

AGENDA

I-10 and I-15 Joint Sub-Committee

October 15, 2015

10:45 AM

(Immediately Following Metro Valley Study Session)

Location: San Bernardino Associated Governments
1170 W. 3rd Street, 1st Floor Lobby
San Bernardino, CA 92410

I. Call to Order

Meeting Chaired by Alan Wapner

II. Attendance

III. Legislative Update

IV. Corridor Projects Update

V. Confirmation of I-10 Locally Preferred Alternative

a. Environmental Findings

b. Community Advisory Group Report

c. Recommendation

VI. Public Comment

VII. Adjournment

Meeting Procedures and Rules of Conduct

Meeting Procedures - The Ralph M. Brown Act is the state law which guarantees the public's right to attend and participate in meetings of local legislative bodies. These rules have been adopted by the Board of Directors in accordance with the Brown Act, Government Code 54950 et seq., and shall apply at all meetings of the Board of Directors and Policy Committees.

Accessibility - The SANBAG meeting facility is accessible to persons with disabilities. If assistive listening devices or other auxiliary aids or services are needed in order to participate in the public meeting, requests should be made through the Clerk of the Board at least three (3) business days prior to the Board meeting. The Clerk's telephone number is (909) 884-8276 and office is located at 1170 W. 3rd Street, 2nd Floor, San Bernardino, CA.

Agendas – All agendas are posted at 1170 W. 3rd Street, 2nd Floor, San Bernardino at least 72 hours in advance of the meeting. Complete packages of this agenda are available for public review at the SANBAG offices and our website: www.sanbag.ca.gov. Staff reports for items may be made available upon request. For additional information call (909) 884-8276.

Agenda Actions – Items listed on both the “Consent Calendar” and “Items for Discussion” contain suggested actions. The Board of Directors will generally consider items in the order listed on the agenda. However, items may be considered in any order. New agenda items can be added and action taken by two-thirds vote of the Board of Directors.

Closed Session Agenda Items – Consideration of closed session items *excludes* members of the public. These items include issues related to personnel, pending litigation, labor negotiations and real estate negotiations. Prior to each closed session, the Chair will announce the subject matter of the closed session. If action is taken in closed session, the Chair may report the action to the public at the conclusion of the closed session.

Public Testimony on an Item – Members of the public are afforded an opportunity to speak on any listed item. Individuals wishing to address the Board of Directors or Policy Committee Members should complete a “Request to Speak” form, provided at the rear of the meeting room, and present it to the SANBAG Clerk prior to the Board's consideration of the item. A "Request to Speak" form must be completed for *each* item when an individual wishes to speak on. When recognized by the Chair, speakers should be prepared to step forward and announce their name and address for the record. In the interest of facilitating the business of the Board, speakers are limited to three (3) minutes on each item. Additionally, a twelve (12) minute limitation is established for the total amount of time any one individual may address the Board at any one meeting. The Chair or a majority of the Board may establish a different time limit as appropriate, and parties to agenda items shall not be subject to the time limitations.

The Consent Calendar is considered a single item, thus the three (3) minute rule applies. Consent Calendar items can be pulled at Board member request and will be brought up individually at the specified time in the agenda allowing further public comment on those items.

Agenda Times – The Board is concerned that discussion take place in a timely and efficient manner. Agendas may be prepared with estimated times for categorical areas and certain topics to be discussed. These times may vary according to the length of presentation and amount of resulting discussion on agenda items.

Public Comment – At the end of the agenda, an opportunity is also provided for members of the public to speak on any subject within the Board's authority. *Matters raised under “Public Comment” may not be acted upon at that meeting. The time limits established in “Public Testimony on an Item” still apply.*

Disruptive Conduct – If any meeting of the Board is willfully disrupted by a person or by a group of persons so as to render the orderly conduct of the meeting impossible, the Chair may recess the meeting or order the person, group or groups of person willfully disrupting the meeting to leave the meeting or to be removed from the meeting. Disruptive conduct includes addressing the Board without first being recognized, not addressing the subject before the Board, repetitiously addressing the same subject, failing to relinquish the podium when requested to do so, or otherwise preventing the Board from conducting its meeting in an orderly manner. *Please be aware that a NO SMOKING policy has been established for meetings. Your cooperation is appreciated!*



THE I-10 & I-15 CORRIDOR PROJECTS

Governments
SANBAG
Working Together

395

COMMUNITY ADVISORY GROUP



LA COUNTY



CAG SUMMARY REPORT: I-10 CORRIDOR PROJECT

NOVEMBER 2015

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*The Community Advisory Groups reviewed and provided feedback on this report.

Executive Summary

CAG

Community Advisory Groups



The I-10 and I-15 Corridor Projects, stretching approximately 33 miles each, are being studied by San Bernardino Associated Governments (SANBAG) and the California Department of Transportation (Caltrans). SANBAG started the I-10 Corridor Project in 2007 to explore the best solutions to relieve congestion now and in the future. Similarly, on I-15, the solutions being studied are designed to provide motorists a choice when traveling along this freeway and to encourage economic growth, a sustainable environment, and a high quality of life for everyone who lives, works and travels in and through San Bernardino County.

Because of the significance these two projects hold for improving regional mobility and expanding travel options, SANBAG has undertaken a multi-tiered, multi-year public outreach program that began in early 2012 to generate public involvement and facilitate educational opportunities. This public process ensures that the environmental review of corridor alternatives undergo rigorous public review, and provides avenues to educate the public about each alternative and its potential impacts to daily travel.

An integral component of the public outreach program is the involvement of **Community Advisory Groups (CAGs)**. In early 2013, three (3) CAGs were formed (East Valley, West Valley and High Desert) to represent each of the regions for the I-10 and I-15 Corridor Projects. CAGs enable focused outreach to members, which serve as representatives for a variety of stakeholder groups including: residential and homeowner associations, neighborhood councils, faith-based organizations, representatives of the business community, labor community, environmental community, and economic development groups in the project corridor areas. To date, there have been 10 CAG meetings for each of these three groups. These meetings have enhanced public awareness and understanding of the I-10 and I-15 Corridor Projects and has also generated invaluable first-hand feedback regarding the consideration of alternatives along these corridors.

Executive Summary

Meeting Schedule

The three CAGs met 10 times between February 2013 and September 2015. The advisory groups discussed the following topics at each meeting:

CAG Kick-off Meeting – February 19-21, 2013: Role of the Advisory Group, Introduction to the Project

CAG Meeting #2 – May 14-16, 2013: Managed Lanes and Geometrics, Traffic and Revenue Study, Financial Analysis, Environmental Activities

CAG Meeting #3 – September 9-11, 2013: Metro Guest Speaker, I-10 and I-15 Corridor Express Lanes Alternatives Revisions

CAG Meeting #4 – October 15-17, 2013: Express Lanes Study Findings (including public outreach), Equity Study, Traffic and Revenue Study, Financial Analysis

CAG Meeting #5 – November 19-21, 2013: Equity Study, Project Alternatives Discussion and Recommendations

CAG Meeting #6 – March 18-20, 2014: Express Lanes, SANBAG 10-Year Delivery Plan, Future CAG Activities

CAG Meeting #7 – November 12, 13, 20, 2014: Updated CAG Charge, Express Lanes Policy

CAG Meeting #8 – March 17-19, 2015: Project Educational Materials, New CAG Member Recommendations

CAG Meeting #9 – June 15-17, 2015: CAG Roles and Responsibilities, Public Outreach

CAG Meeting #10 – September 14-16, 2015: Technical Study Summary, I-10 Considerations

