



Policies:



Look in the **Air Quality Element** for additional policies related to Transportation Demand Management.

- C 23.1 Continue implementation of the County’s TDM Design Guidelines. (AI 47)
- C 23.2 Coordinate with Caltrans, the Riverside County Transportation Commission, transit agencies and other responsible agencies to identify the need for additional park-n-ride facilities along major commuter travel corridors and at major activity centers. (AI 47)

GOODS MOVEMENT/DESIGNATED TRUCK ROUTES



Goods movement in the region is anticipated to grow more than 30 percent, from 431 million tons to more than 564 million tons in the next 20 years, as a result of both population growth and the growth in international trade. This will approximately double present volumes through the ports and airports.

The efficient movement of goods in and through Riverside County is vital to the Inland Empire’s economy and improves traveler safety. The ability of the County to compete domestically and internationally on an economic basis requires an efficient and cost-effective method for distributing and receiving products. This can be accomplished through planning, design, construction, and maintenance of the regional and local street and highway system. The County’s industrial and agricultural economies depend on safe and efficient goods movement. The County is responsible for maintaining an extensive network of low-volume rural roads in sparsely settled areas to service goods movement and the agricultural industry. Large trucks are the primary means of transporting such goods and are essential to the intra-regional distribution of consumer products. In addition, freight rail is an important backbone of the goods movement industry in Riverside County.

The region is faced with a serious dilemma. Present and proposed levels of investments suggest a future in which the majority of transportation facilities will be severely congested for much of the day. Given the shortage of funds available for both operations and maintenance as well as for new capital projects, and the growing conflict between people and goods for the use of highways, airports, and rail lines, the region will be hard pressed to maintain existing levels of mobility for goods movement.

Truck Industry

For the State of California, approximately 76 percent of all inbound and outbound freight is shipped by truck. In addition, trucks transport 98 percent of all finished goods to the final retail and wholesale destinations, according to the California Trucking Association. Current economies dictate that trucking will be used for the majority of surface traffic less than 800 miles, which encompasses most or all of California, Arizona, and Nevada. Although Riverside County generates a significant amount of truck traffic from agricultural and industrial uses, it also serves as a pass-through for truck traffic that ultimately serves other areas inside and outside of California.

Trucks comprise at least 15 percent of the daily traffic volume on some of the primary goods movement corridors in Riverside County, such as Interstate 15 from Temecula to Ontario, State Route 60 westward from Interstate 215, and Interstate 10 in the Coachella Valley and San Gorgonio Pass areas. As healthy