

CAG Meeting Minutes

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

Date: November 20, 2014 at 6 p.m.

Location: Gonzales Center, Colton, CA

Participants: 12 CAG members were in attendance

EV CAG Members in Attendance	Organization
John Abma	On Target Auto and RV Service
Hamid A. Azhand	California State University San Bernardino
Carl Dameron	Dameron Communications
Gary Grossich	Nickelodeon Pizza
Richard Haller	Santa Ana Watershed Project Authority
Valerie Henry	Devore Rural Protection Association
John MacMillan	Retired, Fontana Police Department
Jeffrey McConnell	Lions Club, Grand Terrace
Concepcion M. Powell	US-Hispanic Women Grocers Association
Richard Prieto	City of Colton, Planning Commission
Larry R. Sharp	Retired, CSUSB and Arrowhead Cred Union
Espartigo (Randy) Sosa	Inland Empire Scholarship Fund
EV CAG Members Not in Attendance	Organization
Mark Adelson	CA Environmental Protection Agency, State Water Resources Control Board
Robert Baker	Hill International Contracts
Carole Beswick	Inland Action Inc.
Nick DePasquale	Fairview Ford
Pamela Emenger	Yucaipa Valley Chamber of Commerce
Eloise Gomez Reyes	Law Offices of Eloise Gomez Reyes
Dr. Dan Harris	AARP
Gloria Macias Harrison	San Bernardino Community College District (SBCCD)
Edward Martinez	Martinez Marketing & Management
Judi Penman	San Bernardino Area Chamber of Commerce
Cynthia L. Ramirez	City of Colton - Planning Commission
Frank Reyes	Arrowhead Regional Medical Center (ARMC) Foundation
Christine Roque	Redlands Good Neighbor Coalition
William Siegl	California Highway Patrol/ Inland Division
Rich Stewart	California Highway Patrol Inland Division
Maureen Snelgrove	San Bernardino County, Parks Department
Mark Stanson	Redlands Public Commission
Colin Strange	San Bernardino Area Chamber of Commerce - Economic Development and Business Resources
Jeffrey Veik	CAL FIRE, Mountain Division
San Bernardino Associated Governments (SANBAG) and Consultants	
Garry Cohoe	Director of Project Delivery – SANBAG

Chad Costello	I-10 Corridor Project Manager – SANBAG
Dennis Saylor	I-15 Corridor Project Manager – SANBAG
Tim Watkins	SANBAG Legislative and Public Affairs
Carrie Gilbreth	Public Outreach – Westbound Communications
Esmeralda Garcia	Public Outreach – Westbound Communications
Samantha Mac Donald	Public Outreach – Westbound Communications
Paula Bassignana	Public Outreach – Westbound Communications

TOPICS DISCUSSED

1. WELCOME AND SANBAG INTRODUCTIONS

Garry Cohoe, SANBAG director of project delivery, greeted and thanked CAG members for their time, participation and attendance. Mr. Cohoe introduced SANBAG’S team:

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

2. RECENT ACTION ITEMS

Mr. Cohoe 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. Cohoe said this conveys Board’s understanding of express lanes being the best alternative.
- 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. Mr. Cohoe explained that the previous public outreach contract was under the I-10 Corridor Project. SANBAG wanted a new public outreach team to be managed directly by SANBAG and handle both corridors.
- 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

3. PUBLIC OUTREACH TEAM INTRODUCTIONS

Mr. Cohoe introduced Carrie Gilbreth with Westbound Communications, the new public outreach team for the I-10 and I-15 Corridor Projects. Mrs. Gilbreth provided 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 series of CAG meetings of Westbound Communications’ contract and thanked CAG members for their participation, time and input. She stressed the team’s appreciation of CAG members’ time and plan to start and end on time.

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

- Esmeralda Garcia, Discussion Leader – Ms. Garcia will be supporting Westbound Communications with CAGs meetings. She is with MIG Inc. partnering with Westbound Communications on the public outreach team.
- Samantha Mac Donald, Administration Manager – Mrs. Mac Donald will be supporting CAG meetings and handling documentation of the meetings.
- Paula Bassignana, Support – Ms. Bassignana is responsible for taking notes based on CAG input.

4. CAG MEMBER INTRODUCTIONS

CAG members provided a brief introduction on who they are and their experience.

