
CHAPTER 1.4

GUIDING POLICIES, PARTNERSHIPS, AND OUTREACH

GUIDING LAWS AND POLICIES

On July 6, 2012, MAP-21 was signed into law, providing over \$105 billion for surface transportation programs over federal fiscal years 2013 and 2014. MAP-21 included detailed provisions to improve the condition and performance of the national freight network and to support investment in freight-related projects.⁹ Implementation of MAP-21 marked the first time in history the federal government provided standards and guidance for state freight transportation planning. Although freight has long held a position of prominence in transportation planning, there has never been a national freight plan, and state and regional agencies lacked guidelines for a common format. In the absence of federal guidance, some states developed plans on their own, such as California's Goods Movement Action Plan (GMAP) released in 2005 (Phase I) and 2007 (Phase II). Several agencies in California also developed regional freight plans. These independently developed plans are excellent as far as they go. Each has resulted, or will result, in the implementation of a coordinated set of freight projects. But with global trade continuing to expand, and locations of resource extraction, manufacturing, and consumption shifting continuously, a robust, coordinated, national freight plan is a necessity.

MAP-21 recommended that the US Department of Transportation encourage each state to develop a state freight plan and form a state freight advisory committee to assist in its development. Pursuant to these recommendations, US DOT released *Interim Guidance on State Freight Plans and State Freight Advisory Committees*,¹⁰ and the California Assembly enacted AB 14 (Lowenthal, 2013), which mandated creation of the freight plan recommended in accordance with MAP-21 and expanded the recommended advisory committee membership to include specific State agencies and categories of freight stakeholders. AB 14 also required CalSTA to develop the Plan by December 31, 2014 and update it every five years thereafter.¹¹

The guidelines and requirements of MAP-21, AB 14, and other State and federal laws, were used as the foundation of the CFMP. The Plan was developed through a highly collaborative process that incorporated feedback from many freight stakeholders, including those represented on the CFAC, and community and environmental justice organizations. That process, described in detail in this chapter, resulted in the vision, goals and objectives outlined in Chapter 1.1, a reflection of the state’s unique priorities and position in the national and global economies.

CONTENTS OF THE CALIFORNIA FREIGHT MOBILITY PLAN

US DOT’s Interim Guidance includes the following recommended elements of a state freight plan:

- Strategic Goals
- The Economic Context of Freight Transportation Planning
- Freight Policies, Strategies, and Institutions
- State Freight Transportation Assets
- The Conditions and Performance of the State's Freight Transportation System
- Freight Forecast
- Overview of Trends, Needs, and Issues
- Strengths and Problems of the State's Freight Transportation System
- The State's Decision-Making Process
- The State's Freight Improvement Strategy
- Implementation Plan

On the next page, Table 4 shows how the chapters of the CFMP align with the content recommended by the Interim Guidance.

Table 4. State Freight Plan Required Elements

U.S. Department of Transportation Guidance on Contents of State Freight Plans		California Freight Mobility Plan
Section 1118 of MAP–21 requires that State Freight Plans developed pursuant to Section 1118 include, at a minimum, the following elements:		These elements have been included in the following chapters of the CFMP:
1	An identification of significant freight system trends, needs, and issues with respect to the state	Chapter 1-2: Strengths and Needs Chapter 3-1: Native American Freight Connections Chapter 3-2: Economic Context of Freight Chapter 3-3: Labor and Workforce Development Chapter 3-4: Community and Environmental Context Chapter 3-5: Safety, Security, and Resiliency Chapter 3-6: ITS and Technology Chapter 3-7: California-Mexico Border Factsheet and Trend Sheet Appendices (Freight/Rail, Airports, Trucking, Seaports, Regions, and District Freight Planning)
2	A description of the freight policies, strategies, and performance measures that will guide the freight-related transportation investment decisions of the state	Chapter 1-1: Vision and Implementation Chapter 1-4: Guiding Policies, Partnerships, & Outreach Chapter 2-2: Freight System Condition and Performance
3	A description of how the plan will improve the ability of the state to meet the national freight goals established under section 167 of title 23, United States Code	Chapter 1-1: Vision and Implementation Chapter 1-4: Guiding Policies, Partnerships, & Outreach
4	Evidence of consideration of innovative technologies and operational strategies, including intelligent transportation systems, that improve the safety and efficiency of freight movement	Chapter 1-1: Vision and Implementation Chapter 1-4: Guiding Policies, Partnerships, & Outreach Chapter 3-6: ITS and Technology
5	In the case of routes on which travel by heavy vehicles (including mining, agricultural, energy cargo or equipment, and timber vehicles) is projected to substantially deteriorate the condition of roadways, a description of improvements that may be required to reduce or impede the deterioration	Chapter 1-2: Strengths and Needs Chapter 2-2: Freight System Condition & Performance
6	An inventory of facilities with freight mobility issues, such as truck bottlenecks, within the state, and a description of the strategies the State is employing to address those freight mobility issues	Chapter 1-1: Vision and Implementation Chapter 2-1: Freight System Assets Chapter 2-2: Freight System Condition & Performance

