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- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
 - San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies
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**ADDITIONAL BACKUP MATERIAL FOR
AGENDA ITEM 32**

Board of Directors Meeting

April 11, 2013

9:30 am

Location:

San Bernardino Associated Government
Santa Fe Depot – SANBAG Lobby 1st Floor
1170 W. 3rd Street
San Bernardino, CA

Discussion Calendar

32. I-10 and I-15 Corridor Improvement Projects – Update

Receive an update on the I-10 and the I-15 Corridor Improvement Projects. **Garry Cohoe**

The CAG meeting minutes and list of briefings are being provided as Additional Backup Material for Agenda Item No. 32.

CAG Meeting Minutes

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

Date: February 19, 2013 at 6:00 PM

Location: Gonzales Community Center, Colton, CA

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

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

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

MEETING NOTES

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

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

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

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

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

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

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

- **CAG Meetings Schedule** – CAG Members were presented with a tentative CAG Meetings schedule which included dates for the first 4 set of CAG meetings. The intent of the tentative schedule shared with CAG Members was to emphasize the frequency of meetings anticipated for the first year, which is consistent with the goal to hold quarterly CAG meetings. The schedule is subject to change as the dates for the CAG meetings will be driven by the timeline for technical studies and other major project milestones. CAG Members will be informed as soon as there are any changes to the schedule.
- **Overview of I-10 Project** - The I-10 Corridor Project is studying the addition of lanes and other freeway improvements along all or a portion of the existing 35-mile stretch of I-10 from approximately 2 miles west of the Los Angeles/San Bernardino County line in the City of Pomona to Ford Street in the City of Redlands. This project is a major element of SANBAG's Measure I plan. The project will include studying one "no build" alternative and the following two "build" alternatives: Add One High Occupancy Vehicle (HOV) Lane in Each Direction and Add Two Express Lanes in Each Direction. Both build alternatives include the construction of additional lane(s) in each direction, median barriers, sound walls, retaining walls, drainage facilities; modification of bridges and freeway ramps. Under the "no build" alternative, additional I-10 travel lanes, as well as associated bridge and ramp improvements, would not be constructed.
- **Overview of I-15 Corridor Project** – The proposed I-15 Corridor Project would add lanes on the 33-mile stretch of I-15 from State Route 60 to US 395. The I-15 Corridor Project will consider one "no build" and one "build" alternative. Under the "no build" alternative, additional I-15 travel lanes, as well as associated bridge and ramp improvements, would not be constructed. The build alternative would provide Express Lanes in each direction of I-15. Beginning from State Route 60 one (1) Express Lane would be built in each direction up to Sixth Street and two (2) Express Lanes would be built in each direction from Sixth Street to US-395. Also, an auxiliary lane in each direction will be added between SR-60 and I-10. Express Lanes allow access to carpools and single occupant vehicles under certain conditions. The Strategic Plan and 10-Year Delivery Plan financial analysis concluded that traditional funds will not be available to construct additional lanes on the I-15 without an additional source of funding such as toll revenue. As such, HOV lanes are not being considered as an alternative for the I-15 corridor.
- **Introduction to Managed Lanes** – As we answer the questions about more lanes or better management of the existing lanes, we must consider some additional factors. First, traffic demand is increasing and will continue to grow; in fact, some studies predict the demand may increase by 30% in the next 30 years which warrants the need to accommodate the growth of the region. Secondly, we need to use the available right-of-way wisely as it is limited, both physically and fiscally; we only have right-of-way to construct two additional lanes in each direction. Thirdly, funding sources are declining; since 1998 State transportation funding decrease of 10% - vehicle miles travelled grown by 15%. Lastly, Measure I revenue is projected to be 25% less than projected when voters passed it in 2004, not taking into account inflation. As such, there is a strong need to optimize the existing resources – our region will not be able build are 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 measurable results regarding the outreach and educational efforts. This outreach program will also include public outreach meetings and public hearings during the comment period for the Draft EIS/EIR.
- **Action Items for CAG Members**
 - *Assist with the identification of local community groups for briefings.* As part of the meeting materials, CAG Members were given a form titled "CAG Member's List of Membership Organizations and other Affiliations." CAG Members should utilize this form to identify all of their affiliate groups and indicate if briefing opportunities would be available for SANBAG to present on the I-10 and I-15 Corridor Projects.
 - *CAG Members will introduce their role as a CAG Member to each of their affiliated groups (a suggested script was provided to all CAG Members)*
 - *CAG Members will provide input for the Grassroots Canvassing outreach efforts.* CAG Members are expected to provide input for the grassroots efforts that will kick-off by April 2013. CAG Members that provided input at the Kick-Off CAG meeting are still welcome to submit additional suggestions on areas that the outreach team should physically visit to reach communities that may not otherwise be reached via conventional and electronic outreach methods.
 - *CAG Members will provide access to membership contact databases for affiliated groups, as needed.* CAG Members can either provide the contact database to SANBAG or they can commit to distributing information to their contacts, as needed.
- **Questions and Answers / General Team Discussion** – See below for an overview of the questions and comments that were raised during the East Valley CAG Kick-Off Meeting.

