PHOENIX, ARIZONA – FEBRUARY 25, 2002

- State and INS officials will begin reviewing the credentials of international truck drivers and plan to construct a state-of-the-art safety checkpoint along I-10. Hopefully, this station will check the emissions of international trucks as well.

- Project maps should show specific rail lines, bypasses, airports, and other modes of transportation.

- 40% of the traffic on I-10 is truck traffic. Hopefully, the amount of truck traffic will not double on I-10.

- Because of differential state speed limits, trucks speed through Arizona to make up for time lost in California, which has a lower speed limit.

- Safety and emission control of international trucks needs to be improved.

- Truck drivers from Mexico need access to the I-10 study.

- Trucks should be allowed to use HOV lanes during off-peak hours or bypass routes during periods of heavy traffic.

- Suggested improvements include:
  1. Enhanced capacity
  2. Left and right shoulders for emergency access
  3. Additional rest stops and parking areas
  4. Permanent weigh stations
  5. An ITS system along the entire corridor
  6. Improved I-8/ I-10 connectivity
  7. Better utilization of HOV and reversible lanes
  8. Construction of new bypasses
  9. DOT maintenance yards along I-10
  10. Better truck and vehicle separation

- Better ways of handling traffic diversions on I-10 due to accidents and/or harsh weather conditions need to be found.

- An audience member stated that Texas is instituting toll roads for truck traffic.

- A number of questions were asked about this study including:

  Q: How will this study affect the current I-10 widening project?
  A: *The widening project will be taken into consideration in terms of how it may improve the movement of goods.*

  Q: Who is actually in charge of the overall study?
  A: *This study is a joint effort by eight state Departments of Transportation (DOTs) to analyze multimodal transportation needs and develop a plan for improving the I-10 Corridor. A Steering Committee and a Technical Advisory Committee, consisting of state*

DOT and federal transportation officials, directs the I-10 study. To assist these committees, a consultant team, led by Wilbur Smith Associates, has been selected.

Q: What is the scope and depth of this study?
A: *The goals of this feasibility study are to provide an efficient and reliable intermodal transportation system, including an improved highway system, for the movement of goods in international and domestic trade; and to foster development of multimodal freight transportation facilities. The study will include corridor and freight demand studies, developing solutions and strategies, developing and accepting plans, and engaging the public in soliciting feedback regarding the study.*

Q: What percentage of the study will focus on the multimodal aspects of I-10?
A: *A large percentage, but it is unclear as to the exact amount*

Q: What are the performance measures and methodologies for this study?
A: *This study will provide a menu of solutions including technological, capacity, operational, policy, and private industry solutions. The study will define three to five scenarios of mid-term and long-term solutions for the corridor, all of which are fundable, supportable, and implementable.*

Q: Are freight carriers, contractors and independent truck drivers included as stakeholders in this study?
A: *Yes*

Q: Have other states provided the I-10 Freight Study team with their rail plans?
A: *Yes. In California, BNSF representatives attended meetings and provided the team with valuable information about their plans. Additionally, agencies have provided the team with other project studies and plans that affect I-10).*

Q: Will this study's recommendations have to compete for transportation funding?
A: Study recommendations will be localized by state to secure funding.

- Specific questions regarding freight operations were asked including:

  Q: What impacts do freight trucks have to on and off ramps
  A: *Various impacts including congestion and road deterioration*

  Q: Does the freight industry contribute its fair share for maintenance of I-10 based on percentage use?
  A: *They pay their fair share as well as a large percentage of transportation-related fees.*

- Written comments received included:
  1. The need for only buses, mass transit and multiple rider vehicles to use HOV lanes
  2. The need to better educate the general public in order to improve lane use
  3. The need to upgrade parallel rail systems to handle freight rather than spending money to upgrade I-10
  4. The need to divert through traffic to Route 74 and then to I-17
  5. The need to consider recreational horse riders/owners by creating unloading corrals in rest areas.
  6. I-10 travels through the Gila River Indian community for 18 miles was noted
  7. An increased use of I-10 by tribal police, fire and emergency personnel.
  8. Planned bedroom communities along I-10 will create more traffic
  9. Traffic is diverted to SR 387 and SR 587 when there are accidents

TUCSON, ARIZONA – FEBUARY 26, 2002

- Consider the results of the Tucson-Phoenix Area Corridor Study as part of this study. This study includes important information about I-10 such as the traffic volume of 600,000 vehicles on this corridor, the diverse traffic mix, the need to add six lanes from Tucson to Phoenix and another two by 2020, and the cost of improvements. The multimodal needs should be emphasized.

