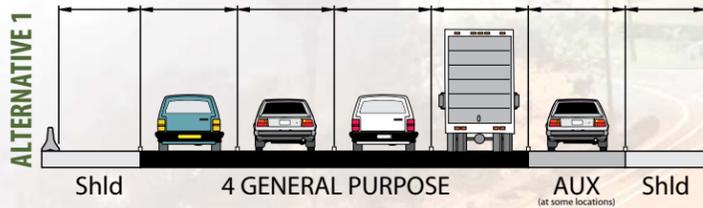


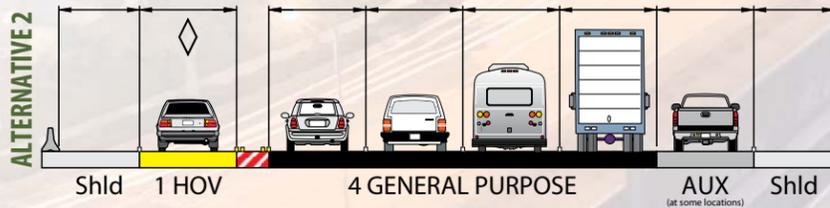
What are the I-10 Corridor Project Alternatives?

The I-10 Corridor Project will consider one “no build” and two “build” alternatives. Both “build” alternatives include construction of additional lane(s) in each direction of I-10, auxiliary lanes, shoulders, median barriers, sound walls, retaining walls, drainage facilities, and improvement of bridges and freeway ramps.



Alternative 1: No Build

Under the “No Build” Alternative, additional I-10 travel lanes, as well as associated bridge and ramp improvements, would not be constructed.



Alternative 2: One High Occupancy Vehicle Lane (HOV) in Each Direction

Alternative 2 extends the existing HOV lane. This HOV lane allows access to vehicles with multiple passengers (carpools). Improvements for the HOV Lane Alternative would

begin from where the existing HOV lanes end near Haven Avenue in the City of Ontario and extend to Ford Street in the City of Redlands, which is a distance of approximately 25 miles. The primary features of the HOV Lane Alternative include widening the I-10 corridor through the addition of one HOV lane in each direction. Additional right-of-way would be required to build the HOV Lane Alternative.



Alternative 3: Two Express Lanes in Each Direction

Alternative 3 would provide two Express Lanes in each direction of I-10. Express Lanes allow access to carpools and single occupant vehicles under certain

conditions. Typically, designated carpools use Express Lanes at no toll. Single occupant vehicles also have access to Express Lanes, if they pay a toll. Beginning at the County line, an Express Lane would be added in each direction, extending to Haven Avenue in Ontario. For this segment of I-10, the existing HOV lane and the new lane would be combined to provide two Express Lanes in each direction. Continuing east from Haven Avenue, two Express Lanes would be built in each direction to SR-210. From SR-210 to Ford Street, a single Express Lane would be built in each direction. Additional right-of-way would be required to build the Express Lane Alternative.



How will the Project Alternative be Selected?



Many factors are considered when selecting the preferred project alternative. These factors include whether the alternative meets the purpose and need of the project, environmental and engineering constraints, practicability, community consensus, project cost, and financial feasibility. The I-10 Corridor Project

Development Team (PDT), which is made up of representatives from SANBAG, California Department of Transportation (Caltrans), and local cities, will actively seek ongoing public opinion, prepare an environmental document, and consider other factors prior to selecting a preferred alternative. At any time during the process, the PDT may reject a project alternative and record the reasons for the rejection if certain selection factors are not met. After circulation of the draft environmental document, a preferred alternative will be selected.

Project Funding

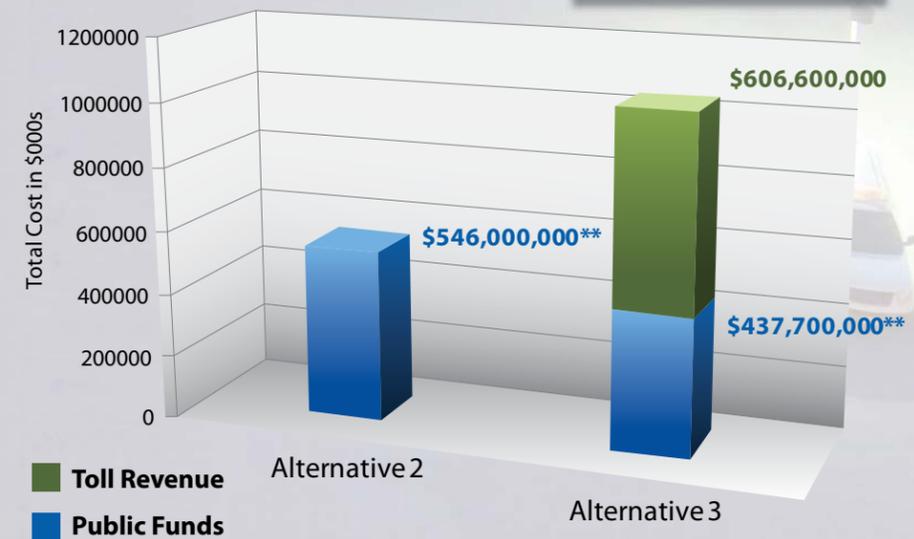
The HOV Lane Alternative is anticipated to be funded with public funds, including Measure I, State, and Federal funds. If the Express Lanes Alternative is selected, public funding sources described in the HOV Lanes Alternative will be augmented by toll revenues.

