

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: October 8, 2014

Reference No.: 4.11
Action



From: ANDRE BOUTROS
Executive Director

Subject: COMMENTS TO THE DRAFT CALIFORNIA FREIGHT MOBILITY PLAN

ISSUE:

Should the Commission provide comments to the Draft California Freight Mobility Plan (CFMP) prepared by Caltrans?

RECOMMENDATION:

Staff recommends that the Commission direct staff to submit the comments presented in Attachment A and any additional comments the Commission wishes to provide during today's meeting.

BACKGROUND:

Pursuant to Assembly Bill (AB) 14 (Lowenthal, Chapter 223, Statutes of 2013) the state freight plan is due to the Legislature, the Governor, and certain agencies by December 31, 2014, and updated every 5 years thereafter.

Moving Ahead for Progress in the 21st Century (MAP-21) requires the U.S. Department of Transportation to "encourage" each state to develop a freight plan that provides a comprehensive plan for the immediate and long-range planning activities and investments for the State with respect to freight. MAP-21 also encourages each state to establish a freight advisory committee consisting of a representative cross-section of public and private sector freight stakeholders to participate in the development of that plan.

AB 14 requires the California State Transportation Agency (CalSTA) to prepare a state freight plan in compliance with the relevant provisions of MAP-21. The state freight plan must also provide a comprehensive plan to govern the immediate and long-range planning activities and capital investments of the state with respect to the movement of freight. Additionally, the bill requires CalSTA to establish a freight advisory committee representing a cross-section of public and private sector freight stakeholders, including representatives of ports, shippers, carriers, freight-related associations, the freight industry workforce, the Commission, Caltrans, the Public Utilities Commission, the State Lands Commission, the State Air Resources Board, regional and local governments, and environmental, safety, and community

organizations. Pursuant to AB 14, the state freight plan is due to the Legislature, the Governor, and certain agencies by December 31, 2014, and every 5 years thereafter.

By delegation from the Business, Transportation and Housing Agency (now CalSTA), Caltrans assumed the responsibility of producing the CFMP and forming and facilitating the California Freight Advisory Committee (CFAC), which the Commission is a member.

Over the past year, Caltrans Division of Transportation Planning, in coordination with CFAC, has been developing the CFMP, an update to GMAP. Similar to the GMAP, the CFMP will address current freight conditions, identify important trends, and respond to major issues in goods movement across all modes and regions of California. In addition, the updated plan will respond to a number of contemporary issues in terms of community impacts, trucking, new legislation, regional differences and linkages, and greenhouse gas emission reduction strategies.

Attachment A – Draft CFMP Comments

DRAFT CALIFORNIA FREIGHT MOBILITY PLAN COMMENTS

Executive Summary and Throughout the Document –

- a) Target Audience - Ensure a compelling story for all audiences. As written, the California Freight Mobility Plan (CFMP) speaks to the transportation insider. The CFMP should be broadened to tell the story of freight – not everyone contemplates the journey (multi-modes) of the goods ordered on-line (e-commerce) or buying at a brick and mortar facility.
- b) Ensure the CFMP communicates how vital goods movement is to the California economy and overall quality of life.
- c) Emphasize California's position in the global market and the investments California has made to develop a sustainable freight network.

State Responsibility for a CFMP -

- a) Clearly articulate that the CFMP is a Caltrans prepared plan with input from numerous stakeholders including members of the California Freight Advisory Committee (CFAC).
- b) Include a statement of intent to update the plan in response to the California Air Resources Board's Sustainable Freight Strategy.
- c) Acknowledge the CFMP is a living document and should be updated more frequently than every five years, as prescribed by Assembly Bill 14 (Lowenthal, Statutes of 2013).

Economic Vitality–

- a) Include a more thorough and robust discussion of the economic impacts of the goods movement industry in California and the consequences of not planning and providing for forecasts such as population and economic growth.
- b) Focus any improvement strategies on the fact that the state and national economies depend on the vitality of California's freight network.
- c) Include a summary of progressive steps the state has taken in partnership with regional agencies to invest in the freight industry in an environmentally conscious manner.

CFMP Vision/Strategy -

- a) Provide a clear vision/strategy for California's freight network along with the steps and priorities necessary to achieve California's freight future.
- b) Provide a vision/strategy that demonstrates an innovative, yet practical, view of what the future holds for the freight industry.
- c) Reflect a statewide vision that draws upon, but is not limited to, regional and other statewide plans for informing the state and national freight plan and strategy. Demonstrate how the CFMP integrates with and furthers the goals of regional and statewide transportation plans (such as the California Interregional Transportation Strategic Plan and the California Transportation Plan).
- d) Highlight that freight movement is an issue that must be addressed in partnership – it is a local, regional, statewide, national, and international issue.