Summary of I-10 Considerations

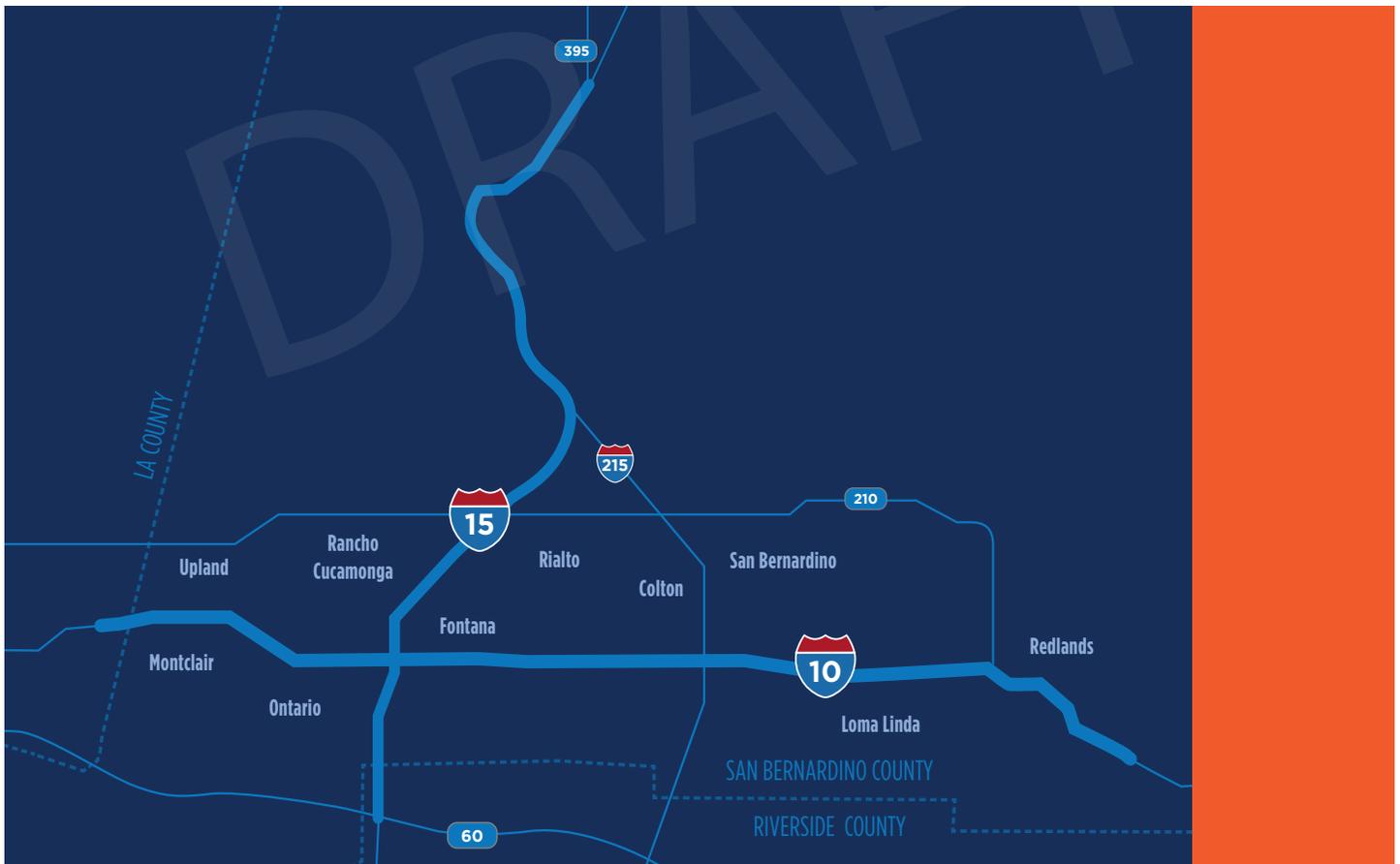
During CAG Meeting #10, held September 14-16, 2015 the CAG members provided a set of considerations to guide the SANBAG Board of Directors' decision on the preferred alternative for the I-10 Corridor Project. The CAGs asked the Board of Directors to select a final alternative that:

- Ensures effective communication, education, and community engagement.
- Facilitates economic prosperity in our region.
- Ensures that proposed improvements are equitable to all and that they benefit all users.
- Addresses mobility issues related to projected growth in the region.
- Provides measures that address any potential impacts, especially those resulting from construction.
- Addresses current and future mobility needs and ensure improvements coordinate with regional and local planned projects and initiatives, and promote all modes of transportation.

I. Introduction

Purpose of Report

The purpose of this report is to document CAG involvement to date and provide a recap of the CAGs' considerations and feedback for the I-10 Corridor Project prior to the public review and comment period for the Draft Environmental Document (DED), which is anticipated to begin in early December 2015 for a period of 60 days. With regard to the I-15 Corridor Project, CAG involvement will continue to play a key role and a separate report will be presented to the SANBAG Board of Directors closer to the DED expected in early 2017. Important to note is that both I-10 and I-15 Corridor Projects were discussed at CAG meetings #1-9. CAG meeting #10 focused on the I-10 project for the purpose of providing direct considerations.



II. About Community Advisory Groups

Purpose

The purpose of the CAGs is to gather a diverse group of representatives that mirror the potentially impacted communities, as well as experts in business, transportation, environment, community-based organizations, educational institutions and other major groups who can work with SANBAG, Caltrans and their constituents to comment on the interim findings of the I-10 and I-15 Corridor Projects.

CAGs provide an opportunity for stakeholders to listen, educate and participate in an ongoing dialogue about the project and study development process. This format provides a forum for representative members of the public who want to be informed and provide input on specific project issues related to their community.

The outcomes from a CAG process are two-fold:

1. A technical team that has been able to “vet” their data and preliminary findings among members of the community. This feedback helps the technical team evaluate the accuracy and acceptability of information in an effective and efficient manner.
2. A cross-section of citizenry who has worked in partnership with the technical team and are knowledgeable and trusting in the environmental document and project alternatives analysis.

CAG Organizational Structure

Due to the extensive length of the I-10 and I-15 corridors, three CAGs were formed to optimize community involvement throughout the potentially impacted region: East Valley CAG, West Valley CAG and High Desert CAG. These three groups meet to get project updates and have dialogue with the technical team on items of interest related to the projects.

East Valley CAG
West Valley CAG
High Desert CAG

East Valley

CAG Members for the East Valley are from the cities of Rialto, Colton, San Bernardino, Loma Linda, Redlands, Yucaipa and the County of San Bernardino. The East Valley CAG is intended to focus on, but not limited to, issues that pertain to the I-10 corridor from Sierra Boulevard in the City of Fontana to Ford Street in the City of Redlands.

High Desert

CAG members for the High Desert CAG are from the cities/towns of Adelanto, Apple Valley, Hesperia, Victorville, Phelan and other communities. The High Desert CAG is intended to focus on, but not limited to, issues that pertain to the I-15 High Desert corridor, in particular the portion through the Cajon Pass.

West Valley

CAG members for the West Valley are from the cities of Pomona, Claremont, Montclair, Upland, Ontario, Rancho Cucamonga and Fontana. The West Valley CAG is intended to focus on, but not limited to, issues that pertain to the I-10 corridor from the Los Angeles/San Bernardino County line to Sierra Boulevard in the City of Fontana and the I-15 from SR 60 to Devore.

II. About Community Advisory Groups

CAG Organizational Structure - Continued

All sets of CAG meetings occur within a one-week period at a location within their respective areas. Meetings cover the same core topics for both corridors and discussions may vary on what is more pertinent to that group or geographic region that each CAG represents. CAG members belong to one CAG, but have the option to attend a CAG meeting in a different location.



