

# CAG Meeting Minutes

**Subject:** East Valley Community Advisory Group (EV CAG) Meeting #2  
 I-10 and I-15 Corridor Projects, San Bernardino County

**Date:** May 14, 2013 at 6:00 PM

**Location:** Gonzales Community Center, Colton, CA

**Participants:** A total of 21 CAG Members participated at EV CAG Meeting #2, including 19 EV CAG Members and 2 Members from other CAGs (1 High Desert and 1 West Valley).

<b>EV CAG Members in Attendance</b>	<b>Affiliation</b>
Hamid H. Azhand	California State University, San Bernardino (CSUSB)
Robert Baker	Hill International Contracts
Carole Beswick	Inland Action, Inc.
Gary Grossich	Nickelodeon Pizza
Richard Haller	Santa Ana Watershed Project Authority
Dr. Dan Harris	American Association of Retired Persons (AARP)
Gloria Macias Harrison	San Bernardino Community College District (SBCCD)
John Longville	League of Women Voters; San Bernardino Valley Conservation District ; San Bernardino Community College District (Trustee)
John MacMillan	Fontana Police Department
Gail M. McCarthy	Arts Council of Big Bear Valley
Jeffrey McConnell	Lions Club, Grand Terrace
Judi Penman	San Bernardino Area Chamber of Commerce
Concepcion M. Powell	US-Hispanic Women Grocers Association
Frank Reyes	Arrowhead Regional Medical Center (ARMC) Foundation
Christine Roque	Redlands Good Neighbor Coalition
Larry R. Sharp	Retired - California State University, San Bernardino (CSUSB)
William Siegl	California Highway Patrol
Mark Stanson	Redlands Public Works Commission
Colin Strange	San Bernardino Area Chamber of Commerce - Economic Development and Business Resources
<b>Other CAG Members in Attendance (non-EV CAG)</b>	<b>Affiliation</b>
David Buxbaum (West Valley CAG)	Buxbaum & Chakmak, Real Estate Broker
Sophie Steeno (High Desert CAG)	Steen Design Studio, Inc. / Citizens Advisory Committee, City of Hesperia
<b>EV CAG Members not in Attendance</b>	<b>Affiliation</b>
John Abma	Loma Linda Chamber of Commerce
Randall Cenicerros	Colton Joint Unified School District (CJUSD), Board of Education
Carl Dameron	Dameron Communications
Nick DePasquale	Fairview Ford Sales, Inc.
Pamela Emenger	Yucaipa Valley Chamber of Commerce
Valeria Henry	Devore Rural Protection Association (DRPA)

<i>(attended West Valley CAG meeting)</i>	
Jose A. Marquez	The Community Foundation
Edward Martinez	Martinez Marketing & Management
Richard Prieto	City of Colton - Planning Commission
Cynthia L. Ramirez	City of Colton - Planning Commission
Eloise Gomez Reyes	Law Offices of Eloise Gomez Reyes
Maureen A. Snelgrove	San Bernardino County, Parks Department
Espartigo (Randy) Sosa	Inland Empire Scholarship Fund
Jeffrey Veik	CAL FIRE, Mountain Division
<b>Other (non-CAG Members)</b>	<b>Affiliation</b>
Arnold San Miguel	Southern California Association of Governments (SCAG)
Tad Widby	Parsons Brinckerhoff
Vikrant Sanghai	Parsons Brinckerhoff
<b>San Bernardino Associated Governments (SANBAG) and Consultants</b>	
Garry Cohoe	Director of Project Delivery, SANBAG
Jane Dreher	Public Information Officer, SANBAG
Dave Speirs	Parsons
John Meier	Parsons
Edgar Gutierrez	Lee Andrews Group, Inc.
Tito Corona	Lee Andrews Group, Inc.
Robbin Oshita	Lee Andrews Group, Inc.

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## MEETING NOTES

### *I. Welcome*

CAG Members were greeted by Mr. Garry Cohoe, SANBAG's Director of Project Delivery. As part of his welcoming remarks, Mr. Cohoe notified the group of the untimely passing of Donna Andrews, President of Lee Andrews Group, the outreach consultant that had helped facilitate the CAG Kick-Off meetings.