The Environmental Process

An Environmental Impact Report/ Environmental Impact Statement (EIR/EIS), in compliance with the California Environmental Quality Act and National Environmental Policy Act, will be prepared for the proposed project. The EIR/EIS will be available for public and agency review before the project is approved.



Preliminary Project Cost Estimate And Funding Sources*



* Project cost estimate is from a 2009 preliminary study
 ** Public funding sources consist of Measure I, State and Federal funds



Project Schedule*

* Tentative schedule. Subject to environmental approval.

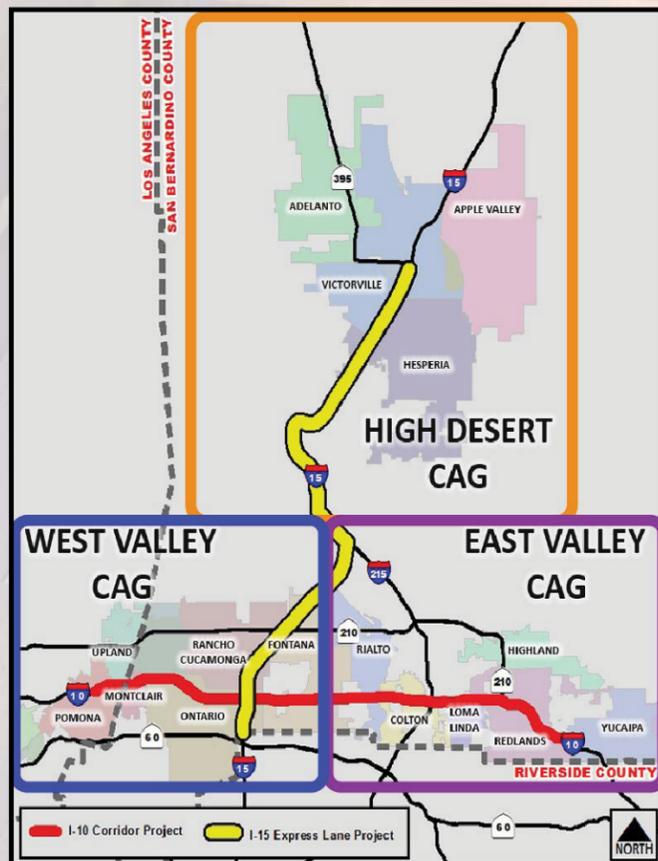
YEAR	MILESTONE
2012	Begin Environmental Review Process
2017	Complete Environmental Review Process/ Approve Project
2017	Begin Final Design/Contract Preparation
2020	Begin Construction

Project Partners

SANBAG, in cooperation with Caltrans, and the Federal Highway Administration (FHWA) are partners on this project.

How Can I be Involved in the I-10 Corridor Project?

Although we welcome public comment throughout the entire evaluation period, there are some key points in time when your comments are especially important. These key times include the public scoping period (November 2012), circulation of the Draft EIR/EIS (August to October 2015), and circulation of the Final EIR/EIS (May to July 2017). Additionally, three Community Advisory Groups (CAG) will meet regularly to provide project staff with input throughout development of the environmental document. For more information on CAGs, contact SANBAG at (877) SANBAG10 or email SANBAG@leeandrewsgroup.com.



I have questions! Who can I contact to get more information about the I-10 Corridor Project?

We want to hear from you! If you have any comments or questions about the I-10 Corridor Project, e-mail us through our Web site at: http://www.sanbag.ca.gov/projects/mi_fwy_i-10-corridor.html or directly at: SANBAG@leeandrewsgroup.com You can also call us at: (877) SANBAG10



I-10 CORRIDOR PROJECT FACT SHEET

What is the Proposed I-10 Corridor Project?

The proposed I-10 Corridor Project consists of adding lane(s) and providing improvements along all or a portion of the existing 35-mile stretch of I-10 from approximately 2 miles west of the Los Angeles/San Bernardino county line in the City of Pomona to Ford Street in the City of Redlands. This project is a major element of the San Bernardino Associated Governments' (SANBAG) 10-year delivery plan, with an estimated construction cost of \$500 million to more than \$1 billion, depending on the alternative chosen. As a major regional east-west freeway corridor, I-10 is heavily used by travelers between Los Angeles and San Bernardino counties, and it is also a major truck route between southern California and the rest of the nation. Currently, I-10 is at capacity for many hours of the day, and that condition is expected to worsen significantly during the coming years if more capacity is not added.



What is the Purpose of the Proposed Project?

The purpose of the proposed project is to improve the movement of people and goods through the I-10 Corridor.

THE I-10 TODAY

- Up to 263,000 vehicles per day
- Traffic Congestion – Worse on Fridays and holiday weekends.
- Up to 27,000 trucks per day

THE I-10 IN 2040

- Up to 340,000 vehicles per day (30% increase)

