

A special meeting of the Banning City Council was called to order by Mayor Moyer on April 11, 2018 at 6:01 p.m. at the Banning Civic Council Chamber, 99 E. Ramsey Street, Banning, California.

COUNCIL MEMBERS PRESENT: Council Member Andrade
Council Member Franklin
Council Member Peterson
Council Member Welch
Mayor Moyer

COUNCIL MEMBERS ABSENT: None

OTHERS PRESENT: Rochelle Clayton, Interim City Manager
Kevin Ennis, City Attorney
Art Vela, Public Works Director
Patty Nevins, Community Development Director
Robert Fisher, Interim Police Chief
Sonja De La Fuente, Deputy City Clerk

TOWN HALL MEETING

1. I-10 Bypass Project Update

Juan Perez with the Riverside County Transportation Department explained they were here a few weeks ago and received some comments from the Council and public regarding the I-10 Bypass Project and have incorporated some of that into their presentation today. He provided a brief background on the history of the project and how it came about, then introduced Darren Adrian with Kimley-Horn. Mr. Adrian presented an update regarding the I-10 Bypass Project including how they plan on addressing concerns brought forward at the last workshop. Mr. Perez summarized the project's benefits to the city, outlined potential funding sources and advised of next steps. (See Exhibit "A").

Mayor Moyer asked if they knew the estimated cost of the project. Mr. Perez indicated they will have a better idea once they get the final design of the project, but as of today it is estimated to be \$70 million. The Mayor asked when they would start and complete this project. Mr. Perez indicated that funding is still needed, but design will take a couple of years, right of way acquisition, and construction. Therefore, it could take as little as five years, depending on funding being in place. Mr. Adrian indicated that if funding was available today, they would begin in about 2022 and complete around 2024.

Council Member Welch thanked the County for taking suggestions into consideration. He asked if all of the funding would be secured before the project starts. Mr. Perez indicated they fund the different phases of the project. They are currently in the first phase (environmental), which they have funding for. The next phase is design. Council Member Welch asked if the funding would include the grade separation at Hargrave. Mr. Perez clarified the grade separation would be a separate project and funded separately.

Council Member Franklin asked what the estimated cost for the grade separation would be. Mr. Perez, indicated that based on the Sunset grade separation it was approximately \$30 million.

Council Member Franklin asked about westbound traffic and signage to address that traffic. Mr. Adrian indicated they would look at signs restricting trucks on certain routes. For example, enhancing signage on Lincoln.

Council Member Franklin asked if this would be a design/build project. Mr. Perez explained at this time the project is more of a traditional design and bid out project.

Council Member Peterson shared an article from the Record Gazette in 2008 regarding support of a Ramsey Street extension and asked how it changed. Mr. Perez explained there were challenges and costs associated with that alternative. Mr. Adrian explained that was Alternative 7 and due to opposition from the Tribe a joint Planning Committee requested shifting the alignment south of the I-10 in October 2008 and Congress reallocated funds to identify a connection south of I-10. There were several technical constraints related to the interchanges, traffic impacts, and right of way. That configuration would also cost in excess of \$100 million.

Council Member Peterson explained his concerns related to the weigh stations and national security. He addressed an article he read related to the Truckee scale along Highway 80. He would like to know what will be done to address the national security (i.e. terrorism, drugs, and human trafficking). Additionally, his electoral district is District 2, which is the area mainly affected by this bypass. He believes the better route is north of the freeway.

Council Member Andrade understands why the project needs to be build, as it is a lifeline for the residents of Cabazon. However, she believes the majority of the congestion on I-10 is closer to the desert. Mr. Perez explained this project is a regional and national need, as the Pass area the main artery to several areas.

Sergeant Shawn Cooper from the California Highway Patrol (CHP) explained the CHP's position is by the time the project comes to fruition they would have the personnel to adequately staff the bypass road and equipment to monitor any malfeasance. There was some discussion regarding how the CHP staffs and patrols, as well as equipment used.

Mayor Moyer asked when the Riverside County Transportation Commission (RCTC) and Western Riverside Council of Governments (WRCOG) will make this a regional project, as he does not believe it is zonal. Mr. Perez indicated the County would submit a request to both by the design phase.

Council Member asked if the project would continue even though many are not happy. Mr. Perez advised that the County will accept any comments, whether for or against the project and take them into consideration.

Mayor Moyer expressed that he recognizes the importance of this project to the community of Cabazon, as it provides emergency access to their residents. But, emphasized this is a regional project, not a zonal project.

Council Member Franklin explained there is a call for projects every so often. The last call for projects was in 2002 or 2004 and this project did not make it in at that time. But, it is slated to be included at the next zone meeting, which will probably be sometime this year. This is one of the reasons it is important for the City of Banning to have a presence so when the call for projects does go out the City has a voice when the projects are considered.

Council Member Peterson feels the project will diminish the value of the properties in the area of the project.

Mayor Moyer asked how close Alternative 12 was to the airport. Mr. Adrian explained they have studied the area and it would have to go before a review with the FAA to insure compliance. Mayor Moyer asked if this was based on the current configuration of the airport. Mr. Adrian confirmed. If the runway is extended to the east they would need to confirm and include in the FAA review.

PUBLIC COMMENTS

The Mayor opened the item for Public Comment.

Don McDonald and his partner Jackie asked about traffic on Westward and how it would be kept from coming into the neighborhood. Mr. Adrian explained a combination of signage and the enhanced intersection would assist with that. Mrs. McDonald indicated that a speed bump need to be installed, as she is concerned about Westward, Lincoln, Barber, and Charles streets. Mr. Adrian assured them they will work with the City Engineer and staff to address traffic issues. Jackie expressed her preference of Alternative 7 and asked what the cost would be. Mr. Adrian believes it would be in excess of \$100 million. Jackie believes the grade separation at Hargrave and the I-10 bypass would cost the same. It was explained that even if they went with Alternative 7, a grade separation at Hargrave would still be an additional project. Jackie pointed out that the City police would have to patrol all of the extra people coming through the bypass. Mayor Moyer confirmed anything in the City limits would be responsibility of the City's Police Department. There was discussion regarding the various law enforcement areas that would need to be covered.

Ron Roy expressed his concern that the County is advocating for an alternative instead of analyzing the alternatives. He wants the community to know this is not a done deal and the community has the final say. He would like the meetings regarding this project transcribed in the same manner Caltrans transcribes their meetings related to their projects. He would like Alternative 7 as an alternative for consideration. He also wonders

why the weigh station hasn't been expanded. He recommended everyone not focus on money and focus more on safety. He suggested a land swap with the Tribe to accommodate Alternative 7. Mr. Roy asked if this project was in the State Transportation Improvement Program (STIP). Council Member Franklin explained the project is not on the current STIP, as it has to be approved by the California Transportation Commission and required steps prior to be adding to the STIP.

Don Smith thanked the Council for requesting this meeting and the County for agreeing to this. He explained he understands the need, as he was stuck on I-10 for seven hours in 2005. He would like the Tribal Council to consider Alternative 7, as he feels this is the best alternative. He also feels Alternative 14 should be considered as it solves a lot of the issues raised with the current recommendations. He also suggested Council insist on a grade separation at Hargrave to be done first. He reminded all the future widening would be the City's responsibility and feels that should be resolved now.

