

B. FACT SHEET – INTERSTATE 10 CORRIDOR FREIGHT AND MANAGED LANE PROJECT

Project Scope

The **Interstate 10 (I-10) Corridor Freight and Managed Lane Project** is a collaborative effort by the San Bernardino County Transportation Authority and Caltrans District 8 to improve efficiency, operations, and safety by taking a “managed lane” approach to: 1) address a nationally-significant freight bottleneck and 2) provide incentives for use of transit and shared rides that do not currently exist on this section of I-10. The segment extends from Interstate 15 in Ontario to Pepper Avenue in Colton, a distance of 11.1 miles. It will construct two auxiliary lanes and lengthen two acceleration lanes to strategically improve truck operations and safety, involving the Cherry, Sierra, Riverside, and Pepper Ave. interchanges. Currently, eastbound queues of trucks and other traffic regularly extend from these interchanges all the way back to the I-10/I-15 interchange in the PM peak period. **The I-10/I-15 interchange is ranked the 9th most critical truck bottleneck in the U.S.** by the American Transportation Research Institute.

Also included are single high-occupancy toll (HOT) lanes in each direction in the median of I-10 (where there are currently no HOV lanes), connecting with the express/managed lanes currently under construction on I-10 west of I-15. These managed lanes will open up a new opportunity to incentivize transit, shared-ride vehicles, and zero-emission vehicles, consistent with the intent of the state’s Climate Action Plan for Transportation Infrastructure (CAPTI). Note that the adopted alternative for this segment of I-10 was previously two managed lanes in each direction. The concept for

this segment has now been modified to single lane HOT, in response to CAPTI, reducing vehicle miles traveled (VMT) and greenhouse gas emissions from the original dual-lane concept.

Funding will be contributed to zero-emission infrastructure for trucks at two sites: battery-electric charging for an innovative “truck-as-a-service” facility at a location in San Bernardino just off I-10, and a fueling site for hydrogen fuel cell (HFC) trucks in Colton.

The project will:

- Improve the efficiency and reliability of regional freight flows by addressing the I-10/I-15 truck bottleneck.
- Improve safety and upgrade this 60-year-old facility to current standards, including median improvements and replacement of 5 miles of older three-beam guardrail
- Transition Interstate 10 to a truly managed multimodal facility that will better address the needs of freight, transit, shared-ride travel.

Nominating Agency:

San Bernardino County Transportation Authority



Oblique Aerial of I-10 Segment (in red) looking from west to east across I-15.

Project Cost:

- PS&E and Proj. Mgmt. - \$86.34 million
- Right-of-Way – \$6 million
- Construction – \$704 million
- Total - \$796 million for I-10 infrastructure
- \$10 million for zero-emission fueling

Project Schedule:

- End Environmental – July 2017
- End Design/Ready-to-List – 04/01/2024
- End ROW Phase – 04/01/2024
- End Construction – 10/01/2026

Project Benefits: Outcomes

1. How community input and Caltrans/SBCTA project decisions led to a better outcome:

Prior to the environmental process for the I-10 project (from the LA County line to Redlands), there had been no outreach on the concept of high occupancy toll lanes or roadway pricing in San Bernardino County. The public engagement process was therefore designed, in part, to help familiarize residents and businesses with the overall concept, focused on both I-10 and I-15 managed lanes. This broad-based public engagement over 3 years (2015-2017) was consistent and comprehensive.

Even prior to that, a report entitled *Equity Assessment for I-10 and I-15 in San Bernardino County* was prepared by SBCTA in 2013. The purpose of the assessment was to determine how the prospective express/managed lane projects could impact disadvantaged communities and how to mitigate those impacts. More recently, the SBCTA Board endorsed a down-sized version of the project, originally planned with two managed lanes in each direction, in response to CAPTI, as indicated above.

Consequently, the right-of-way requirements were much more limited, and the project does not anticipate displacing or acquiring property from disadvantaged communities. This and the zero-emission fueling infrastructure initiative are important because 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.

2. Key benefits and metrics:

- The project components combine to yield a benefit/cost (B/C) ratio of 8.0. This represents

over **500 million person-hours of savings** over the 20-year analysis period. Freight benefits amount to \$1.4 billion over the 20 year life-cycle.

- The project will allow for **better overall corridor management** for freight, transit, and shared-ride modes. Southern California is building a world-class managed lanes network to prepare the region for better multimodal traffic management, and this I-10 segment is an essential part of that planned regional network.
- The downsized approach together with the benefits to transit, shared-ride travel, and a local jumpstart to zero-emission truck fueling/charging is a **win-win approach to addressing the mobility needs and the impacts transportation can have on disadvantaged communities**. This is not simply a stand-alone project but part of a truly multimodal program of projects to improve mobility. The I-10 concept has been tailored to optimize improvements to critical freight bottlenecks while also providing incentives for transit, shared-ride travel, and accelerating the turnover in truck fleets to zero-emission

3. Equity:

In addition to what is discussed in No. 1 above, 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 toolkit grew out of the Caltrans-funded effort: "*Environmental Justice Analysis and Community Outreach Study*," the outreach for which is described in more detail in the application. The Toolkit provides practical tools for avoiding, 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. This has occurred in the context of San Bernardino Countywide Vision, which was adopted in 2011 and drives much of the sustainability, equity, health, economic, and other environmental initiatives in the county. This, too, is explained in greater detail in the application.