

Interstate 15 Corridor Freight Improvement Project

Part of a Multimodal Vision
for San Bernardino County



Key Elements of Presentation

- Project background
- Timeline of project development
- Regional context and importance of the project
- SBCTA's Multimodal and Clean Air Initiatives



About the Project...

- Approximately 11 miles from south of SR-60 in Riverside County to Foothill Blvd in San Bernardino County
- Runs through one of the largest logistics hubs in the U.S.
- New express/managed lanes (no existing HOV lanes)
- Ties into I-15 segment recently completed in Riverside
- Auxiliary lanes to address truck bottlenecks at both I-10 and SR-60 (**22,000 trucks/day**; 61% are 5+ axle trucks)
- I-15/I-10 is **10th most critical truck bottleneck** in the U.S.

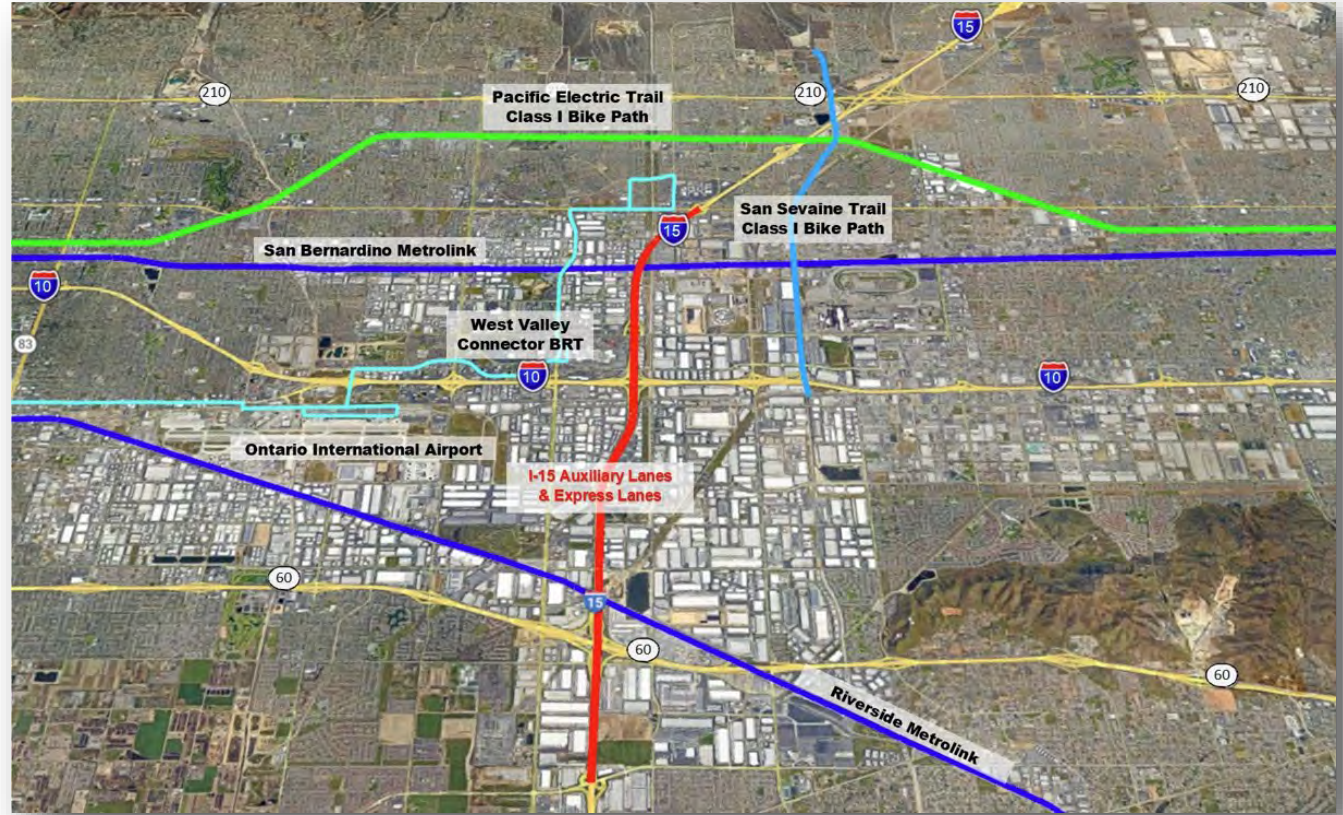


Timeline of I-15 Project Development

- 2012 – SCAG Regional Express/Managed Lane Network included in first RTP/SCS
- 2015 – CEQA/NEPA process initiated
 - Extensive community outreach
 - Equity Study on high-occupancy/toll concepts
 - Coordination with RCTC and Caltrans on I-15 in Riverside County
- 12/2018 – Environmental clearance
- 04/2020 – Caltrans’ “Timing Memo” policy released
 - (re: how to handle SB 743 for environmentally cleared projects)
- 12/2020 – TCEP funding awarded by CTC
- 03/2021 – Draft of CAPTI released
- 07/2021 – CAPTI adopted

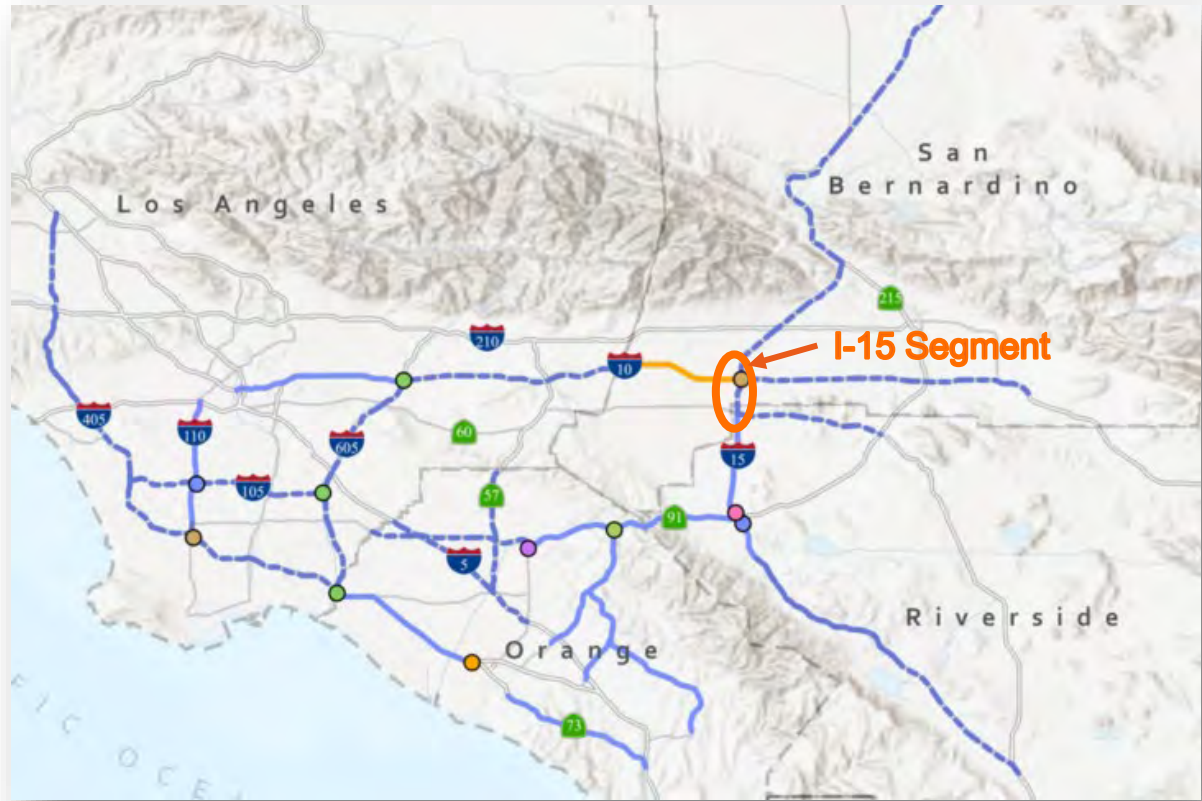


I-15 Corridor Freight Improvement Project



Regional Context:

- SoCal regional express/managed lane network was first included in SCAG 2012 RTP/SCS
- Segments become committed Transportation Control Measures (TCMs)



SCAG Regional Managed/Express Lane Network

- Foundational components were Interstates 10 and 110 in Los Angeles County and SR-91 in Orange County
- Had full involvement of Caltrans and County Commissions
- Most of existing freeways in San Bernardino County did not have HOV lanes (i.e. no way to incentivize transit and shared rides)



Multimodal and Clean Air Initiatives

Zero Emission for Transit and Trucks

- Truck fueling/charging
- ZEMU development – Arrow rail line
- Committed funding for bus conversion
- West Valley Connector BRT
- Zero emission connection to Ontario Airport

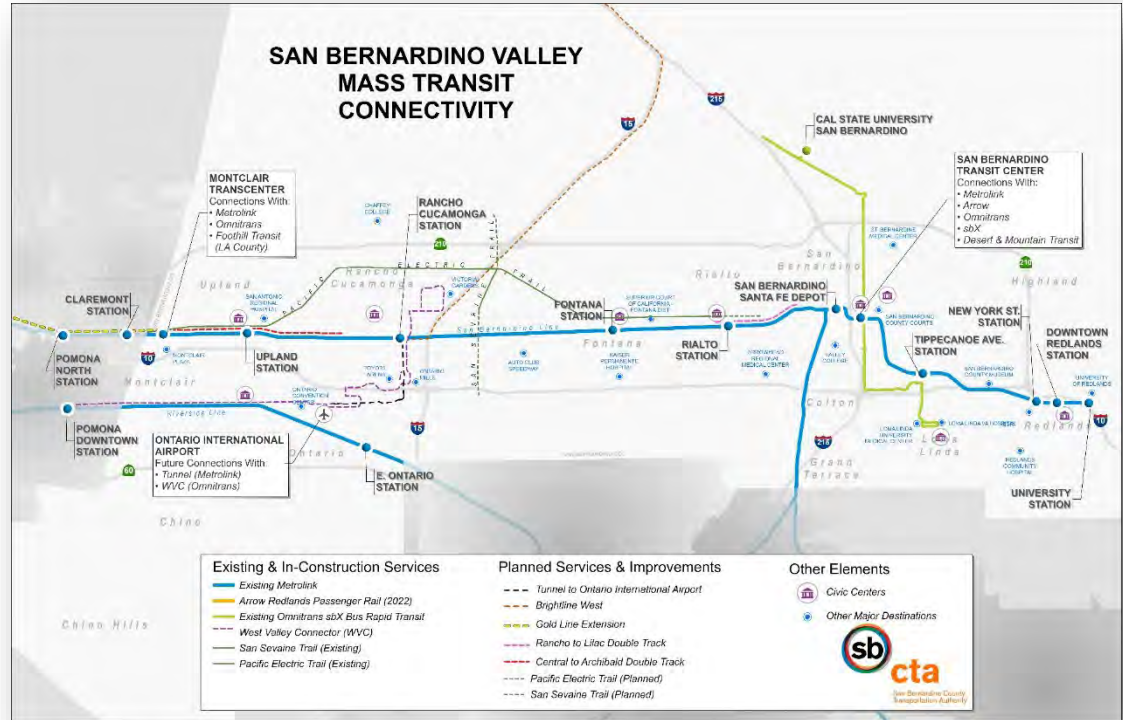
Active Transportation

- Regional Class 1 bike trails
- Bike/pedestrian improvements at Metrolink stations

Transit

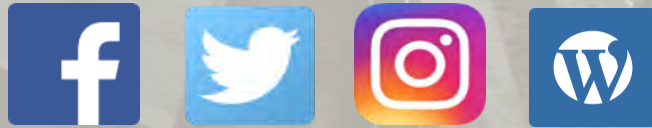
- Three Metrolink lines, now with 100% renewable fuels
- Double tracking San Bernardino Line to allow for increased frequency
- Brightline HSR – Las Vegas to Cucamonga Station with additional station for commuters from Victor Valley
- Van/carpool programs by Victor Valley Transit and SBCTA

Strategic freight operations/safety improvements



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