John Hagan expressed his preference of Alternative 7 and thanked the County for addressing the issues raised by the public and Council. He asked if Westward would be punched through. Public Works Director Vela advised that it is not scheduled at this point. Mr. Hagan asked about asphalt testing and if the County would help maintain Lincoln Street. Mr. Adrian clarified that they would conduct testing on roads identified sections that traffic would be routed.

Dave Happe asked why the County is supporting Alternative 12. Mr. Perez explained that Alternative 5 and 12 are the final recommended alternatives. Mr. Adrian explained that there is not a preference between the two at this point. Mr. Happe asked for clarification as to how these alternatives are better than others as he believes it's more complicated and feels the northern route would be better. He understands there is opposition from the Tribe, but feels there should be negotiation. He feels the grade separations are a necessity and bypass is more of an option. He asked for clarification on what the pull-outs were. Mr. Adrian explained they are for the safety of the officers and traveler.

Chairman Martin of the Morongo Band of Mission Indians provided some history regarding why Alternative 7 was not preferred by the Tribe and explained there are existing residents and a business in the path of Alternative 7. However, it can be brought back to the membership for consideration, but it wouldn't be easy. He understands this is a difficult decision and assured all the Tribe is happy to work with the City and County on the project.

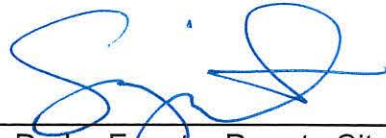
Mr. Roy asked if Alternative 7 is considered, should Caltrans play a more prominent role. Mr. Perez clarified that the County is the lead on the CEQA approval and Caltrans would be the lead in regard to federal approval.

Mr. Perez thanked the Council and public for their input. Mr. Adrian advised there are comment cards available for submission to the County via mail or email. (See Exhibit "B")

ADJOURNMENT

By common consent the meeting adjourned at 7:55 p.m.

Minutes Prepared by:



Sonja De La Fuente, Deputy City Clerk

These Action Minutes reflect actions taken by the City Council. The entire discussion of this meeting can be found by visiting the following website: <https://banninglive.viebit.com/player.php?hash=wjmeq3PoLKY9> or by requesting a CD or DVD at Banning City Hall located at 99 E. Ramsey Street.

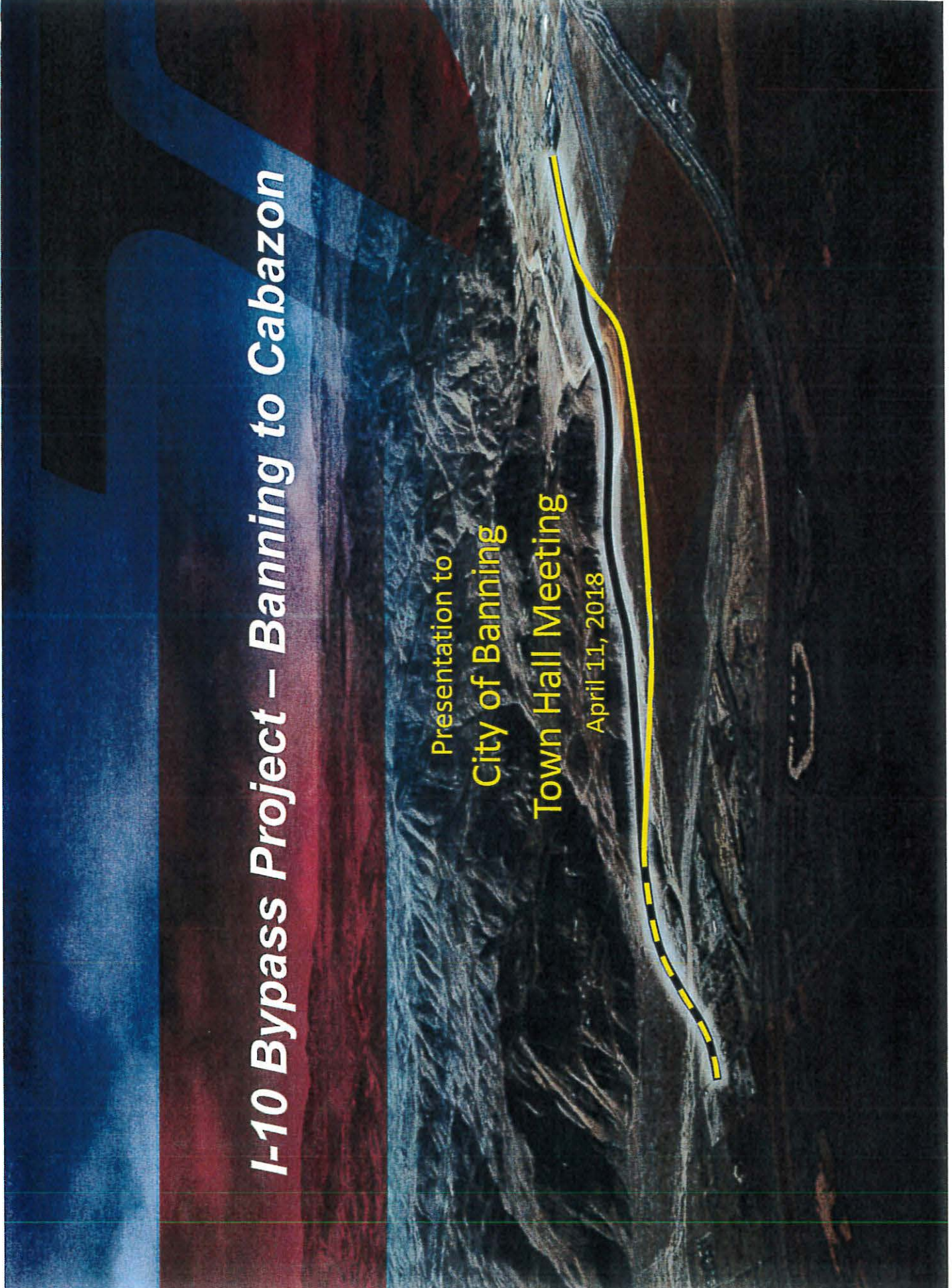
Exhibit "A"

