



WHITE PAPER ON THE
I-10 CORRIDOR SUMMIT
SECURING OUR MOVEMENT

February 11, 2008
Ontario, CA

COUNTY OF
SAN BERNARDINO



ECONOMIC DEVELOPMENT AGENCY

WHITE PAPER ON THE
I-10 CORRIDOR SUMMIT

**Message from Paul Biane,
Chairman, County of San Bernardino Board of Supervisors:**

"We convened the I-10 Corridor Summit to build regional consensus around the importance of this critical infrastructure. Funded properly, our region can stoke job growth in goods movement and relieve a critical chokepoint with this economic bridge to the nation. This event, and the effort that has helped create it, successfully galvanized stakeholders to inform our efforts to attract critical funding for improvements to the I-10 corridor."

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EXECUTIVE SUMMARY

As the California Transportation Commission moves toward its next allocation of money from Proposition 1B, business, government and political leaders from around San Bernardino County and the State gathered in Ontario on February 11, 2008 to re-affirm the region's commitment to the Southern California Consensus Strategy and to pledge a renewed effort at coordinating regional, state and federal resources toward future improvements to Interstate 10.

The gathering featured remarks from State of California Business, Transportation and Housing Secretary Dale E. Bonner; John Barna, Executive Director of the California Transportation Commission; Paul Biane, Chairman of the San Bernardino County Board of Supervisors; Gary Ovitt, Vice Chairman of the San Bernardino County Board of Supervisors; Mark Nuaimi, Mayor of Fontana - one of the most acutely impacted cities; Deborah Barmack, Executive Director of San Bernardino Associated Governments (SANBAG), and a host of other local elected officials and transportation experts.

The group recommitted itself to Interstate 10 as one of the county's top two priorities for Trade Corridors Improvement Fund (TCIF) requests. The state transportation commission is scheduled to allocate these funds in April. The county's transportation agency (SANBAG) complete list of priorities for TCIF funding includes:

- 1) Interstate 15 Widening and Devore Interchange Project - Offers substantial freight movement benefits and mitigates traffic/goods movement impacts on communities.
- 2) Interstate 10 Corridor Logistics Access - Reconstruction of interchanges on Interstate 10 to improve Goods Movement access from the freeway to surrounding logistics centers
- 3) Railroad-to-Street Grade Separations - Building the selected eight grade separations at county railroad crossings will improve truck access to logistics centers and airports and will mitigate the impacts of goods movement on local communities
- 4) High Desert Corridor, Phase 1A - Links Interstate 15 and the Southern California Logistics Airport

These projects were generated in a cooperative effort with four other counties from Southern California – Riverside, Los Angeles, Orange and Ventura – to form the region's Consensus Group strategy.

It is precisely this strategy that San Bernardino County officials want to emulate moving forward with a long-term strategy for improving Interstate 10. The county aims to bring together business interests, governmental agencies, transportation agencies (such as Caltrans and SANBAG) and the county's immediate neighbors, Riverside and Los Angeles County, to formulate a winning strategy to secure necessary improvements to Interstate 10 from the Los Angeles County line to the San Gorgonio Pass communities of Banning and Beaumont. The event on February 11 was designed as the first of many gatherings at which major stakeholders around the county and region can access timely information about what is happening on Interstate 10 and provide needed feedback on how to proceed with vital next steps.

Without such a team-building effort, attempts to secure adequate funding for the improvement of Interstate 10 run the risk of being only a series of scattershot efforts that fail to deliver on the true potential of those dollars.

What the Consensus Group strategy has demonstrated thus far is not only its strength in numbers, but there is an added advantage of coordinating a series of improvements that positively impact the entire Southern California transportation system and achieves the most bang for the buck. It is that spirit of cooperation that San Bernardino County officials and their partners hope to take forward from the TCIF process.

That spirit of cooperation was a recurrent theme at the event held February 11 in Ontario. The event included more than 75 business and government leaders interested in the future of Interstate 10. Participants agreed on the necessity to speak with one voice in Sacramento and Washington, D.C. and quickly embraced this united approach as part of the overall strategy.