Mr. Cohoe then briefly went over the meeting agenda which outlined the presentation topics that would be discussed with the CAG Members. It was noted that questions and comments from CAG Members were welcome throughout the presentation as a key objective of the meetings is to generate input from CAG Members.

### *II. CAG Member Reports*

Each CAG Member was asked to provide an update regarding the CAG Membership responsibilities they have carried out since the CAG Kick-Off meeting in February 2013. In general, CAG Members highlighted their efforts to inform and generate feedback from their affiliated groups and other members in the community on the I-10 and I-15 Corridor Projects. Some CAG Members also identified the briefing opportunities they helped generate for SANBAG as well as other groups that should be considered. Below is a brief overview of some of the updates that were shared by the CAG Members:

- Mr. Jeffrey McConnell prepared an article on the managed lane alternatives being considered for the I-10 and I-15 Corridor Projects. The article was featured in the Grand Terrace Area Chamber of Commerce's Blue Mountain Outlook newsletter for April 2013. A hard copy of the newsletter article was provided to all CAG Members in attendance; this is also available electronically on the CAG webpage at [www.i10CorridorProject.org](http://www.i10CorridorProject.org). Mr. McConnell also discussed the I-10 and I-15 corridor projects and distributed fact sheets at the Tri-City Mixer with Colton, Grand Terrace, and Loma Linda Chambers, which included over 200 participants.
- Ms. Gloria Macias Harrison indicated that she assisted with arranging briefings for SANBAG, including the Kiwanis Club of San Bernardino. She also wrote a column which was featured on the San Bernardino Press-Enterprise. The article included a brief overview on the projects and the contact information for SANBAG's outreach consultants.

- Mr. John Longville reported that the League of Women Voters asked if continuous HOV access was being considered for the proposed HOV alternative. He will continue to keep this group informed as information becomes available.
- Mr. William Siegl, California Highway Patrol (CHP), noted that his role is to provide technical expertise on behalf of the CHP. He said that CHP is interested on road construction safety and the impacts that road construction has on the road interaction between trucks and passenger vehicles. CHP is currently looking at the 60% increase in truck at-fault accidents within road construction corridors. As part of his involvement on the CAG, Mr. Siegl will discuss road construction impacts and mitigation that can be incorporated during the planning process. Garry Cohoe noted that coordination with CHP has already begun, and the next coordination meeting is targeted for late-June.
- Mr. Robert Baker said that his affiliated groups have shown interest in advancing transportation improvements for both corridors. However, many expressed that there's currently too much ongoing road construction which makes it harder to stomach the thought of having to withstand additional road construction impacts in the future.
- Mr. Gary Grossich reported that he helped secure the briefing with Citizens for Colton First which generated a significant amount of input. He noted that many of the group members wanted to know the minimum passenger requirement for no-cost access as well as the Express Lane rates. His affiliated groups understood that the projects are about traffic management, but they need to have more definitive background on the toll rates before they can generate an opinion on the project alternatives. Some people, however, felt that SANBAG was pushing the Express Lanes option on the public as many of the slides focused on that alternative and did not offer the same level of information for the HOV alternative. Mr. Grossich also said that people are concerned about the operational differences of Express Lanes in other counties. For a sense of consistency, the entire region needs to adopt a universal model that is easy to use and is understood by all drivers. Mr. Grossich also saw the SANBAG presentation on the I-10 and I-15 corridor projects that was made at the City of Colton Council meeting.
- Ms. Concepcion Powell is currently looking into briefing opportunities for SANBAG, including one that may have to be conducted in Spanish. She said that the business owners that she's talked to don't even know who SANBAG is; as such, most of the discussion is spent on giving them background on SANBAG.
- Mr. Hamid Azhand helped arrange a SANBAG briefing in California State University San Bernardino (CSUSB) at an open forum that is offered to faculty and staff. He said that he received additional feedback from his colleagues after the presentation, many of which raised concerns about the equity issue, particularly on how the Express Lanes alternative seemed to cater to higher income communities. Mr. Azhand also said that his colleagues want to know the passenger requirement for no-cost access as well as the Express Lane rates. Many have also shown an interest in air quality issues.
- Mr. Mark Stanson said that he has conducted one-on-one discussions with members of the public regarding the HOV and Express Lane alternatives. He said that many of the people have shown unwillingness to pay a toll to drive on the Express Lanes; yet, there are some that would pay for occasionally if it reduced their travel time. People have also asked if there will be free access for carpoolers.
- Mr. David Buxbaum stated that people are concerned about having no-cost access for carpoolers on the Express Lanes, with some people saying that they have a philosophical issue with having to pay for access within the freeway. He also indicated that people don't have a clear grasp on all of the usage policies that each of the toll roads enforces which makes it difficult for people to consider the toll lane as an option. Mr. Buxbaum suggested working with the local educators to seek ways to disseminate information through the local educational institutions.
- Ms. Sophie Steeno helped arrange briefings for SANBAG in the High Desert. She has also had individual discussions which have generated input from people that are unwilling to pay for access on Express Lanes. Still, almost everyone agreed that there is a need for freeway expansion. Ms. Steeno also committed to using Facebook and Twitter to generate additional project awareness and feedback.
- Dr. Dan Harris said that the outreach efforts must ensure that the Senior population is informed about the projects.
- Mr. Frank Reyes said that the Arrowhead Regional Medical Center is very concerned about what is going to happen at the end of the Pepper Avenue off-ramp. He noted that he is working on arranging a SANBAG briefing with his group. Mr. Reyes also said that the outreach efforts need to target Spanish speaking seniors and churches in Colton.
- Ms. Christine Roque said that many people in North Redlands want to know how it's going to affect them. She also asked how the Redland's light rail line will work in conjunction with the I-10 and I-15 corridor projects. Garry Cohoe indicated that the I-10 Corridor Project will coordinate with the light rail line as appropriate, and additional details will be shared as they become available.

