PARTNERSHIP GRANT APPLICATION

Interstate 15 Corridor Freight Improvement Project

Auxiliary Lanes and Express Lanes

REBUILDING CALIFORNIA SB1

2020

Trade Corridor Enhancement Program

08.03.2020

sbcta San Bernardino County Transportation Authority

San Bernardino County Transportation Authority
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San Bernardino, CA 92410
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Caltrans

TRADE CORRIDOR ENHANCEMENT PROGRAM 2020 GRANT APPLICATION
SBCTA and CALTRANS

I-15 CORRIDOR FREIGHT IMPROVEMENT PROJECT:
AUXILIARY LANES AND EXPRESS LANES

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August 3, 2020

Mr. Mitch Weiss
Executive Director
California Transportation Commission
1120 N Street MS 52
Sacramento, CA 95814

Dear Executive Director Weiss,

The San Bernardino County Transportation Authority (SBCTA) and the California Department of Transportation (Caltrans) are pleased to submit the **Interstate 15 Corridor Freight Improvement Project: Auxiliary Lanes and Express Lanes** for consideration in the Senate Bill (SB 1) Trade Corridor Enhancement Program (TCEP) 2020. The partner agencies are requesting $87,000,000 in SB 1 TCEP funding, consisting of $52,200,000 in Regional share and $34,800,000 in State share. The total project cost is $307 million.

The I-15 Corridor Freight Improvement Project is a 7-mile project that will improve freight efficiency, traffic operations and safety between Cantu-Galleano Ranch Road in Riverside County and Foothill Boulevard in San Bernardino County. This congested corridor serves a high volume of heavy-duty trucks as it traverses through one of the largest centers of logistics in the U.S., and immediately east of Ontario International Airport.

The I-15/I-10 interchange, which is at the very center of this project, was **recently ranked as the 12th most critical truck bottleneck in the U.S. on the American Transportation Research Institute's (ATRI's) list of the top 100 truck bottlenecks.** The warehouse/distribution landscape of this area explains immediately why the proposed project will be important for preserving freight mobility in Southern California. While it may be unconventional to put a link to a map in the cover letter, one look at the map makes the importance of this project to freight abundantly clear. This segment is one of most significant highway freight connections in the State: https://www.google.com/maps/@34.062906,-117.5743301,11412m/data=!3m1!1e3.

Three sets of auxiliary lanes will be added to improve traffic operations and safety in the vicinity of the I-15/SR-60 and I-15/I-10 interchanges. The application describes specifically how those auxiliary lanes will improve freight flows at the following merges: 1) westbound I-10 to southbound I-15, 2) eastbound I-10 to northbound I-15, and 3) SR-60 ramps to northbound I-15. These are several of the freeway-to-freeway ramps that have the heaviest truck flows in Southern California.

In addition, express lanes will be constructed in the median of I-15, joining the express lanes currently under construction in Riverside County to Cantu-Calleano Rancho Road and the SR-60 off-ramps. Both the auxiliary lanes and express lanes have specific benefits to freight movement that are described in the application. The goal is to help both I-15 and I-10 become truly managed corridors that work more efficiently and benefit both freight and people.

To make this happen, the requested amount of SB 1 funding is particularly important to allow for continuity across the county line to properly connect with the new Riverside County Transportation Commission (RCTC) express lanes and improve the bi-county ramp merges/diverges at I-15 and SR-60. Environmental documentation was completed in December, 2018, a procurement for design is in process, and the partners are ready to move this project forward toward construction. We greatly appreciate your consideration of SBCTA's and Caltrans' application for TCEP 2020 funds.

Sincerely,

8/03/2020
RAYMOND W. WOLFE — Date
Executive Director
San Bernardino County Transportation Authority

8/03/2020
MICHAEL BEAUCHAMP — Date
District 8 Director
California Department of Transportation

7.29.2020
TOKS OMISHAKIN — Date
Director
California Department of Transportation

Fact Sheet: Interstate 15 Corridor Freight Improvement Project: Auxiliary Lanes and Express Lanes
Partnership Application for TCEP 2020: San Bernardino County Transportation Authority & Caltrans
Contact: Paula Beauchamp, SBCTA Director of Project Delivery, (909)884-8276, pbeauchamp@gosbcta.com

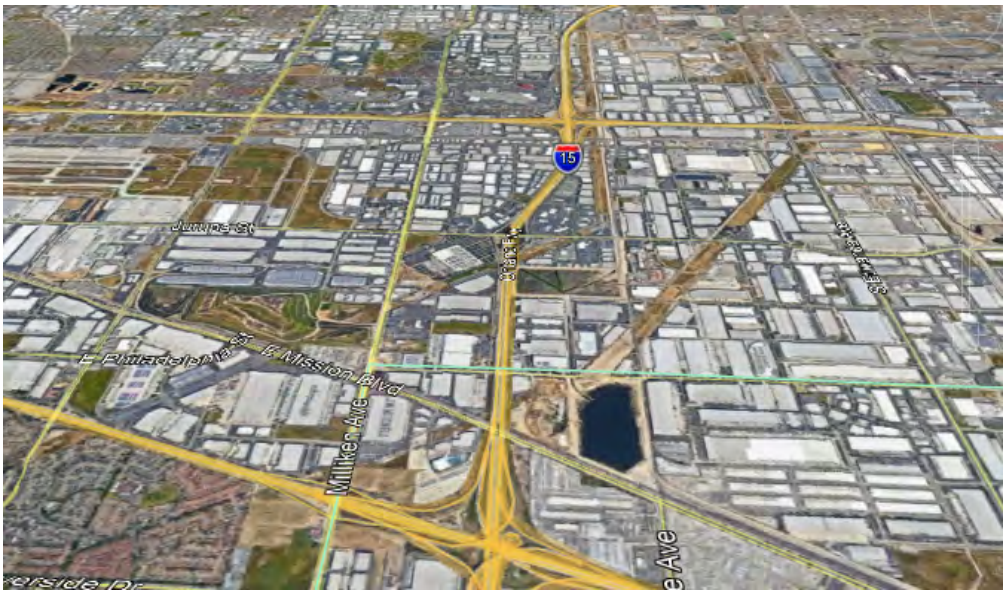
Project Location: San Bernardino and Riverside Counties
Project Scope:
The **Interstate 15 (I-15) Corridor Freight Improvement Project: Auxiliary Lanes and Express Lanes** is a collaborative effort by SBCTA, RCTC and Caltrans to improve traffic efficiency, operations, and safety at a nationally-significant freight bottleneck. The segment extends from Cantu-Galleano Ranch Road in Riverside County to Foothill Boulevard in San Bernardino County, with the I-15/I-10 interchange in the mid-section, a critical bottleneck for freight. This section of I-15 crosses two major east-west freight corridors, State Route 60 and I-10. Auxiliary lanes will be added in three strategic locations to increase throughput for trucks and enhance traffic operations and safety. Also included are express lanes in the median of I-15 (where there are no current HOV lanes), matching the express lanes currently under construction in Riverside County. Collaboration has been ongoing and continues with RCTC to develop and fund a project that complements the RCTC I-15 express lanes and aims to provide a consistent, seamless service for the traveling public.

Project Cost: Total Project Cost - $307,167,000
TCEP Request: $87,000,000, consisting of $52,200,000 Regional share and $34,800,000 State share

Project Schedule:	PA&ED:	R/W:	PS&E/RTL:	Begin CON:	End CON:
	12/20/18	04/17/23	05/15/23	11/01/23	05/28/27

Why Is the I-15 Auxiliary Lane and Express Lane Project a Critical Freight Improvement Project?

1. **Because of where the project is located**: It is located in the heart of one of the largest logistics centers in the U.S., with almost 200 million square feet of distribution facilities within five miles of the project. The I-15/I-10 interchange was ranked the 12th most critical truck bottleneck in the U.S. by the American Transportation Research Institute. This interchange lies at the very center of the I-15 segment.
2. **Because it directly addresses freight bottlenecks:** There are three auxiliary lane improvements proposed, each of which involves major truck movements, and all of which will improve conditions at the I-15/I-10 interchange. The auxiliary lanes directly improve freight flows, while the express lanes open up room for more freight by better managing through and local traffic and improving operations.
3. **Because it is of statewide and national interest:** Stretching between the Mexican and the Canadian borders, I-15 is one of the most critical freight corridors in Southern California and is a primary freight gateway to the Nation, serving the international supply chain that runs through the Ports of Los Angeles and Long Beach. It is estimated that 50% of interstate truck traffic coming into or flowing out of Southern California passes through the I-15/I-10 interchange.
4. **Because it is the only logical, affordable way to improve this segment**: In addition to better separating local and longer distance flows, the express lanes provide a way to better manage corridor traffic overall. Southern California is building a world-class managed lanes network, and this I-15 segment is an essential part of that planned network. The project's strategic location in the logistics sector means that the express lane component will also benefit freight flow.
5. **Because it is money well-spent:** The project components combine to yield a benefit/cost (B/C) ratio of 4.7. This represents 176 million hours of savings in person-delay over the 20-year planning period. Freight benefits amount to $154 million over the 20 year life-cycle.
6. **Because it is part of an overall multimodal vision:** It is not simply a stand-alone project but part of a program of projects to improve transportation efficiency and alternative modes in this nationally significant corridor, with benefits accruing to the economic vitality and competitiveness of the region, such as 427,000 hours of truck delay reduced just in opening year.

C. GENERAL INFORMATION	
C.1. Project Title	***I-15 Corridor Freight Improvement Project: Auxiliary Lanes and Express Lanes*** This collaborative project between the San Bernardino County Transportation Authority (SBCTA), the Riverside County Transportation Commission (RCTC) and the California Department of Transportation (Caltrans) will improve freight efficiency, traffic operations and safety between Cantu-Galleano Ranch Road in Riverside County and Foothill Boulevard in San Bernardino County. This goods movement corridor serves a high proportion of freight as it traverses through one of the largest centers of logistics in the U.S. Three sets of auxiliary lanes will be added to improve traffic operations and safety in the vicinity of the I-15/SR-60 and I-15/I-10 interchanges. In addition, express lanes will be constructed in the median of I-15 joining the express lanes currently under construction in Riverside County. Total project cost is $307,167,000 and $87,000,000 in TCEP funds are requested. The overall freight strategy can be expressed as: **Auxiliary lanes will improve operations at critical I-15 freight bottlenecks; the addition of express lanes will open up room for more freight.** At the same time, express toll lanes improve the ability to optimize overall person-movement and improve reliability for people and commerce. **A major goal of this project is to begin the transition of I-15 into a truly managed corridor for both freight and people. Technology will be a big part of that transition, as indicated by the proposed dynamic pricing and HOV incentive strategy, together with truck bottleneck relief and efficiency upgrades.** Backup documentation for this application is available at: ftp://gis.sanbag.ca.gov/Expires210101_I15TCEP_ALEL/
C.2. Project Background, Purpose, and Need	**a. Background:** The I-15 Corridor Freight Improvement Project is being submitted by SBCTA and Caltrans for consideration under the SB 1 2020 Trade Corridor Enhancement Program (TCEP). SBCTA is leading efforts for the design and construction of the project, under the oversight of Caltrans, who is performing all project reviews and federal/state environmental approvals. This aerial view shows the logistics landscape through which I-15 passes (looking north, with the SR-60 interchange in the foreground).  Since being built to replace the historical US-66, US-91, and SR-31, I-15 has become a vital lifeline carrying people and freight to and from the Los Angeles metropolitan area – serving as a freight corridor from Southern California to the rest of the North America, a commuter corridor from the High Desert to jobs in the Los Angeles Basin, and the prime route for recreation trips to the High Desert, Las Vegas, Rocky Mountain states and the

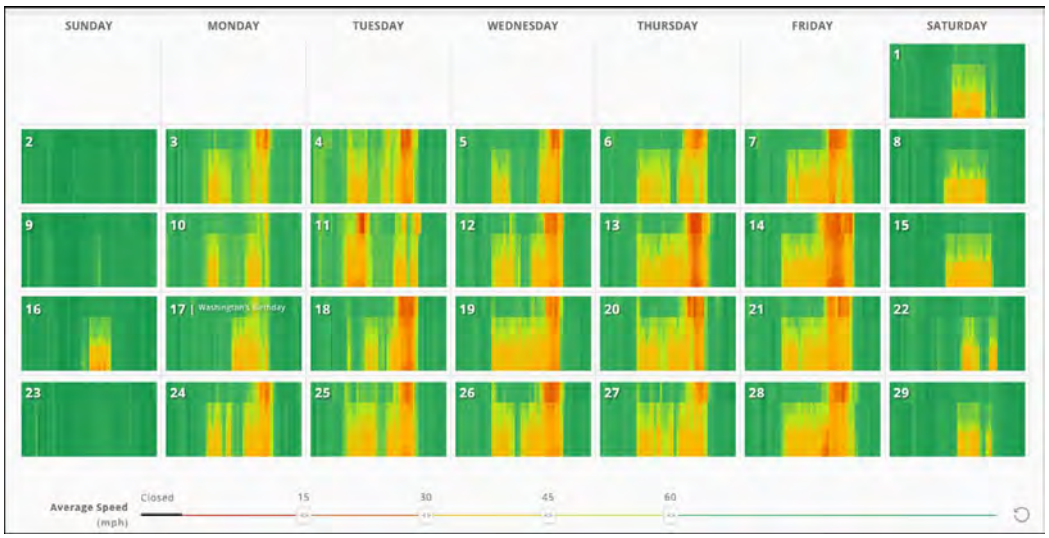
	Midwest. It is also an important link to Riverside and San Diego counties to the south. I-15 is part of the National Highway System, the Strategic Highway Corridor Network of National Defense, and the federal Primary Freight Network (PFN). SBCTA is implementing the project, with oversight by Caltrans. In 2005, the I-15 Comprehensive Corridor Study was completed, prepared for SBCTA, Southern California Association of Governments (SCAG) and Caltrans, to examine future needs along I-15 in the San Bernardino and Victor Valleys. The Auxiliary Lane/Express Lane Build Alternative proposed for construction resulted from the evaluation of the availability of various revenue sources for improvements given the foreseeable project costs. Current (2018) annual average daily traffic (AADT) on I-15 varies from 224,000 at the Riverside/San Bernardino County line to 212,000 south of Foothill Boulevard. Traffic demand has been growing steadily, and is expected to increase by an additional 16 percent over the next 20 years, substantially exacerbating traffic operations. The Corridor System Management Plan (CSMP) identified the Jurupa Street southbound on-ramp as a key bottleneck due to significant merging and weaving in the southbound direction, and this reverberates all the way back to I-10. CSMP recommendations included mainline improvements between SR-60 and SR-210, including auxiliary lanes.
	b. Project Purpose: Purpose: The purpose of the proposed project is to improve operational efficiency and safety, to reduce travel time within the corridor, and to improve trip reliability and mobility options through auxiliary lane improvements, freight bottleneck relief, and express toll lanes, managed through congestion-based pricing and HOV incentive policies. This will be part of transitioning I-15 into a truly managed corridor for multimodal movement of both freight and people.
	c. Project Need: The I-15/I-10 interchange and its approaches, situated in the middle of this project, has the dubious distinction of being **number 12 in the American Transportation Research Institute's (ATRI's) list of the top 100 truck bottlenecks nationally.** The I-15 corridor is experiencing considerable performance problems due to several interrelated factors. These factors include substantial truck volumes (10-15 percent of the total traffic), heavy traffic demand on weekdays as well as weekends, and a lack of other reliable travel options. Due to the unique geographic characteristics of the area, the I-15 corridor remains the sole mainline route connecting the Inland Empire and Southern California metropolitan regions with the High Desert, Las Vegas, and beyond. There are no parallel highways that provide comparable direct road travel capability. The traffic demands on I-15 arising from recreational and interstate travel, combined with the recurring regional and interstate freight and goods movement demands, often result in substantial congestion and delays. The need for the I-15 Corridor Freight Improvement Project stems from a number of considerations, among which include:  ✓ It is an important safety and operational improvement. **From a freight perspective, incorporation of auxiliary lanes will address key freight bottlenecks on I-15 in this segment; the express lanes will then provide additional room for freight throughput, while also enabling better overall management of traffic flows for people and goods, and improving trip**

reliability.

- ✓ It is **part of a multimodal vision** for the San Bernardino Valley, as will be further described later in this summary. It is not simply a stand-alone project but part of a program of projects to improve north-south and east-west transportation efficiency on this nationally significant interstate highway, also resulting in benefits to economic viability of the region.
- ✓ **Statewide and National significance of Interstate 15:** Stretching from the Mexico to Canada borders, I-15 is one of the most critical freight corridors in Southern California and is a primary freight gateway to the Nation, serving the international supply chain that runs through the Ports of Los Angeles and Long Beach.
- ✓ **Bottleneck relief:** This particular I-15 segment represents a growing freight bottleneck due to operational challenges for trucks. To demonstrate this, SBCTA has analyzed probe-based GPS data from the National Performance Management Research Data Set (NPMRDS) data set using the ClearGuide software system. Figure 1 represents a speed contour diagram for each day in February 2020 (data gathered prior to the Coronavirus pandemic) in the northbound direction from approximately SR-60 to the Airport Boulevard undercrossing. Each rectangle represents a two-dimensional diagram of average speed by time of day and location on I-15. Color codes represent speed, with red being 0-15 mph and green being over 60 mph. Distance is from bottom (SR-60) to top (Interstate 10) in each daily rectangle; time is from left to right, starting at midnight.

Figure 1. Daily Speed Contour Diagram for month of February 2020 on I-15 Northbound from SR-60 to the Airport Boulevard undercrossing

(note: speeds are color coded. Distance is from bottom to top in each rectangle. Time is left to right over 24 hours, starting at midnight)



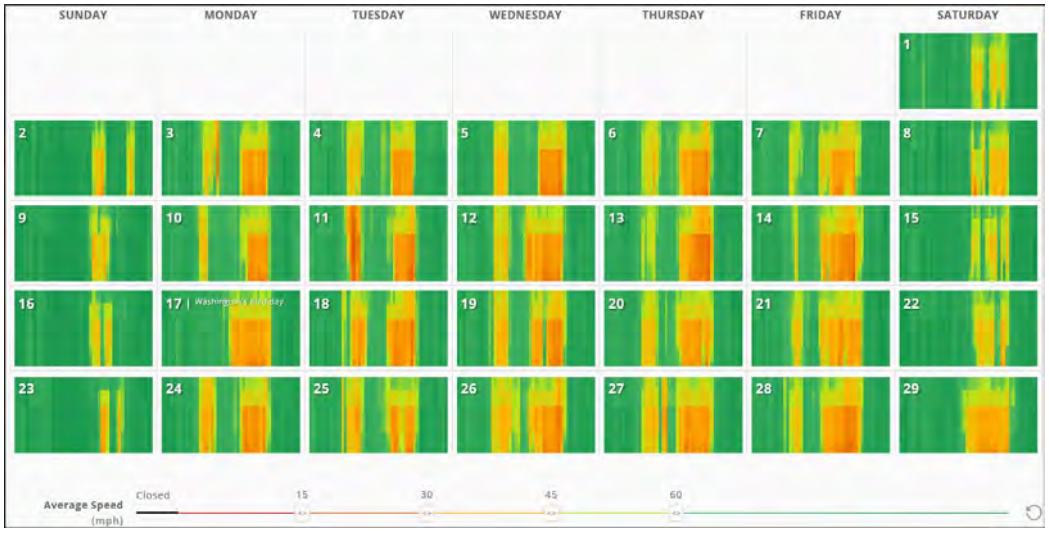
This analysis has determined the following:

- o Congestion exists on northbound I-15 during the AM and PM peak periods.
- o Weaving of traffic between the Jurupa Street on-ramps and junctions to I-10 to the north and SR-60 to the south exacerbates congestion.
- o The AM and PM congestion builds through the week: lightest on Mondays, and heaviest on Thursdays and Fridays, lasting for 12 hours between 7 AM and 7 PM. The speed contour diagram, based on GPS data, graphically illustrates the magnitude of the congestion on this northbound segment.

Figure 2 shows the southbound direction in the month of February over the same length. The extent of southbound congestion is less than northbound in terms of hours impacted, but it should also be noted that there are two constraints in this segment. The first is a constraint at the merge between the I-10 on-ramps and I-15 mainline. It is not unusual for the flyover ramp from westbound I-10 to southbound I-15 to be backed up to its exit from I-10. This merge is one of the locations for the addition of an auxiliary lane, which is critical for freight flows through the I-10/I-15 interchange.

Another important pinch point exists southbound at the bridge over Mission Boulevard and the Union Pacific rail line just before the ramps to SR-60 split off. The photograph on the page 2 (and the cover of the application – looking south from the Jurupa Street overpass) shows a lane that was constructed by Caltrans in the last several years, but which has been striped off. **This lane is ready for use, but cannot be used until this bridge is widened. The widening will enable this mainline and ramp diverge pinch point to be eliminated at this critical location and significantly reduce the severity of southbound truck congestion seen in this photo.**

Figure 2. Daily Speed Contour Diagram for month of February 2020 on I-15 Southbound from SR-60 to the Airport Boulevard undercrossing



Another need for the proposed I-15 improvements, hence the TCEP grant request, is to address a potential gap in the regional express lanes network. The current RCTC express lanes project logical terminus is the SR-60 ramps, a little over one mile south of the Riverside/San Bernardino County line. A TCEP grant award that does not fully fund the implementation of the project will result in a future project scope reduction to focus on improvements only within San Bernardino County, given that SBCTA could not fund improvements in another county. **Therefore a gap will exist in the express lanes network if the full TCEP grant is not funded, a gap that is unlikely to be closed for many years, which will also be a detriment to freight**.

C.3. Project Description, Scope, and Benefits

a. Project Description and Scope:

This collaborative project between SBCTA, the Riverside County Transportation Commission (RCTC) and Caltrans will improve freight efficiency, traffic operations and safety between Cantu-Galleano Ranch Road in Riverside County and Foothill Boulevard in San Bernardino County. The overall freight strategy can be expressed as: **Auxiliary lanes will improve operations at critical I-15 freight bottlenecks; the addition of express lanes will open up room for more freight.**

This congested corridor serves a high proportion of freight as trucks average between 8 percent to 11 percent throughout the corridor as it traverses one of the largest

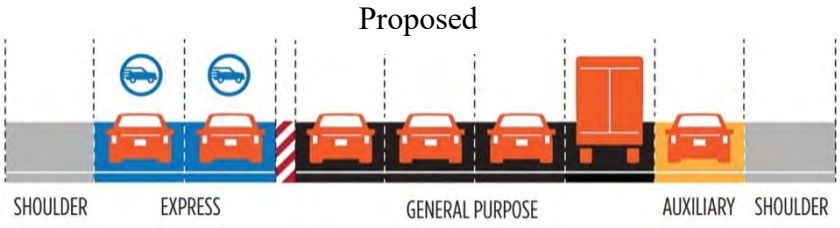
centers of logistics in the U.S. (refer to prior aerial photograph). This section of I-15 crosses two major east-west freight corridors, SR-60 and I-10. Auxiliary lanes will be added to improve traffic operations and safety at key truck bottlenecks, and express lanes will be added for overall traffic management.

Three auxiliary lanes will be added:

1) In the northbound direction from just south of Jurupa Street extending north to tie into existing auxiliary lanes north of Jurupa Street (1.21 miles) which tie into the I-10/I-15 interchange.

2) Northbound from just north of 4th Street, (i.e. north of the I-10/I-15 interchange), up to just south of Foothill Boulevard (1.6 miles).

3) Southbound from just south of the I-10/I-15 interchange to the SR 60 interchange off-ramps (2.05 miles). See a map of the auxiliary lane locations in Section C.5. Auxiliary lanes provide significant operational benefits to a congested corridor by directly addressing bottlenecks, through eliminating or extending weaving areas at ramp junctions.



Improvement of operations upon entering or exiting I-15 significantly improves efficiency of trucks as they generally travel in the outside lanes where the friction associated with entering or exiting the facility occurs.

Express lanes will extend northerly from Cantu-Galleano Ranch Road/SR-60 to Foothill Boulevard. Express lanes will be constructed in the median of I-15 joining the Express Lanes currently under construction in Riverside County, planned to be in operation by December 2020. Refer to inset graphic above for a depiction of the current and proposed cross sections in both directions through the corridor. There is no HOV lane in this segment currently. The specific improvements or "outputs" are listed in the PPRs in Appendix A (e.g. new lane-miles, bridges widened, toll equipment, signage, etc.)

b. Summary of Benefits:

- ✓ **The auxiliary lanes will address specific ramp merge and diverge bottlenecks**, particularly for the I-10/I-15 interchange, which as stated, is ranked the 12th most critical truck bottleneck in the U.S. See bottleneck listing at: https://truckingresearch.org/2020/02/18/2020-top-truck-bottlenecks/ Appendix C describes how the auxiliary lanes will address the identified merge/weaving problems and the volumes of trucks this will benefit as they pass through this interchange. But in short, speed data for the **westbound I-10 to southbound I-15 ramp** (which is 3800 feet long) show speeds under 15 mph for an average of six hours per weekday (AM and PM). With peak hour truck volumes ranging from 282 (AM) to 131 (PM), this represents $350,000 in annual economic loss, just for trucks on this single ramp (at the Cal-B/C value of $31.40 per truck-hour). Trucks are expected to be back to almost free flow speed with the addition of the auxiliary lane. The truck volumes on the eastbound I-10 to northbound I-15 ramp are only about 60 percent of the WB to SB ramp, but the congested speed levels are similar. See additional detail in Appendix C.
- ✓ The project is a **highly cost-effective investment**. The combination of

	addressing a significant set of freight bottlenecks with targeted auxiliary lanes, plus express toll lanes, combine to yield a **benefit/cost (B/C) ratio of 4.7,** and this excludes any additional benefit to traffic relief on other freeway facilities. The analysis also constrains the life-cycle to 20 years, even though the benefits will live on for many years into the future. In other words, the 4.7 B/C ratio could easily be higher than what is presented. This represents 176 million hours of savings in person-delay over the 20-year period. Freight benefits amount to $154 million over the 20 year life-cycle. ✓ Express lanes will provide a significant, **sustainable traffic management** operational benefit for the I-15 corridor. Through dynamic pricing, which adjusts toll rates in response to traffic demand, express lanes can maintain optimal traffic flow even during peak-hour traffic periods. ✓ The addition of express lanes will **reduce truck delay** by 427,000 hours annually in 2025 and 700,000 hours annually in 2045. For the years 2025 through 2045, the cumulative reduction would be approximately 11 million hours. ✓ Auxiliary lanes provide **significant operational benefits** to a congested corridor. Implementation of auxiliary lanes eliminates or extends weaving areas at ramp junctions. Improvement of operations at I-15 ramps significantly improves truck efficiency as they travel in the outside lanes where friction associated with the merging/diverging occurs. In 2045, forecast daily vehicle hours of travel saved exceeds 815,000 within the larger study area used for modeling: San Bernardino to West Covina and incorporating the SR-60, I-10, and SR-210 freeways.
C.4. How Project Will Stimulate Economic Activity, Enhance Trade, Create Jobs	• **Preservation of mobility in this corridor is vital to the continued health and competitiveness of the logistics industry** that represents nearly one third of the Inland Empire's economic output. These investments facilitate efficient interstate commerce and provide benefits across the nation, not just locally and regionally. Shorter trip times lead to productivity gains, which together with other transportation improvements, reduce costs, increase economic activity, and improve the long term job outlook. • Over 176 million person-hours of time would be saved by construction of the project over the first 20 years. It is important to note that the Cal-B/C benefit analysis conducted for this project considers the I-15 corridor only and does not account for the traffic relief that this improvement will also provide on the regional transportation network. Additional information will be provided on the areawide benefit. • The annual person-hour savings is 8.8 million, or an average of 33,900 hours per weekday, just on the I-15 segment. • About 15 percent of the delay savings is attributable to trucks. This represents "on-the-clock" savings for businesses in labor and truck operating time. • The B/C ratio is 4.7, with a payback period of only three years. • The project would generate 2,496 direct and indirect job-years and an additional 1,404 induced job-years.
C.5. Map of Project Location	The project is located in southwestern San Bernardino County and northwestern Riverside County. Figure 3 shows the extent of the mainline improvements and location of the auxiliary lanes to be added. The vicinity map provides the regional perspective of this corridor and extends north to Duncan Canyon Road as this was the northern project terminus for the environmentally cleared project. Reviewers can see more detail of the area by going to the googlemaps.com site at https://www.google.com/maps/@34.0573563,-117.5707275,14280m/data=!3m1!1e3.

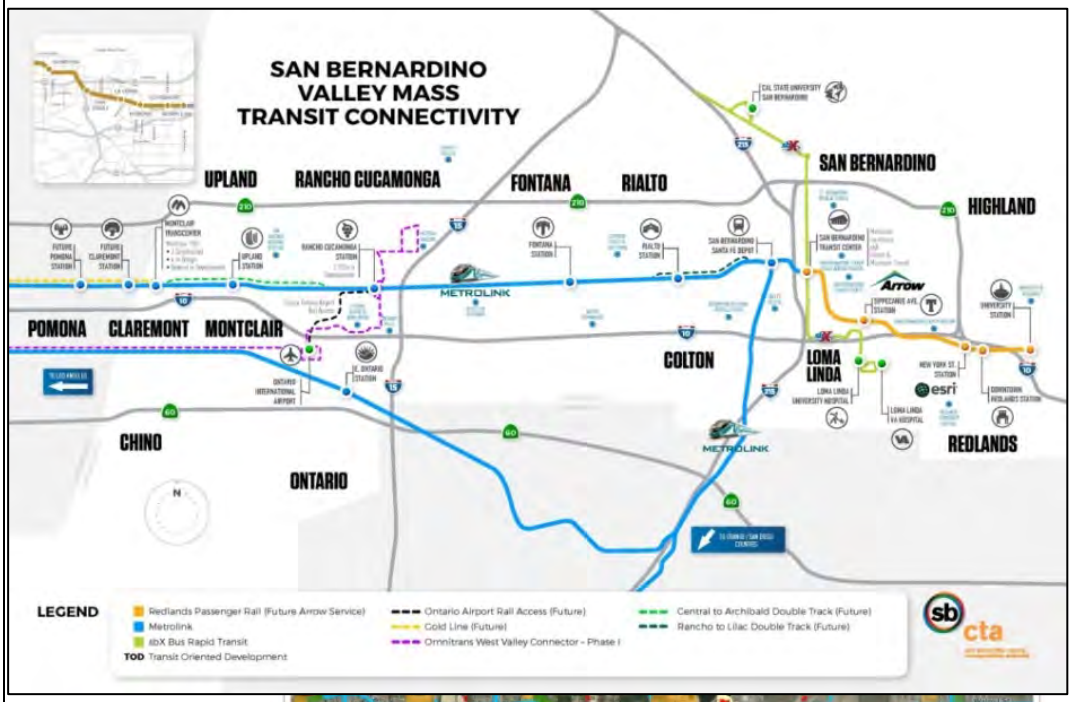
The warehouse/distribution landscape surrounding this segment will become immediately apparent, and the I-15/I-10 interchange is directly in the center of this activity.