Table 5. State Freight Plan Recommended Elements

The Department is suggesting the following structure as a recommended model for states to follow.		These additional elements have been included in the following chapters of the CFMP:
1	Strategic Goals	Chapter 1-1: Vision and Implementation Chapter 1-4: Guiding Policies, Partnerships, and Outreach
2	The Economic Context of Freight Transportation Planning	Chapter 3-2: Economic Context of Freight Chapter 3-3: Labor and Workforce Development
3	Freight Policies, Strategies, and Institutions	Chapter 1-1: Vision and Implementation Chapter 1-3: Current Funding Programs Chapter 1-4: Guiding Policies, Partnerships, and Outreach
4	State Freight Transportation Assets	Chapter 2-1: Freight System Assets
5	The Conditions and Performance of the State’s Freight Transportation System	Chapter 1-2: Strengths and Needs Chapter 2-2: Freight System Condition and Performance
6	Freight Forecast	Chapter 2-3: Freight Forecast
7	Overview of Trends, Needs, and Issues	Chapter 1-2: Strengths and Needs Chapter 3-1: Native American Freight Connections Chapter 3-2: Economic Context of Freight Chapter 3-3: Labor and Workforce Development Chapter 3-4: Community and Environmental Context Chapter 3-5: Safety, Security, and Resiliency Chapter 3-6: ITS and Technology Chapter 3-7: California-Mexico Border Factsheet and Trend Sheet Appendices (Freight/Rail, Airports, Trucking, Seaports, Regions, and District Freight Planning)
8	Strengths and Problems of the State’s Freight Transportation System	Chapter 1-2: Strengths and Needs
9	The State’s Decision-Making Process	Chapter 1-1: Vision and Implementation Chapter 1-2: Strengths and Needs Chapter 1-3: Current Funding Programs Chapter 1-4: Guiding Policies, Partnerships, and Outreach
10	The State’s Freight Improvement Strategy	Chapter 1-1: Vision and Implementation
11	Implementation Plan	Chapter 1-1: Vision and Implementation

The goals of the National Freight Policy established in 23 United States Code (U.S.C.) 167 are summarized below:

- Improving the contribution of the freight transportation system to economic efficiency, productivity, and competitiveness;
- Reducing congestion on the freight transportation system;
- Improving the safety, security, and resilience of the freight transportation system;
- Improving the state of good repair of the freight transportation system;
- Using advanced technology, performance management, innovation, competition, and accountability in operating and maintaining the freight transportation system; and
- Reducing adverse environmental and community impacts of the freight transportation system.

Similarly, California's goals for its multimodal freight network reflect the importance of economic competitiveness, congestion relief, safety and security, the preservation of freight infrastructure, innovative technology, and addressing environmental and community impacts.

STAKEHOLDER COLLABORATION AND PUBLIC OUTREACH

California's freight system involves a complex network of infrastructure connecting all regions of the State and a very diverse set of public advocacy groups and stakeholders, from those in freight, logistics, and warehousing, to farmers exporting their crops and residents of communities adjacent to freight facilities. All struggle to represent their interests in a complicated planning and funding process that spans multiple State agencies, and government at the local and regional levels.

The CFMP aims to serve all of their needs by coordinating across agencies and including comprehensive representation across diverse sets of stakeholders. By including all interested segments, the CFMP complies with national and State requirements and also promises a smoother, more functional implementation for greater success in addressing California's freight issues and guiding future investments.

