



Freight

Bruce de Terra
Office of System, Freight, and Rail Planning

Transportation Planning Workshop



April 2014

Global Trade





California - International Gateway



Exhibit 6.14: California Rail Trading Partner Tonnage Distribution

California Seaports

Port of Humboldt Bay 

Port of Benicia 

Port of Richmond 

Port of San Francisco 

Port of Oakland 

Port of Redwood City 

Port of West Sacramento 

Port of Stockton 

Gateways to the World

Port of Hueneme 

Port of Los Angeles 

Port of Long Beach 

Port of San Diego 





Bay Bridge

**Port of Oakland
Terminals**

**Freight Rail
Facilities**





Alameda Corridor

Alameda Corridor



Port of Long Beach

Port of Los Angeles

San Pedro Bay Ports

POLA Terminals



- 1. China Shipping*
- 2. Yang Ming/Marine Terminals*
- 3. TraPac
- 4. Yusen*
- 5. Evergreen*
- 6. APL/Eagle Marine*
- 7. APM*
- 8. Future Container Terminal

POLB Terminals



- 1. Hanjin*
- 2. MSC*
- 3. SSA Marine-Matson
- 4. Hyundai
- 5. OOCL
- 6. K-Line*
- 7. COSCO*
- 8. Future Container Terminal

* On-Dock Rail

Port of Stockton



Marine Highway

Port of Stockton / Port of West Sacramento / Port of Oakland: M 580 Project

- Aimed at reducing trucks on I-580
- Multiple projects
 - ✓ Channel deepening to allow bigger ships
 - ✓ Harbor improvements
 - ✓ New dock-side equipment
 - ✓ Landside access improvements
- TCIF, TIGER, Ports, and other funding sources





