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Program Environmental Impact Report:

US-395 Realignment
Right of Way Preservation

Joint Council Meeting

Adelanto, Apple Valley, Hesperia, Victorville

January 29, 2007

Deborah Barmack

Director of Management Services

San Bernardino Associated Governments

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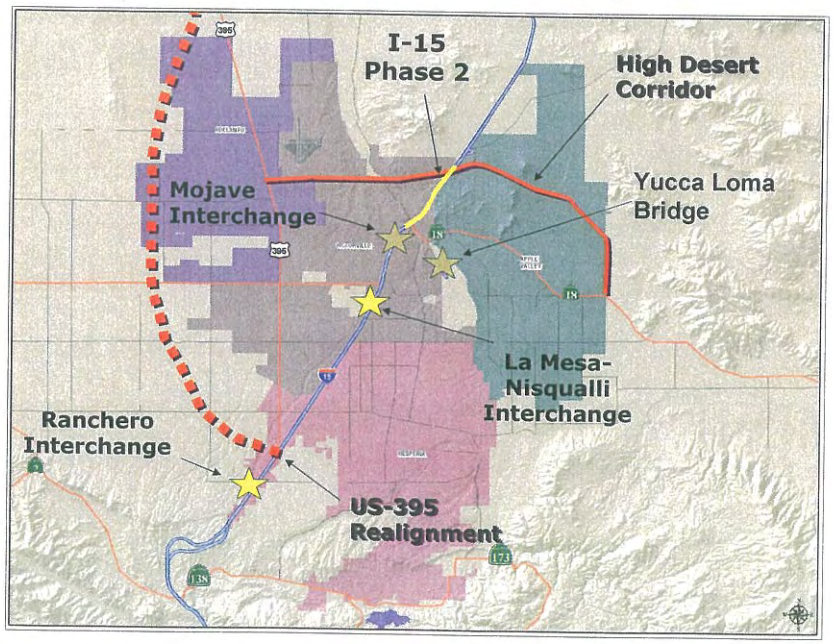
SANBAG Focus on the Victor Valley

- Victor Valley Area Transportation Study
  - Need for future freeways & interchanges
  - Lane requirements for major arterial roadways and intersection
  - Right-of-way strategy for new corridors
  - Measure I 2010-2040 Strategic Plan
  - Allocation of State and Federal Funds

Victor Valley Planned Projects



History of US-395 Studies

- 1990 Corridor Study commissioned by Caltrans
- 1992 Project Study Report completed by Caltrans
- 1998 SANBAG petitioned Caltrans to continue consideration of US-395 Corridor Study/Realignment
- 2001 Caltrans approves revised Project Study Report
- 2002 Caltrans approves US-395 Corridor Study
- 2002 SANBAG, Inyo, Mono, and Kern Counties fund Project Approval and Environmental Document for US-395 Realignment
- 2006 SANBAG initiates planning-level EIR for US-395 Realignment Right of Way Preservation.

SANBAG & CALTRANS Responsibilities

SANBAG	CALTRANS
Program (Planning-Level) EIR	EIR / EIS
I-15 to n/o Adelanto	I-15 to 1 mile n/o SR-58
22 miles	44 miles
Corridor Preservation	Project Approval
Completed 2008	Completed late 2011
Goal: Incorporation into General Plans	Goal: Project Construction

Continued consultation and collaboration on separate processes.

Gene Anderson
Project Manager
UltraSystems Environmental

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Goals of the US-395 Realignment EIR for Right-of-Way Preservation

- To identify an alignment for US-395 and a segment of the High Desert Corridor (HDC) that can be legally recognized and included into the General Plans of local jurisdictions for the purposes of right-of-way preservation.
  - US-395: I-15 to Purple Sage Street
  - HDC: existing US-395 to the realigned US-395

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Why Realign US-395?

- Separate long-distance through traffic flows (trucks and recreational) from local traffic flows.
- Provide highway capacity to accommodate rapid residential, commercial and industrial growth in Victor Valley.