In addition to Secretary Bonner and John Barna, the event was attended by CTC board member Joe Tavaglione and three members of the state legislature. Also attending were representatives of six other members of the legislature, two county supervisors, eight mayors, three city council members, five city managers and more than a dozen business and academic leaders.

The event was designed as the first of many gatherings at which major stakeholders around the county and region can access timely information about what is happening on Interstate 10 and provide needed feedback on how to proceed with vital next steps. Speakers called the event the first step toward securing the \$1.7 billion needed in investment in Interstate 10 over the next 10-15 years.

WHY INTERSTATE 10?

Simply put, Interstate 10 does a lot of the heavy lifting when it comes to transportation for key trade corridors in the region. That is why the I-10 was included as part of San Bernardino Associated Governments' priorities and ranked for TCIF funding behind only the Devore interchange project - a severe chokepoint on a major route for trucks taking goods from the ports of Los Angeles and Long Beach to the rest of the United States. Interstate 10 plays a similar role in connecting the Los Angeles area to most of the southern U.S. Though wracked with congestion through most of Southern California, this critical trade and goods movement corridor remains a major artery between Southern California and most of the Southern U.S. from Arizona to the Gulf Coast.

Trucks using Interstate 10 through San Bernardino County serve as a vital link in the distribution chain between the ports and the rest of the United States, bringing products to one of the largest distribution, warehousing and logistics systems in the country. These products are repackaged for shipment around Southern California and the nation, either by truck or rail. Such activity is expected to grow dramatically over the next two decades, with port traffic projected to nearly triple by 2030. However, without investment in Interstate 10, the region will continue to experience dramatic increases in traffic congestion, air pollution and lost productivity at inland distribution sites. Experts suggest that without action to expand critical infrastructure such as the Interstate 10 corridor, the growth in the national economy and goods movement in the state will be curtailed due to the operational costs of congestion and the negative impacts on the communities throughout our region.

San Bernardino County stakeholders recognize the seriousness of the situation and are mobilizing to ensure the effort to improve Interstate 10 gets as much funding as possible from the TCIF process. That effort, however, is only the first of many to ensure Interstate 10 receives much-needed investment. County business, government and political leaders look forward to partnering with the state and the federal government to create a long-term strategy for meaningful change on Interstate 10, an effort that extends long beyond the TCIF process.

Interstate 10 already is a major part of SANBAG's plans for the renewed Measure I program, the half-cent sales tax approved by voters to raise money for transportation improvements. But more must be done. County leaders hope that this initial gathering will mature into an annual event that brings together all affected parties – business leaders, transportation experts, government officials and residents – to craft a broader vision for Interstate 10. Success will bring relief to thousands of residents and provide a more stable transportation system for such crucial business partners as LA/Ontario International Airport, San Bernardino International Airport, medical centers (including Kaiser, Arrowhead Regional Medical Center, and Loma Linda University), California Speedway and others.

The TCIF funding request for Interstate 10 is \$68.47 million. This funding helps modernize three obsolete interchanges along the corridor. However, these projects are part of a much larger effort. The Interstate 10 Corridor Logistics Access Project aims to dissolve the congestion that plagues the roadways and interchanges immediately adjacent to vital logistics hubs, which include portions of Ontario, Fontana, Rialto and Colton as well as the Mira Loma area of Riverside County.

LOCAL PRIORITIES

The county's regional transportation planning agency, San Bernardino Associated Governments, or SANBAG, has ranked improvements to Interstate 10 as its no. 2 priority for TCIF funding. But for the local communities impacted by the congestion along Interstate 10, these interchanges have been their principle focus for transportation investment for the past ten years. Local cities have come forward with the resources to bring these interchange projects to shelf ready-status. In fact, over the next seven years, as many as nine freeway interchanges and several overpasses will be brought to construction. This influx of new transportation infrastructure will finally deliver relief to a region dramatically impacted by its role in goods movement the national economy.

