



I-80 California Goods Movement

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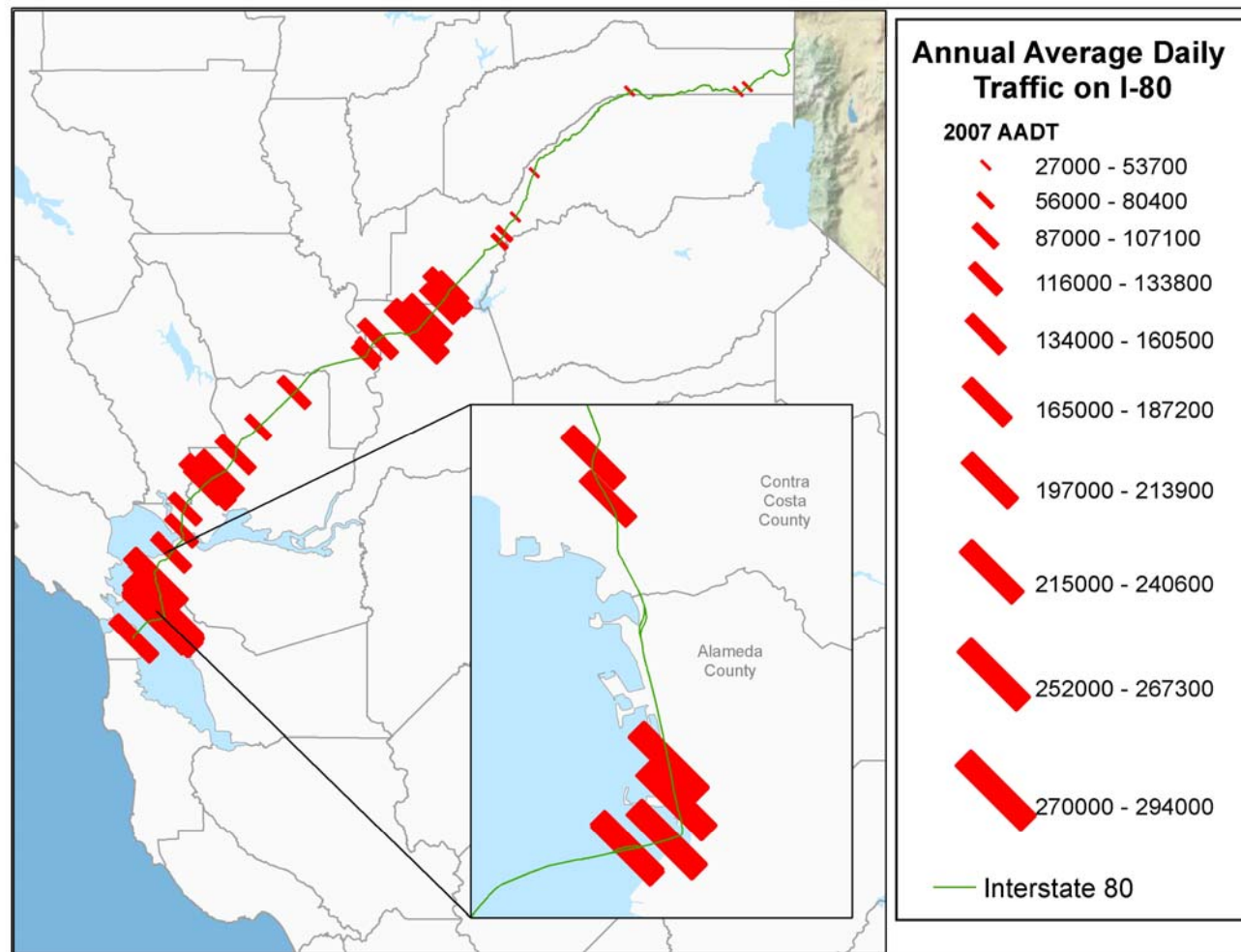
I-80 Winter Operations Coalition (I-80 Coalition) Workshop
October 26-27, 2010

I-80 is the only trans-Sierra Interstate Highway and is the only multi-lane freeway crossing the Sierra/Cascade Ranges south of I-84 in Oregon.

Connects directly to the [Port of Oakland](#), the 3rdth busiest Port on the West Coast, and is the primary trucking route linking the Port to Reno and points east.

