



# freight

California Freight Mobility Plan 2014

# Overview

Final Input on Freight Policy Recommendations

Delivery Schedule and Public Outreach

Draft CFMP Section I: Context

Draft CFMP Section II: System Assets, Condition and Performance

Draft CFMP Section III: Policies and Strategies

Draft CFMP Modal, Regional, Trends Sections





# Policy Recommendations

Support California's status as U.S. international trade leader and enormous investments being made at all levels in the State to further improve the State's freight system.

Create a dedicated federal freight funding program while retaining freight's eligibility for other funds.

Address impacts to communities and environment as part of federal freight program.

Expand Primary Freight Network and make it multi-modal.



# Policy Recommendations

Recommendations to be signed by CalSTA Secretary Kelly for submittal to U.S. DOT and others

Introductory remarks on Pages 1 and 2

Federal Funding on Page 3 and 4

General Funding on Page 5 and 6

National Freight Network on Page 7 and 8

Community and Environmental Impacts on Page 9



# Delivery Schedule

**March 19 – April 3:** preliminary draft review by CFAC

**May 2:** administrative draft posted for CFAC review

**May 14:** CFAC meeting

**May 29:** administrative draft comments due

**June 16:** public review draft posted

**June 16 – July 31:** public comment period & workshops

**July 31:** public review draft comments due

**August 28:** final CFMP circulated for signatures

**December 31:** CFMP finalized by this date per AB14





# California Freight Mobility Plan

**Section 1:** Context – 9 chapters

**Section 2:** Existing System Condition, and Performance;  
4 chapters

**Section 3:** Policies, Strategies, and Implementation;  
4 chapters

**Fact Sheets:** 12 Seaports, 12 Airports, 8 Regions, and  
12 Caltrans Districts: all but regions  
posted

**Freight Trend Analysis:** 21 Trends : all posted



# Section I

Introduction – posted

Chapter 1 – Freight Policy – posted

Chapter 2 – Economic – pending

Chapter 3 – Trends, Needs & Issues – pending

Chapter 4 – Environment & Community – posted

Chapter 5 – Native American – being reviewed

Chapter 6 – Labor & Employment – posted



# Section I

Chapter 6 – Labor & Employment – posted

Chapter 7 – Safety & Security – pending

Chapter 8 – ITS and Technology – posted

Chapter 9 – Current Funding – posted



# Chapter 1-1: Policy

- MAP -21
- Passenger Rail Investment and Improvement Act PRIIA
- Federal Railroad Administration Guidance 2013
- America's Marine Highway Program
- Harbor Maintenance Trust Fund
- Tribal Consultation
- Assembly Bill 14 – freight plan
- Assembly Bill 528 – rail plan
- Assembly Bill 32 – global warming
- Senate Bill 375 – sustainable communities
- Senate Bill 391 – California Transportation Plan and interregional travel GHG reduction



# Chapter 1-1: Policy continued

- Goods Movement Action Plan
- Proposition 1B Trade Corridors Improvement Fund
- CARB Sustainable Freight Transport Initiative
- CARB Vision for Clean Air
- Carl Moyer Program
- California Hybrid, Efficient and Advanced Truck (CalHEAT) Research Center
- CEC Alternative and Renewable Fuels and Vehicle Technology Program
- State Tribal Consultation Policy
- Regional Transportation Plans



### 710 PROPOSALS

Management agencies studying the 710 Freeway extension... The following map shows proposed... The 710 Freeway extension... The 710 Freeway extension... The 710 Freeway extension...

Map 1: Shows a proposed route through downtown Los Angeles, connecting to the 10 Freeway and the Harbor Freeway.

Map 2: Shows a proposed route through the San Gabriel Valley, connecting to the 60 Freeway and the 210 Freeway.

Map 3: Shows a proposed route through the San Bernardino Valley, connecting to the 60 Freeway and the 78 Freeway.

## 710: Residents attend meetings

**710 Freeway extension**

The 710 Freeway extension... The 710 Freeway extension... The 710 Freeway extension...

**Five plans**

The 710 Freeway extension... The 710 Freeway extension... The 710 Freeway extension...