CALIFORNIA FREIGHT ADVISORY COMMITTEE (CFAC)

In response to Section 1117 of MAP-21 directing the US Secretary of Transportation to encourage each state to establish a state freight advisory committee, Caltrans collaborated with CalSTA to establish the CFAC in April of 2013. Consistent with MAP-21 guidance, the CFAC consists of "a representative cross-section of public and private sector freight stakeholders, including representatives of ports, shippers, carriers, freight-related associations, the freight

industry workforce, and the transportation departments of the State and local governments”. A list of the CFAC’s member organizations can be found below.¹²

AB 14 reinforces MAP-21’s recommendation by making formation of the committee a requirement. Additionally, AB 14 expands the CFAC membership to include “the California Transportation Commission, the Department of Transportation, the Public Utilities Commission, the State Lands Commission, the State Air Resources Board, regional and local governments, and environmental, safety, and community organizations.” Caltrans, by delegation from CalSTA, has been tasked by CalSTA’s Secretary to develop the CFMP and to coordinate the CFAC in consultation with them.

FIGURE 12. CALIFORNIA FREIGHT ADVISORY COMMITTEE MEETING, LONG BEACH, CA – JUNE 2013



Source: Port of Long Beach

FIGURE 13. CALIFORNIA FREIGHT ADVISORY COMMITTEE (CFAC) MEMBER ORGANIZATIONS

Alameda County Transportation Commission	International Brotherhood of Teamsters, Joint Council No. 42
Automobile Club of Southern California	International Longshore and Warehouse Union
Assembly Representatives (2)	Los Angeles County Metropolitan Transportation Authority
Association of Monterey Bay Area Governments	Los Angeles World Airports
Bay Area Air Quality Management District	Metropolitan Transportation Commission
BNSF Railway	Mobility-21
California Air Resources Board	National Association of Industrial Office Properties SoCal Chapter
California Airports Council	Native American Advisory Committee
California Association of Port Authorities	Natural Resources Defense Council
California Chamber of Commerce	Pacific Merchant Shipping Association
California Department of Housing and Community Development	Port of Long Beach
California Department of Public Health	Port of Los Angeles
California Energy Commission	Port of Oakland
California Farm Bureau Federation	Rural Counties Task Force
California Highway Patrol	Sacramento Area Council of Governments
California Marine and Intermodal Transportation System Advisory Council (CALMITSAC)	San Bernardino Associated Governments
California Natural Resources Agency	San Diego Association of Governments
California Public Utilities Commission	San Francisco International Airport
California Retailers Association	San Joaquin Valley Air Pollution Control District
California Short Line Railroad Association	San Joaquin Valley Regional Planning Agencies
California State Lands Commission	Senate Representative
California Transportation Commission	Shasta County Regional Transportation Agency
California Trucking Association	Sierra Club California
Center for Community Action and Environmental Justice	Silicon Valley Leadership Group
Coalition for Clean Air	South Coast Air Quality Management District
Communities for a Better Environment	Southern California Association of Governments
Devine Intermodal	Transpo Group
FedEx Corporation	Union Pacific Railroad
Governor's Office of Business and Economic Development (GO-Biz)	United Parcel Service
Greenlining Institute	United States Customs and Border Protection
	US Department of Transportation - Federal Highway Administration

The CFAC meets at least four times a year at venues throughout the state to assist in developing the CFMP, facilitate discussion of freight-related topics, assist in coordinating regional freight priorities, and advise the State on freight-related priorities, issues, projects, and funding needs. The CFAC is comprised of 62 freight stakeholder representatives and is chaired by Caltrans. While the Committee's organizational structure does not identify formal subcommittees, CFAC meetings often include breakout group sessions during which members form smaller groups to engage in focused discussions on specific topics. This dynamic approach best utilizes the expertise of those serving on the CFAC.

FIGURE 14. CFAC COMMITTEE MEMBERS PARTICIPATING IN A TOUR OF THE PORT OF STOCKTON'S M-580 BARGE OPERATIONS IN 2013.



