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# INTRODUCTION

## BACKGROUND

On July 6, 2012, President Barack Obama signed into law Public Law 112–141, the Moving Ahead for Progress in the 21st Century Act (MAP–21). The Act provided over \$105 billion in needed funds for surface transportation programs for fiscal years (FY) 2013 and 2014 and transformed the framework for investments to guide the growth and development of the country’s vital transportation infrastructure.

Sections 1117 and 1118 of MAP–21 directed the Secretary of Transportation to encourage each state to develop a comprehensive state freight plan outlining immediate and long-range plans for freight-related transportation investments. Section 1116 of MAP–21 authorized DOT to increase the federal share of project costs to 95 percent for a highway project on the US Interstate system, or 90 percent for a non-Interstate project if the project is certified by the Secretary of Transportation to make a demonstrable improvement in the efficiency of freight movement and is included in the state freight plan.

In October 2012, the US Department of Transportation provided the required guidance on the freight planning process states must undertake to qualify for the freight prioritization provisions of Section 1116. The guidance also explained the importance of state freight plans:

*Because freight transportation is critical to the economic vitality of the United States, renewed attention to safe and efficient freight transportation can have a positive effect on the economic growth of the United States. State Freight Plans can identify freight transportation facilities that are critical to each state's economic growth and give appropriate priority to investments in such facilities. In doing so, such Plans can enhance economic growth at both the State and National level, thus enhancing the Nation's economic competitiveness.<sup>2</sup>*

In September 2013, California passed Assembly Bill (AB) 14 (Lowenthal, 2013) requiring the California State Transportation Agency (CalSTA) to establish the freight advisory committee recommended by US DOT, prepare a state freight plan consistent with federal guidance, and submit the plan to designated State recipient agencies by December 31, 2014.

The Secretary of CalSTA assigned responsibility for drafting the CFMP to the California Department of Transportation (Caltrans) in consultation with the California Freight Advisory Committee (CFAC) formed in compliance with AB 14.

The CFMP has been created to directly respond to MAP-21 guidance and to address additional State priorities and issues. In creating it, Caltrans worked closely with CalSTA, the 62-member CFAC, and others. The Plan has four primary components: 1) Policies, Strategies, and Implementation; 2) Freight System Assets, Condition, Performance, and Forecast; 3) Context of Freight Issues in California; and 4) Appendices that include a comprehensive list of freight projects, fact sheets detailing specific freight facilities and regions, information regarding applicable regulations and processes used in developing the CFMP, and a set of freight trend analyses that highlight key issues and initiatives. The CFMP is structured so that it can be readily updated by section to respond to changes within the dynamic freight industry and public policy arena. As emerging federal and state freight-related policy and guidance is issued, the CFMP will be amended to align with those policies and guidance. Additionally, as regional freight plans receive approval from their respective boards or commissions, relevant sections of the CFMP will be updated to reflect the new information.

Looking beyond the CFMP, the State, through an integrated State agency effort, is committed to a broader freight vision that is intended to guide California towards a future sustainable freight system.