**Add your voice**

Residents are invited to attend public meetings... The 710 Freeway extension... The 710 Freeway extension...



## Chapter 1-4: Community and Environment

- Introductory Comments
- Community Health
  - Sensitive land use mapping pending
- Air Quality and Climate Change
- Maritime
- Trucking
- Air Cargo

Missing issues and sections needing more coverage?



# Chapter 1-6: Labor and Employment

- Labor Structure
- Freight Railroads
- Trucking
- Ocean Shipping
- Employment
- L.A., S.D & Inland Empire
- Central Valley
- Central Coast
- Bay Area
- Sacramento
- North State
- Workforce Development pending



# Chapter 1-8: ITS

Emerging future of freight industry

Gateway Cities leading example

Too much detail in chapter?

Add more information regarding specific areas or initiatives?

How to handle automation issues and relation to changes in labor demands and specialties?



# Chapter 1-9: Current Funding

Introductory discussion

No existing, on-going, broad funding program but several specialized programs of limited term

TCIF project type table

TCIF fund type table

TCIF maps

Closing discussion





## Section II

Chapter 2-1: Freight Transportation Assets – posted

Chapter 2-2: Condition and Performance – posted

Chapter 2-3: Freight Forecast – posted

Chapter 2-4: Strengths and Problems – pending



# Chapter 2-1: Assets

Introduction

MAP-21 and proposed freight networks

California portions of PFN

Maps of State Highway freight network

Maps of non-highway network

Seaports and maritime corridors



# Chapter 2-1: Assets continued

Airports

International Border Crossings

Intermodal connections – federal list

Native American Trust Land freight connectors

Pipeline network

Warehouse in SCAG region

Multi-state corridors: I-15, I-80, M-5



# Chapter 2-2: Condition & Performance

MAP-21 rule making pending

## Highway

Pavement condition

Bridge condition

Truck travel speed

Truck hours of delay

Bottlenecks and chokepoints

Reliability buffer index

Highway truck related fatalities and injuries







# Chapter 2-2: Continued

## Rail

Height allowances

Weight accommodation

Train speed

Bottlenecks and chokepoints

Grade crossing related fatalities and injuries

## Seaport

Navigation channel and berth depths

Bridge clearance

## Environment

Air quality and GHG



# Chapter 2-3: Freight Forecast

Use MAP-21 recommended methodology using FAF-3

Lots of pre-recession data and limited zones

FAF-4 pending with uncertain delivery schedule, possibly this time next year

State commodity flow model being finalize, will apply as appropriate but also relies on limited data availability



## Section III

Chapter 3-1: Decision Making Process – posted

Chapter 3-2: Strategic Goals – posted

Chapter 3-3: Improvement Strategy – discussion

Chapter 3-4: Implementation Plan – pending



# Chapter 3-1: Strategic Goals

Economic Competitiveness

Congestion Relief

Safety and Security

Infrastructure Preservation

Innovative Technology and Practice

Environmental Stewardship





# Chapter 3-2: Decision Making

CFAC meetings and information distribution

Interagency state and federal cooperation  
(ubiquitous)

