

FAST Act - Freight Update

Office of Freight Planning, CALTRANS

CFAC MEETING, SEPTEMBER 21, 2016



Presentation Outline

❖ **MAP-21 Performance Measures on Freight**

❖ **FAST Act Implementation**

- Alternate Fuel Corridors
- National Multimodal Freight Network
- California Freight Mobility Plan
 - Critical Urban/Rural Freight Corridors
 - Freight Investment Plan
 - Congestion caused by Freight movement



MAP-21



MAP-21 Performance Measures

Notice of Proposed Rule Making

❖ **Three NPRMs were issued**

- First Rule established highway **safety** measures to assess serious injuries and fatalities
- Second Rule will establish system **pavement** and **bridge** condition measures along the Highway and Interstate Systems
- Third Rule will establish system performance, including Interstate **freight** movement, and traffic **congestion** and mobile source **emission** measures



Performance Measures on Freight

One of the Many MAP-21 Performance Measures

- ❖ **Assess Freight Movement on Interstates**
 - Percent of Interstate Mileage Providing Reliable Truck Travel Time
 - Percentage of Interstate Mileage Uncongested

- ❖ Caltrans coordinated comments with MPOs, RTPAs etc.
 - Caltrans 15-page comment letter sent August 19
 - AASHTO comment letter 110 pages

- ❖ April 22, 2016: Federal Register released
- ❖ December 31, 2016: Anticipate Final Rule



Performance Measures on Freight

Proposed Metrics by the Feds

❖ **Truck Travel Time Reliability**

- Measured by the percent of the Interstate System mileage providing for reliable truck travel times
- Uses National Performance Management Research Data Set along ½-mile urban and ten-mile non-urbanized roadway segments in five-minute bins 24/7

❖ **Mileage Uncongested**

- Measured by the percent of the Interstate System mileage uncongested
- Uses average truck speed for each Interstate System reporting segment to determine mileage of system uncongested



Performance Measures on Freight

Caltrans Comments

- ❖ Use National Highway Freight Network instead of the Interstate System
- ❖ Metrics seem too general to signify progress toward national goal achievement
- ❖ Lack of user-friendly analytical tools for NPMRDS
- ❖ Data collection issue (peak freight periods vs 24/7 annual)
- ❖ Roadway segments should be more applicable to region or impacted corridor
- ❖ Calculation methodology issues (95th vs 80th percentile, and threshold 35 mph vs 50 mph)
- ❖ Initial performance report deadline seems unrealistic



FAST Act



Designation of Alternate Fuel Corridors

FAST Act Solicitation for Nominations

- ❖ **State of California Joint Agency Proposal**
 - CalSTA + Caltrans + CEC + CARB + CPUC
- ❖ **California proposes 32 essential Corridors, supports three fuels**
 - Electricity
 - Hydrogen (zero-emission)
 - Renewable alternative fuels (renewable natural gas, renewable diesel, and renewable gasoline)
- ❖ **The 20-page comments letter also mentions**
 - Standardization needs + Multi-state coordination + Stakeholder support
 - Aligned with 2012 Governor's EO B-16-12
- ❖ **July 22, 2016:** Federal Register released
- ❖ **August 22, 2016:** Deadline for initial solicitation. FHWA will establish a process for future nominations and designations on a rolling basis.



National Multimodal Freight Network

- ❖ Policy/planning level network - all modes of freight
 - Highways
 - National Highway Freight Network & STRAHNET
 - Rail | Maritime | Air
 - Other
 - Border Crossings | Intermodal Facilities
- ❖ NOT tied to FAST Act funds (National Highway Freight Program)
- ❖ Revisit every 5 years, or sooner
- ❖ Comments submitted by the due date: September 6, 2016
- ❖ **Caltrans collaborated statewide for commenting**



National Multimodal Freight Network

Timeline 2016

- ❖ June 6th: Federal Register released
- ❖ July 6th: Caltrans emailed CFAC, MPOs/RTPAs, and Districts to initiate collaboration on commenting
- ❖ July-August: Caltrans exchanged comments with CFAC, MPOs/RTPAs, CTC, AASHTO etc.
- ❖ **September 6th: Comments sent to US DOT**
- ❖ December 4th: Final NMFN to be adopted by US DOT



National Multimodal Freight Network

Factors that US DOT will consider

- ❖ **Data on significant freight movement to establish the final NMFN, including**
 - Origins and destinations of freight
 - Volume, value, and strategic importance of freight
 - Access to border crossings, ports, and pipelines
 - Access to manufacturing, agriculture, natural resources
 - Access to energy exploration, development
 - Economic factors and balance of trade
 - Intermodal links that promote connectivity
 - Freight choke points
 - Impacts on modes that share freight infrastructure
 - **Corridors that MPOs, states, advisory committee or multi-state coalitions identify as important**
 - Distribution centers and first-/last-mile links
 - Global and domestic supply chains



National Multimodal Freight Network

Caltrans Comments

❖ **Caltrans advocating for larger network**

- Include additional highways, airports, maritime ports, border crossings, etc.
- Include all of the National Highway System, 227k centerline miles if possible
- Or, the 65k mile network, plus STRAHNET, connectors, and Tier-1, 2, and 3 highways (*from 2014 California Freight Mobility Plan*)

