

California Freight Mobility Plan

Overview

The Department of Transportation is updating the Goods Movement Action Plan (GMAP), under the working title of the “California Freight Mobility Plan.” The GMAP was issued by the California Business, Transportation and Housing Agency (Agency) and the California Environmental Protection Agency (Cal EPA) in two phases in 2005 and 2007. An interim Draft Plan is being prepared for the December 2012 CIB Interim Report and a follow-up report, using modeling tools that are under development now, will be completed as part of the next California Transportation Plan (CTP.)

Background

The original GMAP was a major milestone in statewide policy and planning for freight transportation, trade corridors, and related air quality issues. It was developed in response to congestion problems at the ports of Los Angeles and Long Beach, state economic stimulus initiatives, and public concerns regarding community, health, and environmental impacts. Precursor studies and plans to the GMAP include the 1998 Statewide Goods Movement Strategy and the Global Gateways Development Program in 2002.

The GMAP helped guide project selection for the allocation of funds under the \$2 billion Trade Corridors Improvement Fund (TCIF) program, authorized by the voter-approved Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006 (Proposition 1B). Approximately 200 candidate projects were identified in the GMAP, representing investments in congestion relief, infrastructure improvements, emission reduction, public health and environmental impact mitigation, security, and public safety. Many of those 200 projects were selected for construction funding under the TCIF program and are now in the finals stages of project development or are being constructed.

Purpose of the Freight Mobility Plan

Like the GMAP, the Freight Mobility Plan will address current conditions, future trends, and major issues in goods movement across all modes and regions of California. Going further than what the GMAP addressed, the Freight Mobility Plan will devote more attention to community impact issues, take a more in-depth look at trucking, and will more thoroughly identify the freight needs of portions of California that did not receive sufficient attention during development of the GMAP. This update will also benefit from important regional freight mobility planning programs that partner agencies have been engaged in and will utilize recent freight industry plans developed by seaports, railroads and others.

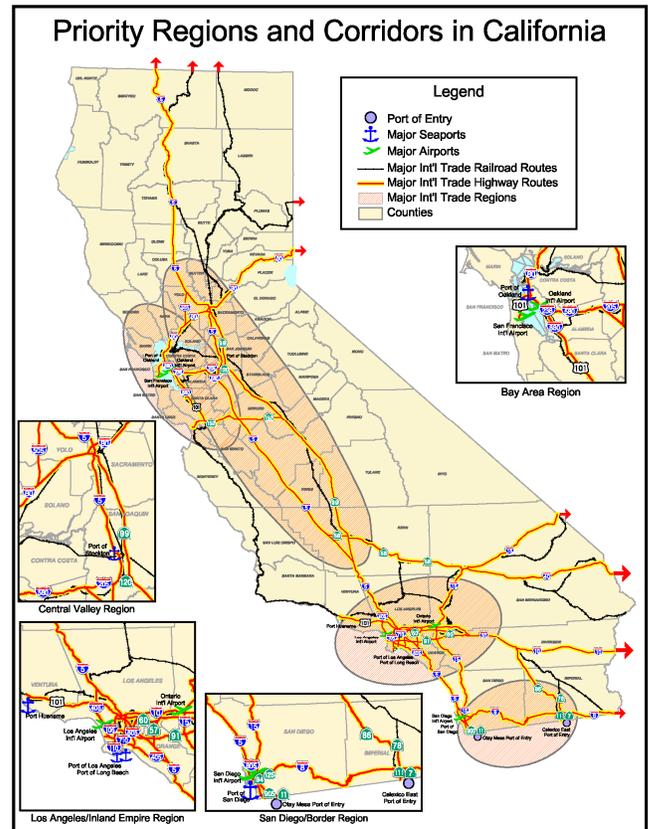
The Freight Mobility Plan will revisit and, as appropriate, renew the underlying GMAP goals to:

- Promote economic growth,
- Encourage job creation,
- Increase mobility,
- Enhance public safety and security and,
- Address environmental challenges.

Updating the GMAP – New Considerations

Since the GMAP, a variety of considerations have emerged for the Freight Mobility Plan:

- New legislation and mandates, including SB 375 and sustainable communities.
- Climate change (AB 32 goals) and greenhouse gas emissions.
- Adaptation to sea level rise.
- New trends in international and interstate goods movement, including the Panama Canal expansion.
- Regional differences throughout the state in goods movement and infrastructure, from rural counties to farm-to-market.
- How to best obtain substantive input from truck and rail freight carriers, the logistics industry, port authorities, local and regional government agencies, affected communities, businesses, labor, environmental groups, research and academia, and other stakeholders.
- Identifying and evaluating projects and developing criteria to establish priorities.
- Integration with other state plans and programs.



Scoping Study – A Plan for the Plan

As the first step in developing the Plan, Caltrans is conducting a Scoping Study to identify and prioritize key issues, assemble up-to-date information, stakeholder identification and initial engagement, and issue analysis. We're contracting with California State University, Long Beach (CSULB) and University of Southern California (USC) to assist us. Together, these institutions comprise the METRANS Transportation Center, a U.S. Department of Transportation Center. Their expertise in goods movement, international trade, and mobility of urban populations brings cutting edge knowledge to this planning process. The results of this work as available will be included in the freight component of the December 2012 CIB Interim Report.

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