Regional agencies, RTP process, existing multi-agency committees and councils

Tribal Governments, NAAC, listening sessions (4),  
and consultation

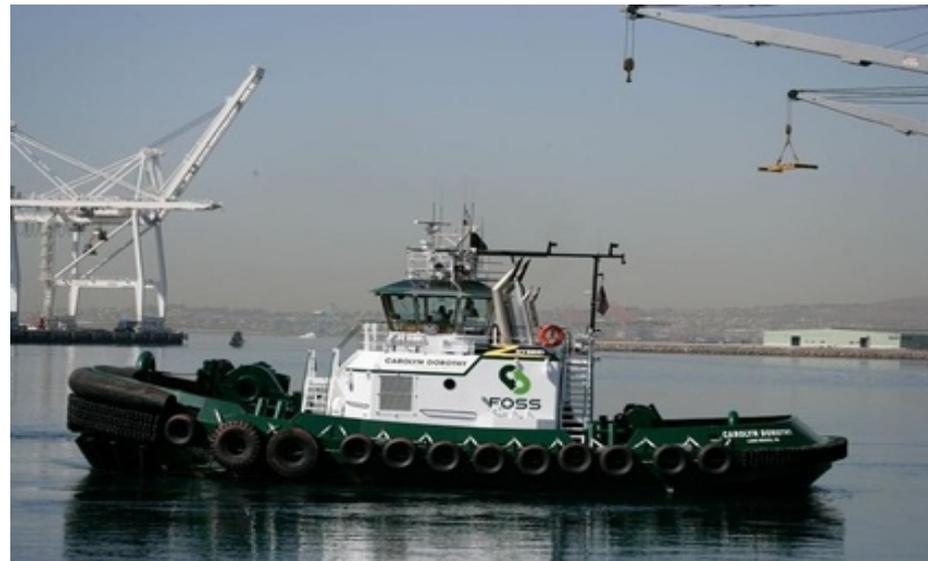
Public Participation and pending workshops (6)

Community Focus Groups (4)

# Alameda Corridor











# Chapter 3-3: Improvement Strategy

Tier freight system to prioritize where limited resources should be applied

Align freight projects with Strategic Goals they address

Prioritize Projects by readiness, location on tiered network, goals that are addressed, scale of improvements or degree to which specific problem(s) is(are) addressed, cost/benefit assessment

Specific funding program criteria

# Draft US DOT Primary Freight Network (PFN)



**Legend**

- US DOT - PFN 27K
- US DOT - PFN 41K
- State Highways
- County Boundaries

California Department of Transportation  
 Division of Transportation Planning  
 Office of System and Freight Planning  
 January 2014