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Need for the Project - Statistics from Existing US-395

- Traffic growth
  - 80% increase in last 15 years (4% per year)
  - 25,000 vehicles daily in 2005
- Trucks
  - Represent 18 percent of all traffic
  - Large trucks (5+ axles) are 75% of all trucks
- Congestion
  - Long backups particularly on Friday afternoons and weekends

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Key Theme of Realignment: Separate Truck/Recreational Traffic from Local Traffic

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Percentage of Recreational Traffic is Also High

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Heavy Volume Even in Mid-Day

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Increasing Development and Driveways

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Traffic Slows Behind Trucks and RVs

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Trucks Turning Onto and Off of Roadway

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Traffic Heavy Even at Improved Intersections (and area only beginning to be developed)

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Purpose and Need for the Project - Population Growth Percentages

	Last Year	Last 5 Years
Adelanto	6.2%	33.8%
Apple Valley	5.5%	20.5%
Hesperia	5.2%	25.0%
Victorville	9.8%	40.7%
Total V. Valley	6.9%	29.5%
SB County	2.1%	12.9%
California	1.2%	6.8%

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Purpose and Need for the Project – Existing and Forecast Population

	Existing	In 2035
Adelanto	25,000	130,000
Apple Valley	68,000	130,000
Hesperia	80,000	220,000
Victorville	95,000	195,000

- 150% increase over 2006 (3% per year avg.)

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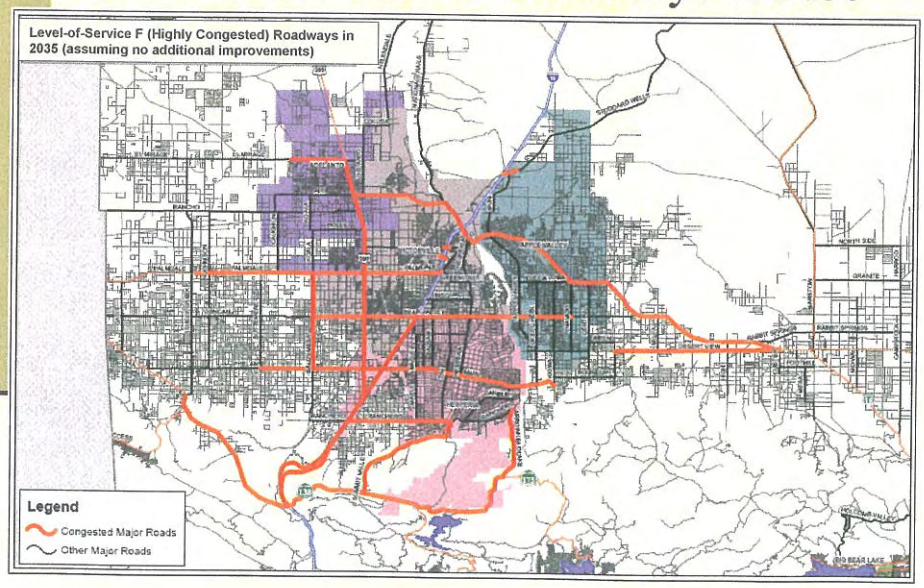
Level-of-Service "F" Roadways in 2035



Alternative Alignments for Right-of-Way Preservation

- Three alternative alignments for US-395 right-of-way preservation: Alternatives F, G, & H.
- Each alternative has two interchange options at I-15:
  - Existing interchange with US-395; or
  - Connect with new interchange at Ranchero Road.
- Right-of-way for westerly extension of HDC between existing US-395 and new alignment.

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Right-of-Way Width

- Planning for 360 feet right-of-way width
  - Roadway lanes and shoulders
  - Wide median for future expansion
  - Utilities
- Additional width at possible interchange locations

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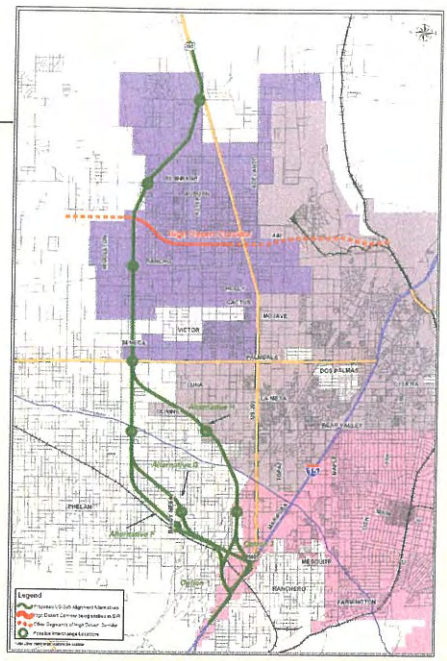
Alternative Alignments



