

CAG Meeting Minutes

Subject: West Valley Community Advisory Group (WV CAG) Meeting #3
 I-10 and I-15 Corridor Projects, San Bernardino County

Date: September 9, 2013 at 6:00 PM

Location: Victoria Gardens Main Offices, Rancho Cucamonga, CA

Participants: A total of 17 CAG Members (including 14 WV CAG Members and 1 High Desert and 1 EV CAG Member).

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

Other (non-CAG Members)	Organization
Benkin Jong	METRO
Christopher Lancaster	Media - Civic Publication
Arnold San Miguel	Southern California Association of Governments (SCAG)
Shawn Oriaz	CALTANS District 8
Doug Sawyer	Parsons Brinckerhoff
Mark Taylor	SB County 2 nd District
San Bernardino Associated Governments (SANBAG) and Consultants	
Garry Cohoe	Director of Project Delivery, SANBAG
Dave Speirs	Parsons
John Meier	Parsons
Jason Lombard	Lee Andrews Group, Inc.
Annette Cortez	Lee Andrews Group, Inc.
Tito Corona	Lee Andrews Group, Inc.

MEETING NOTES

I. Welcome

CAG Members were greeted by Mr. Garry Cohoe, SANBAG's Director of Project Delivery. As part of his welcoming remarks, Mr. Cohoe notified the group of the staff changes and new team members of Lee Andrews Group, the outreach consultant. Mr. Cohoe introduced Jason Lombard as the new transportation outreach consultant on behalf of the Lee Andrews Group as well as Annette Cortez to be the key contact with the group.

II. CAG Member Reports

As a review of information presented during previous CAG Meetings, Mr. Lombard asked CAG members about the pros and cons of High Occupancy Vehicle (HOV) lanes and Express Lanes to better understand the differences between the two Alternatives. This exercise was followed by CAG member reports in which CAG members provided feedback from their efforts in disseminating project information and receiving feedback from their groups and community. Below is a brief overview of some of the updates that were shared by the CAG Members:

- Jonnie Long – She spoke about her efforts in providing information at 2 local community events that she attended in her area in June where she distributed project fact sheets. According to her perception based on feedback, consensus was that people would support the project if it helped reduce travel time. She had opportunities where she promoted the project and website. Some of the project related concerns she received were the following: when will the project happen and what would the toll prices be. She was surprised to hear from some people that they did not know anything about the proposed project.
- Valerie Henry – She stated that she attended a community meeting in Devore in which she received concerns and questions as to whether the construction for this project would be concurrent with work currently on the I-15 and if so how would congestion be managed. *The response by the team was that there would not be an overlap in construction work.*
- Lynda Gonzalez – Comments she's received were that business owners in need to get from point A to point B in Los Angeles don't have an issue with express lanes but then there are those that have concerns that the freeways have already been paid for. How do you answer that? (Double Taxation)
- Sophie Steeno – She raised the question of providing free access to green cars on express lanes - in which she heard one of the local Assembly Members was against this. She also stated that she would like to see the I-15 project go further than the 395.

PowerPoint Presentation – Following the aforementioned items, the remaining agenda items were discussed with the use of two PowerPoint presentations which included the following guest speaker presentation and discussion topics outlined in the sections below.

III. Guest Speaker: Stephanie Wiggins, Executive Officer and Project Director of the LA County Congestion Reduction Program for LA Metro – Presentation on Metro ExpressLanes

Ms. Wiggins presented an overview of the planning, outreach, implementation, early results and lessons learned by the Los Angeles Metropolitan Transportation Authority (Metro) with the ExpressLanes demonstration project on the I-110 and I-10 corridors. Her presentation included a quick overview of ExpressLanes projects across the region and country, and explained how all agencies have utilized different methods for running each ExpressLanes project. Metro's purpose for the ExpressLanes project is to move more people, not more vehicles.