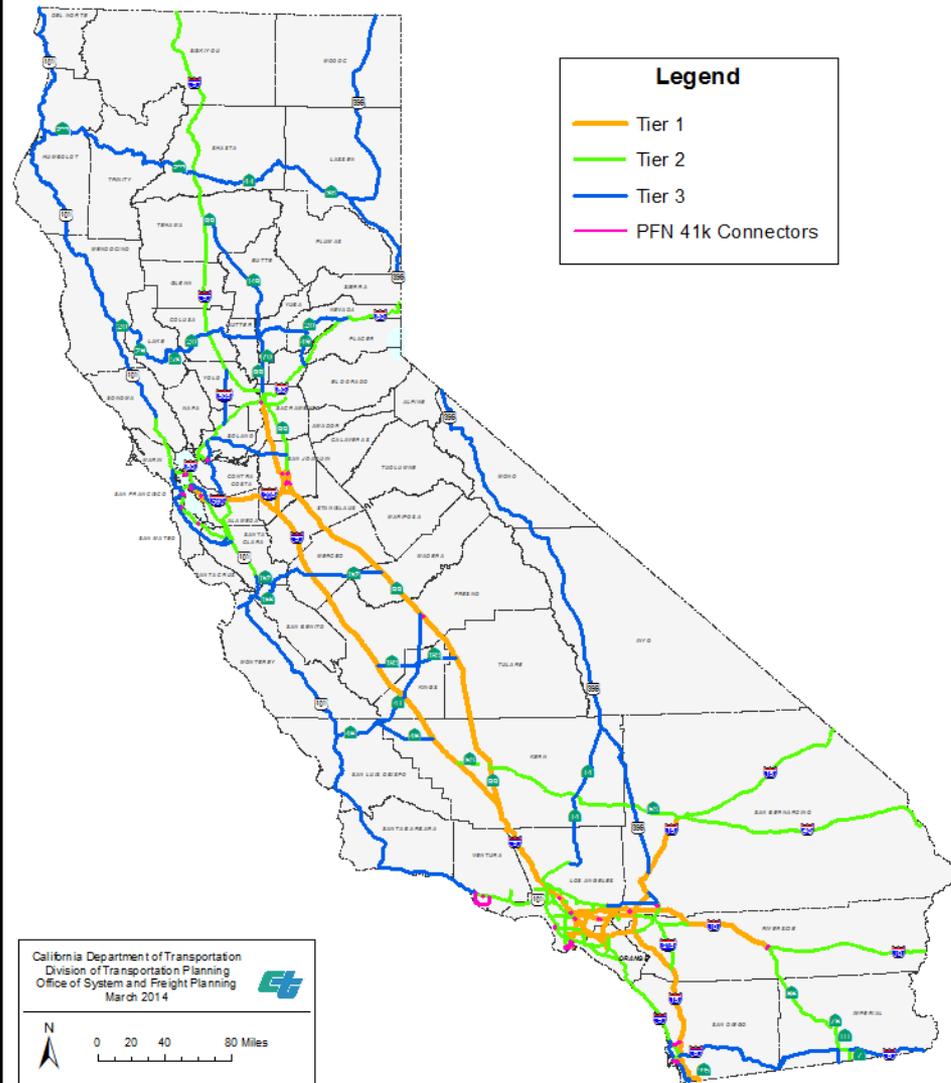


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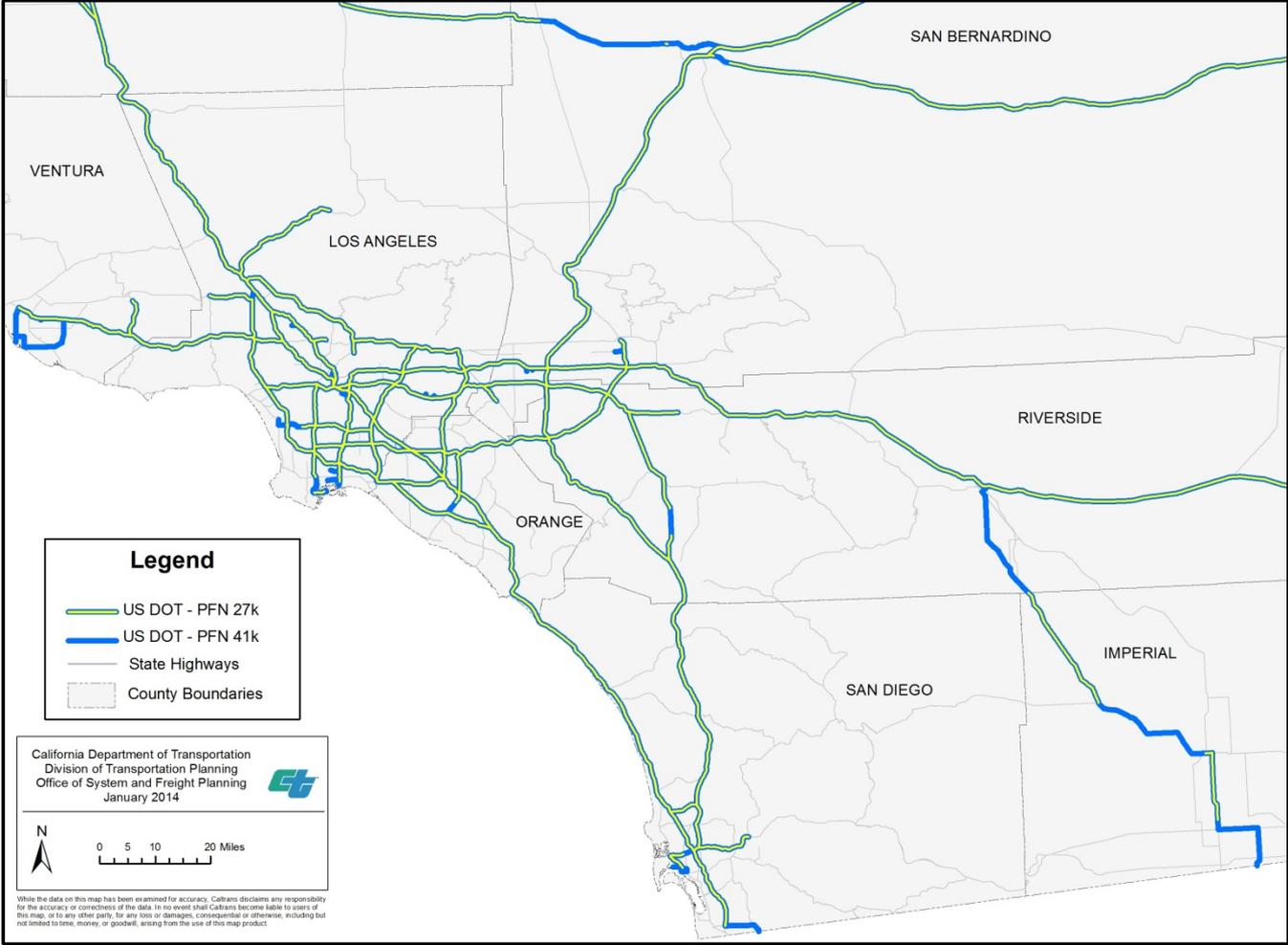
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## Proposed Tier Priorities for the Highway Component of the State Freight Network