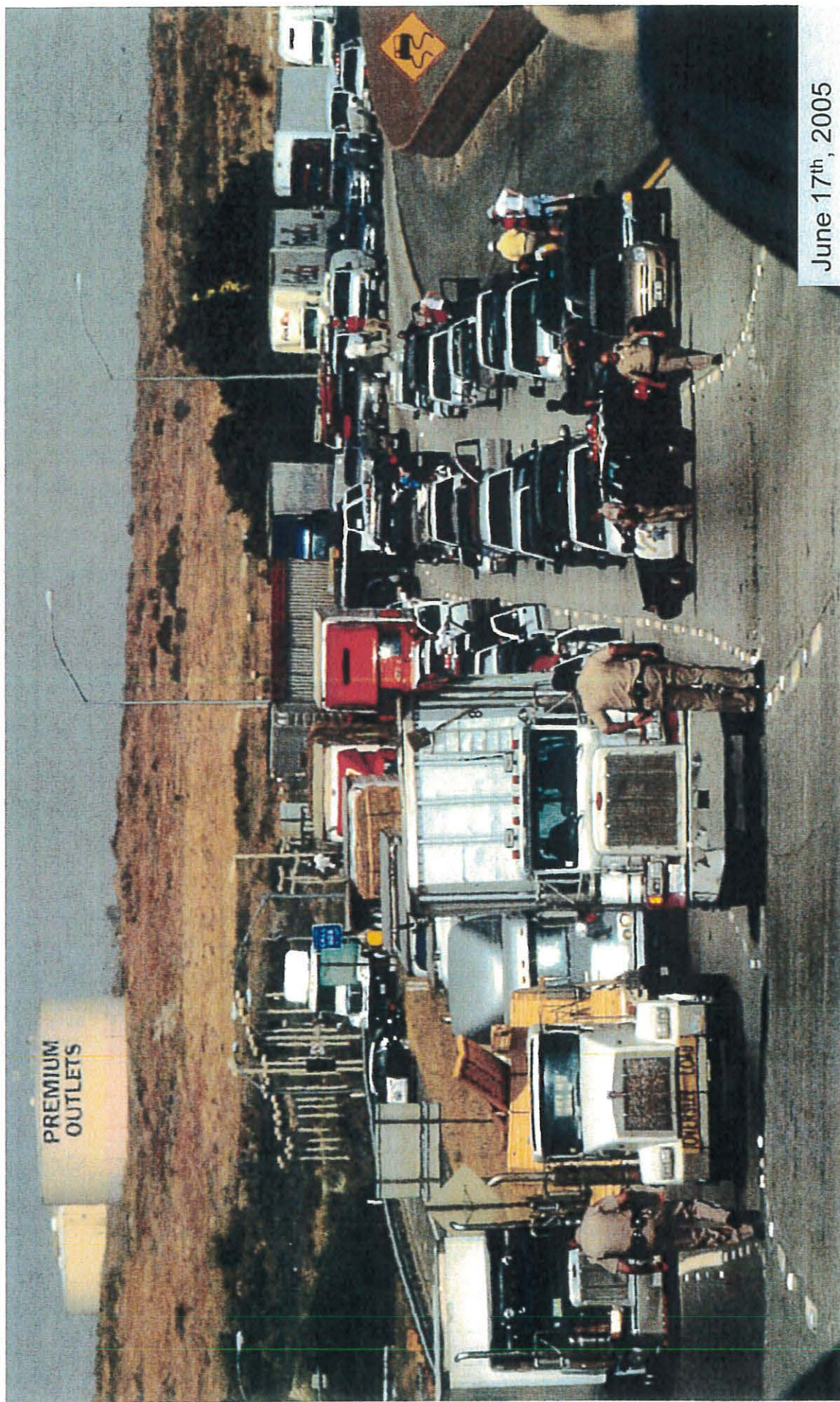
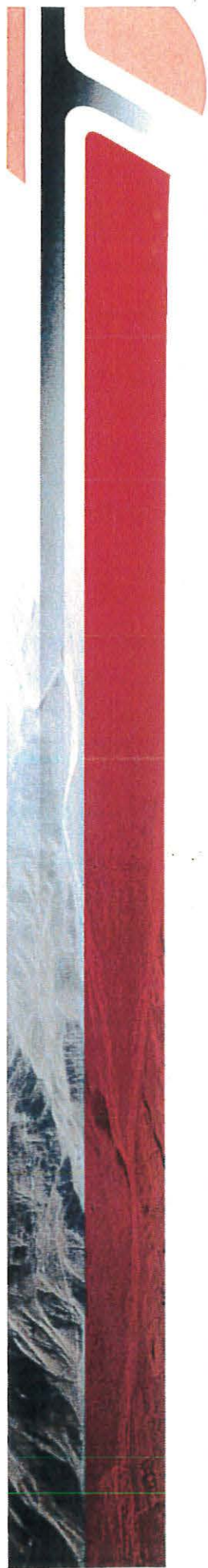
to the April 11, 2018