Ms. Wiggins discussed the \$290 million program budget, of which \$210 million is derived from UPA/CRD federal grant money. The allocation of funds is as follows:

- \$142 Million: Transit adding additional busses to existing lines
- \$129 Million: Toll/Roadway (ExpressLanes)
- \$ 19 Million: LA ExpressPark

Ms. Wiggins discussed how ExpressLanes improve overall traffic flow by increasing the number of people in the Express Lanes by both encouraging carpooling and by expanding transit options. The toll prices for the two ExpressLanes in Los Angeles County range from \$0.25 to \$1.40 per mile, depending on the amount of vehicles in the Express Lanes (i.e., congestion pricing). She stated that the toll rates vary within this price range based on traffic levels in the ExpressLanes to ensure minimum average speeds of 45mph.

Ms. Wiggins explained enforcement within the ExpressLanes, and how it's being achieved through a combination of photo enforcement and added CHP patrol. Additionally, she explained how the transponders used on the ExpressLanes were unique in that they come with a switch to set as a solo driver, 2 person carpool or 3+ person carpool. 3+ passenger carpools are required on the I-10 during the hours of 5-9 am and 4-7pm Monday through Friday. Ms. Wiggins noted that the Fastrak transponder is compatible with all Fastrak toll systems in the state of California. Other agencies now carry the switchable transponders, which will enable users to distinguish between solo driver, HOV2, and HOV 3+.

Ms. Wiggins express the important role CAGs played in defining the project, and how they were instrumental in creating a loyalty program which rewards transit riders with monthly prizes from toll credits to waiving the monthly account maintenance fee. Additionally the CAGs also helped identify a need to create an equity program, which includes a one-time credit for low income commuters and waives the monthly account maintenance fee.

Next Ms. Wiggins presented the outreach program and how important it was to have multilingual materials. Informational videos, brochures, print, billboard and online ads were all produced in English, Spanish and Chinese to accommodate the multilingual communities along the two corridors.

The preliminary results to date for the Express Lanes reveal the following:

- Total Trips - 12,169,006
- Transponders Issued - 180,901
- Equity Plan accounts opened for low income commuters - 3,468
- Preliminary toll revenue - \$11,663,132

Additionally, the average toll during peak driving periods on the 11-mile stretch on the I-110 was \$5.93 while the average toll during peak driving periods on the 14-mile I-10 stretch was \$4.68. The average travel speeds from 5-9am on I-110 northbound were 65.3 mph while the average speeds along the same stretch on the general purpose lanes were 49.7 mph. The speeds on the I-10 westbound during the same times were 64.7 mph. The speeds on the general purpose lanes were not available for I-10.

Ms. Wiggins concluded her presentation by highlighting the following lessons learned on the program:

- *Political champions are critical for the program*
- *Address equity issues early in the planning process*
- *Leverage congestion pricing with transit*
- *Extensive outreach and public education is required include after program launch*
- *Visible signage is important throughout the alignment*

- *Invest in superior customer service*
- *Continued marketing campaign*

Below are some questions and comments made during the presentation:

- Are the columns on page 12 (of the PPT presentation) the speeds on the express lanes average? Then that shows they're speeding if it is. *Ms. Wiggins responded that those were the average speeds.*
- Question about the busses added as a result from the program. *Ms. Wiggins responded that they added feeder service and increased the bus frequency in these areas. She also added that they also improved their park and ride locations on both ends of the beginning of each corridor.*
- A question was asked as to how the program relates to the Metrolink trains. *Ms. Wiggins said that Metro gave funds to Metrolink for their improvements. Only issue for commuters is that Metrolink does not work off the Tap (Transit Access Pass) system so users can't have use the rewards program.*
- Did you do any analysis about the system according to income, demographics and education? *Ms. Wiggin responded that Metro will be doing studies based on income level.*

IV. SANBAG Board Updates

Mr. Cohoe provided an update of the recent SANBAG Board meetings (7/10/13 and 9/4/13).