Improvements to these 50-year-old interchanges along the Interstate 10 corridor are considered key to maximizing the efficiency of surrounding distribution centers. The interchanges contained in the TCIF application include Cherry Avenue, Citrus Avenue and Riverside Avenue. The traffic counts on this stretch of freeway also are staggering – as many as 24,000 trucks per day and between 204,000 and 237,000 vehicles each day. That total number of daily vehicles is expected to grow by approximately 35,000 by 2030. Working collaboratively with our partners in surrounding counties as part of the Southern California Consensus Group, SANBAG is seeking \$68.47 million from the TCIF process to help pay for this \$165.3 million project, which is part of a larger \$1.7 billion effort to improve Interstate 10 between Ontario in San Bernardino County into Riverside County at the mouth of the Coachella Valley.

Daily Traffic Counts on I-10

Current	2030
204,000 to 237,000	240,000 to 270,000

TIMING IS EVERYTHING

For this \$1.7 billion improvement program to continue to move forward, additional investment is needed today. As highlighted at the summit, Interstate 10 interchange projects are beginning construction this year and are slated to continue with a new interchange entering construction yearly. Unfortunately, the principle funding source for these improvements – Measure I 2010/2040 – does not begin to produce revenues until 2010. So there exists a considerable risk that the improvements may be stalled without the investment of TCIF funding (or other funding) into this \$1.7 billion program.

INTERSTATE 10's ROLE IN GOODS MOVEMENT

In the past two years, the issue of goods movement has emerged as one of the biggest challenges facing Southern California and the state as a whole. Free trade agreements approved at the federal level have sparked a surge in imported goods, making less expensive products available to American homes and businesses and boosting the U.S. economy through increased consumer spending. As a result, international trade is a major force in the Southern California economy.

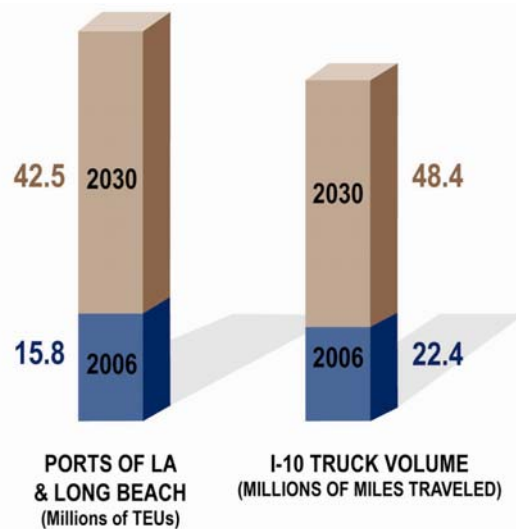
For Southern California and San Bernardino County, trade has been a major jobs engine. A study by the Claremont Graduate University estimated that trade directly employs nearly 50,000 in the region.

The unfortunate side effect of these policies has been a wave of new transportation challenges for Inland Southern California, which already is struggling with worsening traffic congestion as a result of intense residential and commercial growth. Interstate 10 is one of the most heavily-used corridors in the state where such challenges are getting worse, not just for truckers who use the freeway to move goods, but also for residents on their daily commute to and from work. The increasing congestion, both on the freeway and at interchanges, also negatively affects other businesses that, while they are not directly connected to the goods movement explosion, still struggle to operate efficiently and profitably using an increasingly-strained transportation network.

Much of this congestion is directly attributable to goods movement.

- 43 percent of all goods that enter the U.S. do so through the ports of Los Angeles and Long Beach.
- Los Angeles and Long Beach rank #1 and #2 in the nation for imports and, taken together, are the 5th-largest container port in the world behind only Singapore, Hong Kong, Shanghai and Shenzhen.
- The ports move more than six times as many containers of goods than their next-largest competitor on the West Coast.
- About 40 percent of goods imported at Los Angeles and Long Beach are transloaded in distribution warehouses that span approximately 2 billion square feet across the region.
- Local distribution centers account for about 60 percent of west coast logistics activity.

Goods movement is overwhelming the Inland region's transportation system, including Interstate 10, a crucial route between the ports of Los Angeles and Long Beach and the rest of the country. Most products that move by truck out of Southern California will spend at least part of that journey on Interstate 10. The Southern California Association of Governments predicts that truck vehicle miles traveled will increase by more than 110 percent by 2030. Such an increase in truck trips has serious implications for communities near Interstate 10.