Source: Caltrans

The CFAC has supported California in a number of freight-related activities since the committee was established. Specifically, the CFAC participated in the development of the State's official response to US DOT regarding the federally proposed Primary Freight Network (PFN). CFAC comments were integrated into a comment letter (included as Appendix G-4) submitted by the Secretary of CalSTA to the Secretary of US DOT. In a similar effort, Caltrans is collaborating with the CFAC to compose a freight policy recommendation letter for submittal to US DOT in preparation for the reauthorization of MAP-21.

The CFAC is subject to the Bagley-Keene Open Meeting Act¹³ set forth in Government Code Sections 11120-11132, which covers all state boards and commissions. Generally, it requires these bodies to publicly post notice of meetings, make agendas available ten days prior to meetings, accept public testimony, and conduct meetings in public unless specifically authorized by the Act to meet in closed session.

CFAC meetings are open to the public and are publicly announced on the CFAC's website. An agenda and corresponding meeting materials are made publicly available at least ten days prior to each meeting. Each CFAC agenda item includes a public comment period. Presentations, summary notes and audio or video recordings of the meeting are posted on the website following each meeting. All electronic meetings (e.g., webinars) are made publically available as well.

NATIVE AMERICAN NATIONAL/TRIBAL CONSULTATION

A full 20 percent of the federally recognized Native American tribes in the US are located in California. The state is home to 110 federally recognized tribes and many unrecognized tribes. They are diverse in language and culture and have survived centuries of colonialism and disenfranchisement.

In compliance with numerous Presidential Memoranda, US DOT Executive Orders, State Executive Orders, State and Federal laws and policies, and Caltrans Director's Policy (DP-19, 8/29/01) which specifically requires Caltrans to engage with tribal governments prior to making decisions, taking actions, or implementing programs that may impact tribal communities, Caltrans engages with tribal governments as early as possible in planning processes.

US DOT Executive Order DOT 5301.1 defines tribal consultation as *"Meaningful and timely discussion in an understandable language with tribal governments during the development of regulations, policies, programs, plans or matters that significantly or uniquely affect federally recognized American Indian and Alaska Native Tribes and their governments."*

The Secretary of the Interior's Standards and Guidelines offers the following definition for consultation:

"Consultation" means the process of seeking, discussing, and considering the views of Native American Tribes, and, where feasible, seeking agreement with them on how historic properties should be identified, considered, and managed.

"Consultation" also means the direct and interactive (i.e., collaborative) involvement of Native American tribes in the development of regulatory policies on matters with tribal implications. Consultation is the active, affirmative process of (1) identifying and seeking input from appropriate Native American governing bodies, community groups and individuals; and (2) considering their interest as a necessary and integral part of agency's transportation decision-

making process. This definition adds to any statutorily mandated notification procedures. The goal of notification is to provide an opportunity for comment; however, with consultation procedures, the burden is on the federal agency to show that it has made a “good faith effort to elicit feedback.”

Federal legislation also requires state departments of transportation to coordinate, cooperate, and consult with tribal governments in statewide and metropolitan transportation planning processes. This is in addition to addressing environmental, cultural, historic, natural, and human resource issues during the implementation of transportation programs and construction projects impacting native nation/tribal reservations and aboriginal lands within the State boundaries.

To maintain improved relationships with tribal governments, Governor Jerry Brown issued Executive Order B-10-11 (September 2011) requiring that “every state department and agency” consult with Native American Tribes before taking action that would impact them. This Executive Order also recognizes the sovereign status of tribal governments and their jurisdiction over lands within reservation boundaries as defined by federal law [18 U.S.C. §1151]. In recognition of tribal sovereignty, California respects the existence of each Tribe’s government, values, culture, codes, and laws. As such, the Agency works to address issues in a mutually respectful manner.