CFMP is a Plan and not simply a Baseline –

The draft CFMP presents a picture of California's existing freight network similar to a baseline compilation but does not identify or explain what needs to be done, when, how, and by whom. The plan should identify:

- a) Priority gateways, corridors and last mile connectors from a statewide perspective similar to the Goods Movement Action Plan (GMAP).
- b) Statewide investment priorities to achieve the overall vision by building upon regional priorities, identified gateways, and corridors.
- c) Priorities correlated to expected outcomes and benefits to the state and nation.
- d) Projects of national or regional significance as designated by the US Federal Highway Administration identifying projects with higher priority based on short and long term benefits with anticipated outcomes.
- e) Risks or consequences of failure to accomplish the state's freight vision, goals and objectives.
- f) The future course of action necessary to achieve the identified vision, goals and objectives.
- g) Specific timeframe(s) for accomplishing the vision, goals and objectives.



freight

California Freight Mobility Plan 2014



California Freight Mobility Plan Updated Delivery Schedule (10/8)

June 16 – July 31: public comment period & public workshops

September 10, 11 & 12: post second draft of CFMP

October 10: comments due on second draft

October 31: final freight plan released for fatal flaw review

November 13: fatal flaw comments due

November 30: MPO/RTPA freight project data update due

December 31: final freight plan due per Assembly Bill 14

California Freight Advisory Committee



Alameda CTC
State Assembly
Bay Area Air Quality Mgmt Dist
CA Air Resources Board
CA Assoc of Port Authorities
CA Dept of Housing and Community Dev
CA Energy Commission
CA Highway Patrol
CA Marine and Intermodal Trans System Advisory Council (CALMITSAC)
CA Natural Resources Agency
CA Retailers Association
CA State Lands Commission
CA Trucking Association
Coalition for Clean Air
Devine Intermodal
Greenlining Institute
International Brotherhood of Teamsters Joint Council No. 42
International Longshore and Warehouse Union
L.A. Co Metropolitan Trans Authority
Metropolitan Transportation Com
National Association of Industrial Office Properties So Cal Chapter
Native American Advisory Committee
Pacific Merchant Shipping Assoc
Port of Los Angeles
Rural Counties Task Force
San Bernardino Associated Govts
San Francisco International Airport
San Joaquin Valley Reg Planning Agencies
Shasta County Reg Trans Agency
Silicon Valley Leadership Group
Southern CA Association of Govts
United Parcel Service
Federal Highway Administration

Automobile Club of Southern CA
Association of Monterey Bay Area Govts
BNSF Railway
CA Airports Council
CA Chamber of Commerce
CA Dept of Public Health
CA Farm Bureau Federation
CA Public Utilities Com
CA Short Line Railroad Association
CA Transportation Commission
Center for Community Action and Environmental Justice
Communities for a Better Environment
FedEx Corporation
Gov's Office of Business and Economic Development
L.A. World Airports
Mobility-21
Natural Resources Defense Council
Port of Long Beach
Port of Oakland
Sacramento Area Council of Govts
San Diego Assoc of Govts
San Joaquin Valley Air Pollution Control Dist
State Senate
Sierra Club California
South Coast Air Quality Management Dist
Union Pacific Railroad
US Customs and Border Protection



Public
Workshops

Summer
2014

Draft California State Highway Freight Network





CA Freight Strengths

- Extent of Existing Freight System
- Strong, Diverse Economy, Large Population
- Regional Freight Plans
- Environmental Achievements
- TCIF Program
- Transportation Sales Tax Measures
- Geographic Position
- Others?

CA Freight Needs

- Guidance on Freight Sustainability
- Maintain and Preserve the Freight System
- Funding
- Maintain Competitive Edge
- Prioritize Freight Corridors for Investment
- Mode Shift
- Capacity Expansion
- Climate Change Adaptation Planning for Whole Sector





CFMP Policy Framework

Economic Competitiveness Goal:

Improve the contribution of the California freight transportation system to economic efficiency, productivity, and competitiveness

Safety and Security Goal:

Improve the safety, security, and resilience of the freight transportation system

Freight System Infrastructure Preservation

Goal:

Improve the state of good repair of the freight transportation system



CFMP Policy Framework

Environmental Stewardship Goal:

Avoid and reduce adverse environmental and community impacts of the freight transportation system

Congestion Relief Goal:

Reduce costs to users by minimizing congestion on the freight transportation system

Innovative Technology and Practices Goal:

Use innovative technology and practices to operate, maintain, and optimize the efficiency of the freight transportation system while reducing its environmental and community impacts



Improvement Strategies

- 1) Maintain and enhance existing assets.
- 2) Apply new technologies and system operations practices.
- 3) Address negative impacts of freight movement.
- 4) Strategically add new capacity.
- 5) Strengthen the collaborative approach.
- 6) Seek dedicated and reliable freight funding programs.

Freight Project Definition

- significantly contributes to the freight system's economic activity or vitality;
- relieves congestion on the freight system;
- improves the safety, security, or resilience of the freight system;
- preserves the freight system infrastructure;
- implements technology to improve freight system;
- reduces or avoids adverse community and/or environmental impacts of the freight system.

Freight Project Types

- 1) System Preservation
- 2) Operations and Management
- 3) Community and Environmental Stewardship
- 4) Capacity Expansion



Geographic Context

- 1) Gateways
- 2) Corridors
- 3) Last Mile Connectors
- 4) Hubs
- 5) Broad Initiatives



Post 2014 Issues

- Coordination with ARB Sustainable Freight Strategy (SFS) to achieve maximum alignment
- Likely convening of CFAC to focus on SFS
- Federal freight performance measures rule making
- Final Federal Primary Freight Network and guidance regarding connectors (rural, urban and tribal)
- National freight plan and possible program



www.cfmp.dot.ca.gov