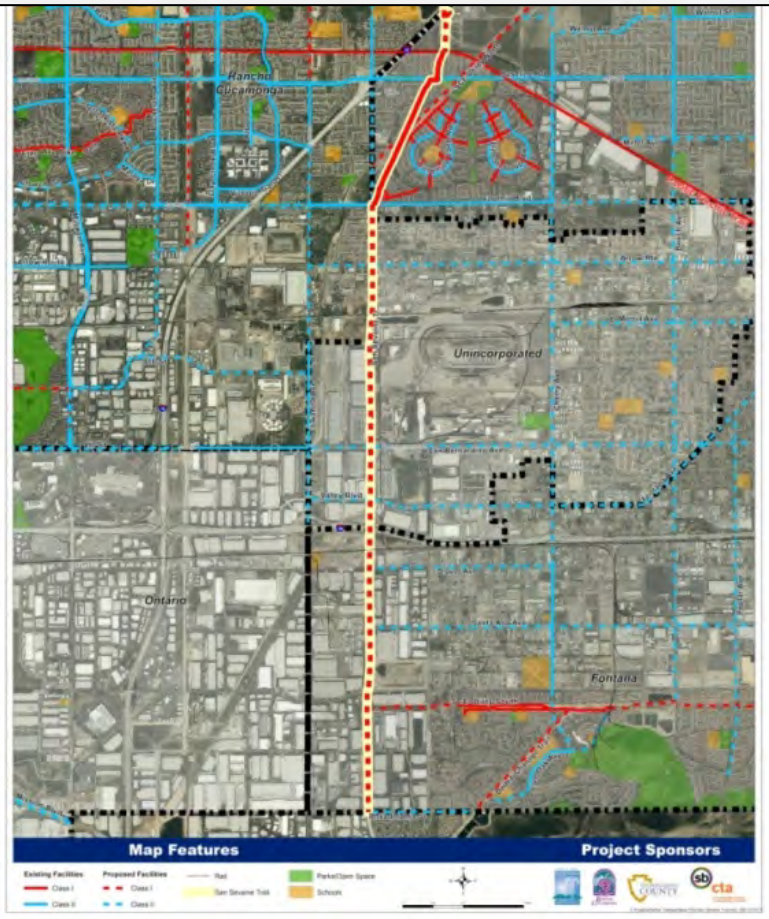
Figure 3. Map of Project Location and Improvements

C.6. Project Priority	Two projects are being submitted for SB 1 2020 TCEP funding in partnership with Caltrans: *The I-15 Corridor Freight Improvement Project: Auxiliary Lanes and Express Lanes* and the *I-10 Eastbound Truck Climbing Lane in Yucaipa*. The I-15 Corridor Freight project is Number 1 priority for SBCTA. Caltrans' priority for the I-15 project is 21 out of the 26 TCEP projects being submitted.
C.7. Corridor Segments	The final environmental document, signed by Caltrans in December 2018, clears the segment from Cantu-Galleano Ranch Road to Foothill Boulevard (termed "Contract 1") as well as the segment immediately to the north, extending the express lanes to Duncan Canyon Road, for construction at a later date. **I-15 Contract 1 is the initial segment of an ultimate multiple-phased project which has independent utility and logical termini** considered for this TCEP grant award, from the terminus/start of express lanes in Riverside County through Foothill Boulevard in Rancho Cucamonga. There are no consequences of not proceeding with Contract 2, which would extend northerly to Duncan Canyon Road in the City of Fontana. Long term plans include express lanes an additional 20+ miles north of the I-15/I-215 junction to the junction with US-395 through the Cajon Pass as noted in the Regional Transportation Plan/Sustainable Communities Strategy.
C.8. Description of Corridor	This project represents a key component of the overall I-15 corridor due to the following characteristics: • The project is part of a multimodal vision for the I-15 Corridor, as will be explained in the subsequent section of this submittal. When all the components are viewed together, **it is a win-win strategy for the economy, transportation efficiency, and the environment**. • The proposed improvement is on a critical segment of north/south flowing I-15, a nationally significant part of the federal Primary Freight Network (PFN) as part of the regional and national goods movement supply chain. I-15 accommodates truck flows to and from the LA Basin from and to the north, with connections to the Midwest via Interstates 40, 70, and 80. • This is currently the **second most congested segment of freeway in San Bernardino County** and part of the I-15/I-10 freeway complex that ATRI rates as the 12th most congested truck bottleneck nationally. • It has been estimated that **50 percent of inter-state truck traffic to/from Southern California passes through the I-15/I-10 interchange**, which partially explains the nationally significant concerns about this segment. • This is a high-volume segment with an Average Weekday Daily Traffic (AWDT) of over 219,000 (2018 count) south of I-10, forecast to reach 318,000 by 2045. **Just south of Interstate 10, Caltrans data shows 22,000 trucks per day, 61 percent of which are 5+ axle trucks.** South of Foothill Boulevard, total AWDT is approximately 210,000, with 16,400 trucks per day, also with 61 percent being 5+ axle.

	• The corridor runs through one of the largest concentrations of warehouse/distribution facilities in the U.S., with **almost 200 million square feet of warehousing within five miles of the project.** The photo shows I-15 as it flows southerly through the surrounding logistics landscape toward Corona and the SR-91 freeway, with its connections into Orange County. • Options for further improvement on I-15 are extremely limited. **The auxiliary lanes and tolled express lanes incorporated into this project represent the only substantial improvement to the throughput and efficiency of this segment that is financially feasible.** In addition, the express and auxiliary lane additions will allow for better management of traffic in this corridor overall, significantly benefitting freight as well as passenger car traffic.  Logistics landscape surrounding I-15/I-10 Interchange, looking south down I-15.
C.9. Description of Corridor Plan	It should also be noted that the I-15 Corridor Freight Improvement Project is included in the recently-completed draft of the **Inland Empire Comprehensive Multimodal Corridor Plan** (IE CMCP), which has been prepared in partnership with Caltrans District 8 and RCTC. In short, the CMCP covers a large portion of southwest San Bernardino County and western Riverside County. To best tailor the strategies to specific corridors, the CMCP was organized into 10 sub-corridors: five east-west and five north-south. The I-15 Corridor Freight project actually serves two of the CMCP sub-corridors due to the centralized location of the I-15 as a key corridor through the Inland Empire. The draft of the CMCP (in the process of being reviewed by the participating agencies) has been provided for the purposes of this TCEP application review and can be accessed at: ftp://gis.sanbag.ca.gov/Expires210101_WVC/ (ftp site for SBCTA's West Valley Connector SCCP application). While the project is being proposed as a candidate to receive freight-related TCEP funding (and proposed separately by SBCTA for SCCP funding as well), it is important to note that the I-15 Corridor is also multimodal in nature. Figure 4 shows the existing and emerging transit connectivity along both Interstate 10 and Interstate 15. While much of the transit service is oriented east-west, there is an important north-south component that is well along in development: the West Valley Connector (WVC) Bus Rapid Transit Project. As shown by the dashed purple line in this map, the north-south portion of the WVC runs from just north of Foothill Boulevard down to Ontario International Airport, then proceeds westerly along Holt Boulevard through Ontario, Montclair, and Pomona. It has connections to both the San Bernardino Metrolink Line (in Rancho Cucamonga) and the Riverside Line (in Pomona).

Figure 4. Multimodal Connectivity in the San Bernardino Valley





Both SBCTA and the Victor Valley Transit Agency have robust vanpool programs, which together represent over 200 vans daily, taking commuters from homes to work locations throughout southern California. Many of the vans come from the High Desert, using I-15 to reach their destinations in southwestern San Bernardino County, Riverside County, and Orange County. San Bernardino and Riverside County also partner on IE Commuter, the Inland Empire's ridesharing program that is also integrated with the regional ridesharing program. While there is no locally provided bus service on I-15 per se, there is substantial vanpooling and carpooling on I-15 through this segment. In fact, **the Inland Empire rideshare rate has been consistently 13-15 percent, one of the higher rideshare rates for an urban area in the**

	state. This is an important aspect of multimodal transportation that is often overlooked, but is critical for mobility and VMT reduction in the Inland Empire. **SBCTA and RCTC are also partnering on a new Telework Initiative** that is being introduced to employers and residents through IE Commuter beginning in July 2020. The vision for the I-15 Corridor also includes Active Transportation strategies. For example, the San Sevaine Trail project is a collaborative project between the San Bernardino Flood Control District, Caltrans District 8, and the Cities of Fontana and Rancho Cucamonga, constructing 8 miles of Class 1 for pedestrians and bicycles, paralleling I-15 (see map above). Trail construction will expand the existing San Sevaine Trail to create a total of 11 miles of Class 1 trail that traverses the I-15 Corridor with two undercrossings and one overcrossing.
C.10. Use of Advanced, Clean, or Innovative Technologies	SBCTA has worked together with other stakeholders on an area-wide basis to incentivize and identify grant funding for clean trucks. We worked with South Coast Air Quality Management District and EPA to secure grant funding for the conversion of over 200 diesel trucks in a rental company fleet to low-emission operation. In addition, SBCTA recently completed a county-wide plan for electric vehicle charging stations. Express lanes require innovative technological solutions ranging from electronic tolling to automated vehicle occupancy detection. The implemented tolling system will be electronic and will not preclude future technology from being implemented that may create efficiencies for the user as well as the tolling agency.
C.11. Cooperation with Caltrans	Cooperation with Caltrans dates back to 2005 when the I-15 Comprehensive Corridor Study was completed for SBCTA, SCAG and Caltrans, to examine future needs along I-15 in the San Bernardino and Victor Valleys. The Auxiliary Lane/Express Lane Build Alternative proposed for construction resulted from the evaluation of the availability of various revenue sources for improvements given the foreseeable project costs. The initial toll feasibility study for I-15 (as well as I-10 and SR-210) was completed in 2010 in cooperation with Caltrans. Upon consideration of the study's preliminary feasibility findings and after discussions with Caltrans, SBCTA continued forward with project initiation development work with completion of an advanced toll feasibility study. Most recently Caltrans served as the lead agency and approved the I-15 Environmental Documentation in December 2018, working closely with SBCTA throughout the planning and environmental project phases. In addition to the work with Caltrans, SBCTA and RCTC are collaborating on principles that address the continuity of the express lane operations across the county line and how the funding package will be structured. The key elements of the collaboration include a set of **Principles of Agreement**. The principles are identified below and have been agreed to by both agencies as they reflect the intent and collaboration of the agencies while setting the groundwork for future agreements necessary for project implementation. *The parties agree that:* • *RCTC, SBCTA, and Caltrans should continue to collaborate to encourage the most efficient management of the flows of goods and people throughout the length of I-15 in Riverside and San Bernardino Counties, recognizing that I-15 is a nationally significant freight corridor* • *Adding auxiliary lanes and express lanes on the segment of I-15 between Cantu-Galleano Road and Foothill Boulevard is an important "next step" in benefiting the flow of commerce and person-movement through this operationally degraded and constrained segment (noting that the I-10/I-15 interchange is identified as the 12th most critical freight bottleneck in the United States)* • *The proposed improvements are consistent with the SCAG Regional Express Lane*

	Network in the adopted Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and will greatly improve the merging and operational characteristics for both trucks and passenger cars • *Continuity of operation across county lines is highly desirable to best serve the traveling public* • *Enhancements to those operations can be incorporated over time on I-15 in both counties, enabled by improvements in technology and through experience gained from their application* • *RCTC, SBCTA, and Caltrans should share in the costs of improvement to the segment, should jointly pursue grant funding (such as SB1 competitive grant funding) without reordering agency project priorities, and should strive to provide a consistent service for customers* SBCTA and RCTC are also currently engaged with Caltrans through the development of the IE CMCP to identify key transportation corridors and associated improvements that will improve local and regional movement of people and goods.
C.12. Terminal Project	The I-15 Freight Corridor Improvement Project is not a terminal project.
C.13. Consideration of Reversible Lanes	Detailed consideration has been given to the reversible lanes configuration and it was determined not feasible in the Corridor and was therefore rejected as a build alternative for the project and was not considered in the environmental review.
C.14. Consistency with RTP/SCS	Coordination occurred with SCAG on inclusion of the I-15 Corridor Freight Improvement project into the new 2020 RTP/SCS and FTIP. The conforming 2020 RTP was adopted by the SCAG Regional Council on May 7, 2020, and the SCS is expected to be approved in the near future. The I-15 Corridor Freight Project is highly supportive of some of the major regional goals: encourage regional economic prosperity and global competitiveness; improve mobility, reliability, and travel safety for people and goods; increase person and goods movement, GHG reduction and congestion relief through alternate travel choices; and improve air quality.
C.15. Delivery	The project will be delivered by the traditional design-bid-build method. See Section C.17 for information on the four contracts that are planned for project implementation. Corresponding Project Programming Request (PPR) forms are provided in Appendix A.
C.16. Scope of Work for Each Mode	A description of different features of the project work is provided below. Based on the information in Section 15 of the TCEP guidelines, the modes would be roadwork and advanced technology. The conceptual layouts for the proposed improvements are included in **Attachment D** to the Project Report, accessible at the following link to the SBCTA website: https://www.gosbcta.com/wp-content/uploads/2019/09/EA08-0R800_I-15CP-FPR_Volume-II.pdf The Build Alternative maintains the existing horizontal and vertical alignments of the I-15 Corridor Project and includes the following improvements within the project limits: ***Auxiliary Lanes*:** One (1) Auxiliary Lane will be constructed in each direction between SR-60 and I-10 and one (1) Auxiliary Lane in the northbound direction between Fourth Street and Foothill Boulevard. Remove and replace outside shoulder between Sixth Street and Foothill Boulevard. The following structural work is needed for the Auxiliary Lanes: 1. 54-0971 Jurupa St OC Two Tie-back Walls 2. 54-0907 Vina Vista OH Outside Widening 3. 54-0918 Seventh St UC Outside Widening 4. 54-0986R MWD Pipeline UC Outside Widening

5. 54-0919R Rochester OH Outside Widening
6. 54-0920R Day Canyon Channel UC Outside Widening
7. 54-0921R Arrow Route UC Outside Widening

There are also several locations where inside and outside AC shoulders will be removed and reconstructed with concrete pavement.

***Express Toll Lanes*:** Six miles of two (2) Express Lanes in each direction between SR-60 and Foothill Boulevard. One mile of one (1) Express Lane in each direction between Cantu-Galleano Ranch Road and SR-60 at the southerly end of the project.

The following structural work is needed for the Express Lanes:

1. 56-0693L/R Riverside Ave UC Median Widening
2. 56-0691L/R SR-60/I-15 Interchange Median Widening
3. 56-0695L/R Mission Blvd OH Median Widening
4. 54-0907 Vina Vista OH Outside Widening
5. 54-0909L/R I-15/I-10 Interchange UC Median Widening
6. 54-0911 Ontario Mills Pkwy UC Outside Widening
7. 54-0912 Fourth St UC Outside Widening
8. 54-0918 Seventh St UC Outside Widening
9. 54-0986L/R MWD Pipeline UC Median & Outside Widening
10. 54-0919L/R Rochester OH Median & Outside Widening
11. 54-0920L/R Day Canyon Channel UC Median & Outside Widening
12. 54-0921L/R Arrow Route UC Median & Outside Widening
13. 54-0922L/R I-15/66 Separation UC Median Widening

It should also be noted that a separate contract with a Toll Service Provider (TSP) will be necessary to design and implement the Toll Collection System. The scope will include

- 2 Installations for 1-lane Toll Zones, 6 for 2-lane Toll Zones
- 16 Toll Rate Dynamic Message Signs
- 16 CCTV Cameras
- 32 Vehicle Detection Stations

C.17. Scope, Funding Plan, and Schedule for Each Contract

There will be three contracts for the construction phase of this project, hence three PPRs plus a summary PPR: 1) the construction (CON) contract, 2) the toll service provider (TSP) contract, and 3) the establish existing planting (EEP) contract. This is consistent with how SBCTA is currently delivering the I-10 Contract I Express Lane project. The TCEP funding request is for $87.0 million out of a total project cost of $307 million in year-of-expenditure dollars (including prior costs) and will be focused on the CON contract. The request is composed of 40% state share ($34.8 million) and 60% regional share ($52.2 million). The funding plan ($ in millions) is shown in Table 1.

Table 1. Sources and Uses of Funds ($ in millions)

Phase	Measure I	STIP-RIP	SCCP (pending)	TCEP (State)	TCEP (Regional)	Total
PA/ED	$10.373					$10.373
PS&E	$32.606					$32.606
ROW	$3.796					$3.796
TSP	$7.600					$7.600
CON	$59.767	$72.274	$31.739	$34.800	$52.200	$250.780
EEP	$2.012					$2.012
Total	$116.154	$72.274	$31.739	$34.800	$52.200	$307.167

	The TSP contract will be a design-build contract scheduled for award in late 2020 and lasting through the CON phase. The CM and CON contracts will be as typically managed in a design-bid-build project. The EEP contract will be awarded near the end of construction and will be in effect for two years. The overall schedule is provided in Table 7 of Section E.4.b. Schedules for each contract are included in the PPRs in Appendix A.

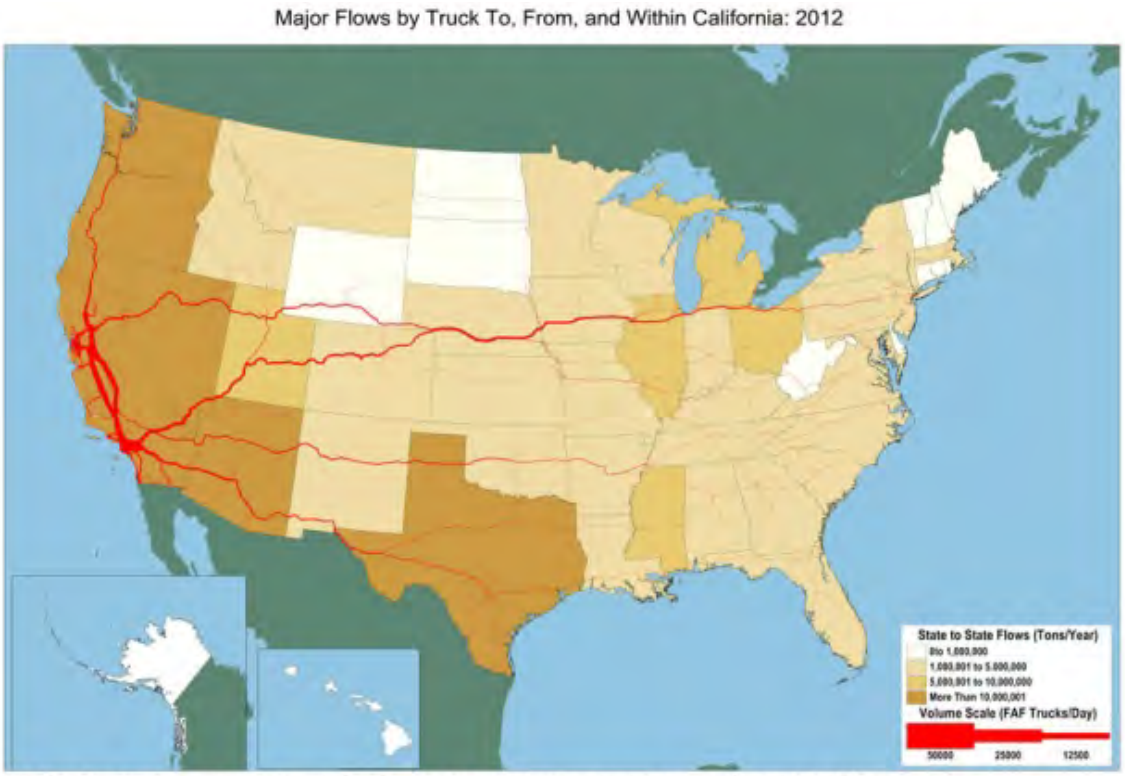
D. Screening Criteria

In this section, the Screening Criteria from the TCEP Guidelines are stated, followed by the explanation of each.

D.1. How the project supports the goals of the National Highway Freight Program (NHFP), the California Freight Mobility Plan (CFMP), and the guiding principles of the California Sustainable Freight Action Plan (CSFAP).

Within the SCAG region, San Bernardino County has 537.7 miles of Primary Freight Network, representing one third of the regional total and the highest share for the six SCAG counties. Figure 5 illustrates how important the I-15 Freight corridor is to the national supply chain as the graphic illustrates the truck flows through the I-15 corridor from the Ports of Long Beach and Los Angeles through the Inland Empire to Nevada, Utah, Colorado, New Mexico, northern Texas, though Chicago, and even as far as the East Coast.

Figure 5. Freight Flows to, from, and within California (Source: Freight Analysis Framework)



Note: Major flows include domestic and international freight moving by truck on highway segments with more than twenty five FAF trucks per day and between places typically more than fifty miles apart.
Source: U.S. Department of Transportation, Federal Highway Administration, Office of Freight Management and Operations, Freight Analysis Framework, version 4.3, 2017.

While the I-15 corridor is significant to national freight transportation, the project is also critical in advancing the freight-related statewide goals. Table 2 addresses the relationship of the I-15 Freight Corridor to the CFMP, NHFP, and CSFAP by organizing the collective goals/objectives into a single table and explaining how the project addresses those goals/objectives collectively.

Table 2. How the I-15 Corridor Freight Project CFMP, NHFN, and CSFAP Objectives

CFMP, NHFN, and CSFAP Objectives	Relationship to I-15 Corridor Freight Project
CFMP: Multimodal Mobility: Identify causes and solutions to freight bottlenecks and invest strategically to optimize system performance. **NHFN**: Investing in infrastructure and operational improvements that strengthen economic competitiveness, reduce congestion, reduce the cost of freight transportation, improve reliability, and increase productivity **CSFAP**: Increasing system efficiency and capacity	Both the auxiliary lanes and express lanes play a role in addressing freight bottlenecks, especially given the national prominence of the I-15/I-10 interchange as a key truck bottleneck. Section C.2.b described how the improvements address specific merging/weaving sections at that interchange. Section C.3.b further explained the importance of widening the I-15 bridge over Mission Boulevard, a current pinch point on I-15 for trucks and cars. The quantitative analysis shows that the improvements reduce congestion and the cost of transport, improve reliability (from an index of 4.33 to 1.67, and increases productivity through time savings.
CFMP: Economic Prosperity: Promote economic development by investing in freight infrastructure projects, promote freight projects that enhance economic activity, freight mobility, reliability and global competitiveness. **NHFP**: Improving the efficiency and productivity of the NHFN. **CSFAP**: Supporting economic competitiveness **CSFAP**: Workforce development	Based on the importance of the logistics sector to the Inland Empire economy, the project generates direct improvements in truck travel time and reliability. Truck speeds are projected to increase from 15 mph for Year 20 no-build to 40 mph for Year 20 Build. This leads to direct gains in trip times, productivity, and economic competitiveness. Keeping competitive also means more opportunities for hiring in the logistics sector for the Inland Empire, increasing the demand for workforce development.
CFMP: Environmental Stewardship/Healthy Communities: Integrate environmental health considerations into freight planning, minimize criteria pollutants and GHGs emitted from freight vehicles. **NHFP**: Reducing the environmental impacts of freight movement on the NHFN. CSFAP: Reducing exposure to air toxics CSFAP: More protective air quality standards CSFAP: Climate change goals:	Changes in emissions are mixed on the I-15 segment, but Cal-B/C indicates that efficiency improvements (e.g. better weaving conditions) bring about reductions in CO2 emissions. But in addition, progress is being made on community-based initiatives and tools to reduce the air quality impacts and proximity impacts of logistics facilities (see Section G for more detailed description). A joint effort of RCTC, SBCTA, and LA Metro (*Healthy Communities and Healthy Economies: A Toolkit for Goods Movement)* provides practical tools for minimizing and mitigating the proximity impacts of goods movement activities on local communities, while also recognizing the economic benefits that the logistics industry brings. A Climate Adaptation Partnership between SBCOG and Western Riverside COG is in place to address the potential effects of climate change, a draft climate adaptation report has been prepared, and an Inland Empire Climate Collaborative has been formed. These are over-arching activities while projects like the I-15 Freight Project are being implemented.
CFMP: Safety and Resiliency: Reduce rates of incidents, fatalities and injuries associated with freight movements. NHFN: Improving the safety, security, efficiency, and resiliency of freight transportation in rural and urban areas. **CSFAP**: Improving safety and security.	The I-15 Freight Project is anticipated to generate $41 million in collision-reduction benefits over the first 20 years of project operation. This includes $3 million in truck-related benefit. The improvements provided an estimated 10% reduction in collision rates. The CFMP highlights the I-10 and I-15 corridors in San Bernardino County as two of the most critical truck collision hot-spots to address in the State.

CFMP: Asset Management: Apply sustainability preventative maintenance and rehabilitation strategies. **NHFN**: Improving the state of good repair of the NHFN. **CSFAP**: Preserving and enhancing freight infrastructure	The narrative highlights the coordination between prior Caltrans investment (e.g. the prior construction of a new median lane as part of a median improvement project, and the SBCTA I-15 Corridor auxiliary and express lanes. This segment is well-situated to serve the public and commerce for years to come, and will become part of Caltrans' asset management planning program in the future. Express lane revenue will be utilized to maintain the facility, providing a dedicated source for maintenance and rehabilitation on defined schedules.
CFMP: Connectivity and Accessibility: Support research, demonstration, development and deployment of innovative technologies, promote innovative technologies utilizing real time information, study the viability of utilizing inland port facility. **NHFP**: Using innovation and advanced technology to improve NHFN safety, efficiency, and reliability; plus Improving State flexibility to support multi-State corridor planning and address highway freight connectivity.	As indicated earlier, the intent of this project is to help transition I-15 into a truly multimodal, managed corridor. Dynamic pricing will be used to manage traffic demand in the express lanes, and real time travel information will be posted to provide drivers current information on corridor operations; the project also provides an increased level of connectivity for inland logistics port complexes in the vicinity of the corridor. As stated, the proposed project is not an isolated project but part of a program of projects in this corridor to improve north-south freight and people movement, examples being the north-south portion of the West Valley Connector, vanpool/rideshare initiatives, and SBCTA's new Telework Initiative.

D.2. Description of how the project meets the freight Investment themes identified in the CFMP.

The Draft California Freight Mobility Plan 2020 states the following: "*As a leader in sustainable freight activities, California strives to evolve and grow its freight industry while simultaneously reducing any negative externalities that could exacerbate climate change impacts. This is a vital consideration, especially for projects that may increase VMT. To mitigate our greatest freight challenges, the State's most critical freight investments should be consistent and aligned with at least one the following four themes:*" Comments are provided regarding the relationship of the I-15 Corridor Project to those themes.

- **Improving Port Access Reliability** – The LA and Long Beach ports are the highest volume container-based ports in the U.S for both imports and exports. The I-15 bottlenecks impact truck efficiency in both directions, not just for imports. As indicated earlier, it has been estimated that 50 percent of the inter-state truck traffic to and from Southern California passes through the I-10/I-15 interchange in San Bernardino County, and that the interchange is the 12th worst freight bottleneck in the U.S. Relief for this bottleneck will result in incremental trip time reductions, adding to the efficiency of movement for these goods and the overall reliability of the supply chain.
- **Border Efficiency** – A portion of the above trips on I-15 will be coming from or going to the Mexican border. How much flow is difficult to say, but the commodity flow map in Figure 5 does show some of those goods flowing up and down I-15 through San Bernardino, Riverside, and San Diego counties.
- **Interregional Freight Movement and Resiliency** – For this theme, the CFMP states: "*Critical freight corridors such as I-5, I-10, I-15, I-80, US99 and others, connect with the largest metropolitan areas within the state and serve as the pillars to move goods between regions and to other states*." Two of these "pillars of goods movement" intersect in San Bernardino County, within the limits of the very project we propose to improve. Need more be said?
- **Sustainability and Innovations** – The master plan in the SCAG RTP and in our county-level plans are for the I-10 and I-15 corridors to become truly managed corridors. We are

working with SCAG and our neighboring counties to ensure that the investments made address bottleneck locations as well as add to our ability to manage traffic long term, through vehicle occupancy incentives, dynamic pricing, and application of the advanced technology. This is the very direction being encouraged by Caltrans policy. Also keep in mind that I-15 is adjacent to what has been the fastest growing commercial airport in the U.S. – Ontario International Airport. Reliability is important in airport access, and the I-15 segment is an important building block for increased efficiency of movement for both goods and people. It is a multimodal, multi-functional improvement, even though the focus for this grant application is freight. Coupled with that are some of the multimodal sustainability initiatives described in other sections.

D.3. Description of how the project furthers the goals, performance measures, and targets of the SCAG RTP/SCS

The SCAG RTP/SCS is highly multimodal in its vision and implementation, addressing both freight-movement and people-movement. Both must work together to form a resilient system that is supportive of livability and economic prosperity. The relationship to the specific goals of the SCAG RTP/SCS is described below, point by point. The RTP/SCS may be accessed at the following link: https://www.connectsocal.org/Pages/Connect-SoCal-Final-Plan.aspx.

The goals articulated in the 2020 RTP/SCS (*Connect SoCal*) include the following (with assessment of how the I-15 Corridor Freight Improvement Project relates to those goals):

1. **Encourage regional economic prosperity and global competitiveness** (Assessment: the improvement addresses multiple truck weaving/merging bottlenecks in this segment through the addition of auxiliary lanes, and opening up additional room for freight with the express lanes).
2. **Improve mobility, accessibility, reliability, and travel safety for people and goods** (Assessment: the combination of auxiliary and express lanes is the first major step in the County for transitioning I-15 to a truly managed and optimized corridor for both goods and people)
3. **Enhance the preservation, security, and resilience of the regional transportation system** (Assessment: I-10 and I-15 in San Bernardino County are highlighted in the CFMP as a truck collision hot-spot – page 3.B-10. Reducing the number of major incidents through improved merge/weave designs will improve overall operation and resilience)
4. **Increase person and goods movement and travel choices within the transportation system** (Assessment: as stated, the I-15 freight improvement is part of a multimodal strategy for the overall corridor. SBCTA and RCTC are ramping up our vanpool programs through our already robust IE Commuter program, and the West Valley Connector BRT is moving forward, including the section that parallels I-15 from Foothill Boulevard to ONT)
5. **Reduce greenhouse gas emissions and improve air quality** (Assessment: The weaving improvements on I-15, as efficiency measures, actually produce a net reduction in GHGs, per Cal-B/C. Other SBCTA sustainability initiatives to improve air quality and reduce GHGs have been referenced elsewhere. The transit and shared-ride alternatives, coupled with HOV incentives on I-15, will increase that effectiveness)
6. **Leverage new transportation technologies and data-driven solutions that result in more efficient travel** (Assessment: as stated, it is a goal to transition I-15 into a truly managed corridor for both freight and people. Technology will be a big part of that transition, as indicated by the proposed dynamic pricing and HOV incentive strategy)

The benefits provided by the I-15 Corridor Freight Improvement Project align nicely with the SCAG RTP/SCS goals. The Project is included in the SCAG 2020 *Connect SoCal* that was approved on May 7, 2020.

D.4. Description of environmental and community impacts as identified in the environmental documents.

The Final Environmental Document (FED) prepared for the I-15 Express Lanes was certified by Caltrans, as both the CEQA and NEPA lead agency, in December 2018. The FED resulted in a Mitigated Negative Declaration (MND) under CEQA with a Finding of No Significant Impact (FONSI) under NEPA. The full environmental document and supporting reposts may be found at: https://www.gosbcta.com/wp-content/uploads/2019/09/Initial%20Study%20with%20Mitigated%20Negative%20Impact.pdf

The area through which I-15 passes is quite unique in many respects, as evidenced by the aerial photography provided earlier in the application. There is no residential use within a half mile of either side of the freeway, and right-of-way requirements are very limited (just over 1 percent of the total project budget). A summary of the technical studies can be found within the FED, in Appendix E, starting on page 1157. The following highlights the process.
In compliance with CEQA documentation requirements, Caltrans determined preparation of an Initial Study (IS), anticipated to result in the preparation of a Mitigated Negative Declaration (MND), to be the appropriate type of environmental document. In compliance with NEPA documentation requirements, an Environmental Assessment (EA) was determined to be the appropriate type of environmental document. Consistent with Caltrans requirements, the IS with Proposed MND and EA prepared for this project, were prepared as a combined Environmental Document (*IS with Proposed MND/EA*).

The combined DED was circulated for public review and comments between February 15, 2018 and March 16, 2018. In conjunction with the public circulation and review process, a public hearing was held for the project on Thursday, March 1, 2018 from 5:30 p.m. to 7:30 p.m. at Etiwanda Intermediate School located at 6925 Etiwanda Avenue in the City of Rancho Cucamonga. Spanish language translators were available to provide assistance as needed. Questions and discussion at the public hearing included topics related to the location of noise barriers; construction impacts on noise, greenhouse gases, and local traffic; toll fees; and the use of taxes to fund the project. As a result of comments received during the public hearing and public circulation, noise barriers location and length were revised. Information on the noise abatement updates are included under Section 5.A.3.10 *Noise Barriers*.