CAG Recruitment

CAG members were identified through public involvement opportunities, including, but not limited to: scoping meetings, public workshops, SANBAG Board of Directors meetings, briefings with local groups, outreach to community groups and other public forums.

In addition, CAG members could also be recommended by current CAG members, SANBAG Board of Directors, other elected officials, and city and county staff.



II. About Community Advisory Groups

CAG Membership

Full community participation and representation of all viewpoints are essential to the success of the CAGs. As such, the CAG membership reflects the composition of the community along the corridor and the diversity of racial, cultural, and economic interests in the community. This ensures diversity of perspectives and a broad dialogue of discussion, which are necessary to develop transportation solutions for the I-10 and I-15 corridors. A variety of skills are needed to carry out the CAG’s mission and to ensure diverse representation. Based on the recruitment effort, each member is asked to list their skills and representative nature that they would bring to the CAG and the I-10 and I-15 corridor studies.

It is imperative that CAG members help the team understand what the community and key stakeholders see as important issues to their constituencies. The projects should build on community perceptions to gain broader support for priorities. Following are categories comprising CAG membership.

Category	Description	Number of CAG Members	Sample Organizations Represented
Transportation Private Sector	Advocates, Customers, Transit	3	Transit Coalition, Victor Valley Transportation Services (VTrans)
Business	Employers, Potential Project Partners, Land Use Organizations (Conservancy Groups)	17	Rotolo Chevrolet, Victoria Gardens, Nickelodeon Pizza, Cothran Insurance, Hill International Contracts
Civic	Chambers, Economic Development Corporations	10	Inland Action, Redlands Public Works Commission, Apple Valley Chamber, Victor Valley Chamber
Diversity/Social Equity	Environmental Justice, Persons with Disabilities, Aging, Ethnic	6	Asian Real Estate Association of America, Inland Empire Hispanic Leadership Council, Association of Black Correctional Workers, Fontana Community Senior Center
Community Leadership/Community Based Organizations	Arts, Non-traditional Globally-cultural Associations Neighborhood Organizations	6	San Bernardino County Veterans Partnering with Communities, Devore Rural Protection Association, Redlands Good Neighbor Coalition
Environmental/Health	Environmental Associations, Greenhouse Gasses, Sustainability, Non-Profits, Conservancy Groups	2	Mojave Desert Air Quality Management District
Education	Local Schools, Universities, Colleges, Job Training Institutions	7	San Bernardino Community College District, Cal State San Bernardino, Hesperia Unified School District
Communication and Marketing	Corporate Marketers, Publishers, Advertising Companies	3	Dameron Communications, Martinez Marketing and Management
Government	Police Departments, City Planning Commissions, Fire, City Engineering, Military	6	City of Colton Planning Commission, Fontana Police Department, Redlands Public Works, City of Highland Planning Commission
Self-Employed/Retired		4	

II. About Community Advisory Groups

East Valley CAG

CAG Member	Affiliation	Meetings Attended
John Abma	Loma Linda Chamber of Commerce, On Target Auto and RV Service	4
Mark Adelson	Cal EPA, State Water Resources Control Board	4
Hamid H. Azhand	California State University, San Bernardino	7
Robert Baker	Hill International Contracts	2
Carole Beswick	Inland Action, Inc.	4
Susan Cargill	Individualist	2
Carl Dameron	Dameron Communications	5
Nick DePasquale	Fairview Ford Sales, Inc.	1
Gary Grossich	Nickelodeon Pizza	7
Richard Haller	City of Highland Planning Commission	8
Dr. Dan Harris	American Association of Retired Persons	1
Gloria Macias Harrison	San Bernardino Community College District	3
Val Henry	Devore Rural Protection Association	7
John Longville	League of Women Voters; San Bernardino Valley Conservation District; San Bernardino Community College District (Trustee)	2
John MacMillan	Fontana Police Department	5
Edward Martinez	Martinez Marketing & Management	1
Jeffrey McConnell	Lions Club, Grand Terrace	4
Judi Penman	San Bernardino Area Chamber of Commerce	1
Concepcion M. Powell	US - Hispanic Women Grocers Association	7
Richard Prieto	City of Colton - Planning Commission	7
Cynthia L. Ramirez	City of Colton - Planning Commission	3
Rebecca Ramon	Media/Social Media - Self-Employed	1
Eloise Gomez Reyes	Law Offices of Eloise Gomez Reyes	3
Frank Reyes	Arrowhead Regional Medical Center Foundation	6
Christine Roque	Redlands Good Neighbor Coalition	8
William Siegl	CHP, Inland Division	4
Espartigo (Randy) Sosa	Inland Empire Scholarship Fund	5
Mark Stanson	Redlands Public Works Commission	4
Colin Strange	San Bernardino Area Chamber of Commerce - Economic Development and Business Resources	2
Jeffrey Veik	CAL FIRE, Mountain Division	1

II. About Community Advisory Groups

West Valley CAG

CAG Member	Affiliation	Meetings Attended
Dr. Kenneth S. Alpern	The Transit Coalition	3
Michael P. Biagi	California Polytechnic University, Pomona	1
David Buxbaum	Buxbaum & Chakmak	3
Tressy Capps	Self-Employed	2
Lina Chu	Asian Real Estate Association of America	7
Phillip Cothran	Cothran Insurance Agency, Inc.	7
Lynda Gonzalez	M.A.S. Auto & Truck Electric Corp.	5
Dennis Gutierrez	Inland Empire Hispanic Leadership Council	3
John Husing	Economics & Politics, Inc.	2
Michael (Mike) James	Ceramic Tile Contractor	7
Beth Kranda	Valley Transportation Services	1
Michael Krouse	Ontario Convention Center and Visitors Bureau	3
Jonnie Long	Retired - Inland Empire resident for 65 years	10
Roy Mabry	Association of Black Correctional Workers	5
Danny Marquez	San Bernardino County Veterans Advisory Board / Veterans Partnering With Communities	4
Tony Martinez	Instructor - University of California, Riverside	1
Loree Masonis	Home Healthcare Worker	2
Penny Newman	Center for Community Action and Environmental Justice	1
Christine C. Pham	Victoria Gardens	1
Linda Sargent	ThorneSarge Consulting	5
Marie E. Shahani	Fontana Community Senior Center	6
Matthew Slowik	Retired - Land Use Services Department, San Bernardino County	7
Luis Vaquera	Fontana Unified School District	2
William Waddingham	Rotolo Chevrolet	3

West Valley CAG Members accepted but attended no meetings:

- Anthony “Butch” Araiza, Retired, Resident of Rialto
- Michael Douglas, Real Estate, Local Developer
- Laura Gama, Disneyland Employee
- Tim Gerdes, Operations Director at Nawgan Products
- Oswaldo Maysonet, United Way - 211 Access and Mobility
- Monique Reza, City of Fontana Department of Engineering
- Faiz Shah, Islamic Center