- **Richard Haller** – Has represented the planning commission with the City of Colton for the past 30 years. He donates his time to the city.
- **John MacMillian** – Retired after 33 years with Fontana Police Department. Involved in social groups.
- **Gary Grossich** – Business owner in Colton. Appointed by the mayor of Colton and also represents the community of Bloomington on the municipal advisory council.
- **Randy Sosa** – Retired civil engineer with Caltrans.
- **Carl Dameron** – Owns a local PR firm and serves on the Salvation Army board and Inland Empire African American Chamber of Commerce.
- **Valerie Henry** – Devore resident for 30 years and has served as president of the Devore Rural Protection Association for the last 16 years. Has also served as president of the Devore Water Company for two years.
- **Concepcion Powell** – Business owner and consultant. President and founder of the US Women’s Grocers Association, which has been located in San Bernardino for 10 years. She has resided in the County of San Bernardino for 36 years. Involved with many different local and international business organizations.
- **Hamid Azhand** – Director of capital planning, design and construction at California State University, San Bernardino. He has been with the campus for 25 years.
- **Larry Sharp** – Worked with Hamid for a couple of years at CSUSB. Member of Inland Action. Served as president of Arrowhead Credit Union for 28 years. Also served as co-chair of second Measure I.
- **Jeffrey McConnell** – Is a broker and developer in Grand Terrace.

4. AGENDA

After CAG member introductions, Ms. Gilbreth provided an overview of the agenda, including a discussion of the CAG charge, project updates, express lanes policy overview and next steps.

5. CAG CHARGE AND DISCUSSION

Mrs. Gilbreth transitioned into the first section of the meeting that focused on the CAG charge. As facilitator and discussion leader, Ms. Garcia kicked off the discussion by sharing that the public outreach team is interested in examining the current CAG charge and re-defining the CAG’s role based on members’ feedback.

Ms. Garcia 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 methods have worked in the past to equip members with information, what are the best ways to communicate with and inform the public, and how the public outreach team can better serve the CAG. She said the team is also looking into insights into any news or updates CAG members have to share since the last meeting.

Current Successful Communication Methods:

- Meeting minute summaries

- Email notices of upcoming meetings
- Phone call reminders of upcoming meetings
- Presentations/briefings to community groups

Recommended Communication Methods to Pursue and/or Improve:

- Ongoing communication with members in between meetings via email
- Providing updates about project milestones (i.e. Board votes)
- Opt-in text message reminders about meetings
- Enhance social media pages – send details about pages to CAG members to follow and share information
- Calendar event invitations (i.e. Outlook or iCal)
- Materials for CAG members’ websites and social media platforms
- Online portal for members to download materials (i.e. fact sheets, meeting minutes, etc.)
- Short 2-3 minute video that provides project overview
- Copy and material for CAG member employers’ and employees (i.e. CSUSB staff) to send via email, such as a one-page summary. Format summary for print.
- Provide information about other transportation projects and long-range planning bundled with I-10 and I-15 project information
- Inform CAG members of issues raised at SANBAG Board meetings and report on votes; also inform members of Board of Supervisors’ issues
- Communicating how I-10 and I-15 projects are different than the 91 and 405 express lanes projects from a positive standpoint; reinforce benefits of express lanes and explain why it is important for us to move forward with these project.
- Information about other express lanes projects in Southern California such as I-10 in LA County
- Explanation and clarification of how tolls will be collected and administered

Mr. Cohoe shared that SANBAG is open to doing briefings in the community 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 emphasized that the SANBAG and the public outreach team want people to be aware of the project when the environmental document is released. Mr. Cohoe asked the group, **“What information is important to share with community groups during briefings?”** CAG members provided their thoughts:

- Mr. Dameron shared that the most important component to share is that express lanes reduce travel time for everyone. There is a perception that express lanes are for residents with higher income. It is also important to inform the public about tolling policies (i.e. number of people who can ride for free) and the benefits to the general-purpose lanes.
- Mr. Grossich agreed with Mr. Dameron on the need to effectively communicate how the express lanes will improve mobility on the general-purpose lanes. He also addressed the importance of minimizing negative impacts through outreach and the need to address equity and affordability for residents to ride in express lanes.
- Mr. Dameron also stressed the need to inform residents that data about express lanes is not a “guesstimate” – it is a result of hard data from Los Angeles County. “It’s not pie in the sky; it’s reality.”
- Mr. Sharp commented about the need to better articulate that commuters have the greatest benefits to reap from express lanes. We need to emphasize the great stake Inland Empire residents have in express lanes because of the potential to greatly improve our quality of life in the Inland Empire, from a personal and business/economics standpoint.

- Mr. Cohoe and various CAG members agreed on the need to promote the fact that there are a lot of jobs in the Inland Empire that people are community to, not just Los Angeles. Travel extends past Redlands to, to Beaumont, Banning, etc.
- Mr. Azhand stressed need to inform the public about the environmental process and timeline for a project from start to finish. A common statement is the process takes too long because people do not understand the process.

