



THE NATIONAL I-10 FREIGHT CORRIDOR STUDY

www.i10freightstudy.org



PROJECT OVERVIEW

This study was a joint effort by eight state Departments of Transportation (DOTs) including California, Arizona, New Mexico, Texas, Louisiana, Mississippi, Alabama and Florida: The purpose was to analyze current and projected freight movements, assess how current and future freight volumes impact national and local transportation systems, and develop strategies for improving freight flow along the Interstate 10 (I-10) Corridor.



OBJECTIVES OF THE STUDY

- 1) Assess the importance of freight moving on I-10 to the economy of the corridor states and to the rest of the nation;
- 2) Identify current and future traffic operations and safety problems along the I-10 Corridor which impede freight flow;
- 3) Identify and evaluate strategies, including multimodal strategies, needed to facilitate freight flow within the corridor.

LESSONS LEARNED FROM THE I-10 STUDY

Freight transportation is central to the performance of the U.S. economy, and a key contributor to U.S. competitiveness in the global marketplace. States are responsible for building, maintaining and operating the highways that carry the bulk of the nation's freight – nearly 80 percent of all domestic tonnage and 60 percent of inter-city ton miles. Continued investment in highways is fundamental to maintaining the nation's freight transportation infrastructure.

The continued trend toward a service economy, where reliability is essential, will increase the volume of freight traffic on highways at a projected pace nearly twice that

of automotive traffic by 2025. Worsened highway congestion and capacity constraints impose costs on producers and consumers, and worsen conditions for the traveling public.

Highways are essential to the efficiency of other freight transportation system elements, including ports, inland waterways and railroads. Investments in high volume transportation corridors must integrate intermodal and multimodal considerations to guarantee an optimal distribution of freight and minimize the burden on highways.

Increasing capacity in high-volume corridors is the single best method for lowering highway congestion. Moreover, providing capacity works best when incorporating key technologies such as Intelligent Transportation Systems/Commercial Vehicle Operations (ITS/CVO), as well as innovations in automated truck separation employing mass flow techniques to enhance freight productivity.

Increased funding is essential to guaranteeing that freight continues moving on highways as efficiently and productively as possible. Separating traffic streams offers an opportunity for increasing funding options. Increased funding requires collaboration between government and business.

Issues related to the demand for freight transportation transcend urban and state jurisdictions. The implementation of solutions, both traditional capacity enhancements as well as innovative technology solutions, will require State/State and/or State/Federal partnerships, as well as partnerships with the private sector.

The decision process for funding improvements should be based, in part, on a system of strategic gateways and corridors that facilitate the movement of freight and people, with an emphasis on jurisdictions that bridge high use transportation corridors.

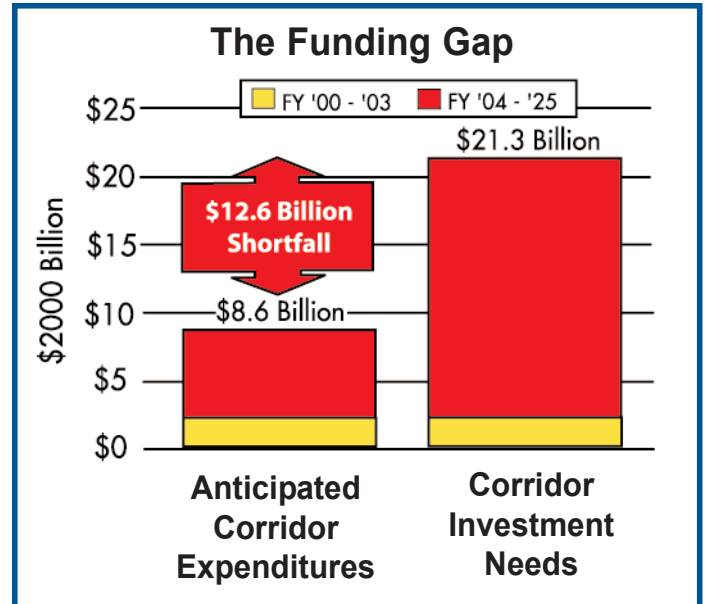
ECONOMIC IMPACT OF TRADE ALONG THE CORRIDOR

The total estimated impact of freight transported along the I-10 corridor is \$1.38 trillion, of which \$339.4 billion is paid to some 10.4 million employees.

LESSONS LEARNED FOR CALIFORNIA

- With over 60,000 trucks a day, the I-710/I-10/SR 60 corridor linking the San Pedro Bay ports and the Inland Empire is one of the highest use trade corridors in the nation.
- The doubling of freight traffic over the next 20 years will vastly undermine the capacity of this multimodal corridor.
- The financial cost of adding capacity exceeds the available level of funding resources by 250 percent, hence the need for increasing transportation funding.
- The economic vitality of the region and the nation depends on the use of innovative engineering techniques, such as truck/auto separation, and public/private financing strategies.
- Policies keeping freight facilities open at night, as well as concentrating freight land-uses around freight villages in the vicinity of the Inland Empire, will provide a means for better managing demand.

FUNDING SHORTFALL ALONG THE I-10 CORRIDOR



NETWORK DISTRIBUTION OF I-10 TRUCK FLOWS - CALIFORNIA

