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**EXPRESS LANES BOARD WORKSHOP | October 10, 2013**

**Managed Lanes Workshop Offers Board of Directors a View of Study Findings**

On October 10th, the San Bernardino Associated Governments (SANBAG) Board of Directors were offered a workshop from project personnel to hear findings from recent studies on Express Lane issues including Equity, Traffic and Revenue, Financial Feasibility and Public Outreach. The purpose of the workshop was to provide study results and answer questions by Board members as they deliberate on including Express Lanes as an alternative for study in the Environmental Phase for future Interstate 10 and Interstate 15 improvements.

The Express Lane alternative was introduced in response to three major factors facing San Bernardino County: (1) increasing traffic demand, primarily due to future population growth; (2) limited right of way availability; and, (3) declining transportation funding opportunities from the state and federal governments.

**A Quick Look at the Alternatives**

The project team is studying alternatives for both I-10 and I-15. On I-10 there are basically three options: (1) no build; (2) extend one High Occupancy Vehicle (HOV) lane in each direction between Haven Avenue in Ontario and Ford Street in Redlands; or, (3) construct two Express Lanes from the Los Angeles County line to State Route 210 in Redlands, then one Express Lane from SR 210 to Ford Street.

Due to funding constraints, there are only two alternatives on I-15 being studied: (1) no build; and, (2) construct two Express Lanes from Riverside County Line to approximately Sierra Avenue, one Express Lane from Sierra Avenue to the I-15/I-215 Junction, and continue on with two Express Lanes to approximately US 395 in Hesperia.

**Large Public Outreach Campaign Shares Info with Communities near Both Projects**

Beginning back in December 2012, members of the project team have conducted more than 60 Project Briefings and visited more than 640 community locations to share detailed project information to county residents and commuters. In addition, Community Advisory Groups (CAG) have been formed with members representing various stakeholders in each of the three main regions around I-10 and I-15. These CAGs provide input to project staff, convey information to stakeholder groups, and encourage more community involvement in the project delivery process. As the SANBAG Board of Directors continues to consider the Express Lane alternative, project personnel will continue to conduct public outreach so that Board members can continue to garner input from the people they represent.

**Equity Study Helps Determine Affect on Variety of Socio-Economic Conditions**

One of the primary concerns mentioned in the context of Express Lanes is the potential equity issue. As a result, extensive study and analyses has been performed by the project team to identify fairness concerns and develop solutions if necessary. Given that Express Lanes differ from Toll Lanes in that use is optional and fees are based on usage, studies reveal that having choices

See 'Equity Study' on pg. 2



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## EXPRESS LANES BOARD WORKSHOP, *continued...*



### Equity Study (continued)

increases the fairness to all economic levels of commuters. The study looked at the range of time values and evaluated that all income levels may choose, dependent upon their need at that instance, to use Express Lanes for some of their trips. In addition, for those who choose not to use Express Lanes, general purpose lanes are predicted to perform better since some commuters will choose to use the Express Lanes and, as a result, increase speed in the General Purpose Lanes.

Elements of the equity assessment included demographic data, project finance plans, value of time analysis, general purpose lane performance, transponder issues, transit service alternatives, and interviews with stakeholders and managed lanes experts. Overall, the studies concluded that low income drivers will benefit from Express Lanes; tolls are the most equitable form of transportation financing; transponders may pose a financial burden, but policies can be implemented to address those issues; and, Express Lanes enable additional future transit and other mobility choices on both I-10 and I-15.

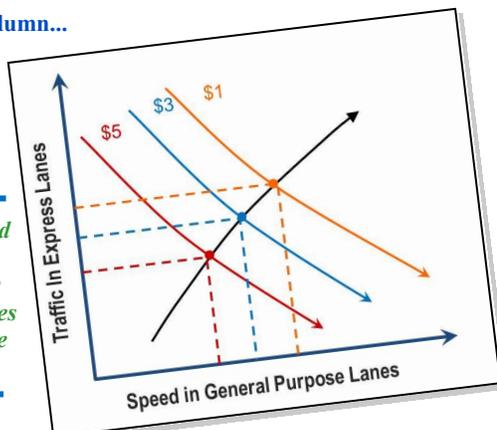
The project team is now seeking peer review by experts and will refine the equity recommendations for the SANBAG Board of Directors. A final report will be provided to the Board in November.

### Traffic & Revenue Studies Look at Performance Expectations Over Time

One of the key components of any project consideration is measuring its ability to perform its intended function over time. In the case of Express Lanes that means will it provide effective traffic management and will it generate sufficient revenue to support the construction and ongoing operations? Extensive data collection and modeling was done to simulate scenarios for the I-10 and I-15 corridors. Using information from other

See more on next column...

*A supply and demand chart showing the effect of tolling rates in both Express Lanes and General Purpose Lanes.*



### Traffic and Revenue continued...

studies, like 'Value of Time,' incorporates a full range of analyses to determine the extent of the system's potential. Trends were reviewed from past operation of the two freeways to help shape the performance curve over time. Comparing time savings against sample toll rates was also done. The Board of Directors was provided with the toll rates to use in the various segments of the corridors and the time savings realized by the Express Lanes.

### Financial Studies/Delivery Models

The final presentation to the Board of Directors at the October Workshop shared financial analyses and also compared different options for project delivery of the Express Lanes projects. The study team wanted to give the Board an understanding of how a project of this magnitude can be financed using existing revenue sources and future revenue generated by tolling. In addition, data was provided contrasting a publicly financed project versus a privately financed (or Public/Private Partnership) project. One of the key elements of the study was to show that financing could be safely supported by projected toll revenues.

In the end, the project team shared the following three conclusions: (1) the projects on I-10 and I-15 are financially feasible; (2) there is a cushion in debt service for a downside scenario; and, (3) a public finance option is better over time than a privately financed option.

PV Date: 7/1/2022  
PV Rate: 5.50%

Present Value	Sales Tax Cash Contribution	Sales Tax Debt Service	Residual Toll Revenues to SANBAG	Net to SANBAG (NPV)
Public	-132,058,867	-714,973,327	1,158,335,303	311,303,109
P3	-157,050,582	-561,968,634	116,977,478	-602,041,737
Difference	24,991,715	-153,004,694	1,041,357,825	913,344,847

*An example of one of the tables shown during the October Workshop comparing and contrasting public and private financing.*

### Recapping the Workshop

The project team offered that Express Lanes provide sustainable mobility, future revenue for needed improvements, and give motorists a choice to a reliable freeway system. The Board of Directors are now asked to incorporate information from the studies provided to make a determination if Express Lanes should be considered as an alternative through completion of the environmental review. The goal is to address the increasing traffic challenges expected in the county of San Bernardino. Your opinion matters. If you want to learn more about these projects, visit [www.i10corridorproject.org](http://www.i10corridorproject.org).