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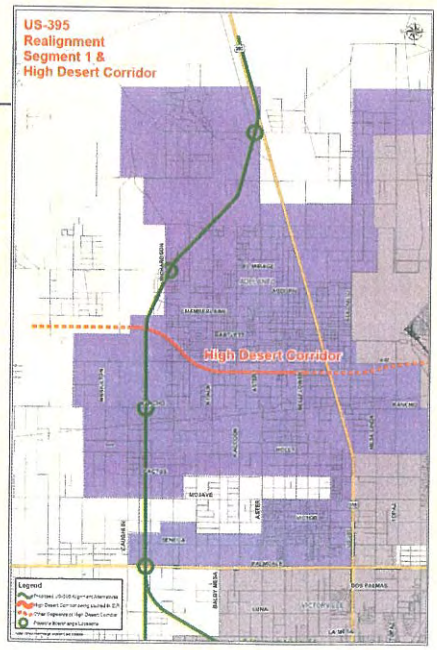
Segment 1 (All Alternatives)



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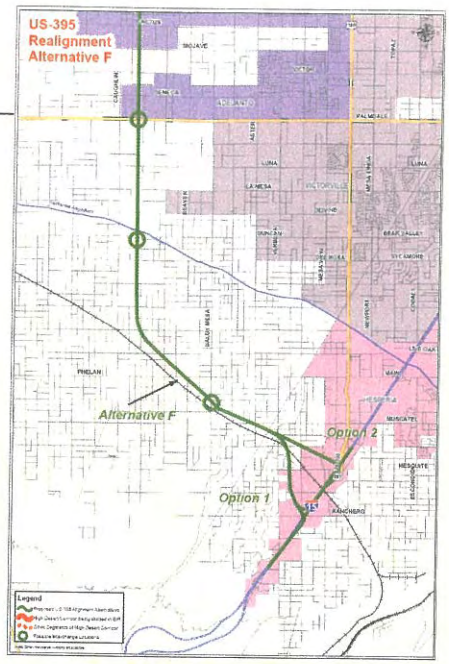
Segment 2
Alternative F



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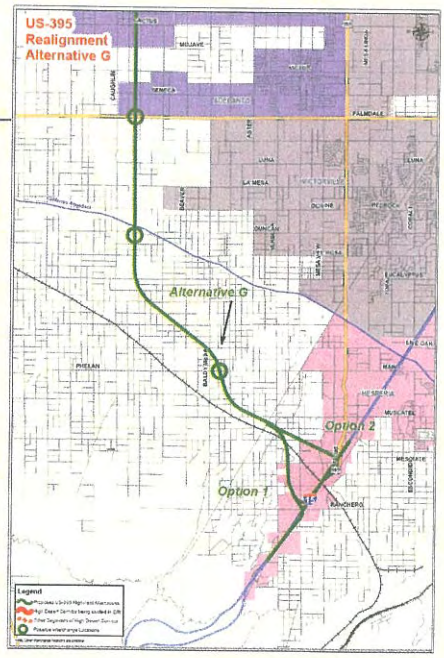
Segment 2
Alternative G



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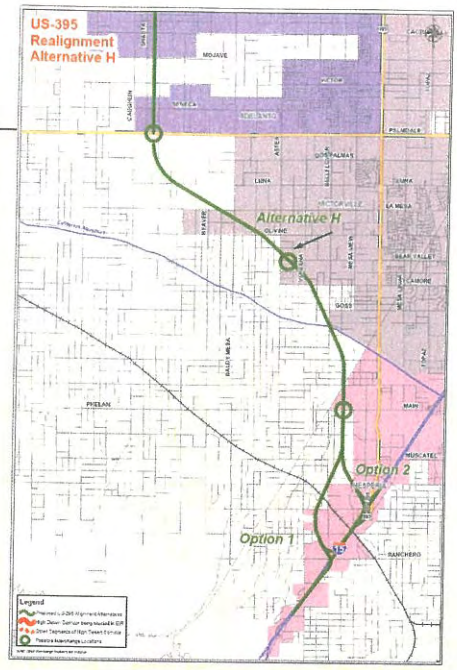
Segment 2
Alternative H