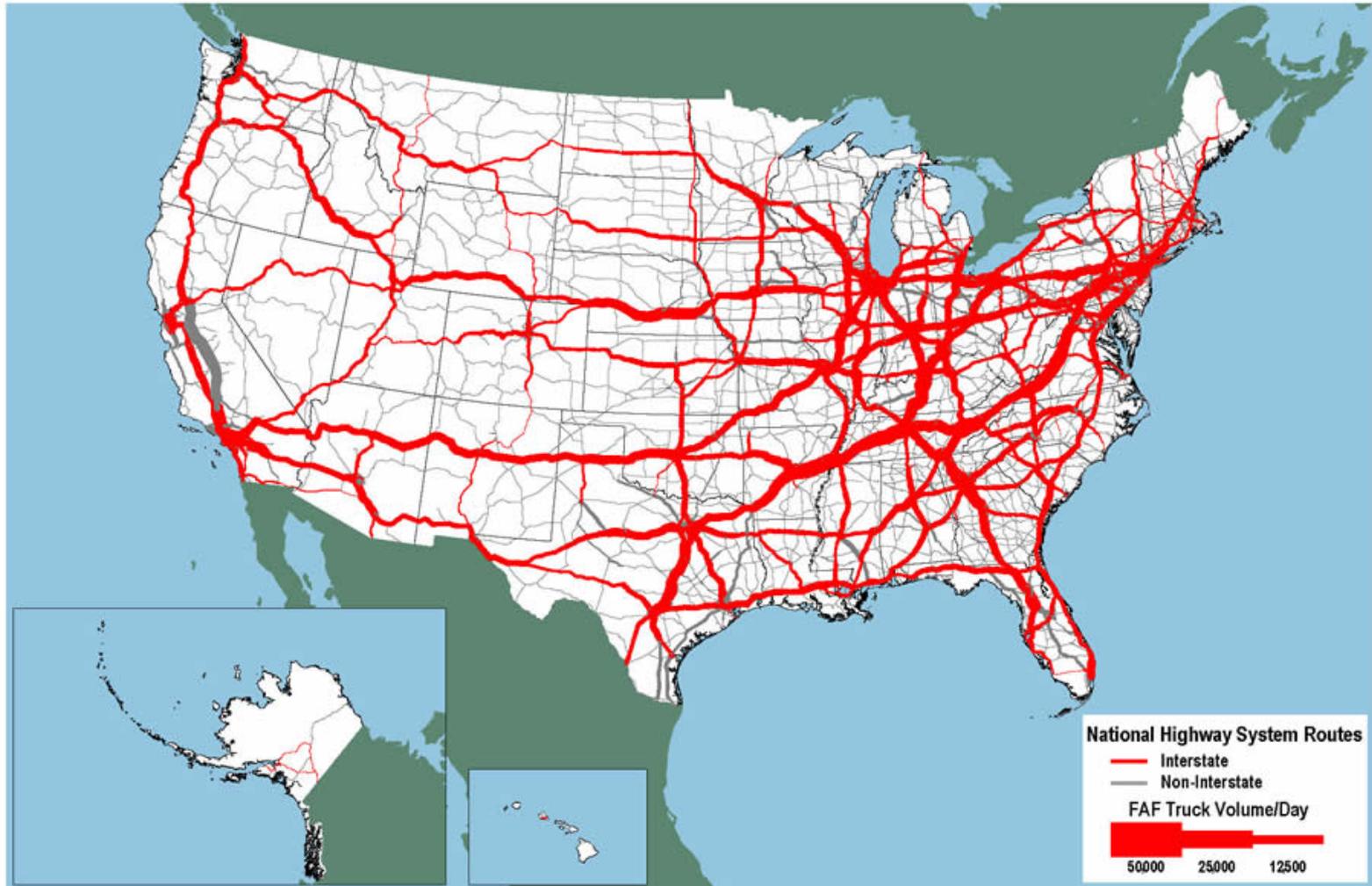








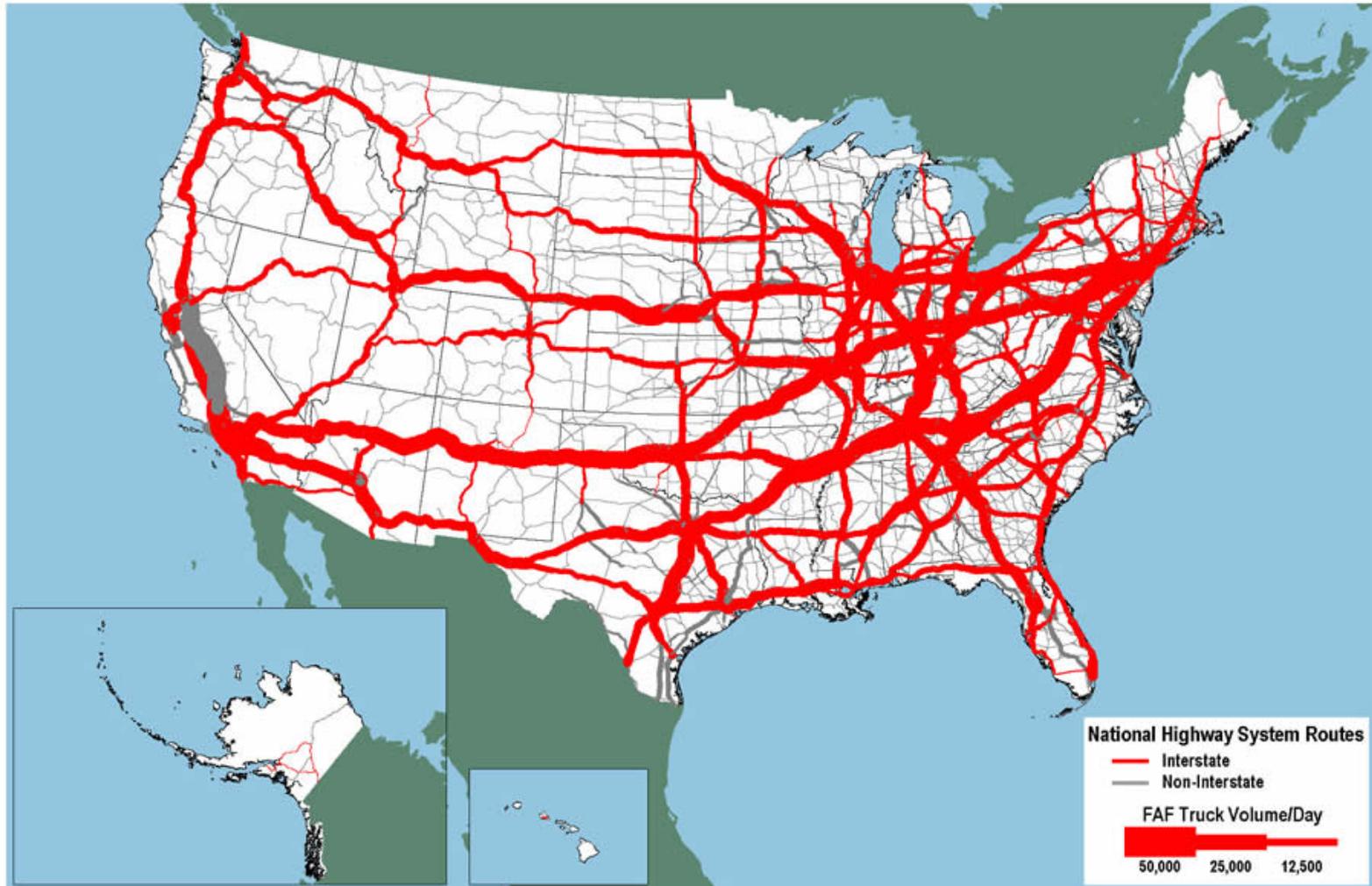
Average Daily Long-Haul Freight Truck Traffic on the National Highway System: 2007