Questions and Comments raised by CAG Members:

Q: Can we receive the presentation materials electronically?

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Q: Where are the Express Lanes connectors located?

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

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

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

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

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

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

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

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

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

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

Response: Yes.

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

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

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

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

Q: What is the "empty lane syndrome"?

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

C: Thanks for holding this CAG meeting in Colton.

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

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

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

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

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

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

Collateral Material Distributed

The following Project materials were provided to each attendee:

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

Next CAG Meeting

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

CAG Meeting Minutes

Subject: High Desert Community Advisory Group (HD CAG) Kick-Off Meeting, I-10 and I-15 Corridor Projects, San Bernardino County

Date: February 20, 2013 at 6:00 PM

Location: Victorville City Hall, Victorville, CA

Participants: 12 CAG Members were in attendance, including 11 HD CAG Members and 1 West Valley CAG Member.

HD CAG Members in Attendance	Primary Affiliation
Muhammad A. Bari	US Army, Fort Irwin
Debbie A. Cannon	Academy for Grassroot Organizations / High Desert Resource Center
Rick Danzey	Apple Valley Chamber of Commerce, Board of Directors
Kevin Kane	Victor Valley Transit Authority
Thomas J. Kerman	Hesperia Unified School District
Raghada Khoury	Commercial Building
Holly Noel	Mojave Desert Air Quality Management District
Michele Spears	Victor Valley Chamber of Commerce
Sophie Steeno	Citizens Advisory Group Member, City of Hesperia
Bob R. Tinsley	BR Tinsley Inc. R.E. & Construction
Carol Whitton	Hesperia Unified School District
HD CAG Members not in Attendance	Primary Affiliation
Oliver Chi	Daily commuter from Rancho Cucamonga to Barstow
Other CAG Members in attendance (non-HD CAG)	Primary Affiliation
Dr. Kenneth S. Alpern	West Valley CAG (WV CAG) / The Transit Coalition
Other (non-CAG Members)	Affiliation
Mark Breyman	
Sri Koneru	Parsons Brinckerhoff
Vikrant Sanghai	Parsons Brinckerhoff
SANBAG / Consultants	
Garry Cohoe	Director of Project Delivery, SANBAG
Chad Costello	Project Manager, SANBAG
Jane Dreher	Public Information Officer, SANBAG
Stephanie Blanco	Parsons
David Speirs	Parsons
Donna Andrews	Lee Andrews Group, Inc., Outreach Consultants
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MEETING NOTES

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Agenda – Following the first 30 minutes of meet and greet, 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.
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- ***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 build are way out of congestion. The goal of managed lanes is to optimize the vehicle throughput of the lanes and to 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**
 - *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 HD CAG Kick-Off Meeting.

Questions and Comments raised by CAG Members:

Q: Can we attend other CAG meetings?

Response: Although CAG Members are expected to attend their assigned group meetings, Members with a scheduling conflict are able to RSVP for attendance at another meeting in lieu of the meeting for their assigned group. Meeting details for each of the CAGs will be included in future meeting notices to CAG Members.

