

CAG Meeting Minutes

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

Date: February 21, 2013 at 6:30 PM

Location: Anthony Munoz Community Center, Ontario, CA

Participants: A total of 21 CAG Members participated at the WV CAG Kick-Off meeting, including 20 WV CAG Members and 1 East Valley CAG Member.

WV CAG Members in Attendance	Primary Affiliation
Michael P. Biagi	California Polytechnic, Pomona
David Buxbaum	Buxbaum & Chakmak
Jeff Caldwell	ATU Local 1704
Lina Chu (Dennis Lo attended on her behalf)	Asian Real Estate Association of America (AREAA)
Phillip Cothran	Cothran Insurance Agency Inc.
Lynda Gonzalez	M.A.S. Auto & Truck Electric Corp.
Dennis Gutierrez	Inland Empire Hispanic Leadership Council
John Heimann	Building Industry Association
John Husing	Economics & Politics, Inc.
Michael (Mike) James	Ceramic Tile Contractor
Beth Kranda	Valley Transportation Services (VTrans)
Toni Levyssohn	Community Senior Services
Jonnie Long	Retired, Inland Empire resident for 65 years
Roy Mabry	Association of Black Correctional Workers (ABCW)
Danny Marquez	SB County Veterans Advisory Board / Veterans Partnering With Communities
Linda Sargent	ThorneSarge Consulting
Marie E. Shahani	Fontana Community Senior Center
Mark Stanson	Redlands Public Commission
Dr. D. C. Nosakhere Thomas	Rainbow Community Praise Center
William Waddingham	Rotolo Chevrolet
WV CAG Members not in Attendance	Primary Affiliation
Dr. Kenneth S. Alpern (Attended HD CAG meeting)	The Transit Coalition
Michael Krouse	Ontario Convention Center & Visitors Bureau
Penny Newman	Center for Community Action and Environmental Justice (CCA EJ)
Christine C. Pham	Victoria Gardens
Faiz Shah	Islamic Center
Matthew Slowik	Retired - Land Use Services Department, San Bernardino County
Luis Vaquera	Fontana Unified School District
Other CAG Members in attendance (non-WV CAG)	Primary Affiliation
Valerie Henry	East Valley CAG Devore Rural Protection Association (DRPA)

Other (non-CAG Members)	Affiliation
Laurie Woll	Inland Empire Resident
Arnold San Miguel	Southern California Association of Governments (SCAG)
SANBAG	
Garry Cohoe	Director of Project Delivery, San Bernardino Associated Governments (SANBAG)
Jane Dreher	Public Information Officer, SANBAG
Stephanie Blanco	Parsons
Davis Speirs	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 Delivery Team.

Grassroots Canvassing – Through the first portion of the meeting, CAG Members were also 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 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 covered through 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 WV CAG kick-off meeting.

Questions and Comments raised by CAG Members:

C: The meetings should be at a site that is closer to the Fontana area.

Response: SANBAG will identify a new location that is more convenient for all CAG Members.

Q: Does Los Angeles County have plans to extend its ExpressLanes into San Bernardino County?

Response: The Los Angeles County Metropolitan Transportation Agency (Metro) is not going to explore Express Lane projects until after the one year pilot program for the I-10 and I-110 corridors is completed. Metro did take an action that

identified the next four corridors to be studied if the pilot projects are results are positive. The I-10 from the I-605 to San Bernardino County Line is one of the four.

Q: How will SANBAG determine the toll rates that will be charged?

Response: The on-going Traffic and Revenue studies and financial analysis will determine the toll rates for a wide range of scenarios. From this information a recommended toll structure will be developed and presented to the SANBAG Board for consideration. The plan is to share this information with the CAGs to receive their input before the Board makes their final decision.

Q: After the Express Lanes are completed, would the electronic payment system be the same for the I-10 and the I-15?

Response: The State of California already requires all FasTrak transponders to be compatible on all tolled systems statewide.

Q: Would the rates be the same on the I-10 and the I-15? How would these compare with the rates for other connecting Express Lanes, including Riverside County's I-15 lanes?

Response: Not necessarily. The toll rates will be by affected the tolling policy established for each corridor and by the level of congestion experienced on each corridor, which could result in different pricing on a per-mile basis for each of the respective corridors.

Q: Is the pricing determined by single-driver demand or by congestion?

Response: Congestion.

Q: Are all of the presentation materials going to be available to CAG Members? Are we going to have the statistics and other talking points that were mentioned throughout the presentation but not reflected on the PowerPoint slides?

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. CAG Members can also request for SANBAG staff to make presentations to their respective affiliated groups.

Q: Is there sufficient right-of-way? Would SANBAG have to acquire additional land for the proposed projects? If so, what areas are anticipated to be impacted?

Response: The HOV alternative will be constructed within existing right of way and would not require land acquisition. The Express Lanes alternative will require some land acquisition at various locations along the corridor. The goal is to minimize the right-of-way acquisition to a minimum and to sliver acquisitions. Additional details will be provided at future meetings.