Note: Long-haul freight trucks typically serve locations at least 50 miles apart, excluding trucks that are used in movements by multiple modes and mail.

Source: U.S. Department of Transportation, Federal Highway Administration, Office of Freight Management and Operations, Freight Analysis Framework, version 3.1, 2010.

Average Daily Long-Haul Freight Truck Traffic on the National Highway System: 2040



Note: Long-haul freight trucks typically serve locations at least 50 miles apart, excluding trucks that are used in movements by multiple modes and mail.

Source: U.S. Department of Transportation, Federal Highway Administration, Office of Freight Management and Operations, Freight Analysis Framework, version 3.1, 2010.



One Train = 240 Trucks



At Grade Crossings



Positive Train Control (PTC)



Air Cargo



- Tends to be high-value, lightweight
- Most is “belly cargo”
- Produce, electronics, pharmaceuticals
- Airport capacity not an issue
- Ground access critical

Land Ports of Entry



Community Impacts

- Environmental justice
- Noise and vibration
- Lighting
- Air pollution
- Health effects
- Congestion
- Quality of life





710 PROPOSALS

Transportation officials are studying the impact of the 710 Freeway extension on the local economy, including potential job creation, housing growth, and other factors. The following table shows the proposed routes and their estimated costs.

Route	Estimated Cost
Route 710 Extension (I-10 to I-210)	\$1.2 billion
Route 710 Extension (I-10 to I-405)	\$1.5 billion
Route 710 Extension (I-10 to I-5)	\$2.0 billion

Other details and maps are provided in the accompanying images.

710: Residents attend meetings

Community members are actively participating in the planning process for the 710 Freeway extension. Meetings are being held in various locations to gather input from residents.

Next steps: The project team will continue to hold public meetings and provide updates on the progress of the project. Residents are encouraged to stay involved and provide their feedback.

710: Residents attend meetings

Add your voice

Residents are invited to share their thoughts and concerns during the upcoming public meetings. The project team is committed to listening to the community and making adjustments as needed.