C: The maps displayed on the PowerPoint slides should include an overlay of Metrolink routes and other major transit systems.

Q: Will the Express Lanes be funded through a Public-Private Partnership?

Response: A Public-Private Partnership (PPP) is one delivery method that will be considered as the team develops the Project Financing Plan.

Q: Have the toll rates for the Express Lanes been established?

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: Would carpoolers have access at no-cost? Or will it be a subsidized cost for carpoolers?

Response: The occupancy requirements and toll rates have not yet been established for the I-10 or I-15 Corridor Projects. As part of the Toll and Revenue studies and financial analysis different scenarios, including reduced toll for carpoolers, are being developed from which a recommended toll structure will be determined. This information will be shared with you at a future meeting.

Q: Will the pricing be projected based on the traffic flow?

Response: For tolled Express Lanes, demand will be managed using a combination of pricing, occupancy and other factors. A range of tolling policy assumptions will be considered within the ongoing T&R Study.

Q: Would users be able to go in and out of the Express Lanes? Would these lanes include pay stations?

Response: Ingress and egress points are anticipated approximately every 3 to 4 miles. The Express Lanes will not feature pay stations as toll payments will be assessed electronically.

Q: Will the I-15 project proposed by the Riverside County Transportation Commission (RCTC) include two Express Lanes?

Response: Two (2) tolled Express Lanes will be built in both directions on I-15 from south of the SR-91 to SR-60.

Q: Are two Express Lanes being considered for the I-10 because there are sufficient funds available?

Response: Two Express Lanes are being considered in order to meet the anticipated demand in the I-10 corridor.

Q: Will the number of lanes determine the amount or ratio of public and private funding?

Response: The HOV alternative (adds one HOV lane in each direction) will be completely funded with public monies. The financial analysis currently being completed for the Express Lanes is considering two alternatives. One alternative has SANBAG as a public agency operating the Express Lanes with no private funding. The funding would be from traditional highway funds and the toll revenue. The other alternative is a Public Private Partnership, where a private company would operate the Express Lanes. The funding would be from private funding and SANBAG supplied traditional highway funds. The toll revenue alone will not be adequate to fund the improvements under either alternative.

Q: What about the truck lanes on the I-15? Where do these two Express Lanes come in if we set aside two for truck lanes?

Response: The eastern terminus of the truck lanes included in Southern California's (SCAG), Regional Transportation Plan (RTP) is at the I-10/I-15 junction. If the truck lanes are constructed in the future, that project will probably need to acquire right-of-way between the SR-60 and I-10. The Devore Interchange improvement project includes truck bypasses, similar to those on the I-5 Grapevine. SANBAG is leaving space in the middle of the Devore Interchange to accommodate Express Lanes on the I-15 corridor.

Q: There are no funds for an I-15 HOV alternative? Are there plans for seeking additional funds to explore an HOV alternative?

Response: The SANBAG 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.

Q: Is the right-of-way along the I-15 corridor off-limits to developers? I have seen situations where development is granted to developers on right-of-ways that are in long term plans for transportation improvements.

Response: The existing right-of-way is owned by the State of California and would not be available for private development.

Q: How was the cut-off point at the US-395 for the proposed I-15 corridor determined?

Response: It was based on the results presented by the 2009 Preliminary Traffic and Revenue Study which determined that Express Lanes north of SR-395 were not warranted. The Traffic and Revenue consultant and the Financial consultant are taking a second look at the preliminary results to see if extension of the Express Lanes should be considered.

Q: Are traffic flow projections being considered and incorporated into the studies?

Response: Yes, these are being incorporated into the Traffic and Revenue Studies.

Q: Are there physical and/or expense constraints along the I-15 corridor? Are there any issues related to the rail road routes?

Response: The proposed I-15 alternative would generally fit within existing I-15 right of way. The primary physical constraints along the I-15 corridor include the mountainous topography within the Cajon pass and the system interchanges such as I-215/I-15 and US-395/I-15. In addition, there are two railroads traversing the Cajon pass and these facilities cross the I-15 at several locations. These constraints are being considered in the on-going preliminary engineering.