After review and consideration of all public comments received, and review of the project alternatives benefits and impacts, the Project Development Team (PDT) selected the Build Alternative as the Preferred Alternative on May 24, 2018. In conjunction with completion of all remaining Technical Studies and associated analysis, as well as in consideration of comments received on the circulated DED, Caltrans made a final determination of the project's effect on the environment. Under CEQA, a Mitigated Negative Declaration (MND) determination was prepared and signature approved by Caltrans. The MND was prepared in accordance with Caltrans' environmental procedures, as well as State and federal environmental regulations. Also, Caltrans, as assigned by the Federal Highway Administration (FHWA), determined that the action did not significantly impact the environment, and prepared a signature approved Finding of No Significant Impact (FONSI) in accordance with NEPA.

E. Evaluation Criteria (note that quantitative metrics are cited for each criterion, where appropriate, pulled from the Performance Indicators and Measures Table in Appendix E. The Caltrans Cal-B/C 7.2 Sketch benefit/cost model was used for some of the metrics, with I-15 results accessible at: ftp://gis.sanbag.ca.gov/Expires210101_I15TCEP_ALEL/.

E.1. Freight System Factors

E.1.a. **Throughput**

- **Year 20 No-Build = 5.24 million trucks**
- **Year 20 Build = 6.29 million trucks**
- **Change = 1.05 million trucks per year**
- **Note that the truck volumes are projected to increase by 21% from now through Year 20.**

The overall strategy for increasing freight throughput could be characterized as: Auxiliary lanes will improve operations at I-15 freight bottlenecks; the addition of express lanes will open up room for more freight, while improving overall management of flows for people and goods and improving reliability. Interstate 15 is one of the most nationally significant freight corridors in the U.S. It connects the northern and southern U.S. borders and intersects with primary east-west freight corridors that connect the coasts, from Los Angeles to Jacksonville. As described earlier, it is a critical transportation connection between the Los Angeles metropolitan area, the Ports of Los Angeles and Long Beach, and the rest of the nation, serving a mix of commuter, recreational and goods movement traffic.
I-15 between SR-60 and I-10 experiences performance deterioration on a daily basis, accommodating more than 219,000 vehicles per day, including 22,000 weekday trucks. With nearly 40 percent of national container traffic passing through the Los Angeles/Long Beach seaport facilities (U.S. Department of Transportation Freight Facts and Figures 2013, page 21), the continuous movement of goods through the I-15 corridor is critical to the economic well-being not only of San Bernardino County, but the greater Southern California region and southern United States.

Traffic volumes on I-15 near the Riverside county line currently exceed 219,000 vehicles per day. Up to 318,000 vehicles per day are projected for 2045 (WSP *I-15 Corridor Project – PA/ED Traffic Study Report - Final*, March 2017). Just south of Interstate 10, Caltrans data shows 22,000 trucks per day, 61 percent of which are 5+ axle trucks. Weekday truck volumes on I-15 are projected to increase to over 28,000 per day by 2045. This region and the nation must address the potential degradation in national goods movement mobility that will come with these increases in volume. Table 3 summarizes the volume inputs to the benefit-cost analysis showing the increase in throughput for the Build condition: 10 percent for Year 1 and 20 percent for Year 20.

Table 3. Increases in Daily Throughput on I-15 With Project
(Excerpted from Cal-B/C)

Average Daily Traffic			
	Current	219,000	
		No Build	Build
	Base (Year 1)	229,300	251,542
	Forecast (Year 20)	265,071	318,085

Benefits Beyond the Corridor: I-15 is a national primary trade route linking the Ports of Los Angeles and Long Beach and Southern California logistics centers with the rest of the nation. San Bernardino County supports 188 miles of I-15, which is a major logistics corridor for the region. I-15 provides primary access to the national supply chain that runs through San Bernardino County. Many businesses have located along the I-15 corridor because of the advantages it provides with respect to the ports and the Inland Empire logistics centers. Of Southern California's approximately 1 billion square feet of warehouse/distribution space (SCAG 2016 RTP/SCS Appendix Goods Movement, page 2), 186 million square feet is located within 5 miles of the project. With a nationwide trend toward more and larger warehouse buildings (U.S. Energy Information Administration website at http://www.eia.gov/consumption/commercial/reports/2012/preliminary/ accessed 5/28/20), San Bernardino County can expect even more logistics and distribution centers to locate here.

E.1.b. Velocity

- **Year 20 No-Build peak period truck speed = 15 mph traversing the 7-mile segment = 28 min.**
- **Year 20 Build peak period = 40 mph or 10.5 minutes**
- **Change = -17.5 minutes (per Cal-B/C)**

Under opening year conditions, the average general purpose lane speed under no build conditions is 28 mph between SR-60 and Jurupa Street in the northbound direction during peak periods. This increases to 55 mph with the project while the express lanes maintain a speed of 64 mph. In the southbound direction, no-build speeds average around 30 mph between I-10 and SR-60 while general purpose lane

speeds average 60 mph with project implementation while the express lanes maintain a speed of 64 mph.

Under horizon year conditions for overall traffic in the northbound segment between I-10 and SR-60 no-build speeds average 15 mph while speeds improve to 39 mph under with project conditions with express lanes maintaining 64 mph. in the southbound direction through the entire 7-mile segment between Foothill Boulevard and SR-60 general purpose lane speeds average 15 mph during peak periods, while those improve to 30 mph with express lanes maintaining a 64 mph speed.

Auxiliary lanes combined with the express lanes reduces weaving movements and eliminates many through vehicles from the general purpose lanes, thereby improving speeds and travel times for trucks as evidenced by the speed improvements derived from the San Bernardino Transportation Analysis Model (SBTAM) output for the project analysis.

E.1.c. Reliability - Project reduces the variability and unpredictability of travel time.

- **Year 20 No-Build for trucks = 4.33 reliability index**
- **Year 20 Build = 1.67 reliability index**
- **Change = -2.66**

Based on a USDOT primer on travel time reliability, '*the value of reliability to travelers can be estimated using data from congestion pricing strategies. This includes strategies like tolled roads and managed lanes. Such strategies offer reduced travel time and increased reliability to users who are willing to pay. Based on an analysis of congestion pricing data, many studies have reported that drivers value increased travel time reliability more than travel time savings. Increased travel time reliability accounted for 68 percent of the benefits of using congestion priced lanes. Another study estimated that users of congestion priced lanes value travel time to be $11.63 per hour, while they value reliability to be $25.45 per hour*' (https://ops.fhwa.dot.gov/publications/fhwahop19062/whatis.htm, accessed 5.31.2020).

While express lane users will experience a reliable travel time due to congestion pricing that aims to maintain a speed of at least 55 miles per hour in the express lanes, the general purpose lane speeds will improve as well, increasing reliability of general purpose lane trips. The key factor impacting reliability as noted by the USDOT primer is bottlenecks. The project improves corridor bottlenecks, recall the ATRI ranking of the vicinity of the I-15/I-10 interchange as the #12 freight bottleneck in the nation, with auxiliary lanes and express lanes in order to improve reliability. One of the major reasons for transitioning I-15 to a better managed facility for people and goods is to improve the reliability of travel, for both goods and people, including with respect to the nearby Ontario International Airport.

E.2. Transportation System Factors

E.2.a. Safety

- **Fatalities per 100 million VMT: No-Build = 0.30; Build = 0.27; Change = -10%**
- **Serious injuries per 100 million VMT: No-Build = 17; Build = 15; Change = -12%**

I-15 is typical of many congested urban freeways where traffic accidents and incidents occur regularly. The proliferation of trucks on I-15 increases the probability of major incidents, which directly affects delay and reliability for commerce. Implementation of the I-15 Corridor Freight Improvement Project is anticipated to reduce fatal plus injury accident rates along I-15. The additional capacity and auxiliary lanes provided by the project improvements represent a significant potential accident countermeasure and may lead to a decrease in the accident rates. Safety will be improved by bringing a number of features on this 60-year-old freeway up to current design standards, while conducting safety reviews for any design exceptions. For corridors such as I-15, which serve high numbers of trucks, improved design features for merge areas, auxiliary lanes, median barriers, lane widths, shoulder widths, and vertical clearances result in improved safety for drivers. The project maintains the 12-foot width of the two right-most lanes as well as a 10-foot outside shoulder where not prohibited by existing restrictions in which

case 8-foot shoulders would be maintained to preserve safe conditions as a benefit for trucks. The benefit-cost analysis cites the FHWA Desktop Reference for Crash Reduction Factors and a conservative estimate of 10% reduction in accidents was used in the analysis.

While the accident rate in the northbound direction along I-15 is not greater than the statewide average, auxiliary lanes are anticipated to improve traffic operations and safety. In the southbound segment from Foothill Boulevard to the Riverside county line, the accident rate is higher than the statewide average. Specific improvements proposed for these locations include:

- An additional auxiliary lane will be constructed on SB I-15 between I-10 and SR-60. Currently, the westbound I-10 to southbound I-15 connector merges into the No. 5 general purpose lane which is forced off the freeway at Jurupa Street. The auxiliary lane will extend through the Jurupa Street interchange, eliminating the forced off for the outside lane. Creating a longer auxiliary lane allows traffic more opportunity to weave if lane changes are necessary.

The southbound auxiliary lane will be constructed through Jurupa Street to the SR-60 connector, where an existing partial auxiliary lane ends. An auxiliary lane will improve operations by carrying traffic exiting I-15 to SR-60.

- In the northbound direction an auxiliary lane will be added to I-15 from SR-60 to just north of Jurupa Street. The two lane westbound SR-60 to northbound I-15 merges to one lane and then into its own lane as the No. 4 lane. The two lane eastbound SR-60 to northbound I-10 connector merges to one lane before joining I-15 and adding the No. 5 general purpose lane until the I-10 connector. An additional auxiliary lane in this section will more efficiently serve SR-60 connector volumes as they transition to I-15.
- In the northbound direction the auxiliary lane will be extended from Fourth Street to Foothill Boulevard. Due to existing structures at Sixth Street, drainage channels, rail line and Arrow Route, the transition lane to the Foothill Boulevard off-ramp was not extended back to Fourth Street. This project will add this lane to improve operations within this section of I-15.

Traffic safety systems, such as guardrails and median barriers, be installed or upgraded as part of the project implementation.

A Transportation Management Plan (TMP) will be developed during final design (PS&E). The purpose of the TMP will be to identify problems and solution strategies to deal with construction traffic handling, mainline lane closures, ramp closures and unplanned construction related issues. The TMP will include the development of preliminary detour and traffic handling plans incorporating input from project stakeholders. The TMP will also include development of the TMP Data Sheets which requires coordination with Caltrans including all work and related cost estimates. The project will be staged to minimize impacts to existing traffic.

E.2.b. Congestion Reduction/Mitigation

- **Year 20 No-Build = 32.7 million daily vehicle hours**
- **Year 20 Build = 31.9 million daily vehicle hours**
- **Change = -815,000 daily vehicle hours**

The above assessment was through SBTAM modeling of a large study area bound by the San Bernardino Mountains on the north, City of San Bernardino on the east, West Covina on the west, and Chino Hills/Riverside on the south.

Based on the San Bernardino Transportation Analysis Model, implementation of auxiliary lanes and express lanes in the I-15 corridor will significantly reduce daily vehicle hours of delay by 815,000 (Table 4). Further discussion of the benefits associated with project implementation, particularly truck benefits with project implementation are discussed in section E.2.d. According to the B/C analysis, the addition of express lanes will reduce truck delay by 427,000 hours annually in 2025 and by 700,000 hours annually in 2045. For the years 2025 through 2045, the cumulative reduction would be approximately 11.0 million hours.

Table 4: 2024 and 2045 Build Alternative Vehicle Hours of Delay in Analysis Area

Analysis Period	Existing (2014)	2024			2045		
		No Build Alternative	Build Alternative	Effect of Project	No Build Alternative	Build Alternative	Effect of Project
AM 3-hr Peak	5,367,271	3,790,870	3,745,704	-45,166	7,714,617	7,515,317	-199,300
PM 4-hr Peak	10,943,656	8,861,967	8,580,233	-281,734	17,868,985	17,358,325	-510,660
Mid-day 3-hours	3,789,829	3,440,691	3,431,712	-8,979	6,445,858	6,340,003	-105,855
Night 14 hours	472,211	479,248	479,909	661	719,070	719,403	333
Daily	20,572,967	16,572,776	16,237,558	-335,219	32,748,530	31,933,048	-815,482

E.2.c. Key Transportation Bottleneck Relief

Bottleneck relief is one of the signature benefits of the I-15 Corridor Freight Improvement Project, with a benefit/cost ratio of 4.7.

- As additional context, **NCHRP Report 687 entitled "*Guidelines for Ramp and Interchange Spacing*" specifically addresses the benefits of auxiliary lanes**. Two summary matrices are presented on page 50 (Exhibits 4-7 and 4-8) that generally categorize speed benefits based on weaving segment length and ramp entry/exit volumes. A link to NCHRP 687 is provided in Appendix I.
- In addition, NCHRP Project 3-83 "Low-Cost Improvements for Recurring Freeway Bottlenecks" identified the following that contribute to the occurrence of freeway bottlenecks: On-ramp sections with no auxiliary lane additions. Also, Table 25 of National Cooperative Freight Research Program Report 7, "*Identifying and Using Low-Cost and Quickly Implementable Ways to Address Freight-System Mobility Constraints"* compares the rankings of low-cost physical improvements as derived from results of the surveys. From the perspectives of the public sector (represented by state DOT's and MPOs) and the private sector (motor carriers), **traffic signal synchronization and auxiliary lanes were ranked the most effective low-cost actions in improving freight mobility on the highway systems**. The auxiliary lanes are coupled with express lanes for this project, offering the combined savings in delay cited previously.

As previously stated, the I-15/I-10 interchange and its approaches, situated in the middle of this project, has the dubious distinction of being number 12 in ATRI's list of the top 100 truck bottlenecks nationally. The I-15 corridor is experiencing considerable performance problems due to several interrelated factors. These factors include substantial truck volumes (10-15% of the total traffic) of 22,000 per day south of I-10 and forecast to grow to approximately 28,000 trucks per day. Heavy truck and vehicle demands exist

on weekdays as well as weekends and other with infrastructure options are lacking. Due to the unique geographic characteristics of the area, the I-15 corridor remains the sole mainline route connecting the Inland Empire and Southern California metropolitan regions with the High Desert, Las Vegas, and beyond. There are no parallel highways that provide comparable direct road travel capability. The theme of this application summarizes the bottleneck relief strategy: **Auxiliary lanes will improve operations at I-15 freight bottlenecks; the addition of express lanes will open up room for more freight while improving overall management of flows for people and goods and improving reliability.**

E.2.d. Multi-Modal Strategy

The reduction in vehicle hours of travel for the overall study area was noted in Section E.2.b. While this project will accommodate increased truck throughput, the express lane portion of the project will provide for reliable travel times for bus transit, incentivize passenger vehicle trip reduction through HOV strategies (3+ HOV receives a discount), and provide discounts for clean air vehicles as well.

The I-15 Corridor Freight Improvement Project is **part of a multimodal vision** for the Cajon Pass to Eastvale Sub-Corridor highlighted in the draft Inland Empire Comprehensive Multimodal Corridor Plan. Multimodal elements of the overall sub-corridor strategy were highlighted previously: ramping up the RCTC and SBCTA vanpooling and shared-ride emphasis, West Valley Connector BRT, which parallels part of this corridor (Foothill Boulevard to Ontario International Airport), and San Sevaine Trail active transportation improvement, etc. This involves proactive measures for VMT reduction, including the IE Commuter partnership with RCTC and a new countywide Telework Initiative adopted by the SBCTA Board on July 1, 2020.

The I-15, together with these trip reduction strategies will manage the growth in both VMT and GHGs. For example, the Inland Empire has a robust shared-ride percentage for home-to-work trips (13%) and a growing percentage of “work-at-home” commutes (5%). Together, these represent a 10% reduction in VMT for work trips, or about 1/3 of a freeway lane’s throughput. SCAG has estimated that 24% of jobs may be amenable to work-at-home, so it is within the realm of possibility that the work-at- home percentage could be increased another 5% (to 10%) representing a significant reduction in VMT in corridors such as I-15. The point is that multimodalism takes on many forms, and TDM strategies are particularly well-suited to VMT and GHG reduction in such corridors. The best and most cost-effective option is not always conventional transit.

E.2.e. Interregional Benefits - Project links regions/corridors to serve statewide or national trade

It would be difficult to envision a more nationally significant segment of interstate highway, from a freight perspective, than the I-15 Corridor Project proposed for the SBCTA/Caltrans TCEP grant. Stretching from northern to southern US borders, I-15 is one of the most critical freight corridors in Southern California and is a primary freight gateway to the nation, serving the international supply chain that runs through the Ports of Los Angeles and Long Beach. This particular I-15 segment serves the following functions:

- Carries both commercial and commuting traffic through an urban area of heavily-developed logistics-based industries (refer to inset figure for an aerial perspective on the logistics landscape surrounding the I-15/I-10 interchange). This segment of I-15 directly feeds several other nationally significant Interstate highways. For example, I-10 runs east-west in the middle of the segment. To the south, I-15 connects to State Route (SR) 60 and SR-91 (both east-west corridors that carry freight traffic to and from the ports) and continues to San Diego, merging with I-5 to the Mexican Border. Seventy-five miles to the north, I-15 connects to Interstate 40, a major truck route to the Midwest. It has been estimated that 50 percent of inter-state truck traffic to/from Southern California passes through the I-15/I-10 interchange.

Logistics landscape surrounding I-10/I-15 Interchange, typical along the I-10 Corridor.

- This segment is immediately east of Ontario International Airport (ONT), the ownership of which was transferred from Los Angeles World Airports (LAWA) to Ontario International Airport Authority in November, 2016. ONT is a hub for United Parcel Service (UPS) and serves other major freight carriers as well.
- I-15 in this segment currently carries more than 22,000 weekday heavy duty trucks and is forecast to carry up to 28,000 weekday trucks by 2045.

The Ports of Los Angeles and Long Beach are the highest export volume container-based ports in the U.S., in addition to being the highest in import volume. Approximately 30% of national containerized exports and 40% of imports pass through these ports to/from Pacific Rim. Goods worth $400 billion in trade value flow through the ports each year to and from cities throughout the United States. About 75 percent of these goods flow through San Bernardino County on rail or truck. The I-15 Freight Corridor project is part of an overall improvement program that will reduce delivery times and ultimately contribute to more efficient truck turns, reducing costs and increasing competitiveness. The benefit/cost analysis shows a B/C ratio of 4.7.

E.2.f. Advanced Technology

Traffic control/management features that will be included are electronic tolling, 511 traveler information, changeable message signs, overhead signs, CCTV cameras, Advanced Traffic Management System (ATMS), Electronic Toll Collection (ETC) equipment and automated vehicle/occupancy detection technology improvements per California Code of Regulations (1992), Title 21 specifications in addition to incorporation of 6c technologies to ensure interoperability throughout the state.

E.3. Community Impact Factors

E.3.a. Air Quality Impact

The B/C analysis estimates modest reductions in a few of the emission measures that are most prone to proximity impacts, such as particulates and carbon monoxide (see Table 5). The project actually generates a small reduction in CO2, when analyzing the segment only, through Cal-B/C, based largely on the benefits of improved weaving operations at the auxiliary lanes. But it is also important to note that the analysis only incorporates information on the I-15 corridor. Due to the increased express lane

capacity on I-15 with project implementation, the corridor absorbs demand from other regional facilities, thereby improving operations and efficiency on other regional facilities.

Table 5. Emissions Savings and Economic Benefits Using Cal-B/C

EMISSIONS REDUCTION	Tons		Value (mil. $)	
	Total Over 20 Years	Average Annual	Total Over 20 Years	Average Annual
CO Emissions Saved	467	23	$0.0	$0.0
CO_2 Emissions Saved	39,537	1,977	$0.7	$0.0
NO_X Emissions Saved	-125	-6	-$5.5	-$0.3
PM_{10} Emissions Saved	2	0	$0.4	$0.0
$PM_{2.5}$ Emissions Saved	2	0		
SO_X Emissions Saved	0	0	$0.0	$0.0
VOC Emissions Saved	59	3	$0.1	$0.0

E.3.b. Community Impact Mitigation

Section G highlights some of the strategies that are already in place to manage the impacts of logistics on local communities. It references the *Healthy Communities and Healthy Economies Toolkit* developed RCTC, SBCTA, and LA Metro; it describes the Transformative Climate Communities initiative in Ontario; and it describes the Community Emissions Reduction Plan (CERP) as an essential piece of the AB 617 program initiated by the Legislature. See Section G.3.

E.3.c. Economic/Jobs Growth

The project maintains economic competitiveness for the U.S. and California by facilitating the flow of goods and people thereby reducing delivery times. According to data from the Council of Economic Advisors, the project would generate 2,496 direct and indirect job-years and an additional 1,404 induced job-years. In addition, the project will directly benefit the logistics industry, in which over 20 percent of San Bernardino County residents are employed.

E.4. Additional Factors

E.4.a. The overall need, benefits and cost, of the project and how the project contributes to advancing the Interregional Transportation Strategic Plan.

It would be useful to conclude this portion of the criteria discussion by highlighting the project as it relates to overall benefit, particularly the freight benefit.

Overall benefit: A benefit/cost analysis was conducted using Cal-B/C 7.2 Sketch. Table 6 shows the net result is a benefit/cost ratio of 4.7, gain in net present value of $1,069.9 million, and payback period of only 3 years. The vast majority of economic benefits come from the travel time savings resulting in a commensurate reduction in vehicle and person delay on I-15, as shown in Table 7. The Cal-B/C model used in the analysis is accessible at: ftp://gis.sanbag.ca.gov/Expires210101_I15TCEP_ALEL/.

Table 6. Benefit/Cost Analysis Summary Results for I-15 Corridor Project

Life-Cycle Costs (mil. $)	$289.5
Life-Cycle Benefits (mil. $)	$1,359.4
Net Present Value (mil. $)	$1,069.9
Benefit / Cost Ratio:	4.7
Rate of Return on Investment:	23.5%
Payback Period:	3 years

Table 7. Output from Benefit/Cost Analysis Using Cal B/C

ITEMIZED BENEFITS (mil. $)	Passenger Benefits	Freight Benefits	Total Over 20 Years	Average Annual
Travel Time Savings	$1,316.8	$201.7	$1,518.5	$75.9
Veh. Op. Cost Savings	-$151.7	-$44.4	-$196.1	-$9.8
Accident Cost Savings	$38.3	$2.9	$41.3	$2.1
Emission Cost Savings	$1.4	-$5.6	-$4.2	-$0.2
TOTAL BENEFITS	$1,204.9	$154.5	$1,359.4	$68.0
Person-Hours of Time Saved			176,073,015	8,803,651

- **Freight benefit:** The benefit to freight is 11.3 percent of total benefit. This is a slightly greater share than the truck percentage of total traffic (10 percent).
- **The auxiliary lanes will address specific ramp merge and diverge bottlenecks**, particularly for the I-10/I-15 interchange which, as stated, is ranked the 12th most critical truck bottleneck in the U.S. Speed data for the westbound I-10 to southbound I-15 ramp (which is 3800 feet long) show speeds under 15 mph for an average of six hours per weekday (AM and PM). This represents $350,000 in annual economic loss, just for trucks on this single ramp). **Trucks are expected to be back to almost free flow speed with the addition of the auxiliary lane**.
- **The truck volumes on the eastbound I-10 to northbound I-15 ramp** are only about 60 percent of the WB to SB ramp, but the congested speed levels are similar. The annual economic loss to trucks from this ramp is just under $200,000 annually. The benefits of these ramp improvements are not accounted for in the Cal-B/C analysis (which Is focused on mainline), nor are the benefits from traffic relief on other facilities.
- **Another important pinch point exists southbound at the bridge over Mission Boulevard** and the Union Pacific rail line just before the ramps to SR-60 split off. A median lane in each direction was constructed by Caltrans in the last several years, but which has been striped off. **This lane is ready for use, but cannot be used until this bridge is widened. The widening will enable this mainline and ramp diverge pinch point to be eliminated at this critical location and significantly reduce the severity of southbound truck congestion seen in the cover photo.**
- **Express Lane Freight Benefit**: The express lanes, as a new option for through traffic, will benefit freight by virtue of their reducing passenger car volume in the GP lanes (see analysis in Appendix C), **and will incentivize HOV use as well (HOV lanes do not currently exist in this segment).**

As to the ITSP, pages 133-141 contain a discussion of the "Southern California – Southern Nevada/Arizona Corridor," highlighting issues and priorities (see Appendix G of this application for an excerpt). It indicates that I-10 and I-15 should receive priority in terms of highway investment, particularly with respect to the "fix-it-first" principle. It should be noted that "fix-it-first" has been a priority for Caltrans on I-15 in the Inland Empire, including a median improvement within the last five years, as referenced earlier in the application. The work included a concrete barrier and new median lane in each direction. That lane is currently striped off but will be put in use once the bridge over Mission Boulevard is widened as part of the proposed project. Exhibits in this Southern California section of the ITSP illustrate how the truck percentages vary by segment of I-15 and some of the strategic direction for the I-15 corridor long term. Table 21 of the ITSP highlights priorities, and the second entry (after "fix-it-first") is entitled "Freight Corridor Expansion" and contains the entry "Highway capacity as needed to support freight movement; freight rail expansion funded through local and private funds." The I-15 Corridor Freight Improvement Project is an excellent example of a strategic investment that addresses a key bottleneck for freight flows out of the LA Basin and a gateway to markets throughout the U.S., consistent with the ITSP.

E.4.b. Project readiness and reasonableness of the schedule

See the PPRs for the current funding plan and schedule for each contract. Table 8 represents the schedule of milestones for mainline project completion. The end of design and ready-to-list date is set at May 15, 2023. SBCTA and RCTC are working to determine if the date can be advanced further, given the design-build nature of the TSP contract, but May 2023 is a date with which both agencies are comfortable.

Approval of the final environmental document by Caltrans occurred in December 2018. Final environmental documents and supporting studies are available for viewing on the SBCTA website at: https://www.gosbcta.com/project/i-15-corridor/. Keep in mind that the environmental documents were designed to clear both Contracts 1 and 2, but SBCTA is proceeding only with Contract 1 at this time.

Project delivery readiness hinges on the ability to obtain necessary permits from resource agencies in order to construct improvements on the state highway system. Table 9 identifies all permits that are required to implement the I-15 Corridor Freight Improvement Project and current status of those permits/approvals. As discussions have been initiated with all resource agencies, no schedule risks due to permit approvals are anticipated.

Table 8. I-15 Corridor Project Delivery Schedule

Project Study Report Approved			09/23/14
Begin Environmental (PA&ED) Phase			10/14/14
Circulate Draft Environmental Document	**Document Type**	ND/FONSI	03/01/18
Draft Project Report			03/01/18
End Environmental Phase (PA&ED Milestone)			12/20/18
Begin Design (PS&E) Phase			09/02/20
End Design Phase (Ready to List for Advertisement Milestone)			05/15/23
Begin Right of Way Phase			03/05/21
End Right of Way Phase (Right of Way Certification Milestone)			04/17/23
Begin Construction Phase (Contract Award Milestone)			11/01/23
End Construction Phase (Construction Contract Acceptance Milestone)			05/28/27

Table 9. Permits and Approvals

Agency	Permit/Approval	Status
United States Fish and Wildlife Service (USFWS)	Federal Endangered Species Act Section 7 Consultation	Informal consultation was completed with No-Effect determination concurred upon in an email on June 19, 2017.
United States Army Corps of Engineers (USACE)	Clean Water Act Section 404 Nationwide Permit	Application to be submitted after Project Report and Final ED approval
California Department of Fish and Wildlife (CDFW)	1602 Streambed Alteration Agreement	Application to be submitted after Project Report and Final ED approval
USFWS and CDFW	MSHCP consistency review	The MSHCP consistency review process was completed. The agencies consistency finding email was received on June 5, 2018.
Santa Ana Regional Water Quality Control Board	Clean Water Act Section 401 Certification	Application to be submitted after Project Report and Final ED approval

Federal Highway Administration (FHWA)	Air Quality Conformity Analysis Determination	The Air Quality Conformity Analysis was transmitted to FHWA on July 2, 2018. On August 7, 2018 FHWA issued the required Air Quality Conformity Analysis determination letter.
Local Jurisdictions: County of San Bernardino, County of Riverside, Cities of Rancho Cucamonga, Ontario, Fontana, Eastvale, and Jurupa Valley	Freeway Agreement	Agreements with each jurisdiction for work completed within its area to be executed prior to construction
California Public Utilities Commission (CPUC)	General Order 88-B Authorization.	CPUC approval will be obtained prior to any construction work at any of the railroad overheads

E.4.c. The leveraging and coordination of funding

As demonstrated in Section F, the TCEP funds are leveraged by a significant amount of local funding. The TCEP grant comprises only 33% of construction costs, with local and formula funds providing approximately 55% of construction costs. The balance will be made up of additional grant funds or additional local and formula funds if necessary.

E.4.d. The commitment of multiple partners in the delivery of the project

Caltrans has been involved with SBCTA throughout project development on the I-15 corridor since the development of the I-15 Comprehensive Corridor Plan in 2005. Planning studies, toll feasibility studies and environmental studies have included Caltrans as a key stakeholder for many years. As a result of this cooperation, Caltrans has agreed to be co-applicant for this TCEP grant to ensure much needed freight infrastructure is implemented in District 8.

SBCTA has been in discussions with RCTC for many years with regards to their plans for the corridor in Riverside County. Most recently a joint express lane subcommittee meeting was held on Thursday, June 4, 2020 with members from the RCTC and SBCTA Board of Directors to discuss project development and the **principles of agreement**. SBCTA has been tracking the delivery of the RCTC I-15 Express Lanes to assess the timing to implement express lanes within San Bernardino County, consistent with the SCAG regional express lane plan. As SBCTA completed its environmental documentation for express lanes, it quickly became apparent that more intense discussions with RCTC were necessary to plan and implement express lanes in San Bernardino County.

It should be noted that the project schedule for the SBCTA express lanes always anticipated the opening of the RCTC express lanes prior to construction starting on the SBCTA lanes. The key “principles of agreement” among all parties and which may serve as recitals for a future agreement are as follows:

- RCTC, SBCTA, and Caltrans should continue to collaborate to encourage the most efficient management of the flows of goods and people throughout the length of I-15 in Riverside and San Bernardino Counties, recognizing that I-15 is a nationally significant freight corridor.
- Adding auxiliary lanes and express lanes on the segment of I-15 between Cantu-Galleano Road and Foothill Boulevard is an important “next step” in benefiting the flow of commerce and person-movement through this operationally degraded and constrained segment (noting that the I-10/I-15 interchange is identified as the 12th most critical freight bottleneck in the United States).
- The proposed improvements are consistent with the SCAG Regional Express Lane Network in the adopted Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and will greatly improve the merging and operational characteristics for both trucks and passenger cars.
- Continuity of operation across county lines is highly desirable to best serve the traveling public.
- Enhancements to those operations can be incorporated over time on I-15 in both counties,

enabled by improvements in technology and through experience gained from their application.

- RCTC, SBCTA, and Caltrans should share in the costs of improvement to the segment, should jointly pursue grant funding (such as Trade Corridor Enhancement Program/TCEP competitive grant funding), and should strive to provide a consistent service for customers.

In addition, SBCTA will utilize a proportion of funds awarded resulting from this TCEP application to construct infrastructure in Riverside County without repayment required to offset project costs. If sufficient TCEP funds are not awarded, the express lane facilities in Riverside County may not be constructed as part of the initial I-15 Freight Corridor Improvements.

E.4.e. The level of demonstrated support for the project from community-based organizations.

See support letters in Appendix H.

F. Funding and Deliverability

F.1. Project cost estimate

Complete Project Programming Request Forms are provided in Appendix A. Table 10 presents a high-level summary of the proposed sources and uses of funds by phase and mode, escalated to year-of-expenditure (YOE) dollars. Plans, Specifications, and Estimates (PS&E) includes design and project management.

Table 10. Sources and Uses of Funds for the I-15 Corridor Freight Improvement Project ($ in millions)

Phase	Measure I	STIP-RIP	SCCP (pending)	TCEP (State)	TCEP (Regional)	Total
PA/ED	10.373					10.373
PS&E	32.606					32.606
ROW	3.796					3.796
TSP	7.600					7.600
CON	59.767	72.274	31.739	34.800	52.200	250.780
EEP	2.012					2.012
Total	116.154	72.274	31.739	34.800	52.200	307.167

As discussed in Section C.17, there will be three contracts for the construction phase of this project, hence three PPRs: 1) the construction (CON) contract, 2) the toll service provider (TSP) contract, and 3) the establish existing planting (EEP) contract. A summary PPR is also provided. This is consistent with how SBCTA is currently delivering the I-10 Contract I Express Lane project. The TCEP funding request is for $87.0 million out of a total project cost of $307 million in year of expenditure dollars (including prior costs) and will be focused on the CON contract. The request is composed of 40% state share ($34.8 million) and 60% regional share ($52.2 million).