- Mr. Richard Haller reported that people generally do not understand what express lanes are; however, most people support the addition of 2 lanes versus 1, when the alternatives are explained properly. Mr. Haller also noted that there may be briefing opportunities with the Highland Kiwanis Club and Rotary Club.
- Below is an overview of additional input and questions that CAG Members shared as part of this segment of the meeting:
  - Q: When will the project start construction? Response: 2020
  - Q: When will it be in operation? Response: 2025
  - Q: Why hasn't Southern California adopted continuous HOV access as seen in Northern California? Will continuous access be considered for the HOV option? Response: Continuous HOV access is currently being studied by each Caltrans district in Southern California, including District 8. It is anticipated at this time that the HOV Alternative would utilize continuous access.
  - Q: What's the difference between private and public funding? Response: Public funding would utilize a combination of Measure I, State, and Federal Funds, and Toll Revenue. Private funding, which is known as Public Private Partnership, is a combination of private and public funding. The public funding would be Measure I, State and Federal Funds, with additional funding provided by a Private Sector firm to be repaid over time using a portion of the Toll Revenue. Note: Private funding would not apply to the HOV Alternative.
  - Comment: There is a great need to inform the public about the environmental study being conducted.
  - Comment: People want more lanes added to the freeways; some favor the HOV option only or the Express Lanes option only, while others favor either one of the alternatives as long as it results in more lanes.

PowerPoint Presentation – Following the aforementioned items, the remaining agenda items were discussed with the use of a PowerPoint presentation (a hard copy of the presentation was given to each of the CAG Members), which included the following discussion topics outlined in the sections below.

### **III. Meeting Minutes**

A hard copy of each of the CAG Kick-Off meeting minutes (East Valley, High Desert, and West Valley) were provided to CAG Members in attendance as part of their informational packet for CAG Meeting #2. Mr. Edgar Gutierrez, Lee Andrews Group – SANBAG's Outreach Consultants, briefly discussed the contents of the meeting minutes and asked CAG Members if they had any questions or comments. No comments were provided.

