

CAG Meeting Minutes

Subject: West Valley Community Advisory Group (WV CAG) Meeting #7
I-10 and I-15 Corridor Projects, County of San Bernardino

Date: November 13, 2014 at 6 p.m.

Location: Goldy S. Lewis Community Center, Rancho Cucamonga, CA

Participants: Four CAG members were in attendance

WV CAG Members in Attendance	Organization
Lina Chu	Gainspot Inc., Asian Real Estate Association of America
Phillip Cothran	Cothran Insurance Agency Inc.
Jonnie Long	Retired, Fontana Resident
Danny Marquez	SB County Veterans Advisory Board, Veterans Partnering With Communities, Fontana Veterans Resource Center, American Legion Post 772, Political Liaison for the 25 th District, Fontana Post Office
Non-CAG Members in Attendance	Organization
Arnold San Miguel	Southern California Association of Governments
WV CAG Members Not in Attendance	Organization
Dr. Kenneth Alpern	The Transit Coalition
Michael P. Biagi	California Polytechnic, Pomona
David Buxbaum	Buxbaum & Chakmak
Jeff Caldwell	ATU Local 1704
Lynda Gonzalez	M.A.S. Auto & Truck Electric Corp.
Dennis Gutierrez	Inland Empire Hispanic Leadership Council
John Heimann	
John Husing	Economics & Politics, Inc.
Michael James	Ceramic Tile Contractor
Beth Kranda	Valley Transportation Services (Vtrans)
Michael Krouse	Ontario Convention Center & Visitors Bureau
Toni Levyssohn	Community Senior Services
Roy Mabry	Association of Black Correctional Workers (ABCW)
Penny Newman	Center for Community Action and Environmental Justice (CCA EJ)
Christine C. Pham	Victoria Gardens
Linda Sargent	ThorneSarge Consulting
Marie E. Shahani	Fontana Community Senior Center
Mark Stanson	Redlands Public Commission
Matthew Slowik	Retired - Land Use Services Department, San Bernardino County
Dr. D.C. Nosakhere	Rainbow Community Praise Center
Luis Vaquera	Fontana Unified School District
William Waddingham	Rotolo Chevrolet
Faiz Shah	Islamic Center

San Bernardino Associated Governments (SANBAG) and Consultants	
Garry Cohoe	Director of Project Delivery – SANBAG
John Meier	Program Manager for I-10 & I-15 Corridor Projects – SANBAG
Chad Costello	I-10 Corridor Project Manager – SANBAG
Dennis Saylor	I-15 Corridor Project Manager – SANBAG
Carrie Gilbreth	Public Outreach – Westbound Communications
Andy Pendoley	Public Outreach – Westbound Communications
Samantha Mac Donald	Public Outreach – Westbound Communications
Noemi Bass	Public Outreach – Westbound Communications

TOPICS DISCUSSED

1. WELCOME AND NEW PUBLIC OUTREACH TEAM

CAG members were greeted by Carrie Gilbreth with Westbound Communications, the new public outreach team for the I-10 and I-15 Corridor Projects. Mrs. Gilbreth provided brief background of the firm. Westbound Communications is a public relations firm with three offices in Southern California based in San Bernardino. Westbound Communications' background with SANBAG goes back nine years when the firm led public outreach for the I-215 Widening Project in San Bernardino. Mrs. Gilbreth noted this is the first CAG meeting of Westbound Communications' contract and thanked CAG members for their participation, time and input.

Mrs. Gilbreth then introduced the rest of the public outreach team:

- Andy Pendoley, Discussion Leader – Mr. Pendoley will be supporting Westbound Communications with CAGs meetings.
- Samantha Mac Donald, Administration Manager – Mrs. Mac Donald who will be supporting CAG meetings and handling documentation of the meetings.
- Noemi Bass, Support – Ms. Bass was responsible for taking notes based on CAG input.

2. CAG MEMBER INTRODUCTIONS

CAG members introduced themselves and provided input on the best and most successful form of communication among public outreach team and CAG members.