Table 10 illustrates the significant amount of local and state funding that is already committed to this project. Approximately $141 million of the $260.4 million required for construction is coming from local funding or state funding that SBCTA programs. Only 33 percent of the total construction cost would be coming from a TCEP grant, and only 38 percent of the CON contract, the mode proposed for funding, would be coming from a TCEP grant. In other words, the TCEP grant is leveraging substantial additional funding, over 50% from Measure I and SBCTA formula funds.

Table 11 summarizes the status of each of the funding sources. The primary uncertain funding sources at this time are the competitive grant awards from TCEP and SCCP. Both sources are needed for the project to move forward on the scheduled timeline.

Table 11. Status of Funding Sources for I-15 Corridor Freight Improvement Project

Funding Type	Amount (in millions)	Fund Status
Measure I	$ 116.154	Committed
State Transportation Improvement Fund (STIP)	$ 72.274	Approved in the 2020 STIP
TCEP	$ 87.000	Dependent on successful award
Other grant funding (SB 1 SCCP)	$ 31.739	Dependent on successful award

SBCTA's Measure I half-cent sales tax includes a 29% share of tax collections that go toward the Measure I Freeway program in the San Bernardino Valley.

It is important to note that the requested TCEP funding is not supplanting any other funding sources. State funding is leveraged further as express facility operations and maintenance are financed by toll revenue, resulting in savings of over $75 million over 20 years. If the TCEP grant is unsuccessful or the grant is not fully awarded, the future project scope would have to be reduced to develop a financially feasible project to improve the I-15 corridor. Because SBCTA would not have funding availability to implement improvements outside of San Bernardino County, a gap would exist in the express lanes due to the planned terminus of the RCTC express lanes south of SR-60.

F.2. Ability to absorb cost overruns

SBCTA would bond for Measure I funds or backfill with Measure I or other formula funds that SBCTA receives to absorb a project cost overrun, if one should occur, and ensure project delivery.

F.3. Project delivery plan, including a description of the known risks.

Project delivery risks were partially addressed in section E.4.b. SBCTA has implemented Project Delivery practices through lessons learned on delivering similar projects in cooperation with Caltrans over the past several decades. These practices ensure risks are responded to in an efficient manner to ensure successful project delivery. Both SBCTA and RCTC have well-regarded reputations for project delivery and stewardship of state funding. It is recognized that the May 2023 projected date for RTL is tight for allocation in Fiscal Year 2022-2023. That said, SBCTA and RCTC would not put out a schedule that is unrealistic, and together with Caltrans, we will be looking for additional scheduling efficiencies.

Other risks are limited or minimal as well. Very little right-of-way is required, and there is widespread acknowledgement that this is a very important segment to improve. There is essentially no public controversy surrounding the project, as it traverses a logistics/warehouse corridor with no residential property within a half mile of either side of the freeway, the environmental documentation has been approved. The federal Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule is not an issue on this project, as the federal air quality conformity finding for the SCAG 2020 RTP/SCS was approved in early June, and Part 2 is said to pose no concern as well.

G. Community Impacts

G.1. Community Engagement

G.1.a Broad-Based Community Engagement

Comprehensive Public Engagement – A Background

It is important to note that the I-15 Aux Lane/Express Lane project in many ways is a complement to the I-10 Aux Lane/Express Lane Project currently under construction, and is following on its heels. Prior to the I-10 project, there had been no outreach on the concept of express toll lanes in San Bernardino County. The public engagement process was therefore designed to help familiarize residents and businesses with the overall concept, focused on this potential for both I-10 and I-15, even though the I-10 project was more imminent. This broad-based public engagement over 3 years (2015-2017) was consistent and comprehensive. As illustrated in Figure 6, public outreach included more than ***140 public briefings, twelve media interviews,***

30 Community Advisory Group (CAG) meetings, radio broadcasts, two months of cable television commercials reaching more than 225,000 households, four public meetings, and op/ed media pieces in an effort to educate, inform, encourage participation, and garner feedback on these major transportation corridors, with implementation focusing initially on I-10. Although express toll lanes rarely receive 100 percent public endorsement, public understanding of the value added to system performance and trip reliability contributed greatly to positive public reception of the Express Lane alternative.

Figure 6. I-10/I-15 Public Outreach

The CAG process also afforded the project team an additional opportunity to disseminate its message to community members. That offering, coupled with an extensive project-specific website, continues to remove the ambiguity sometimes associated with a new transportation alternative. The feedback from the general public has been increasingly positive in anticipation of a long-term solution to the transportation challenges of the Inland Empire. In addition to the grassroots approach and development of Community Advisory Groups, SBCTA conducted one-on-one interviews with a wide spectrum of representative interview candidates from the I-15 corridor to collect and document perceptions and opinions regarding corridor needs and potential implementation of an express lane alternative, as well as other transportation issues in the region. Interview candidates were selected from the following representative participant groups:

- SBCTA Board members
- Elected Officials (Non- SBCTA Board Members)
- Operational Participants and Government Officials
- Community Groups and Special Interest Groups
- Business Community and Regional Attractors

City staff members from the cities of Ontario, Fontana and Rancho Cucamonga have participated in project meetings and have continued to participate during all phases of the I-15 project.

G. 1.b. Project Specific Engagement

As part of the public outreach, an open house-style public information meeting took place on November 12, 2015, at the Ontario Airport Hotel & Conference Center from 5:00 p.m. to 8:00 p.m. At the public information meeting, project factsheets were available in English and Spanish. A Spanish-speaking project team member was available to assist with any translation needs. The three-hour meeting gave the public an opportunity to review exhibits and literature and more importantly provided an opportunity to speak one-on-one with members of the technical team and ask questions about the project. Comments received during the public meeting included the following:

- Inquiry as to whether soundwalls would be built in residential areas as freeway noise already an issue on I-15;
- Concerns of egress and ingress from toll lanes to access local businesses along the corridor;
- Impacts on local streets if people divert to avoid toll lanes;
- Questions about financing of the project and repayment — some participants were skeptical about the toll lanes as an effective financing tool and the need for toll lanes

Other meetings and public presentations have been carried out as listed below:

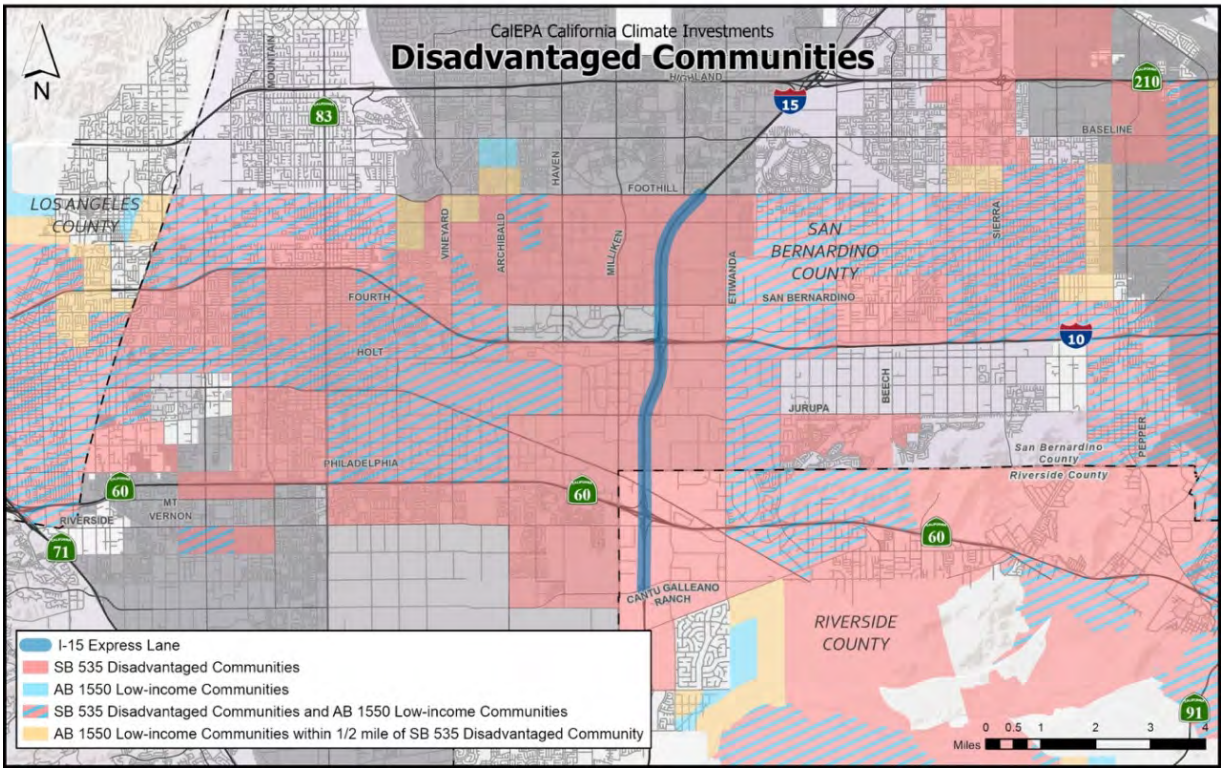
- Periodic briefings to the SBCTA Board of Directors

- Periodic briefings to the San Bernardino County West Valley CAG
- Coordination meetings with City staff from local municipalities along the project corridor

G.2. Benefits of the I-15 Corridor to the Community, Including Disadvantaged Communities

Implementing I-15 corridor improvements will provide direct and meaningful benefits to the SB 535 DACs in the project corridor, particularly in the cities of Ontario and Rancho Cucamonga. Figure 7 provides a map of disadvantaged and low-income communities in the corridor. Prior to Board approval with moving forward on express lane projects, an Equity Assessment was performed to evaluate the potential equity issues associated with implementation of toll facilities. The *Equity Assessment Report for I-10 and I-15 in San Bernardino County, November 2013* was commissioned to answer the question as to whether express lanes are unfair to low income travelers. The assessment indicated that express lanes are projected to have several benefits for low income drivers. Notably, the traffic modeling indicated that travel times in the general purpose lanes would improve with express lane implementation. In addition, the express lanes provide a new travel option for low income (and other) drivers which they do not enjoy today and there may be a time when a low income driver would find the express lane travel time savings attractive.

Figure 7. Map of Disadvantaged and Low-Income Communities



Equity concerns relate to who pays for the facility as compared with who benefits, and how toll revenues will be used. A key research study on the SR-91 Express Lanes found that tolls, which are paid by users for the direct benefit of an uncongested trip, are even more equitable than sales taxes, which have found broad support in San Bernardino County. Based on the equity study recommendation, as part of establishing toll operations in San Bernardino County, the SBCTA Board of Directors approved the development of a low income program to support low income individuals in establishing toll accounts with the agency. While the I-15 corridor is a collaborative effort between RCTC and SBCTA and the toll facility will operate seamlessly between the two counties per the principles of agreement, eligible San Bernardino County residents will enjoy the benefits afforded under the low income program. While the program has not yet been defined, it is anticipated that reduced or eliminated account maintenance fees and toll reductions or account stipends for low income residents will be offered to those eligible users.

G.3. Potential Negative Impacts to Disadvantaged Communities

The project does not anticipate displacing or acquiring property from disadvantaged communities. But it is important to note that the air quality impacts and other proximity impacts of the logistics industry in general have been of great concern to communities in southwestern San Bernardino County and northwestern Riverside County. It should be noted that SBCTA, RCTC, and LA Metro were involved in a joint effort to produce the 2009 report *Healthy Communities and Healthy Economies: A Toolkit for Goods Movement.* The report provides practical tools for minimizing and mitigating the impacts of goods movement activities on local communities, while also recognizing the economic benefits that the logistics industry brings, and these strategies are being incorporated into local jurisdiction planning policies and practices in the Inland Empire as logistics development continues. There are two other ongoing efforts that should be noted here as they relate to the I-15 Corridor.

1) There is an ongoing engagement effort with the Ontario communities around ONT and the logistics facilities surrounding it that dates back to as early as 2011. One of the main catalysts for having a robust community engagement element in Ontario (through which I-15 passes) is the award to the City of the Transformative Climate Communities (TCC) grant from the Strategic Growth Council (SGC). The grant program intends to transform communities through investment in specified capital projects and programs such as affordable housing, transportation improvements, and urban forestry.

   The TCC engagement effort started when area residents and the City of Ontario established a co-decision making body through the Healthy Ontario Initiative (HOI) in 2012. HOI, administered by the Ontario Planning Department, is a broad-spectrum umbrella collaborative by which community partners and residents engage, advocate for, and take action to, improve quality of life in Ontario. HOI utilizes: public workshops, multi-lingual surveys, focus groups, social media, mailers, meetings, door-to-door canvassing, social media, charrettes, participatory data collection, and forums to meaningfully engage stakeholders and residents. HOI's mission is to empower residents to take charge of their health by advocating for policy, environmental and systems changes. HOI became the backbone community body that now serves as the main group under the Ontario TCC Trustee.

   Here are some small samples of transportation projects that are still to come to build a true multimodal system in the area: eliminating car trips through improved transit access, construction of premium bus shelters, rerouting of existing bus routes to increase area service, construction of new bicycle paths, improved pedestrian networks and creation of a transit/active transportation Downtown Mobility Hub. See the TCC website (http://www.ontariotogether.com/) for more information.

2) The Community Emissions Reduction Plan (CERP) is an essential piece of the AB 617 program initiated by the Legislature. AB 617 is a law that addresses the disproportionate impacts of air pollution in environmental justice communities. The particular focus is to reduce air pollution in the San Bernardino, Muscoy community, which is in proximity to the BNSF Intermodal Yard. It is structured to outline the actions and commitments in Muscoy by a Community Steering Committee (CSC), the South Coast AQMD, and the California Air Resources Board (CARB), but the principles can be applied for protecting other communities in proximity to logistics-based activity (such as communities in the I-15 Corridor) An essential piece of the AB 617 program is the partnership and collaboration with the community to ensure that the CERP addresses the community's air quality priorities.

   CSC members provided guidance, insight, critique, and community wisdom, all of which were elements in the development of the CERP. The AB 617 program aims to invest new resources and conduct focused actions in these communities to improve air quality as a step toward environmental equity." The San Bernardino, Muscoy community identified the following air quality priorities to be addressed by this plan: 1) Neighborhood truck traffic, 2) Warehouse on-

site emissions, 3) Omnitrans bus yard, 4) Railyards, 5) Concrete batch, asphalt batch, and rock and aggregate plants, and 6) Schools, childcare centers, community centers, and homes. In this sense, it is an application of the *Healthy Communities and Healthy Economies Toolkit*, referenced earlier.

G.4. SBCTA, Sustainability, and the "Regions Rise Together" Initiative

While SBCTA is thought of primarily for its roles in infrastructure funding and construction, its mission is much broader, particularly when viewed together with the functions of the San Bernardino Council of Governments (SBCOG), which is governed by the same Board of Directors representing our county of 24 cities and the County of San Bernardino. Our overall approach to sustainability and examples of our sustainability initiatives are explained in a Sustainability Fact Sheet, available at:
https://www.gosbcta.com/wp-content/uploads/2019/09/SBCTA-Sustainability_FINAL_digital.pdf
The San Bernardino Countywide Vision represents a foundation for our approach to a sustainable future, setting the County on a sustainable course for nine distinct sectors or elements. The Fact Sheet describes current sustainability initiatives under three overall categories: 1) transportation/land use initiatives, 2) energy efficiency and greenhouse gas reduction, and 3) climate/health/habitat.

In addition, we are partners with the Governor's office on the "Regions Rise Together" initiative, announced by Governor Newsom in May 2019. The purpose of this initiative is to bring together diverse leaders in every region over the course of the next year, so that the state agencies can gather local ideas and build a comprehensive plan that lifts every part of California. This effort builds on existing locally-driven initiatives in the state's diverse regions while also leveraging the investments and policy priorities of the state. Regions Rise Together is led by GO-Biz and the Governor's Office of Planning and Research (OPR) in partnership with CA Forward and the California Stewardship Network. The SB 1 competitive grants represent an opportunity for the state to assist Inland Empire economic development in a tangible way, through strategic transportation investments.

H. Other (not applicable)

APPENDICES

SBCTA/Caltrans 2020 TCEP Grant Application

I-15 Freight Improvement Project: Auxiliary Lanes and Express Lanes

Appendix List	Support Document Note: Can also access the main application, appendices, and other background files/documents for the I-15 TCEP Application at: ftp://gis.sanbag.ca.gov/Expires210101_I15TCEP_ALEL/
Appendix A	Project Programming Request forms for I-15 Corridor Freight Improvement Project Grant Application
Appendix B	Link to Cal-B/C 7.2 Benefit/Cost Analysis Workbook for I-15 Corridor
Appendix C	Supplemental Information on How the I-15 Corridor Project Will Specifically Benefit the Movement of Freight
Appendix D	Excerpts from the Inland Empire Comprehensive Multimodal Corridor Plan
Appendix E	Performance Indicators and Measures Table for I-15 Corridor
Appendix F	Links to reports: *Paths to Clean Vehicle Technology and Alternative Fuels Implementation in San Bernardino County – Final Report and Action Plan* 2020
Appendix G	Excerpt from the California Interregional Transportation Strategic Plan
Appendix H	Letters of Support
Appendix I	Link to Environmental Documentation for the I-15 Corridor Project (click on Project Documents) https://www.gosbcta.com/project/i-15-corridor/
Appendix J	Link to NCHRP Report 687 entitled "*Guidelines for Ramp and Interchange Spacing*" - http://www.cmfclearinghouse.org/studydocs/nchrp_rpt_687.pdf
Appendix K	Link to *Connect SoCal*, Southern California Association of Governments' 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) http://scagrtpscs.net/Pages/FINAL2016RTPSCS.aspx

APPENDIX A

Project Programming Request (PPR) forms for
I-15 Corridor Freight Improvement Project:
Auxiliary Lanes and Express Lanes

There will be three contracts for the construction phase of this project, hence three PPRs:

1) Construction (CON) contract,

2) Toll service provider (TSP) contract, and

3) Establish existing planting (EEP) contract.

An overall summary PPR is provided up front, for convenience.

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 06/2020)

PPR ID
ePPR-6507-2020-0007 v0

Amendment (Existing Project) ☐ YES ☒ NO | Date 07/14/2020 10:22:42

Programs ☐ LPP-C ☐ LPP-F ☒ SCCP ☒ TCEP ☐ STIP ☐ Other

District	EA	Project ID	PPNO	Nominating Agency	
08	0R800	0812000184	0167M	San Bernardino County Transportation Authority (SBCTA)	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
San Bernardino	15	0.000	6.300	Caltrans HQ	
Riverside	15	49.800	52.300	MPO	Element
				SCAG	Capital Outlay

Project Manager/Contact	Phone	Email Address
Dennis Saylor	909-884-8276	dsaylor@gosbcta.com

Project Title

Interstate 15 Corridor Freight Improvement Project: Auxiliary Lanes and Express Lanes - Overall

Location (Project Limits), Description (Scope of Work)

In San Bernardino and Riverside Counties through the cities of Eastvale, Jurupa Valley, Ontario, and Rancho Cucamonga, on I-15 from Cantu Galleano Road to Foothill Boulevard, construct auxiliary lanes and express lanes. An auxiliary lane will be added in the northbound direction from just south of Jurupa Street extending north to tie into existing auxiliary lanes north of Jurupa Street (1.21 miles) . An additional northbound auxiliary lane will be added from just north of 4th Street to just south of Foothill Boulevard (1.6 miles). A new auxiliary lane will be added in the southbound direction from just south of the I-10/I-15 interchange to the Riverside County Line (2.05 miles). Express lanes will extend northerly from Cantu-Galleano Ranch Road/SR-60 to Foothill Boulevard. Express lanes will be constructed in the median of I-15 joining the Express Lanes currently under construction in Riverside County which will be operational by December 2020.

Component	Implementing Agency
PA&ED	San Bernardino County Transportation Authority (SBCTA)
PS&E	San Bernardino County Transportation Authority (SBCTA)
Right of Way	San Bernardino County Transportation Authority (SBCTA)
Construction	San Bernardino County Transportation Authority (SBCTA)

Legislative Districts

Assembly:	52,40,60	Senate:	20,23,31	Congressional:	35,41,42,31

Project Milestone	Existing	Proposed
Project Study Report Approved	09/23/2014	
Begin Environmental (PA&ED) Phase		10/14/2014
Circulate Draft Environmental Document Document Type (ND/MND)/FONSI		03/01/2018
Draft Project Report		03/01/2018
End Environmental Phase (PA&ED Milestone)		12/20/2018
Begin Design (PS&E) Phase		09/02/2020
End Design Phase (Ready to List for Advertisement Milestone)		05/15/2023
Begin Right of Way Phase		03/05/2021
End Right of Way Phase (Right of Way Certification Milestone)		04/17/2023
Begin Construction Phase (Contract Award Milestone)		09/02/2020
End Construction Phase (Construction Contract Acceptance Milestone)		05/31/2029
Begin Closeout Phase		05/29/2027
End Closeout Phase (Closeout Report)		06/28/2029

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 06/2020)

PPR ID
ePPR-6507-2020-0007 v0

Date 07/14/2020 10:22:42

Purpose and Need

Purpose: The purpose of the proposed project is to improve operational efficiency and safety, to reduce travel time within the corridor, and to improve trip reliability and mobility options through auxiliary lane improvements, freight bottleneck relief, and express toll lanes, managed through congestion-based pricing and HOV incentive policies. This will be part of transitioning I-15 into a truly managed corridor for multimodal movement of both freight and people.

Need: The I-15 Corridor Freight Improvement Project is needed for multiple reasons, as described below:

1. Because of where the project is located: This segment is located in the heart of one of the largest logistics centers in the U.S., with over 200 million square feet of distribution facilities within five miles of the project. This is also why the I-15/I-10 interchange was recently ranked the 12th most critical truck bottleneck in the U.S. by the American Transportation Research Institute. This interchange lies at the very center of the I-15 segment.
2. Because it directly addresses freight bottlenecks: There are three specific auxiliary lane improvements proposed, each of which involves major truck movements, and all of which will improve conditions at the I-15/I-10 interchange. The aux lanes directly improve freight flows, while the express lanes make room for more freight by better managing through and local traffic and improving operations. It also addresses a key pinch point on I-15 southbound at the county line, where the width of the bridge over Mission Boulevard constrains further improvement of this key segment.
3. Because it is of statewide and national interest: Stretching between the Mexican and the Canadian borders, I-15 is one of the most critical freight corridors in Southern California and is a primary freight gateway to the Nation, serving the international supply chain that runs through the Ports of Los Angeles and Long Beach. It is estimated that 50% of interstate truck traffic coming into or flowing out of Southern California passes through the I-15/I-10 interchange.
4. Because it is the only logical, affordable way to improve this segment: In addition to better separating local and longer distance flows, the express lanes provide a way to better manage corridor traffic overall. Southern California is building a world-class managed lanes network, and this I-15 segment is an essential part of that planned network. The project's strategic location in the logistics sector means that the express lane component will also benefit freight flow.
5. Because it is part of an overall multimodal vision: It is not simply a stand-alone project but part of a program of projects to improve transportation efficiency and alternative modes in this nationally significant corridor, with benefits accruing to the economic vitality and competitiveness of the region, such as 427,000 hours of truck delay reduced just in opening year.

NHS Improvements	Roadway Class	Reversible Lane Analysis
☒ YES ☐ NO	1	☒ YES ☐ NO

Inc. Sustainable Communities Strategy Goals ☒ YES ☐ NO Reduce Greenhouse Gas Emissions ☐ YES ☒ NO

Project Outputs

Category	Outputs	Unit	Total
Pavement (lane-miles)	HOV/HOT mainline constructed	Miles	25
Pavement (lane-miles)	Auxiliary lane constructed	Miles	5
TMS (Traffic Management Systems)	Changeable message signs	EA	16
TMS (Traffic Management Systems)	Closed circuit television cameras	EA	16
TMS (Traffic Management Systems)	Software and hardware systems	EA	8
TMS (Traffic Management Systems)	Traffic monitoring detection stations	EA	32

Additional Information

Category and Outputs: Software and hardware systems refers to the number of toll zones

Performance Indicators and Metrics: Indicators that are not applicable to this project are listed with "0" for Build and No Build.

PROJECT PROGRAMMING REQUEST (PPR)

PPR ID
ePPR-6507-2020-0007 v0

Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**
Congestion Reduction	LPPF, LPPC, SCCP	Project Area, Corridor, County, or Regionwide VMT per Capita and Total VMT	Total Miles	86,232,322	85,898,007	334,315
			VMT per Capita	29.37	29.26	0.11
	LPPF, LPPC, SCCP	Person Hours of Travel Time Saved	Person Hours	38,008,781	38,979,420	-970,639
			Hours per Capita	12.95	13.28	-0.33
	LPPF, LPPC, SCCP	Daily Vehicle Hours of Delay	Hours	31,933,048	32,748,530	-815,482
	TCEP	Daily Vehicle Hours of Travel Time Reduction	Hours	31,933,048	32,748,530	-815,482
	TCEP	Daily Truck Trips	# of Trips	31,808	26,507	5,301
	TCEP	Daily Truck Miles Traveled	Miles	222,659	185,550	37,109
Throughput	TCEP	Change in Truck Volume That Can Be Accommodated	# of Trucks	6,292,675	5,243,896	1,048,779
	TCEP	Change in Rail Volume That Can Be Accommodated	# of Trailers	0	0	0
			# of Containers	0	0	0
	TCEP	Change in Cargo Volume That Can Be Accommodated	# of Tons	0	0	0
			# of Containers	0	0	0
System Reliability	LPPF, LPPC, SCCP	Peak Period Travel Time Reliability Index	Index	1.44	4.06	-2.62
	LPPF, LPPC, SCCP	Transit Service On-Time Performance	% "On-time"	0	0	0
	TCEP	Truck Travel Time Reliability Index	Index	1.67	4.33	-2.66
	TCEP	Daily Vehicle Hours of Travel Time Reduction	Hours	31,933,048	32,748,530	-815,482
Velocity	TCEP	Travel Time or Total Cargo Transport Time	Hours	3,028,108	3,222,609	-194,501
Air Quality & GHG	LPPF, LPPC, SCCP, TCEP	Particulate Matter	PM 2.5 Tons	39	41	-2
			PM 10 Tons	38	40	-2
	LPPF, LPPC, SCCP, TCEP	Carbon Dioxide (CO2)	Tons	4,960,404	4,999,941	-39,537
	LPPF, LPPC, SCCP, TCEP	Volatile Organic Compounds (VOC)	Tons	750	809	-59
	LPPF, LPPC, SCCP, TCEP	Sulphur Dioxides (SOx)	Tons	49	49	0
	LPPF, LPPC, SCCP, TCEP	Carbon Monoxide (CO)	Tons	13,724	14,191	-467
	LPPF, LPPC, SCCP, TCEP	Nitrogen Oxides (NOx)	Tons	3,956	3,831	125
Safety	LPPF, LPPC, SCCP, TCEP	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	Number	0	0	0
	LPPF, LPPC, SCCP, TCEP	Number of Fatalities	Number	38	38	0
	LPPF, LPPC, SCCP, TCEP	Fatalities per 100 Million VMT	Number	0.27	0.3	-0.03

Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries	Number	2,153	2,147	6
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries per 100 Million VMT	Number	15	17	-2
Accessibility	LPPF, LPPC, SCCP	Number of Jobs Accessible by Mode	Number	0	0	0
	LPPF, LPPC, SCCP	Number of Destinations Accessible by Mode	Number	0	0	0
	LPPF, LPPC, SCCP	Percent of Population Defined as Low Income or Disadvantaged Within 1/2 Mile of Rail Station, Ferry Terminal, or High-Frequency Bus Stop	%	0	0	0
Economic Development	LPPF, LPPC, SCCP, TCEP	Jobs Created (Direct and Indirect)	Number	3,900	0	3,900
Cost Effectiveness	LPPF, LPPC, SCCP, TCEP	Cost Benefit Ratio	Ratio	4.7	0	4.7

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 06/2020)

PPR ID
ePPR-6507-2020-0007 v0

District	County	Route	EA	Project ID	PPNO
08	San Bernardino, Riverside	15, 15	0R800	0812000184	0167M

Project Title

Interstate 15 Corridor Freight Improvement Project: Auxiliary Lanes and Express Lanes - Overall

Existing Total Project Cost ($1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Implementing Agency
E&P (PA&ED)									San Bernardino County Transportatio
PS&E									San Bernardino County Transportatio
R/W SUP (CT)									San Bernardino County Transportatio
CON SUP (CT)									San Bernardino County Transportatio
R/W									San Bernardino County Transportatio
CON									San Bernardino County Transportatio
TOTAL									
Proposed Total Project Cost ($1,000s)									Notes
E&P (PA&ED)	10,373							10,373	
PS&E		32,606						32,606	
R/W SUP (CT)									
CON SUP (CT)									
R/W		3,796						3,796	
CON		7,600		250,780			2,012	260,392	
TOTAL	10,373	44,002		250,780			2,012	307,167	

Fund #1:	RIP - STIP Advance Construction (Committed)								Program Code
Existing Funding ($1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									San Bernardino County Transportatio
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				72,274				72,274	
TOTAL				72,274				72,274	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 06/2020)

PPR ID
ePPR-6507-2020-0007 v0

Fund #2:	Local Funds - SBD Co Measure I (Committed)								Program Code
Existing Funding ($1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									San Bernardino County Transportatio
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)	10,373							10,373	PS&E includes $5.606M in SBCTA and RCTC Project Management costs
PS&E		32,606						32,606	
R/W SUP (CT)									
CON SUP (CT)									
R/W		3,796						3,796	
CON		7,600		59,767			2,012	69,379	
TOTAL	10,373	44,002		59,767			2,012	116,154	

Fund #3:	State SB1 TCEP - State Share (Uncommitted)								Program Code
Existing Funding ($1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commissio
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				34,800				34,800	
TOTAL				34,800				34,800	

Fund #4:	State SB1 TCEP - Regional Share (Uncommitted)								Program Code
	Existing Funding ($1,000s)								
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commissio
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				52,200				52,200	
TOTAL				52,200				52,200	

Fund #5:	State SB1 SCCP - Solution for Congested Corridors Program (Uncommitted)								Program Code
	Existing Funding ($1,000s)								
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commissio
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				31,739				31,739	
TOTAL				31,739				31,739	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 06/2020)

PPR ID
ePPR-6507-2020-0002 v1

Amendment (Existing Project) ☐ YES ☒ NO | Date 07/27/2020 14:13:45

Programs ☐ LPP-C ☐ LPP-F ☐ SCCP ☒ TCEP ☐ STIP ☐ Other

District	EA	Project ID	PPNO	Nominating Agency	
08	0R800	0812000184	3017Q	San Bernardino County Transportation Authority (SBCTA)	
County	**Route**	**PM Back**	**PM Ahead**	**Co-Nominating Agency**	
San Bernardino	15	0.000	6.300	Caltrans HQ	
Riverside	15	49.800	52.300	**MPO**	**Element**
				SCAG	Capital Outlay
Project Manager/Contact			**Phone**	**Email Address**	
Dennis Saylor			909-884-8276	dsaylor@gosbcta.com	

Project Title

Interstate 15 Corridor Freight Improvement Project: Auxiliary Lanes and Express Lanes - Construction

Location (Project Limits), Description (Scope of Work)

In San Bernardino and Riverside Counties through the cities of Eastvale, Jurupa Valley, Ontario, and Rancho Cucamonga, on I-15 from Cantu Galleano Road to Foothill Boulevard, construct auxiliary lanes and express lanes. An auxiliary lane will be added in the northbound direction from just south of Jurupa Street extending north to tie into existing auxiliary lanes north of Jurupa Street (1.21 miles) . An additional northbound auxiliary lane will be added from just north of 4th Street to just south of Foothill Boulevard (1.6 miles). A new auxiliary lane will be added in the southbound direction from just south of the I-10/I-15 interchange to the Riverside County Line (2.05 miles). Express lanes will extend northerly from Cantu-Galleano Ranch Road/SR-60 to Foothill Boulevard. Express lanes will be constructed in the median of I-15 joining the Express Lanes currently under construction in Riverside County which will be operational by December 2020.

