

Office of Freight Planning - Overview

INTRODUCTION

Freight is essential to California's economy. It includes industries that rely on the transportation of raw materials, intermediate goods and components, as well final goods. This process depends on the efficient movement of freight within and throughout the State. Freight movement also impacts the rest of the transportation system and the communities surrounding freight facilities. Over the years, the State, its public partners and the private sector have invested heavily in the freight system.

BACKGROUND

Freight planning is derived from a variety of federal and state statutes, regulations, orders, guidance and other mandates. California Department of Transportation (Caltrans) is responsible of carrying out these functions, under the mission of *"providing a safe sustainable, integrated and efficient transportation system to enhance the State economy and livability"*. Since 2004 increasing emphasis has been placed on the study of Goods Movement in Caltrans. This responsibility has been assigned to the Office of Freight Planning (OFP), located in the Division of Transportation Planning. This office is integrated by a team of multidisciplinary professionals organized in three distinct areas. Freight Planning Branch, Freight Analysis Branch, and Freight Research. Support is received from districts liaisons assigned to freight planning, located throughout Caltrans 12 districts.

FUNCTIONS

The OFP develops strategies, policies, and methodologies to advocate for and improve freight movement in California. The State's complex freight transportation network consists

of truck, rail, air cargo, pipeline, and seaport industries and facilities that provide vital connections between producers and consumers within the state, nationally, and internationally. Because much of the freight transportation network is privately owned and operated, partnerships with the private sector and local and regional agencies are critical to fostering and maintaining coordinated and efficient freight planning and implementation.

Among other activities, OFP develops the statewide freight plan and related documents; provides information resources and analyses; works with advisory groups and modal operators; engages regional agency freight planning efforts; gathers and provides freight content for inclusion in various regional and statewide plans; manages border studies and coordinates binational freight efforts; supports freight research efforts; advocates for a safe, freight multimodal, and sustainable freight transportation system that ensures environmental health; and identifies projects for potential funding. Freight planning staff provides support and coordination for the diverse 60+ member California Freight Advisory Committee, and works with other partners to align freight planning activities in various plans. Freight Planning is also responsible for freight Geographic Information System activities.

CURRENT DEVELOPMENTS INVOLVING FREIGHT PLANNING

Freight movements are increasingly tested by the pressure to plan, finance, and operate a system that is complex in nature, but is an intricate part of the transportation system of the State. Moving Ahead for Progress in the 21st Century (MAP- 21), encourage States to develop a Freight Plan. Pursuant to new requirements of the Fixing America's Surface Transportation (FAST) Act, a dedicated source of funding for freight projects were approved and incorporated additional elements for the freight plan. To receive freight federal funding, States are require to develop a freight plan that



includes:

- *Freight Investment Plan*.¹ Representing a financially constrained project list within the framework of the CFMP.
- Designation of multimodal *Critical Rural Freight Corridors (CRFC)*² and *Critical Urban Freight Corridors (CUFC)*³ as part of the *National Highway Freight Network*.
- Consideration of significant congestion or delay caused by freight movements and strategies to mitigate the impact.
- Targets to assess performance measures for the freight transportation system.⁴

The OFP is actively participating in the development of the above elements, to make sure California is compliant and meets all federal requirements in the freight planning process.

ONGOING EFFORTS SUPPORTED BY THE OFFICE OF FREIGHT PLANNING

California Freight Mobility Plan (CFMP): developed by OFP office and approved in early 2015, the plan highlights freight routes and facilities that are critical to California's economic growth and that are of high priority for investments to meet federal and state transportation and air quality goals. This plan identified over 700 projects, with an estimated total cost of \$138 billion. Currently the office is working on the update of the CFMP that will be available by December 2017.

California Sustainable Freight Action Plan (CSFAP): Following Governor Brown Executive Order B-32-15, the plan provides a

vision for California to transition to a more efficient, more economically competitive and less polluting freight transportation system. Including a long term-2050 vision and guiding principles for California's future freight transport system along with these targets for 2030. This work is the product of collaborative efforts between State agencies. Over 72 Action Items (29 Caltrans) and 3 pilot Projects (2 Caltrans) were identified. This plan provides a new perspective regarding the sustainability of the freight system and framework for ongoing and collaborative processes. The Final CSFAP sent to Governor's Office for approval. OFP is now working on implementation strategies.