- **Jonnie Long** – Ms. Long is retired. Best way to communicate is via email, text or phone.
- **Phil Cothran** – Mr. Cothran is the owner of State Farm Insurance agency in Fontana. He was born in Fontana and served as a police officer for 27 years. Best way to communicate is via text or email.
- **Danny Marquez** – Mr. Marquez is an Army veteran who resides in Fontana. He is involved with several non-profit and committees in support of the veteran community.
- **Lina Chu** – Ms. Chu is a real estate agent and broker who lives in Upland. She owns and operates an office. She is the founding president of the Asian Real Estate Association of America, which has approximately 200 realtors within the network. She drives a lot on the freeways. Ms. Chu has good contacts with Asian media and can assist with reaching out to reporters about the projects and major milestones.

Arnold San Miguel with Southern California Association of Governments also introduced himself and provided CAG members with a flier with details of an upcoming Environmental Justice workshop.

3. SANBAG TEAM INTRODUCTIONS

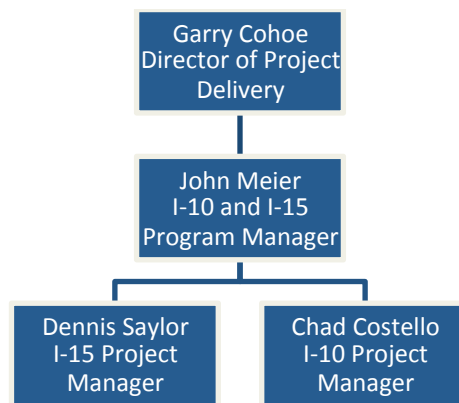
Ms. Gilbreth thanked CAG members for their continued participation and introduced the SANBAG team:

- Dennis Saylor, I-15 Corridor Project Manager
- Chad Costello, I-10 Corridor Project Manager

- Garry Cohoe, SANBAG Director of Project Delivery
- John Meier, I-10 and I-15 Corridor Projects Program Manager

4. AGENDA

After introducing the SANBAG team, Mr. Meier thanked CAG members on behalf of SANBAG for their attendance and participation and provided a brief overview of the meeting agenda including a discussion on the CAG charge, project updates and express lanes policies that are currently in review. He informed attendees that purpose of the meeting is to refocus efforts as SANBAG moves forward with moving toward environmental approval. Mr. Meier shared that after contracting with Lee Andrews Group to lead public outreach efforts for the last two years, SANBAG procured a standalone public outreach contract to take the agency through environmental approval. SANBAG released a Request for Proposals in May 2014 and selected Westbound Communications to lead public outreach efforts through project environmental approval. Mr. Meier then shared SANBAG's team structure in a PowerPoint slide.



5. RECENT ACTION ITEMS

Mr. Meier provided details of recent action items for the I-10 and I-15 Corridor Projects.

- Board vote in December 2013 – SANBAG Board action to continue express lanes study on I-10 and start study of express lanes on I-15.
- Board vote in July 2014 – SANBAG Board selected express Lanes as the Locally Preferred Alternative on the I-10 Corridor Project. Mr. Meier said this takes a step further to signal the Board's support of express lanes on I-10. This is a big milestone for SANBAG and allows staff to embark on number of support tasks related to project.
- Board vote in October 2014 – Awarded I-15 Project Approval/Environmental Document (PA/ED) contract – Start of environmental and engineering process
- Board vote in October 2014 – Awarded new public outreach contract to Westbound Communications in October 2014
- Continued Express Lanes Ad Hoc Committee meetings – Continued discussion with Board and Express Lanes Ad Hoc Committee to talk about express lanes issues in more detail.
 - Reviewed draft tolling policy
 - Reviewed express-lanes specific tasks, costs and schedule

5. CAG CHARGE AND DISCUSSION

Mrs. Gilbreth transitioned from Mr. Meier's updates to the next section of the meeting that focused on the CAG charge. Ms. Gilbreth shared that the public outreach team is interested in examining the current CAG charge to define the CAGs role based on members' feedback.