Ms. Garcia transitioned to a recap of CAG members' discussion about the role and charge of the CAG group. She summarized the role of CAG members is to take information from meetings, give feedback and take information back to community and groups to provide information. Ms. Garcia asked CAG members to reflect on this charge, think about any changes they see or would like to see to the role to share at a later time. She stated that one change that may go into effect that was brought up at another CAG meeting is for members to identify a new CAG member to trade off roles and responsibilities.

- Mr. Grossich pointed out that elected officials have appointed some CAG members. Will these members continue to be a part of the group if said elected officials are no longer in office? Is there a need to be reappointed?

Prior to addressing Mr. Grossich's question, Ms. Gilbreth asked members what they thought the initial time commitment was to be a CAG member. CAG members answered that they were under the impression the time commitment was a couple of years. Ms. Gilbreth addressed that the remainder of time commitment for CAG members is the next three years. Understanding this is a long commitment, Ms. Gilbreth asked CAG members to consider, **"Who else in the community would be a good value to join the CAG?"**

- Mr. Grossich said there has been a lot of continuity with the CAG and he doesn't want to lose people who are up to speed about the project and express lanes.
- Ms. Garcia asked members to consider the question and provide the public outreach team with feedback or recommendations.
- Mr. Grossich asked if the public can participate in the CAG meetings.
 - Mr. Cohoe addressed that members of the public have joined the meetings but the group has limited public comments. He also addressed that if CAG members who were appointed by elected officials are still comfortable and want to participate in the CAG, SANBAG supports that decision and encourages it.

In closing, Ms. Gilbreth shared that the public outreach team is developing and will be sharing a project-specific email address that will connect CAG members and the public to all members of the public outreach team.

6. I-10 PROJECT UPDATE

Chad Costello provided an update on the I-10 Corridor Project. The environmental process has begun and is 40 to 50 percent complete. The environmental study is considering two alternatives (express lanes or HOV lanes) and examines the corridor from the Los Angeles County line to Ford Street in Redlands, approximately 25 miles. SANBAG is continuing to have monthly meetings with Caltrans and the Federal Highway Administration. Mr. Costello shared that although the CAGs have not met for some time, a lot has happened since the last meeting. Within the last year, a team of 10 SANBAG designers and engineers has been conducting geometric studies of the corridor to ensure each mile conforms to current standards (i.e. ingress/egress locations, line paving, etc.). The team is currently analyzing how the freeway will be expanded to accommodate new lanes through approximately 40 interchanges. Environmental studies are continuing, including visual, aesthetic, air quality and noise. Mr. Costello shared that information from these studies is very technical and the team will

be looking to CAG members for recommendations on how to interpret data so the public understands. Mr. Costello provided an I-10 Corridor Project schedule graphic in the PowerPoint that listed the following phases and dates and helped explain the environmental process:

- Environmental Approval – Winter 2017
- Start Construction – Spring 2019
 - Anticipate this project to be design-build with construction initiated on the west end of the corridor to I-15; next phase of the project will be from I-15 to Ford Street in Redlands over a three-year period ending in 2023/2024.
 - Mr. Cohoe reminded attendees that construction is currently based on the SANBAG Board selecting express lanes as the locally preferred alternative. The HOV alternative would extend HOV lanes by 25 miles from Haven Avenue to Ford Street.
- Early Revenue Service (West of I-15) – Summer 2021
- 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 Draft Environmental Document – 4th Quarter 2015
- Respond to Public Comments – 1st Quarter 2016
- Select Preferred Alternative – 2nd Quarter 2016
- Environmental Approval – 4th Quarter 2017

After providing an overview of the schedule, Mr. Costello stated that the I-10 Corridor Project is complex with many different studies that are reviewed at the local district level with Caltrans and also at the headquarters level in Sacramento. There are also many meetings with the FHWA with a close look at everything from each of the technical studies to the actual design details that go into each lane transition.

At the conclusion of Mr. Costello's updates, CAG members asked the following questions and provided comments.