	<u>2006 Volume</u>	<u>2030 Volume</u>
Ports of LA/LB	15.8 million TEUs	42.5 million TEUs
I-10 Truck Counts	22.4 million miles per year	48.4 million miles per year

Under the existing conditions, just getting on Interstate 10 is a struggle whether the vehicle is a big-rig truck doing its job as part of a much larger supply chain or a commuter trying to get to work on time. For the latter group, the problems are fairly simple to understand: a commute of 60 minutes should not begin with a 20-minute journey between the point where drivers can see the freeway and the time they actually are driving on it. But the consequences are potentially more serious on the goods movement front.

Lost time is lost money, both for logistics centers that employ thousands of workers in the inland area, truck drivers whose livelihood depends on being able to complete a certain number of trips each day, and retailers who depend on products arriving on time for purchase. When Interstate 10 bogs down, be it on the freeway itself or at the many congested interchanges in San Bernardino County, that creates a drag on the regional economy. Without decisive action on the future of Interstate 10, San Bernardino County's ability to grow and prosper while supporting national trade corridors will be at risk.

In addition to the economic impacts of lost productivity, there are the economic and environmental impacts from pollution caused by congestion in the transportation system. Earlier this year, the South Coast Air Quality Management District (SCQAMD) reported that incidents of illness related to air quality impacts were higher in the Inland Empire than in downtown Los Angeles. These were directly attributed to the effects of goods movement on the communities.

A SHORT HISTORY OF INTERSTATE 10

It is important to remember that Interstate 10 serves many masters. In addition to the major role it plays in goods movement, Interstate 10 is a chief commuting route between Los Angeles County and suburban life in much of Southern California.

Built in the early 1950s, Interstate 10 has long been a major commuting corridor to Los Angeles County for San Bernardino County residents who live between Ontario and Redlands. But its role in the region's daily commute has expanded in recent years as new home developments extend further east to the San Gorgonio Pass communities of Banning and Beaumont in Riverside County and north from Interstate 10 up interstates 15 and 215 to the High Desert. Working in tandem with Interstate 210 and other regional freeways, Interstate 10 has helped make possible the residential growth of Southern California by linking those new homeowners with the jobs they still have in other counties.

Interstate 10 also is a gateway to the Coachella Valley, a major tourist destination, and not just for national and international visitors, but also for Southern Californians. It is one of the primary ways tourists entering the United States through Los Angeles experience the American Southwest, while also serving as the main route for residents of Inland Southern California to access arts and cultural offerings in Los Angeles County.

On a more macro scale, Interstate 10 is the main east-west linkage across the southern United States, connecting Santa Monica on the Pacific Ocean to Jacksonville, Florida on the Atlantic. This corridor is one of only three coast-to-coast interstates in the nation. People and products moving between Los Angeles and Phoenix, Houston and New Orleans all find their way down Interstate 10. In addition to playing a major role in interstate commerce, the highway supports military and civil defense operations in the U.S.

With Interstate 10 already trying to fulfill all those obligations, it has been pushed beyond its capacity. Without significant investment, it will grind under the weight of an expected doubling or tripling of cargo through the ports of Los Angeles and Long Beach over the next 30 years.

FUNDING SOLUTIONS

In order to begin making a difference on Interstate 10, San Bernardino County, SANBAG, and the individual cities along the freeway have made substantial investments of local funds to jump-start development of transportation projects along this crucial route. Many of these early investments involve projects that historically have fallen under the purview of the state, specifically Caltrans.

While these decisions are admirable, they will not be sufficient to ensure delivery of desperately needed projects without a greater level of participation from the state and federal governments.

In the short term, because state money has not been available, the cities and the county have taken it upon themselves to maintain progress along Interstate 10. Fontana, Rialto, Colton and the county all have committed millions of dollars to this effort.

For example, the City of Fontana advanced city funds (commonly referred to as “front-loading”) to get work started on the Cypress Avenue overpass at I-10. This is especially important because completing this project first will ensure vital north-south access for Fontana residents when work begins on I-10 interchange projects at Citrus and Cherry avenues. In addition, the cities of Fontana and Rialto and the County of San Bernardino have allocated more than \$75 million for the construction of interchanges at Riverside, Citrus, Cherry and Cedar along the I-10 Corridor.