❖ **Allow Network to be flexible to address emerging trends**

❖ **Include intermodal and interconnectivity issues**

❖ **Allow time for consultation**

❖ **Support AASHTO comments**



California Freight Mobility Plan

- ❖ Completed in December 2014 – Met MAP-21 mandates
- ❖ FAST Act – 3 new requirements – December 2017 deadline
 - Congestion or Delays Considerations caused by Freight Movement
 - Freight Investment Plan
 - Multimodal critical rural freight facilities and corridors; and Critical Urban/Rural Freight Corridors
- ❖ CFAC involvement throughout the process
- ❖ Sustainable Freight Action Plan influence



Congestion caused by Freight Movement

- ❖ Consideration of any significant congestion or delay caused by freight movement
- ❖ Strategies to mitigate that congestion or delay
- ❖ Awaiting guidance from FHWA



Freight Investment Plan

❖ Freight Investment Plan

- New FAST Act requirement
- List of financially constrained projects (for Federal NHFP funds)
- Awaiting guidance from FHWA

❖ FAST Act Formula Funds in California

- Pending action



Critical Urban/Rural Freight Corridors

Designations

- ❖ Rolling designations and re-designations possible
- ❖ Designations NOT related to the National Multimodal Freight Network efforts
- ❖ Caltrans proposes statewide collaboration with all MPOs and RTPAs
 - *Information being shared with CALCOG, RCTF, CTC, CFAC*
 - *Kick-off meeting Oct 12, 2016*



Critical Urban/Rural Freight Corridors

Designations

❖ National Highway Freight Network (NHFN) includes:

- Primary Highway Freight System (PHFS) – 3117 miles (*adopted by Congress*)
- Non-PHFS Interstates* – 362 miles (*adopted by Congress*)
- **Critical Urban Freight Corridors (CUFC) – 311 miles**
 - Large Urban (pop. > 500k)
 - Small Urban (pop. >50k and <500k)
- **Critical Rural Freight Corridors (CRFC) – 623 miles**
 - For regions with population <50k

* **NOTE:** In California the non-PHFS Interstates are **not eligible** for Federal Freight Funds (NHFP) unless designated as CUFC or CRFC.



Critical Rural Freight Corridors

Criteria for Designations

- ❖ Public roads not in an urbanized area which provide access and connection to the PHFS and the Interstate with other important ports, public transportation facilities, or other intermodal freight facilities
- ❖ Meets one or more of the following seven elements:
 - is a rural principal arterial roadway and has a minimum of 25 percent of the annual average daily traffic of the road measured in passenger vehicle equivalent units from trucks (FHWA vehicle class 8 to 13)
 - provides access to *four kinds of key areas and facilities*
 - connects the PHFS or the Interstate System to facilities that handle more than 50,000 20-foot equivalent units per year; or 500,000 tons per year of bulk commodities
 - is determined by the State to be vital to improving the efficient movement of freight of importance to the economy of the State



Critical **Urban** Freight Corridors

Criteria for Designations

- ❖ Public roads in urbanized areas which provide access and connection to the PHFS and the Interstate with other ports, public transportation facilities, or other intermodal transportation facilities

- ❖ Meets one or more of the following four elements:
 - connects an intermodal facility to i) the PHFS; ii) the Interstate System; or iii) an intermodal freight facility
 - is located within a corridor of a route on the PHFS and provides an alternative highway option important to goods movement
 - serves a major freight generator, logistic center, or manufacturing and warehouse industrial land
 - is important to the movement of freight within the region, as determined by the MPO or the State



Critical Urban/Rural Freight Corridors

Federal Guidance

- ❖ CUFCs and CRFCs may be submitted for review separately from a State Freight Plan
- ❖ There is no deadline for designating and certifying CRFCs and CUFCs
- ❖ There are project funding and other timeline implications that should be considered for designating and certifying CRFC and CUFC routes
- ❖ Planned roadways and freight facilities are eligible



Critical Urban/Rural Freight Corridors

Proposed Next Steps

❖ Multiple levels of coordination

- **CUFC coordination to distribute 311 miles**
 - Large Urban (MPOs)
 - Small Urban (MPOs + Caltrans + RTPAs)
- **CRFC coordination to distribute 623 miles**
 - MPOs + RTPAs + Caltrans

❖ Monthly coordination meetings

- Develop criteria for filtering corridors
- Mapping in GIS and needs assessment/nominations
- Corridor selection and phasing



Critical Urban/Rural Freight Corridors

Potential Criteria for corridor selection

❖ From Existing Plans/Programs, such as:

- CUFC/CRFC required conditions
- FAST Act: Nine NMFN factors and NHFP 22+ eligible projects types
- MAP-21 Performance Measure
- CFMP 2014: Tier 1, Tier 2 and Tier 3 Map
- ITSP 2015: Project Evaluation Criteria

❖ Explore New Technical Criteria, such as:

- Truck volume, volume/capacity, congestion, seasonal traffic etc.
- Freight: tonnage, value, volume, expediency etc.
- Others: regions with high production, equity, air quality, VMT etc.



Questions

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