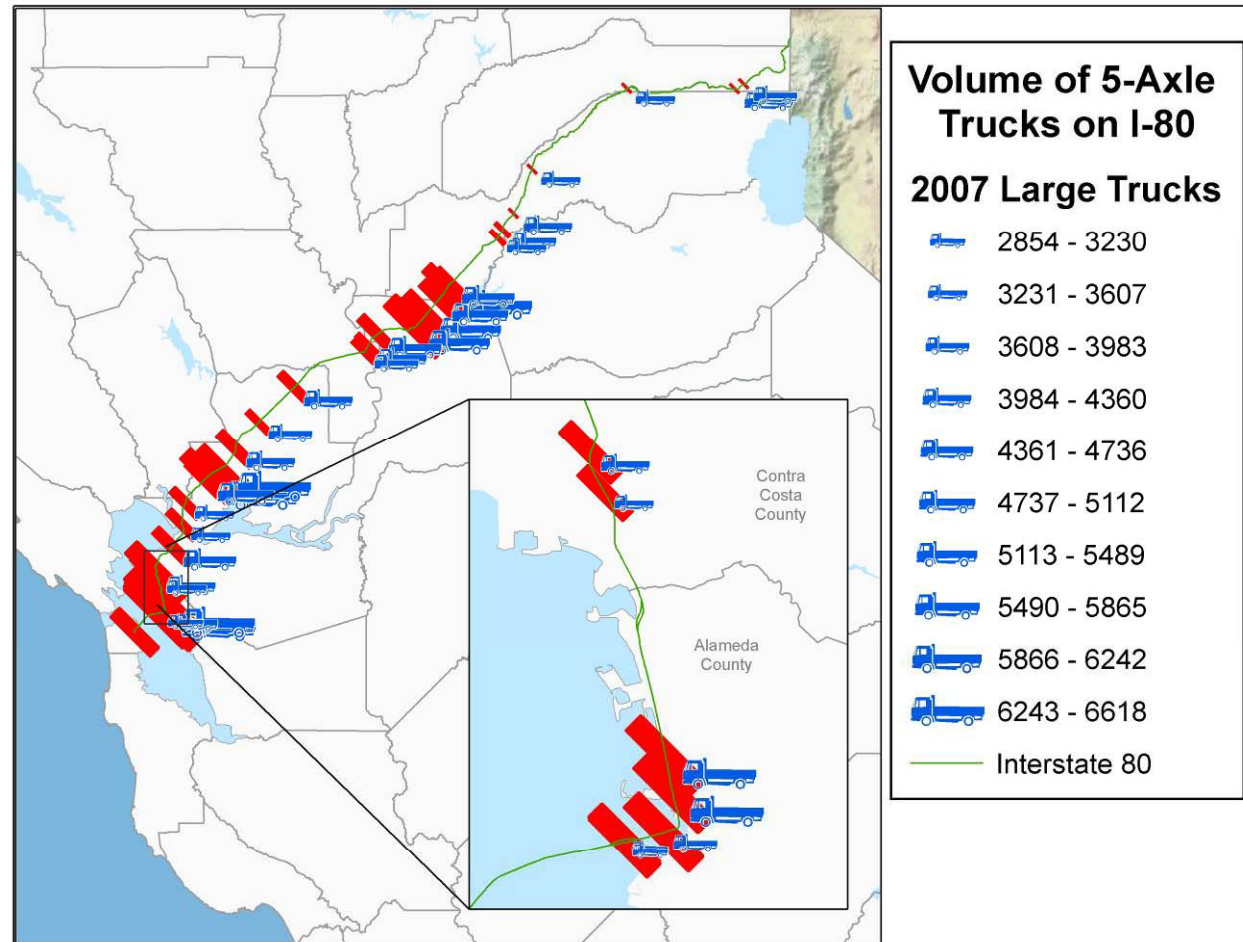


I-80 Average Annual Daily Traffic (AADT)