Strategic Research Engagement: Identifying freight research projects and freight research proposal carried out by Caltrans and other organizations. Comply with requirements of the Fast Act in an effort to promote innovation, sustainability and coordination in the use and administration of resources in the freight sector. OFP continues to engage with universities and Transportation Research Board committees and the National Cooperative Highway Research Program.

Stakeholder Engagement: In the process of freight planning, engaging stakeholders is fundamental to encourage and provide stakeholders and the public with meaningful opportunities to provide input concerning the freight transportation system. OFP sees stakeholder support as a two way process of consultation and involvement in the definition and delivery of projects. Ongoing activities are regularly carried out through workshops, conferences, public meetings, surveys etc.

¹ The Freight investment Plan (FIP) must include a list of priority projects and describe how the State will invest and match National Highway Freight Program (NHFP) funds.

² These are public roads not in an urbanized area which provide access and connection to the Primary Highway Freight System (PHFS) and the Interstate with other important ports, public transportation facilities, or other intermodal freight facilities.

³ These are 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.

⁴ Proposed MAP-21 performance measures for freight on Interstates are: 1) Annual Hours of Truck Delay (AHTD) and 2) Truck Reliability Index (TRI).

Caltrans Districts

California Freight Advisory Committee

(CFAC): OFP coordinate activities of CFAC.

This committee serves as a forum for the discussion of freight-related topics, to help coordinate regional freight priorities with other organizations, and to advise the State on freight-related priorities, issues, projects, and funding needs. It is comprised of a representative cross-section of public and private sector freight stakeholders, including representatives of ports, shippers, carriers, freight-related associations, the freight industry workforce, the transportation department of the State, and local governments.

Freight Efficiency Group

This group emerged during the process of preparation of CSFAP. It is made up of freight experts from academia, industry and government. The purpose and main task is to advance the discussion of freight related topics and identify promising strategies to increase efficiency in the freight system.

SOURCES AND ADDITIONAL INFORMATION

<http://www.dot.ca.gov/hq/tpp/offices/ogm/>

Planning Document Fact Sheets

- [California Freight Mobility Plan](#)
- [California Sustainable Freight Action Plan](#)
- [State Rail Plan, Freight Element](#)

Specialty Areas Fact Sheets

- [Environmental Considerations of Goods Movement](#)
- [Climate Change and Goods Movement](#)
- [International Border Area](#)

- [District 1, Eureka](#)
- [District 2, Redding](#)
- [District 3, Marysville](#)
- [District 4, Oakland](#)
- [District 5, San Luis Obispo](#)
- [District 6, Fresno](#)
- [District 7, Los Angeles](#)
- [District 8, San Bernardino](#)
- [District 9, Bishop](#)
- [District 10, Stockton](#)
- [District 11, San Diego](#)
- [District 12, Orange County](#)

Modes Fact Sheets

California Airports Fact Sheets

- [Bob Hope \(Burbank\) Airport \(BUR\)](#)
- [Fresno Yosemite International Airport \(FAT\)](#)
- [John Wayne / Orange County Airport \(SNA\)](#)
- [Long Beach Municipal Airport \(LGB\)](#)
- [Los Angeles International Airport \(LAX\)](#)
- [Los Angeles Ontario International Airport \(ONT\)](#)
- [Norman Y. Mineta San José International Airport \(SJC\)](#)
- [Oakland International Airport \(OAK\)](#)
- [Sacramento International Airport \(SMF\)](#)
- [Sacramento Mather Airport \(MHR\)](#)
- [San Diego International Airport \(SAN\)](#)
- [San Francisco International Airport \(SFO\)](#)

California Rail and Trucking Fact Sheets

- [Freight Rail](#)
- [Trucking](#)



California Seaports Fact Sheets

- [Port of Benicia](#)
- [Port of Hueneme](#)
- [Port of Humboldt Bay](#)
- [Port of Long Beach](#)
- [Port of Los Angeles](#)
- [Port of Oakland](#)
- [Port of Redwood City](#)
- [Port of Richmond](#)
- [Port of West Sacramento](#)
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