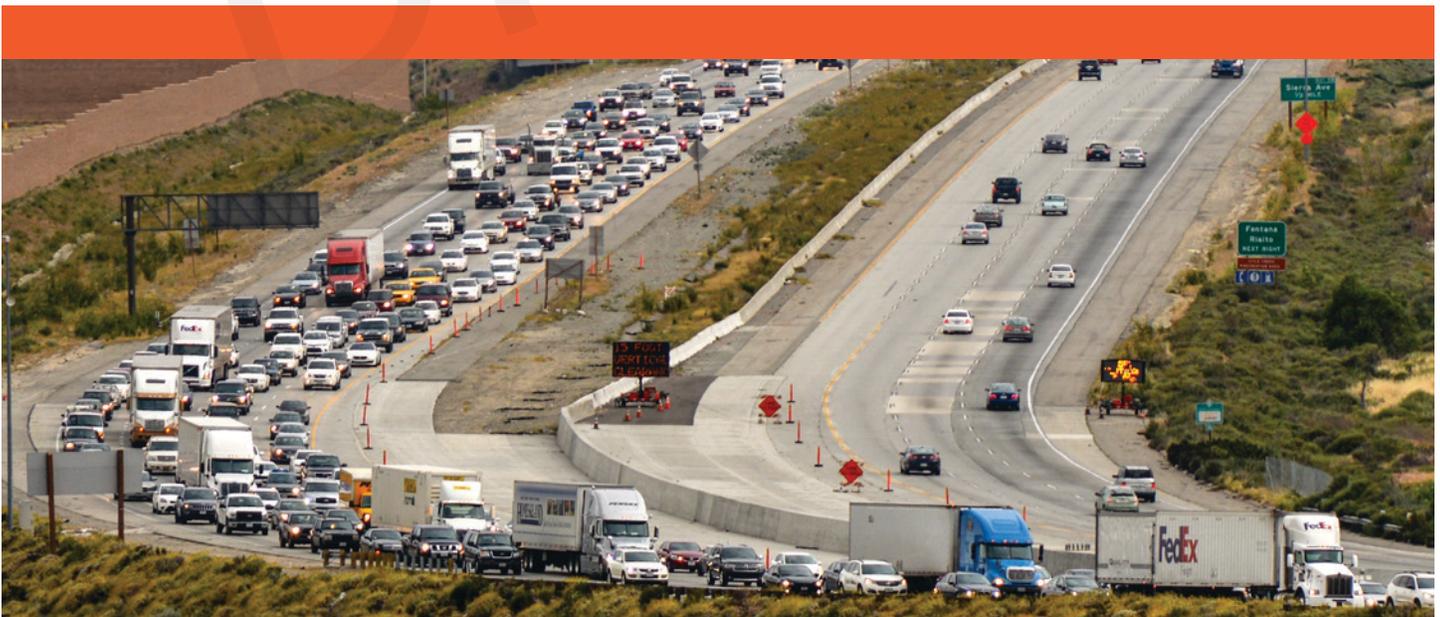
II. About Community Advisory Groups

High Desert CAG

CAG Member	Affiliation	Meetings Attended
Muhammad A. Bari	US Army - Fort Irwin	5
Rick Danzey	Apple Valley Chamber of Commerce, Board of Directors <i>*Resigned from the CAG on 9/24/15</i>	7
Kevin Kane	Victor Valley Transit Authority	5
Thomas J. Kerman	Hesperia Unified School District	4
Raghada Khoury	Commercial Building	4
Thomas O'Connell	Best Best & Krieger	2
Holly Noel	Mojave Desert Air Quality Management District	9
Michele Spears	Victor Valley Chamber of Commerce	9
Sophie Steeno	Steen Design Studio, Inc. / Citizens Advisory Committee, City of Hesperia	10
Ann Vanino	Moving Forward Coaching and Consulting	7
Carol Whitton	Hesperia Unified School District	6

High Desert CAG Members accepted but attended no meetings:

- Jim Oravets, County of San Bernardino Special Districts Department
- Bob R. Tinsley, BR Tinsley Inc. Real Estate & Construction
- Niru Vangala, Foremost Senior Campus / Rotary Club of Apple Valley
- Pelton Smalls, Self-Employed
- Lionel Dew, Retired, USAF



III. Community Advisory Group Activities

Meeting Schedule And Topics

CAG members have been involved in a wide variety of discussions and helped share project information with constituents since the three groups were first formed in 2013. Since then, CAG meetings have been a focal point in which an important exchange of ideas has taken place among CAG members and the technical team.

Following is a summary of all CAG meetings to date with a more detailed synopsis of meeting topic/ discussion items, and emerging themes and issues and opportunities. In total, the CAG members met 10 times between February 19, 2013 and September 16, 2015. All CAG meetings were open to the public and included a period for public comment.

Meeting	Date	Topic
CAG Kick-off Meeting	February 19-21, 2013	Learned about project need and CAG roles and process; introduction of Managed Lanes; overviews provided on I-10 and I-15 Corridor Projects and environmental process
CAG Meeting #2	May 14-16, 2013	Provided overview on Managed Lanes and I-10 and I-15 Corridor Geometrics; CAGs were walked through Traffic and Revenue Study, Financial Feasibility Study; Environmental activities
CAG Meeting #3	September 9-11, 2013	Metro ExpressLanes guest speaker was Stephanie Wiggins; Update provided on Traffic and Revenue Study, Financial Feasibility Study; Revisions to I-10 and I-15 Corridor Express Lanes Alternatives were presented
CAG Meeting #4	October 15-17, 2013	Reviewed Express Lanes Studies Findings, including public outreach, Equity Study, Traffic and Revenue Study, Financial Feasibility Study
CAG Meeting #5	November 19-21, 2013	Reviewed summary of feedback on Equity Study group discussions and recommendations on Project Alternatives
CAG Meeting #6	March 18-20, 2014	Provided Express Lanes overview; reviewed SANBAG Board of Directors actions; reviewed SANBAG 10-year Delivery Plan; planned future CAG activities beyond 2014
CAG Meeting #7	November 12, 13, 20, 2014	Updated CAG charge; Express Lanes policy overview
CAG Meeting #8	March 17-19, 2015	Reviewed and gave input on new branding and educational materials; recommendations made for new CAG members
CAG Meeting #9	June 15-17, 2015	Affirmation of CAG roles and responsibilities; new educational materials were presented; collective brainstorm was held to broaden public outreach
CAG Meeting #10	September 14-16, 2015	Provided summary of technical findings for I-10; solicited feedback for considerations for each of the I-10 alternatives and the CAG process

III. Community Advisory Group Activities

Key Community Advisory Group Discussion Items

More specific topics reviewed and discussed by the CAGs include the following:

- CAG Roles, Responsibilities, Protocols and Objectives
- General Project Overview: What is the Project Area, Purpose and Need, General Characteristics
- Explanation of Managed Lanes, High Occupancy Vehicle (HOV) Lanes, and Express Lanes
- Overview of the Environmental Review Process
- Methods for Informing the Public About the Project
- Outreach Updates: Grassroots Efforts and Informational Materials Circulated by SANBAG
- I-10 and I-15 Freeway Geometrics
- Traffic and Revenue Study and Results
- Financial Feasibility Study and Results
- Equity Study and Results
- Environmental/Technical Studies Review (Aesthetics, Biological Studies, Community Impact Assessment, Cultural/Historical Studies, Noise, and Parks and Recreation Studies)
- Lessons Learned from the Los Angeles County Congestion Reduction Program (a Presentation by Los Angeles County Metro)
- SANBAG Board of Directors Updates
- Frequently Asked Questions
- What is a Preferred Alternative and How it Relates to the Environmental Review Process
- SANBAG 10-Year Delivery Plan
- Tolling Policies and Assumptions
- Other Policies for Consideration
- CAG Membership
- Tolling Legislation

IV. Community Advisory Group Considerations

During a round of meetings held in September 2015, CAG members discussed a set of considerations on the proposed alternatives to transmit to the SANBAG Board of Directors for its deliberation on the preferred alternative for the I-10 Corridor. CAG members who attended the meetings, as well as those who could not make the meetings, submitted additional feedback on a worksheet provided by the project team. The following is a summary of the key considerations provided during the meeting and on the worksheets.