6:00 P.M. Special City Council Town Hall Meeting

I-10 Bypass Project – Banning to Cabazon

Presentation to
City of Banning
Town Hall Meeting
April 11, 2018





June 17th, 2005

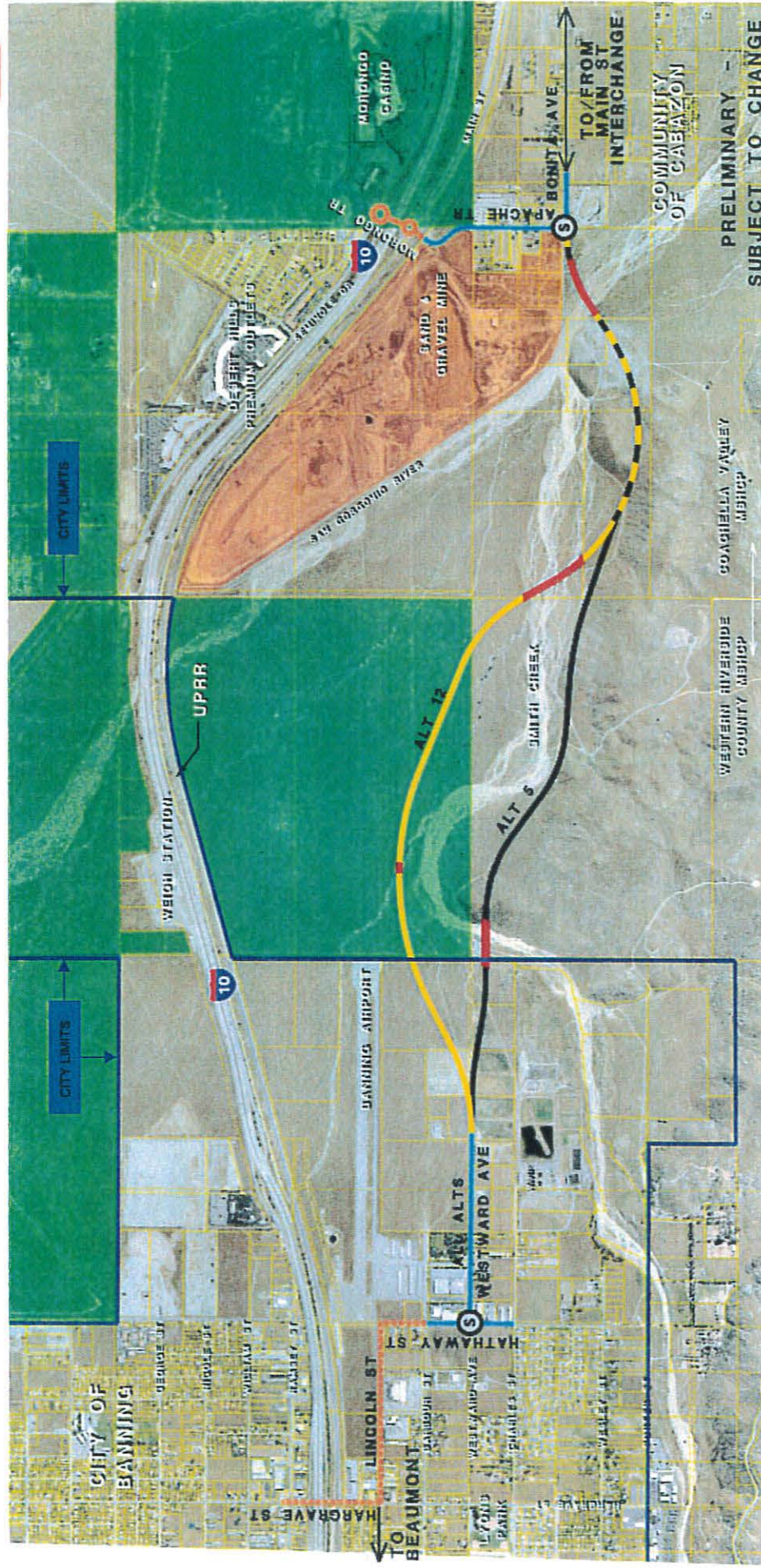


Project Purpose Summary

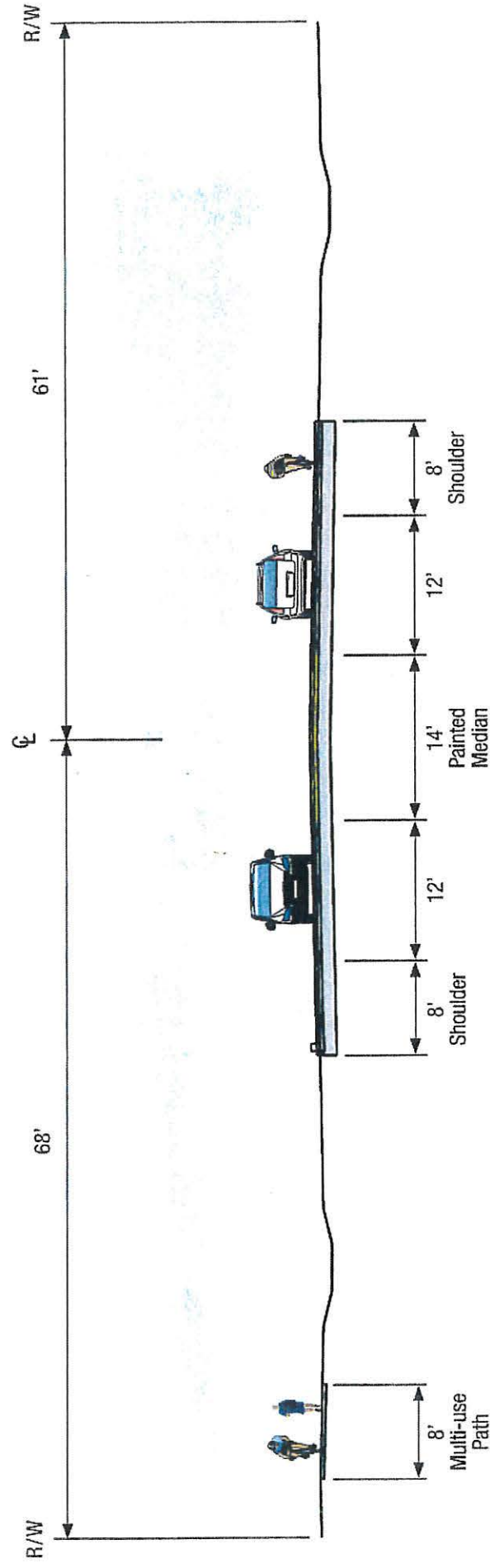
Construct a new roadway connecting Banning and Cabazon to address the following:

- Emergency bypass for I-10 between Hargrave Street in Banning and Apache Trail in Cabazon.
- Improve traffic circulation between Banning and Cabazon.
 - Alternative to freeway and at-grade railroad crossings
 - Improve emergency access
 - Provide bicycle and pedestrian access

Alternatives for Environmental Studies

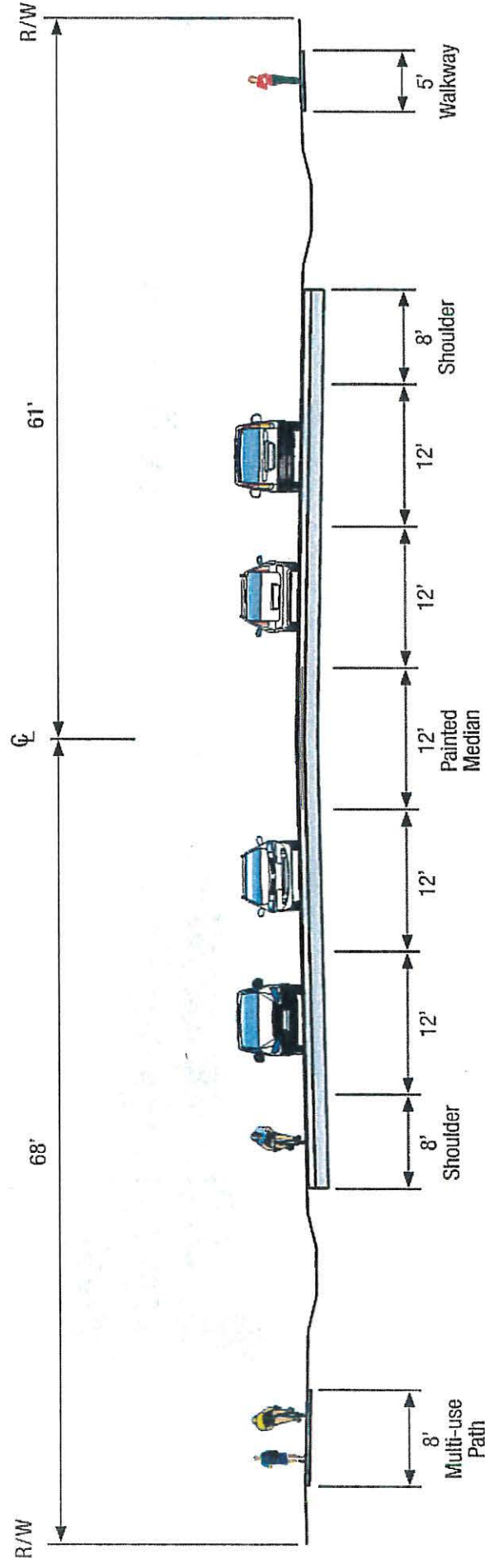


Typical Section: Interim 2-Lane Facility



Note: a two-lane roadway is estimated to accommodate traffic for 20 years. This is initially estimated to have approximately 5,000 vehicles per day, similar to the current traffic along segments of Lincoln Street and Hargrave Street.