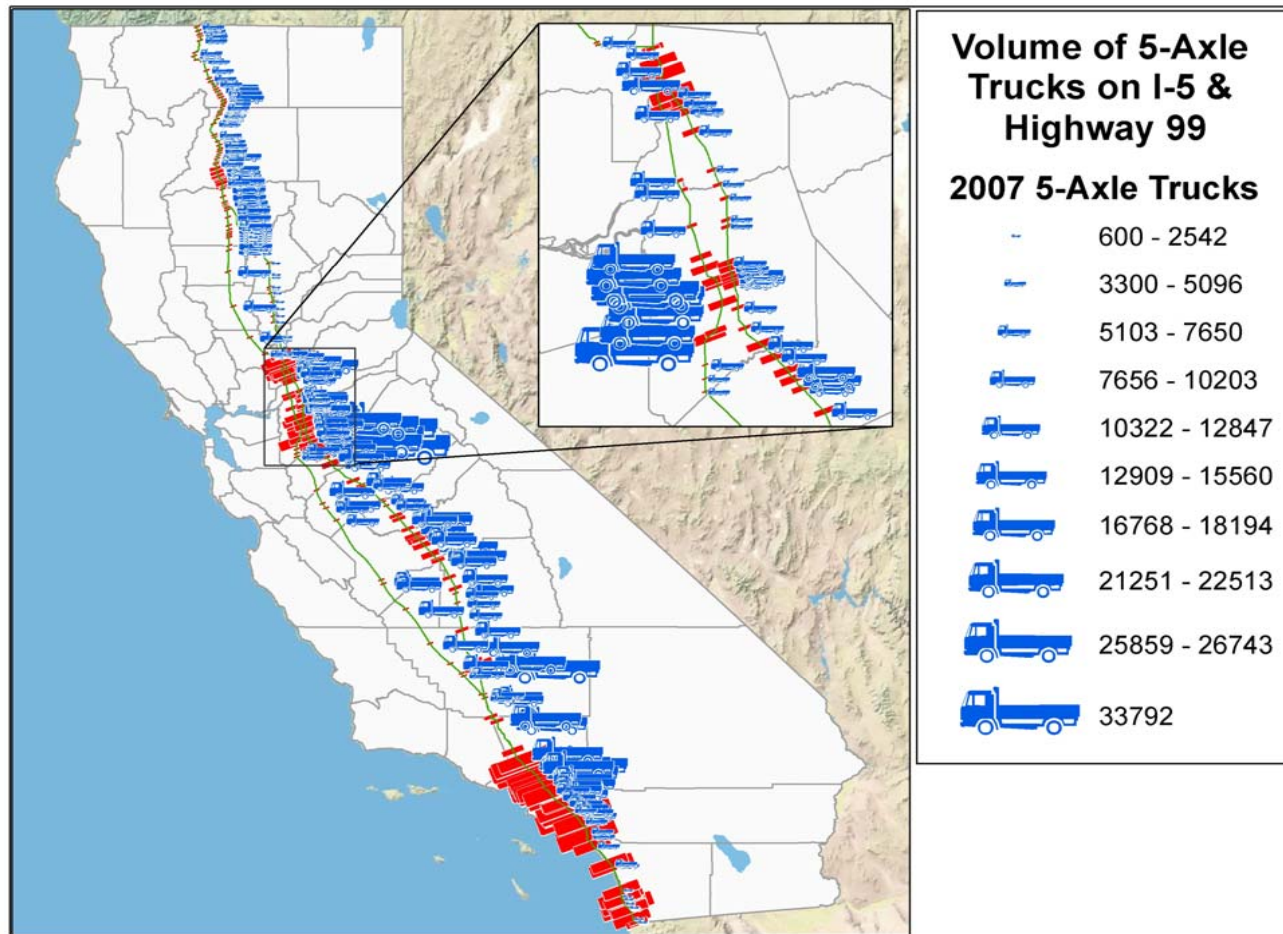
I-80 AADT with Truck Volumes

- Total Trucks in Winter Operations area (at Clipper Gap count station) steady at 5,700 to 6,000 since 2003.
- 5-Axle Truck share has grown from 3,600 to 4,000.



Comparison with I-5 & 99

Similar Sierra truck volumes as Oregon border on I-5



CA Goods Movement Action Plan (GMAP)

- 2007 state-level GMAP describes issues and projects to improve California's goods movement industry and infrastructure.
 - Generate jobs
 - Increase mobility and relieve traffic congestion
 - Improve air quality and protect public health
 - Enhance public and port safety
 - Improve California's quality of life

Proposition 1B - GM Projects

(approx \$3 billion in State funding)

- Trade Corridors Improvement Fund (TCIF) includes these I-80 Corridor projects.
 - Port of Oakland Outer Harbor Intermodal Terminals (\$274 million)
 - 7th Street Grade Separation at Port (\$221 million)
 - UPRR Martinez Subdivision Rail Improvements (\$35 million)
 - Eastward Relocation of the I-80 Eastbound Truck Scales at Cordelia (\$101 million)
 - “Sacramento Depot” Rail Realignment (\$57 million)
 - Port of Sacramento Deep Water Ship Channel Dredging (\$83 million)