- The two key update from the July 7, 2013 SANBAG Board were: 1) that the project alternatives considered had been withdrawn. 2) This was the equity study preview.
- The September 4, 2013 SANBAG Board update was an overview of the Traffic and Revenue results and a revised Express Lanes alternative.

Mr. Cohoe provided the group with the future board dates along with upcoming CAG meetings and action items:

- 10/10/13 – Present preliminary T&R Results and Financial Plan information at Board Workshop
- 10/15/13 through 10/17/13 – Share T&R Results and Financial Plan with CAGs (CAG #4)
- 11/19/13 through 11/21/13 – Obtain feedback from CAG Members (CAG #5)
- 12/4/13 – Present CAG Feedback at Board Meeting and receive direction on I-10 and I-15 Express Lanes

V. Traffic & Revenue Study and Financial Analysis Update

Mr. Cohoe provided an update on the Traffic & Revenue Study and Financial Analysis on the I-10 and I-15 corridor projects. The key figures provided in the study and analyses are as follows:

- I-10 and I-15 Corridors total estimated cost is \$3.1 Billion
- Traditional funding required is \$1.9 Billion
- \$1.9 Billion of traditional funds are not available

These preliminary figures led the team to engage in an interactive process to reduce scope or “right-size” the projects in order make the Alternatives financially viable. The findings from this iterative analysis led to the development of the revised I-10 and I-15 corridor Express Lanes Alternatives, which were presented in the next section.

VI. Revised I-10 and I-15 Corridor Express Lanes Alternatives

Mr. David Speirs, Project Manager (Parsons), identified the project limits and provided the 3 alternatives currently being studied on the I-10 corridor:

- No-Build
- One High Occupancy Vehicle (HOV) Lane
- Two Express Lanes

Mr. Speirs indicated that the revised I-10 Express Lanes Alternative would maintain two Express Lanes from the Los Angeles/San Bernardino county line Sierra Avenue, reduce from two to one Express Lane from Sierra to I-215, maintain two Express Lanes from I-215 to SR-210, and maintain one Express Lane from SR-210 to Redlands.

Mr. Speirs presented the two alternatives being considered for the I-15 corridor:

- No-build

- Two Express Lanes

The revised Express Lanes Alternative for I-15 would maintain two Express Lanes from SR-60 to US-395, except between Duncan Canyon and the Devore interchange where it would be reduced from two Express Lanes to one.

VII. Public Outreach Update

Ms. Annette Cortez, Lee Andrews Group, SANBAG's Outreach Consultants, briefly discussed the briefings conducted to key community groups and organizations. To date 63 briefings have been conducted to local government and municipalities, governing boards, committees, community-based groups and educational institutions. In addition to the briefings, Ms. Cortez discussed the recent grassroots canvassing outreach efforts conducted along the I-10 and I-15 corridor to enhance knowledge of the project with stakeholders of limited access to information in addition to identifying key community places to disseminate project information. There were 641 sites visited through these efforts in which city halls, libraries, community centers, senior center, cultural institutions and local businesses and shopping centers were visited. In total 704 stakeholder groups have been briefed and provided project information.

Ms. Cortez emphasized the importance to continue disseminating information as well as to recommend briefing opportunities to SANBAG. The CAG was asked to continue to assist with outreach and continue to share the website to their affiliated groups by letting others know about the project website (www.i10CorridorProject.org) which would provide the public to access the latest I-10 Corridor Project information and stay connected. CAG members were also encouraged to visit and encourage others to like the project Facebook page and follow the SANBAG Twitter to stay involved with social media.