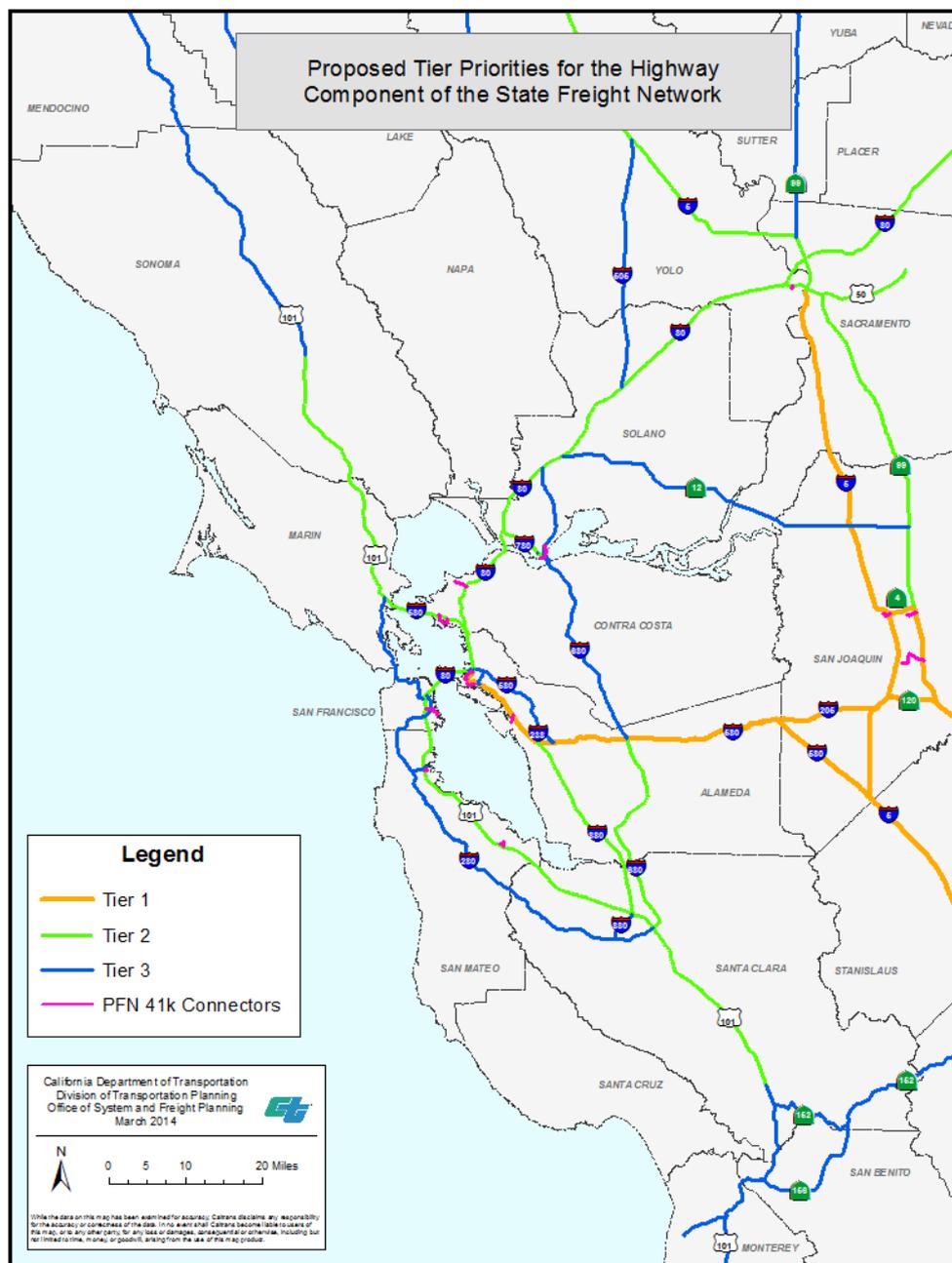


# Draft US DOT Primary Freight Network (PFN) Southern California





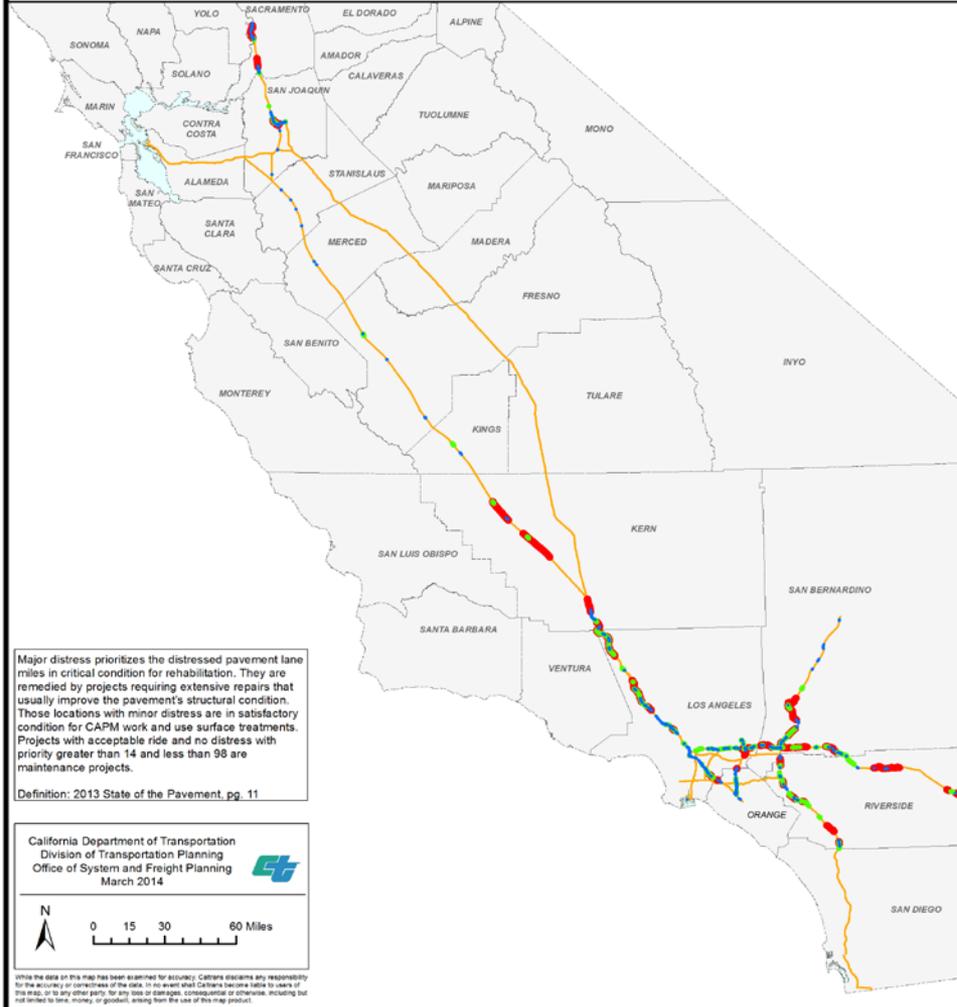
# Proposed Tier Priorities for the Highway Component of the State Freight Network