Mr. Pendoley shared that the public outreach team is interested in learning from CAG members what are the most successful ways to communicate with and keep CAG members engaged, what are the best ways to communicate with and inform the community, and how the public outreach team can better serve the CAG. CAG members provided the following recommendations and comments, including questions they frequently encounter from members of the community:

Current Successful Communication Methods:

- Meeting minute summaries
- Email notices of upcoming meetings
- CAG members supplied with fact sheets for community outreach

Recommended Communication Methods to Pursue and/or Improve:

- More grassroots, face-to-face outreach at community events (i.e. City of Fontana Resource Fair, Fontana Days, etc.)
- Improved method to obtain documents electronically
- Sharing information on social media
- Workshops with seniors and residents with fixed income (i.e. American Legion)
- Rebuild toolkit with updated materials with where we stand with projects
- YouTube videos/PSAs

Questions from the Community: (CAG members shared that majority of questions and feedback has been positive, primarily within Fontana community)

- Where is this going to happen? When does construction start?
- Is this going to cost anything?
- What are the benefits? (Especially from folks who are limited on disposable income. Income is a sensitive issue.)

Mr. Pendoley then asked attendees what specific groups the public outreach team may not have reach out to yet. In addition to identifying these people, what are some of the messages we should be communicating? How should we communicate with them? CAG members provided the following recommendations.

- Residents with fixed income (i.e. seniors, veterans, American Legion, etc.) – Best communication is face-to-face since many do not have access to a computer or the Internet.
- Asian residents – Best communication is evening TV news and newspapers
- Faith-based groups – In-person workshops
- Schools
- Cities besides Fontana
- Communicating with HOA groups

CAG member Mr. Cothran shared that he has not experienced negative feedback from his networks. He said the community has come to a consensus that something has to be done to improve mobility. Mr Cothran asked what SANBAG and the public outreach team is now looking to achieve through CAG members outreach.

- Mr. Pendoley stressed that we are still in the public education phase overall about the project and the big picture.

- Mr. Meier also stated that we are still in the environmental document phase. “We are not trying to pivot the message. We’re trying to keep information out there and maintain a buzz about the project until we circulate the environmental document.”
- Mr. Cothran said the Fontana community has one question, “When is it starting?”

Mr. Cohoe built off this discussion and shared that the goal is to maintain a buzz about both projects to carry through the environmental process so the public understands that SANBAG is still working on the projects. He asked the group, **“How can SANBAG and the public outreach team can connect with community members who do not attend workshops and community meetings? How do we keep folks engaged?”** CAG members shared their thoughts:

- Mr. Cothran advised, “You’re never going to reach everyone. It’s important to reach the movers and the shakers; other people don’t care.”
- Ms. Long expressed the need to continue the education process and provide an update about the project. She recommended providing the community with a physical and digital FAQ document. She said as a resident of 68 years in Fontana she will never use the express lanes because she has no need, but she understands there are other people who will use the lanes years down the road. She recommended communicating more the need for today’s residents and commuters to think about the future and how the express lanes will provide relief to commuters in general purpose lanes.
- Ms. Chu recommended distributing information in HOA newsletters, especially in new development areas such as Upland and Fontana. She also recommended outreach to trade organizations.
- Mr. Marquez recommended creating video PSAs that can be uploaded to organization websites, social media, and can be used to educate the public.

Mr. Pendoley and team asked CAG members to provide their input on how broader community or neighborhood developments that may impact the project. **“What else has been going on in the community that this project team should be aware of and thoughtful about when planning our outreach? What is news since we’ve talked with you last? Are there any current transportation issues?”** CAG members shared their thoughts:

- Mr. Cothran shared that there has been a changing landscape in the south end of Fontana. Also, the growth of goods movement and the freight system is causing impacts.
- Mr. Marquez recommended taking into consideration the growth of distribution centers such as Amazon with more trucks on the roads, impacting all cities during their commutes.
- CAG members also shared that the public outreach team should take into considerations the significant improvements to interchanges in Fontana, new Kaiser Hospital, new medical college and the 210 freeway providing some relief to I-10. Messaging and information is also needed about how the project will impact local businesses and making sure there is convenient access to businesses with the express lanes egress and ingress points.