Partner-led GM Planning Activities

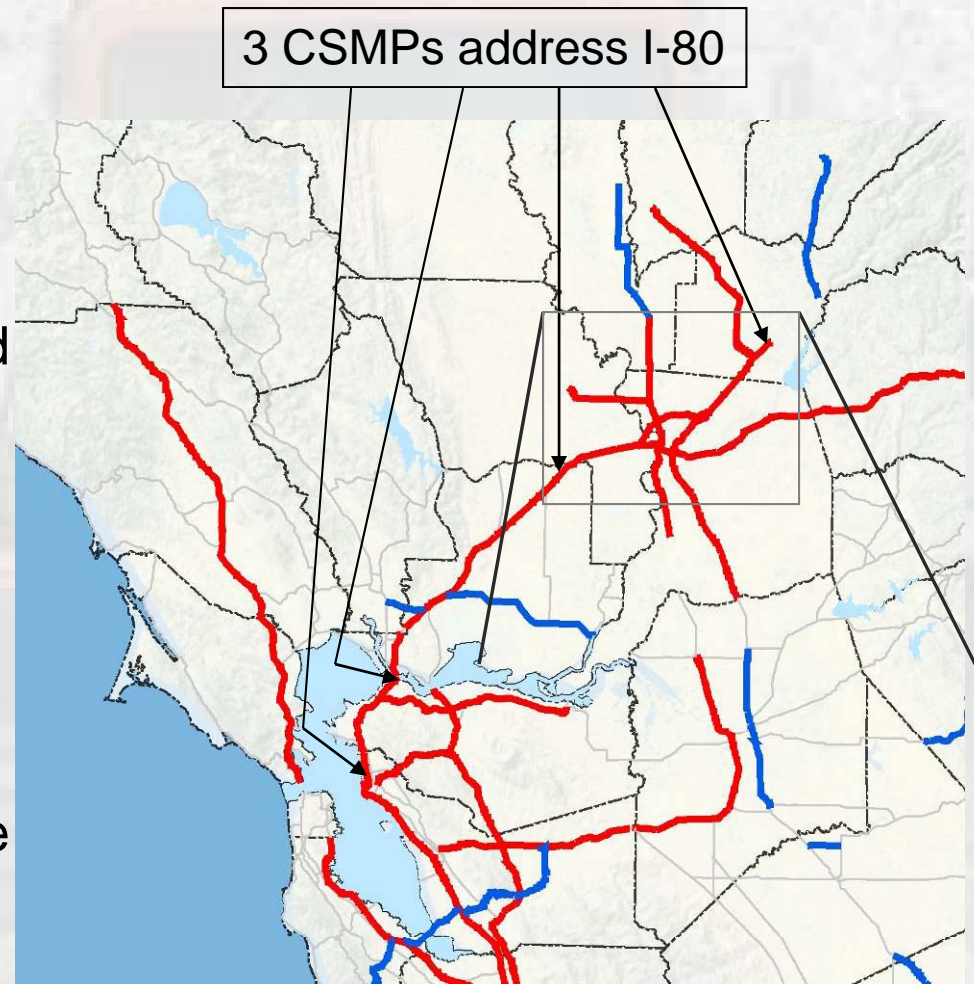
- Two MPOs cover most of I-80 and have GM committees and plans: Sacramento Area Council of Governments (SACOG) and the Bay Area's Metropolitan Transportation Commission (MTC).
- No active operations responsibilities for MPOs in the Sierra. Freeway Service Patrol funded by SACOG in Sacramento and Yolo Counties and by MTC in Solano and Contra Costa Counties.
- Truck parking on the west side of the Sierra during winter highway closures is an issue that merits involvement by MPOs but is not currently being actively pursued.