Typical Section: Ultimate 4-Lane Facility

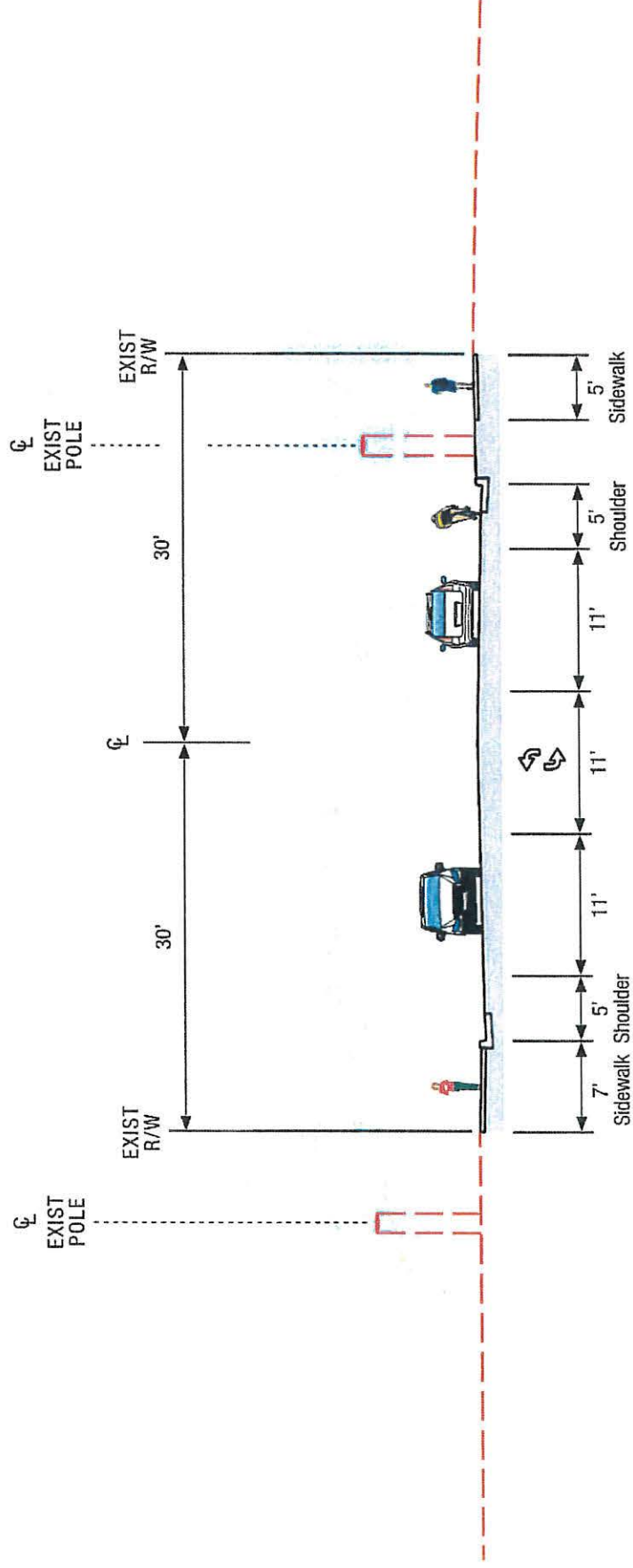


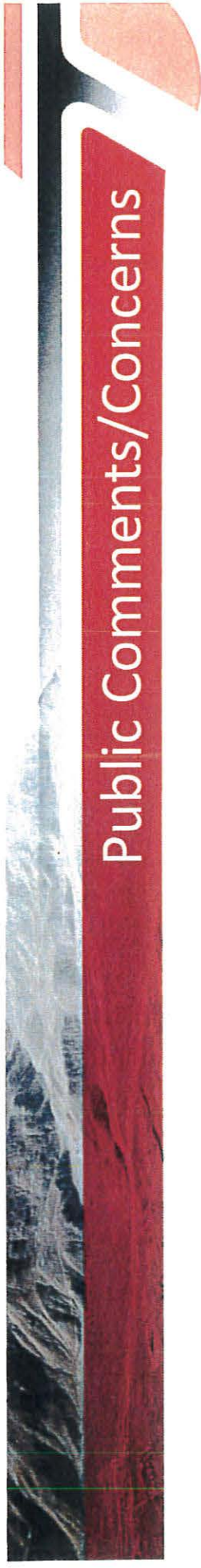
Note: a four-lane roadway will likely be needed beyond 20 years. A separate environmental study will be necessary for adding the traffic lanes. Limits will extend up to the I-10 Freeway for logical termini.

Proposed Route to Freeway



Typical Section: Westward Avenue





- Hargrave Street at-grade Railroad Crossing
- Truck Traffic
- Cut-through Traffic
- Existing Pavement Conditions





Hargrave Street at-grade Railroad Crossing

Concern – traffic accessing the freeway will back up when trains go by

Background Information -

- On an average day, the proposed project provides an alternate route to Hargrave Street that reduces traffic at the railroad crossing
- Highest Ranked remaining at-grade railroad crossing within Pass Area (2012 Grade Separation Priority Update Study for Alameda Corridor East in Riverside County)

Proposed Approach -

- County staff to recommend partnering with City on a separate project to provide a grade separation at Hargrave Street – using federal, state and regional funds

Concern – truck traffic bypassing the scales and infiltrating through neighborhoods

Proposed Approach -

- Restrict through truck traffic – local service only
- Sign, Monitor and Enforce

Monitoring Elements and Enforcement

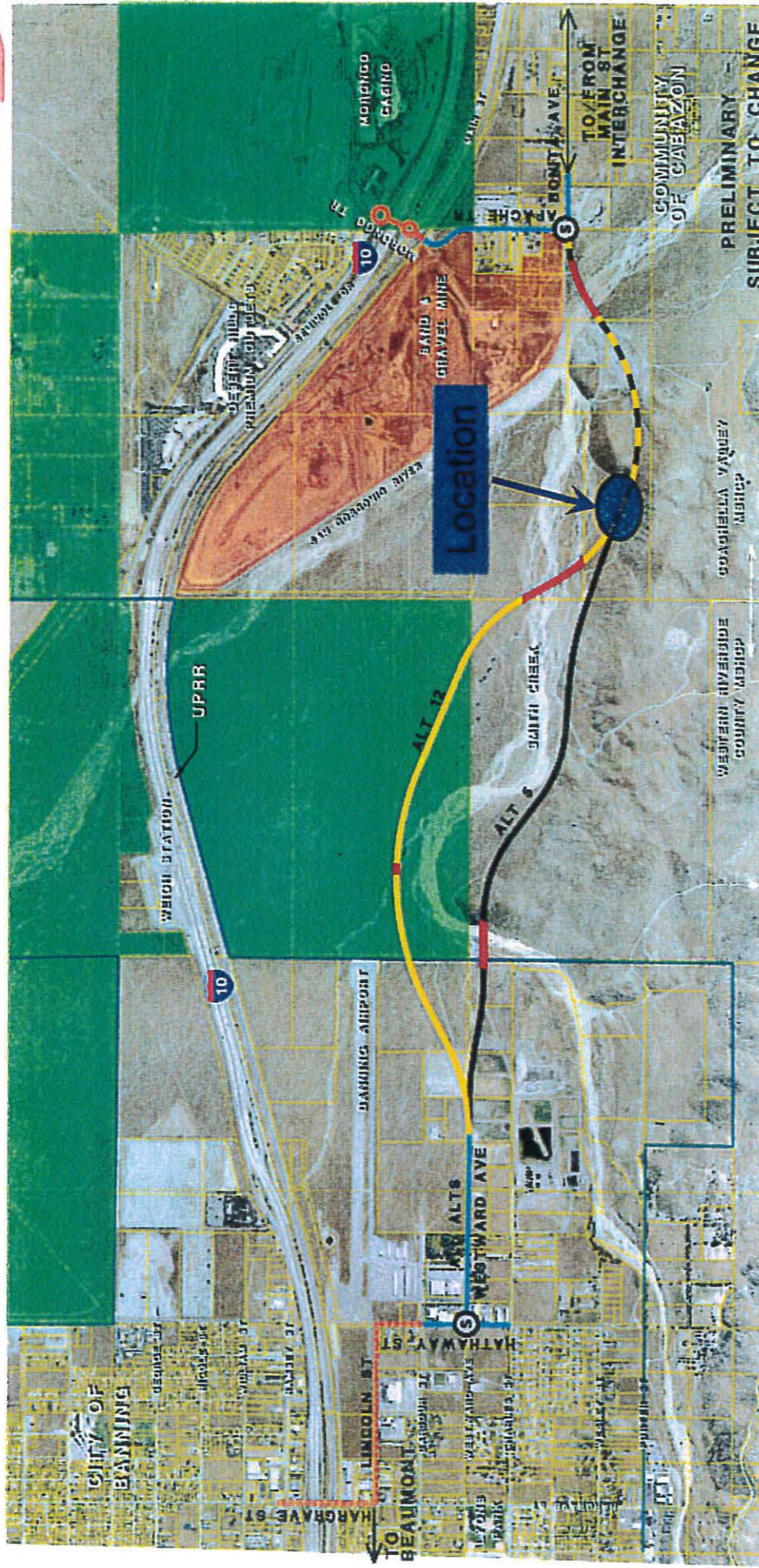
- CHP Mobile Road Enforcers (MRE's)
- City Police Enforcement
 - CHP Training
- Truck Monitoring Pullouts
- Portable Weigh Stations
- Project will install monitoring cameras in consultation with CHP

