

Fact Sheet: Interstate 15 Corridor Freight Improvement Project: Auxiliary Lanes and Express Lanes Partnership Application for TCEP 2020: San Bernardino County Transportation Authority & Caltrans
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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: 12/20/18 R/W: 04/17/23 PS&E/RTL: 05/15/23 Begin CON: 11/01/23 End CON: 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.