### **IV. Update on Outreach Activities**

- *Briefings* –SANBAG has conducted a total of 57 briefings (as of May 14, 2013) and has several other briefings scheduled in the coming months. CAG Members were asked to assist with the identification of additional briefing opportunities that can be conducted prior to September 2013.
- *Grassroots Canvassing* – Mr. Gutierrez provided a brief update on the grassroots canvassing efforts which will be conducted starting in June 2013 to enhance outreach efforts for the I-10 and I-15 corridor projects. The purpose of these visits is to reach members in the communities that may not otherwise be reached via conventional and electronic outreach methods. Locations could include city halls, libraries, police stations, community centers, businesses (e.g. business parks, large employers, small businesses, coffee shops, markets, etc.), cultural institutions, and other sites that attract visitors.
- *Project Website* – A new website has been developed for the I-10 Corridor Project ([www.i10CorridorProject.org](http://www.i10CorridorProject.org)) to provide a better way for the public to access the latest I-10 Corridor Project information and stay connected. The new website provides a dynamic platform which serves as a two-way communication tool to receive 'real-time' Project information while also allowing the public to provide input/comments. The website will also provide other means to stay connected with SANBAG, including Facebook and Twitter. Embedded within the website is a webpage dedicated for the I-15 Corridor Project. A separate I-15 website will be developed if the SANBAG Board decides to advance with the environmental study for that corridor.
  - Action Item: CAG Members were asked to visit [www.i10CorridorProject.org](http://www.i10CorridorProject.org) and review all of the contents, particularly the Questions & Answers webpage as well as the helpful links and videos. CAG Members will also share the website link with affiliated contacts and encourage them to access the website.
- *CAG Meetings Schedule* – As shown below, an updated schedule for the next two sets of CAG meetings was presented. The principal objective for CAG Meeting #3 is to share the preliminary Traffic and Revenue (T&R)

results with the CAG Members. CAG Members will then have 6 weeks to share the T&R information with their affiliated groups and seek their input which will be shared at CAG Meeting #4. CAG Members will be informed immediately via email if there are any changes to the schedule.

- CAG Meeting #3: Preliminary T&R Results
  - EV CAG – Tuesday, Sept. 10<sup>th</sup>
  - HD CAG – Wednesday, Sept. 11<sup>th</sup>
  - WV CAG – Thursday, Sept. 12<sup>th</sup>
- CAG Meeting #4: T&R Feedback
  - EV CAG – Tuesday, Oct. 22<sup>nd</sup>
  - HD CAG – Wednesday, Oct. 23<sup>rd</sup>
  - WV CAG – Thursday, Oct. 24<sup>th</sup>

#### ***V. SANBAG Board Updates***

Mr. Cohoe provided a brief overview of the I-10/I-15 corridor project updates that have been shared with the SANBAG Board, including: Public Outreach update; Express Lane policy assumptions; Traffic & Revenue scenarios; and Equity Study scope. Mr. Cohoe also outlined the upcoming discussion items that SANBAG Board would be covering in upcoming Board Meetings, including: preliminary Equity Study results; Alternatives Considered but Withdrawn; preliminary Traffic and Revenue results; final Equity Study results; and final Traffic and Revenue results.

#### ***VI. Demystifying Express Lanes***

The objective for this segment of the meeting was to further clarify the differences between the HOV and Express Lanes alternatives as well as further explain how the Express Lanes function. Information on the benefits and concerns for the managed lanes concepts being considered – HOV and Express Lanes – were shared as a reminder of the details that were covered at the CAG Kick-Off Meeting.

The main purpose of Express Lanes is to: 1) manage traffic to maximize the number of vehicles carried per lane; and, 2) generate revenue to fund a portion of needed transportation improvements.

There are numerous examples of Express Lanes in operation throughout the United States, with even more currently in construction or close to construction. A map of Express Lanes in the United States was shown to illustrate the 18 freeways that currently feature Express Lanes as well as 12 others that are under construction. The metropolitan areas with Express Lanes face issues that are similar for our region including: high traffic demand, limited right-of-way, and declining funding resources.

We don't need to look too far for examples of existing Express Lanes or those under consideration. There are currently three Express Lane systems in Southern California, including: SR-91 Express Lanes, Orange County; Metro Express Lanes, Los Angeles County; and I-15 Express Lanes, San Diego County. Background information on these projects was shared with CAG Members, including videos, survey results, and other pertinent information.