710: Residents attend meetings

Add your voice

Residents are invited to share their thoughts and concerns during the upcoming public meetings. The project team is committed to listening to the community and making adjustments as needed.

Addressing the Challenges

- What are the State's interests?
- What role does Caltrans have?
- What's this got to do with me and **YOU**?



Transition to Zero and Near Zero Emissions



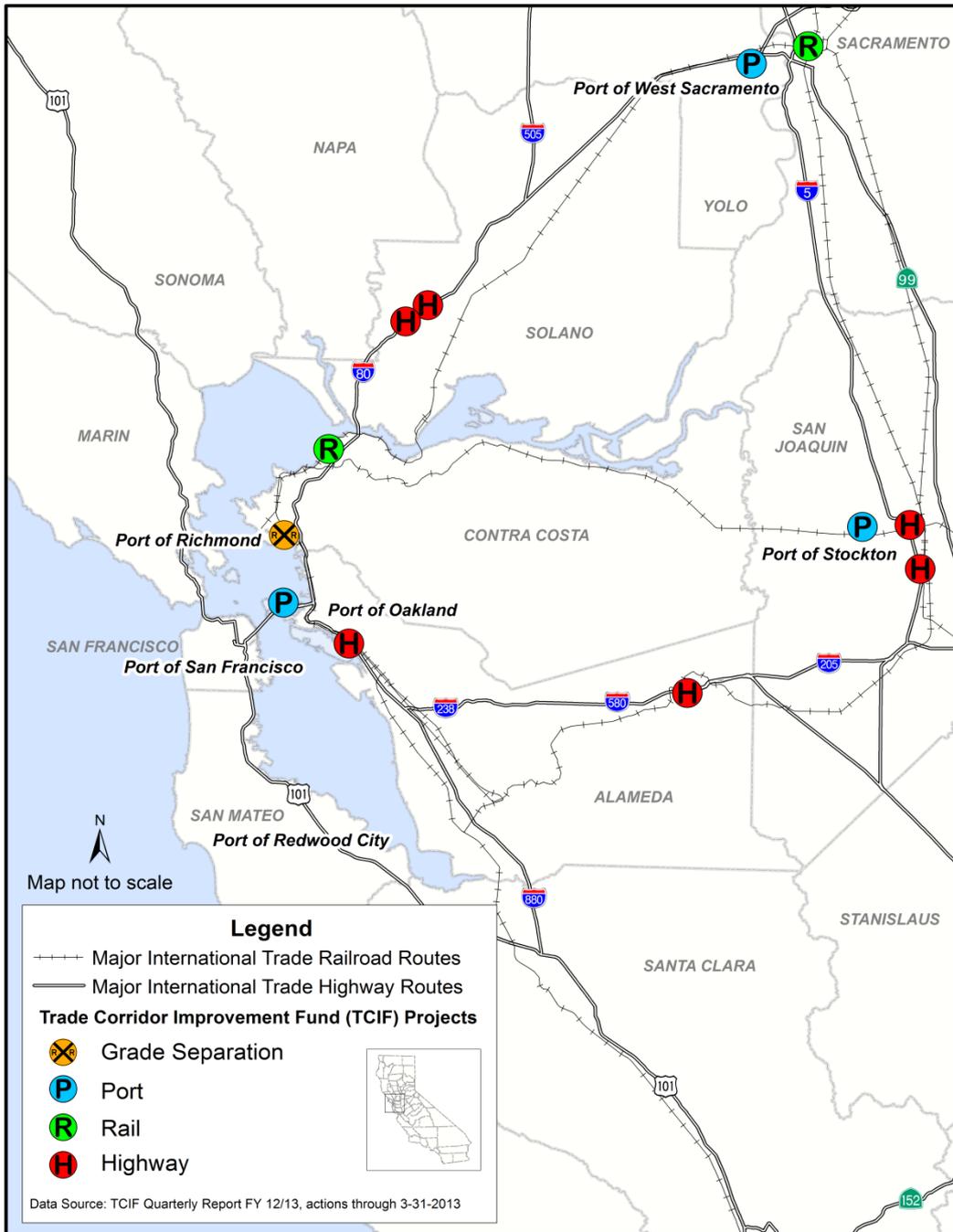
Regional & Local Freight Plans

- Southern California Association of Governments
- Gateway Cities Council of Governments
- San Diego Association of Governments