- *CAG Meetings Schedule* – An updated schedule for the next two sets of CAG meetings was presented. The principal objective for CAG Meeting #4 is to share the preliminary Traffic and Revenue (T&R) results, Financial Plan and Equity Study results. CAG Members will then have 5 weeks to share the T&R information with their affiliated groups and seek their input which will be shared at CAG Meeting #5. CAG Members will be informed immediately via email if there are any changes to the schedule.
 - CAG Meeting #4: Preliminary T&R Results
 - EV CAG – Tuesday, October 15th
 - HD CAG – Wednesday, October 16th
 - WV CAG – Thursday, October 17th
 - CAG Meeting #5: T&R Feedback
 - EV CAG – Tuesday, November 19th
 - HD CAG – Wednesday, November 20th
 - WV CAG – Thursday, November 21st

VIII. Action Items for CAG members (to be conducted prior to CAG Meeting #4)

- Assist with the identification of additional briefings opportunities for SANBAG.
- Provide updates to affiliated groups – share general updates presented at CAG Meeting #3 and seek input.
- Visit www.i10CorridorProject.org
 - Review all website contents
 - Share website link with affiliated contacts

IX. Additional Questions and Comments.

Below is an overview of the questions and comments that were raised by CAG Members.

- Jonnie Long – She stated that some people she has reached out to still didn't know anything about the project.
- Sophie Steeno – Asked if everyone on the road who should be there is being considered. She asked if the economy is being considered? *Response: The T&R modeling incorporates regional economic modeling to determine projected growth.* She followed up her question by asking how the financial viability of the project could be determined with the different components presented. *Response: The T&R modeling incorporates the most current regional modeling information available, and will be updated as the project approaches construction (should the Express Lanes Alternative be selected).*
- Matthew Slowik – Asked if there was a revised number to show what the Toll & Revenue would look like. *Response: Traffic and Revenue information will be presented at CAG #4.*

- Phillip Cothran – Asked for a clarification in regards to the correlation of the project funds and budget between \$3.1 billion and \$1.9 billion. *Response: \$3.1 billion is needed for the I-10 and I-15 projects (Express Lanes Alternatives), of which \$1.2 billion is the amount that could finance using toll revenue and \$1.9 billion would utilize traditional Local, State and Federal funding.*
- Is the traffic volume less in that section where you have less lanes added? *Response: Yes*
- Sophie Steeno – Asked if the design would include the addition of a second lane in the areas where there is one lane should additional funds be acquired and the need change. *Response: Yes, if additional funding is identified the traffic demand and design in these areas would be reevaluated.*
- Are there any other funding options? *Response: Tolloed Express Lanes is the only funding option being evaluated to make up the gap between the project cost and the available traditional local, State and Federal funding. Other options to make up the gap in funding, such as passing an additional local sales tax Measure or lobbying for an increase in the State or Federal gas tax do not appear viable.*
- William Waddingham - Asked to also consider access in and out of the lanes as noted on the 210 with Citrus. The reason he stated is to allow people more opportunities and not be “stuck” in the lanes for more than they should be. He also asked if the new interchange on Duncan had been factored in. *Response: Yes. Projections show that the growth will be in the east valley.*
- Sophie Steeno - Asked if weekend traffic to Las Vegas along the I-15 could be charged more. *Response: Rates in the lanes will be based on the volume of traffic in the Express Lanes at that time.*
- Penny Newman - Stated that a lot of problems are due to trucks. She asked what SANBAG has done to look at the trucks. *Response: The SCAG RTP includes a truck corridor that is a toll facility. Studies show that even with the truck corridor, that Express Lanes are needed on the existing freeways to maximize the throughput needed to meet the projected traffic demand.*

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

None

Project Material Distributed

The following Project materials were provided to each CAG Member in attendance:

- Meeting Agenda
- Comment Card
- CAG Meeting #3 PowerPoint presentation copy
- Stephanie Wiggins' Bio
- CAG Meeting Minutes (East Valley, High Desert, and West Valley)
- List of briefings conducted by SANBAG
- I-10 and I-15 Corridor Frequently Asked Questions

Next CAG Meeting

- **WV CAG Meeting #4** will be held on Thursday, October 17, 2013 at 6:00 p.m. The meeting location will be confirmed by October 2013. CAG Members will receive updates and 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.