Component	Implementing Agency
PA&ED	San Bernardino County Transportation Authority (SBCTA)
PS&E	San Bernardino County Transportation Authority (SBCTA)
Right of Way	San Bernardino County Transportation Authority (SBCTA)
Construction	San Bernardino County Transportation Authority (SBCTA)

Legislative Districts

Assembly:	52,40,60	Senate:	20,23,31	Congressional:	35,41,42,31

Project Milestone	Existing	Proposed
Project Study Report Approved	09/23/2014	
Begin Environmental (PA&ED) Phase		10/14/2014
Circulate Draft Environmental Document Document Type (ND/MND)/FONSI		03/01/2018
Draft Project Report		03/01/2018
End Environmental Phase (PA&ED Milestone)		12/20/2018
Begin Design (PS&E) Phase		09/02/2020
End Design Phase (Ready to List for Advertisement Milestone)		05/15/2023
Begin Right of Way Phase		03/05/2021
End Right of Way Phase (Right of Way Certification Milestone)		04/17/2023
Begin Construction Phase (Contract Award Milestone)		06/30/2023
End Construction Phase (Construction Contract Acceptance Milestone)		05/28/2027
Begin Closeout Phase		05/29/2027
End Closeout Phase (Closeout Report)		08/09/2027

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 06/2020)

PPR ID
ePPR-6507-2020-0002 v1

Date 07/27/2020 14:13:45

Purpose and Need

Purpose: The purpose of the proposed project is to improve operational efficiency and safety, to reduce travel time within the corridor, and to improve trip reliability and mobility options through auxiliary lane improvements, freight bottleneck relief, and express toll lanes, managed through congestion-based pricing and HOV incentive policies. This will be part of transitioning I-15 into a truly managed corridor for multimodal movement of both freight and people.

Need: The I-15 Corridor Freight Improvement Project is needed for multiple reasons, as described below:

1. Because of where the project is located: This segment is located in the heart of one of the largest logistics centers in the U.S., with over 200 million square feet of distribution facilities within five miles of the project. This is also why the I-15/I-10 interchange was recently ranked the 12th most critical truck bottleneck in the U.S. by the American Transportation Research Institute. This interchange lies at the very center of the I-15 segment.
2. Because it directly addresses freight bottlenecks: There are three specific auxiliary lane improvements proposed, each of which involves major truck movements, and all of which will improve conditions at the I-15/I-10 interchange. The aux lanes directly improve freight flows, while the express lanes make room for more freight by better managing through and local traffic and improving operations. It also addresses a key pinch point on I-15 southbound at the county line, where the width of the bridge over Mission Boulevard constrains further improvement of this key segment.
3. Because it is of statewide and national interest: Stretching between the Mexican and the Canadian borders, I-15 is one of the most critical freight corridors in Southern California and is a primary freight gateway to the Nation, serving the international supply chain that runs through the Ports of Los Angeles and Long Beach. It is estimated that 50% of interstate truck traffic coming into or flowing out of Southern California passes through the I-15/I-10 interchange.
4. Because it is the only logical, affordable way to improve this segment: In addition to better separating local and longer distance flows, the express lanes provide a way to better manage corridor traffic overall. Southern California is building a world-class managed lanes network, and this I-15 segment is an essential part of that planned network. The project's strategic location in the logistics sector means that the express lane component will also benefit freight flow.
5. Because it is part of an overall multimodal vision: It is not simply a stand-alone project but part of a program of projects to improve transportation efficiency and alternative modes in this nationally significant corridor, with benefits accruing to the economic vitality and competitiveness of the region, such as 427,000 hours of truck delay reduced just in opening year.

NHS Improvements	Roadway Class	Reversible Lane Analysis
☒ YES ☐ NO	1	☒ YES ☐ NO

Inc. Sustainable Communities Strategy Goals ☒ YES ☐ NO Reduce Greenhouse Gas Emissions ☐ YES ☒ NO

Project Outputs

Category	Outputs	Unit	Total
Pavement (lane-miles)	HOV/HOT mainline constructed	Miles	25
Pavement (lane-miles)	Auxiliary lane constructed	Miles	5
TMS (Traffic Management Systems)	Changeable message signs	EA	16
TMS (Traffic Management Systems)	Closed circuit television cameras	EA	16
TMS (Traffic Management Systems)	Software and hardware systems	EA	8
TMS (Traffic Management Systems)	Traffic monitoring detection stations	EA	32

Date 07/27/2020 14:13:45

Additional Information

Project Milestones: Actual anticipated Construction Contract Award date is 11/1/2023. Listed milestone is 6/30/2023 to allow for programming funding in FY22/23.

Category and Outputs: Software and hardware systems refers to the number of toll zones

Performance Indicators and Metrics: Indicators that are not applicable to this project are listed with "0" for Build and No Build.

PROJECT PROGRAMMING REQUEST (PPR)

PPR ID
ePPR-6507-2020-0002 v1

Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**
Congestion Reduction	LPPF, LPPC, SCCP	Project Area, Corridor, County, or Regionwide VMT per Capita and Total VMT	Total Miles	86,232,322	85,898,007	334,315
			VMT per Capita	29.37	29.26	0.11
	LPPF, LPPC, SCCP	Person Hours of Travel Time Saved	Person Hours	38,008,781	38,979,420	-970,639
			Hours per Capita	12.95	13.28	-0.33
	LPPF, LPPC, SCCP	Daily Vehicle Hours of Delay	Hours	31,933,048	32,748,530	-815,482
	TCEP	Daily Vehicle Hours of Travel Time Reduction	Hours	31,933,048	32,748,530	-815,482
	TCEP	Daily Truck Trips	# of Trips	31,808	26,507	5,301
	TCEP	Daily Truck Miles Traveled	Miles	222,659	185,550	37,109
Throughput	TCEP	Change in Truck Volume That Can Be Accommodated	# of Trucks	6,292,675	5,243,896	1,048,779
	TCEP	Change in Rail Volume That Can Be Accommodated	# of Trailers	0	0	0
			# of Containers	0	0	0
	TCEP	Change in Cargo Volume That Can Be Accommodated	# of Tons	0	0	0
			# of Containers	0	0	0
System Reliability	LPPF, LPPC, SCCP	Peak Period Travel Time Reliability Index	Index	1.44	4.06	-2.62
	LPPF, LPPC, SCCP	Transit Service On-Time Performance	% "On-time"	0	0	0
	TCEP	Truck Travel Time Reliability Index	Index	1.67	4.33	-2.66
	TCEP	Daily Vehicle Hours of Travel Time Reduction	Hours	31,933,048	32,748,530	-815,482
Velocity	TCEP	Travel Time or Total Cargo Transport Time	Hours	3,028,108	3,222,609	-194,501
Air Quality & GHG	LPPF, LPPC, SCCP, TCEP	Particulate Matter	PM 2.5 Tons	39	41	-2
			PM 10 Tons	38	40	-2
	LPPF, LPPC, SCCP, TCEP	Carbon Dioxide (CO2)	Tons	4,960,404	4,999,941	-39,537
	LPPF, LPPC, SCCP, TCEP	Volatile Organic Compounds (VOC)	Tons	750	809	-59
	LPPF, LPPC, SCCP, TCEP	Sulphur Dioxides (SOx)	Tons	49	49	0
	LPPF, LPPC, SCCP, TCEP	Carbon Monoxide (CO)	Tons	13,724	14,191	-467
	LPPF, LPPC, SCCP, TCEP	Nitrogen Oxides (NOx)	Tons	3,956	3,831	125
Safety	LPPF, LPPC, SCCP, TCEP	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	Number	0	0	0
	LPPF, LPPC, SCCP, TCEP	Number of Fatalities	Number	38	38	0
	LPPF, LPPC, SCCP, TCEP	Fatalities per 100 Million VMT	Number	0.27	0.3	-0.03

Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries	Number	2,153	2,147	6
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries per 100 Million VMT	Number	15	17	-2
Accessibility	LPPF, LPPC, SCCP	Number of Jobs Accessible by Mode	Number	0	0	0
	LPPF, LPPC, SCCP	Number of Destinations Accessible by Mode	Number	0	0	0
	LPPF, LPPC, SCCP	Percent of Population Defined as Low Income or Disadvantaged Within 1/2 Mile of Rail Station, Ferry Terminal, or High-Frequency Bus Stop	%	0	0	0
Economic Development	LPPF, LPPC, SCCP, TCEP	Jobs Created (Direct and Indirect)	Number	3,900	0	3,900
Cost Effectiveness	LPPF, LPPC, SCCP, TCEP	Cost Benefit Ratio	Ratio	4.7	0	4.7

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 06/2020)

PPR ID
ePPR-6507-2020-0002 v1

District	County	Route	EA	Project ID	PPNO
08	San Bernardino, Riverside	15, 15	0R800	0812000184	3017Q

Project Title

Interstate 15 Corridor Freight Improvement Project: Auxiliary Lanes and Express Lanes - Construction

Existing Total Project Cost ($1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Implementing Agency
E&P (PA&ED)									San Bernardino County Transportatio
PS&E									San Bernardino County Transportatio
R/W SUP (CT)									San Bernardino County Transportatio
CON SUP (CT)									San Bernardino County Transportatio
R/W									San Bernardino County Transportatio
CON									San Bernardino County Transportatio
TOTAL									
Proposed Total Project Cost ($1,000s)									Notes
E&P (PA&ED)	10,373							10,373	
PS&E		32,606						32,606	
R/W SUP (CT)									
CON SUP (CT)									
R/W		3,796						3,796	
CON				250,780				250,780	
TOTAL	10,373	36,402		250,780				297,555	

Fund #1:	RIP - STIP Advance Construction (Committed)								Program Code
Existing Funding ($1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									San Bernardino County Transportatio
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				72,274				72,274	
TOTAL				72,274				72,274	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 06/2020)

PPR ID
ePPR-6507-2020-0002 v1

Fund #2:	Local Funds - SBD Co Measure I (Committed)								Program Code
Existing Funding ($1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									San Bernardino County Transportatio
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)	10,373							10,373	PS&E includes $5.606M in SBCTA and RCTC Project Management costs. CON includes $22.132M for CM costs to be 100% locally funded.
PS&E		32,606						32,606	
R/W SUP (CT)									
CON SUP (CT)									
R/W		3,796						3,796	
CON				59,767				59,767	
TOTAL	10,373	36,402		59,767				106,542	

Fund #3:	State SB1 TCEP - State Share (Uncommitted)								Program Code
Existing Funding ($1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commissio
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				34,800				34,800	
TOTAL				34,800				34,800	

Fund #4:	State SB1 TCEP - Regional Share (Uncommitted)								Program Code
	Existing Funding ($1,000s)								
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commissio
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				52,200				52,200	
TOTAL				52,200				52,200	

Fund #5:	State Bond - Submitted for SCCP (Uncommitted)								Program Code
	Existing Funding ($1,000s)								
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commissio
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				31,739				31,739	
TOTAL				31,739				31,739	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 06/2020)

PPR ID
ePPR-6507-2020-0005 v0

Amendment (Existing Project) ☐ YES ☒ NO | Date 07/14/2020 10:20:47

Programs ☐ LPP-C ☐ LPP-F ☒ SCCP ☒ TCEP ☐ STIP ☐ Other

District	EA	Project ID	PPNO	Nominating Agency	
08	0R800	0812000184	3017N	San Bernardino County Transportation Authority (SBCTA)	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
San Bernardino	15	0.000	6.300	Caltrans HQ	
Riverside	15	49.800	52.300	MPO	Element
				SCAG	Capital Outlay

Project Manager/Contact	Phone	Email Address
Dennis Saylor	909-884-8276	dsaylor@gosbcta.com

Project Title

Interstate 15 Corridor Freight Improvement Project: Auxiliary Lanes and Express Lanes - Toll System Provider (D/B Contract)

Location (Project Limits), Description (Scope of Work)

In San Bernardino and Riverside Counties through the cities of Eastvale, Jurupa Valley, Ontario, and Rancho Cucamonga, on I-15 from Cantu Galleano Road to Foothill Boulevard, construct auxiliary lanes and express lanes. An auxiliary lane will be added in the northbound direction from just south of Jurupa Street extending north to tie into existing auxiliary lanes north of Jurupa Street (1.21 miles) . An additional northbound auxiliary lane will be added from just north of 4th Street to just south of Foothill Boulevard (1.6 miles). A new auxiliary lane will be added in the southbound direction from just south of the I-10/I-15 interchange to the Riverside County Line (2.05 miles). Express lanes will extend northerly from Cantu-Galleano Ranch Road/SR-60 to Foothill Boulevard. Express lanes will be constructed in the median of I-15 joining the Express Lanes currently under construction in Riverside County which will be operational by December 2020.

Component	Implementing Agency
PA&ED	San Bernardino County Transportation Authority (SBCTA)
PS&E	San Bernardino County Transportation Authority (SBCTA)
Right of Way	San Bernardino County Transportation Authority (SBCTA)
Construction	San Bernardino County Transportation Authority (SBCTA)

Legislative Districts

Assembly:	52,40,60	Senate:	20,23,31	Congressional:	35,41,42,31

Project Milestone	Existing	Proposed
Project Study Report Approved	09/23/2014	
Begin Environmental (PA&ED) Phase		10/14/2014
Circulate Draft Environmental Document Document Type (ND/MND)/FONSI		03/01/2018
Draft Project Report		03/01/2018
End Environmental Phase (PA&ED Milestone)		12/20/2018
Begin Design (PS&E) Phase		09/02/2020
End Design Phase (Ready to List for Advertisement Milestone)		09/02/2020
Begin Right of Way Phase		03/05/2021
End Right of Way Phase (Right of Way Certification Milestone)		04/17/2023
Begin Construction Phase (Contract Award Milestone)		09/02/2020
End Construction Phase (Construction Contract Acceptance Milestone)		05/28/2027
Begin Closeout Phase		05/29/2027
End Closeout Phase (Closeout Report)		08/09/2027

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 06/2020)

PPR ID
ePPR-6507-2020-0005 v0

Date 07/14/2020 10:20:47

Purpose and Need

Purpose: The purpose of the proposed project is to improve operational efficiency and safety, to reduce travel time within the corridor, and to improve trip reliability and mobility options through auxiliary lane improvements, freight bottleneck relief, and express toll lanes, managed through congestion-based pricing and HOV incentive policies. This will be part of transitioning I-15 into a truly managed corridor for multimodal movement of both freight and people.

Need: The I-15 Corridor Freight Improvement Project is needed for multiple reasons, as described below:

1. Because of where the project is located: This segment is located in the heart of one of the largest logistics centers in the U.S., with over 200 million square feet of distribution facilities within five miles of the project. This is also why the I-15/I-10 interchange was recently ranked the 12th most critical truck bottleneck in the U.S. by the American Transportation Research Institute. This interchange lies at the very center of the I-15 segment.
2. Because it directly addresses freight bottlenecks: There are three specific auxiliary lane improvements proposed, each of which involves major truck movements, and all of which will improve conditions at the I-15/I-10 interchange. The aux lanes directly improve freight flows, while the express lanes make room for more freight by better managing through and local traffic and improving operations. It also addresses a key pinch point on I-15 southbound at the county line, where the width of the bridge over Mission Boulevard constrains further improvement of this key segment.
3. Because it is of statewide and national interest: Stretching between the Mexican and the Canadian borders, I-15 is one of the most critical freight corridors in Southern California and is a primary freight gateway to the Nation, serving the international supply chain that runs through the Ports of Los Angeles and Long Beach. It is estimated that 50% of interstate truck traffic coming into or flowing out of Southern California passes through the I-15/I-10 interchange.
4. Because it is the only logical, affordable way to improve this segment: In addition to better separating local and longer distance flows, the express lanes provide a way to better manage corridor traffic overall. Southern California is building a world-class managed lanes network, and this I-15 segment is an essential part of that planned network. The project's strategic location in the logistics sector means that the express lane component will also benefit freight flow.
5. Because it is part of an overall multimodal vision: It is not simply a stand-alone project but part of a program of projects to improve transportation efficiency and alternative modes in this nationally significant corridor, with benefits accruing to the economic vitality and competitiveness of the region, such as 427,000 hours of truck delay reduced just in opening year.

NHS Improvements ☒ YES ☐ NO	Roadway Class 1	Reversible Lane Analysis ☒ YES ☐ NO

Inc. Sustainable Communities Strategy Goals ☒ YES ☐ NO Reduce Greenhouse Gas Emissions ☐ YES ☒ NO

Project Outputs

Category	Outputs	Unit	Total
Pavement (lane-miles)	HOV/HOT mainline constructed	Miles	25
Pavement (lane-miles)	Auxiliary lane constructed	Miles	5
TMS (Traffic Management Systems)	Changeable message signs	EA	16
TMS (Traffic Management Systems)	Closed circuit television cameras	EA	16
TMS (Traffic Management Systems)	Traffic monitoring detection stations	EA	32
TMS (Traffic Management Systems)	Software and hardware systems	EA	8

Additional Information

Category and Outputs: Software and hardware systems refers to the number of toll zones

Performance Indicators and Metrics: Indicators that are not applicable to this project are listed with "0" for Build and No Build.

PROJECT PROGRAMMING REQUEST (PPR)

PPR ID
ePPR-6507-2020-0005 v0

Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**
Congestion Reduction	LPPF, LPPC, SCCP	Project Area, Corridor, County, or Regionwide VMT per Capita and Total VMT	Total Miles	86,232,322	85,898,007	334,315
			VMT per Capita	29.37	29.26	0.11
	LPPF, LPPC, SCCP	Person Hours of Travel Time Saved	Person Hours	38,008,781	38,979,420	-970,639
			Hours per Capita	12.95	13.28	-0.33
	LPPF, LPPC, SCCP	Daily Vehicle Hours of Delay	Hours	31,933,048	32,748,530	-815,482
	TCEP	Daily Vehicle Hours of Travel Time Reduction	Hours	31,933,048	32,748,530	-815,482
	TCEP	Daily Truck Trips	# of Trips	31,808	26,507	5,301
	TCEP	Daily Truck Miles Traveled	Miles	222,659	185,550	37,109
Throughput	TCEP	Change in Truck Volume That Can Be Accommodated	# of Trucks	6,292,675	5,243,896	1,048,779
	TCEP	Change in Rail Volume That Can Be Accommodated	# of Trailers	0	0	0
			# of Containers	0	0	0
	TCEP	Change in Cargo Volume That Can Be Accommodated	# of Tons	0	0	0
			# of Containers	0	0	0
System Reliability	LPPF, LPPC, SCCP	Peak Period Travel Time Reliability Index	Index	1.44	4.06	-2.62
	LPPF, LPPC, SCCP	Transit Service On-Time Performance	% "On-time"	0	0	0
	TCEP	Truck Travel Time Reliability Index	Index	1.67	4.33	-2.66
	TCEP	Daily Vehicle Hours of Travel Time Reduction	Hours	31,933,048	32,748,530	-815,482
Velocity	TCEP	Travel Time or Total Cargo Transport Time	Hours	3,028,108	3,222,609	-194,501
Air Quality & GHG	LPPF, LPPC, SCCP, TCEP	Particulate Matter	PM 2.5 Tons	39	41	-2
			PM 10 Tons	38	40	-2
	LPPF, LPPC, SCCP, TCEP	Carbon Dioxide (CO2)	Tons	4,960,404	4,999,941	-39,537
	LPPF, LPPC, SCCP, TCEP	Volatile Organic Compounds (VOC)	Tons	750	809	-59
	LPPF, LPPC, SCCP, TCEP	Sulphur Dioxides (SOx)	Tons	49	49	0
	LPPF, LPPC, SCCP, TCEP	Carbon Monoxide (CO)	Tons	13,724	14,191	-467
	LPPF, LPPC, SCCP, TCEP	Nitrogen Oxides (NOx)	Tons	3,956	3,831	125
Safety	LPPF, LPPC, SCCP, TCEP	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	Number	0	0	0
	LPPF, LPPC, SCCP, TCEP	Number of Fatalities	Number	38	38	0
	LPPF, LPPC, SCCP, TCEP	Fatalities per 100 Million VMT	Number	0.27	0.3	-0.03

Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries	Number	2,153	2,147	6
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries per 100 Million VMT	Number	15	17	-2
Accessibility	LPPF, LPPC, SCCP	Number of Jobs Accessible by Mode	Number	0	0	0
	LPPF, LPPC, SCCP	Number of Destinations Accessible by Mode	Number	0	0	0
	LPPF, LPPC, SCCP	Percent of Population Defined as Low Income or Disadvantaged Within 1/2 Mile of Rail Station, Ferry Terminal, or High-Frequency Bus Stop	%	0	0	0
Economic Development	LPPF, LPPC, SCCP, TCEP	Jobs Created (Direct and Indirect)	Number	3,900	0	3,900
Cost Effectiveness	LPPF, LPPC, SCCP, TCEP	Cost Benefit Ratio	Ratio	4.7	0	4.7

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 06/2020)

PPR ID
ePPR-6507-2020-0005 v0

District	County	Route	EA	Project ID	PPNO
08	San Bernardino, Riverside	15, 15	0R800	0812000184	3017N

Project Title

Interstate 15 Corridor Freight Improvement Project: Auxiliary Lanes and Express Lanes - Toll System Provider (D/B Contract)

Existing Total Project Cost ($1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Implementing Agency
E&P (PA&ED)									San Bernardino County Transportatio
PS&E									San Bernardino County Transportatio
R/W SUP (CT)									San Bernardino County Transportatio
CON SUP (CT)									San Bernardino County Transportatio
R/W									San Bernardino County Transportatio
CON									San Bernardino County Transportatio
TOTAL									
Proposed Total Project Cost ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		7,600						7,600	
TOTAL		7,600						7,600	

Fund #1:	Local Funds - SBD Co Measure I (Committed)								Program Code
Existing Funding ($1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									San Bernardino County Transportatio
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									PS&E includes $5.606M in SBCTA and RCTC Project Management costs
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		7,600						7,600	
TOTAL		7,600						7,600	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 06/2020)

PPR ID
ePPR-6507-2020-0005 v0

Fund #2:	State SB1 TCEP - State Share (Uncommitted)								Program Code
	Existing Funding ($1,000s)								
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commissio
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)									This source will not be used on this contract but is required to be listed for the ePPR to save.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Fund #3:	State SB1 TCEP - Regional Share (Uncommitted)								Program Code
	Existing Funding ($1,000s)								
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commissio
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)									This source will not be used on this contract but is required to be listed for the ePPR to save.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 06/2020)

PPR ID
ePPR-6507-2020-0005 v0

Fund #4:	State SB1 SCCP - Solution for Congested Corridors Program (Uncommitted)								Program Code
Existing Funding ($1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commissio
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									This source will not be used on this contract but is required to be listed for the ePPR to save.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 06/2020)

PPR ID
ePPR-6507-2020-0006 v0

Amendment (Existing Project) ☐ YES ☒ NO | Date 07/14/2020 10:21:58

Programs ☐ LPP-C ☐ LPP-F ☒ SCCP ☒ TCEP ☐ STIP ☐ Other

District	EA	Project ID	PPNO	Nominating Agency	
08	0R800	0812000184	3017P	San Bernardino County Transportation Authority (SBCTA)	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
San Bernardino	15	0.000	6.300	Caltrans HQ	
Riverside	15	49.800	52.300	MPO	Element
				SCAG	Capital Outlay

Project Manager/Contact	Phone	Email Address
Dennis Saylor	909-884-8276	dsaylor@gosbcta.com

Project Title

Interstate 15 Corridor Freight Improvement Project: Auxiliary Lanes and Express Lanes - Establish Existing Planting

Location (Project Limits), Description (Scope of Work)

In San Bernardino and Riverside Counties through the cities of Eastvale, Jurupa Valley, Ontario, and Rancho Cucamonga, on I-15 from Cantu Galleano Road to Foothill Boulevard, construct auxiliary lanes and express lanes. An auxiliary lane will be added in the northbound direction from just south of Jurupa Street extending north to tie into existing auxiliary lanes north of Jurupa Street (1.21 miles) . An additional northbound auxiliary lane will be added from just north of 4th Street to just south of Foothill Boulevard (1.6 miles). A new auxiliary lane will be added in the southbound direction from just south of the I-10/I-15 interchange to the Riverside County Line (2.05 miles). Express lanes will extend northerly from Cantu-Galleano Ranch Road/SR-60 to Foothill Boulevard. Express lanes will be constructed in the median of I-15 joining the Express Lanes currently under construction in Riverside County which will be operational by December 2020.

Component	Implementing Agency
PA&ED	San Bernardino County Transportation Authority (SBCTA)
PS&E	San Bernardino County Transportation Authority (SBCTA)
Right of Way	San Bernardino County Transportation Authority (SBCTA)
Construction	San Bernardino County Transportation Authority (SBCTA)

Legislative Districts

Assembly:	52,40,60	Senate:	20,23,31	Congressional:	35,41,42,31

Project Milestone	Existing	Proposed
Project Study Report Approved	09/23/2014	
Begin Environmental (PA&ED) Phase		10/14/2014
Circulate Draft Environmental Document Document Type (ND/MND)/FONSI		03/01/2018
Draft Project Report		03/01/2018
End Environmental Phase (PA&ED Milestone)		12/20/2018
Begin Design (PS&E) Phase		09/02/2020
End Design Phase (Ready to List for Advertisement Milestone)		05/15/2023
Begin Right of Way Phase		03/05/2021
End Right of Way Phase (Right of Way Certification Milestone)		04/17/2023
Begin Construction Phase (Contract Award Milestone)		05/28/2027
End Construction Phase (Construction Contract Acceptance Milestone)		05/31/2029
Begin Closeout Phase		06/01/2029
End Closeout Phase (Closeout Report)		06/28/2029

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PROJECT PROGRAMMING REQUEST (PPR)

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PPR ID
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Date 07/14/2020 10:21:58

Purpose and Need

Purpose: The purpose of the proposed project is to improve operational efficiency and safety, to reduce travel time within the corridor, and to improve trip reliability and mobility options through auxiliary lane improvements, freight bottleneck relief, and express toll lanes, managed through congestion-based pricing and HOV incentive policies. This will be part of transitioning I-15 into a truly managed corridor for multimodal movement of both freight and people.

Need: The I-15 Corridor Freight Improvement Project is needed for multiple reasons, as described below:

1. Because of where the project is located: This segment is located in the heart of one of the largest logistics centers in the U.S., with over 200 million square feet of distribution facilities within five miles of the project. This is also why the I-15/I-10 interchange was recently ranked the 12th most critical truck bottleneck in the U.S. by the American Transportation Research Institute. This interchange lies at the very center of the I-15 segment.
2. Because it directly addresses freight bottlenecks: There are three specific auxiliary lane improvements proposed, each of which involves major truck movements, and all of which will improve conditions at the I-15/I-10 interchange. The aux lanes directly improve freight flows, while the express lanes make room for more freight by better managing through and local traffic and improving operations. It also addresses a key pinch point on I-15 southbound at the county line, where the width of the bridge over Mission Boulevard constrains further improvement of this key segment.
3. Because it is of statewide and national interest: Stretching between the Mexican and the Canadian borders, I-15 is one of the most critical freight corridors in Southern California and is a primary freight gateway to the Nation, serving the international supply chain that runs through the Ports of Los Angeles and Long Beach. It is estimated that 50% of interstate truck traffic coming into or flowing out of Southern California passes through the I-15/I-10 interchange.
4. Because it is the only logical, affordable way to improve this segment: In addition to better separating local and longer distance flows, the express lanes provide a way to better manage corridor traffic overall. Southern California is building a world-class managed lanes network, and this I-15 segment is an essential part of that planned network. The project's strategic location in the logistics sector means that the express lane component will also benefit freight flow.
5. Because it is part of an overall multimodal vision: It is not simply a stand-alone project but part of a program of projects to improve transportation efficiency and alternative modes in this nationally significant corridor, with benefits accruing to the economic vitality and competitiveness of the region, such as 427,000 hours of truck delay reduced just in opening year.

NHS Improvements	Roadway Class	Reversible Lane Analysis
☒ YES ☐ NO	1	☒ YES ☐ NO

Inc. Sustainable Communities Strategy Goals ☒ YES ☐ NO Reduce Greenhouse Gas Emissions ☐ YES ☒ NO

Project Outputs

Category	Outputs	Unit	Total
Pavement (lane-miles)	HOV/HOT mainline constructed	Miles	25
Pavement (lane-miles)	Auxiliary lane constructed	Miles	5
TMS (Traffic Management Systems)	Changeable message signs	EA	16
TMS (Traffic Management Systems)	Closed circuit television cameras	EA	16
TMS (Traffic Management Systems)	Software and hardware systems	EA	8
TMS (Traffic Management Systems)	Traffic monitoring detection stations	EA	32

Additional Information

Category and Outputs: Software and hardware systems refers to the number of toll zones

Performance Indicators and Metrics: Indicators that are not applicable to this project are listed with "0" for Build and No Build.

