



I-15 MOBILITY ALLIANCE



THE ALLIANCE PARTNERSHIP AND MASTER PLAN (2017 UPDATE)

The I-15 Corridor System Master Plan defines a multi-decade multimodal transportation system vision, governance, implementation strategy, and provides a prioritized program of projects needed to serve all modes of transportation. Defining this vision is a regional partnership between government and private interests in California, Nevada, Arizona, and Utah—the I-15 Mobility Alliance. Developing a clear unified vision for the I-15 Corridor enables us to look beyond highway corridor preservation and focus on regional and global competitiveness.



I-15 DYNAMIC MOBILITY PROJECT

The I-15 Mobility Alliance received \$1,250,000 funding under the Multistate Corridor Operations and Management (MCOM) Program to execute the delivery of the I-15 Dynamic Mobility Project. The end result will be a seamless alert and information sharing tool across the Alliance states, and improved agency coordination when incidents, weather and closures affect I-15. This coordination will ultimately translate into improved advanced warnings and consistent information provided to travelers along I-15.



FEDERAL SUPPORT IS NEEDED AND UTILIZED!

Over the past six years since the I-15 Mobility Alliance was established, the group has endorsed high priority projects for their ability to get people and goods to their destinations safely and on time. Since that time, 23 projects have progressed in some fashion - from completion of environmental documentation to initiation of construction of some or all phases of the program - with 8 successfully receiving Federal discretionary funding.

AWARDED GRANTS INCLUDE:

\$1.25M – I-15 Mobility Alliance: Dynamic Mobility Project (MCOM)

\$21.6M – ADOT: I-15 Virgin River Gorge Bridge (TIGER 2012)

\$13.3M – RTC of Southern Nevada: Flamingo Corridor Improvements (TIGER 2012)

\$42.1M - RCTC: SR 91 Corridor Improvements (TIGER 3 TIFIA)

\$49.3M - Caltrans: SR-11 Segment 2 and Southbound Connectors (FASTLANE 2016)

\$10M - Port of San Diego: 10th Ave Marine Terminal Modernization (TIGER 2015)

\$820,000 – Wasatch Front Regional Council: The Pioneer Corridor Plan (TIGER)

\$200,000 – UDOT and UTA: Salt Lake City Metropolitan Area Transportation Improvements (Integrated Corridor Management Grant 2015)



ALTERNATE ROUTE STUDY

A regional alternate route to I-15 will support long-distance travel, help divert detour traffic from over-congested local detours, and give travelers options. An inventory of the existing conditions and potential needs of this route has been documented, and a prioritized list of needed improvements is being developed.

Legend

- I-15 Corridor
- Interregional Alternative Route
- Regional Connector: Interstate
- Regional Connector: Highway

A lack of alternative routes to I-15 exists. Major incidents that close I-15 cripple traffic, causing added congestion and lost economic dollars.



I-15 flood damage, September 2014



Fire closes I-15 at Cajon Pass, July 2015

Source: San Bernardino Fire Department

The **2014 Moapa flood** forced the closure of 50 miles of I-15, requiring a 223-mile detour for truck traffic bound from Las Vegas to Utah – more than doubling the travel time. This resulted in an extra daily cost of \$667,000 - \$790,000 in trucking operations, not including the economic impact of delayed freight deliveries (ATRI, 2015).

The **July 2015 Cajon Pass** fire swept across I-15, resulting in more than 30 destroyed vehicles. Detour options exist, although none are direct and all pose additional hazards, ranging 20 to 50 miles out of direction on rural forest service roads. The Cajon Pass was closed again in August 2016 due to the Blue Cut Fire.