- Mr. Sharp – Understand there is a project in Orange County where Caltrans selected the alternative as express lanes. Wonder if see that being expanded? Or is it permanent to that area?
 - Mr. Cohoe – Again, we have to go through all the environmental studies. Even though the Orange County Transportation Authority paid for the studies, the board at the end did not approve the express lanes. That has a lot to do with public outreach and getting involved with CAGs. Caltrans didn't agree with OCTA because they didn't believe it would provide the traffic service needed for the future and approved the express lanes. Hope we (SANBAG) are on the same page as Caltrans when we get to that point.
 - Mr. Sharp – I was curious if that would affect us in the long run.
 - Mr. Cohoe – If the Board changed its decision at the end and wanted to go with HOV lanes, Caltrans said that's not going to provide the level of service we need, it could happen. We're trying to keep everyone informed so we don't come to that.
 - Mr. Sharp – It would be helpful to get background and information on what's happening with other express lane projects in the region.
 - Mr. Cohoe – We can provide that information.

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 doc. 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 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. Abma: Isn't I-15 already widened from the 210 to the 60?
 - Mr. Saylor: There is a lot of pavement there. There are some structures that will need to be modified to get lanes through. We haven't done any of the detailed technical studies for the environmental process. But that's right; that's one of the reasons we think it will be easier.
 - Mr. Abma: What environmental impacts are there? It's already set up; it's there. We're not affecting the land.

- Mr. Cohoe: There is still some widening that needs to be done. There are structures, like bridges, that need to be widened.
- Mr. Dameron: So you're saying the supports that hold the bridge need to be widened or you need to widen the bridges? You're going to add more room so you have to make the bridges longer?
- Mr. Saylor: We need to make the bridges wider because we're adding in two lanes and a shoulder inside both directions. In order to accommodate that, some of the bridges need to be widened in each direction.
- Mr. Cohoe: If they hadn't put in the paving they did when they did the paving rehabilitation, the cost of this project would be a lot higher. We're going to add some more pavement. The existing pavement can be utilized for this project.
- Mr. Saylor: That's one of the reasons that segment three is only over \$100 million because there is already a lot of pavement and fewer structures that need to be modified. So, we are utilizing a lot of the work that is already out there.
- Mr. Grossich: Would we be using the shoulders that are already there and converting them to express lanes?
 - Mr. Saylor: Right now you have three to four lanes on I-15 in each direction. You would have the same number of general-purpose lanes and we would be adding two lanes, primarily in the median.
- Mr. Grossich: Is this model in correlation with I-10?
 - Mr. Cohoe: It's all one model. We ran these different segments – probably in a year or so we're moving to a system model. The reason we're doing this is to see if each segment can stand on its own. We want to make sure they can stand on their own. Once we know, there will be a financial benefit.
- Mr. Grossich: What about connectors? Are we connecting express lanes or will we have to get off and get back on the express lanes?
 - Mr. Cohoe: Right now we cannot financially afford it. We show right now that we can afford it in 2034. It will cost \$550 million to build connectors from I-10 to I-15. The revenue projector says we cannot afford it.
- Mr. Dameron: We will still have to use overpasses? I'll have to weave and then get on the express lanes?
 - Mr. Cohoe: Yes. Again, we cannot afford them financially yet.

8. OPERATIONAL AND TOLLING POLICY ASSUMPTIONS

Mr. Cohoe 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 to avoid weaving in and out of express lanes
- 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
- 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.
- 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; not currently a weight limit but will discuss and determine
 - Buses are allowed in express lanes

9. ADDITIONAL POLICIES FOR CONSIDERATION

Mr. Cohoe and CAG members had a discussion 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; not intended to penalize commuters in this region
 - CAG members agreed that this is a good policy
 - Ms. Henry asked if SANBAG is only considering this policy for I-15. She noted that commuters do not just live off of I-15, they come from I-10 and SR-60.
 - 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
- Clean air vehicle policy
 - Anticipate charging in express lanes. Current state 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
 - Implement transit improvements within the Express Lanes system
 - Implement corridor improvements within the Express Lanes system (ramp improvements, auxiliary lanes, landscaping etc.)

CAG Members asked the following questions at the conclusion

- Mr. Dameron – Seems to me that we should finish the system in Victorville.
- Mr. Grossich – Sounds like the system will continue to operate publicly?
 - Mr. Cohoe – Yes. One of the most lucrative segments is through the Cajon Pass because there is only one route to get up the hill. Recommendation by the Ad Hoc committee is to keep it publicly controlled.
- Mr. Azhand – When we get to the point of using excess revenue for improvements, will we have to go through the environmental process again?
 - Mr. Cohoe – Yes, we would have to project and start our environmental studies and process again. May also include transit improvements that would enhance traffic, such as Metrolink, express buses and local street transit. We have talked to Omnitrans before and they were not interested on going on the I-10 corridor because there isn't the time guarantee.
- Mr. Sharp – There are two projects out there right now: the Redlands project and the Goldline. Redlands was in the original Measure I. These two rail projects that could make some significant differences coming out of LA.
 - Mr. Cohoe – The excess revenue and paying back the Measure is a way down the road. Revenue would have to go back to the freeway program.
- Mr. Abma – Any thoughts of out-of-state tolls?
 - Mr. Cohoe – If out-of-state people drive in the express lanes, they will pay. There is technology now that reads license plates that collect tolls in all 50 states. We can use this technology. Right now the transponder has to be compatible with state lines. In the next two or three years they need to be compatible nationwide.