Overarching Themes

Throughout the CAG's discussion on diverse topics during the past two years, a set of key themes emerged. During the September 2015 CAG meetings, participants provided feedback on these themes within the context of the proposed alternatives. The following are themes that cut across all of the alternatives:

- **Communication/Education/Community Engagement** — Keep the public engaged in the process and provide credible, accurate information and data that is communicated in easy to understand language. Communicate the benefits of the proposed preferred alternative.
- **Economy** — Alternatives should support regional and local economy, rather than create impacts. Any proposed improvements will facilitate the movement of people and goods to further promote economic prosperity in our region.
- **Equity** — Ensure that proposed improvements are equitable to all and that they benefit all users.
- **Growth** — Alternatives should address mobility issues related to projected growth in the region and should achieve congestion relief, economic development, and improved air quality.
- **Impacts** — Provide measures that address any potential impacts, especially from those caused from construction. For any right of way acquisition, Caltrans needs to ensure sensitivity to resident or business connections to the community. This is not quantifiable, yet has a high value.
- **Mobility** — Future improvements need to address current and future mobility needs. These should coordinate with the other regional and local planned projects and initiatives and promote all modes of transportation.

IV. Community Advisory Group Considerations

CAG Considerations on I-10 Alternatives

During meetings with the East Valley, West Valley, and High Desert CAGs, members discussed and identified opportunities and challenges each alternative might face within their respective communities. CAGs also proposed ideas and provided feedback on opportunities that exist for overcoming those obstacles. The groups' considerations are organized by the key themes in the section below.

Important to note: The theme that crossed all alternatives was the importance of communication and education. Whichever alternative is selected by the SANBAG Board of Directors, CAGs ask the following communication strategies be considered:

<p>East Valley</p>	<ul style="list-style-type: none"> Keep the public engaged throughout all phases of the process Provide data to the public and make it accessible Format the studies so that the public can navigate easily; Hyperlink technical studies Promote the release of the environmental document to ensure the public has an opportunity to review and provide comment
<p>West Valley</p>	<ul style="list-style-type: none"> Maintain transparency Ensure community outreach efforts are communicated to the public Give clear information by translating technical information, no “planner” speak Provide education and outreach via group presentations, community events, and park and rides
<p>High Desert</p>	<ul style="list-style-type: none"> Communicate options in a sensitive manner – sensitivity to low-income population is critical Ensure transparency – provide clear, non-technical, and accessible information

IV. Community Advisory Group Considerations

CAG Considerations, Organized by Theme

Alternative 1 - No Build

- East Valley** **Economy** - Effect on business
- West Valley** **Growth** - Growth in long distance commute trips
- High Desert** **Economy** - Access to Ontario International Airport
- Growth** - Does not address future growth demands - congestion, economic development, quality goals
- Mobility** - Does not address current and future congestion, economic development, or air quality goals
- Effect on goods movement including Ontario International Airport
- Inconsistent with the regional network that link to Los Angeles and Riverside Counties

Alternative 2 - HOV/Carpool

- East Valley** **Impacts** - Ensure design aligns with the current infrastructure
- Communicate closures for construction traffic
- Outreach to property owners early to address potential relocation
- Ensure sensitivity to the residents affected by property acquisition; Residents have deep community roots and impact to quality of life needs to be considered, this is measured beyond a dollar amount
- Minimize impacts on local arterials
- Mobility** - Consider how this will change traffic patterns with different users such as trucks
- Promote carpooling and transit use to create a successful regional mobility network
- Consider regional planning efforts in the selection of the preferred alternative
- West Valley** **Impacts** - Maximize opportunities to ensure access during construction
- Mobility** - Consider median off-ramps in the design - can be an opportunity to create better access for emergency vehicles
- High Desert** **Growth** - HOV Lanes have limited utility and do not achieve regional goals as well as Express Lanes
- Mobility** - Carpooling does not allow for quiet time

IV. Community Advisory Group Considerations

CAG Considerations, Organized by Theme - Continued

Alternative 3 - Express Lanes

East Valley

Equity - Ensure equal benefits to all users

Benefits both Express Lane users and General Purpose Lane users

Growth - Align with regional plans

Impacts - Ensure design aligns with the current infrastructure

Communicate closures for construction traffic

Outreach to property owners early to address potential relocation

Ensure sensitivity to the residents affected by property acquisition; Residents have deep community roots and impact to quality of life needs to be considered, this is measured beyond a dollar amount

Minimize impacts on local arterials

Mobility - Consider how this will change traffic patterns with different users such as trucks

Promote carpooling and transit use to create a successful regional mobility network

Consider regional planning efforts

Facilitate access to Ontario International Airport

West Valley

Economy - Keep revenue within the corridor

Equity - Provide free or reduced Express Lane access for seniors

Provide education to public how Express Lanes benefit those using General Purpose Lanes

Impacts - Maximize opportunities to ensure access during construction

Mobility - Consider median off-ramps in the design - can be an opportunity to create better access for emergency vehicles

High Desert

Economy - Facilitates access to Ontario International Airport for travelers and goods movement

Provide employer transponder program

Equity - Express Lanes not affordable for young adults

Waive fees for low-income users

Provide discounts or incentives for multi-modal options

Include a local resident rate

Growth - Express Lanes support growth needs

Mobility - Coordinate Express bus and/or vanpool

IV. Community Advisory Group Considerations

CAG Individual Worksheet Feedback - I-10 Alternatives

In addition to the group discussion during meetings, CAG members were invited to provide individual feedback on the proposed alternatives by filling out a worksheet. Eleven worksheets were submitted and the responses summarized below capture six CAG members in attendance for the September 2015 meetings and five not in attendance. A transcription of participant comments has been included at the end of this report and is located in Appendix B.

No Build

- Does not reduce congestion or air quality issues
- Will negatively impact the community's quality of life, economic prosperity, and air quality
- Is not consistent with Measure I
- Perceived by local residents that it will not incur costs for local municipalities
- Is not consistent with the regional system, which includes toll roads in other counties
- Does not address future congestion and will have a negative impact on goods movement and emergency services
- Contributes to future congestion
- Impacts community development and emergency services

HOV/Carpool Lane

- Achieves congestion relief
- Provides half the capacity of proposed Express Lanes
- Better option for the local short distance commuter but not viable for residents commuting long distances
- Responds to traffic demand
- Lacks funding for maintenance
- Has limited utility
- Does not address congestion but there are no issues with equity
- Best option for low-income drivers since there is no fee
- Could encourage more drivers to carpool
- Would contribute to moving people more quickly therefore improving air quality and lessening cost for drivers
- Requires attitude shift about using commute as personal/private time

IV. Community Advisory Group Considerations

Express Lanes

- Has higher capacity and provides congestion relief better than other two options; Responds to traffic demand and accommodates more vehicles
- Creates equity issues by allowing only those who can afford and are willing to pay to have exclusive access to Express Lanes; needs to benefit all
- Carpooling option on Express Lanes needs to be promoted
- Benefits both the Express Lane user and those driving in the General Purpose Lanes by relieving congestion in the General Purpose Lanes
- Provide programs that offers enrollment at no cost and no monthly fee
- Need to provide education campaign on the use of Express Lanes, focusing on the system and cost
- Provides method for paying for the project
- Desire to use a license plate recognition feature so motorist can easily be billed for tolls
- Because Los Angeles commuters are more familiar with this option, they are more apt to use it
- Improves air quality
- Need to promote carpool and vanpool options to change driver behavior
- Complete repairs to current projects prior to any construction on this project

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IV. Community Advisory Group Considerations

Evaluation of CAG Process

CAG members were also asked to provide feedback into the CAG process to date. During the September meetings CAG members discussed their thoughts about how the CAG process could be improved or be successful for future endeavors. Written comments were also provided on the same worksheet that was used to capture their considerations on the alternatives. Below is a summary of comments provided by CAG members during the meeting and on the comment forms. A transcription of their written comments is included in Appendix B of this report.