FIGURE 15. CFMP NATIVE AMERICAN LISTENING SESSION LOCATIONS



Caltrans has engaged California’s tribal governments throughout the development of the CFMP in the following ways:

- **Native American Advisory Committee (NAAC) Meetings:** The NAAC was established in 1996 to ensure that Native American communities have the opportunity to regularly participate in Caltrans’ planning, development and implementation of transportation projects and services. Caltrans’ Office of Freight Planning (formerly, Office of System, Freight and Rail Planning) has regularly attended NAAC Meetings in 2013 and 2014 to report on the status of the CFMP and to gather input from NAAC members to inform the development of the freight plan.¹⁴
- **CFAC Representatives:** As previously discussed, CFAC members include a variety of freight stakeholders from throughout the state. Two members of the NAAC also serve on the CFAC to provide a broad representative view of the Native American community throughout the development of the CFMP.
- **Consultation:** Letters were sent by Caltrans District Directors to each of California’s federally recognized tribal governments inviting tribal Chairs in their respective districts to engage in government-to-government consultations regarding the draft CFMP and other State plans.
- **Listening Sessions:** Caltrans convened four regional tribal Listening Sessions from July to December 2013. In addition to discussing the CFMP, the listening sessions also included discussion on other long-range planning documents being prepared by Caltrans, including the California Transportation Plan (CTP) 2040, the Interregional Transportation Strategic Plan, and the Strategic Highway Safety Plan. Three of the listening sessions were hosted by tribal governments at their facilities; one was hosted by the NAAC.¹⁵

Figure 16. CFMP Focus Group Locations



CFMP Focus Groups

During June of 2013, Caltrans hired VRPA Technologies Inc. to hold a series of four focus group sessions with environmental justice and community organizations around the state as part of its planning process prior to developing the California Freight Mobility Plan. The goals of focus group sessions were to:

- Improve and increase Caltrans' understanding of freight transportation community concerns, issues, and impacts from freight transportation;
- Improve relationships with community groups through continued involvement throughout the CFMP development process; and
- Supply a list of freight transportation impacts on communities during development of the CFMP.

Feedback gathered during the focus groups was summarized into a report, included as Appendix G-2. Highlights of the summary include:

- Respondents agreed that negative effects of freight include health impacts, noise, air quality, traffic, vibration, pavement damage, and a disproportionate impact on certain populations.
- Respondents also agreed that positive effects are job creation and employment.
- Respondents believe that the most unmet needs include efficiency, safety, green technology, collaboration with the public, disproportionately impacted communities, and rail improvements.
- Respondents suggested green technology to reduce impacts and address sustainability goals, innovative funding, more rail systems, double-tracking the existing lines, and use of rail over trucks for hauling.

CFMP PUBLIC WORKSHOPS

To inform and receive input from the public on the draft CFMP, Caltrans held eight public workshops between June 16 and July 31, 2014. Workshop locations included: Redding, Sacramento, Oakland, Marina (Monterey Area), Fresno, Los Angeles, San Bernardino, and San Diego.

FIGURE 17. CFMP PUBLIC WORKSHOP LOCATIONS



Each public workshop was locally announced via a public notice process prior to the event, had a Spanish-English interpreter present, and was held at a venue compliant with the Americans with Disabilities Act (ADA) that offered available parking and transit access. Each workshop featured a repeating introductory presentation, tables staffed with knowledgeable Caltrans Freight employees to answer questions, and a booth where public comments were collected.

Public input compiled throughout the public workshops was compiled and incorporated into the CFMP where applicable. Information materials used at the workshops are included as Appendix G-3.¹⁶

NEXT STEPS

Chapter 1.2, *Strengths and Needs* identifies significant freight system strengths and needs that apply to the transportation of freight throughout the State. The goals and objectives contained in this chapter will help to guide policy and investment decision making to address these needs and issues at many levels. As discussed in Chapter 1-1, Vision and Implementation, the CFMP will also function as a platform providing a foundation that will influence the further development of the State's freight policies and for determining necessary follow-up actions designed to improve the freight transportation system and recommend appropriate roles for Caltrans and other public and private stakeholders.

Work has already begun or will commence shortly on several other freight-related transportation planning efforts described below. Future work will focus on further developing

strategies, criteria, and performance measures as part of a more coordinated approach to freight planning activities at the State, regional, and local levels.

CALIFORNIA TRANSPORTATION PLAN

In 2006, California completed the California Transportation Plan 2025 (CTP 2025), a long-range transportation policy plan that explored the social, economic, and technological trends and demographic changes anticipated over a 20 year planning horizon and their potential influence on travel behavior. The vision of this plan was one of a fully integrated, multimodal, sustainable transportation system that supports the three outcomes that define quality of life — prosperous economy, quality environment, and social equity (3Es). An addendum to CTP 2025 was completed in 2007, extending the horizon of the plan to 2030 and updating the State’s long-range transportation plan to comply with the Safe, Accountable, Flexible, Efficient, Transportation Equity Act – A Legacy for Users (SAFETEA-LU).