10. NEXT STEPS

Mr. Cohoe closed the meeting by thanking all in attendance and presenting 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 of I-10 and I-15 project one(2019 – 2024)

Collateral Materials Distributed

- Meeting Agenda

Next CAG Meeting

- The public outreach team will send notification of the EV 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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Email: cgilbreth@westboundcommunications.com

Team Email: info@1015projects.com

EAST VALLEY COMMUNITY ADVISORY GROUP 11.20.14



OUTREACH

- ▶ REPEATING POSITIVE ASPECTS OF EXPRESS LANES
- ▶ FIND A CLEAR WAY TO EXPLAIN PROJECT TIMELINE
"Why does it take so long?"
- ▶ UPDATES ON THE RESULTS OF VOTES; INFO FOLLOW-THROUGH.
SUMMARY OF OTHER, RELEVANT PROJECTS
- ▶ DISCUSS BARRIERS TO ENTER/EXIT LANES
- ▶ BRIEFINGS
- ▶ LINK INFO TO ONGOING PROJECTS, EXPLAIN RELATIONSHIP TO THIS PROJECT

- ▶ REPOSITORY OF LINKS & INFO TO REFER PPL TO
- ▶ READING/MEETING MATERIALS SENT 1 WK IN ADVANCE
- ▶ Email
- ▶ CALENDAR NOTIFICATIONS
- ▶ OPT-IN TEXT NOTIFICATIONS FOR MEETING REMINDERS
- ▶ INVITE/ACTIVATE EXISTING SOCIAL MEDIA SITES
- ▶ PHONECALL REMINDERS
- ▶ 2-3 MINUTE INFO VIDEO
- ▶ 1 PG SUMMARY SHEET W/ PROJECT HIGHLIGHTS

PURPOSE & CHARGE

- ▶ DO NEW ELECTEDS AFFECT APPOINTMENTS TO THE CAG?
- ▶ COFFEE!

- ▶ CONSIDER WEIGHT LIMIT FOR EXPRESS LANE USE IN ADDITION TO AXEL#
- ▶ EXPAND TO VICTORVILLE, INCLUDE CONNECTORS, THEN PAYBACK MEASURE I *W/ EXPRESS REVENUE* *WOULD REQUIRE FIR*
- ▶ TAP INTO CHARGING RECREATIONAL USERS OF THE ROAD
- ▶ CLARIFY MISCONCEPTIONS → *NOT LEXUS LANES!!*
- ▶ IMPROVED TRAFFIC
- ▶ ADDRESS EQUITY ISSUES → SPEEDING UP GP LANES
- ▶ EMPHASIZE HARD DATA BACKING THIS
- ▶ BETTER COMMUNICATE COMMUTER BENEFITS FOR RESIDENTS OF IE!

TRANSPORTATION

- ▶ IF HOV ALTERNATIVE IS SELECTED OVER EXPRESS LANES, IT WILL CAUSE POLITICAL TRAVEL ISSUES → EMPHASIZE THE IMPORTANCE
- ▶ BARRIERS FOR ENTERING EXPRESS LANES (LINE TYPES)
- ▶ OUT OF STATE USERS WILL BE CHARGED W/ LIC PLATE RECOGNITION
- ▶ WILL THE CALTRANS DECISION RE EXPRESS LANES IN ORANGE COUNTY AFFECT THIS PROJECT?
WILL PROVIDE SUMMARY OF ISSUE
STUDIES WILL BE INFORM DECISION
- ▶ WHAT IS THE STATUS OF LAC EXPRESS LANES?
BEHIND THIS SCHEDULE, THERE MAY BE A GAP BETWEEN THESE LANES & LAC BECAUSE WE ARE AHEAD
- ▶ IS WIDENED RECENTLY; WHY DOES IT NEED TO BE WIDENED MORE?
SOME STRUCTURES (BRIDGES) NEED TO BE MODIFIED
NOT TAKING ANY EXISTING LANES
ARE THE 10 & 15 MODELS RELATED
SYSTEM MODEL WILL BE DONE (FINANCIALLY IMPROVED)
CONNECTORS WILL NOT BE BUILT, EXIT & RE-ENTER