SANBAG advanced money from Measure I, the countywide half-cent sales tax that pays for transportation improvements, to pay for environmental studies needed for lane expansion in both directions of I-10 between Ford Street in Redlands and Haven Avenue in Ontario.

In other situations, the funding puzzle has been solved through cooperation between a city, the county and the state. For example, a new interchange on I-10 at Live Oak Canyon Road in Yucaipa languished during a state budget crisis. But once the state was able to fund the Traffic Congestion Relief Program again, those funds were combined with money from the City of Yucaipa so that construction could commence. Yucaipa eventually will be reimbursed by future Measure I revenue.

Although the cities and the county have stepped up their efforts, the completion of some of these projects rests on the ability to find additional state and federal resources. For example, the environmental work for the I-10 lane expansion project is scheduled for completion by late 2010, but future phases of development are still unfunded and are expected to cost about \$1.2 billion.

There is overwhelming evidence that stepped-up funding from state and federal agencies for I-10 projects will prove to be a wise investment. For example, SANBAG secured \$26.5 million in funds from Prop. 1B to help complete final design of a new lane on the westbound I-10 between Live Oak Canyon Road in Yucaipa and Ford Street in Redlands.

Construction on that project is expected to start in early 2010 and take about 18 months. Measure I funds, which exist due to residents' willingness to tax themselves for transportation solutions, will pay for the balance of the work.

The initial version of Measure I approved by voters will have contributed tens of millions of dollars to Interstate 10 by the time it expires in 2009. The renewed Measure I, which will raise money for transportation for 30 years starting in 2010, also is expected to be a major contributor to the freeway's future development.

The role that I-10 plays in the movement of goods across the U.S. will be especially important to remember as federal officials begin laying the groundwork for a new federal transportation bill. The bill, scheduled for re-authorization in 2009, is a logical choice for I-10 funding considering its vital role as a national goods movement corridor. About 24,000 trucks move through the area every day on the way to approximately two billion square feet of warehouse and distribution space in Southern California's Inland Empire.

The Interstate 10 corridor also may be a prime candidate for a "public-private partnership," in which a government agency partners with private investors to build a transportation improvement faster and more efficiently. Possible projects include toll lanes for all vehicles or truck-only toll lanes.

Public-private partnerships allow projects to be completed faster, as a result of the project having access to private capital and private financing. Private financing can translate into better interest rates and quicker turnarounds than could be obtained through a traditional public bidding process. Such a project also can take advantage of historically successful methods of project management, including "design build" or "design sequencing."

A prime example of how such partnerships work can be found just a few miles from the San Bernardino County line. The 91 Express Lanes in Orange County offer commuters the opportunity to bypass much of the traffic on Highway 91 in exchange for paying a toll. Another successful toll road project can be found on Interstate 15 through San Diego County.

The Orange County project was built through a public-private partnership in 1995. The Orange County Transportation Authority bought the lanes in 2003 from a private company, and the authority still retains a private company to manage the lanes. The lanes are very popular with commuters, with annual use increasing nearly every year.

At the I-10 Summit on February 11 in Ontario, participants discussed toll lanes or High Occupancy Toll (HOT) lanes. HOT lanes combine High Occupancy Vehicle (HOV) lanes and pricing strategies by allowing single occupancy vehicles to gain access to HOV lanes by paying a toll. The lanes are "managed" through pricing to maintain free flow conditions even during the height of rush hour. The appeal of this concept is tri-fold:

- Expands mobility options in congested urban areas by providing an opportunity for reliable travel times to users prepared to pay a significant premium for this service
- Generates a new source of revenue that can be used for transportation improvements, including enhanced transit service
- Improves efficiency of HOV facilities and allows greater flexibility for the use of the existing infrastructure

John Barna, executive director of the California Transportation Commission noted that toll projects are being discussed in Los Angeles County and actively pursued in Riverside County, giving the Southern California region the makings for a comprehensive toll network. A public-private partnership on Interstate 10 in San Bernardino County will be a crucial cornerstone of such a network.

None of these solutions will work by themselves. But the county's leadership is committed to finding the right mix of local, county, state and federal funds, along with new approaches such as public-private partnerships, to forge ahead with progress on Interstate 10.