- San Joaquin Valley Councils of Governments (8)
- Central Coast commodity flow and other studies
- Sacramento Council of Governments
- Individual modal facilities plans

State Freight Plans & Programs

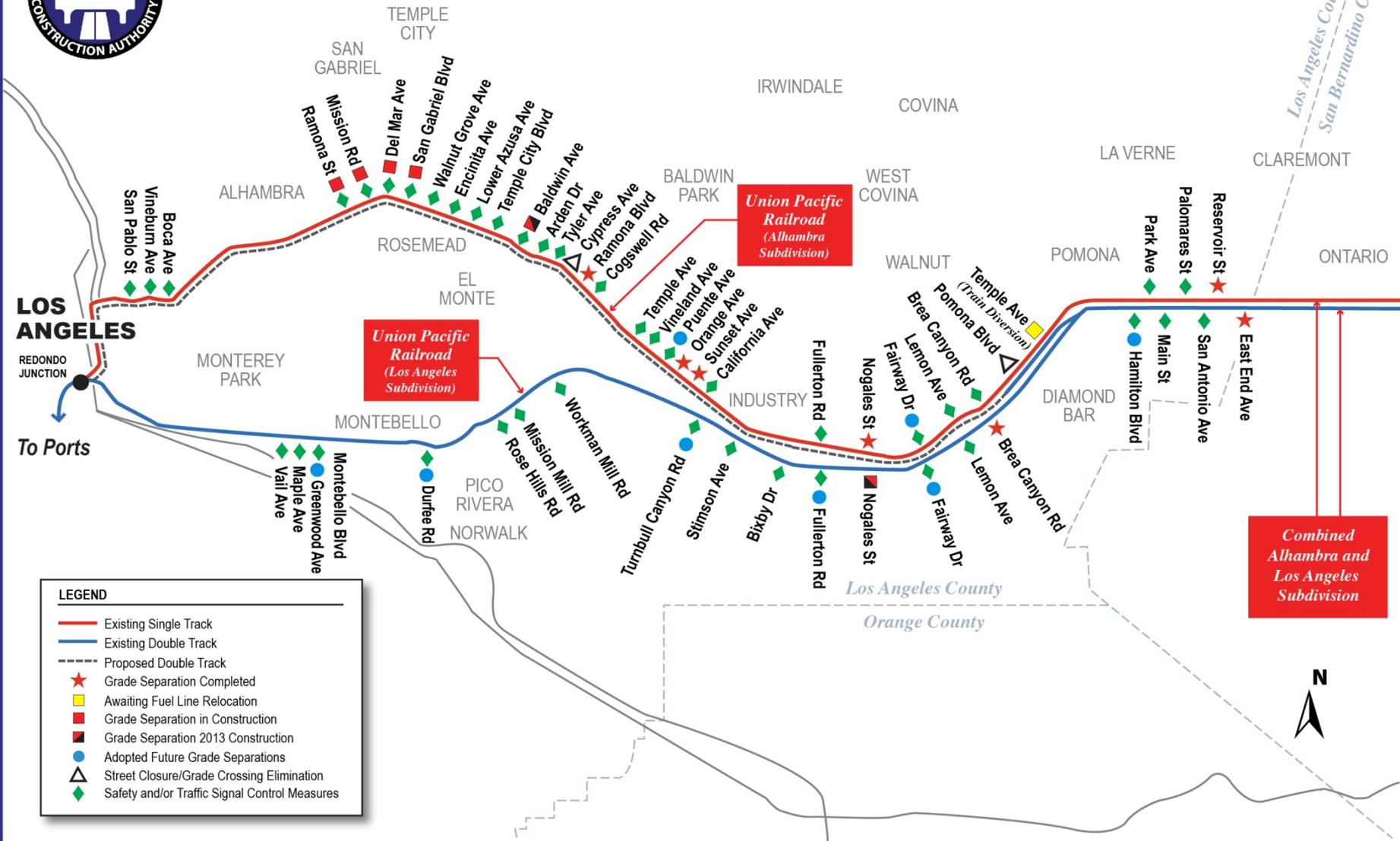
- Global Gateways Development Program (2002)
- Goods Movement Action Plan (2007)
- **Trade Corridors Improvement Fund** (2006 - ongoing)
- State Rail Plan (2013)
- Air Cargo Groundside Needs Study (2013)
- State Commodity Flow Model (2014)
- METRANS Study (2014)
- State Freight Plan (2014)
- CARB Sustainable Freight Strategy (2015)
- CARB State Implementation Plan (SIP) (2016)