Additionally, Southern California Association of Governments (SCAG) is considering additional managed lanes throughout Southern California. SCAG's 2012 Regional Transportation Plan (RTP) concluded that even with the concentrated effort to reduce congestion through infrastructure investment, the demand on the system, including the I-10 and I-15 corridors in San Bernardino County, continued to exceed capacity. As such, Express Lanes are considered a practical approach for our region to increase corridor throughput for some of our most congested freeways.

Most recently, the Riverside County Transportation Commission (RCTC) approved the expansion of the existing SR-91 Express Lanes from the County line to I-15. SR-91 in Riverside County ranks among the nation's worst commutes, with traffic congestion on eastbound 91 between Anaheim and Corona ranked among the worst 15 areas in the nation. As such, RCTC approved the 91 Project to provide traffic relief through the addition two express lanes on SR-91 in Riverside County. Improvements also will be made to interchanges, bridges, ramps and local streets. Construction is planned to start in early 2014, with new lanes expected to open in 2017.

#### ***VII. Overview of I-10 and I-15 Corridor Geometrics***

Dave Speirs, Parsons – SANBAG's Engineering Consultant, presented an overview of the alternatives that are being considered for the I-10 and I-15 corridor projects.

The I-10 Corridor project is considering 3 alternatives: No-build; One HOV lane in each direction; and, Two Express Lanes in each direction. Due to limited funding, the only build alternative being studied for the I-15 Corridor is the addition of two Express Lanes. The Strategic Plan and 10-Year Delivery Plan financial analysis concluded that traditional funds will not be available to construct additional lanes on the I-15 without an additional source of funding such as toll revenue.

While other alternatives have been considered for the I-10 corridor, initial review has shown that these alternatives do not meet purpose and need as effectively as the build alternatives that are being considered. The right-of-way (ROW) constraints, both physical and fiscal, also show that we only have enough ROW to construct a maximum of two additional lanes in each direction. As such, we need to utilize our resources wisely including consideration of a system that can optimize traffic throughput.

SANBAG aims to provide standard lane widths and other roadway design features wherever possible. However, in some locations it is either not financially feasible (e.g. would impact an existing structure that would not otherwise have to be replaced) or it would result in an unacceptable ROW impact. In these locations, a reduced cross-section is applied which would reduce the width of the median (inside) shoulder, Express Lanes, and general purpose lanes 1 and 2. For example, a large portion of the corridor from the County Line to the I-15 system interchange utilizes the minimum reduced standard cross section due to ROW constraints.

### ***VIII. Traffic and Revenue (T&R) Study and Financial Analysis Overview***

The purpose of the T&R Study is to project with a high level of confidence the traffic volumes and revenue from the Express Lanes, and determine if the Express Lane improvements are financially feasible.

The T&R Study process is a complex, iterative process that incorporates existing traffic and socioeconomic data into a regional model that projects corridor growth and traffic patterns. This growth and traffic information is input into a computer simulation model, which is run multiple times to generate projected trip tables. The projected trip tables are then used to generate the final T&R Study output: traffic in Express Lanes, revenue and toll sensitivity.

As part of the T&R Study, sensitivity analyses are performed based on varying the assumptions in the overall model.

Preliminary Express Lane Policy assumptions that will be evaluated for the T&R Study include the following:

- *Maximize “Throughput” or “Revenue”* – The management strategy of the Express Lanes can be to maximize throughput, maximize revenue, or a blend of the two options. Various T&R scenarios will be run to provide data for both of these options including a blend of the two. Further study and analysis will be conducted after receiving the initial (T&R) results.
- *Eligibility for Free or Reduced Toll for HOV 2+, HOV 3+* - T&R scenarios are being run for various options of free and discounted tolls for HOV 2+ and 3+ to test operational and revenue sensitivity. Further study and analysis will be conducted based on the initial T&R results.
- *Minimum Toll Rate* – For the initial T&R analysis, a minimum toll rate of \$0.135, consistent with other operating Express Lanes, per mile will be assumed. One of the T&R scenarios is with no minimum toll rate. Further study and analysis will be conducted based on the initial T&R results.
- *Toll System* – A cashless electronic toll collection system utilizing both transponders and plate detection system is assumed.
- *I-10 Toll Strategy* – For the initial T&R analysis four project segments are defined (LA County Line to I-15; I-15 to I-215; I-215 to SR-210; SR-210 to Ford St.) in which consistent toll rates will be charged and guaranteed. A similar strategy for the I-15 is assumed. Further study and analysis will be conducted based on the initial T&R results.
- *Hours of Operation* – Express Lanes will be operated 24 hours.
- *Tolling of Trucks* – Only light two axle trucks are permitted. Heavy trucks will not be permitted.