<p>East Valley</p>	<ul style="list-style-type: none"> • Process has been effective in providing a forum to address complex issues • Over time the process has become more engaging with opportunities for expressing all perspectives • Assess reasons for CAG members not participating • The agencies (Caltrans, SANBAG) need provide a good faith effort beyond what is required in the environmental process • Summarize technical information to provide greater opportunity for CAGs to provide meaningful input on the Draft Environmental Document
<p>West Valley</p>	<ul style="list-style-type: none"> • Involve the CAGs in the development of the Draft Environmental Document
<p>High Desert</p>	<ul style="list-style-type: none"> • Schedule CAG meetings in advance to allow ample notice and create electronic meeting invitations • Provide a look ahead for potential meetings to ensure attendance • Expand the committee and communicate time commitment and ensure orientation briefings for new members take place in advance of first meeting

Worksheet Feedback Summary:

- Plan for meetings ahead with materials distributed to CAG members well in advance of meetings
- Keep communities informed through presentations, communication with local government, and other outreach
- Design more interactive meetings and provide results to CAG members through various outlets such as mail and web page in addition to email.
- Ensure composition is reflective of the diversity of the corridor communities representing a good sampling of our demographics

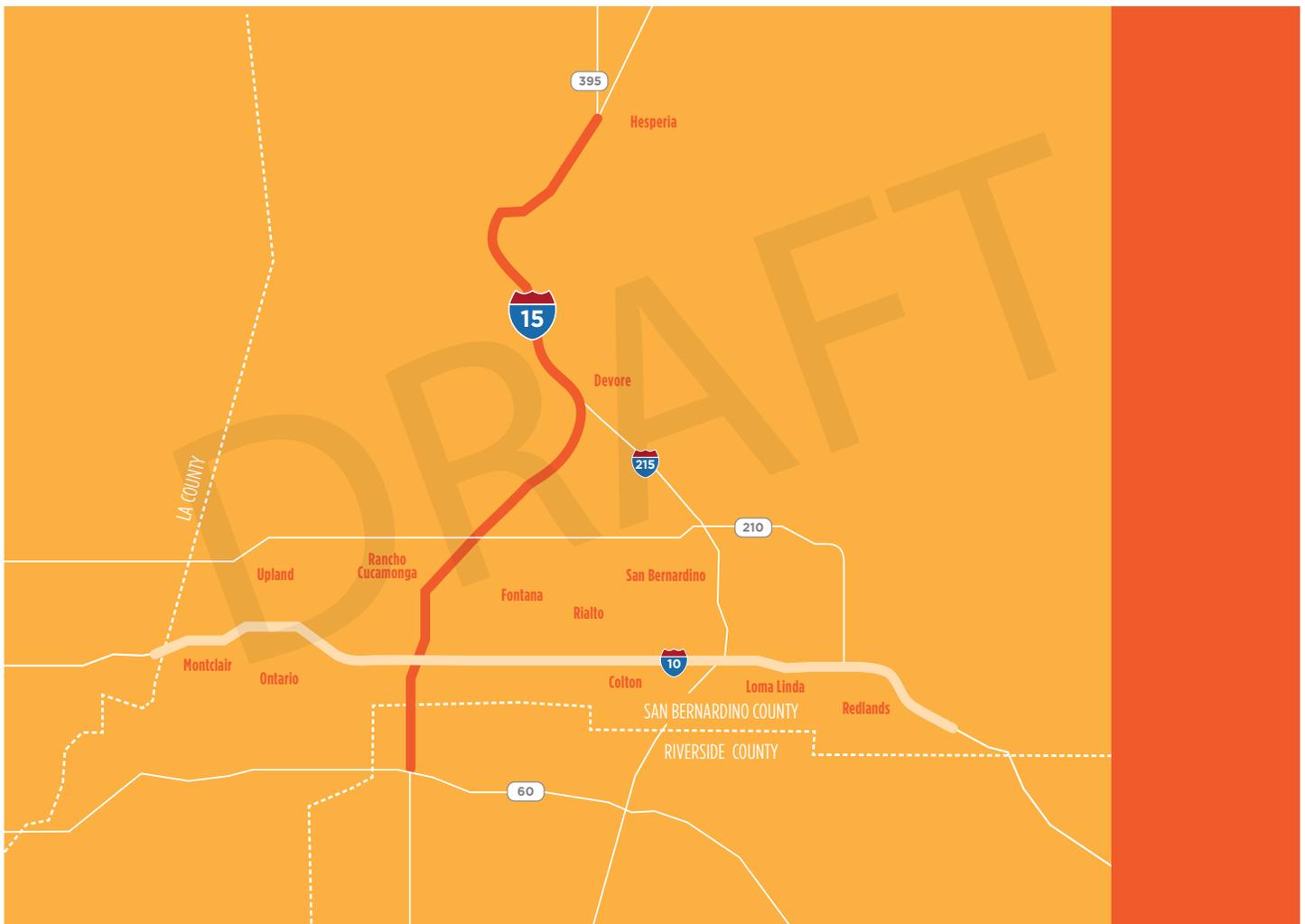
V. Community Advisory Group Next Steps

CAGs will reconvene in 2016 to focus on the I-15 Corridor Project. Their continued charge will be to provide feedback and considerations on the alternatives, and educate their respective audiences regarding the project. A similar report to this one will be presented to the

SANBAG Board of Directors prior to its decision on a preferred alternative.

CAG members will have the opportunity to recommit or withdraw from the CAG at this time.

