

California's Freight Policy Recommendations For Consideration under MAP-21 and Reauthorization

MAP-21 Actions

Commenting on current MAP-21 freight provisions requiring immediate attention with pending Notice of Proposed Rulemaking (NPRM, i.e. the pending U.S. DOT designation of the Primary Freight Network and freight performance measures)

- We expect that the primary freight factors and data to be utilized for designation will not likely result in an extensive network for California, particularly with a constrained 27,000 mile Primary Freight Network under the provisions of MAP-21. California will be commenting on the freight factors used and other factors of national interest that should be included before the release of the final rule. We will ensure all stakeholders are afforded opportunity to comment.
- The California Freight Mobility Plan, in conjunction with the California Freight Advisory Committee, will identify performance measures that align with the plan's goals and objectives. These performance measures will be submitted to U.S. DOT for consideration during the Notice for Proposed Rulemaking regarding freight performance measures.
- California has a variety of corridors in very close proximity. These parallel options spread truck traffic across several highways and therefore, counted independently, might not accurately reflect the true traffic counts as compared to parts of the country where traffic is focused on one primary route. As such, we recommend the utilization of a corridor approach to analyze truck traffic as opposed to a single-route focus.

National Strategic Freight Plan

Input into the development of the National Freight Strategic Plan to help underscore and frame key issues of significance for California

- We strongly suggest early and continuing involvement in the National Freight Strategic Plan development with increased stakeholder outreach by U.S. DOT to better understand state and regional system and community dynamics. Until this time, opportunities for stakeholder input prior to key U.S. DOT decisions about the freight network have been limited. We strongly encourage U.S. DOT to take a collaborative approach with states and regions during each step of the process.
- Policy should address maintaining the existing infrastructure and upgrading to current standards. Set aside funding targeted at key gateways and corridors for these purposes.
- We recommend requiring integrated, statewide, multimodal, regional freight transportation planning be included within Metropolitan Transportation Plans and provide minimal guidelines consistent with state freight plan guidelines.
- Freight Plans should be the basis for strategic implementation of a national freight policy.
- A program should be created to address trucks routes and truck related services, keeping them out of residential areas, increasing truck parking opportunities in appropriate areas such as along the priority highway network, and providing truck services near freight facilities that eliminate the need for trucks to go through residential areas.
- The national freight policy needs to be developed in full consideration of implications of truck size and weight increases and whether that can be accomplished without compromising safety or negatively impacting infrastructure.

Next Reauthorization Bill

Additional freight policy suggestions for developing the next transportation reauthorization bill

- Establish a multi-modal National Freight Network that is renewed every five years
 - Expand the Primary Freight Network identified in MAP-21 beyond the currently designated 30,000 centerline highway miles, to include additional state and local connector routes to intermodal facilities such as seaports, land ports of entry, intermodal rail yards, and airports with substantial cargo volumes, and other key freight facilities. Also, the National Freight Network should include seaports, railroad facilities, airports, navigation channels connecting to seaports, dedicated truck lanes, logistics centers, border crossings, and other key facilities that meet national freight thresholds.
 - The National Freight Network should be expanded to include additional state highways and local roads with truck volumes that meet national thresholds.

- Balance the Highway Trust Fund and the Harbor Maintenance Trust Fund

- Restore the \$2 billion annual freight funding allocation removed from MAP-21.
 - Revenue generating activities should be enabled at safety rest/truck stops to generate funding to be reinvested in maintenance, operations, rehabilitation, environmental and community mitigations, and expansion of those facilities
 - An equitable share and return of Customs revenues generated by, and collected from, each Customs District should be allotted to each state for dedication to freight system preservation, maintenance, operations, safety, environmental and community mitigations, and security projects within that district.

- Establish Criteria to Enhance the Performance and Growth of the National Freight Network
 - The Freight Program should be substantial and targeted to key national priority freight corridors and the full set of multi-modal facilities associated with the corridor.
 - Priority should be given to those projects which will maintain and utilize existing infrastructure to sustain and grow the throughput, velocity, efficiency, and economy of freight movement. To do otherwise will punish those states which have taken the leadership to make critical investments on their own and with their private sector partners.
 - Priority should be given to those projects which are located in states which have already adopted rules, regulations, incentives, and operating agreements which will necessarily provide for higher levels of environmental benefits, particularly with respect to air quality and greenhouse gas emissions. To do otherwise will punish those states which have taken a leadership role in addressing environmental impacts from freight movement.
 - Priority should be given to zero-emission and near zero-emission transportation projects and projects that mitigate both regional and localized environmental impacts.
 - Ensure that community impact reductions should be eligible and ensured for uses of federal freight funding.
 - Preserve the Projects of National and Regional Significance program, which has been an important source of funding for freight movement infrastructure improvements.