PROJECT PROGRAMMING REQUEST (PPR)

PPR ID
ePPR-6507-2020-0006 v0

Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**
Congestion Reduction	LPPF, LPPC, SCCP	Project Area, Corridor, County, or Regionwide VMT per Capita and Total VMT	Total Miles	86,232,322	85,898,007	334,315
			VMT per Capita	29.37	29.26	0.11
	LPPF, LPPC, SCCP	Person Hours of Travel Time Saved	Person Hours	38,008,781	38,979,420	-970,639
			Hours per Capita	12.95	13.28	-0.33
	LPPF, LPPC, SCCP	Daily Vehicle Hours of Delay	Hours	31,933,048	32,748,530	-815,482
	TCEP	Daily Vehicle Hours of Travel Time Reduction	Hours	31,933,048	32,748,530	-815,482
	TCEP	Daily Truck Trips	# of Trips	31,808	26,507	5,301
	TCEP	Daily Truck Miles Traveled	Miles	222,659	185,550	37,109
Throughput	TCEP	Change in Truck Volume That Can Be Accommodated	# of Trucks	6,292,675	5,243,896	1,048,779
	TCEP	Change in Rail Volume That Can Be Accommodated	# of Trailers	0	0	0
			# of Containers	0	0	0
	TCEP	Change in Cargo Volume That Can Be Accommodated	# of Tons	0	0	0
			# of Containers	0	0	0
System Reliability	LPPF, LPPC, SCCP	Peak Period Travel Time Reliability Index	Index	1.44	4.06	-2.62
	LPPF, LPPC, SCCP	Transit Service On-Time Performance	% "On-time"	0	0	0
	TCEP	Truck Travel Time Reliability Index	Index	1.67	4.33	-2.66
	TCEP	Daily Vehicle Hours of Travel Time Reduction	Hours	31,933,048	32,748,530	-815,482
Velocity	TCEP	Travel Time or Total Cargo Transport Time	Hours	3,028,108	3,222,609	-194,501
Air Quality & GHG	LPPF, LPPC, SCCP, TCEP	Particulate Matter	PM 2.5 Tons	39	41	-2
			PM 10 Tons	38	40	-2
	LPPF, LPPC, SCCP, TCEP	Carbon Dioxide (CO2)	Tons	4,960,404	4,999,941	-39,537
	LPPF, LPPC, SCCP, TCEP	Volatile Organic Compounds (VOC)	Tons	750	809	-59
	LPPF, LPPC, SCCP, TCEP	Sulphur Dioxides (SOx)	Tons	49	49	0
	LPPF, LPPC, SCCP, TCEP	Carbon Monoxide (CO)	Tons	13,724	14,191	-467
	LPPF, LPPC, SCCP, TCEP	Nitrogen Oxides (NOx)	Tons	3,956	3,831	125
Safety	LPPF, LPPC, SCCP, TCEP	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	Number	0	0	0
	LPPF, LPPC, SCCP, TCEP	Number of Fatalities	Number	38	38	0
	LPPF, LPPC, SCCP, TCEP	Fatalities per 100 Million VMT	Number	0.27	0.3	-0.03

Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries	Number	2,153	2,147	6
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries per 100 Million VMT	Number	15	17	-2
Accessibility	LPPF, LPPC, SCCP	Number of Jobs Accessible by Mode	Number	0	0	0
	LPPF, LPPC, SCCP	Number of Destinations Accessible by Mode	Number	0	0	0
	LPPF, LPPC, SCCP	Percent of Population Defined as Low Income or Disadvantaged Within 1/2 Mile of Rail Station, Ferry Terminal, or High-Frequency Bus Stop	%	0	0	0
Economic Development	LPPF, LPPC, SCCP, TCEP	Jobs Created (Direct and Indirect)	Number	3,900	0	3,900
Cost Effectiveness	LPPF, LPPC, SCCP, TCEP	Cost Benefit Ratio	Ratio	4.7	0	4.7

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 06/2020)

PPR ID
ePPR-6507-2020-0006 v0

District	County	Route	EA	Project ID	PPNO
08	San Bernardino, Riverside	15, 15	0R800	0812000184	3017P

Project Title

Interstate 15 Corridor Freight Improvement Project: Auxiliary Lanes and Express Lanes - Establish Existing Planting

Existing Total Project Cost ($1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Implementing Agency
E&P (PA&ED)									San Bernardino County Transportatio
PS&E									San Bernardino County Transportatio
R/W SUP (CT)									San Bernardino County Transportatio
CON SUP (CT)									San Bernardino County Transportatio
R/W									San Bernardino County Transportatio
CON									San Bernardino County Transportatio
TOTAL									
Proposed Total Project Cost ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON							2,012	2,012	
TOTAL							2,012	2,012	

Fund #1:	Local Funds - SBD Co Measure I (Committed)								Program Code
Existing Funding ($1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									San Bernardino County Transportatio
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									PS&E includes $5.606M in SBCTA and RCTC Project Management costs
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON							2,012	2,012	
TOTAL							2,012	2,012	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 06/2020)

PPR ID
ePPR-6507-2020-0006 v0

Fund #2:	State SB1 TCEP - State Share (Uncommitted)								Program Code
	Existing Funding ($1,000s)								
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commissio
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)									This source will not be used on this contract but is required to be listed for the ePPR to save.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Fund #3:	State SB1 TCEP - Regional Share (Uncommitted)								Program Code
	Existing Funding ($1,000s)								
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commissio
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)									This source will not be used on this contract but is required to be listed for the ePPR to save.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 06/2020)

PPR ID
ePPR-6507-2020-0006 v0

Fund #4:	State SB1 SCCP - Solution for Congested Corridors Program (Uncommitted)								Program Code
Existing Funding ($1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commissio
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									This source will not be used on this contract but is required to be listed for the ePPR to save.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

APPENDIX B

Cal-BC 7.2 Sketch Workbook (see SBCTA ftp site at:

ftp://gis.sanbag.ca.gov/Expires210101_I15TCEP_ALEL/

APPENDIX C

Supplemental Information on How the I-15 Corridor Project Will Specifically Benefit the Movement of Freight through Improvements to Freight Bottlenecks

APPENDIX C

Supplemental Information on How the I-15 Corridor Freight Improvement Project Will Specifically Benefit Freight Movement

This supplement provides information regarding how the specific improvements proposed for the I-15 project will benefit freight. Several specific questions are responded to below. It involves more detailed analysis and explanation than is possible to convey in the narrative of the application. However, it is fundamental to explaining the compelling reasons why the proposed I-15 Corridor Freight Improvement Project will make an excellent investment of TCEP funding.

1. **How will the project benefit the I-15/I-10 Interchange (ATRI's 12th most critical freight bottleneck in the U.S.)?**
    a. **A response to this question requires a ramp-by-ramp examination.** To be successful at freight improvement, the strategy requires both the auxiliary lanes and express lanes. Two of the most congested ramps are the westbound I-10 to southbound I-15 ramp and the eastbound I-10 to northbound I-15 ramp. These ramps are discussed below as examples of this direct benefit to freight.
    b. As additional context, **NCHRP Report 687 entitled "*Guidelines for Ramp and Interchange Spacing*" specifically addresses the benefits of auxiliary lanes**. Two summary matrices are presented on page 50 (Exhibits 4-7 and 4-8) that generally categorize speed benefits based on weaving segment length and ramp entry/exit volumes. The ramps on I-15 in this segment are at the higher end of the volume spectrum (especially ramps to/from I-10 and SR-60) and would fall into the "major benefits" category. Although the graphics do not specifically address truck percentages, the benefits to trucks would be proportional to the truck percentages on those ramps. Specific truck percentages on many I-15 ramps are high (given the logistics landscape) and are described in greater detail in the next section. The NCHRP Report 687 can be viewed at: http://www.cmfclearinghouse.org/studydocs/nchrp_rpt_687.pdf. In addition, NCHRP Project 3-83 "Low-Cost Improvements for Recurring Freeway Bottlenecks" identified the following that contribute to the occurrence of freeway bottlenecks: On-ramp sections with no auxiliary lane additions. Also, Table 25 of National Cooperative Freight Research Program Report 7, "*Identifying and Using Low-Cost and Quickly Implementable Ways to Address Freight-System Mobility Constraints"* compares the rankings of low-cost physical improvements as derived from results of the surveys. From the perspectives of the public sector (represented by state DOT's and MPOs) and the private sector (motor carriers), **traffic signal synchronization and auxiliary lanes were ranked the most effective low-cost actions in improving freight mobility on the highway systems**.

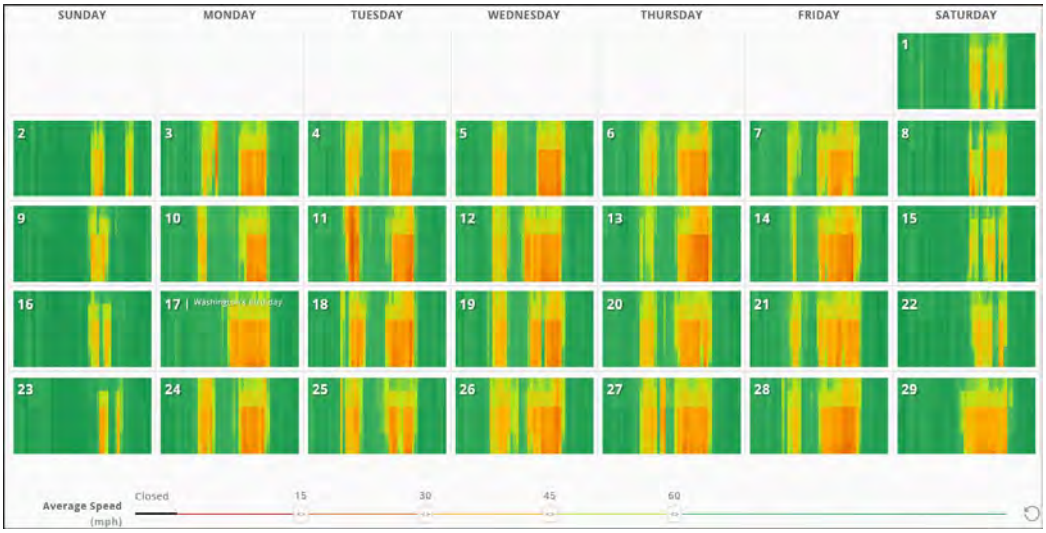
    c. **Westbound I-10 To Southbound I-15 Ramp** – This ramp merges with the southbound I-15 mainline just south of the Airport Boulevard undercrossing. The throughput on the ramp is limited by its merge with I-15 southbound. Exhibit 4 of the I-15 PA&ED Traffic Volumes Report identifies ramp-by-ramp volumes (total and truck). The existing volumes show the following:
        i. **AM Peak Hour**: 1858 total, 282 truck (15%)
        ii. **PM Peak Hour**: 1249 total, 131 truck (10%)

These are large truck volumes for peak hour flows. And what occurs on this particular ramp is that queues in both the AM and PM peaks (and through much of the day) can back up even to the point where the I-10 westbound off-ramps extend back to the NB and SB I-15 diverge from I-10. This queue can be seen from the photograph below, highlighted by the red outline.

Photo looks south at I-15 SB. Queue on I-10 WB to I-15 SB ramp can be seen on the right side of the photo. Queue is highlighted in red

The graphic below, taken from Figure 2 of the SBCTA I-15 grant application, shows the speed contours on I-15 southbound from the Airport Boulevard undercrossing (just upstream of the ramp merge with I-15) to the exit ramps to EB and WB SR-60. The speed contours represent a 24-hour period for each day in February 2020. Time is from left to right; distance is from bottom to top in each rectangle. Red is less than 15 mph average speed per 30-minute increment. Green is over 60 mph (see scale under the graphic). Every weekday shows at least orange speed range (less than 30 mph average for all traffic) for both AM and PM peak periods (much longer for PM than AM). There are multiple merge and diverge points in this stretch (on-ramps from I-10, off-ramp to Jurupa Street, on-ramp from Jurupa Street, and off-ramps to SR-60), hence the focus on southbound auxiliary lane improvements through this segment. The I-10 WB to I-15 SB ramp backs up because the on-ramp merge is part of the congestion. The following is a GoogleMaps Streetview link to the ramp merge area. Even in the StreetView, the I-15 SB congestion can be seen. (Paste link into web browser if necessary)
https://www.google.com/maps/@34.0618616,-117.5452456,3a,75y,180h,90t/data=!3m6!1e1!3m4!1sZiLOMtg0WtdPPxLixSIYpw!2e0!7i16384!8i8192

Excerpt from grant application: Figure 2. Daily Speed Contour Diagram for month of February 2020 on I-15 Southbound from Airport Boulevard undercrossing to SR-60



The additional contour diagram below shows the average speed (30-minute increments) **just for the I-10 WB ramp to I-15 SB**. The diagram illustrates the extensive congestion that occurs on that ramp daily. Speeds are below 15 mph on that freeway-to-freeway ramp for many hours during the day. And the percent of trucks on that ramp increases during the non-commuting hours, indicating that the daily truck percentage is 15-20 percent. It is a major truck movement to/through the Inland Empire and into Los Angeles.

Daily Speed Contour Diagram for month of February 2020 Focusing Just on I-10 WB Ramp to I-15 SB

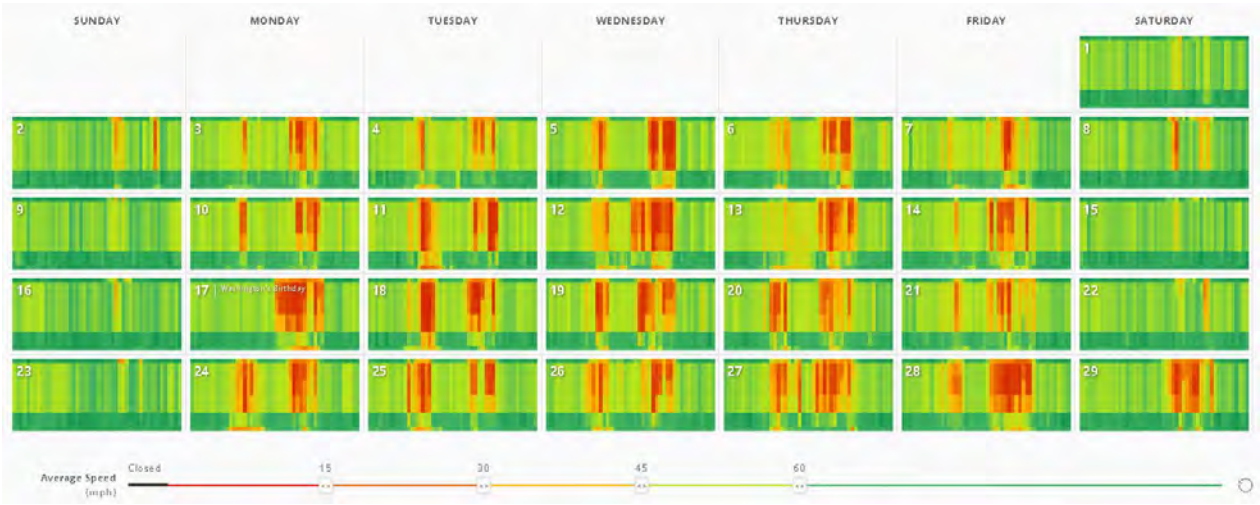


Figure 3 from the grant application shows the location of the proposed auxiliary lanes on SB I-15 between these on and off-ramps (i.e. from I-10 to SR-60), with the intervening Jurupa Street interchange in the middle. The Initial Study/Environmental Assessment (IS/EA) contains figures showing the geometric layouts of the auxiliary and express lanes (see pages 1-39-1-43 of the IS/EA at https://www.gosbcta.com/project/i-15-corridor/.

The auxiliary lanes will facilitate better weaving and merging between these ramps for trucks and autos. **The express lanes will allow for a new option for through traffic to avoid getting caught in the weaving congestion, and will incentivize HOV use as well (HOV lanes do not currently exist in this segment).** To illustrate, the following represent the I-15 SB mainline volumes (I-10 to Jurupa Street) for the 2024 No-Build and Build scenarios (from Tables 2-24 and 2-25 in the IS/EA):

- AM Peak Hour, 2024
  - No-Build GP lanes – 9,977
  - Build GP lanes – 8,058; express lanes – 2,625; total 10,683
- PM Peak Hour, 2024
  - No-Build GP lanes – 7,731
  - Build GP lanes – 6,511; express lanes – 2,002; total 8,513

The point of these volume numbers is that the addition of express lanes "opens up room for more freight," as identified in the I-15 grant application. In the AM peak hour above, the total Build volume increases to 10,683 from 9,977 in No-Build. **Yet the GP lane volume drops by almost 2000 vehicles in the AM peak hour. The truck percentage in the GP lanes will be higher as a result, but will allow for freer truck movement.** In the PM peak hour, the total Build volume increases to 8,513 from 7,731 in No-Build. Yet the GP lane volume drops by approximately 1200 vehicles in the PM peak hour.

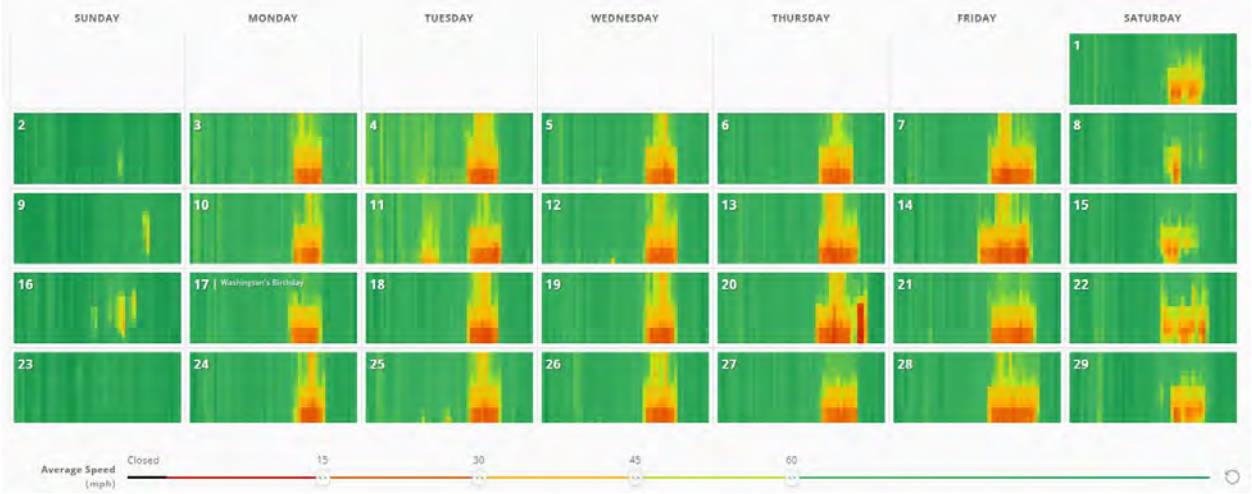
d. **Eastbound I-10 To Northbound I-15 Ramp** – This ramp merges with the northbound I-15 mainline just south of the 4th Street interchange. The throughput on the ramp is limited by the merge at the I-15 northbound. Exhibit 4 of the I-15 PA&ED Traffic Volumes Report identifies ramp-by-ramp volumes (total and truck). The existing volumes show the following:
   i. **AM Peak Hour**: 1195 total, 163 truck (14%)
   ii. **PM Peak Hour**: 2107 total, 68 truck (3%)

   The benefits of the auxiliary lanes and express lanes follow the same pattern as explained above for the I-10 WB to I-15 SB ramp, although the truck volumes are not quite as high in this direction. **The auxiliary lanes will improve weaving maneuvers and operations. The express lanes will open up room for additional freight flows**.

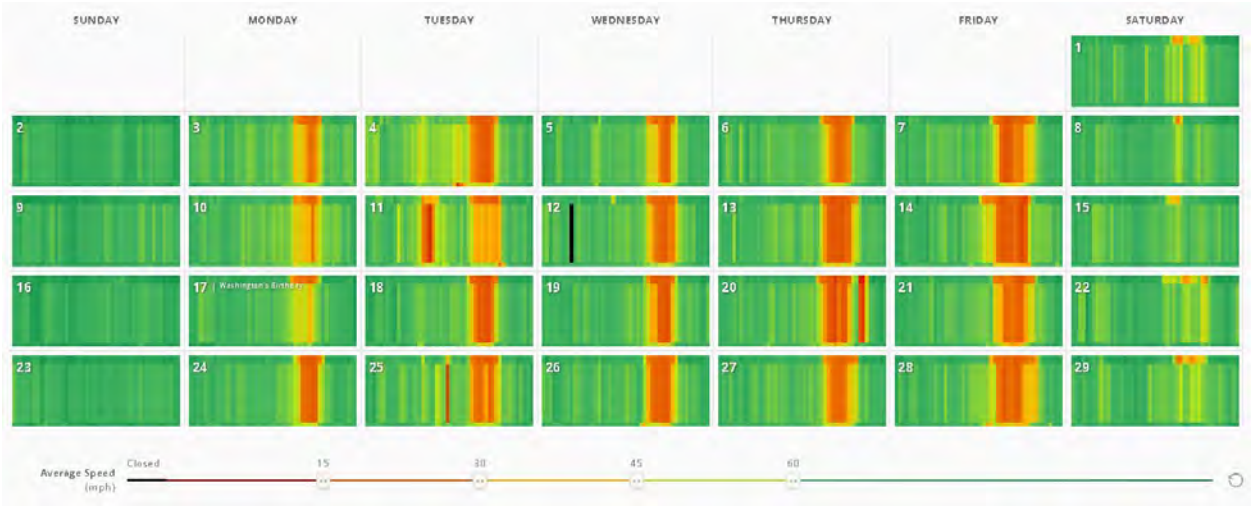
   The two graphics below tell a similar story of congestion levels in the area on NB I-15 where the auxiliary lanes are being proposed (see prior graphic for auxiliary lane

locations as well as the auxiliary lane layouts in the IS/EA). for the I-15 NB mainline and the I-10 EB to I-15 NB ramp, the congestion levels are significant for many hours of the day.

Daily Speed Contour Diagram for month of February 2020 on I-15 Northbound mainline from I-10 On-Ramps to Foothill Boulevard (note speeds less than 30 mph for 6-8 hours per day, with traffic speeds increasing on the approach to Foothill)



Daily Speed Contour Diagram for month of February 2020 on Ramp from Eastbound I-10 to Northbound I-15 (note speeds less than 15 mph for 2-3 hours per day in PM peak period)



e. **Southbound pinch point at bridge over Mission Boulevard** - Figure 2 from the application (repeated in this appendix earlier) shows congestion in the southbound direction in the month of February 2020. The congestion continues to the SR-60 exit ramps. **Part of the reason for this is that an important pinch point exists southbound**

at the bridge over Mission Boulevard and the Union Pacific rail line just before the ramps to SR-60 split off. The photograph on page 2 of the application (and the cover) shows a lane that was constructed southbound by Caltrans as part of a median project in the last several years, but which has been striped off. **This lane is ready for use, but cannot be used until this bridge is widened. The widening will enable this mainline and ramp diverge pinch point to be eliminated at this critical location and significantly reduce the severity of southbound congestion, especially truck congestion, seen in the cover photo.**

Summary

Given the data presented above on congestion levels and truck volumes, the American Transportation Research Institute has good reason to rank the I-10/I-15 interchange as the 12th most critical truck bottleneck in the U.S. The proposed improvements will not solve all the congestion issues associated with the interchange and I-15 mainline segments, but the improvements will clearly address freight issues in the corridor as well as incorporate the ability to better manage overall traffic flows through HOV incentives and dynamic pricing through tolls. Both the auxiliary lanes and express lanes are strategic investments that will directly benefit freight, as well as overall traffic flows and corridor management.

APPENDIX D

Excerpts from draft Inland Empire Comprehensive Multimodal Corridor Plan (June 2020)

Access a full draft of the IE CMCP on SBCTA's ftp site for the West Valley Connector SCCP application (to keep from copying to multiple ftp sites) at:

ftp://gis.sanbag.ca.gov/Expires210101_WVC/

Also access a working copy of the IE CMCP Project List (same ftp site)

Note: An Excel Workbook is provided on the ftp site containing an "in progress" version of the CMCP Project List. The list contains the I-15 Corridor Freight Project, as does the Adopted SCAG 2020 RTP/SCS. The CMCP Project List must be considered a work in progress at this time, with review being conducted by Caltrans, RCTC, and SBCTA. The list is also being populated with an assessment of the performance metrics (qualitative in nature) that have been identified for the IE CMCP.

EXCERPTS FROM THE DRAFT INLAND EMPIRE COMPREHENSIVE MULTIMODAL CORRIDOR PLAN
- STRATEGIC APPROACHES BY SUB-CORRIDOR -
****** PRESENTED TO SBCTA BOARD GENERAL POLICY COMMITTEE, MAY 13, 2020 ******

RATIONALE FOR CMCP SUB-CORRIDORS

The Inland Empire CMCP was originally structured as two very large corridors: North-South, from Victorville to Temecula, and East-West, from the Banning/Beaumont area to the LA and Orange County lines. This approach was logical, because so much of the travel is interconnected. In the east-west direction, for example, one could find reasons to use any one of the four major east-west freeways (I-10, SR-60, SR-91, or SR 210) to travel to Los Angeles, and many people and logistics firms make those tradeoffs by looking at real-time traffic and routing information.

But it was recognized during the study process that within these corridors there was also a great deal of diversity, so much so that it would have been challenging to define the problems and analyze solutions in an effective, multimodal way. The terrain varies, the land uses vary, the congestion levels vary, the community needs vary, the existing multimodal network varies, and the strategies/solutions vary.
It was therefore determined that the problems and strategies could be more clearly identified by breaking down the two major corridors into sub-corridors. The study team then engaged in a collaborative process for determining logical geographic sub-corridors, and defined five sub-corridors for each of the two major corridors. The sub-corridors are described as areas between cities or geographically definable points (like county lines) and include the following:

North-South Sub-Corridors

1. Victorville to San Bernardino
2. San Bernardino to Riverside
3. Cajon Pass to Eastvale
4. Riverside to Temecula
5. Beaumont to Temecula

East-West Sub-Corridors

6. Apple Valley to LA County Line
7. Banning to Rialto
8. Riverside/Rialto to LA County Line
9. Riverside to Orange County Line
10. Hemet to Corona

Maps of the sub-corridors are provided in Figures 1 and 2. The purpose of this section is to present a review of the characteristics, future growth potential, problems, opportunities, strategic issues and approaches that may apply to each of the ten identified sub-corridors in the IE CMCP. Each sub-corridor may have features in common with other sub-corridors, as well as features that are unique to that sub-corridor. The intent is to capture the themes or strategies that define “where each sub-corridor is headed,” in terms of how we should invest in its multimodal improvement and be responsive to its environmental and community characteristics. For each corridor, there is an introduction to each corridor and a brief bullet list of “Problems to be Addressed” followed by a listing of strategies that may be appropriate to guide the overall development of the sub-corridor. This is followed by a more detailed review of the demographic and land use characteristics of each corridor, various attributes of the transportation system, and forecasts of what the corridor may look like in the future. At the end of each sub-corridor discussion, a listing is presented of proposed multimodal improvements, with an emphasis

on the near-term (generally the next 10 years), but with some longer term projects/initiatives identified as well.

In developing the strategic approach for each sub-corridor, the classes of strategies considered are highly multimodal in nature, and they also consider the types of "customers" that will be served: 1) passenger travel and freight; 2) trips by purpose: for work, school, business, shopping, recreation, social interaction; and 3) specific activity centers: airports, downtowns, hospitals, educational institutions, commercial clusters, mixed-use clusters, and transit hubs.

Figure 1. Map of North-South Sub-Corridors

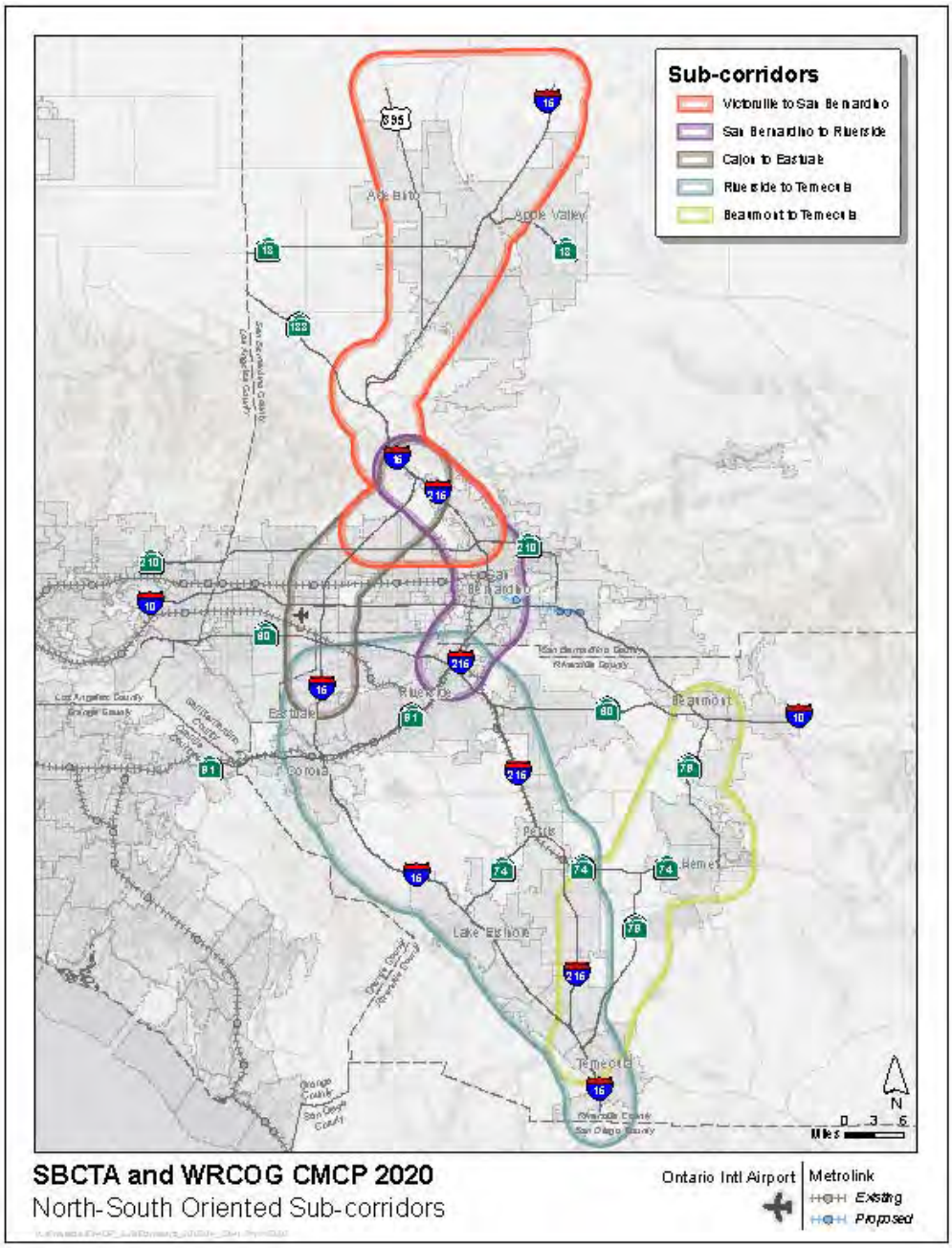
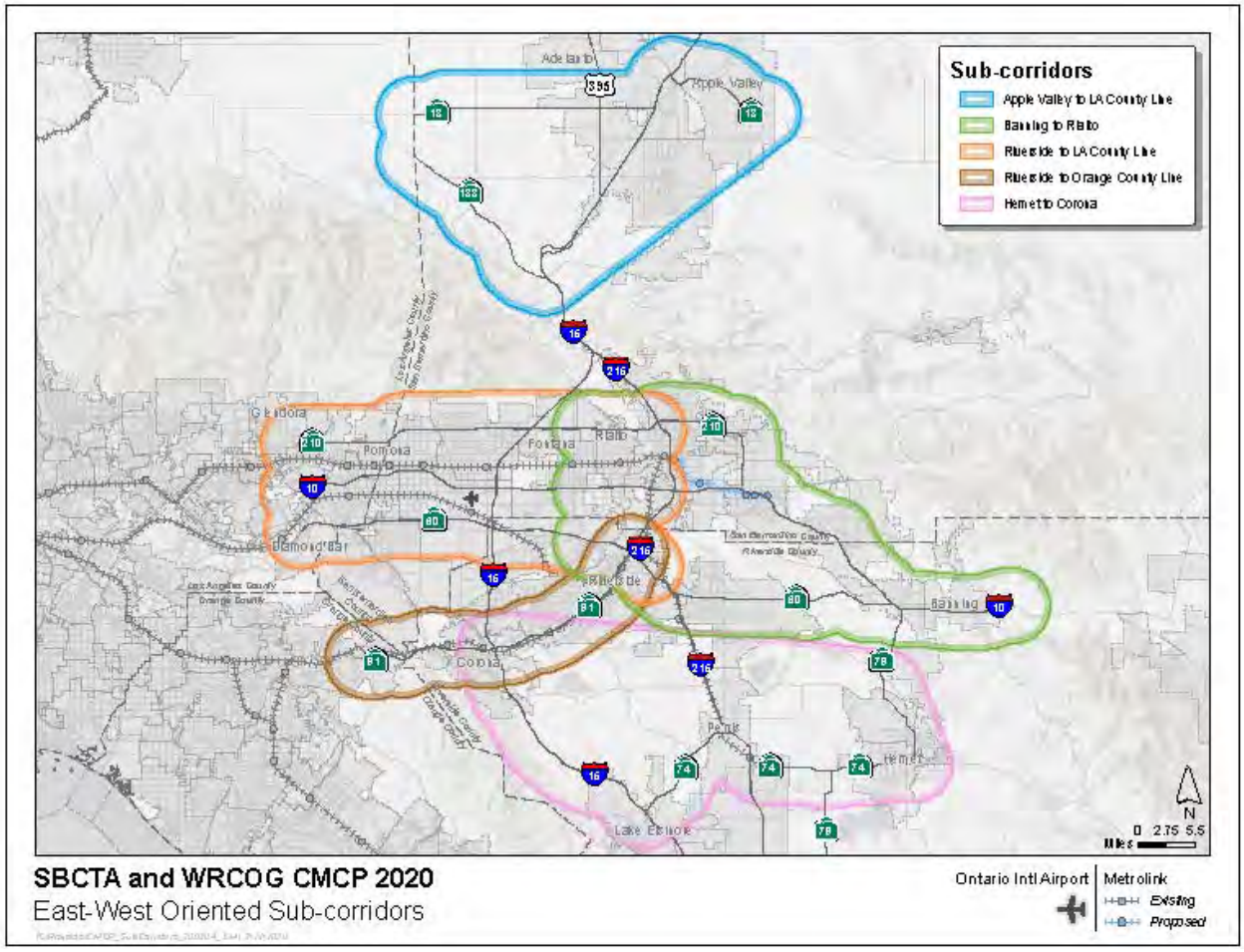


Figure 2. Map of East-West Sub-Corridors



Overlaying the strategies are the statewide and regional goals to: reduce VMT, criteria pollutants, and GHG emissions; improve mobility and accessibility; enhance the quality of life in our local communities; and protect habitat and aquatic resources. This requires integrated, multi-pronged approaches that consider all modes of transportation and complementary strategies for land use, environment, and protection of community character.

