

Appendix C: State Agency Actions

The State agency actions in this Action Plan are the result of a new integrated approach, in which the State agencies implemented a more comprehensive look across the State's policies, programs, and investments. The State agencies sought to identify opportunities to innovate and work together to help achieve the Action Plan Targets and incorporate actions that would simultaneously advance multiple State goals and objectives. To gather additional ideas, the State agencies also initiated new multi-agency stakeholder outreach efforts as discussed in Appendix G.

The following actions are recommendations to support progress over the next five years:

1. Work with the legislature to enact a freight transport system funding package that enables new investment for transportation assets and advanced vehicles and equipment that move freight in California's freight corridors and is consistent with the long-term Vision and Guiding Principles presented in this document.
2. Work with the legislature to enact legislation that enables distribution of federal Fixing America's Surface Transportation Act funds based on high-priority State and regional improvements to California's freight corridors as identified in transportation plans and programs.
3. Focus freight infrastructure planning and investments on providing modern freight corridors. Future freight planning and programming documents should identify high-priority projects with multiple benefits for future funding, and establish performance criteria.
4. Accelerate use of clean vehicle and equipment technologies and fuels for freight through targeted introduction of zero and near-zero emission technologies, and continued development of renewable fuels.
5. Establish a sustainable freight think tank to provide foresight into the innovative future of freight transport and identify the transformative technologies, solutions, partnerships, and critical steps for implementation.
6. Convene stakeholders to identify and deploy strategies that consider commercial viability and promote the competitiveness of California's statewide and local freight transport system, develop tools and share data to analyze benefits and impacts of actions, including costs, and develop and implement a quantitative metric to track progress.

7. Work with the freight efficiency development group to refine its work to identify and deploy strategies to improve the efficiency of freight transport in California now and in the coming years, consistent with the objectives of this Action Plan.
8. Convene stakeholders and the California Workforce Development Board to identify and implement steps to ensure that the existing and future workforce meets the needs of the California sustainable freight transport system.
9. Develop a process involving the Office of Planning and Research, along with federal, regional and local partners, and industry and environmental stakeholders, to identify regulatory or permitting process improvements to expedite the delivery of projects identified as meeting the objectives of this plan.

To the extent feasible, the State agencies considered planning and development timelines, developed associated implementation steps and estimates of potential direct costs and benefits, as well as described impacted sectors for the actions in this Appendix.

The State agencies have identified associated implementation steps for Actions 3, 4, 6, 7, and 8. The depth and qualitative versus quantitative nature of the additional information, including the cost and benefit estimations presented in this Appendix, vary depending on stage of development, the availability of appropriate data, and the implementing agency. Estimates may include potential capital costs for equipment, and infrastructure, plus changes in operations and maintenance costs. Benefits are described where possible. Those may include improvements in efficiency, reliability, mobility, energy consumption, air quality, and safety of freight operations.

Originally, the State agencies planned to develop quantified cost and savings for each of the proposed actions included in the Action Plan and then use that information to model how the Action Plan could influence the behavior of California's economy. This economic analysis would have been conducted by the State agencies and informed by stakeholder and industry input. The analysis would have also been linked to other economic modeling efforts in California, including the estimation of economic impacts of the ARB 2016 Mobile Source Strategy.¹

As the process has unfolded, the State agencies have been able to develop estimates of the costs and savings associated with only some of the implementation steps

¹ Given that these evaluations measure statewide economic impacts, they will not include an assessment of how costs and benefits are distributed amongst the different cargo owners, freight logistics providers, and owners of freight facilities. The potential impacts of these actions on employment, production, personal income and wages, as well as other indicators of economic health in California will be quantified. Consistent with the economic modeling process of regulatory programs, the economic evaluations in these planning programs will also address the potential impacts of the recommended actions on State fiscal costs and investments.

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included in this Draft. Without developing detailed costs and savings for all of the potential actions, the State agencies cannot apply an economic model to the Action Plan.

Should the proposed actions be included in the final Action Plan, the State agencies anticipate beginning development of the actions and associated implementation steps described for Board or Commission consideration (if applicable) through applicable processes within the next few years. The State agencies plan to continue developing these actions and implementation steps through separate public processes, retaining the discretion to add to, change, or commit to any of the actions and implementation steps. Subsequent implementation will be conditional on successful completion of applicable public processes, necessary financing approvals, and economic and environmental reviews.

The following section provides the additional detail for the implementation steps associated with Actions 3, 4, 6, 7 and 8.

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