

Freight Mobility in the Inland Empire

Faster Freight – Cleaner Air Summit

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Rick Bishop
Executive Director, Western Riverside Council of Governments
bishop@wrcog.cog.ca.us
(951) 955-8303



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of Governments
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The Southern California Region

Six Counties

- Orange
- Riverside
- San Bernardino
- Los Angeles
- Ventura
- Imperial

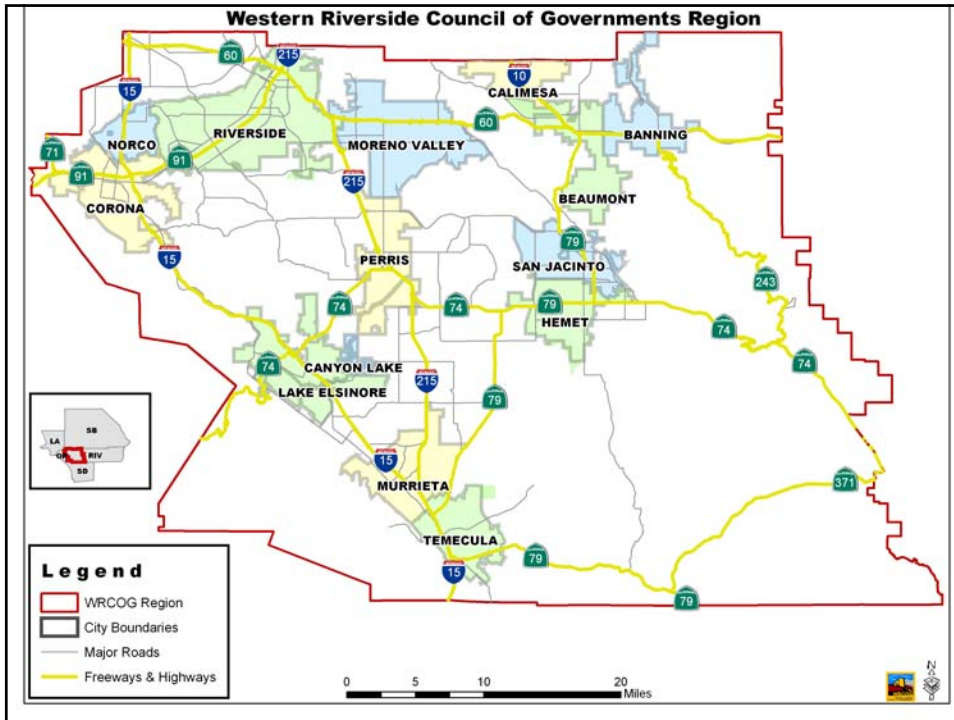
Home to 16 million people

Will add an estimated six million
more in next twenty years

We are here ●

Freight starts here ●



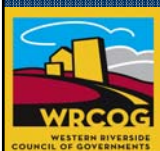


Western Riverside County Growth Projections

(adopted by WRCOG 12/2006)

	2005	2025	2035
Population	1.5 million	2.26 million	2.55 million
Housing	503,000	785,300	891,300
Employment	481,600	893,000	1.1 million

Riverside county is the 5th most populated California county, and the 15th largest in the United States.



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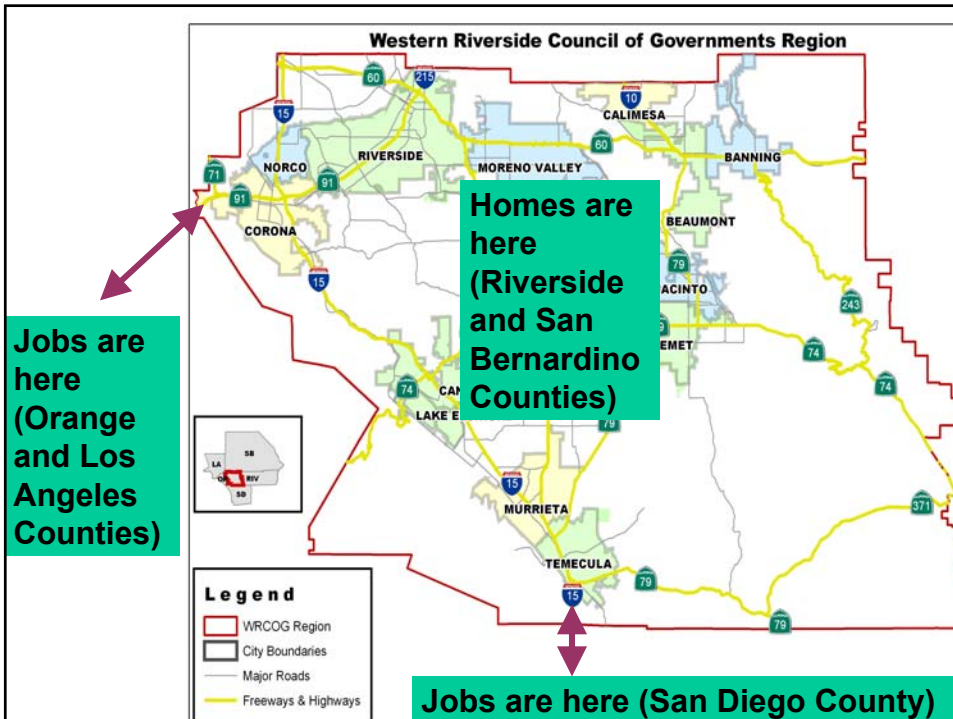


Growth will occur everywhere...