Sample Truck Monitoring Pullout



Highway 395 South of Bishop, CA

Truck Monitoring Pullouts

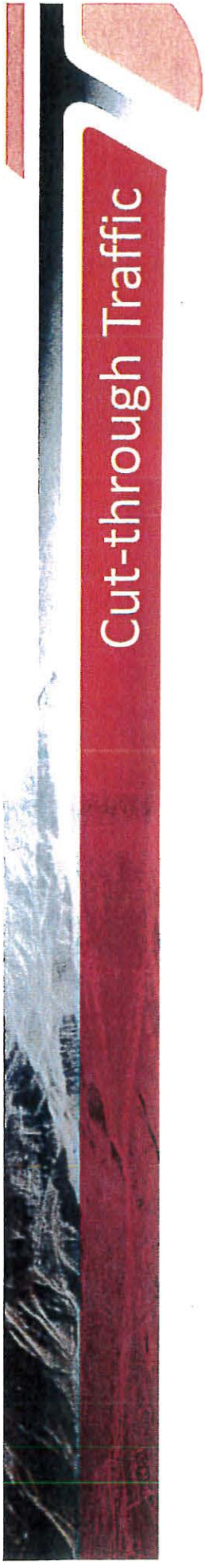


LEGEND

- ALL ALTERNATIVES
- SIGNAGE/PAVEMENT MARKING IMPROVEMENTS ONLY
- BRIDGES
- CITY LIMITS
- INDIAN TRIBAL LAND
- NEW TRAFFIC SIGNAL
- TRUCK MONITORING PULLOUT IN BOTH DIRECTIONS