## Proposed Tier 1 Priorities for the Highway Component of the State Freight Network 2011 Pavement Condition Survey

### Legend

- Tier 1
- Major Pavement Distress - 234 Lane Miles
- Minor Pavement Distress - 157 Lane Miles
- Bad Ride Only - 138 Lane Miles



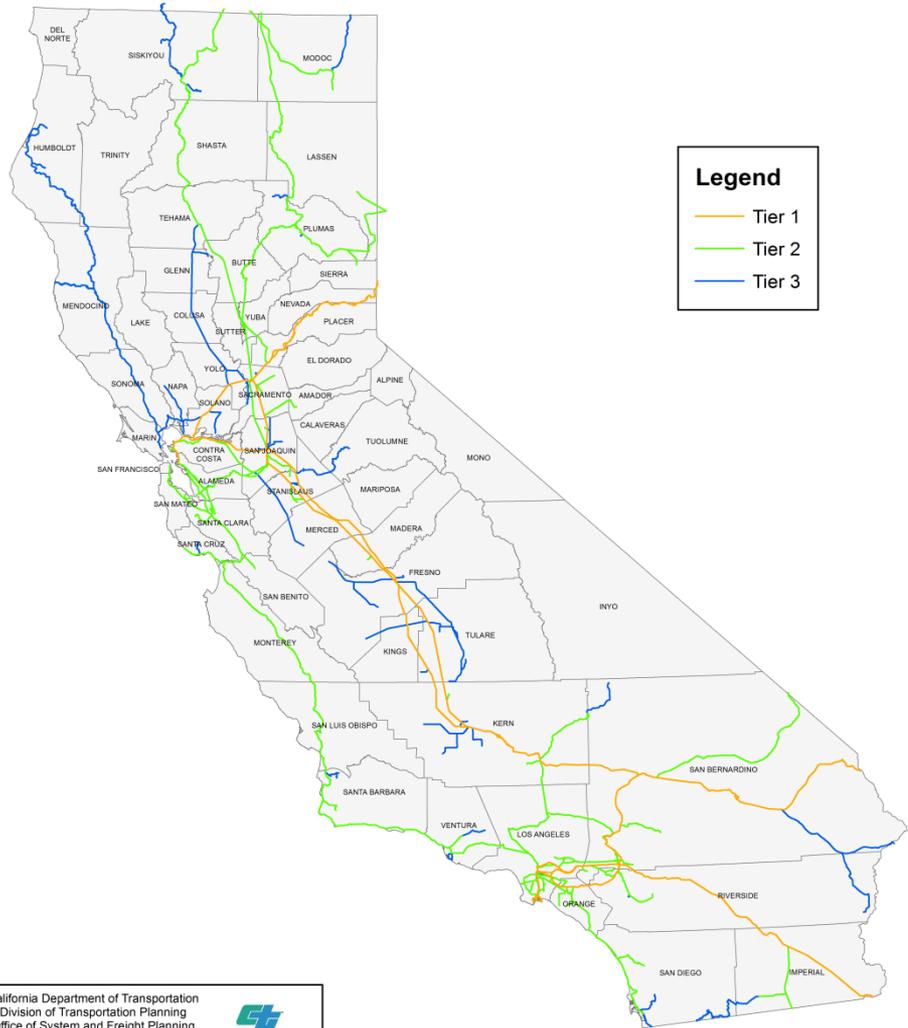
Major distress prioritizes the distressed pavement lane miles in critical condition for rehabilitation. They are remedied by projects requiring extensive repairs that usually improve the pavement's structural condition. Those locations with minor distress are in satisfactory condition for CAPM work and use surface treatments. Projects with acceptable ride and no distress with priority greater than 14 and less than 98 are maintenance projects.

