



### 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 Geronio Pass areas. As healthy



industrial growth is expected within the County, the scale of industrial-related truck traffic will continue to increase. It is anticipated that the region's truck volumes will increase by 40 percent through Year 2020.

### **Freight Rail**

The Union Pacific (UP) and the Burlington Northern Santa Fe (BNSF) Railroads provide freight service in Riverside County, connecting the County with major markets within California and other destinations north and east.

### **Air Cargo**

Air cargo is the fastest growing method of transporting goods in and out of the southern California region, and is expected to continue to increase at a faster rate than passenger air service. The Los Angeles (LAX) and Ontario International Airports are the major cargo handling airports in southern California. Both of these airports handle about 96 percent of all the air cargo movement, with LAX alone accounting for 79 percent of the air cargo traffic. Trucking, rail, and air cargo operations in this area make it one of the larger multi-modal freight management and distribution complexes in the nation. Land development is occurring in support of these functions, extending into the Mira Loma and Norco areas of Riverside County.

The March Air Reserve Base is currently a joint use status land use. The Air Reserve Base will gradually reduce the military use of this facility and begin to increase the amount of goods and cargo that can be accommodated at this site. As the amount of goods transported into this area via the March Air Reserve Base increases, so does the potential to establish viable land uses that can make use of this facility. This area can be used to accommodate the increased growth in goods movement, with the potential to become a passenger airport.

#### **Policies:**

- C 24.1 Implement street and highway projects to provide convenient and economical goods movement in areas where large concentrations of truck traffic exist. (AI 43)
- C 24.2 Implement roadway standards, where practicable, to accommodate large trucks where extensive truck travel involving regional movement of bulk goods is anticipated.
- C 24.3 Support continued operation of the regional freight rail system, which offers safe, convenient, and economical transport of commodities.
- C 24.4 Support provisions to physically separate heavily traveled rail lines from heavily traveled streets and roads. (AI 119)
- C 24.5 Create grade separations that locate arterials under or over rail lines that carry substantial amounts of freight from the ports along critical routes such as the Los Angeles-Orangethorpe-Riverside rail freight corridor. (AI 119)