Alameda Corridor-East Construction Authority

Los Angeles County, CA



LEGEND	
	Existing Single Track
	Existing Double Track
	Proposed Double Track
	Grade Separation Completed
	Awaiting Fuel Line Relocation
	Grade Separation in Construction
	Grade Separation 2013 Construction
	Adopted Future Grade Separations
	Street Closure/Grade Crossing Elimination
	Safety and/or Traffic Signal Control Measures

Alameda Corridor-East Project Area

Alameda Corridor





Desmond Bridge





Colton Crossing

Rail-rail grade separation

- 110+ trains per day
- Partners: BNSF, UP, SANBAG, CTC, Caltrans
- \$202 million

Benefits:

- ✓ Safety
- ✓ Air quality
- ✓ Noise reduction
- ✓ Congestion reduction
- ✓ Operations efficiency – freight & passenger











freight

California Freight Mobility Plan 2014



Current Freight Planning

MAP-21 & Assembly Bill 14 (Lowenthal, 2013)

California Freight Advisory Committee

California Freight Mobility Plan

Proposed National Primary Freight Network
(PFN)

Proposed California Freight Network

Draft Vision Statement

- As the national gateway for international trade and domestic commerce, California enhances economic competitiveness by collaboratively developing and operating an integrated, multimodal freight transportation system that provides safe, sustainable freight mobility.
- This system facilitates the reliable and efficient movement of freight and people while ensuring a prosperous economy, social equity, and human and environmental health.