Mr. Pendoley thanked CAG members for their input and circled back to the CAG Charge and recapped the **group’s collective thoughts on understanding of the CAG Charge** to this point:

- Spread word about the project – various methods include providing fact sheets at tables, helping to conduct presentations, media outreach
- Distributing information evenly – strategically using limited resources
- Keeping team up-to-speed about changes in the community and local issues

Mr. Pendoley then asked CAG members on their input on potential new CAG members to help form a more robust CAG. **“Any thoughts on specific groups we should pursue to represent broad interests of community, including environmental justice groups?”** CAG members shared their recommendations:

- Hispanic chambers of commerce
- Real estate boards
- Builders associations
- High school and college students

CAG members also provided input that the 6 p.m. start time and Goldy S. Lewis Community Center location works for them. They recommended reserving a smaller room for the next meeting.

Mr. Meier wrapped up the CAG Charge discussion by re-stating that the goal of the CAG is to carry the I-10 project through environmental approval in 2017. He stressed the team’s understanding that the timeline is a long road and the team intends to keep the best use of CAG members’ time top-of-mind. Mr. Meier also shared that the next big project milestone is the circulation of the environmental document. In terms of CAG members’ involvement, outreach will pick up again in summer 2015. Mr. Pendoley asked CAG members to consider the possibility of identifying alternative CAG members who can assist with trading off roles with current members to help build the group’s membership.

Mr. Costello contributed that mid next year, SANBAG is going to put out a huge document and will collect thousands of comments. The goal is to inform the public so comments are relevant.

6. I-10 PROJECT UPDATE

Chad Costello provided an update on the I-10 Corridor Project, from Los Angeles County to Redlands. This is a 35-mile corridor that encompasses nine cities and unincorporated parts of San Bernardino County. Mr. Costello noted that the Fontana community has been most involved in the process, however there are eight other cities and the county that need to be informed. He stated that outreach efforts will need to build off of past and current outreach in Fontana.

The environmental process has been started and is 40 to 50 percent complete. SANBAG is continuing to have monthly meetings with Caltrans and the Federal Highway Administration. The team is currently analyzing how the freeway will be expanded to accommodate new lanes through approximately 40 interchanges. Environmental and technical studies are continuing, including visual, aesthetic, air quality and noise from Indian Hill Boulevard to Ford Street. It’s a lot of work that requires a five-year environmental impact report that is in progress. SANBAG anticipates early completion of express lanes from the Los Angeles County line to I-15 if express lanes are still the locally preferred alternative. Mr. Costello provided an I-10 Corridor Project schedule in the PowerPoint that listed the following phases and dates:

- Environmental Approval – Winter 2017
- Start Construction – Spring 2019
- Early Revenue Service (West of I-15) – Summer 2021 – Represents an opening of the section of I-10 from the Los Angeles County line to the I-15 Corridor. Trying to accelerate delivery of that portion of the freeway because it is the most congestion.
- End Construction – Winter 2023

Mr. Costello also gave an overall schedule snapshot of where I-10 currently is in the environmental process and key milestones:

- Project Scoping Meeting – 4th Quarter 2012

- Public Review of Environmental Document – 4th Quarter 2015
- Respond to Public Comments – 1st Quarter 2016
- Select Preferred Alternative – 2nd Quarter 2016
- Environmental Approval – 4th Quarter 2017

7. I-15 PROJECT UPDATES

Mr. Saylor provided an overview of the current status of the I-15 Corridor Project and explained how the environmental process has just begun. SANBAG just completed the project study report – a scoping and cost document that refines what the alternatives to move forward into the next phase of design and environmental will be. The report results were to proceed with two alternatives: no-build and build for two express lanes in each direction. There is no HOV alternative for I-15. In looking at initial traffic numbers on other traffic studies, the plan is to implement the project in phases:

- Phase One: Segments 1 and 2 (SR-60 to SR-210)
- Phase Two: Segment 3 (SR-210 to I-215)
- Phase Three: Segment 4 (I-215 to US-395)