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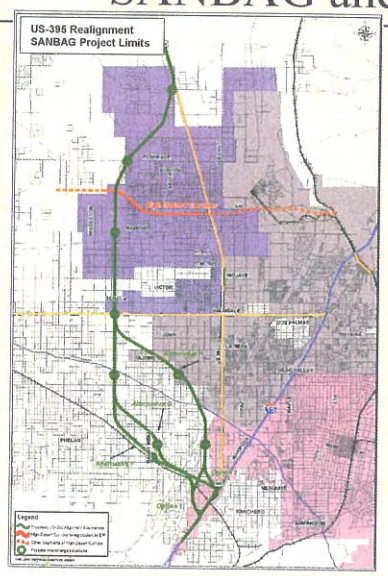
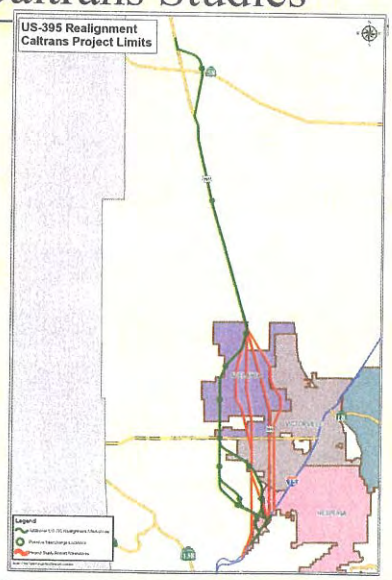
Alignments Alternatives for SANBAG and Caltrans Studies





CEQA – The Environmental Process

- The purpose of an environmental impact report (EIR) is to identify the significant effects of a project on the environment and to identify mitigation measures.
- An EIR is an informational document prepared with a good-faith effort at full disclosure.

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CEQA – Environmental Issues

- The planning-level EIR will:
  - Evaluate all of the environmental issues identified in the Initial Study checklist.
  - Evaluate each of the alternatives at the same level of detail.
  - Provide elected officials and transportation agencies with information upon which to base decisions on the Project alternatives.
  - Provide the public with a mechanism for input to those decisions.

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Environmental Schedule

- Release the Notice of Preparation/Initial Study in February/March
- Hold initial public informational meeting on Monday, February 26, 2007 at Quail Valley Middle School.
- Formal EIR "Scoping Meetings" to occur in March/April (TBD)
- Keep NOP/IS comment period open until after scoping meetings.
- Perform the technical studies on the environmental issues.

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Environmental Schedule

- Begin 45-day public circulation of the Draft EIR on October 1, 2007.
- Close the public review on November 14, 2007.
- Prepare the responses to comments and the Final EIR – November 2007 through March 2008.
- Circulate the Final EIR and hold the public hearings on the Project in April 2008.

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Providing Input into the Environmental Process

- The EIR will be an open process of information-sharing and input, enabling decisions to be made that are in the best overall interest of those who live and work in the Victor Valley.
- The EIR process allows for complete transparency in decision-making and open opportunities for public comment.

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Opportunities to Provide Input

- Attend regularly scheduled public meetings.
- Submit a comment form available at public meetings and on SANBAG's website (www.sanbag.ca.gov/us395).
- Add your name to SANBAG's mailing list through both the website or at public meetings.
- Call the toll-free project information line at 1-877-HWY-395R.

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What Happens after the SANBAG EIR Is Complete?

- Develop consensus with all jurisdictions on a preferred alignment
- Certify EIR and issue a Notice of Determination (SANBAG Board)
- Request local jurisdictions to amend their General Plans to include the alignment
- Identify and Implement a right-of-way preservation program
- Continue to work with FHWA and Caltrans on project approvals

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How can you help?

- Stay involved and aware of the study.
- Support staff participation throughout the study.
- Encourage citizens to participate at public meetings, to comment using the project website, and to use the toll-free phone line to obtain information on specific project issues.
- Prepare to take part in the evaluation of final studies and selection of an alignment for preservation of right-of-way.