



## Caltrans District 8

### District Address

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### Contacts

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Located in Southern California, District 8 covers San Bernardino County and Riverside County. One of Caltrans's two largest districts, District 8 stretches from the Los Angeles metropolitan area on the west to the state borders with Nevada and Arizona on the east. San Bernardino and Riverside (4.4 million residents) are two of the six counties represented by the Southern California Association of Governments (SCAG), the nation's largest metropolitan planning organization (representing 191 cities and 18 million residents). County-level representation agencies include San Bernardino Associated Governments (SANBAG) and Riverside County Transportation Commission (RCTC).

### TRUCKING

District 8 has four Interstates, 28 State Routes, and two U.S. Highways totaling 7,200 lane miles.

#### Primary Goods Movement Routes

- Interstate (I-): 10, 15, 40, 215
- State Routes (SR-): 58, 60, 86, 91, 210
- U.S. Highways (US-): 395

#### Trucking Issues

- District facilities are impacted by regional and through freight traffic associated with the Ports of Los Angeles and Long Beach to the west (District 7), the border region to the south (District 11), as well as the north from the Central Valley (District 6).
- All highways in the district are subject to truck size restrictions and advisories except where prohibited.
- Decentralized warehouses and industries, just-in-time logistics, and short- to medium-distance shipping make trucking more competitive than rail. Vehicle-miles traveled (VMT) for trucks have increased faster than for passenger cars over the past 20 years, and this trend is expected to continue.
- Throughout the SCAG region, warehousing, distribution, and intermodal facilities occupy more than 1.5 billion square feet of space. Of this total, 165 million square feet (11 percent) are in San Bernardino County and 105 million square feet (7 percent) are in Riverside County.

### RAIL LINES

#### Class I Railroads

**BNSF.** The BNSF's Transcontinental (Transcon) Route – its primary intermodal and freight rail route in California – runs east from the Ports of San Pedro Bay and Long Beach Harbor (Los Angeles and Long Beach) through the Inland Empire to Chicago, Memphis, and Kansas City.

**Union Pacific (UP).** The UP Sunset Route – it's primary intermodal and freight rail route in California – also runs from the Ports of San Pedro Bay and Long Beach east through the Inland Empire to Chicago, Kansas City, New Orleans, and St. Louis.

#### Short Line Railroads

**Arizona and California Railroad (ARZC).** The ARZC operates from Cadiz (San Bernardino County) southeastward through Riverside County into Arizona. The line connects with the BNSF at Cadiz. Major commodities moved on the ARZC include petroleum gasses, steel, and lumber. Also, located on this line are multiple petroleum facilities served by the railroad.

#### Rail Issues

**Colton Crossing.** A new elevated 1.4-mile-long overpass has now removed the chokepoint that existed where the BNSF mainline crossed UP tracks in Colton. With approximately 62 freight trains per day on each line, Colton Crossing was one of the

busiest at-grade rail-to-rail crossings in the nation. Putting the UP tracks above the BNSF line allows



both railroads to use the tracks safely and eliminate waits as crossing trains pass. Exemplifying a successful public-private partnership, the project was a partnership between Caltrans, San Bernardino, Associated Governments, the city of Colton, UP and BNSF Railways and was completed in August 2013.

**Positive Train Control (PTC).** A major infrastructure safety mandate of the Federal Railroad Administration (FRA), PTC rail technology provides benefits in terms of train separation and collision avoidance, line speed enforcement, temporary speed restrictions, and rail worker wayside safety. Due to the cost and complexity of installing PTC, rail operators are requesting for a delay beyond the 2015 deadline.

## TRADE CORRIDORS IMPROVEMENT FUND (TCIF)-SUPPORTED PROJECTS

Twenty projects in District 8 received funding through the TCIF program, including Colton Crossing, 15 highway-rail at-grade projects, and four access improvement projects. Many of these projects are along the Alameda Corridor-East Trade Corridors.

### *TCIF Riverside County Projects*

Avenue 52 Grade Separation (#85)  
Avenue 56 Grade Separation (#48)  
Auto Center Drive Separation (#43)  
Clay Street Railroad Grade Separation (#50)  
Columbia Avenue Grade Separation (#42)  
Iowa Avenue Grade Separation (#45)  
Magnolia Avenue Grade Separation (#44)  
Magnolia Avenue Railroad Grade Crossing (#53)  
March Inland Cargo Port-I215 Van Buren Blvd. - Ground Access Improvement (#54)  
Sunset Avenue Grade Separation (#46)  
Streeter Avenue Grade Separation (#47)

### *TCIF San Bernardino County Projects*

ACE Glen Helen Parkway Railroad Grade Separation (#59)  
ACE Lenwood Grade Separation (#64)

ACE South Milliken Grade Separation (#61)  
ACE Palm Grade Separation (#63)

Colton Crossing (#83)  
Hellman Avenue Grade Crossing Improvement (#110)  
I-10 Corridor Logistics Access - Cherry Avenue Interchange reconstruction (#56)  
I-10 Corridor Logistics Access - Riverside Avenue Interchange reconstruction (#58)  
I-10 Pepper Street Interchange Improvement (#109)  
Laurel Street/BNSF Grade Separation (#84)  
Riverside Avenue Grade Separation (#51)  
Tippecanoe Avenue Interchange Improvement - Phase II (#100)

## AIR CARGO AIRPORTS

### *Major Cargo Airports*

**Ontario International Airport (ONT).** San Bernardino County, 35 miles east of downtown Los Angeles, between I-10 and SR-60, west of I-15.