The transportation modes reflect an emphasis on public transportation, non-motorized travel, shared-ride (carpool/vanpool), and virtual travel (i.e. for work-at-home, web-based business, teleconferencing, etc.), a highway network focused on effective management and operations (e.g. through HOV/managed lanes, traveler information, and signal coordination), as well as accommodation of freight and logistics through strategic access improvements.

There is a large pool of existing and emerging multimodal options to draw from and build on in the Inland Empire: **commuter rail (Metrolink IEOC, 91/Perris Valley, Riverside, and San Bernardino lines), light rail (with the Gold Line getting at least as far as Pomona in the next few years), regional rail (with self-powered zero-emission trainsets), and high speed rail (Virgin Rail from Apple Valley to Las Vegas)**. Efficient and frequent **local bus, express bus, and BRT** options also exist and are being expanded with the forthcoming **West Valley Connector BRT**. Lyft is now providing an important **connection to Ontario International Airport** from two different Metrolink lines, and **first/last mile connections** are being

advanced linking transit and key destinations. **Regional multi-use (class I) trails** are creating a backbone that provides the regional connectivity needed to service those who can take these modes for daily commutes. **Land use and housing** are intertwined with the regional transportation network in a way that, because of much higher costs in coastal counties, has historically produced longer commutes and travel times for inland residents. The challenge before us now is to encourage better balance in jobs and housing regionally, for the sake of livability, cost, and VMT/GHG reduction.

ONGOING IMPLEMENTATION OF INLAND EMPIRE OR COUNTY-LEVEL STRATEGIC INITIATIVES AND PROGRAMS

While a strategic approach has been crafted for each sub-corridor, we recognize that there are some over-arching strategic initiatives and programs, county-wide or IE-wide in nature, that relate to all the sub-corridors. Planning and decision-making within the sub-corridors would be influenced and/or enhanced through these larger-area strategies. A brief description of these initiatives and programs is provided below, prior to addressing the sub-corridor-specific strategic approaches. **Initiatives** focus primarily on planning efforts, especially in the environmental arena, that will lead to implementation by countywide or regional agencies. **Programs** refer to ongoing area-wide investments in operational activities (i.e. are not corridor-specific) that are part of the multimodal implementation process. For example Riverside and San Bernardino Counties have a robust rideshare assistance program called IE Commuter. In effect, this program promotes trip-reduction in every sub-corridor. And rather than repeat all of these programs in the lists of multimodal strategies and projects in every sub-corridor, a table has been provided to highlights each program and its geographic extent. The initiatives are presented first, followed by the programs.

Multimodal Planning, Community, and Environmental Initiatives

A. Inland Empire Initiatives
    a. Climate Adaptation Partnership between SBCOG and Western Riverside COG – This plan has been prepared to address the potential effects of climate change in Riverside and San Bernardino counties and identify ways to work together to address the challenges. A draft climate adaptation report has been prepared, and an Inland Empire Climate Collaborative has been formed. The *District-level Climate Vulnerability Assessment* (existing) also complements these efforts, and there will be a future District-level Climate Action Report.
    b. *Healthy Communities and Healthy Economies: A Toolkit for Goods Movement* – This effort was completed jointly by RCTC, SBCTA, and LA Metro to provide practical tools for minimizing and mitigating the impacts of goods movement activities on local communities, while also recognizing the economic benefits that the logistics industry brings.
    c. *Inland Empire Next Generation Shared Ride and Virtual Travel Study* – This Caltrans Sustainable Transportation Planning Grant application is pending, but would be an Inland Empire wide look at ways to increase use of Transportation Demand Management (TDM) strategies such as shared-ride systems and virtual travel opportunities like work-at-home and digital business. The Coronavirus has forced the entire U.S. to quickly adapt to virtual travel wherever possible, and the study would examine how to capture some of these opportunities more long term.
    d. *Managed Lanes Study* led by Caltrans District 8 in partnership with SBCTA and RCTC. The purpose of the study is to assess viability of conversion, addition, and implementation of

managed lanes (High Occupancy Vehicle, High Occupancy Toll, and Toll lanes) within San Bernardino and Riverside Counties for the next 20 years. Currently, Caltrans District 8 has planned 56-lane miles of managed lane systems in the region and the study will identify the potential for additional managed lanes. The study will complement other long-range regional studies and plans. As part of this effort, Caltrans is coordinating with local and regional transportation agencies to gather input on identifying and evaluating potential corridors to implement managed lanes. The study is expected to be completed in late 2021.

e. *Caltrans District-level Active Transportation Plan.* This is an upcoming effort and will identify many strategies and improvements needed for advancing non-motorized travel in the Inland Empire. Every district will develop a plan under the HQ contract in place. This plan will complement existing county-level and local-level plans (we have pulled local ATP's proposed routes).

B. San Bernardino County
   a. Countywide Greenhouse Gas Reduction Plan – The Countywide GHG Plan and EIR were prepared in 2014 to address 2020 GHG reduction goals. Individual jurisdictions have prepared their own Climate Adaptation Plans (CAPs) based on the countywide plan and EIR. The Countywide GHG Reduction Plan is now being updated to address 2030 goals.
   b. Countywide Zero Emission Bus Initiative – Infrastructure and funding needs are being identified for the five transit operators in the county in response to the CARB Innovative Clean Transit (ICT) regulation.
   c. Countywide SB 743 VMT Implementation Study – Lead agencies throughout California have been given until July 1, 2020 to implement the transition from use of Level of Service (LOS) analysis for CEQA documents to the use of vehicle miles traveled (VMT). This countywide effort is providing guidance to local jurisdictions for adoption and implementation of their local processes governing VMT analysis.
   d. Zero-Emission Vehicle Readiness and Implementation Plan – This is a countywide effort to identify, prioritize, and implement electric vehicle charging stations to facilitate the attainment of the State's vehicle electrification goals in San Bernardino County.
   e. Healthy Communities Best Practices Toolkit – The San Bernardino County Department of Public Health created a Strategic Plan for the implementation of Healthy Communities policies. The toolkit, a collaboration between SBCOG and the County, will contain sample policies, resolutions, processes, organizational structure, and lessons learned from agencies that have implemented health-related policies.
   f. Habitat Conservation – San Bernardino County and SBCOG are collaborating on an effort to create a Regional Conservation Investment Strategy (RCIS) through the process established by the California Department of Fish and Wildlife under AB 2087. A first draft plan was submitted to CDFW in late 2018 and will be developed further in conjunction with resource agencies and a range of stakeholder groups. Habitat connectivity is an important consideration.

C. Western Riverside County
   a. Countywide SB 743 VMT Implementation Study – Lead agencies throughout California have been given until July 1, 2020 to implement the transition from use of Level of Service (LOS) analysis for CEQA documents to the use of vehicle miles traveled (VMT). This Western Riverside County effort is providing guidance to local jurisdictions for adoption and implementation of their local processes governing VMT analysis.
   b. Sustainability Framework for Riverside County – the framework is a blueprint that serves as a beginning point to establish, implement, and refine a sub-regional sustainability

plan. It provides an integrated approach to sustainability which consists of six core components: economic development, education, health, transportation, water and wastewater, and energy, and the environment.

c. Multi-Species Habitat Conservation Plan (MSHCP – in place since 2002) - a comprehensive, multi-jurisdictional conservation plan focusing on maintaining biological and ecological diversity within the urbanizing region. The Plan captures approximately 1.26 million acres covering multiple species and multiple habitats within a diverse landscape, from urban centers to undeveloped foothills and montane forests, and many bioregions like the Santa Ana Mountains, Riverside Lowlands, San Jacinto Foothills and San Bernardino Mountains.

d. Park and Ride Strategy and Toolkit – In partnership with San Diego Association of Governments (SANDAG), RCTC completed the Park and Ride Strategy and Toolkit It identifies strategies and tools to help improve the planning, operation, and management of site-specific lots and the regional network as a whole.

D. County or City-level Initiatives

a. Riverside County's Good Neighbor Policy for logistics and warehousing projects in unincorporated area of Riverside County. Policy provides a framework through which logistics centers or warehouses greater than 250,000 square feet are designed, constructed and operated that lessen impacts on surrounding communities and the environment. One such requirement is establishing a 300 feet minimum buffer between truck bays and loading docks and surrounding homes.

b. San Bernardino Countywide Vision - The Countywide Vision Statement, approved in 2011 by SBCTA/SBCOG, its member cities, and the County of San Bernardino, was a bold step toward a sustainable future, setting the County on a sustainable course for nine distinct sectors or elements. The Vision states that: "We envision a sustainable system of high-quality education, community health, public safety, housing, retail, recreation, arts and culture, and infrastructure, in which development complements our natural resources and environment."

c. Inclusion of transportation-efficient land use policies and other sustainability policies in local general plans and specific plans corridor-wide. See SCAG Local Profiles at https://www.scag.ca.gov/DataAndTools/Pages/LocalProfiles.aspx for additional information on characteristics of each Inland Empire jurisdiction.

Multimodal Transportation Programs

As indicated earlier, there are programs underway at the Inland Empire level or at the county level that are very much a part of the multimodal transportation strategy but do not fall neatly into the individual sub-corridors. As the sub-corridor strategies are presented, it is important to remember that these programs serve as overlays to the lists of strategies or projects listed at the sub-corridor level. So if a certain sub-corridor does not seem as multimodal as others, it is important to remember that these program-level activities are still at work to reduce GHGs and VMT as well as to improve system safety, efficiency, and operations. Many of these involve partnerships across state, regional, and local agencies.

The programs are generally categorized as follows:

- Active Transportation (AT) – While some AT activities are project-specific, others are programmatic, such as Safe Routes to School or local/regional funding programs
- Intelligent Transportation System/Incident Management (ITS/IM) – Examples include signal coordination and freeway service patrols

- Rail – Regional improvement and funding programs are in place that benefit upgrades in the Metrolink commuter rail system
- Safety – Caltrans sponsors ongoing transportation funding initiatives to maintain and provide safety upgrades to local and state highways
- Transit (other than rail) – Each transit agency has its own investment plan for improving the customer experience and customer/driver safety.
- Transportation Demand Management (TDM) – A wide array of TDM strategies is promoted through IE Commuter, from ridesharing to vanpooling to alternative work schedules
- Vehicle Electrification and Alternative Fuel Programs (VE/AF) – There are numerous statewide and regional programs for funding and incentivizing more rapid turnover of auto and truck fleets to benefit air quality and GHG reduction.

Many of these programs could be eligible for SB 1 funding under the Solutions for Congested Corridor Program. But in some cases, other state or regional programs are designed to provide funding for implementation. Examples would be freeway service patrols and vehicle electrification or alternative fuel programs. A listing of relevant area-wide programs is provided in Table 1.

Table 1. Areawide Multimodal Programs (not specific to a sub-corridor)

Program Type	Project Title/Description	Partners	Status	Source
AT	Safe Routes to School - Education, Encouragement, Enforcement	CTCs, COGs, and cities	Ongoing	RCTC Traffic Relief Plan (TRP) and SBCo Non-Motorized/AT Plan
AT	Transportation Development Act Article 3 Funding (bike/ped infrastructure)	CTCs, cities, transit agencies	Ongoing	TDA Calls for Projects
ITS/IM	Freeway Traffic Management System/TMC	Caltrans	Ongoing	Caltrans Planning for Operations
ITS/IM	Interchange and arterial signal coordination and local TMCs	Caltrans Local Jurisdiction TMC	Ongoing	Caltrans Planning for Operations
ITS/IM	Freeway Service Patrols	RCTC/SBCTA	Ongoing	RCTC/SBCTA FSP Plans
Rail	Ongoing maintenance and schedule upgrades	SCRRA	Ongoing	SCRRA SRTP
Rail	Southern California Optimized Rail. Expansion (SCORE) Program	SCRRA/SCAQMD	Ongoing	SCORE
Rail	Acquisition of clean locomotives	SCRRA/SCAQMD	Ongoing	TRP
Safety	State Highway Operation and Protection Program (SHOPP)	Caltrans	Ongoing	SHOPP

Safety	Highway Safety Improvement Program (HSIP) – Competitive program for local safety projects	Caltrans/Cities	Ongoing	HSIP Guidelines
Transit	Ongoing route and schedule upgrades	RTA, Omnitrans, VVTA, and other transit agencies	Ongoing	SRTPs
Transit	Expansion of express and regional bus network with improved frequencies.	RTA	Ongoing	SRTPs
Transit	Transit agency responses to CARB Innovative Clean Transit (ICT) rule	RTA, Omnitrans, VVTA, and other transit agencies, and CTCs	Ongoing	Transit Agencies/SRTPs
Transit	Fare equipment and ITS technology upgrades to improve operations	RTA, Omnitrans, other transit agencies, and CTCs	Ongoing	SRTPs
TDM	Design and construction of Park and Ride Facilities	Caltrans, CTCs, Cities	Ongoing	TRP/CTP
TDM	IE Commuter Rideshare Program	RCTC/SBCTA	Ongoing	TRP/CTP
TDM	Vanclub - Riverside County Vanpool Program	RCTC	Ongoing	TRP/CTP
TDM	Loop and VVTA Vanpool Programs	SBCTA and VVTA	Ongoing	TRP/CTP
VE/AF	CARB funding programs (e.g. AQIP)	CARB	Ongoing	
VE/AF	Electric Vehicle and charging infrastructure rebates/incentives	State/Utility Cos.	Ongoing	
VE/AF	Regional funding (e.g. Carl Moyer)	SCAQMD/MDAQMD	Ongoing	

STRATEGIC APPROACHES WITHIN EACH SUB-CORRIDOR

The two major North-South and East-West corridors that are being addressed in the IE CMCP have been organized into ten "sub-corridors" that have transportation issues and opportunities that can be more easily understood and addressed at that smaller geographic level. The sub-corridors include:

North-South Sub-Corridors

1. Victorville to San Bernardino
2. San Bernardino to Riverside
3. Cajon Pass to Eastvale
4. Riverside to Temecula
5. Beaumont to Temecula

East-West Sub-Corridors

6. Apple Valley to LA County Line
7. Banning to Rialto
8. Riverside/Rialto to LA County Line
9. Riverside to Orange County Line
10. Hemet to Corona

The bullet points under each corridor attempt to capture the primary problems to be addressed and the themes and directions for further development of each sub-corridor (under the "Strategy" subheading – note: only the Riverside/Rialto to LA County and Cajon Pass to Eastvale Sub-corridors are included in this excerpt).

Strategic Approach (Riverside/Rialto to LA County)

Problems to be Addressed:

- I-10 and SR-60 are nationally significant freight corridors, with heavy congestion on I-10 between the LA County Line and Sierra Interchange and throughout SR-60.
- I-10/I-15 interchange is 12th on ATRI's national list of the top 100 truck bottlenecks.
- Metrolink stations represent some of the Inland Empire's best opportunities for TOD, but there is a need to increase train frequency over time and make it easier for jurisdictions/developers to build on infill sites (limited capabilities since loss of redevelopment funding).
- Lack of good transit connection to Ontario International Airport.
- Major housing and population increases, especially in parts of the corridor south of SR-60 and north of SR-210

Strategy

1) Build on substantial existing transit assets (e.g. move forward with SCORE program on the multiple Metrolink lines – increasing frequency and improving service on Riverside, San Bernardino, and IE/OC lines);
2) Build West Valley Connector BRT connecting Pomona, Montclair, Ontario, and Rancho Cucamonga, with significant destinations in each jurisdiction, including Ontario International Airport.
3) Implement first/last mile transit connections (particularly from major destinations to Metrolink stations);
4) Enhance transit access to Ontario International Airport (complete ONT Rail Access Alternatives Analysis);
5) Enhance freight access at freeway interchanges to improve first/last mile efficiency (list key interchanges for freight access);
6) Implement managed-lane system on I-10 from LA County Line to Ford Street; and SR-60 from I-15 to Moreno Valley;
7) Accelerate truck fleet turnover for air quality improvement;
8) Implement "*Healthy Communities and Healthy Economies Toolkit for Goods Movement*" (given continued warehouse/distribution development);
9) Encourage TOD and affordable housing at transit stations;
10) Implement "next-generation" shared-ride and virtual travel systems; and
11) Build out regional active transportation network.

Strategic Approach (Cajon Pass to Eastvale)

Problems to be addressed:

- I-10/I-15 interchange is 12th on ATRI's national list of the top 100 truck bottlenecks.
- Nationally significant freight corridor, with heavy congestion on I-15 between SR-60 and SR-210.
- Southern end of the corridor houses some of the largest and most intense logistics activities in the nation, with attendant local traffic and environmental impacts.

- Lack of good north-south transit service, and need improved transit service to Ontario International Airport.
- Large population and housing growth; large number of master planned communities.

Strategy

1) Implement I-15 Corridor Freight Improvement Project in Ontario, Rancho Cucamonga, and Riverside County, including auxiliary lanes at bottleneck locations and a managed-lane system on mainline I-15, with toll discounts or exemptions for transit, vanpools, and 3+ carpools;
2) Complete the West Valley Connector BRT, Phase 1. The north-south portion parallels I-15 from Victoria Gardens to Rancho Cucamonga Metrolink Station, through Ontario employment centers, and to ONT.
3) Coordinate operational strategies for managed lanes between Riverside and San Bernardino Counties;
4) Grow vanpool and carpool formation from the Victor Valley to employment centers in the Valley, Riverside County, and greater LA Basin;
5) Implement "Healthy Communities and Healthy Economies Toolkit for Goods Movement" (given continued warehouse/distribution facility development);
6) Work with SCAQMD and CARB to provide incentives for accelerating turnover of the truck fleets; and
7) Implement San Sevaine Class 1 Trail System, running north-south along I-15.

APPENDIX E

Performance Indicators and Measures Table for I-15 Corridor Freight Improvement Project

(Optional metrics are generally not included. Metrics are for the time periods and years specified in each of the metrics)

Performance Indicators and Measures, I-15 Corridor Freight Improvement Project: Auxiliary Lanes and Express Lanes, TCEP

Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change	Notes	
Congestion Reduction	LPPF, LPPC, SCCP	Project Area, Corridor, County, or Regionwide Daily VMT per Capita and Total Daily VMT	Total Miles	86,232,322	85,898,007	334,315	For entire study area, Y20	
			VMT per Capita	29.37	29.26	0.11	For entire study area, Y20	
	LPPF, LPPC, SCCP	Daily Person Hours of Travel Time Saved	Person Hours	38,008,781	38,979,420	-970,639	For entire study area, Y20	
			Hours per Capita	12.95	13.28	(0.33)	For entire study area, Y20	
	LPPF, LPPC, SCCP	Daily Vehicle Hours of Delay	Hours	31,933,048	32,748,530	-815,482	For entire study area, Y20	
	TCEP	Daily Vehicle Hours of Travel Time Reduction	Hours	31,933,048	32,748,530	-815,482	For entire study area, Y20	
	TCEP	Daily Truck Trips	# of Trips	31,808	26,507	5,301	On I-15 segment only, Y20	
	TCEP	Daily Truck Miles Traveled	Miles	222,659	185,550	37,109	On I-15 segment only, Y20	
Throughput	TCEP	Change in Truck Volume That Can Be Accommodated (Annual)	# of Trucks	6,292,675	5,243,896	1,048,779	On I-15 segment only, Y20	
	TCEP	Change in Rail Volume That Can Be Accommodated	# of Trailers	N/A	N/A	N/A		
			# of Containers	N/A	N/A	N/A		
	TCEP	Change in Cargo Volume That Can Be Accommodated	# of Tons	N/A	N/A	N/A		
			# of Containers	N/A	N/A	N/A		
System Reliability	LPPF, LPPC, SCCP	Peak Period Travel Time Reliability Index	Index	1.44	4.06	-2.62	Off-peak speed divided by peak speed, all vehicles	
	LPPF, LPPC, SCCP	Transit Service On-Time Performance	% "On-time"	N/A	N/A	N/A	If cannot insert 'N/A', use 1.0	
	TCEP	Truck Travel Time Reliability Index	Index	1.67	4.33	-2.67	Off-peak speed divided by peak speed, truck only	
	TCEP	Daily Vehicle Hours of Travel Time Reduction (Study Area)	Hours	31,933,048	32,748,530	-815,482	For entire study area, Y20, all vehicles	
Velocity	TCEP	Travel Time or Total Cargo Transport Time	Hours	3,028,108	3,222,609	-194,501	For entire study area, Y20, truck only	
Air Quality & GHG	LPPF, LPPC, SCCP, TCEP	Particulate Matter	PM 2.5 Tons	39	41	-2	On I-15 segment, over 20 years	
			PM 10 Tons	38	40	-2	On I-15 segment, over 20 years	
	LPPF, LPPC, SCCP, TCEP	Carbon Dioxide (CO2)	Tons	4,960,404	4,999,941	-39537	On I-15 segment, over 20 years	-0.8%
	LPPF, LPPC, SCCP, TCEP	Volatile Organic Compounds (VOC)	Tons	750	809	-59	On I-15 segment, over 20 years	
	LPPF, LPPC, SCCP, TCEP	Sulphur Dioxides (SOx)	Tons	49	49	0	On I-15 segment, over 20 years	
	LPPF, LPPC, SCCP, TCEP	Carbon Monoxide (CO)	Tons	13,724	14,191	-467	On I-15 segment, over 20 years	
	LPPF, LPPC, SCCP, TCEP	Nitrogen Oxides (NOx)	Tons	3,956	3,831	125	On I-15 segment, over 20 years	

Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change	Notes
Safety	LPPF, LPPC, SCCP, TCEP	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	Number	0	0	0	
	LPPF, LPPC, SCCP, TCEP	Number of Fatalities	Number	38	38	0	Over 5 years
	LPPF, LPPC, SCCP, TCEP	Fatalities per 100 Million VMT	Number	0.27	0.3	-0.03	
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries	Number	2,153	2,147	6	Over 5 years
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries per 100 Million VMT	Number	15	17	-2	
Economic Development	LPPF, LPPC, SCCP, TCEP	Jobs Created (Direct and Indirect)	Number	3,900	0	3,900	
Cost Effectiveness	LPPF, LPPC, SCCP, TCEP	Cost Benefit Ratio	Ratio			4.7	Ratio of benefits to cost, per Cal-B/C

APPENDIX F

Links to reports: ***Paths to Clean Vehicle Technology and Alternative Fuels Implementation in San Bernardino County Final Report and Action Plan*** **2020**

ftp://gis.sanbag.ca.gov/Expires210101_I15TCEP_ALEL/

APPENDIX G

Excerpt from the California Interregional Transportation Strategic Plan

Southern California – Southern Nevada/Arizona Corridor

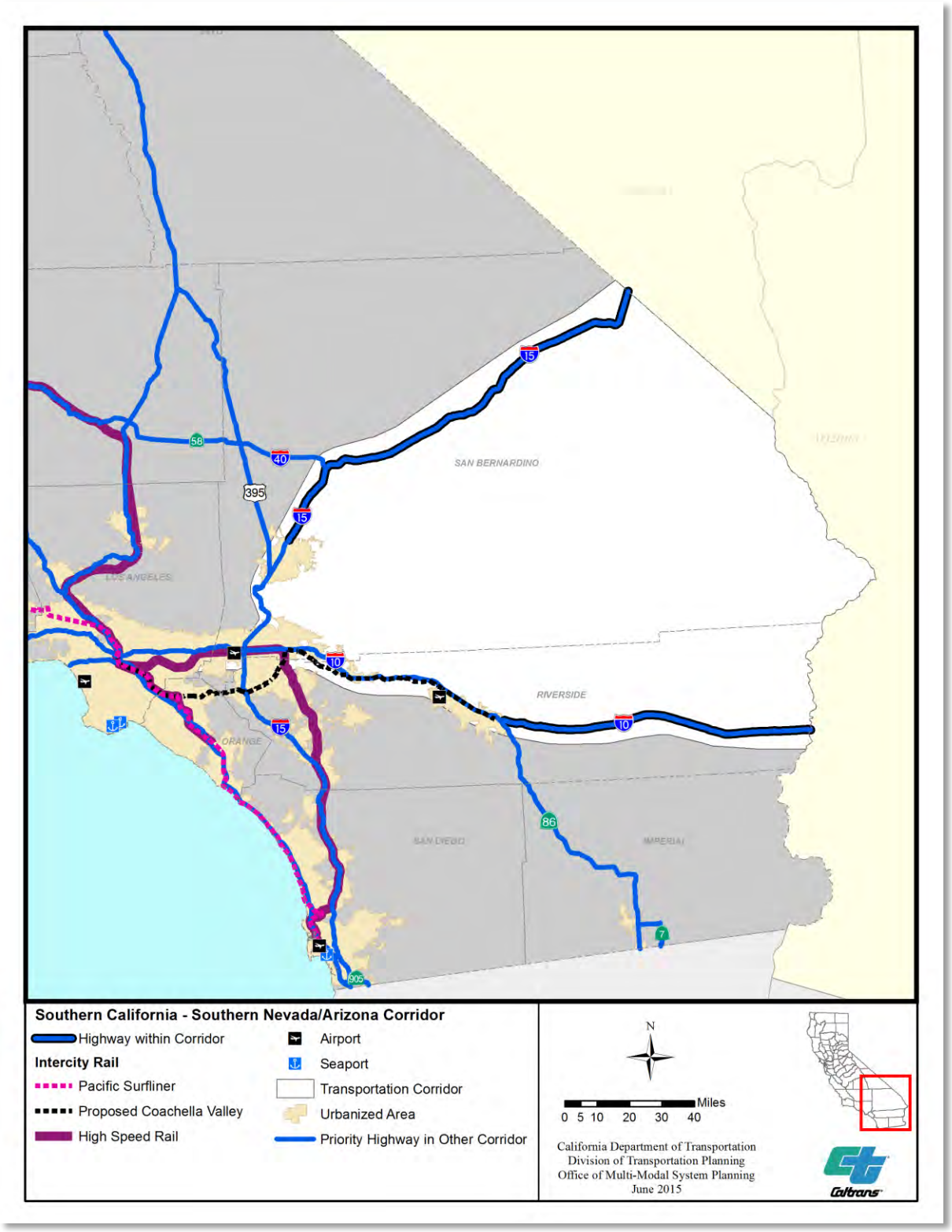


Figure 42: Southern California - Southern Nevada/Arizona Corridor

Southern California – Southern Nevada/Arizona Corridor

The *Southern California–Southern Nevada/Arizona Corridor* connects Southern California's seaport gateways, and the massive logistics and manufacturing sectors that are based in the region to the rest of the country via three Interstate highways (10, 15, and 40) and parallel freight rail routes owned and operated by UPRR and BNSF (Figure 42). The region is the nation's largest and most important freight gateway and corridor for international trade. Also, I-15 and I-40 link to the San Joaquin Valley via SR 58 and provide connectivity to the southern United States for the nation's most productive agricultural region in the Central Valley.

For the purposes of the ITSP, I-10 and I-15 are identified as high-priority corridors. Both routes are included within the set of six nationally identified "Corridors of the Future" and I-15 is the subject of a multi-state planning and operations partnership involving California, Nevada, Arizona, and Utah. The I-15 corridor also provides a vital link between Mexico, Southern California, and locations to the north and east of the region. The corridor is typically characterized as being heavily urbanized within the Los Angeles Basin with dense warehousing, transloading, distribution, and manufacturing land uses and by sparsely populated desert outside of the urban area. The focus of interregional highway investments is directed outside of the urban areas while passenger rail investments are targeted to the emerging Coachella Valley service and the very successful Surfliner service which has the nation's second highest passenger ridership.

The I-15 Corridor begins in San Diego, near the Port of San Diego, and continues through the urban core. North of SR 163, I-15 is a well-developed, freeway ranging from 8 to 12 lanes. Portions of the I-15 include 20 miles of high-occupancy-vehicle (HOV) and high-occupancy toll (HOT) express lanes on a cross-section of 10 and 12 lanes. Between Escondido and I-40 in Barstow the corridor is a six to eight-lane freeway, and becomes a four-lane freeway north of Barstow, continuing to Las Vegas, Nevada.

Santa Monica is the western terminus for I-10. The entire I-10 facility within the Los Angeles metropolitan area ranges from an 8 to 12 lane freeway, continuing into San Bernardino and Riverside counties, collectively known as the Inland Empire. This area contains the nation's highest density and extent of warehousing facilities serving not only the vast consumer market in Southern California but the US Southwest as well. The route and parallel and connecting freeways are characterized by very high truck volumes and frequent traffic congestion. I-10 becomes a four highway outside of Indio, California connecting to Arizona and continuing through the Southern US to terminate in Florida.

The following are summaries of the major interregional transportation modes within the corridor.

Freight–Interstate 10, I-15 and I-40 are Tier 1 California Freight Network Facilities identified in the CFMP (Figure 12). UPRR and BNSF have transcontinental freight rail lines in the corridor that provide direct connectivity to the Ports of Los Angeles and Long Beach, the nation's top two ports. Forty percent of international containerized trade passes through the ports and is moved primarily along this corridor via truck and rail.

The Ports of San Diego and Hueneme are regionally important for the handling of bulk items and vehicles.

The CFMP has identified many freight facilities within the urbanized portion of Southern California that are not included in the IRRS, and are not a priority for ITIP funding. However these facilities, such as I-710 and segments of I-10, provide important connections between intermodal freight facilities and the rest of the interregional transportation system. This network of highways allows the flow of freight imports and exports between the Ports of Los Angeles and Long Beach to the rest of Southern California and other countries and neighboring states.

Intercity Rail–The following are the major intercity rail services within the corridor:

- Amtrak Thruway Bus Service links the Pacific Surfliner Intercity Rail Corridor to Coachella Valley on I-10 and Las Vegas on I-15.
- Amtrak's Sunset Limited/Texas Eagle links Los Angeles to Phoenix (Maricopa), continuing to Chicago (Texas Eagle) and New Orleans (Sunset Limited), providing service three times a week.
- The proposed Coachella Valley-San Gorgonio Pass Corridor Rail Service would connect Los Angeles to Coachella Valley, paralleling I-10.

Transit–Private bus services such as Greyhound, BoltBus, El Paso-Los Angeles Express and Megabus utilize I-10 and I-15 corridors linking Los Angeles and San Diego to the Inland Empire, Las Vegas, Nevada and Phoenix, Arizona. The under development Southern California Regional Rail Authority (Metrolink) Perris Valley Line will link Los Angeles, Riverside and Perris on the I-15/ I-215 corridor.

Airports–The Inland Empire and San Diego have multiple major passenger airports and regional airports that impact the corridor. International airports along the corridor are located in San Diego, Los Angeles, Ontario, and Palm Springs. Los Angeles and Ontario are the primary air freight facilities in the region for international and domestic air cargo, respectively.

Active Transportation–Bicycle and pedestrian travel within the major urbanized centers in the corridors is generally restricted to local streets and roads and dedicated bicycle facilities. Bicycles are generally prohibited on area freeways.

Highway–Interstate 15 and I-10 are the two major freeways supporting interregional travel through the corridor. They link the San Diego and the greater Los Angeles region with Nevada, Arizona, and the rest of the nation.

Interstate 15 is a major transcontinental north-south highway in the western United States that extends more than 1,470 miles through the states of California, Nevada, Arizona, Utah, Idaho, and Montana. It is the principal artery linking coastal ports to inland population centers and connects with the nation's three transcontinental east-west highways: I-10, I-80, and I-40. The I-15 transportation corridor links San Diego to San Bernardino. Interstate 15 is a heavily traveled commuter route. It is also the primary

access route between Southern California and Las Vegas with more than 8 million people driving this corridor annually.

Interstate 10 has heavy congestion through the urbanized areas of Los Angeles and the Inland Empire and is impacted by the expansion of the suburban areas on the eastern edge of the Los Angeles Basin.

Corridor Analysis

Growth in population and travel within the region is expected to increase by 2040:

- Population within the counties of San Diego, Riverside, and San Bernardino is expected to increase from around 7.3 to 9.8 million, a 33 percent increase between 2010 and 2040.
- The proposed Coachella Valley interregional rail route is expected to have 270,000 annual riders annually by 2040.
- Changes in VMT throughout the corridor is expected to be significant through the life of the ITSP.
    - The VMT for I-15 is expected to increase over 10 million between 2010 and 2040 exceeding 35 million with 20 percent truck traffic by 2040.
    - The VMT for I-10 is expected to increase nearly 8 million between 2010 and 2040 exceeding over 32 million with 21percent truck traffic by 2040.