Q: Which groups are we supposed to present to?

Response: CAG Members are expected to share information and project updates to their affiliated groups.

Q: If two lanes are feasible for the Express Lanes alternative, why can't SANBAG consider adding one lane as an Express lane and one lane as an HOV?

Response: Providing one Express Lane and one HOV lane presents several operational challenges that render it unfeasible, including inability to provide intermediate ingress or egress to the interior Express Lane, inability to pass in the single Express or single HOV lane, and complexities in signing and directing motorists in the transition areas to one of three potentially desired lane types (Express, HOV, or General Purpose). And as stated in a response to a previous question, HOV is a component of Express Lanes.

Q: If we wanted to present, would SANBAG provide copies of the brochures that can be distributed at our affiliated group meetings?

Response: Yes, all materials will be made available upon request.

Q: Does this group have any input into the decision-making process?

Response: The SANBAG Board asked us to form these groups for the purposes of receiving input from representative stakeholders. All CAG input will be shared with the Board Members.

Q: What other cities and states have you looked at as case studies for Express Lanes? Will this information be provided to CAG Members?

Response: SANBAG has looked at case studies within the region and nationally. Several of the case studies will be covered at the next CAG meeting.

Q: Would we be expected to distribute information about the entire project or just the west valley area of the project?

Response: CAG Members are responsible for discussing information about the entire project.

Q: Are you going to provide a timeline of where we are in the process and when the Board will be making the decision?

Response: Yes, this information was covered in later slides. All CAG Members received hard copies of the presentation.

Q: Have construction costs exceeded the original projected cost? Kaiser recently mentioned that construction costs have recently decreased which enabled them to save \$100 Million in construction costs.

Response: Construction cost for the HOV Alternative is approximately \$550 Million, and the Express Lanes Alternative will cost in excess of \$1 Billion. The cost estimates are currently being updated to reflect the current scope of the projects and the current construction costs. Additional details will be shared at future CAG meetings.

C: Most people want to obtain information that they can grasp about the impacts and benefits of the proposed projects. SANBAG should carefully consider how this information is conveyed to the general public. People will want to know what the project means in terms of time savings and other direct benefit for them.

Q: Are you going to include data on how much congestion will be alleviated on the general purpose lanes as a result of the HOV and Express Lanes alternatives?

Response: Yes.

C: There are a lot of people that avoid using the existing Express Lanes and that change their driving time to off-peak hours.

Q: Will the environmental studies include financial analysis? Does it produce engineering cost estimates?

Response: Yes, this information will be included in the Environmental Document.

Q: The freeways are already built. If you're only going to realign the freeway to allow additional lanes, then, what's the big deal?

Response: This is the first time that the Express Lanes concept has been considered for San Bernardino County. As such, there is heightened need for outreach and detailed studies to assess the environmental and financial viability for the Express Lanes alternative.

Q: Would the Express Lanes alternative result in the expansion into private land?

Response: The Express Lanes alternative will require some minor land acquisition in certain parts along the corridor. Additional details will be provided at future meetings.

Q: Is the environmental study going to be able to address growth inducing concerns that environmental groups raise on projects that include the addition of freeway lanes?

Response: Yes, a growth inducement analysis will be prepared for the project.

Q: Have connecting interchanges been designed and studied?

Response: The interchanges along the I-10 Corridor Project will be analyzed to determine the impact, if any, as a result of the Build Alternatives.

Q: How many in your staff are bilingual? There are certain areas that are predominantly Spanish speaking, for example, Fontana's population is about 70% Hispanic.

Response: Lee Andrews Group, SANBAG's outreach consultants, have numerous staff members that are fluent in Spanish, written and spoken, They will be included in all outreach efforts to ensure communication with Spanish speakers.

Q: Do you have handouts in Spanish?

Response: Yes, the Project Fact Sheets are available in Spanish.

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

Q: What areas will be impacted by the currently proposed expansion? Will current residents or businesses be relocated to expand the right-of-way?

Response: At this time, preliminary geometric studies indicate that some residences and businesses may be impacted by the I-10 Express Lanes alternative. Specific details will be shared with CAG Members as the designs are advanced.

Q: What has been learned from the experience of the SR-91?

Response: Lessons learned from the SR-91 Project will be shared at CAG Meeting #2.

C: Interested in learning about the specific properties that SANBAG would need to acquire for the Express Lanes alternative.

C: Interested in learning how the tolls will be determined.

C: As part of the canvassing efforts, the outreach team should visit the communities along the I-10 freeway, especially those between Cherry Avenue and Citrus Avenue as well as the communities along the I-15 between the I-10/I-15 and I-210/I-15 interchanges.

C: As part of the canvassing efforts, the outreach team should visit the communities along the I-15 freeway, from Sierra to the I-215 interchange.

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

- WV CAG Meeting #2 has been postponed to Thursday, May 16, 2013. As requested by a majority of WV CAG Members, SANBAG is currently exploring venues that are closer to Fontana. WV CAG Members will be notified via email once the meeting location and time have been confirmed.

- 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.