- Largest air cargo operation in the State after Los Angeles International (LAX); internationally ranked 14<sup>th</sup> and nationally ranked 5<sup>th</sup> with 1.9 million tons of cargo/year (2014).
- Owned and operated by Los Angeles World Airports, a department of the City of L.A, ONT is being legislatively transferred to the city of Ontario and San Bernardino County.
- U.S. West Coast Regional air hub for United Parcel Service (UPS); also support operations by ten other cargo carriers.
- Pacific Gateway Cargo Center has obtained environmental, land use, and other regulatory approvals. The city of Ontario has approved site plans and the Los Angeles Board of Airport Commissioners approved a lease agreement with Aero Ontario to develop and manage Pacific Gateway Cargo Center.
- ONT currently handles 454,800 tons of air cargo (2012) and has a conceptual plan in place that will easily accommodate twice the forecasted tonnage for 2040.

### *Other Airports*

- Palm Springs International Airport (PSP). Foreign Trade Zone. U.S. Customs available. 70 miles east of ONT.
- San Bernardino International Airport (SBD). North of I-10 between I-215 and SR-210 in the



city of San Bernardino. Surrounded on all sides by freeways. 20 miles east of ONT.

- March Inland Port. East of I-215, adjacent to the city of Moreno Valley. A joint use aviation facility with the U.S. Air Force Reserves.
- Southern California Logistics Airport (Victorville Airport) (KVCV). East of US-395 and west of I-15 and BNSF rail in Victorville. Former U.S. Air Force base. The facility has U.S. Customs service and currently receives 63.10 tons (2013) of air cargo. Foreign Trade Zone.

### ***Air Cargo Forwarders***

- BAX Global (Irvine), CRST International (Mira Loma, Ontario), Griley Airfreight (Ontario), Landstar System (Riverside).

## **OTHER STRATEGIES**

### ***The California Freight Mobility Plan***

The CFMP improvement strategy is multi-tiered to comprehensively address the needs of the State's multimodal, integrated freight system, and to respond to the goals stated in the CFMP and their corresponding federal freight goals. This strategy allows freight projects the opportunity to seek a wide variety of funding sources and to accommodate the unique needs of California's diverse regions. The CFMP builds upon the success of the TCIF in targeting infrastructure investments along the highest volume freight corridors and at the busiest freight gateways.

### ***Strategic Interregional Corridor Concepts and Priority Interregional Facilities –***

Within each of the Strategic Interregional Corridors, Priority Interregional Facilities have been identified. These facilities are the highest priority facilities for interregional investment. More specifically, these facilities are the priority for funding through the ITIP. These facilities can serve regional and interregional travel. Strategic Corridors within District 8 include:

- High Desert–Eastern Sierra–Northern Nevada
- Southern California–Southern Nevada/Arizona
- Central Coast & San Joaquin Valley East–West