I-15 Corridor Project



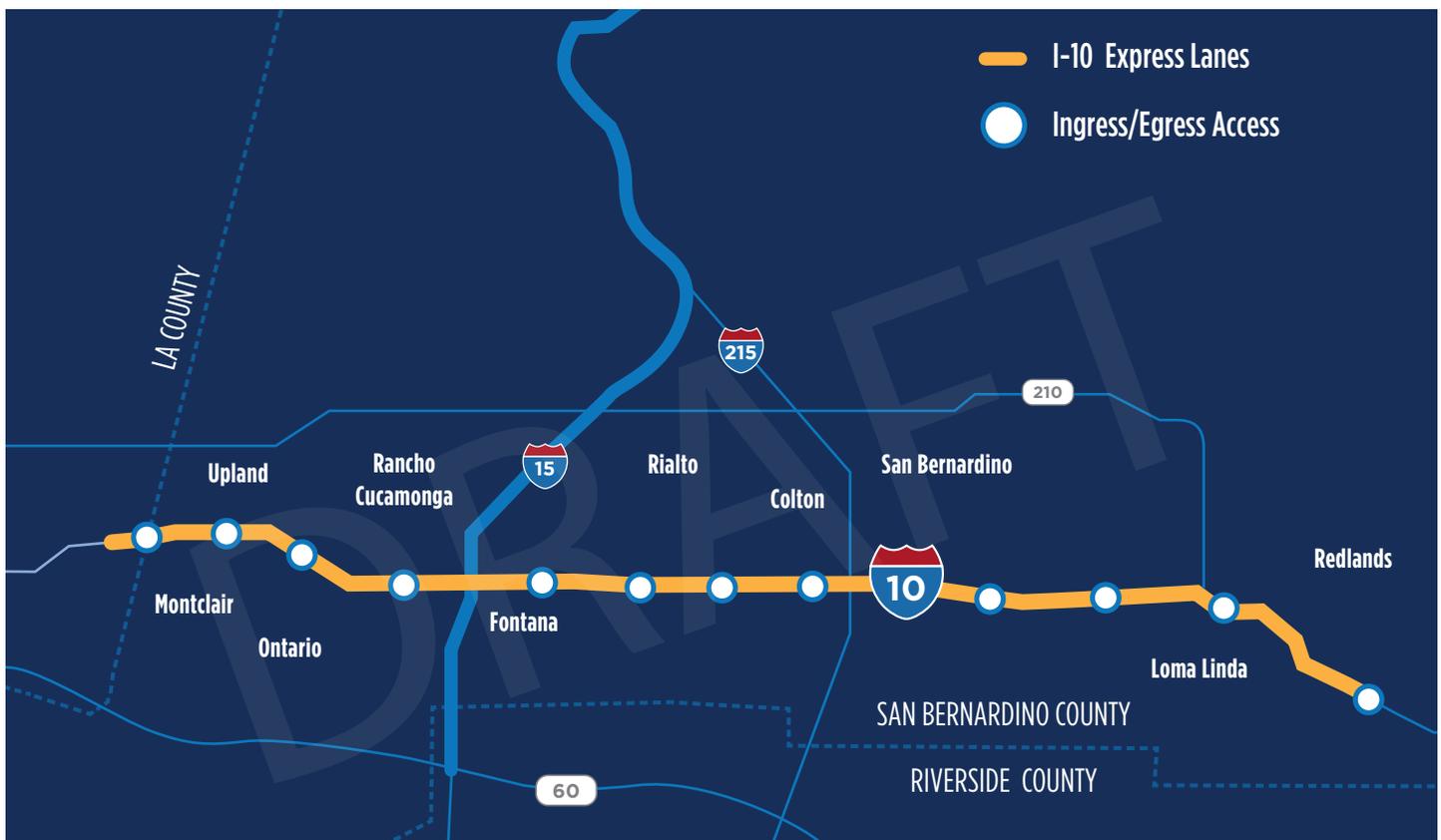
Appendices

Appendix A: I-10 Project Background

There are two projects being studied: The I-10 Corridor Project and the I-15 Corridor Project. Both projects span approximately 33 miles each along two major corridors that intersect in the City of Ontario area. With this particular CAG Report focusing on I-10 Corridor Project feedback and considerations, following is a closer look at the project and alternatives being studied.



I-10 Corridor Project



The proposed I-10 Corridor Project consists of widening and/or increasing capacity and improvements along the existing 33-mile stretch of the I-10 freeway from approximately the Los Angeles/San Bernardino County line in the City of Pomona, to Ford Street in the City of Redlands. As a major regional east-west freeway corridor, I-10 is heavily used by commuters between Los Angeles and San Bernardino Counties. In addition, the I-10 is a major truck route for facilitating goods movement from Southern California to the rest of the nation. With the

existing traffic demand, the I-10 freeway lanes are at capacity resulting in heavy congestion during peak hours. Future trends are expected to increase congestion for westbound commutes during morning peak hours, and eastbound commutes during afternoon peak hours. The purpose of the proposed project is to facilitate the movement of people and goods through the I-10 corridor by managing traffic demand, improving travel times and increasing the use of transit and 3+ occupants for carpooling.

Appendix A: Project Background

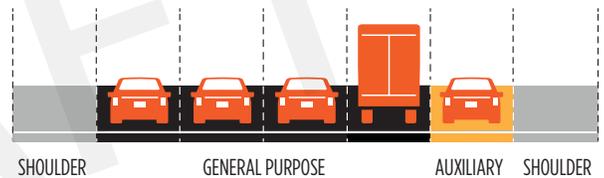
I-10 Corridor

The I-10 Corridor Project development team is performing preliminary engineering and environmental studies and is expected to circulate the Draft Environmental Document (DED) for public review and comment in December 2015 for 60 days. This consists of the California Environmental Quality Act and National Environmental Policy studies that evaluate three alternatives: (1) A No-Build Alternative; (2) A HOV/Carpool Lane Alternative; and (3) an Express Lanes Alternative. In July 2014, the SANBAG Board of Directors identified the Express Lanes Alternative as the Locally Preferred Alternative (LPA).

HOV
EXPRESS
LANES

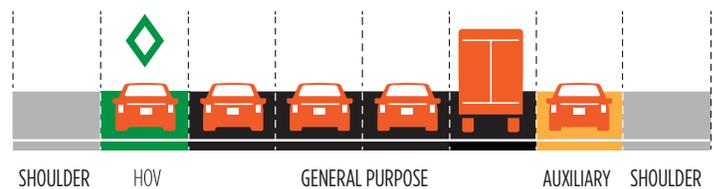
Alternative 1: No Build

Under the No-Build Alternative, the I-10 corridor and associated bridge and ramp improvements within the I-10 project area would not be constructed. The existing lane configuration would be maintained.



Alternative 2: One HOV/Carpool Lane in Each Direction

Includes extending a HOV/Carpool Lane that would allow access to vehicles with multiple passengers. Improvements for this alternative would begin from where the existing HOV lanes end approximately at Haven Avenue in the City of Ontario to Ford Street in the City of Redlands, a distance of about 25 miles. The main features of this alternative include widening of

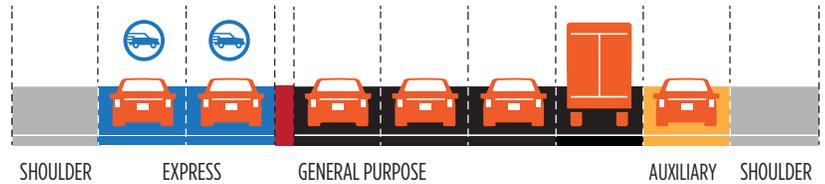


the I-10 corridor through the addition of a HOV Lane modified in each direction, auxiliary lanes, and inside and outside shoulders in each direction. This alternative would also upgrade standards of roadway features.

Appendix A: Project Background

Alternative 3: Two Express Lanes in Each Direction

This alternative would add two Express Lanes that allow vehicles carrying multiple passengers to access the lanes and other vehicles, including single passenger vehicles to access the lane by paying a toll. This alternative would begin from approximately the San Bernardino/Los Angeles County line in the City of Pomona and end at Ford Street in the City of Redlands - a total distance of about 33 miles. Restriping of the existing HOV lanes into transitional lanes for the Express Lanes would begin in Los Angeles County near Garey Avenue and continue east for approximately two miles. At the Los



Angeles/San Bernardino County line, an Express Lane would be added in each direction from the Los Angeles/San Bernardino County line to Haven Avenue in the City of Ontario. The existing HOV Lane and the new Express Lanes would be managed jointly as an express facility with two lanes in each direction. Two Express Lanes in each direction would be added from Haven Avenue to the I-10/SR 210 interchange. From SR 210 to Ford Street in the City of Redlands, a single Express Lane would be provided in each direction.

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Appendices

Appendix B: Transcribed responses from CAG Member Worksheet Feedback

1. Based on your learning as a CAG member, what should SANBAG consider for each of the following alternatives?

1a. No Build

- Cannot ignore future negative impacts (congestion, cost, economy) that will result from this alternative. Impact on goods movement and emergency services.
- Impact on community development. Emergency services impact. Airport authority.
- Really? This one is fine with me.
- This would be a short sighted alternative. We would not be congruent with the surrounding counties who are implementing Express Lanes. It will compound congestion without a viable alternative in the short and long term.
- To consider the following: congestion, cost, air quality.
- Most local commuters believe no build actions are better. Local commuters believe that no build will stop their cities from incurring cost.
- I'm not sure what to say. It would be greatly beneficial if our current road system/infrastructure be dramatically improved, e.g...update street systems, completely fill update our road systems to withstand earthquakes, etc...
- Residents are concerned about how increasing traffic loads, congestion and commute times affect them personally. So, for many the question is, "Is maintaining the status quo going to have an adverse effect on their life-style, leisure time, ability to engage in recreational pursuits? Will the motoring public accept the expected increased congestion, commute/transit times and accident rates that will accompany maintaining the status quo? Will the business community be willing to tolerate longer delivery times and fewer deliveries/shipments per day that result when traffic becomes increasingly congested, or will those cost?" This could result in reduced economic activity for business that relies on surface transportation. The effect of congested freeways on the behavior and health of drivers. The effect that large numbers of slower moving vehicles have on real-time air quality in communities along congested roadways.
- This is not a viable option as it does nothing to reduce congestion and is inconsistent with Measure I approved by the voters of San Bernardino County.
- Not necessary until 4 other things have been done: 1. Use a dedicated rail on the Alameda Corridor to bring containers from Los Angeles/Long Beach harbors to the Inland Empire for distribution/cross-docking. 2. Restrict truck traffic during rush hours. 3. Implement flexible convertible lanes to increase capacity during rush hours. 4. Finish the Gold Line extension to Ontario International Airport.
- This alternative would solve nothing and would contribute to congestion as time goes by.