	<u>2005 pop.</u>	<u>2035 pop.</u>	<u>%inc.</u>	<u>Num. inc.</u>
Banning	28,283	63,787	+ 126%	+ 35,504
Corona	145,628	167,901	+ 15.3%	+ 22,273
Hemet	68,589	144,895	+ 111%	+ 79,306
Lake Elsinore	39,856	92,438	+ 132%	+ 52,582
Moreno Valley	171,417	258,350	+ 51%	+ 83,933
Perris	46,264	90,951	+ 97%	+ 44,687
Riverside	288,977	385,794	+ 34%	+ 96,817
Temecula	92,382	124,146	+ 34%	+ 31,764



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Interregional Commuting Increases



2000 = 270,000 commuters on SR-91

2020 = 400,000 commuters on SR-91



*Time...
Money...
Frustration...*



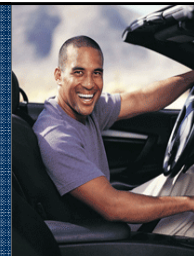
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Work Trip Travel Choice

1995 and 2020

	1995	2020
Drive alone	82%	76%
Carpool	11%	12%
Transit	3%	4%
Telecommute	4%	7%
Bike/walk	0%	1%



But wait, there's more to consider...

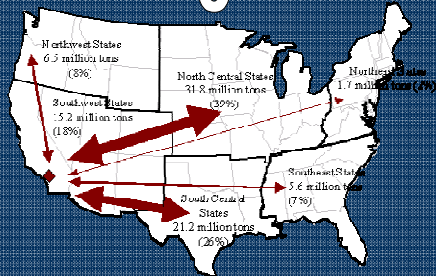
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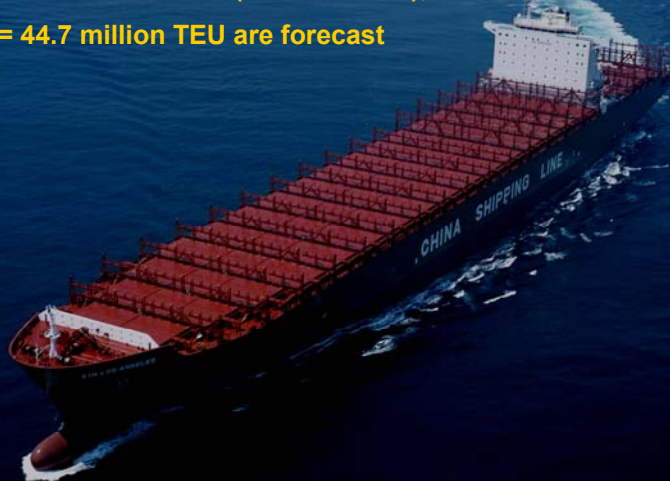
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- Container volume at ports will soar in the future
 - 2000 = 9.5 million TEU (20-foot equivalent container units);
 - 2004 = 13.1 million TEU (38% increase);
 - 2030 = 44.7 million TEU are forecast



Average daily truck volume on Southern California freeways
(in thousands)

<u>Freeway</u>	<u>2002</u>	<u>2030</u>
I-10 east of I-605	15.0	36.8
I-15 south of I-10	26.0	45.5
I-210 east of I-605	23.1	62.1



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What about trains?



- 2003 = 68 million tons of rail freight passed through Riverside;
- Less than 5% of that total either originating or ending locally;
- Currently there are 61 at grade Alameda Corridor East (ACE) crossings in Riverside County;
- RCTC has identified 28 crossings as highest priority for grade separations;
- Cost of constructing is \$816 million, but only \$199 is committed from various funding sources.



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The local landscape...

- San Bernardino and Riverside county voters have extended ½ sales tax measures – will bring in \$billions
- Both counties have established aggressive regional developer fee programs – will bring in \$billions
- Both counties will see significant job growth in the future (1 million + new jobs in next 20 years) which will help change commute patterns
- Both counties have extensive inland port infrastructure already established, and tremendous air cargo potential



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The challenge...

- Port growth is an extraordinary economic opportunity
 - 2005 to 2030 almost 1.4 million new jobs created in So. Cal related to port activities.
 - Opportunity to create good-paying blue collar jobs is necessary, considering that 44% of region's adults have NO college experience
- Port growth is tremendous transportation, funding, and environmental challenge
 - Ports handle 43% of all containers entering United States;
 - Region's collective infrastructure almost maxed out; how can we handle a tripling of containers?
 - Air quality a tremendous concern, especially to those proximate to transportation corridors.



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How should the Inland Empire position itself on the goods movement issue?

- Can't ignore the issue;
- Need a full systems approach that is national in scope;
- "No new fees or No new taxes" mantra means "No new solutions";
- Federal Government must get involved, and develop approaches that impact all ports of entry similarly;
- Federal Government must utilize its ability to set emissions standards for mobile sources;
- Counties in So. Cal must work as partners regionally, recognize and develop approaches that are regional in nature.



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