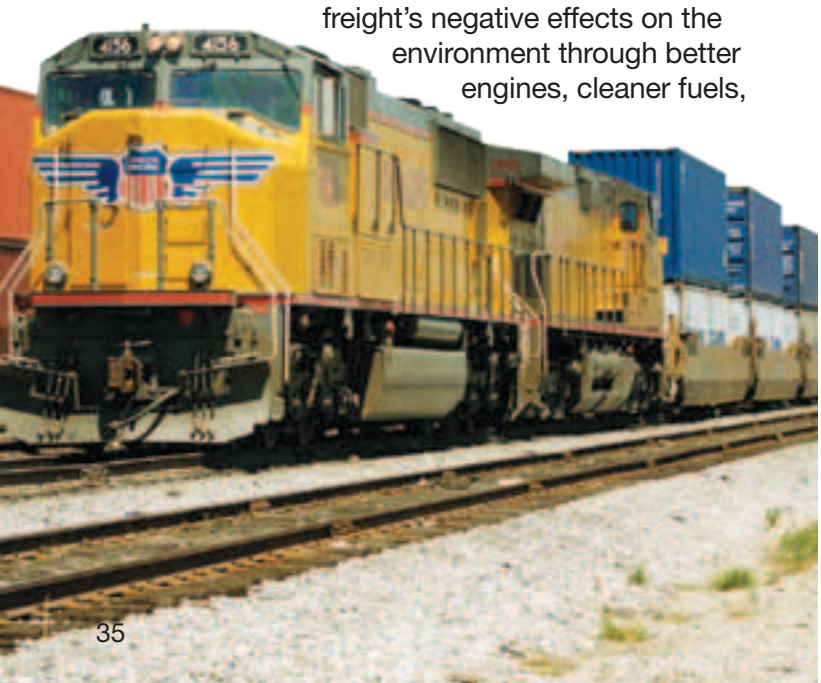
# Keeping Goods *Moving*

Caltrans has been working with more than 60 agencies, freight industry representatives, Native American tribal governments, and advocacy groups to develop a *California Freight Mobility Plan* by the end of 2014. The plan will detail how we can better move goods through and within California to strengthen the economy, while also supporting the health of our environment and communities. The California Air Resources Board is also developing a *Sustainable Freight Initiative*, and we are working closely with them to ensure we coordinate the state's freight efforts.

The federally recommended and state-required California Freight Mobility Plan is especially important because the Golden State is a national and global trade leader. About 40 percent of our country's internationally traded consumer products—the stuff we buy at the store—are transported through California's 12 seaports. This enormous amount of trade is supported by our state's diverse economy, a highly skilled and educated workforce, and more than a century of proactive private and public investment in transportation and cargo-handling infrastructure. The plan will address all the ways freight is moved: seaports, railroads, air cargo, and trucking.

As we look toward the future, and the impending opening of the expanded Panama Canal, our challenge is to balance the need to effectively get goods where they need to go, while protecting the environment and those living in communities along heavy trade corridors from diesel emissions and other pollutants. California has already reduced freight's negative effects on the environment through better engines, cleaner fuels, cleaner ports and rail yards, infrastructure changes, and improved operations, but we're not done. We can further improve rail-to-port connections to ensure efficient low-carbon impacts by bringing more rail into the ports to reduce short-haul truck trips.



Another challenge is that before goods are distributed throughout the country, they often stop at warehouses near the ports or in the Inland Empire to be repackaged into 53-foot-long trucks and smaller shipments to transport to individual stores. Those repackaging centers employ thousands of workers. With increased competition from ports in other states, California would lose hundreds of thousands of jobs if these packaging centers move elsewhere.

We cannot afford to allow our freight system to fall apart. As an example, if trucks stop running today, fresh produce will all be gone from grocery stores in three days, and all store shelves will be empty in seven days.

If we want to maintain and improve California's status as the eighth-largest economy in the world, we must create a multimodal freight plan that helps to modernize freight movement while sustaining jobs and the environment. To do this, we will need reliable and substantial freight transportation funding, because while California's 2006 transportation bond included $2 billion for projects under the Trade Corridors Improvement Fund, that money has been fully expended on high-priority freight movement projects. Yet, there are even more worthy projects to help us stay globally competitive that need funds and many others that will also improve the health of communities near freight networks. So, we are coordinating across the state to develop new funding partnerships among private and public organizations to find new and sustained freight funding.

As we plan into the future for a sustainable freight movement system, we have to embrace two key challenges. First, we need to shift more freight to rail, and then we need to have cleaner vehicles, which in the longer term have to be either zero-emission or near-zero-emission vehicles. California's freight industry has led the way as the cleanest in the country and will rise to the challenge of attaining this sustainability goal.

*Contributors: Bruce De Terra, Division of Transportation Planning*

*New Mission, Vision, Goals (continued from page 6)*

## New Goals to Achieve our Mission and Vision

We will continue to improve how we do business so we can give Californians the most efficient transportation system possible, and our new goals will help us achieve that.

- Safety and Health: Provide a safe transportation system for workers and users, and promote health through active transportation and reduced pollution in communities.
- Stewardship and Efficiency: Money counts. Responsibly manage California's transportation-related assets.
- Sustainability, Livability, and Economy: Make long-lasting, smart mobility decisions that improve the environment, support a vibrant economy, and build communities, not sprawl.
- System Performance: Use leadership, collaboration, and strategic partnerships to develop an integrated transportation system that provides reliable and accessible mobility for travelers.
- Organizational Excellence: Be a national leader in delivering quality service through excellent employee performance, public communication, and accountability.

Caltrans has identified five goal teams to lead our change by developing performance measures and strategies to achieve our goals.

## What this Means for Californians

For many years, the transportation system has consisted of the state highway system and local and regional transportation systems. Our new mission means that we are shifting our focus from those separate systems to a cohesive *California* transportation system that integrates the state and local systems. By working closely with local agencies and tribal governments, we will give Californians more efficient travel options to improve their quality of life, while continuing to make safety our No. 1 priority.

It's a continuous process that will take time, but by focusing on our new mission and staying true to our values, we will become the Caltrans we envision: a performance-driven, transparent, and accountable organization that values its people, resources, and partners, and meets new challenges through leadership, innovation, and teamwork.

## Caltrans Provides Oversight on Local Landscape Project

The city of Santa Clarita worked with Caltrans to create a welcoming area at the Sand Canyon and State Route 14 on-ramp, where about 114,000 motorists pass daily.

The city designed landscaping for 3.4 acres within Caltrans' right-of-way. The design highlights the area's unusual rock formations and outcroppings. The design also incorporated oaks and other drought-tolerant plants compatible with the arid region between the San Gabriel Mountains and the Santa Susana Mountains. The city of Santa Clarita completed the project in February for $1.2 million, and Caltrans had oversight of the project. The city will be responsible for the project's ongoing landscape maintenance, which is often the case when a city initiates and builds a project.