Governments SANBAG Working Together

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TRANSPORTATION MEASURE I

■ San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

# Supplemental Support Material Agenda Item No. 26

## Board of Directors Meeting

### November 4, 2015

### 10:15 am

Location:
San Bernardino Associated Governments
Santa Fe Depot – SANBAG Lobby 1st Floor
1170 W. 3rd Street, San Bernardino, California 92410

## Discussion Calendar

### Project Delivery

**26. I-10 Corridor Project - Reconfirm Locally Preferred Alternative**

That the Board, acting in its capacity as the San Bernardino Transportation Commission:

Reconfirm Express Lanes as the Locally Preferred Alternative for the I-10 Corridor Project.

***The Community Advisory Group Report is attached.***

# THE I-10 & I-15 CORRIDOR PROJECTS

Governments SANBAG Working Together

## COMMUNITY ADVISORY GROUP

# 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.

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Caltrans

CAG MEETINGS

# 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.

### 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.

### 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.

# 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) | 16 | 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 | 11 | San Bernardino County Veterans Partnering with Communities, Devore Rural Protection Association, Redlands Good Neighbor Coalition Rotary Club of Apple Valley |
| **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 |

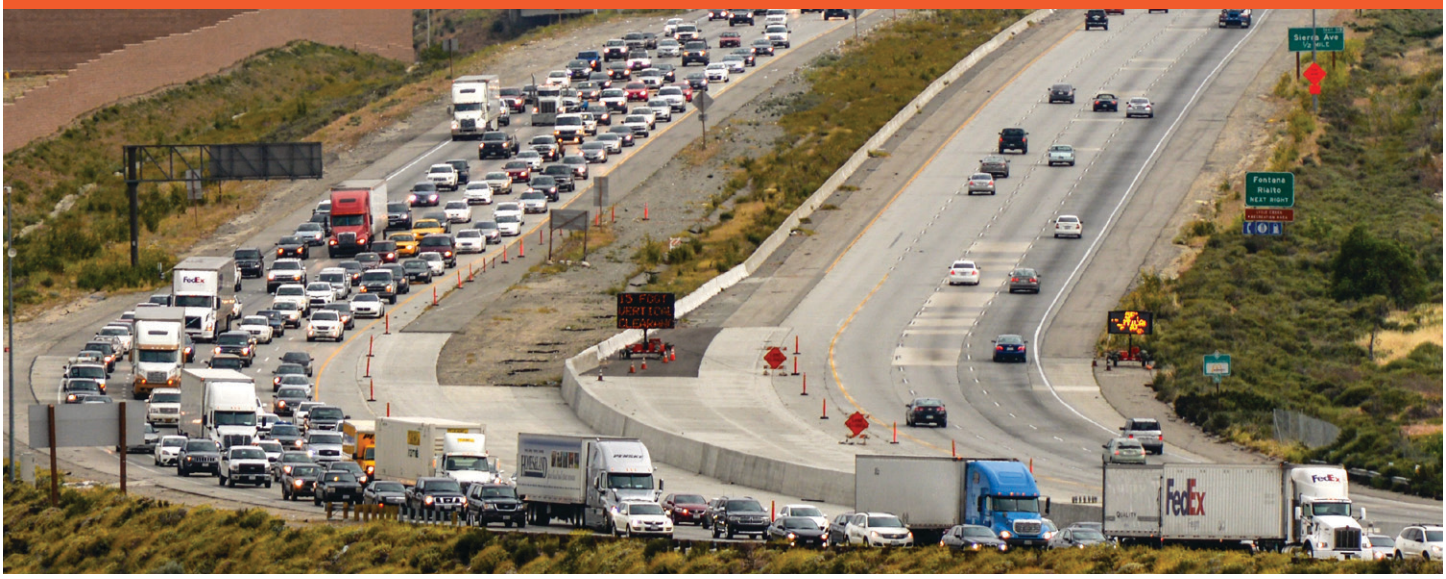
**West Valley CAG Members accepted but attended no meetings:**
Anthony "Butch" Araiza, Retired, Resident of Rialto
Michael Douglas, Real Estate, Local Developer
Laura Gama, Disneyland Employee
Tim Gerdes, Operations Director at Nawgan Products
Osvaldo Maysonet, United Way – 211 Access and Mobility
Monique 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<br>**Resigned from the CAG on 9/24/15* | 7 |
| Kevin Kane | Victor Valley Transit Authority | 5 |
| Thomas J. Kerman | Hesperia Unified School District | 4 |
| Raghada Khoury | Rotary Club of Apple Valley | 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 | Steeno 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 Feasiblity 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 planed 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:

| | |
|---|---|
| East Valley | Keep the public engaged throughout all phases of the process<br>Provide data to the public and make it accessible<br>Format the studies so that the public can navigate easily; Hyperlink technical studies<br>Promote the release of the environmental document to ensure the public has an opportunity to review and provide comment |
| West Valley | Maintain transparency<br>Ensure community outreach efforts are communicated to the public<br>Give clear information by translating technical information, no "planner" speak<br>Provide education and outreach via group presentations, community events, and park and rides |
| High Desert | Communicate options in a sensitive manner – sensitivity to low-income population is critical<br>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 lessoning 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