Truck Monitoring Pullouts





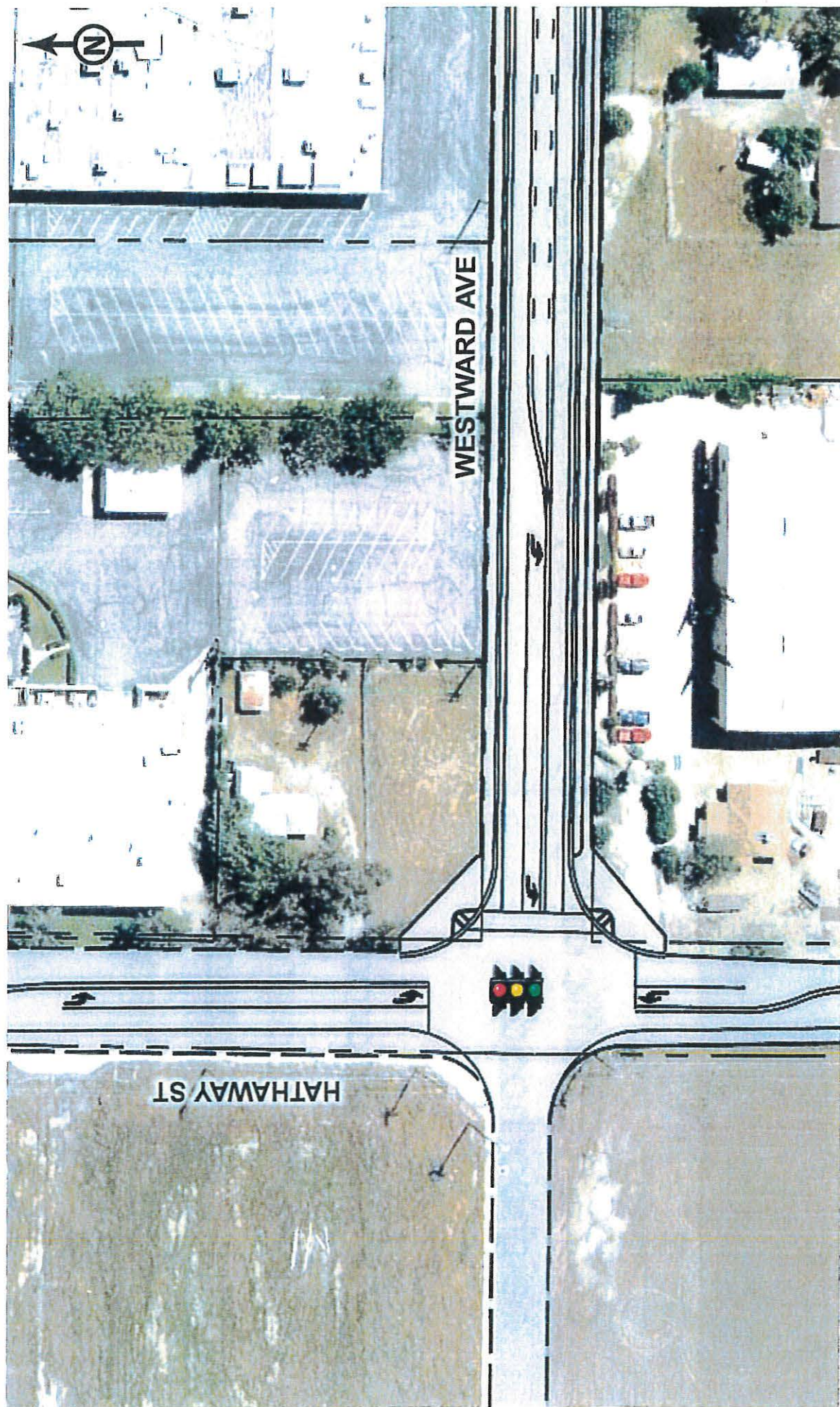
Cut-through Traffic

Concern – traffic using new roadway cutting through neighborhoods

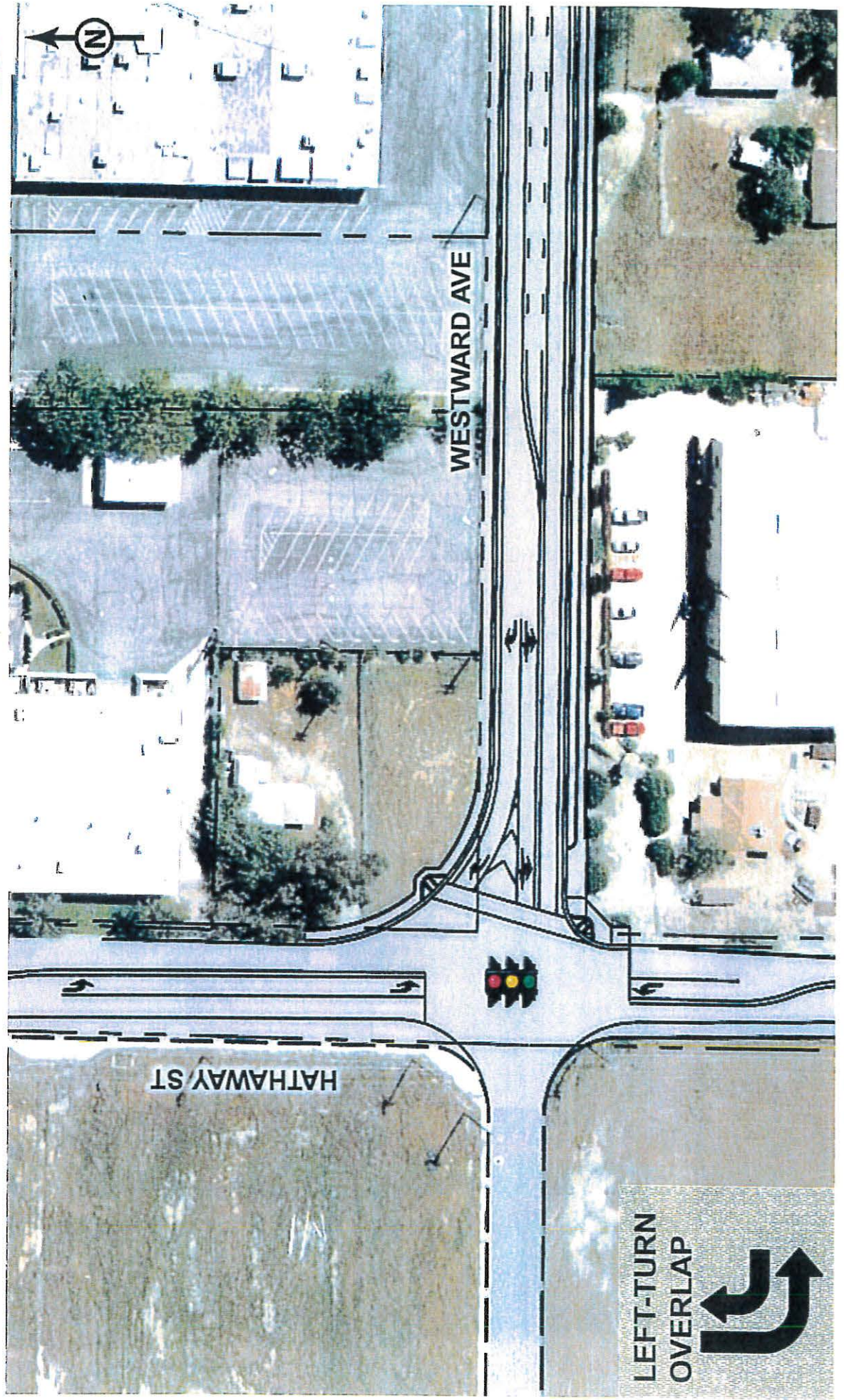
Proposed Approach -

- Provide design enhancements to encourage traffic to use designated route to freeway
- Add route signage to direct traffic to freeway