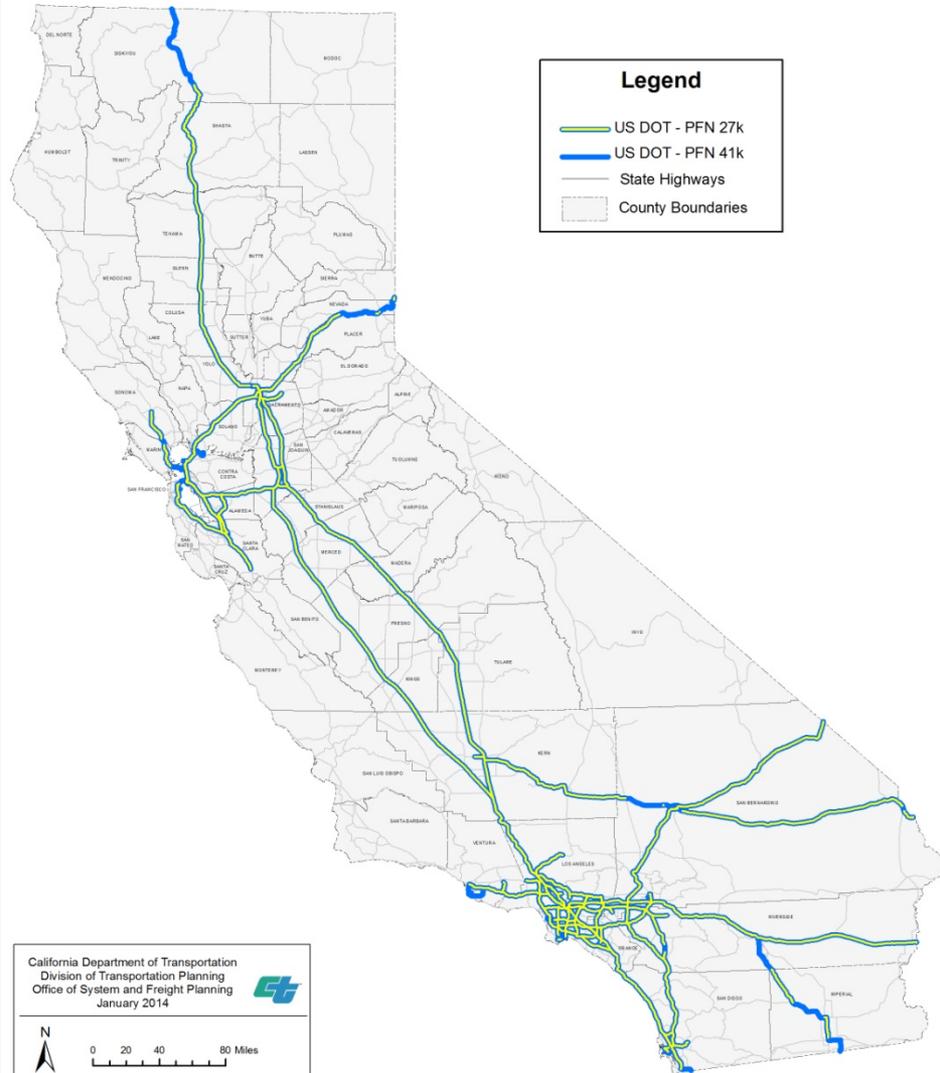
Proposed Primary Freight Network

27,000 centerline highway mile system, with possibility of additional 3,000 miles by U.S. DOT Secretary.

California received 2,700 + miles on proposed system, very similar to Caltrans recommendation.

Comment letter from CalSTA Secretary Brian Kelly submitted to Federal Register on February 14, 2014.

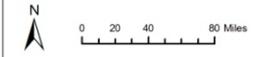
Draft US DOT Primary Freight Network (PFN)



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



While the data on this map has been examined for accuracy, Caltrans disclaims any responsibility for the accuracy or correctness of the data. In no event shall Caltrans become liable to users of this map, or to any other party, for any loss or damages, consequential or otherwise, including but not limited to time, money, or goodwill, arising from the use of this map product.



PFN Comment Letter

- Expand the proposed 27,000 centerline miles.
- Close critical first and last mile gaps, possibly using Secretary's authority to add 3,000 miles.
- Provide flexibility to adjust the PFN based on state and local knowledge.
- Include all freight modes – not just highways.
- Create a national freight funding program.
- Address environmental and community impacts.