Definition: 2013 State of the Pavement, pg. 11

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# Proposed Tier Priorities for the Rail Component of the State Freight Network



**Legend**

- Tier 1
- Tier 2
- Tier 3

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 March 2014

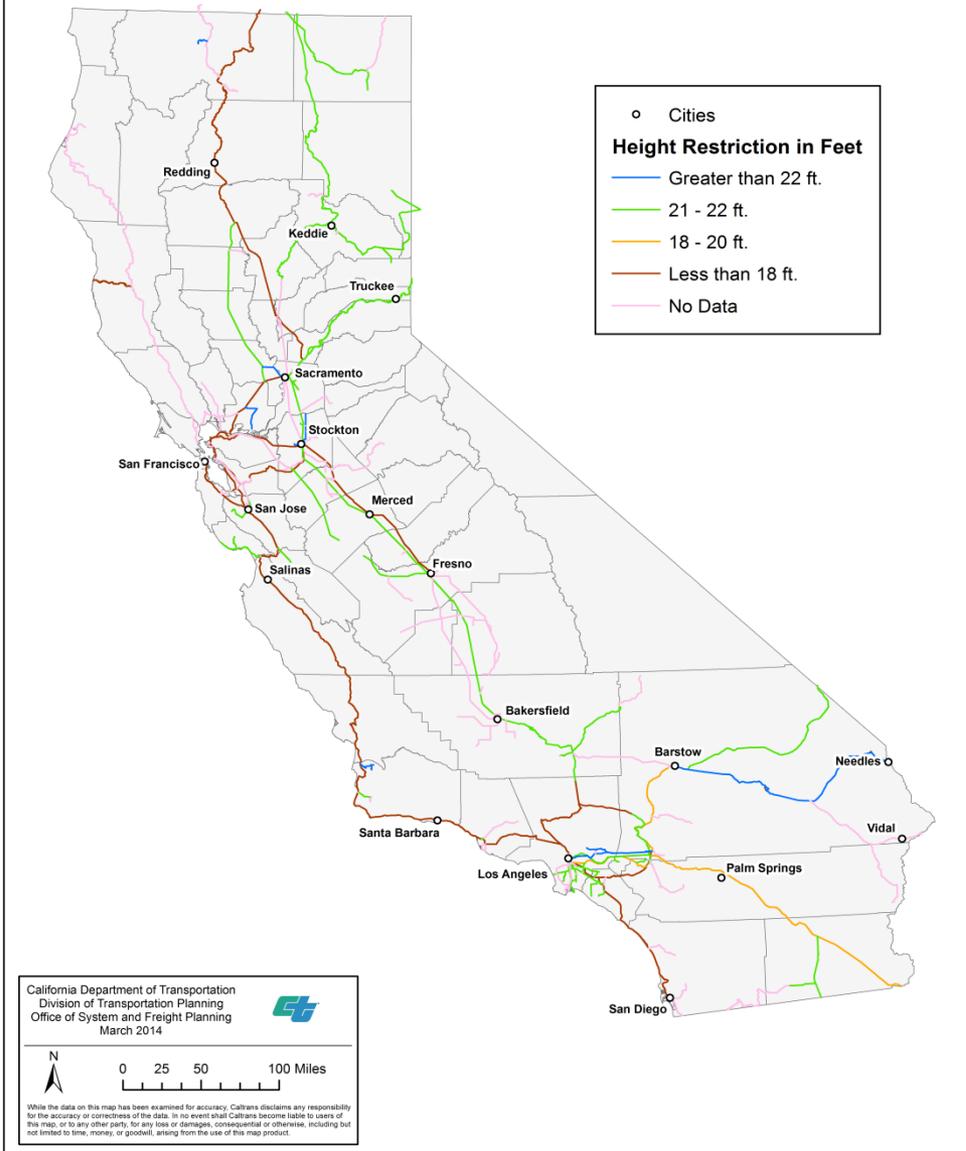


N  
 0 25 50 100 Miles

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# Vertical Clearance Restrictions





# Chapter 3-4: Implementation Plan

Many pending legislative, policy, tools, and funding issues and opportunities that will directly affect California's freight industry

Implementation plan needs to be flexible to respond to opportunities and also clear about priorities for investment when funding is available.

Amend plan as needed. Don't wait 5 years.

# Chapter 3-4: Implementation Plan





# Please Visit

<http://dot.ca.gov/hq/tpp/offices/ogm/cfmp.html>

## Email Comments To

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