California Senate Bill (SB) 391 (Nunez), enacted in 2009, requires Caltrans to update its State transportation plan by December 31, 2015 and every five years thereafter. The bill also requires that the plan address how the State will meet the transportation infrastructure and mobility needs of California, attain air pollution standards required by federal and State law, and achieve Greenhouse Gas (GHG) emissions reductions needed from the entire transportation sector, including freight, interregional travel, and rural areas outside the MPOs required to develop a Sustainable Community Strategy under SB 375.

FIGURE 18. CALIFORNIA TRANSPORTATION PLAN



The CTP 2040 will utilize mode-specific information from Caltrans’ five modal plans, including the CFMP and the California State Rail Plan.

The CTP 2040 was initiated with the development of the California Interregional Blueprint (CIB) in early 2010 in response to SB 391. The CIB is a state-level transportation blueprint that articulates the State's vision for an integrated multimodal transportation system that complements regional transportation plans and land use visions. The CIB provides the foundation for the CTP 2040, which will conclude with plan approval by the Secretary of CalSTA in December 2015.

The CTP 2040 will utilize mode specific information and priorities contained in Caltrans' five modal plans (as shown in Figure 18), including the CFMP and the California State Rail Plan, to develop a comprehensive, long-range transportation policy document that will shape how the State will meet the transportation infrastructure and mobility needs of California while attaining air pollution standards and GHG reduction required by federal and State law.¹⁷

CALIFORNIA STATE RAIL PLAN

In 2008, the Passenger Rail Investment and Improvement Act of 2008 (PRIIA) was enacted. The federal law seeks to strengthen the national rail network by developing a long-term national vision of the rail system. PRIIA underscores the benefits of integrating rail planning into the statewide transportation planning process. The law requires that states develop state rail plans no less frequently than every five years to be eligible for federal funding for high-speed rail (HSR) and intercity passenger rail programs and projects. The law also encourages states to develop strategies and policies for enhanced passenger and freight rail services that benefit the public. The 2013 California State Rail Plan (CSRP), finalized in October 2013, makes the State compliant with 49 US Code Section 22102 concerning state rail plans and state rail administration.

The 2017 CSRP, which is in its first stages of development at the time of CFMP publication, will incorporate information and priorities contained in the CFMP, as they pertain to freight rail.¹⁸

AB 528 (Lowenthal, 2013) requires Caltrans to prepare a 10-year State Rail Plan every 5 years, consisting of both passenger and freight rail elements, and sets forth various items that are required to be included in each element.¹⁹

The CSRP establishes a statewide vision and objectives, sets priorities, and develops implementation strategies to enhance passenger and freight rail service in the public interest. The CSRP uses 2020 as the five-year horizon, 2025 as the 10-year horizon, and 2040 as the 25-year horizon. This 2040 horizon coincides with the analysis horizon of the California Transportation Plan (CTP), the CFMP, and many of California's Regional Transportation Plans. The CSRP provides a comprehensive list of long-range investment needs for California's passenger and freight infrastructure. It supports the State's goal of developing an integrated, multimodal transportation network. Finally, the CSRP will guide federal and State rail

investments that will improve the movement of people and goods while enhancing economic growth and quality of life. The freight rail content provided in the 2013 CSRP has been used to inform the freight rail content in the CFMP, so the two State plans, along with the CTP, are consistent.²⁰

AIR RESOURCES BOARD'S FREIGHT PLANNING EFFORTS

In June 2012, a public review draft of Air Resources Board's (ARB) Vision for Clean Air: A Framework for Air Quality and Climate Planning was released by ARB, the South Coast Air Quality Management District, and the San Joaquin Valley Air Pollution Control District. This joint agency effort took a coordinated look at strategies, with a focus on mobile sources and associated energy production, needed to meet California's multiple air quality and climate goals well into the future.

