FREIGHT MOBILITY PLAN

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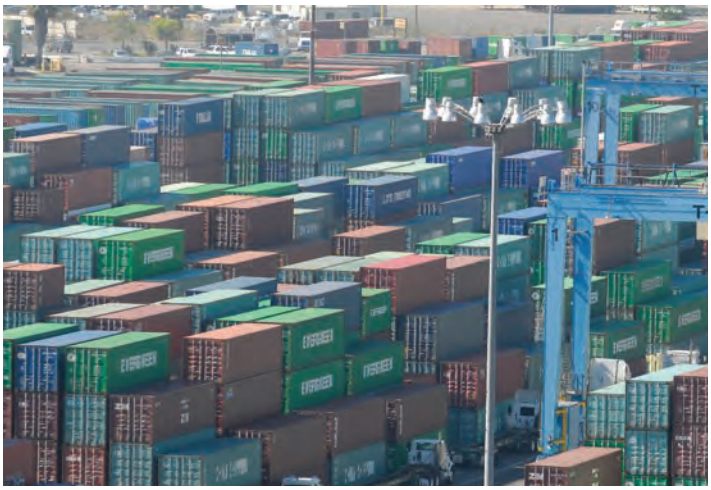

Overview

The Department of Transportation is updating the Goods Movement Action Plan (GMAP) under the title, "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. Caltrans expects to again partner with the Agency, Cal/EPA, and others on the Freight Mobility Plan. The schedule calls for a draft plan to be developed for the December 2012 CIB Interim Report and a final plan, using modeling tools that are currently under development, to be completed by 2015 for incorporation into the 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 potential investments in congestion relief, infrastructure improvements, emissions reduction, public health and environmental impact mitigation, security, and public safety. Many of the GMAP projects were selected for funding under the TCIF program and are now in the final stages of project development or under construction.

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. Further, the Freight Mobility Plan will devote more attention to community impact issues, take a more in-depth look at trucking, and more thoroughly identify the freight needs of all regions of California. This update will also benefit from important regional freight plans and studies being conducted by partner agencies and will draw from recent freight industry plans developed by seaports, railroads, and others.

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

- Promote economic growth
- Encourage job creation
- Increase mobility
- Enhance public safety and security
- 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 mitigation of 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 -- e.g., rural truck access, farm-to-market trade, and border ports of entry.
- 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.
- Developing criteria to evaluate projects and establish priorities.
- Integration with other state plans and programs.

Scoping Study – A Plan for the Plan

As an initial step in developing the Plan, Caltrans is conducting a Scoping Study to identify and prioritize key issues, assemble up-to-date information, identify stakeholders, obtain initial input, and analyze major issues. To assist in this effort, Caltrans has contracted with California State University, Long Beach (CSULB) and University of Southern California (USC), which together comprise the METRANS Transportation Center. METRANS's expertise in goods movement, international trade, and mobility of urban populations brings cutting-edge knowledge to this planning process. The results of this work will be included in the freight component of the December 2012 CIB Interim Report.

CONTACT INFORMATION

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