# 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.

| | |
|---|---|
| East Valley | • Process has been effective in providing a forum to address complex issues<br>• Over time the process has become more engaging with opportunities for expressing all perspectives<br>• Assess reasons for CAG members not participating<br>• The agencies (Caltrans, SANBAG) need provide a good faith effort beyond what is required in the environmental process<br>• Summarize technical information to provide greater opportunity for CAGs to provide meaningful input on the Draft Environmental Document |
| West Valley | • Involve the CAGs in the development of the Draft Environmental Document |
| High Desert | • Schedule CAG meetings in advance to allow ample notice and create electronic meeting invitations<br>• Provide a look ahead for potential meetings to ensure attendance<br>• Expand the committee and communicate time commitment and ensure orientation briefings for new members take place in advance of first meeting |

## Worksheet Feedback Summary:

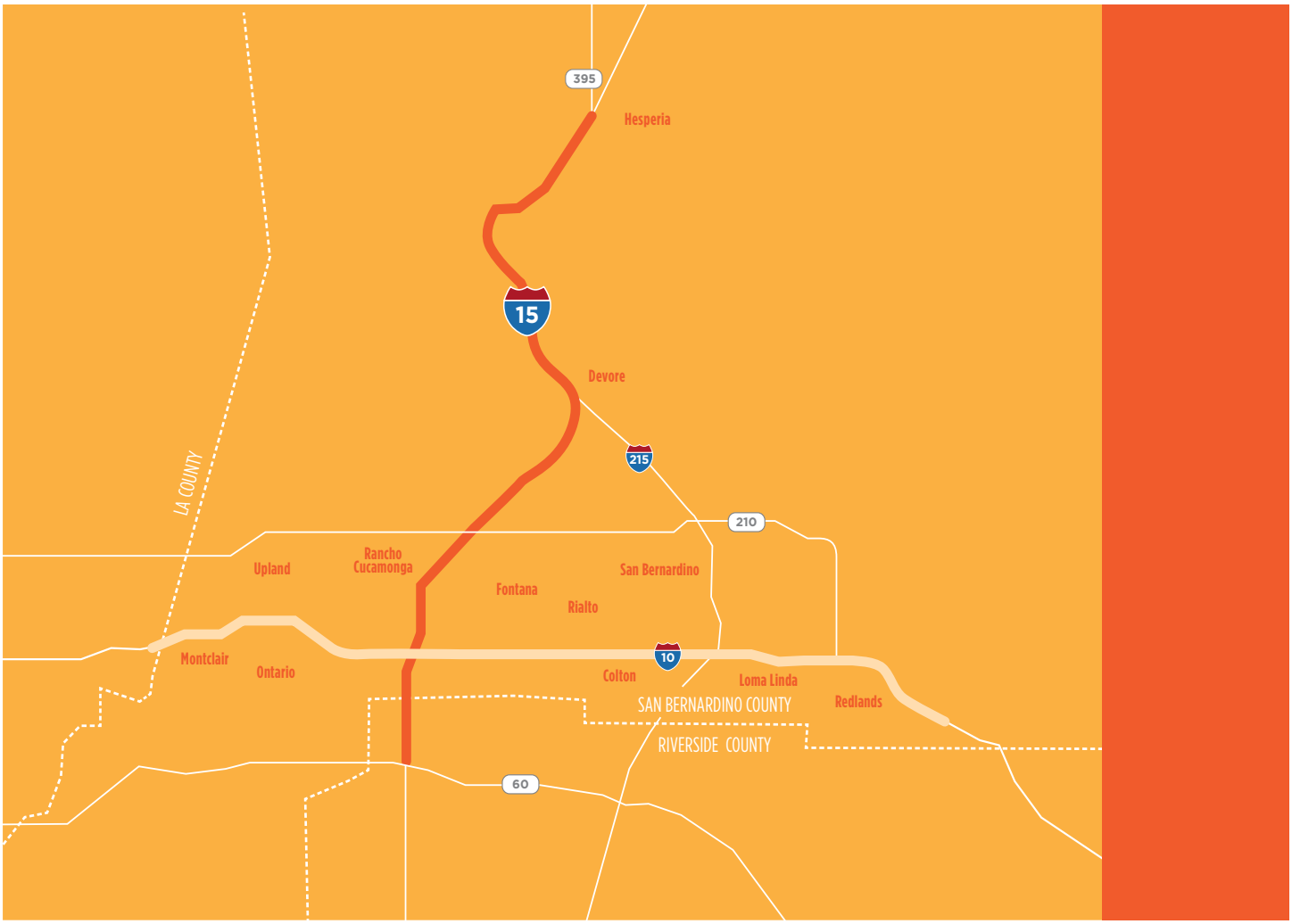
- Plan for meetings ahead with materials distributed to CAG members well in advance of meetings
- Keep communities informed through presentations, communication with local government, and other outreach
- Design more interactive meetings and provide results to CAG members through various outlets such 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.