Results of the T&R Study will be used with the project cost estimate to develop an overall project financial plan. Details of the project financial plan are currently being developed, and will be presented at the next CAG Meeting #3.

### ***IX. Overview of Environmental Activities***

CAG Members were informed of the environmental technical studies that have been initiated since the CAG Kick-Off Meeting, including: aesthetics, biological studies, community impact assessment, cultural/historical studies, noise, and parks/recreation.

*Equity Study* – Equity of Express Lanes for low-income travelers is an issue that needs to be considered. In order for SANBAG to implement tolling policies successfully, those who are affected by the policies must believe that they have been treated fairly. To gain an understanding of this topic an equity study has commenced. The scope of the study will be focused on low-income and transit-dependent populations. The scope of the study includes reviewing literature on the subject;

developing maps of key stakeholder populations; conducting local policy maker and stakeholder interviews; conducting focus groups along each corridor; conducting expert interviews and peer review of report; and providing an equity study report.

#### **X. ACTION ITEMS for CAG Members (to be conducted prior to CAG Meeting #3)**

- Assist with the identification of *briefing opportunities* for SANBAG.
- Provide updates to affiliated groups – share general updates presented at CAG Meeting #2 and seek input.
- Visit [www.i10CorridorProject.org](http://www.i10CorridorProject.org)
  - Review all website contents
  - Share website link with affiliated contacts
- If you have a **Facebook** account, please:
  - Visit and “**Like**” the [I-10 and I-15 Corridor Projects page](#)
  - Encourage your Facebook contacts to “Like” the page to keep updated on the projects via Facebook.

#### **XI. Additional Questions and Comments**

See below for an overview of the questions and comments that were raised by CAG Members at EV CAG Meeting #2.

Q: Is SANBAG going to provide the list of the questions and input being generated through the briefings?

*Response:* Yes, the feedback generated through the briefings is informing the development of a *Frequently Asked Questions (FAQs)* document. This information will be shared with CAG Members prior to Meeting #3.

Q: Is SANBAG only looking for briefing opportunities that provide a PowerPoint presentation format? Would SANBAG consider other types of outreach opportunities at local events?

*Response:* SANBAG welcomes suggestions for any opportunities that enhance outreach to community stakeholders along the I-10 and I-15 corridors, including fixed meeting locations or booth space at a local event. Please contact SANBAG’s Outreach Consultants to offer any opportunities that you may be aware of.

Q: Why isn’t SANBAG addressing the truck issue? Why don’t we discuss the truck lanes?

*Response:* Truck lanes are being studied under a separate project (East-West Freight Corridor) under the Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP).

Q: How did the counties of Los Angeles and Orange get funding for their projects? Why aren’t we looking for additional funding mechanisms?

*Response:* Funding for their freeway improvements was previously obtained through traditional federal and state funds. However, these same resources are increasingly limited, as the funding has not kept up with the demand.

C: Enforcement on the Metro ExpressLanes seems to be much better than on HOV lanes.

*Response:* Yes, enforcement on the Express Lanes is vital for ensuring that the lanes provide the throughput levels that offer reliable trip times. As such, a paid contract is executed between the Express Lanes operator and the California Highway Patrol (CHP) to ensure additional enforcement.

Q: How is CHP able to tell the difference between 1-3 occupants using ExpressLanes?

*Response:* Metro ExpressLanes users must have a switchable FasTrak transponder to indicate the number of occupants in the vehicle. Through the use of this transponder, the number of occupants reported by the transponder is displayed on an overhead gantry which is viewed by a CHP officer to ensure compliance.

C: Truck drivers pay more for vehicle registration, yet studies have shown that trucks cause 2,000 times more wear on the roads than cars do. In a way, passenger vehicles are subsidizing the roads for truck drivers.

Q: Are there any statistics that show if it’s less safe to drive in an 11-foot lane?