- ADOT to begin construction of the I-10/I-19 interchange and widen/add lanes in the area south of Miracle Mile, which has the greatest average daily travel volumes.

- The Sahuarita Corridor is a proposed, fully accessed, controlled roadway that would provide a bypass around southern Tucson, linking I-10 to I-19.

- Future traffic volumes indicate a four-lane facility (four lanes in each direction) will be needed on I-10 in 2030.

- Puerto Nuevo Tucson, a new strategic inland port, is adjacent to I-10, has direct access to Union Pacific's main line, and is close to Tucson International Airport and Nogales, Mexico.

- Union Pacific could close their operations in Phoenix and reopen facilities at Puerto Nuevo, which will have a major impact on local businesses.

- Tucson International Airport focuses on overnight cargo and averages 65 daily departures and arrivals in passenger travel.

- 50% of the goods that come through the Port of Long Beach head east through Arizona.

- Plans for a passenger train from Tucson to Mexico are underway.

- Movement of goods in and through Tucson is vital because of its close proximity to the Nogales Port of Entry.

- Tucson and Arizona play important roles in U.S. trade with Mexico. I-10 is the "spine" for movement of goods in the U.S.

- Instead of the original concept of arterial streets connecting to I-10, frontage roads have been built.

- Growth is occurring along many of the north-south roadways in the area.

- Create alliances with different groups (businesses, local governments, Mexico, universities, etc.) to evaluate this study.

- Analyze how shipment schedules at the Ports of Long Beach and Los Angeles impact Tucson.

- Consider environmental impacts of freight traffic through Native American reservations.

- Concern was expressed about how truck-only lanes can work when trucks travel at different speeds; and it was stated that large trucks are not the answer to decreasing freight traffic.

- This study should include highway safety and review speed limits for trucks in rural areas; address ways to make rail more efficient to eliminate truck trips on the Tucson/Phoenix corridor; and look at different transportation modes.

- A number of comments centered on funding including:

1. The importance of identifying funding sources for multimodal projects
2. Funding options include private funds, air/cargo freight fees and "user fees" for truck-only lanes
3. Public funds should be used to improve private rail projects, direct funding on transportation projects and local airports.
4. A representative of U.S. Senator McCain noted that there is more flexibility at the state and federal levels for the funding of transportation improvements.

- Questions were asked including:

  Q: How will the growth trend of cities along I-10 affect traffic?
  A: *Traffic is expected to double by 2010.*

  Q: How will the I-19/I-10 bypass project fit into the study?
  A: *This project will be taken into consideration for the I-10 Freight Corridor Study.*

  Q: What funding sources were available for multimodal projects?
  A: *There are varied funding sources at the local, state, and federal level.*

  Q: How will trucks get through as the bridges are replaced on I-10?
  A: *Traffic detours will be addressed by ADOT as the project moves forward.*

- A written comment noted that large freight could not move underneath the overpasses on I-10 causing diversion to Highway 86, which runs through the Tohomo O'odham Reservation. Highway 86 was not designed to handle large freight. While the overpasses on I-10 need to be rebuilt to allow larger freight to pass, traffic problems will occur during construction.

- The City of Tucson submitted written comments about traffic volumes, planned projects (I-10/I-19 and the Sahuarita Corridor) and the role played by Tucson in trade with Mexico. These comments also noted the need for improvements at grade crossings of the Union Pacific line (8 within the city, 10 total in the area) and the potential for funding for projects through the Community Rail Line Relocation Assistance Act. The City also commented that it supports the goals of the National I-10 Freight Corridor Study.