SANBAG is moving forward with the Project Approval/Environmental Document process for phase one (SR-60 to 210), which involves preliminary engineering and getting environmental approval. This phase addresses immediate traffic demands that SANBAG has seen, while the improvements of the Devore Interchange and the Cajon Pass give more time for studies on a longer-term basis. Looking at phase one initially, there are no right-of-way impacts, therefore requiring a lower level environmental document. The I-10 environmental document for phase one will be complete in three years as opposed to five years for I-10. The I-15 corridor has fewer environmental impacts, less mitigation, and allows SANBAG to move forward immediately. SANBAG has awarded a contract for the PA/ED phase with a consultant on board. Mr. Saylor provided the following I-15 Corridor schedule and cost information in his PowerPoint presentation:

Phase	Segments 1 and 2 (SR-60 to SR-210)	Segment 3 (SR-210 to I-215)	Segment 4 (I-215 to US-395)
Length	11 miles	8 miles	16 miles
Project Study Report Approval	2014	2014	2014
Environmental Approval	2017	2019	2023
Start Construction	2019	2024	2026
End Construction/ Begin Revenue Service	2022	2026	2030
Project Cost (<i>Nominal</i>)	\$415M	\$108M	\$836M

Mr. Saylor explained that segments 1 and 2 will tie into the north end of Riverside County Transportation Commission's express lanes and will involve a three-year PA/ED process. Segment 4 through the Cajon Pass will require more study. All funding will come from Measure I for the initial phase and matches the timeline for the I-10 Corridor Project. At the conclusion of Mr. Saylor's updates, CAG members asked the following questions and provided comments.

- Mr. Cothran – Are you working with the Devore Interchange Project team to plan for potential express lanes on I-15?
 - Mr. Saylor shared that he is the project manager for the Devore project for SANBAG. SANBAG has been working with Caltrans to make sure there is sufficient area in the median to allow for express lanes so we do not have to rebuild structures.
- Ms. Long asked about the projected cost difference of segment 3 in comparison to the other segments.
 - Mr. Saylor – With segment 3 there is a lot of the pavement already in place. There are not a lot of structures through there. Through that 8-mile area, there is already a lot of concrete median that will be used. Segments 1 and 2, although it is not much greater in length, you have more structures, more ramp work and potentially building of auxiliary lanes for operational improvements.
- Mr. Marquez asked if there is a plan to have I-10 express lanes in place in time for the I-15 express lanes.
 - Mr. Costello – Yes, the plan is to deliver I-10 as quickly as possible and have it open and operational.
 - Mr. Saylor – To clarify, the west end of the I-10 project would be on the same schedule as the I-15 segments 1 and 2. Those projects could potentially be going on at the same time.
- Ms. Chu asked if there are plans to use revenue from segments 1 and 2 to fund the construction of the other segments.
 - Mr. Saylor – Yes, from a funding and cash-flow standpoint, the idea is that we’re looking at these large projects as well as integrating that with SANBAG’s other projects and taking revenue from the initial project to help build future projects. It is consistent with SANBAG’s 10-year delivery plan and cash flow. We’re not able to go from one segment to another right away. There will be some overlap.
- Mr. Cothran asked if there are plans to develop direct connectors.
 - Mr. Costello – We did some testing and feasibility studies of the cost. We’ll talk about that as one potential component with excess revenue.
 - Mr. Saylor – We’re also looking at auxiliary lanes to relieve congestion.

8. OPERATIONAL AND TOLLING POLICY ASSUMPTIONS

Mr. Meier provided details for operational and tolling policy assumptions for both the I-10 and I-15 Corridor Projects. Now that the Board has chosen express lanes as the locally preferred alternative, the team is now shifting to policy discussions. He shared that the following operational assumptions that are existing and new ideas the team is talking about with the SANBAG Board.