Appendices

Appendix B: Transcribed responses from CAG Member Worksheet Feedback

1b. HOV

- Not addressing the critical need to reduce congestion but avoids equity issues that must be addressed well in Express Lane alternative. Less efficient. Limitations to paving due to funding, affecting High Desert area.
- Limitations to paving due to funding. Value of time. Limited utility. Managing mindset of users – privacy time is in vehicle.
- This is the best alternative. If not, then do 1a.
- We do not get the benefit of income for maintenance from this alternative.
- To consider the following: Responding to traffic demand and accommodating more vehicles, trip reduction and reducing congestion, improving air quality, cost.
- Commuters who travel 15 miles or more on the 10 freeway are eager to keep these lanes. Occasional commuters enjoy having the HOV lanes and didn't want this to change.
- Why not put out a major marketing for people and employees, employers use the diamond lanes. I mean really push and advertise everywhere...newspapers, internet, etc. and add several more HOV Lanes. If more companies give incentives to employees, it could dramatically increase the practice.
- How many of today's HOV users will become tomorrow's EXP lane users? Goes to cost equity issue (below) and subscription cost issue (below).
- This provides some congestion relief but will involve a number of compromises to meet the available budget. Drivers are familiar with the use of an HOV Lane but a single lane will have roughly the capacity of two Express Lanes.
- I'm ok with HOV Lanes, but would prefer convertible lanes.
- This alternative would help the low income driver by making it easier to qualify for an economic way to travel the highways. This would also encourage more people to carpool. It does not help defray expense of building new lanes, but would help more people to travel to their location quicker and use less fuel, thus saving money and lowering pollution. It also helps alleviate the traffic of the regular traffic lanes.

1c. Express Lanes

- Express Lanes benefits those who do not use them in terms of relieving congestion. Mitigation through reduced fees when possible, carpooling and van pooling opportunities may resonate. Emphasize our common need to change behaviors – if car or van pool lanes are free.
- Value of time. Equity for low income. Frequent user program.
- Be honest. Don't hide behind language that conceals what this really is. Worst – cancer - will create traffic.
- This gives us a long term remedy, with income for our region's highway network. It makes the non-Express Lanes less congested for those who prefer not to pay for use. It benefits our business community.

Appendices

Appendix B: Transcribed responses from CAG Member Worksheet Feedback

1c. Express Lanes - Continued

- To consider the following: Cost, Equity, Governance, Economy, Responding to traffic demand and accommodating more vehicles, trip reduction and reducing congestion, improving air quality.
- Post information at Park and Drive stops about Express Lanes. Post brochures and other information at Metrolink stations along 10 freeway. Most commuters traveling to Los Angeles County have experienced these lanes and are happy about the extension to San Bernardino County.
- Every community area should vote if they want an Express Lane; it should not be the job of SANBAG to lead the way. It is very costly, most people don't know about Lanes. Most people won't buy the "equity" argument for toll roads, but at the very least the public should be made aware of this idea. SANBAG is too secretive. Your agenda is very hidden.
- Equity of allowing those who can afford and are willing to pay tolls to have exclusive access to express lanes. Tolerance of motoring public of the regular cost to subscribe to a toll lane authority and obtain a transponder for a service that may be used infrequently. Including the cost of a system that allows motorists to use express lanes and pay tolls by enrolling, at no cost and with no monthly fee, with a toll authority that utilizes optical scanners to record license plates of vehicles passing monitoring stations and then bills enrolled users accordingly. Like Orange County Toll roads, that I use infrequently but that I am enrolled in. Feasibility of constructing reversible lanes in areas where congestion typically is due to predicable traffic patterns and loads.
- The preferred choice for many citizens I interacted with due to its significantly higher capacity and "congestion pricing" assuring a fairly predictable travel time. Entry and exit points should be limited in number with adequate distance between and a logical and simple design. Pricing should be explained and economic support for lower income citizens considered. Since the project will not be completed until 2024, the County must maximize the roadway capacity. Significant effort will be required to minimize disruption during construction, such as completing repairs to the existing pavement prior to the start of construction and providing adequate lighting and lane delineation. Recommend SANBAG provide public information on the use of Express Lanes. Carpooling should be promoted and incentives provided such as lower fees for use of the Express Lanes.
- Not necessarily until 4 other things have been done: 1. Use a dedicated rail on the Alameda Corridor to bring containers from Los Angeles/Long Beach harbors to the Inland Empire for distribution/cross-docking. 2. Restrict truck traffic during rush hours. 3. Implement flexible convertible lanes to increase capacity during rush hours. 4. Finish the Gold Line extension to Ontario International Airport.
- This alternative helps pay for the widening of the highways. It saves money for the consumer by not adding a gas tax (hopefully) to the expense of driving the highways to get to and from work. It will be beneficial to those who can pay the costs of using the express lanes, but would not help the middle income people as this would drastically raise the cost of their transportation budget to and from work. Lower income people would benefit slightly as they may or may not use the express lanes...even if they do get a subsidy. Lower income people tend to live and work in the inner cities, using highways less often to go to and from work.

Appendices

Appendix B: Transcribed responses from CAG Member Worksheet Feedback

2. How do you think the CAG process could be improved or be successful for future endeavors?

- More opportunity for creative input before SANBAG position (internal) is solidified. Community members may have valuable and innovative proposals and ideas. Process has been very well done in other ways. Recruit more community members from Phelan, Pinon Hills, and Wrightwood.
- Meeting schedule.
- Be honest. Don't start with a pre-determined outcome. Don't use the same old cronies – again – what's the point?
- I think it worked well and I wish I could be more “wise” in my contributions above.
- Sharing the agenda and presentation material to the CAG members ahead of the community meetings if possible.
- Continued communication with local governments. Make sure the public is informed.
- Publicize, publicize, publicize! Market your brand so people can learn who you are. Most people are clueless. The stakes are too high for a small group of people to infrastructure.
- Stick to meetings on Tuesday, Wednesday or Thursday. Strategically schedule some meetings during the work day, to attract members who do not attend evening meetings. Use snail mail to distribute large documents. CAG facilitation team or SANBAG staff summarizes input from all the 3 regional venues of each CAG meeting, and provides the summary to all CAG members via email or via link on the CAG web page. Would help to ensure all CAG members have an opportunity to share perspectives and information. May also help to inform the SANBAG project team. Do exercises like this more often.
- This was a fantastic experience. Thank you for the opportunity. SANBAG staff spent considerable time explaining the studies completed resulting in better understanding of the design criteria and conceptual layout. This provided the information needed to properly inform the public despite misinformation that would appear from time to time. The preparation of a detailed scope of work and selection of the most qualified PR firm are important to the process success.
- Don't ask for input if your mind's already made up.
- Try to incorporate people from all aspect of life, very low income, blue collar, etc. A more diverse cross section of the area being studied for expansion would give the input more validity.