### ***High Desert Corridor***

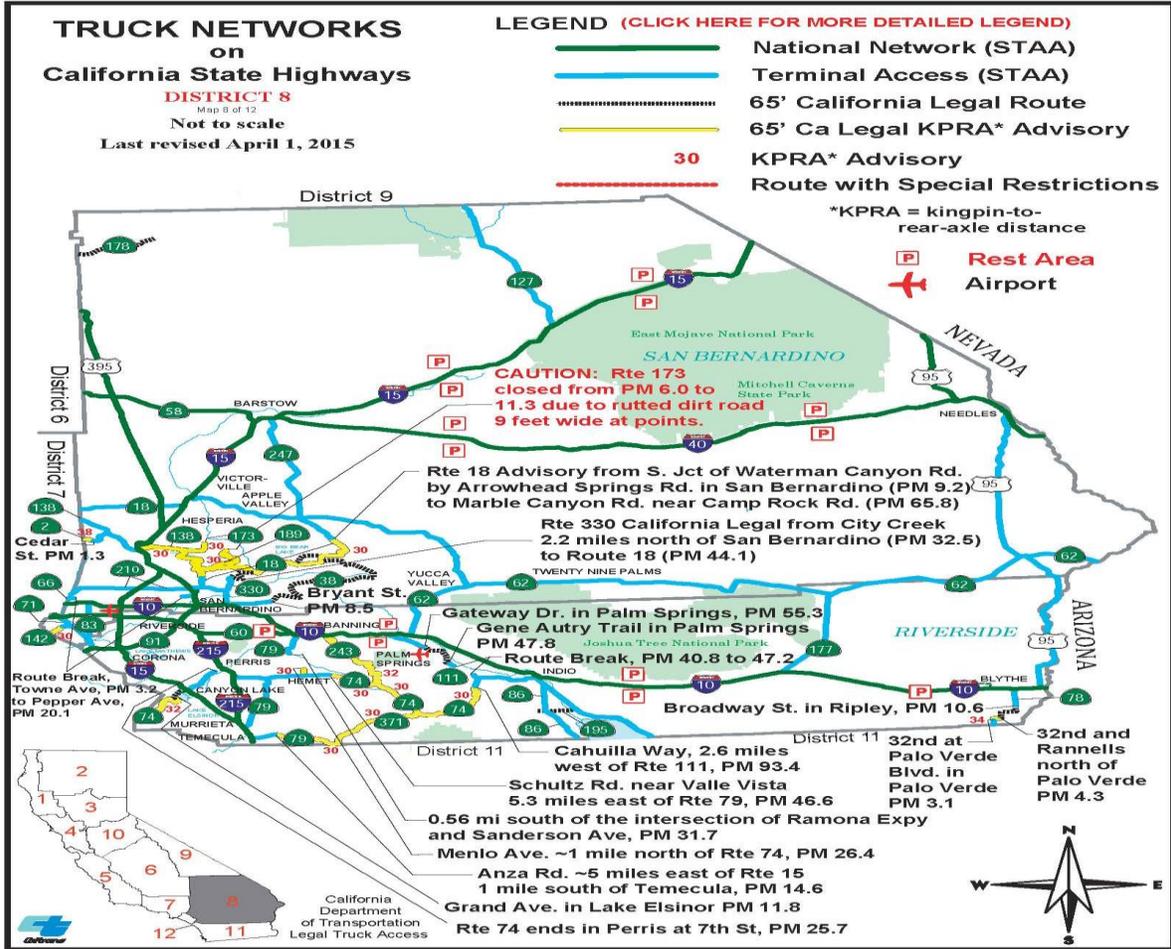
The proposed High Desert Corridor is anticipated to accommodate an expected three-to six-fold increase in traffic, providing a new level of accessibility, carrying trucks and other through traffic. This proposed corridor would facilitate goods movement linking the Antelope Valley in Los Angeles County and Victor Valley in San Bernardino County.

### ***Truck Climbing Lanes***

Examples of corridors identified suitable for truck climbing lanes and currently programmed with funding include SR-60. Truck Climbing lanes are additional lanes located outside mixed-flow lanes, which permits slower moving trucks to operate at their speeds. This enables other vehicles to move at a faster pace, thereby reducing congestion in the mixed-flow lanes.

### ***California Sustainable Freight Action Plan***

Governor Brown issued Executive Order B-32-15 which provides a vision for California's transition to a more efficient, more economically competitive, and less polluting freight transportation system. The action plan recommends consideration of "Advanced Technology for Truck Corridors" pilot project concepts. A pilot project may focus on freight signal priority, traveler information systems, and communications systems infrastructure on arterial roads, and integrated corridor management on highways. Within District 8, major freight corridors such as I-10, I-15, and SR-60 are being considered for a pilot project.



## SOURCES AND ADDITIONAL INFORMATION

- Air Cargo Mode Choice and Demand Study: <http://transplanning.onramp.dot.ca.gov/air-cargo>
- Bureau of Transportation Statistics. Office of Transportation Analysis.  
[http://www.rita.dot.gov/bts/data\\_and\\_statistics/index.html](http://www.rita.dot.gov/bts/data_and_statistics/index.html)
- California Air Resource Board and Business, Transportation and Housing (Goods Movement Action Plan):  
<http://www.arb.ca.gov/gmp/docs/gmap-1-11-07.pdf>
- Caltrans District 8 website: <http://www.dot.ca.gov/dist8/>
- Caltrans Office of Truck Services: <http://www.dot.ca.gov/hq/traffops/trucks/>
- Caltrans Division of Transportation Planning, 2015 Interregional Strategic Plan:  
[http://www.dot.ca.gov/hq/tpp/offices/omsp/system\\_planning/itsp.html](http://www.dot.ca.gov/hq/tpp/offices/omsp/system_planning/itsp.html)
- City of Riverside - Grade Separations: <http://www.riversideca.gov/gs/>
- Colton Crossing Rail-to-Rail Grade Separation: [http://www.sanbag.ca.gov/projects/colton-crossing/Colton\\_IS-MND.pdf](http://www.sanbag.ca.gov/projects/colton-crossing/Colton_IS-MND.pdf)
- California Transportation Commission:  
[http://www.catc.ca.gov/programs/TCIF/Amended\\_TCIF\\_Program\\_of\\_Projects\\_062515.pdf](http://www.catc.ca.gov/programs/TCIF/Amended_TCIF_Program_of_Projects_062515.pdf)
- Los Angeles World Airports (LAX and ONT): <http://www.lawa.org/welcomeLAWA.html>
- March Inland Port Airport / March Global Port: <http://www.marchjpa.com/airport.shtml>
- Riverside County Transportation Commission (RCTC) website: <http://www.rctc.org/>
- San Bernardino International Airport: <http://www.sbdairport.com/>
- San Bernardino Associated Governments - Grade Separations: <http://www.sanbag.ca.gov/projects/grade.html>