Operational Assumptions:

- Ingress/Egress approximately every 3 miles
- Toll prices set to maintain free-flow speeds
 - More demand, price goes up. Less demand, price drops.
- Toll will be charged based on the number of toll “zones” a motorist passes through
 - Before enter tolling zone, a sign will tell you how much toll is to end of zone and end of corridor
 - Consistent with other signage
- Utilize switchable transponders
 - Similar to Los Angeles County express lanes to give flexibility with neighboring counties
- Enforcement provided by CHP

Tolling Policy Assumptions:

- High Occupancy Vehicles (HOV) – HOV 2+ free until 2024; HOV 3+ free 2024 and beyond
 - Mr. Cothran asked if HOV 3+ is profitable. Mr. Meier stated the policy works very well for the 91 express lanes. If 2+ is not charged, you will exceed capacity in express lanes and the system will not be financially feasible. This is something we will have to message with the public.
- Minimum toll rate - \$0.05 per mile or \$0.50 per segment/zone
 - Reason is to eliminate unnecessary weaving in and out of express lanes. Don't want folks going in for short distances because it will disrupt traffic operations.
 - Opening-year rate will be from \$2 to \$7
- Tolls guaranteed for each segment upon entry
- All electronic tolling utilizing both transponders and license plate recognition (LPR)
 - LPR – go to tolling website to pay. Useful for out of state/area folks
- 24-hour operation
- Trucks – only light two-axle trucks permitted
 - Heavier trucks only in general purpose lanes
 - Buses are allowed in express lanes

9. ADDITIONAL POLICIES FOR CONSIDERATION

Mr. Meier presented information about additional policies for consideration for the I-10 and I-15 Corridor Projects.

Additional Policies for Consideration:

- Incident management
 - If issue/incident in general purpose lanes – do you then open express lanes to divert traffic?
 - Initial thoughts – keep Express Lanes operating to manage flow of traffic.
 - This policy is in place in LA County but with a different set of parameters
- Low-Income Equity Program
 - Modeled after LA County Metro program
 - Qualifying - \$25 credit and monthly fee is waived
 - Very successful in LA County
 - Big finding in equity study report
 - Tentatively taking position to recommend
- I-15 recreational traffic
 - Super peak demand: Friday and Sunday nights, primary Cajon Pass
 - Do we toll 3+ vehicles? Preliminary thoughts makes sense to toll them but at discounted rate
 - Ordinarily free but taking up a lot of capacity and they're not paying
 - Often out of county/area
 - Capture revenue and keep overall peak rate lower
 - If policy is accepted, it would have to be messaged in a way that voters in San Bernardino County would support.
 - Clean air vehicle policy
 - Anticipate charging in express lanes. Current legislation expires in 2019.
 - All express lane corridors throughout Southern California are looking to go to tolling of the clean air vehicles.
 - Core assumption will be tolling but ultimately dictated by state policy when it comes time to implement.
 - Team is looking to establish a position with the SANBAG Board
- Excess Revenue Policy

- Includes toll revenue that remains after all operations, maintenance, repair and replacement and debt service costs are paid
 - Typically grows in the outer years
 - Initially a little tight as ridership is growing
 - As demand grows, excess revenue grows
 - Major repair replacement is factored into the job
- Must conform to federal guidelines
- Defined in state legislation in the form of tolling policy
- Excess Toll Revenue could be used to:
 - Complete the Express Lanes system
 - Direct connectors from I-10 to I-15
 - Financially feasible in 2034 after completion of Cajon Pass segment
 - Looking at potential system that would extend to High Desert
 - Pay back the Measure I contributions
 - State would not be able to access the excess revenue if we show Measure I is a loan and is going to be paid back.
 - Main goal is to keep the revenue within County of San Bernardino
 - Cities could get back money
 - Implement transit improvements within the Express Lanes system
 - Implement corridor improvements within the Express Lanes system (ramp improvements, auxiliary lanes, landscaping, etc.)