Draft California State Highway Freight Network





Statewide Major Freight Facilities

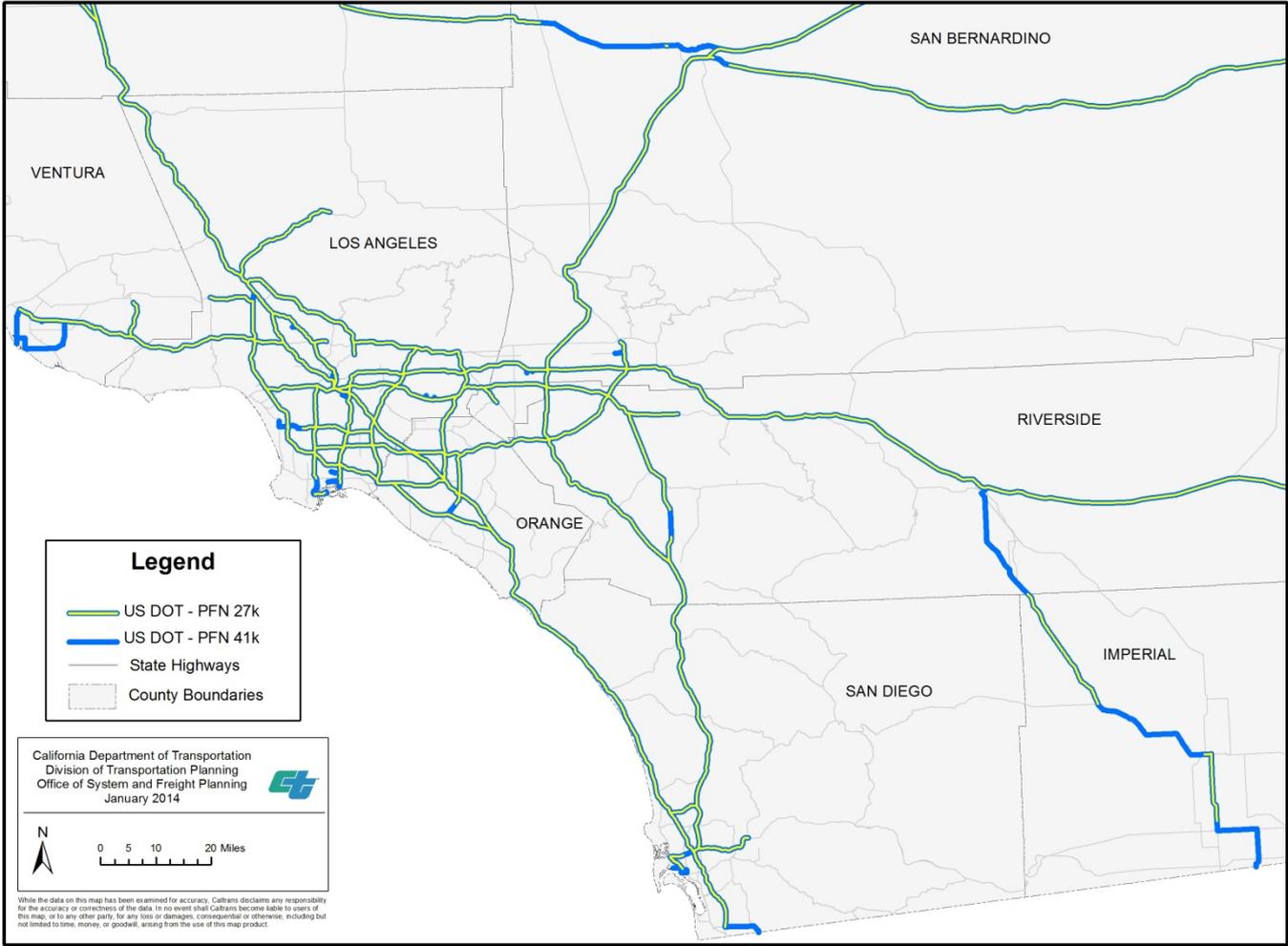
Legend

- Airports
- Freight Intermodal Facilities
- Ports of Entry
- Seaports
- BNSF Railway
- UP Railway
- Other Railways
- State Highways
- County Boundaries

California Department of Transportation
 Division of Transportation Planning
 Office of System and Freight Planning
 June 2013

While the data on this map has been examined for accuracy, Caltrans disclaims any responsibility for the accuracy or correctness of the data. In no event shall Caltrans become liable to users of this map, or to any other party, for any loss or damages, consequential or otherwise, including but not limited to time, money, or goodwill, arising from the use of this map product.

Draft US DOT Primary Freight Network (PFN) Southern California



Southern California Major Freight Facilities





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





Please Visit

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

Or, type **CFAC** in your web-browser.