Caltrans Corridor-Level Plans

- **Transportation Concept Reports (TCR)** – identify existing conditions and needed improvements for each segment of every State Highway for a roughly 20 year planning horizon. This document is the base for initiating the project development process and establishing purpose and need.
- **Corridor System Management Plan (CSMP)** – a new approach that links highway planning and operations to actively manage the corridor on a partnership basis with regional and local jurisdictions. Seeks to reduce travel delay, increase reliability, and improve safety. I-80 has CSMP coverage from Bay Bridge to the Sierra foothills. **Includes extensive micro-simulation modeling in urban corridors.**

Coverage in CSMPs

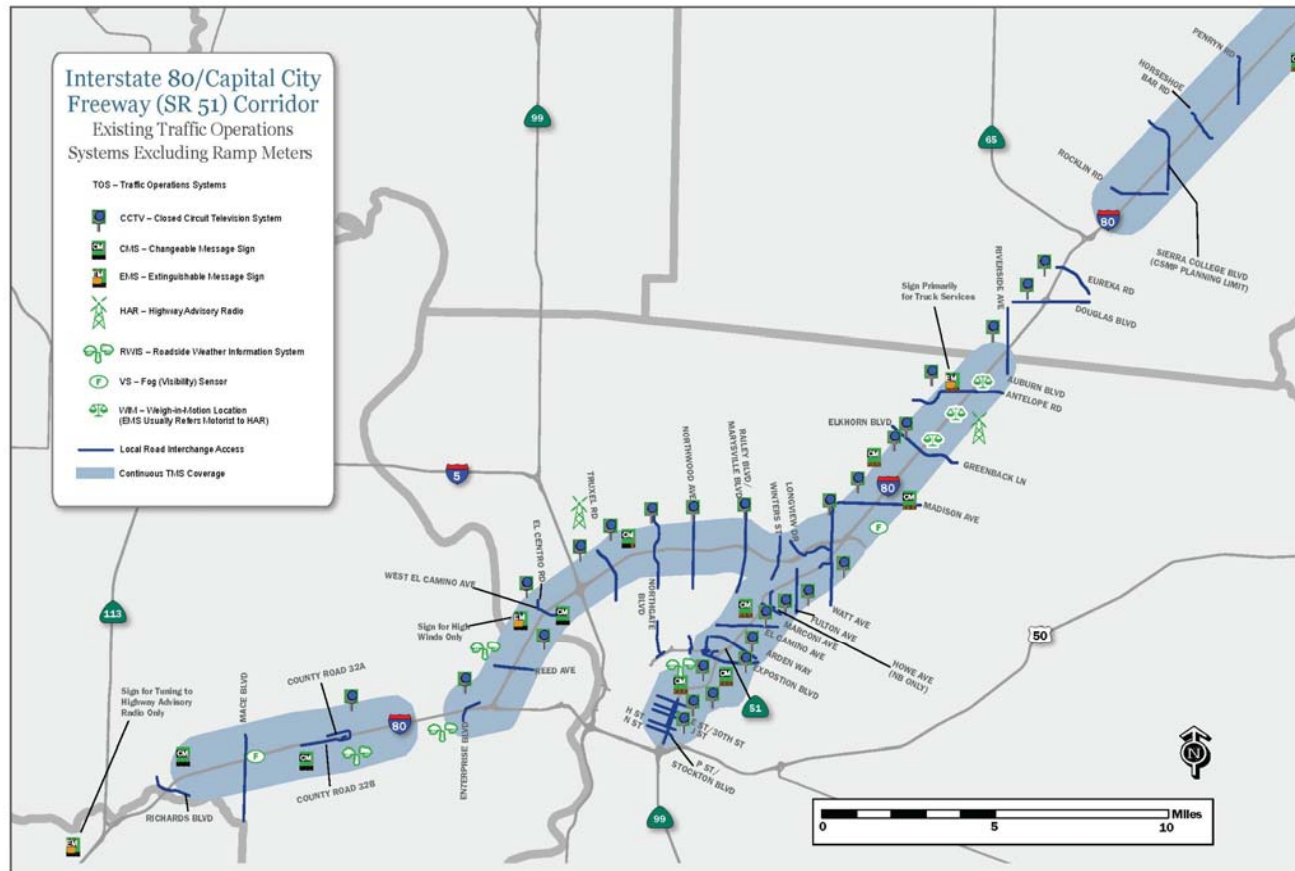
- The corridor approach:
 - Not limited to highway mainline - includes parallel routes, intermodal facilities, and non-auto modes.
 - Numerous modeled corridors in I-80 vicinity.
 - Still new for Caltrans and partners - learning together. Caltrans will continue to focus on utilizing existing facilities more fully while making targeted operational improvements.



Completed D-3 CSMP

Extensive ITS Coverage Traveler Information

Figure 5: I-80 CSMP Existing Highway Traffic Operations Systems



More information -

- Caltrans system planning documents can be found at corridormobility.org