FREEWAYS WORK WITH RAILROADS TO MOVE MOUNTAINS

With the sheer amount of goods entering the country through the ports of Los Angeles and Long Beach, trucks alone cannot do the job. Railroads provide an indispensable service to American commerce, moving tons of products, in addition to raw materials, around the nation each day.

But while trains play a major role in goods movement nationwide, trucks do all the work moving those goods around the vast Southern California marketplace and to other communities between the ports and Las Vegas, Phoenix and Salt Lake City. Just as increasing rail traffic is causing congestion at rail crossings, so has the flood of 40-foot metal containers that are trucked each day up and down Interstate 10. The interstate plays a major role in ensuring that the companies that import goods through the ports can get them to market in Southern California, the largest consumer marketplace in the country.

Trucks using Interstate 10, however, often grind to a halt in congestion that is there every day, in the morning rush hour, in the evening, and even on weekends. Along the way, trucks contribute to the congestion, making commuting even more stressful and time-consuming whether a driver is trying to get to work across town or across the region on this increasingly tortured roadway.

The role of Interstate 10 is particularly crucial for products unloaded at the ports for sale anywhere between the Pacific Ocean and many major cities in the southwestern United States. Those products, including those destined for stores throughout the Southern California basin, are likely going to make their entire journey in the back of an 18-wheel truck, since it is not economical to use rail for such a relatively short trip.

Even imported products destined for sale across the country often spend time on Interstate 10. That is because a 40-foot metal container of big-screen televisions imported from Asia does not sort itself, regardless of whether the products are bound for a big-box retailer in Ontario or a mom-and-pop electronics store in Poughkeepsie. The televisions making the longer journey across the country by rail must be separated from those destined for sale in the Southern California region. This work is done at logistics centers, many of which are located in Riverside and San Bernardino counties immediately adjacent to Interstate 10 and are served exclusively by trucks. More than 700,000 state residents enjoy gainful employment through such logistics jobs.

PAST EFFORTS, FUTURE HOPE

Much work already has gone into studying what needs to be done with Interstate 10, a Trade Corridor of National Significance. As mentioned earlier, SANBAG has identified three locations where reconstructing deficient interchanges would vastly improve access to major trucking terminals. These interchanges include Cherry Avenue and Citrus Avenue in Fontana and Riverside Avenue in Rialto.

More than a half-dozen other improvements to the corridor also are being pursued. These interchanges are the link between Interstate 10 and major distribution centers in Ontario, Fontana and Mira Loma, *which are home to the largest concentration of logistic centers in California*. Reducing the amount of delay on the interstate and increasing the reliability of the travel times there would have a significantly positive impact on logistics. The projects also are timely, with environmental approval expected in 2008.

The Interstate 10 improvements are featured in the Multi-County Goods Movement Action Plan, the Regional Transportation Plan, and the 2010-2040 expenditure plan for Measure I, the half-cent sales tax approved and re-approved by county voters to fund transportation improvements in San Bernardino County. Both Measure I and development fees are available to match any funds that are allocated to Interstate 10.

The need for such improvements is growing every year. Truck traffic from the ports is expected to more than double between 2005 and 2025, from 54,600 to 142,000 trucks per day, most of which will end up on Interstate 10. This freeway section already bears the brunt of 204,000 to 237,000 vehicles each day. Those traffic volumes are forecast to grow by 2030 to as many as 240,000 to 270,000 vehicles each day. That means that for every five vehicles slogging their way through traffic now, including 24,000 trucks per day, another vehicle will enter the mix by 2030. Commuters and business owners know that change will not occur overnight, but they are aching to see some hope for future progress.

RECOMMENDATIONS FROM THE WORK GROUP

More than 75 stakeholders met February 11 at the Doubletree Hotel in Ontario to reinforce the idea that TCIF funding may be the next method of funding improvements, but it will be far from the last.

The group, led by San Bernardino County Board of Supervisors Chairman Paul Biane, acknowledged a need to stay unified behind the Devore interchange project as the first priority for TCIF money, as determined by the SANBAG board of directors, between now and April 10, when the state commission is scheduled to allot money from the TCIF pot. But, starting as soon as April 11, the group can begin pushing even harder for additional money for Interstate 10, attendees agreed.