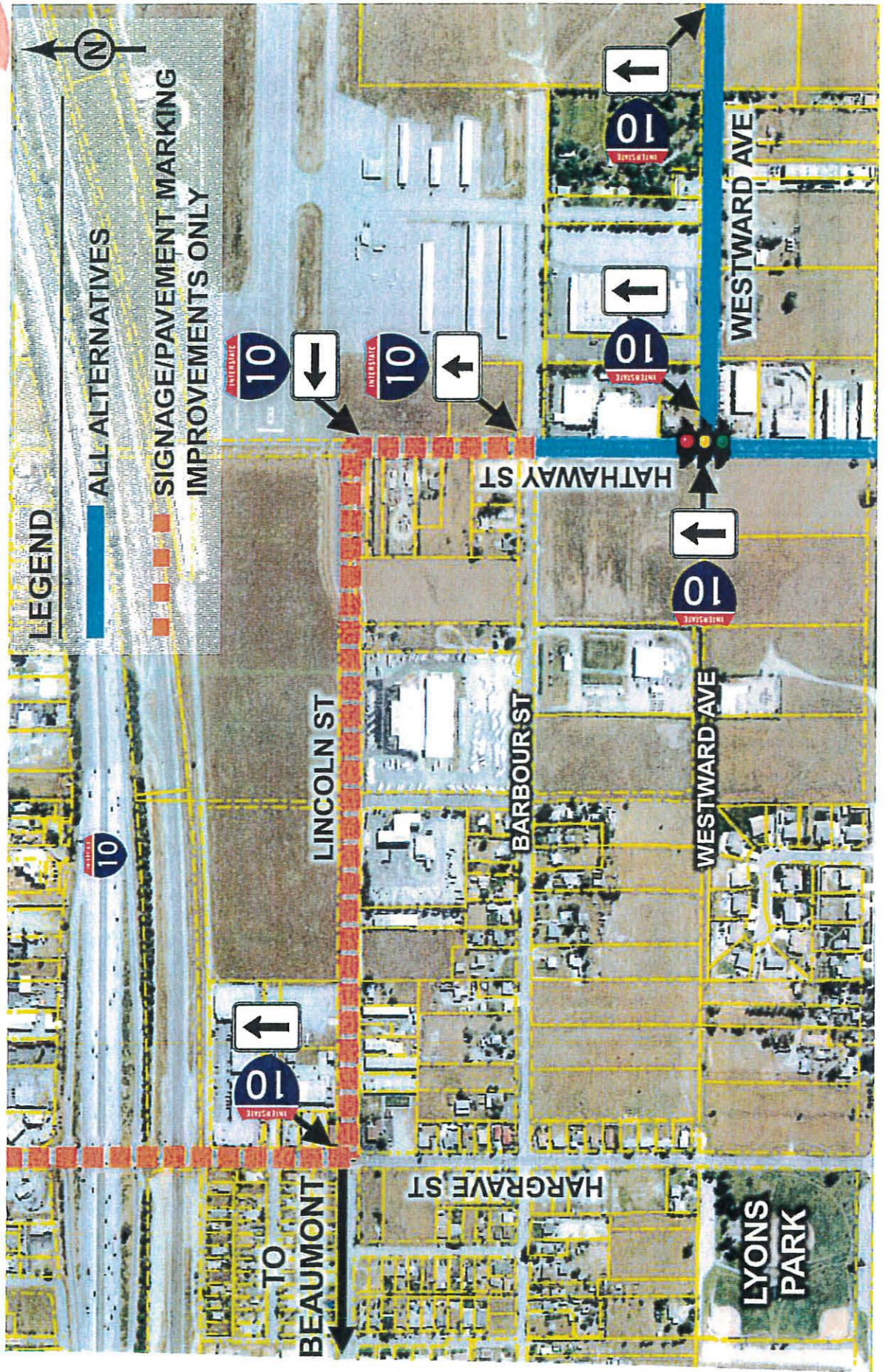
Standard Intersection



Proposed Enhanced Intersection



Limit Cut-Through Traffic - Route Signage





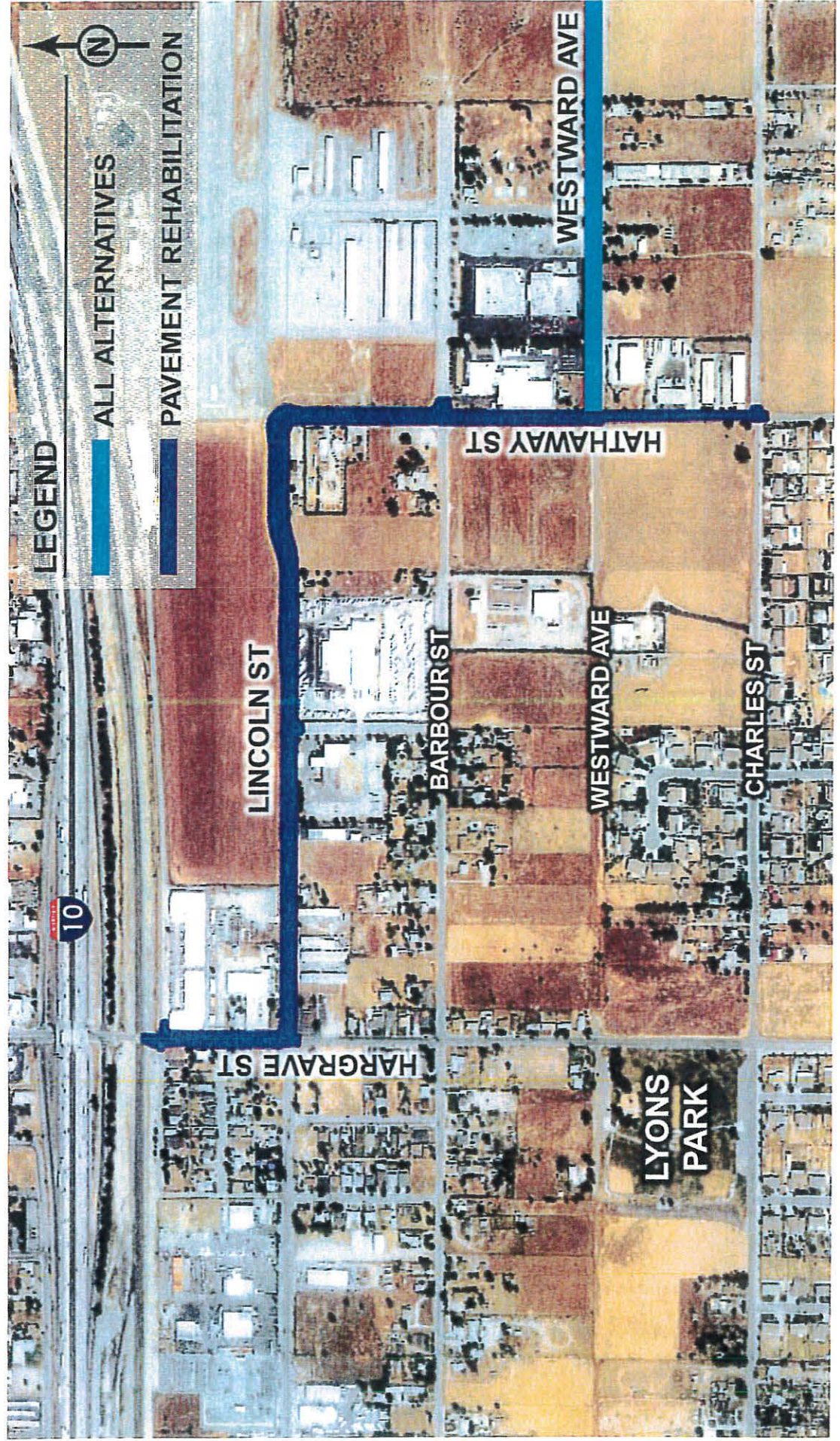
Existing Pavement Conditions

Concern – existing pavement in this area is in bad condition, and the traffic shift with the new roadway will worsen this condition

Proposed Approach -

- Include pavement rehabilitation up to the connection with the freeway as part of the Project

Proposed Pavement Rehabilitation



Improve Traffic Circulation

- Emergency services
- Additional route
- Avoids dependency on congested I-10 Freeway
- Consistent with City General Plan
 - Residential development south of I-10 Freeway
 - Industrial development around airport



Summary of Benefits to the City

Address Public Concerns related to Existing Streets

- Partner with the City to assist with future grade separation at Hargrave Street
- Provide truck monitoring and enforcement; Prohibit Truck Through Traffic – allow local service only
- Provide a design for easy access to the freeway that minimizes cut-through traffic
- Improve pavement condition along designated route to freeway



Potential Funding Sources

- Federal Funds
- State Funds
- TUMF
 - Proposing to work with RCTC and WRCOG to make this a Regional Project
- Gas Tax
- Cabazon Community Funds
- Development Impact Fees AP20
- Measure A – Western



Next Steps

- Comment Period Closes April 30th
- County will review, evaluate and consider all comments
- County will either:
 - Prepare responses to comments and finalize Environmental Document
 - Revise document based on comments and recirculate for a second public review

Exhibit "B"

to the April 11, 2018

6:00 P.M. Special City Council Town Hall Meeting

I-10 BYPASS: BANNING TO CABAZON PROJECT

January 25, 2018 - DEIR/DEA Public Circulation & Public Hearing

NAME: _____

ADDRESS: _____ CITY _____ STATE _____ ZIP _____

EMAIL: _____

REPRESENTING: _____

DO YOU WISH TO BE ADDED TO THE PROJECT MAILING LIST? PLEASE DROP COMMENTS IN THE COMMENT BOX, MAIL, OR EMAIL TO:

☐ YES ☐ NO

HOW DID YOU HEAR ABOUT THIS MEETING OR PROJECT?

Mary Zambon
Senior Transportation Planner
Riverside County Transportation Department
3525 14th Street, Riverside, CA 92501
MZAMBON@RIVCO.ORG

MEETING ACCOMMODATIONS:

IF YOU ARE LIMITED IN YOUR ABILITY TO COMMUNICATE IN ENGLISH,
WERE YOUR COMMUNICATION NEEDS ADEQUATELY MET?

☐ YES ☐ NO ☐ NOT APPLICABLE

IF YOU WERE IN NEED OF A REASONABLE ACCOMMODATION AT THIS MEETING AS A RESULT OF A DISABILITY, WERE YOUR NEEDS ADEQUATELY MET?

☐ YES ☐ NO ☐ NOT APPLICABLE

IF YOU CHECKED NO TO EITHER OF THE TWO QUESTIONS ABOVE, PLEASE EXPLAIN HOW YOUR NEEDS COULD BE BETTER MET IN THE FUTURE:

TO ACCOMMODATE PERSONS WITH DISABILITIES, THIS CARD WILL BE MADE AVAILABLE IN ALTERNATE FORMATS UPON REQUEST.

I WOULD LIKE TO MAKE THE FOLLOWING COMMENTS TO BE FILED IN THE RECORD (PLEASE PRINT):

COMMENT DATE: _____

RIVERSIDE, CA 92501

3525 14TH STREET

Department

Riverside County Transportation

Mary Zambon



PLEASE
PLACE
STAMP
HERE

FOLD

I-10 BYPASS: BANNING TO CABAZON PROJECT