33 MILES

## 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

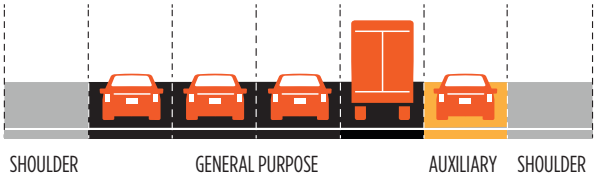
### I-10 Corridor

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

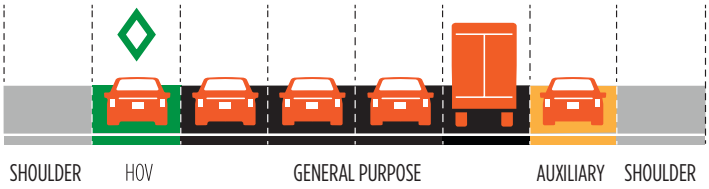
### Alternative 1: No Build

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

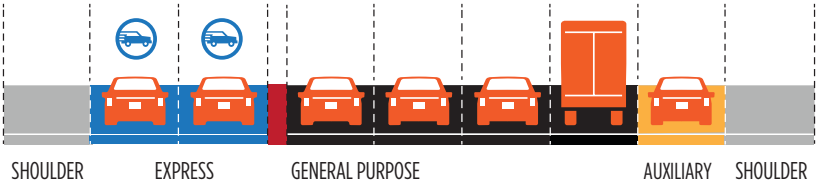
Includes extending a HOV/Carpool Lane that would allow access to vehicles with multiple passengers. Improvements for this alternative would begin from where the existing HOV lanes end approximately at Haven Avenue in the City of Ontario to Ford Street in the City of Redlands, a distance of about 25 miles.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

# 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.
- I mentioned restriping the 210 freeway to add a lane as an alternative for congestion relief.

# 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.
- The second meeting I had brought back my results of an article I wrote in the Grand Terrace Blue Mountain Outlook and a public survey I conducted at the 3 city tri-mixer held at Ashley's Furniture. My verbal report at the CAG meeting was that most everyone just wanted "MORE" general lanes for everyone's use. I did not see that choice in the report starting on page 18. Why was that choice omitted? I have been on boards and ad-hoc committees before that are conducted and overseen by public entities and their representatives. I feel like we are being led down the rosy path to their preferred choice of outcomes. The one that is financially beneficial to the public entity. This one was no different. By the end of the 3rd meeting I knew the end result would be Express lanes.

# 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 meeting.
- 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.
- It sounds like SANBAG is going to proceed with the toll roads... Then what do you expect me to do?
- 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.
- The attendance records of the CAG members are abysmal and it is clear many missed two consecutive meetings and are disqualified to serve per the guidelines set forth on your website.
- At the 9th meeting in the West Valley CAG it was very clear the CAG members did not understand what their specific role was as a CAG member. This was troublesome in that 9 meetings in CAG members seemed clueless. Poor attendance may explain this.
- After two meetings as a member of the public and 2 meetings as a CAG member this outreach process is obviously completely flawed and borderline bogus. The majority of the public is clueless about the project.
- On page 6, "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." I cannot and will not say I am trusting of the environmental documents and/or project alternatives analysis. We have not even seen the environmental document yet. In fact my past experience as a citizen/resident with these documents has been disconcerting and this is why I applied to be a part of this group.
- I'm surprised by the large number of negative comments in Appendix B, some of which demonstrate a lack of knowledge/understanding of the project and process. Could this be caused by low meeting attendance by some of the members and/or recently added members?