Figure 43 examines truck and auto traffic along I-10 from Santa Monica to the Arizona border. The analysis shows:

- Automobile traffic significantly impacts the segment from Santa Monica and Los Angeles to the Inland Empire. A significant number of freight trucks utilize I-10, but the size of the freeway keeps the truck share average around 10 percent between Los Angeles and Palm Springs.
- Truck traffic density increases sharply and remains close to 40 percent as I-10 narrows to four lanes east of Palm Springs all the way to the Arizona border.
- The segment between Palm Springs and Arizona border principally carries interregional freight and travelers, with truck traffic making up a significant portion of the total vehicular traffic along this segment of I-10.

Figure 44 on the following page details truck and auto traffic along I-15 from San Diego to Nevada. The AADT volumes are normalized by roadway lane. The dashed blue line is the percentage of the total volume attributable to trucks. The black dashed line is an estimate of the interregional traffic. The purple dashed line is the portion of I-15 within this corridor. The analysis shows:

- The traffic patterns for the segment between Victorville and downtown San Diego are dominated by large volumes of automobile traffic. The truck density in this

segment is about 11 percent, which increases in the northern portion between Fontana and Victorville.

- The segment from Victorville to the Nevada border appears to be highly impacted by interregional travel. The truck traffic density between Barstow and Victorville peaks above 25 percent and averages around 20 percent throughout the segment.
- The segment from San Diego to Fontana is impacted mostly by regional automobile travel, while the segment from Victorville to the Nevada border is impacted significantly by interregional travel.

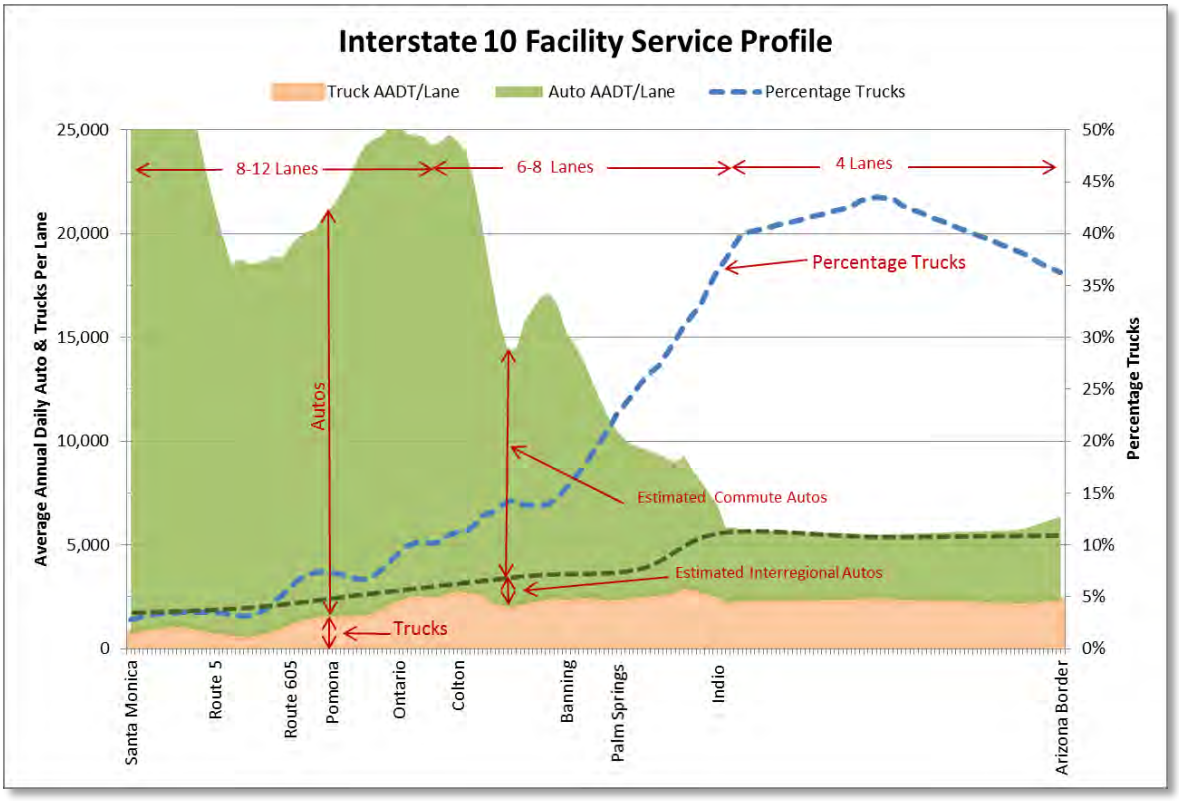


Figure 43: I-10 Facility Service Profile

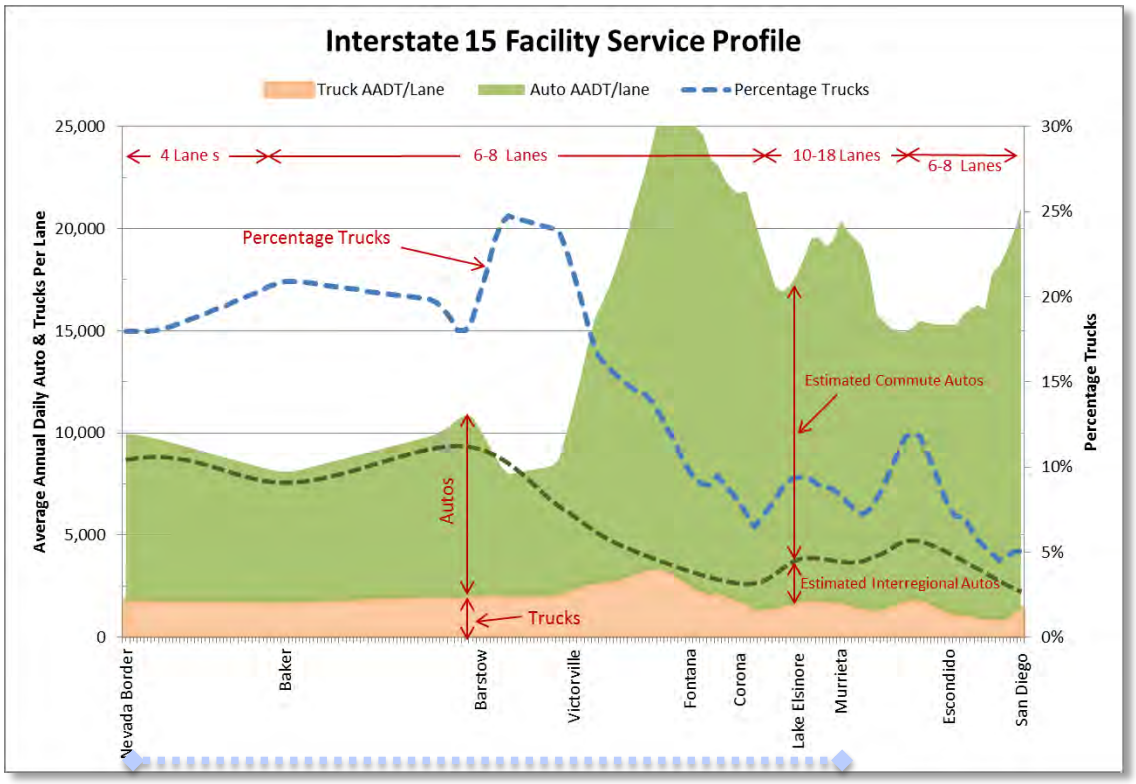


Figure 44: I-15 Facility Service Profile

Historical Corridor Investment

Table 20 and Figure 45 show that over $5.4 billion has been invested in the corridor since 1998 on the major interregional facilities that link regions.

Table 20: I-10 and I-15 Facility Investment Funding Sources

Corridor Investment 1998-2014 (in millions)								
Facility	**STIP**	**P1B**	**Local**	**TCRP**	**Other State**	**FRA/ FTA**	**SHOPP**	**Total**
I-10	$531	$107	$1,248	$130	$0	$0	$1,598	$3,614
I-15 (SBd)	$320	$110	$332	$1	$0	$0	$1,054	$1,817
Total	$851	$217	$1,580	$131	$0	$0	$2,652	$5,431

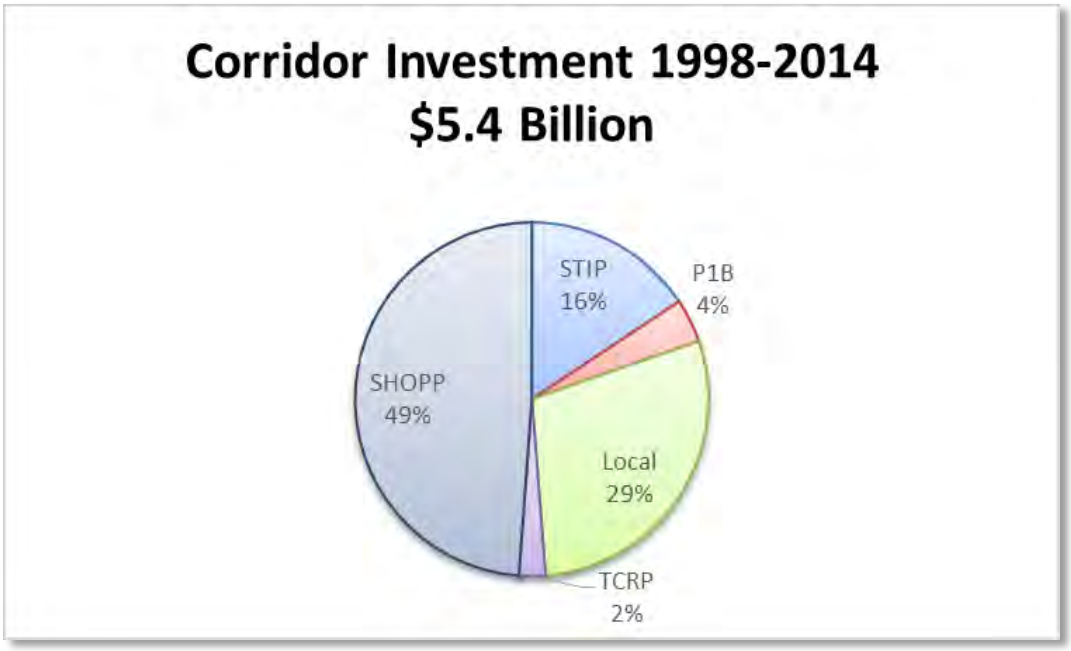


Figure 45: Southern California - Southern Nevada/Arizona Corridor Investment

As shown Figure 45 and Table 20, a variety of revenue sources have been used to fund improvements in the corridor. The two main fund sources for improvements along the corridor are SHOPP and local funds, with the STIP also a significant source of investment.

Interregional Transportation Priorities

The priority investments for the *Southern California–Southern Nevada/Arizona Corridor* over the next two decades will primarily focus on improving the Tier 1 freight corridors to support the economy. This involves maintaining the existing facilities to meet Caltrans' fix-it-first policies and expanding the system as needed. The development of the Coachella Valley Intercity Rail Route will provide modal alternatives to local commuters, along with other commute improvements funded through local and regional agencies. Table 21 identifies the interregional transportation priorities for the corridor.

Table 21: Southern California - Southern Nevada/Arizona Corridor Interregional Transportation Priorities

Major Transportation Facilities	Priority	Short-term (ST) or Long-term (LT)	Funding Options	Comments
Freight Corridor Maintenance and Preservation (I-10/ I-15)	High	Short-term	SHOPP	Support fix-it-first policies
Freight Corridor Expansion	Medium	Long-term	RTIP, ITIP, Local, Pricing	Highway capacity as needed to support freight movement; freight rail expansion funded through local and private funds
Proposed Coachella Valley Intercity Rail Route	Medium	Long-term	RTIP, ITIP, Local, Cap and Trade, FRA	New intercity rail service is planned
National Intercity Rail	Medium	Long-term	Caltrans State Operating Funds	Caltrans funds operating costs
Amtrak Thruway Bus Services	Medium	Maintain (ST); Expand (LT)	Caltrans State Operating Funds	Caltrans funds operating costs
Regional Connectors to Major Intermodal Freight Facilities	Medium	Short-term/ Long-term	RTIP, SHOPP, Local	Local and regional connectors between intermodal facilities, including seaports and airports, to Priority Interregional Facilities
Local and Regional Commuter Systems	Medium	Short-term and Long-term	Local, RTIP, Pricing, FTA, Cap and Trade	Local, RTIP, and Pricing for expansion; FTA for transit

APPENDIX H

LETTERS OF SUPPORT

CAPITOL OFFICE
STATE CAPITOL
ROOM 4061
SACRAMENTO, CA 95814
TEL (916) 651-4020
FAX (916) 651-4920

DISTRICT OFFICES
11760 CENTRAL AVENUE
SUITE 100
CHINO, CA 91710
TEL (909) 591-7016
FAX (909) 591-7096

464 WEST 4TH STREET
SUITE 454B
SAN BERNARDINO, CA 92401
TEL (909) 888-5360
FAX (909) 591-7096

California State Senate

SENATOR
CONNIE M. LEYVA
TWENTIETH SENATE DISTRICT

CHAIR
EDUCATION

DEMOCRATIC CAUCUS

CALIFORNIA LEGISLATIVE
WOMEN'S CAUCUS

SELECT COMMITTEE ON
MANUFACTURED HOME
COMMUNITIES

MEMBER
BUDGET & FISCAL REVIEW
SUBCOMMITTEE NO. 1
ON EDUCATION

BUSINESS, PROFESSIONS
& ECONOMIC DEVELOPMENT

ELECTIONS & CAMPAIGN
FINANCE REFORM

HEALTH

June 26, 2020

Mr. Mitch Weiss
Executive Director
California Transportation Commission
1120 N Street MS 52
Sacramento, CA 95814

Subject: Support for San Bernardino County Transportation Authority's SB 1 TCEP and SCCP Applications for the I-15 Corridor Freight Improvement Project: Auxiliary Lanes and Express Lanes

Dear Executive Director Weiss:

As the state senator representing California's 20th Senate District, I am pleased to support the San Bernardino County Transportation Authority (SBCTA) grant application to the California Transportation Commission for the 2020 Trade Corridor Enhancement Program (TCEP) and Solutions for Congested Corridors Program (SCCP) funding for the *I-15 Corridor Freight Improvement Project: Auxiliary Lanes and Express Lanes*.

The I-15 Corridor Freight Improvement Project is a 7-mile project that will improve freight efficiency, traffic operations and safety between Cantu-Galleano Ranch Road in Riverside County and Foothill Boulevard in San Bernardino County. This congested corridor serves a high proportion of freight as it traverses the 200 million square foot logistics complex surrounding Ontario International Airport, transporting exports and imports to/from the Ports of Los Angeles and Long Beach. This section of I-15 crosses two major east-west freight corridors, State Route 60 and I-10. Auxiliary lanes will be added to improve traffic operations and safety for traffic in the vicinity of the I-15/SR-60 and I-15/I-10 interchanges. Express lanes will be constructed in the median of I-15 tying into the express lanes currently under construction in Riverside County. Express lanes will extend northerly from Cantu-Galleano Ranch Road (just south of SR-60) to Foothill Boulevard. Express lanes provide discounts to vanpools, high occupancy vehicles with 3 or more persons, motorcycles, and clean air vehicles.

The project is a collaborative effort of SBCTA, Caltrans and the Riverside County Transportation Commission. I-15 currently serves over 220,000 vehicles and 18,000 trucks per day. These vehicles experience congested conditions during the peak periods with speeds less than 25 miles per hour.

The project is environmentally cleared and entering the design stage. The I-15 Corridor Freight Improvement Project is one of several transformative projects SBCTA is implementing, consistent with the State's GHG reduction goals and the purpose of the California Freight Mobility Plan. The narrative of the grant application describes how the I-15 Corridor Freight Improvement Project fits into the overall program of mobility in the San Bernardino Valley, which in turn is a major component of the state and national freight infrastructure. The project is part of a program of bold steps that SBCTA and its partner agencies are taking to construct and operate a freight network that will allow the logistics industry to thrive in the Inland Empire and will serve our residents, businesses, and visitors well into the future. We greatly appreciate your consideration of this application.

Please do not hesitate to contact me with any questions at (909) 469-1110.

Sincerely,

Connie M. Leyva
California State Senator, 20th District

STATE CAPITOL
P.O. BOX 942849
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E-MAIL
Assemblymember.Ramos@assembly.ca.gov

Assembly
California Legislature

JAMES C. RAMOS
ASSEMBLYMEMBER, FORTIETH DISTRICT

COMMITTEES
BUDGET
HEALTH
JOBS, ECONOMIC DEVELOPMENT, AND THE ECONOMY
LOCAL GOVERNMENT
RULES

SUBCOMMITTEES
BUDGET SUBCOMMITTEE NO. 1 ON HEALTH AND HUMAN SERVICES

CHAIR: SELECT COMMITTEE ON NATIVE AMERICAN AFFAIRS

June 30, 2020

Mr. Mitch Weiss
Executive Director
California Transportation Commission
1120 N Street MS 52
Sacramento, CA 95814

Subject: Support for San Bernardino County Transportation Authority's SB 1 TCEP and SCCP Applications for the I-15 Corridor Freight Improvement Project: Auxiliary Lanes and Express Lanes

Dear Executive Director Weiss:

I am pleased to support the San Bernardino County Transportation Authority (SBCTA) grant application to the California Transportation Commission for the 2020 Trade Corridor Enhancement Program (TCEP) and Solutions for Congested Corridors Program (SCCP) funding for the *I-15 Corridor Freight Improvement Project: Auxiliary Lanes and Express Lanes*.

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The project is a collaborative effort of SBCTA, Caltrans and the Riverside County Transportation Commission. I-15 currently serves over 220,000 vehicles and 18,000 trucks per day. These vehicles experience congested conditions during the peak periods with speeds less than 25 miles per hour.

The project is environmentally cleared and entering the design stage. The I-15 Corridor Freight Improvement Project is one of several transformative projects SBCTA is implementing, consistent with the State's GHG reduction goals and the purpose of the California Freight Mobility Plan. The narrative of the grant application describes how the I-15 Corridor Freight Improvement Project fits into the overall program of mobility in the San Bernardino Valley, which in turn is a major component of the state and national freight infrastructure. The project is part of a program of bold steps that SBCTA and its partner agencies are taking to construct and operate a freight network that will allow the logistics industry to thrive in the Inland Empire and will serve our residents, businesses, and visitors well into the future. We greatly appreciate your consideration of this application.

Sincerely,

James C. Ramos
Assemblymember, 40th District

FONTANA
CALIFORNIA

July 1, 2020

Mr. Mitch Weiss
Executive Director
California Transportation Commission
1120 N Street MS 52
Sacramento, CA 95814

Subject: Support for San Bernardino County Transportation Authority's SB 1 TCEP and SCCP Applications for the I-15 Corridor Freight Improvement Project: Auxiliary Lanes and Express Lanes

Dear Executive Director Weiss:

The City of Fontana is pleased to support the San Bernardino County Transportation Authority (SBCTA) grant application to the California Transportation Commission for the 2020 Trade Corridor Enhancement Program (TCEP) and Solutions for Congested Corridors Program (SCCP) funding for the *I-15 Corridor Freight Improvement Project: Auxiliary Lanes and Express Lanes*.

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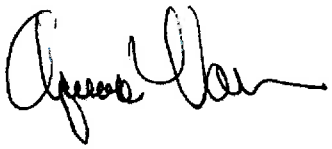
The project is a collaborative effort of SBCTA, Caltrans and the Riverside County Transportation Commission. I-15 currently serves over 220,000 vehicles and 18,000 trucks per day. These vehicles experience congested conditions during the peak periods with speeds less than 25 miles per hour.

The project is environmentally cleared and entering the design stage. The I-15 Corridor Freight Improvement Project is one of several transformative projects

SBCTA is implementing, consistent with the State's GHG reduction goals and the purpose of the California Freight Mobility Plan. The narrative of the grant application describes how the I-15 Corridor Freight Improvement Project fits into the overall program of mobility in the San Bernardino Valley, which in turn is a major component of the state and national freight infrastructure. The project is part of a program of bold steps that SBCTA and its partner agencies are taking to construct and operate a freight network that will allow the logistics industry to thrive in the Inland Empire and will serve our residents, businesses, and visitors well into the future. We greatly appreciate your consideration of this application.

Sincerely,



Acquanetta Warren

Mayor

CITY OF ONTARIO
303 EAST "B" STREET, CIVIC CENTER ONTARIO CALIFORNIA 91764-4105
(909) 395-2000
FAX (909) 395-2070

July 8, 2020

Mr. Mitch Weiss
Executive Director
California Transportation Commission
1120 N Street MS 52
Sacramento, CA 95814

Re: Support for San Bernardino County Transportation Authority's SB 1 TCEP and SCCP Applications for the I-15 Corridor Freight Improvement Project: Auxiliary Lanes and Express Lanes

Dear Executive Director Weiss:

The City of Ontario is pleased to support the San Bernardino County Transportation Authority (SBCTA) grant application to the California Transportation Commission for the 2020 Trade Corridor Enhancement Program (TCEP) and Solutions for Congested Corridors Program (SCCP) funding for the *I-15 Corridor Freight Improvement Project: Auxiliary Lanes and Express Lanes*.

The I-15 Corridor Freight Improvement Project is a 7-mile project that will improve freight efficiency, traffic operations and safety between Cantu-Galleano Ranch Road in Riverside County and Foothill Boulevard in San Bernardino County. This congested corridor serves a high proportion of freight as it traverses the 200 million square foot logistics complex surrounding Ontario International Airport, transporting exports and imports to/from the Ports of Los Angeles and Long Beach. This section of I-15 crosses two major east-west freight corridors, State Route 60 and I-10. Auxiliary lanes will be added to improve traffic operations and safety for traffic in the vicinity of the I-15/SR-60 and I-15/I-10 interchanges. Express lanes will be constructed in the median of I-15 tying into the express lanes currently under construction in Riverside County. Express lanes will extend northerly from Cantu-Galleano Ranch Road (just south of SR-60) to Foothill Boulevard. Express lanes provide discounts to vanpools, high occupancy vehicles with 3 or more persons, motorcycles, and clean air vehicles.

The project is a collaborative effort of SBCTA, Caltrans and the Riverside County Transportation Commission. I-15 currently serves over 220,000 vehicles and 18,000 trucks per day. These vehicles experience congested conditions during the peak periods with speeds less than 25 miles per hour.

The project is environmentally cleared and entering the design stage. The I-15 Corridor Freight Improvement Project is one of several transformative projects SBCTA is implementing, consistent with the State's GHG reduction goals and the purpose of the California Freight Mobility Plan. The narrative of the grant application describes how the I-15 Corridor Freight Improvement Project fits into the overall program of mobility in the San Bernardino Valley, which in turn is a major component of the state and national freight infrastructure. The project is part of a program of bold steps that SBCTA and its partner agencies are taking to construct and operate a freight network that will allow the logistics industry to thrive in the Inland Empire and will serve our residents, businesses, and visitors well into the future. We greatly appreciate your consideration of this application.

Sincerely,

Scott Ochoa
City Manager

CITY OF RANCHO CUCAMONGA

10500 Civic Center Drive | Rancho Cucamonga, CA 91730 | 909.477.2700 | www.CityofRC.us

July 1, 2020

Mr. Mitch Weiss
Executive Director, California Transportation Commission
1120 N Street MS 52
Sacramento, CA 95814

RE: Support for San Bernardino County Transportation Authority's SB 1 TCEP and SCCP Application for the I-15 Corridor Freight Improvement Project: Auxiliary Lanes and Express Lanes

Dear Executive Director Weiss:

The City of Rancho Cucamonga is pleased to support the San Bernardino County Transportation Authority (SBCTA) grant application to the California Transportation Commission for the 2020 Trade Corridor Enhancement Program (TCEP) and Solutions for Congested Corridors Program (SCCP) funding for the *I-15 Corridor Freight Improvement Project: Auxiliary Lanes and Express Lanes*.

The I-15 Corridor Freight Improvement Project is a 7-mile project that will improve freight efficiency, traffic operations and safety between Cantu-Galleano Ranch Road in Riverside County and Foothill Boulevard in San Bernardino County. This congested corridor serves a high proportion of freight as it traverses the 200 million square foot logistics complex surrounding Ontario International Airport, transporting exports and imports to/from the Ports of Los Angeles and Long Beach. This section of I-15 crosses two major east-west freight corridors, State Route 60 and I-10. Auxiliary lanes will be added to improve traffic operations and safety for traffic in the vicinity of the I-15/SR-60 and I-15/I-10 interchanges. Express lanes will be constructed in the median of I-15 tying into the express lanes currently under construction in Riverside County. Express lanes will extend north from Cantu-Galleano Ranch Road (just south of SR-60) to Foothill Boulevard. Express lanes provide discounts to vanpools, high occupancy vehicles with 3 or more persons, motorcycles, and clean air vehicles.

The project is a collaborative effort of SBCTA, Caltrans and the Riverside County Transportation Commission. I-15 currently serves over 220,000 vehicles and 18,000 trucks per day. These vehicles experience congested conditions during the peak periods with speeds less than 25 miles per hour.

The project is environmentally cleared and entering the design stage. The I-15 Corridor Freight Improvement Project is one of several transformative projects SBCTA is implementing, consistent with the State's GHG reduction goals and the California Freight Mobility Plan. The I-15 Corridor Freight Improvement Project also fits into the overall program of mobility in the San Bernardino Valley which is a major component of the state and national freight infrastructure. The project is a bold step that SBCTA and its partner agencies are taking to construct and operate a freight network that will allow the logistics industry to thrive in the Inland Empire and will serve our residents, businesses, and visitors well into the future. We greatly appreciate your consideration of this application.

Sincerely,

L. Dennis Michael
Mayor

ONTARIO
INTERNATIONAL AIRPORT

Ontario International Airport Administration Offices

1923 E. Avion Street, Ontario, CA 91761

July 1, 2020

Mr. Mitch Weiss
Executive Director
California Transportation Commission
1120 N Street MS 52
Sacramento, CA 95814

Subject: Support for San Bernardino County Transportation Authority's SB 1 TCEP and SCCP Applications for the I-15 Corridor Freight Improvement Project: Auxiliary Lanes and Express Lanes

Dear Executive Director Weiss:

The Ontario International Airport Authority is pleased to support the San Bernardino County Transportation Authority (SBCTA) grant application to the California Transportation Commission for the 2020 Trade Corridor Enhancement Program (TCEP) and Solutions for Congested Corridors Program (SCCP) funding for the *I-15 Corridor Freight Improvement Project: Auxiliary Lanes and Express Lanes*.

The I-15 Corridor Freight Improvement Project is a 7-mile project that will improve freight efficiency, traffic operations and safety between Cantu-Galleano Ranch Road in Riverside County and Foothill Boulevard in San Bernardino County. This congested corridor serves a high proportion of freight as it traverses the 200 million square foot logistics complex surrounding Ontario International Airport, transporting exports and imports to/from the Ports of Los Angeles and Long Beach. This section of I-15 crosses two major east-west freight corridors, State Route 60 and I-10. Auxiliary lanes will be added to improve traffic operations and safety for traffic in the vicinity of the I-15/SR-60 and I-15/I-10 interchanges. Express lanes will be constructed in the median of I-15 tying into the express lanes currently under construction in Riverside County. Express lanes will extend northerly from Cantu-Galleano Ranch Road (just south of SR-60) to Foothill Boulevard. Express lanes provide discounts to vanpools, high occupancy vehicles with 3 or more persons, motorcycles, and clean air vehicles.

The project is a collaborative effort of SBCTA, Caltrans and the Riverside County Transportation Commission. I-15 currently serves over 220,000 vehicles and 18,000 trucks per day. These vehicles experience congested conditions during the peak periods with speeds less than 25 miles per hour.

The project is environmentally cleared and entering the design stage. The I-15 Corridor Freight Improvement Project is one of several transformative projects SBCTA is implementing, consistent with the State's GHG reduction goals and the purpose of the California Freight Mobility Plan.

The narrative of the grant application describes how the I-15 Corridor Freight Improvement Project fits into the overall program of mobility in the San Bernardino Valley, which in turn is a major component of the state and national freight infrastructure. The project is part of a program of bold steps that SBCTA and its partner agencies are taking to construct and operate a freight network that will allow the logistics industry to thrive in the Inland Empire and will serve our residents, businesses, and visitors well into the future.

We greatly appreciate your consideration of this application.

Sincerely,

Mark A. Thorpe
Chief Executive Officer
Ontario International Airport Authority

SCAG
INNOVATING FOR A BETTER TOMORROW

SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017
T: (213) 236-1800
www.scag.ca.gov

June 26, 2020

Mr. Mitch Weiss
Executive Director
California Transportation Commission
1120 N Street
Sacramento, California 95814

RE: California Transportation Commission – 2020 TCEP – San Bernardino County Transportation Authority – I-15 Corridor Freight Improvement Project: Auxiliary Lanes and Express Lanes

Dear Director Weiss:

On behalf of the Southern California Association of Governments (SCAG), I would like to offer this letter of support for the San Bernardino County Transportation Authority's (SBCTA) Trade Corridor Enhancement Program (TCEP) application for the I-15 Corridor Freight Improvement Project: Auxiliary Lanes and Express Lanes. The project is a collaborative effort of SBCTA, the California Department of Transportation (Caltrans), and the Riverside County Transportation Commission.

I-15 currently serves over 220,000 vehicles and 18,000 trucks per day. These vehicles experience congested conditions during the peak periods with speeds less than 25 miles per hour. The I-15 Corridor Freight Improvement Project is a 7-mile project that will improve freight efficiency, traffic operations, and safety between Cantu-Galleano Ranch Road in Riverside County and Foothill Boulevard in San Bernardino County. This congested corridor serves a high proportion of freight as it traverses the 200 million square foot logistics complex surrounding Ontario International Airport, transporting exports and imports to and from the Ports of Los Angeles and Long Beach. This section of I-15 crosses two major east-west freight corridors, State Route 60, and I-10. Auxiliary lanes will be added to improve traffic operations and safety for traffic in the vicinity of the I-15/SR-60 and I-15/I-10 interchanges. Express lanes will be constructed in the median of I-15, which will link to express lanes currently under construction in Riverside County. Express lanes will extend northerly from Cantu-Galleano Ranch Road (just south of SR-60) to Foothill Boulevard. Express lanes provide discounts to vanpools, high occupancy vehicles with 3 or more persons, motorcycles, and clean air vehicles.

The project has received environmental clearance and is entering the design stage. The I-15 Corridor Freight Improvement Project is one of several transformative projects SBCTA is implementing, consistent with the State's greenhouse gas reduction goals and the purpose of the California Freight Mobility Plan. The narrative of the grant application describes how the I-15 Corridor Freight Improvement Project fits into the overall program of mobility in the San Bernardino Valley, which in turn is a major

component of the state and national freight infrastructure. The project is part of a program of bold steps that SBCTA and its partner agencies are taking to construct and operate a freight network that will allow the logistics industry to thrive in the Inland Empire and will serve our residents, businesses, and visitors well into the future.

As a project that is consistent with the policies and goals set forth in the adopted 2020-2045 Regional Transportation Plan/Sustainable Communities Strategies (RTP/SCS), we support SBCTA's efforts and respectfully request that the Commission give full and fair consideration to this important project proposal. If you have any questions, please do not hesitate to contact Ms. Annie Nam, Manager of Goods Movement and Transportation Finance, at (213) 236-1827 or by email at NAM@scag.ca.gov.

Sincerely,

Kome Ajise

Kome Ajise
Executive Director

APPENDIX I

Link to Final Environmental Documentation
for I-15 Corridor Freight Improvement Project
https://www.gosbcta.com/project/i-15-corridor/

APPENDIX J

Link to NCHRP Report 687 entitled "*Guidelines for Ramp and Interchange Spacing*"

http://www.cmfclearinghouse.org/studydocs/nchrp_rpt_687.pdf

APPENDIX K

Link to the Southern California Association of Governments' 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) – Connect SoCal
https://www.connectsocal.org/Pages/Connect-SoCal-Final-Plan.aspx