C: The problem with the HOV alternative is that federal funding is not and will not be available in the coming years. This is going to require regions to look for incentives that will generate positive improvements on traffic congestion.

C: There's strong resistance by Californians to give up mobility freedom offered by their personal vehicles. Incentives will not function at the end of the day. The only factor that will change people's daily choices are hard economic impacts.

C: People's travel choices will change once the tipping point has been reached.

C: An incentive that new employees may seek as part of the recruitment process is to have the Express lane expenses covered by the employer. This could result in talented employees requesting that this is written into their contracts.

Q: Is the State responsible for HOV road maintenance?

Response: Yes, the California Department of Transportation (Caltrans) is responsible for HOV road maintenance.

Q: Who will monitor toll payment and HOV compliance on the Express Lanes?

Response: Toll payments will be monitored electronically. The toll system will take pictures of license plates for vehicles in violation. The California Highway Patrol would continue to monitor HOV occupancy compliance.

C: Quality of life needs to be emphasized instead of management of people's behavior. There also needs to be a focus on how these lanes will offer opportunities to accommodate major transit routes and other travel options.

Q: How do Express Lanes improve air quality?

Response: Express Lanes improve air quality by encouraging carpooling and by improving traffic flow. Improved traffic flow reduces the amount of emissions, as idling vehicles produce significantly higher rates of emissions than vehicles moving at a consistent rate.

Q: What is Measure I? When was it approved?

Response: Measure I is the half-cent sales tax collected throughout San Bernardino County for transportation improvements. San Bernardino County voters first approved the measure in November 1989 to ensure that needed transportation projects were implemented countywide through 2010. In 2004, San Bernardino County voters overwhelmingly approved the extension of the Measure I sales tax, with 80.03% voting to extend the measure through 2040.

Q: If sound walls are found to be required as part of the environmental study, would the cost to offset noise impacts affect the number of lanes that are ultimately built along the corridor?

Response: The cost to build sound walls would not impact the number of lanes for either corridor.

Q: Is there sufficient right-of-way to construct the sound walls in addition to the number of proposed lanes?

Response: Yes.

Q: Are native plants and fauna considered as part of the environmental process? If so, landscaping should be sensitive to plants and fauna, with special consideration on the watering impacts.

Response: Yes, native plants and fauna are studied as part of the environmental review process, and proposed landscaping along the corridors will be developed with consideration of native species and water requirements.

Q: Will the results from the studies performed over the next couple of years still be valid by 2017 at the time SANBAG is expected to complete the final environmental review process as well as at the time of construction?

Response: In some cases, studies such as the Traffic Volumes Report may need to be updated prior to 2017.

C: Local grade school children should be given flyers on the environmental and planning process for both projects. This is the best way to reach people that may not otherwise participate in the public outreach process.

C: SANBAG should consider doing targeted outreach to college departments with fields that are related to the areas of study that are being conducted as part of the environmental review. This will create awareness while also generating opportunities for college students that are seeking ideas for school projects or reports.

C: I'm interested in learning how transit will be integrated into the I-10 and I-15 corridor projects. Transit will enhance these projects as our region cannot build itself out of congestion. Keeping this in mind, VTrans just started doing vanpool programs.

- C: The region must consider Metrolink connectors to all major transportation systems. This project should not be performed in a vacuum. For this reason, the maps must include an overlay of current and planned major transit and transportation improvements (e.g. DesertXpress, Metrolink, High Speed Rail, etc.).
- C: Studies have indicated that Metrolink would take approximately 70 minutes of travel time from the High Desert area down to the Valley.
- C: Our region must keep in mind that these transportation improvements cannot be set aside as the construction costs will increase exponentially in the future. America Fast Forward is one of the programs that is taking that into consideration as it allows construction now, before the construction costs increase dramatically.
- C: Express Lanes would be a great option for all travelers going to Vegas. While this presents a very lucrative option, it will be very helpful to address any concerns regarding toll lanes before they're constructed.
- C: 5 of the 12 CAG Members in attendance currently have a FasTrak transponder for the SR-91 Express Lanes.
- Q: Who monitors carpooling compliance on the SR-91?

