

Introduction

By every measure, California is a national and global trade leader. This long-standing leadership role is the result of California's innovative culture, an unparalleled geographic position on the Pacific Rim, a diverse economy, a highly skilled and well educated workforce, and more than a century of proactive private and public investment in transportation and logistics infrastructure. Freight is the foundation of California's economy, one of the largest, strongest, most diverse, economies in the world.

At the end of 2013, California had the 8th largest economy in the world, just behind Italy and ahead of Russia. The State leads the nation in international trade, handling approximately 40 percent of containerized goods moving between the United States (U.S.) and other countries. Tremendous quantities of bulk materials such as agricultural products, minerals, automobiles, and recyclables pass through the State's twelve deepwater seaports. High value, time sensitive international air cargo passes through California's airports, with just under \$200 billion in total trade value being handled by California's airports in 2010. The international border crossing at Otay Mesa in San Diego County is the third busiest commercial port of entry on the U.S./Mexico border.

Maintaining and improving California's lofty economic status requires that the State continue its traditions of innovation and investment in infrastructure, communities, and the workforce. Other states and countries are aggressively working to expand their share of the domestic and international freight business through improvements to their infrastructure, development of public-private partnerships, and other actions. In many cases, the expansion of freight business in other localities would be at the expense of California's freight industry, including the loss of thousands of California freight-related jobs. California cannot solely rely on past investments to maintain the State's economic competitiveness but must increase its investments in innovative technologies and techniques.

The State is also addressing other critical matters that highlight California's national and international leadership. The State has set aggressive goals for reducing green house gas (GHG) emissions across all emission sources, with a 2050 vision of transitioning the freight industry to a zero, or near zero, emissions status. Along with those emission reductions, the State is also seeking to reduce and eventually eliminate other community and environmental impacts associated with the freight industry. Much has already been achieved to reduce freight impacts through better engines, cleaner fuels, infrastructure changes, and improved operations practices. But more improvement is still needed. As California works to create a sustainable freight industry, it is imperative that the solutions also maintain and improve the economic viability of the State's freight industry and the many economic sectors that depend on timely, reliable, and efficient movement of goods.

To achieve California's freight mobility goals, specific strategies will include using the least polluting, most efficient, and cost effective technologies and system management practices available at the time projects are developed and funded. Strong partnerships between private, public, and community organizations will be necessary to accomplish these goals.

Implementation of individual projects will occur at all levels, from small trucking firms to transcontinental railroads and seaport terminal operators. All levels of government will have essential responsibilities to help plan, develop, fund, and construct projects. The new projects, as well as the existing system, will need to be maintained and operated in a sustainable manner.

The California Freight Mobility Plan defines the overall State Freight Vision and then identifies goals, objectives, strategies, performance measures, and a select set of high-priority projects designed to achieve that vision. The fiscal context is extraordinarily constrained as there is not a reliable, dedicated funding source for freight projects. New freight funding programs are needed at the national, state, and regional levels as freight is everybody's business. Expanding on California's culture of innovation and history of private and public investment will be necessary to achieve the Vision and Goals of the California Freight Mobility Plan.

Vision

“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.”

Goals

- 1. Economic Competitiveness:** Improve the contribution of the California freight transportation system to support economic efficiency, productivity, and competitiveness.
- 2. Safety and Security:** Improve the safety, security, and resilience of the freight transportation system.
- 3. Freight System Infrastructure Preservation:** Improve the state of good repair of the freight transportation system.
- 4. Environmental Stewardship:** Avoid and reduce adverse environmental and community impacts of the freight transportation system.
- 5. Congestion Relief:** Reduce costs to users by minimizing congestion on the freight transportation system.
- 6. Innovative Technology and Practices:** Use innovative technology and practices to operate, maintain, and optimize the efficiency of the freight transportation system while reducing its environmental and community impacts.