*Response:* Accident history on the State’s highway system is tracked. 11-foot lanes have shown to operate well in non-truck lanes.

Q: Is the proposed weave lane a design standard for Express Lane ingress and egress points?

*Response:* The weave lane design is not a design standard; rather, it follows the applicable guidelines as set under Caltrans Traffic Operations Policy Directive (TOPD). The proposed weave lane configuration for I-10 has been integrated in some of the freeways in Orange (I-405) and San Diego Counties (I-15).

Q: Is there enough room to accommodate Express Lane ingress and egress points with a weave lane?

*Response:* Yes, in general the ingress and egress points are being proposed at locations that provide adequate ROW to add the weave lane.

Q: Why are 4 foot shoulders needed for the minimum reduced standard cross section? Why not decrease this width more?

*Response:* The 4-foot minimum inside shoulder is required for both drainage and debris while providing some horizontal clearance to the median concrete barrier. Shoulders of less than 4 feet of width are permitted in some circumstances; however, the preference is to avoid a shoulder of less than 4 feet.

Q: How are toll questions integrated into the stated preference surveys performed for the T&R study?

*Response:* The Stated Preference Survey includes a wide range of hypothetical questions regarding potential tolled lanes and time savings. It is a sophisticated survey to gauge what the respondents’ preference would be with regards to various potential tolling scenarios.

Q: What is a plate recognition camera?

*Response:* License plate recognition involves capturing photographic video or images of license plates for the purpose of enforcement or for assessing a toll on the driver. This is a technology that will be considered for the Express Lanes.

Q: Has the preliminary financial study been conducted to determine if the Express Lanes are feasible?

*Response:* The preliminary financial analysis was completed and found the I-10 and I-15 to be viable. An advanced Traffic & Revenue study and financial analysis is currently under way. SANBAG anticipates sharing the financial results with CAG Members at CAG Meeting #3.

Q: Do people with “green” vehicles get to drive on those lanes for free?

*Response:* At this time, this policy issue has not yet been determined. However, it is unlikely that single occupant “green” vehicles will receive free access into the Express Lanes.

Q: Is a draft socioeconomic report included in environmental studies available for review now?

*Response:* No. We are very early in the environmental process and the Draft Environmental Impact Report (EIR) won’t be available until mid-2015 at the earliest.

Q: How will the toll rate be set for the Express Lanes?

*Response:* Tolls would be based on the amount of traffic traveling on the Express Lanes using congestion pricing. During peak periods, when there is more traffic, the toll would be higher to manage the number of drivers choosing to enter the lanes such that free-flow conditions will be maintained at all times. During off-peak periods, the toll would be lower since there would be less overall traffic demand. By changing the toll in response to the level of demand, the Express Lanes are able to maintain optimal throughput and keep traffic flowing smoothly.

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

C: I would like to receive additional details on the financial analysis that is being performed as part of the T&R Study.

*Response:* Additional details will be discussed at CAG Meeting #3.

C: I would like to assist with the canvassing efforts in my community.

*Response:* Please contact SANBAG's Outreach Consultants to discuss and coordinate the canvassing efforts. Our team can also provide fact sheets and business cards to assist you with the canvassing exercise.

### **Collateral Material Distributed**

The following Project materials were provided to each CAG Member in attendance:

- Meeting Agenda
- Comment Card
- CAG Meeting #2 PowerPoint slides
- CAG Kick-Off Meeting Minutes (East Valley, High Desert, and West Valley)
- List of briefings conducted by SANBAG
- EV CAG Member article on managed lanes – featured on Grand Terrace Area Chamber of Commerce's Blue Mountain Outlook newsletter (April 2013)
- SANBAG's April 2013 Street Smart Newsletter – featuring the I-10 and I-15 CAGs
- (25) 'business cards' for the I-10/I-15 corridor projects

### **Next CAG Meeting**

- ***EV CAG Meeting #3*** will be held on Tuesday, September 10, 2013 at 6:00 p.m. The meeting location will be confirmed by August 2013. CAG Members will receive updates and additional meeting details via email.
  - CAG Members with scheduling conflicts are welcome to attend any of the other meetings as long as they provide advance notice of which other meeting they plan to attend in lieu of their assigned CAG meeting.