Response: As a part of an agreement with the state of California, Orange County Transportation Authority (OCTA) has a contract with the California Highway Patrol (CHP) for their enforcement services. The 91 Express Lanes are officially designated as part of the California State Highway system, therefore, traffic laws that apply to all other California state highways also apply to the 91 Express Lanes, including speed, carpool, and toll evasion violations.

- C: Transportation never makes money; it actually facilitates regional economic growth.

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

- Q: What are the usage rates and revenues for existing Express Lanes that are comparable to the proposed corridor projects?

Response: This topic will be discussed at the CAG Meeting #2. Usage rates and revenues generated by existing Express Lanes vary by corridor. In general, no two corridors will be the same.

- C: As part of the canvassing efforts, the outreach team should visit businesses and commuter centers not just immediate/adjacent neighbors.
- C: SANBAG should speak with all major transportation providers, including: Amtrak, CAHSR, LAX/Ontario Airport, DesertXpress, etc.
- C: SANBAG should also speak with schools, colleges, universities, major developers, and potential private investors.
- C: SANBAG should further explain the need for the I-15 Corridor Project. Is this project being proposed to address truck traffic congestion, travel to employment from the High Desert down to the Valley, or to relieve congestion for Las Vegas traffic through the High Desert?
- C: It will be helpful to receive information on the anticipated Express Lanes service fees and toll rates for single drivers and HOV. This will be helpful to address concerns from people that reject toll lane projects.
- C: The following should be involved in the discussions for the I-10 and I-15 corridor projects: Barstow, Lucerne Valley, Oak Hills Property Owners Association, Hesperia Chamber of Commerce, Tri Community Services Council, March Senior Fair.
- C: Two CAG Members indicated a scheduling conflict with the tentative date for the next High Desert CAG meeting (April 10th).

Collateral Material Distributed

The following Project materials were provided to each attendee:

I - 1 0 a n d I - 1 5 C o r r i d o r P r o j e c t s

- 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

- HD CAG Meeting #2 has been postponed to Wednesday, May 15, 2013 at 5:30 p.m. The meeting will be held at the same location – Victorville City Hall, Conference Room “D.” CAG Members will receive additional meeting details via email.
- CAG Members with scheduling conflicts are welcome to attend any of the other meetings as long as they provide advance notice of which other meeting they plan to attend in lieu of their assigned CAG meeting.

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. Nosakhare 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 build are 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.
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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.

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- **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.
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- **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.

SANBAG Briefings

I-10 and I-15 Corridor Projects

	Organization	Date	Location
1.	Rotary Club of Fontana	January 28, 2013	Fontana CA
2.	Technical Advisory Committee	February 4, 2013	SANBAG
3.	Rotary Club of Victorville	February 5, 2013	Victorville, CA
4.	Rialto Transportation Commission	February 6, 2013	Rialto, CA
5.	City/County Manager's Technical Advisory Committee (CCM TAC)	February 7, 2013	SANBAG
6.	Oak Hills Property Owners Association Public Board Meeting	February 7, 2013	Oak Hills, CA
7.	Inland Empire Chamber Legislative Alliance (IE-CLA) (5 member chambers: Upland, Montclair, Highland, Ontario, Chino Valley)	February 11, 2013	Montclair, CA
8.	Hispanic Chamber of Commerce	February 12, 2013	San Bernardino, CA
9.	Inland Action	February 19, 2013	San Bernardino, CA
10.	City of Montclair Council Meeting	February 19, 2013	Montclair, CA
11.	Grand Terrace Lions Club	February 20, 2013	Grand Terrace, CA
12.	YMCA - Silver Sneakers Pot Luck	February 22, 2013	San Bernardino, CA
13.	Joint State/Federal District Staff Luncheon	February 26, 2013	
14.	SANBAG's All Staff Meeting	March 5, 2013	SANBAG
15.	City of Victorville Council Meeting	March 5, 2013	Victorville, CA
16.	Bloomington MAC	March 5, 2013	Bloomington, CA
17.	East Rialto Kiwanis	March 6, 2013	Rialto, CA
18.	Victor Valley British Car Club	March 7, 2013	Hesperia, CA
19.	City of Yucaipa Council Meeting	March 11, 2013	Yucaipa, CA
20.	City of Upland Council Meeting	March 11, 2013	Upland, CA
21.	Highland Chamber of Commerce, Quarterly Breakfast	March 12, 2013	Highland, CA
22.	Meadow Brook Neighborhood Association	March 12, 2013	San Bernardino, CA
23.	City of Rialto Council Meeting	March 12, 2013	Rialto, CA