10. NEXT STEPS

Ms. Gilbreth closed the meeting by informing CAG members that the public outreach team will be using input from the meeting for developing the public outreach plan moving forward. CAG members can expect the next meeting to occur in March 2015 where the public outreach team will provide refreshed tools for CAG members to inform their groups. Mr. Marquez suggested visiting cities in segments so the public can get information in small pieces throughout the environmental process. Ms. Gilbreth thanked all in attendance and presented the following next steps:

- Select Preferred Alternative (Spring 2016)
- Complete PA/ED for I-10 and I-15 (2017)
- Develop Investment Grade T&R Studies
- Obtain tolling authority
- Initiate TIFIA Loan Application (Plan of Finance)
- Develop D/B contract documents
- Construction (2019 – 2024)

Collateral Materials Distributed

- Meeting Agenda

Next CAG Meeting

- The public outreach team will send notification of the WV CAG Meeting #8, which is tentatively scheduled for March 2015.
- CAG Members with scheduling conflicts are welcome to attend any of the other meetings. Please provide advance notice of which other meeting you plan to attend in lieu of your assigned CAG.

Contact Your New Public Outreach Team

Lead Contact: Carrie Gilbreth

Company Name: Westbound Communications

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Team Email: info@1015projects.com

WEST VALLEY

COMMUNITY ADVISORY GROUP

NOV 13, 2014



CORRIDOR PROJECTS

COMMUNICATION

SUCCESSFUL METHODS

- ✓ WORKSHOPS
 - ✓ HAND OUTS
 - ✓ E-MAIL
 - ✓ CITY COUNCIL PRESENTATIONS
- ↳ PHASED



POTENTIAL METHODS

- ➔ PRESS CONFERENCE
- ➔ BOOTHS AT LOCAL EVENTS (RESOURCE FAIRS)
- ➔ FACT SHEETS (REVISED/UPDATED)
- ➔ WORKSHOPS AT REGULARLY SCHED' L MTGS
- ➔ NETWORK W/ LOCAL GROUPS/SCHOOLS FAITH GRPS
- ➔ MULTI-MEDIA

HOW TO KEEP THE BUZZ?

OUR CHARGE

- SPREAD THE WORD L AT COM. EVENTS
- EVEN DIST OF INFO

GROUPS/STAKEHOLDERS WE CAN REACH

- VETS
- ASIAN AMERICAN COMMUNITY
- SENIORS
- HOA'S
- NEW NEIGHBORHOODS

COMMUNICATE W/ PROJ. TEAM

- CHANGES/PROJECTS COMING
- COMMUNICATE LOCAL ISSUES
- HELP GET FOLKS ENGAGED
- ADVISE ON COMMUNICATION TOOLS

KEY INFO/411

- PROJECT SCHEDULE
- EQUITY
- PROJECT COSTS \$
- TOLLS \$
- LONGTERM GROWTH
- BENEFITS OF PROJECT
- NEW DEV'S
- TRANSPORTATION ISSUES

EXPANDING MEMBERSHIP

- ◇ HISPANIC CHAMBERS
- ◇ REAL ESTATE BOARDS
- ◇ SCHOOL BOARD
- ◇ WATER BOARD/AGENCY
- ◇ UNIVERSITY/COLLEGES
- ◇ TRUCKING INDUSTRY
- ◇ BUILDERS ASSOC.

PLANNING FUTURE MTGS

- ➔ VICTORIA GARDENS
- ➔ 6:30 PM START TIME

TOLLING/OPERATIONS

UPDATES I-10

- ? CAN I-10 BE BUILT FASTER?
- ALREADY ACCEL. RD
- ? WILL THERE BE A CONNECTOR BTWN I-10/I-15?
- NOT FOR EXPRESS LANES, CONSIDERING AUXILIARY LANES

UPDATES OPERATIONS & TOLLING

- ? HOV 3+?
- ↳ 2024... PROTECTED DEMAND
- ? INCOME THRESHOLD FOR LOW INCOME
- ↳ TAILORED TO SO CAL
- ↳ USE EXCESS REVENUE FOR FLOW/DESIGN IMPROVEMENTS
- ↳ DIRECT CONNECTORS

UPDATES I-15

- ? WHY IS SEG 1 + SEG 3 ↑ COST THAN SEG 2
- ? WHY IS CONST GAP BTWN SEGMENTS - PROJ. COSTS

