why hasn't more money been invested for the Pepper Avenue ramps? This should be seriously considered. I am particularly interested in this site as it impacts the Arrowhead Regional Medical Center.

Response: SANBAG is developing a separate interchange improvement project for the I-10 Pepper interchange.

Q: Could SANBAG consider an emergency "red-lane" or zone at Pepper Avenue? This would secure access for emergency response vehicle at times of heavy congestion.

Response: The plans show an emergency access shoulder. Garry Cohoe shared the I-10/Pepper Ave. interchange proposed improvements with the CAG member that raised the question.

Q: Why is a "no build" option being considered? Why not consider a partial option which utilizes the existing funding for at least some of the most needed transportation improvements.

Response: The California Environmental Quality Act (CEQA) and National Policy Environmental Act (NEPA) require that environmental review consider the No Build Alternative (the effects of not implementing the proposed project). The "no build" provides the baseline with which to measure the other alternatives against.

Q: How much time do you need for presentations if you come to our groups?

Response: SANBAG staff needs approximately 25-30 minutes for the presentation. If needed, the presentation can be cut down to 15-20 minutes.

C: SANBAG should consider coming out to the schools for briefings to parents.

Q: SANBAG should especially study the number of trucks and the anticipated impacts from the added number of truck trips that will be generated from the expansion at the ports. Has SANBAG looked at the increase in trucks in these corridors?

Response: The traffic forecasts include both truck and automobile trips per the regional traffic model.

C: Thanks for holding this CAG meeting in Colton.

Questions and Comments Included in Comment Forms Submitted by CAG Members:

C: Most of the comment cards submitted by CAG Members indicated that they did not have any significant conflicts with the tentative 2013 CAG meeting dates (April 9th, June 5th, and August 13th)

C: Concerned about the monthly service charge for Express Lanes users.

C: Consider future environmental studies to review impacts to streets and overpass traffic.

C: North Redlands is often not included or aware of the "happenings" in our area. Overall, they are very receptive to learning about things that may affect their quality of life.

C: The outreach team should consider canvassing or reaching out to Citrus Valley High School as they are inundated with traffic from the I-10 and I-210 freeways.

Collateral Material Distributed

The following Project materials were provided to each attendee:

- Meeting Agenda
- Kick-Off Meeting PowerPoint slides
- I-10 Fact Sheet
- I-15 Fact Sheet
- What it Means to be a CAG Member
- Map: I-10 and I-15 CAGs
- CAG Member's List of Membership Organizations and other Affiliations
- Sample Narrative for CAG Members
- Grassroots Canvassing Comment Form
- Abbreviations and Acronyms

Next CAG Meeting

- EV CAG Meeting #2 has been postponed to Tuesday, May 14, 2013 at 6:00 p.m. The meeting will be held at the same location – Gonzales Community Center, Colton, CA. CAG Members will receive additional meeting details via email.
- CAG Members with scheduling conflicts are welcome to attend any of the other meetings as long as they provide advance notice of which other meeting they plan to attend in lieu of their assigned CAG meeting.