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	Organization	Date	Location
24.	City of Loma Linda Council Meeting	March 12, 2013	Loma Linda, CA
25.	American Legion / Ladies Auxiliary Club / SAL – Meetings are three-in-one	March 14, 2013	Rialto, CA
26.	Caltrans Management	March 18, 2013	San Bernardino, CA
27.	City of San Bernardino, Council Meeting	March 18, 2013	San Bernardino, CA
28.	Rialto Rotary Club	March 19, 2013	Rialto, CA
29.	City of Colton, Council Meeting	March 19, 2013	Colton, CA
30.	Apple Valley Chamber	March 20, 2013	Apple Valley, CA
31.	Mojave Desert AQMD	March 26, 2013	Victorville, CA
32.	Town of Apple Valley Council Meeting	March 26, 2013	Apple Valley, CA
33.	Terrace West Neighborhood Association	March 27, 2013	San Bernardino, CA
34.	City of Adelanto Council Meeting	March 27, 2013	Adelanto, CA
35.	Rialto Chamber of Commerce	March 28, 2013	Rialto, CA
36.	Ontario Hispanic Chamber of Commerce	March 28, 2013	Ontario, CA
37.	City of Redlands, Council Meeting	April 2, 2013	Redlands, CA
38.	City of Hesperia, Council Meeting	April 2, 2013	Hesperia, CA
39.	Upland Rotary Club	April 3, 2013	Upland, CA
40.	City of Ontario Council Transportation Workshop	April 5, 2013	Ontario, CA
41.	San Bernardino Neighborhood Association Presidents Club	April 6, 2013	San Bernardino, CA
42.	City of Fontana Council Meeting	April 9, 2013	Fontana, CA
43.	Montclair Chamber of Commerce: Spotlight Breakfast	April 11, 2013	Montclair, CA
44.	Rotary Club of Redlands	April 11, 2013	Redlands, CA
45.	Veterans Community Health Wellness & Benefit Resource Fair	April 13, 2013	Fontana, CA
46.	Hesperia Chamber of Commerce	April 15, 2013	Hesperia, CA
47.	City of Pomona Council Meeting	April 15, 2013	Pomona, CA
48.	Kiwanis Club, San Bernardino	April 16, 2013	San Bernardino, CA

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	Organization	Date	Location
49.	Victor Valley Community Services Council	April 16, 2013	Victorville, CA
50.	City of Rancho Cucamonga Council Meeting	April 17, 2013	Rancho Cucamonga, CA
51.	Inland Empire Hispanic Leadership Council	April 18, 2013	Ontario, CA
52.	Spring Valley Lake Association Board	April 23, 2013	Victorville, CA
53.	Cal State University San Bernardino	April 24, 2013	CSUSB Campus
54.	Fontana Historical Society – Quarterly Mtg.	April 27, 2013	Fontana, CA
55.	Academy for Grassroots Organizations	May 2, 2013	Apple Valley, CA
56.	Citizens for Colton First	May 4, 2013	Colton, CA
57.	YMCA-Redlands (Seniors Mtg./Potluck)	May 10, 2013	Redlands, CA
58.	San Bernardino County Farm Bureau	May 14, 2013	Rialto, CA
59.	Rotary Club of Apple Valley	May 16, 2013	Apple Valley, CA
60.	CSUSB Transportation Planning & Policy	May 21, 2013	CSUSB Campus

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