"We need to speak with one voice," San Bernardino County Supervisor Gary Ovitt said. "We need to be together on what we need to achieve."

Moderator Eric Haley of Germania Corp. called for the group to demonstrate to the rest of California how to be a "model of open and inclusive decision-making" during the roughly two months before the California Transportation Commission board awards the TCIF funds. Through such an effort, any funds procured for Interstate 10 through the TCIF process can rightly be described as a down payment on a \$1.7 billion program for Interstate 10 improvements, Haley said.

"This meeting is a dress rehearsal for success in April and beyond," Haley said.

Chairman Biane noted that the inland area is home to the state's largest concentration of warehouse and distribution facilities, and "traffic congestion on Interstate 10 holds them hostage."

Fontana Mayor Mark Nuaimi pointed out that a vast majority of the trucks that pick up loads at the ports of Los Angeles and Long Beach travel through San Bernardino County on Interstate 10. Along the way, they make stops at the region's vast network of warehouse and distribution centers, dropping off some goods for sorting and repackaging and picking up other loads for delivery around Southern California and the southwestern U.S.

"They are going through the I-10 corridor to get to the rest of the nation," Mayor Nuaimi said. But, he said, "trucks are not moving anywhere on the (local) arterials. That translates into tremendous congestion, and it's daily."

Mayor Nuaimi pointed out that many local jurisdictions already are funding interchange improvements on Interstate 10 in advance of the 2010 re-authorization of Measure I, the half-cent sales tax paid by San Bernardino County residents to pay for transportation improvements. But the truck trips along Interstate 10 are part of a larger, national, system of freight movement.

"The locals have been doing the heavy lifting and, frankly, our backs are aching," Mayor Nuaimi said. He added: "We had to come together. We could no longer go it alone."

Despite the investment made by local governments, increasing freight movements have largely offset the expected improvement along Interstate 10, said Deborah Barmack, executive director, San Bernardino Associated Governments, the county's transportation planning agency.

"The trucks that are moving through Interstate 10 are strangling it," Barmack said. "We are, in fact, faced with a wall of freight moving through our county."

John Barna, executive director of the California Transportation Commission, likened the distribution system in the Inland area, along with the ports of Los Angeles and Long Beach, to two sides of a barbell used during weight training. Both sides need investment to keep balanced.

Barna also complimented event organizers for creating a vision for Interstate 10 and said transportation officials in Sacramento often use the Inland area as an example of how to work effectively on transportation issues.

"This is an impressive way of pleading your case," Barna said. "You've made a commitment to improving the corridor and maintaining the economic engine in this area. We appreciate the leadership that is being shown here today."

The final speaker, Dale Bonner, Secretary of Business, Transportation and Housing for the State of California, praised the group for its focus on how increased transportation funding is key to making them all work better.

"Your agenda is our agenda – business, transportation and housing," Secretary Bonner said. "You are going to be, in many cases, the testing ground for what we are trying to do."

ACTION ITEMS FROM THE I-10 SUMMIT

At the end of the summit, the group agreed to:

- 1) Support the Southern California Consensus Group approved list of projects for TCIF funding. In San Bernardino County, that means reinforcing the fact that the Devore interchange is the county's first priority for TCIF funds, followed by improvements on Interstate 10.
- 2) Build upon expected success in the TCIF process in April by setting a goal of obtaining \$1.7 billion for Interstate 10 during the next 10-15 years.
- 3) Continue meeting as a group to ensure steady progress on Interstate 10, particularly after the TCIF process has been laid to rest in April.
- 4) Investigate potential partnerships with Riverside County on common issues such as the Interstate 10/Highway 60 interchange, which will have a direct effect on an improved Interstate 10 through San Bernardino County.
- 5) Strengthen bonds with Los Angeles World Airports, which owns and operates LA/Ontario International Airport, and begin to reach out to cities in eastern Los Angeles County as potential partners.
- 6) Begin thinking now about how to turn the I-10 summit into a large regional event that includes a muscular coalition of transportation experts, big players in the warehouse and distribution industries, key political figures, real estate and development interests and all other potential constituencies that have an interest in a healthy and uncongested Interstate 10.



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