The Vision for Clean Air is a qualitative demonstration of the needed technology and energy transformation needed to meet California's multiple air quality and climate goals, with a focus on mobile sources and associated energy production. For many of the sectors discussed within the Vision for Clean Air, including freight, zero- and near-zero-emission technologies are in early pre-commercial pilot demonstration stages and may be further developed in coming years. Vision for Clean Air uses modeling to evaluate various scenarios for the coordinated development and accelerated deployment of the types of technologies expected to be needed in each of the sectors to meet federal clean air standards. The scenarios are not yet refined, further, the development of actions and timeframes needed to meet California's goals are outside the scope of the Vision.²¹

The ARB is currently developing a Sustainable Freight Transport Initiative (Initiative) which is a broad, multi-decade effort to develop, fund, and implement the changes necessary to achieve a sustainable freight system that meets air quality and GHG goals. CalSTA and Caltrans are working with ARB on developing the Initiative and, to the greatest extent possible, aligning the CFMP with the Initiative so that the State has consistency between its plans and the resulting implementation programs and projects. This effort builds upon ARB air quality planning and modeling work that has shown the growing proportional contribution of emissions from freight-related sources and the need to transition to zero- and near-zero-emission technologies over the next several decades. The Initiative will be informed by an ongoing, transparent public process that engages freight stakeholders. It will be built upon and coordinated with discussions already taking place with the CFAC.

The 2014 Sustainable Freight Strategy (Strategy) is a concentrated effort to produce a document that describes ARB's vision and options for a clean freight system. ARB worked with stakeholders on the Strategy throughout 2014 and will continue to do so in 2015. The strategy will identify both regulatory and voluntary levers to accomplish a zero/near-zero emission

freight system and include near-term actions for 2015 to further reduce the health risk in communities near freight hubs. Similar to the CFMP, ARB’s Strategy also recognizes the value of keeping California’s ports and logistics industry competitive; improving mobility to support the delivery of products locally and to other states and countries; creating jobs in California and training local workers to support the new transport system; and increasing energy security.

ARB’s Initiative strives to be consistent with and complement other planning efforts taking place at the State and local level, including the CFMP, CSRP, CTP 2040, and regional transportation plans throughout California.²²

REGIONAL GOODS MOVEMENT PLANS

In addition to Regional Transportation Plans, which address both the transportation of people and goods, many regional and sub-regional agencies have also developed plans to more specifically address freight issues and identify measures and projects to sustain the movement of goods throughout their regions. Table 6, below, provides links to the various regional plans that have recently been completed. In the development of the CFMP, Caltrans has directly incorporated or referenced information from these regional freight plans when applicable; and anticipates that future development of regional freight plans will collaboratively consider and reflect the statewide priorities established in the CFMP. The CFMP’s Appendices, particularly B-5, B-6 and B-7, provide region-specific information regarding freight transportation.

TABLE 6. CALIFORNIA REGIONAL GOODS MOVEMENT PLANS

Regional Agency	Goods Movement Plan	Link to Plan
Alameda County Transportation Commission (ACTC)	Currently under development with MTC	http://www.alamedactc.org/goodsmovement
Association of Monterey Bay Area Governments (AMBAG)	Central Coast California Commercial Flows Study	http://www.dot.ca.gov/dist05/planning/pdf/CentralCoastFreightFlowsStudyFinalReport.pdf
Metropolitan Transportation Commission (MTC)	Update currently under development with ACTC	http://www.mtc.ca.gov/planning/rgm/
North State Super Region	North State Transportation for Economic Development Study	http://www.mendocinocog.org/pdf/North%20State%20Report_10-2-13.pdf
Sacramento Area Council of Governments (SACOG)	Currently under development	Pending
San Diego Association of Governments (SANDAG)	2050 Goods Movement Strategy	http://www.sandag.org/index.asp?classid=13&subclassid=96&projectid=443&fuseaction=projects.detail
San Joaquin Valley Regional Transportation Planning Agencies (SJV RTPA)	San Joaquin Valley Interregional Goods Movement Plan	http://www.sjvcogs.org/goods.html
Southern California Association of Governments (SCAG)	On the Move: Southern California Delivers the Goods	http://www.freightworks.org/DocumentLibrary/CRGMPIS%20-%20Final%20Report.pdf