

## Collaboration Partners

The CFMP was prepared in parallel with Caltrans' California Transportation Plan (CTP) 2040 which is a long-range transportation plan to achieve our collective vision for California's future statewide, integrated, multimodal, sustainable transportation system. The CFMP is one of several Caltrans modal plans that will be integrated within the CTP.

In addition to the CTP working groups, the CFMP development was guided by the California Freight Advisory Committee (CFAC). The CFAC is an advisory committee to CalSTA and Caltrans, consisting of a representative cross section of public and private sector freight stakeholders, including representatives of seaports, railroads, airports, trucking, shippers, carriers, freight-related associations, the freight industry workforce, regional and local governments, state and federal agencies, Tribal governments, and environmental, safety, and community organizations.

Public outreach was conducted throughout the course of the plan development. Eight public workshops were held statewide and four focus group sessions were held with environmental justice and community organizations. In addition, four Tribal Listening Sessions were held with California's tribal governments and included the CTP and State Rail Plan as well.



CFAC Meeting, Long Beach, June 2013



Public Workshop, Sacramento, June 2014



*For more information:*

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# California Freight Mobility Plan

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# CALIFORNIA FREIGHT MOBILITY PLAN

The California State Transportation Agency (CalSTA) and the California Department of Transportation (Caltrans) have developed the California Freight Mobility Plan (CFMP) to comply with provisions of the federal Moving Ahead for Progress in the 21<sup>st</sup> Century Act (Map-21), which encourages each state to develop a freight plan.

Additionally, California Assembly Bill 14 (Lowenthal, 2013) requires a comprehensive freight plan that informs the immediate and long-range planning activities and capital investments of the state consistent with Map-21.

## CALIFORNIA IS A GLOBAL FREIGHT LEADER

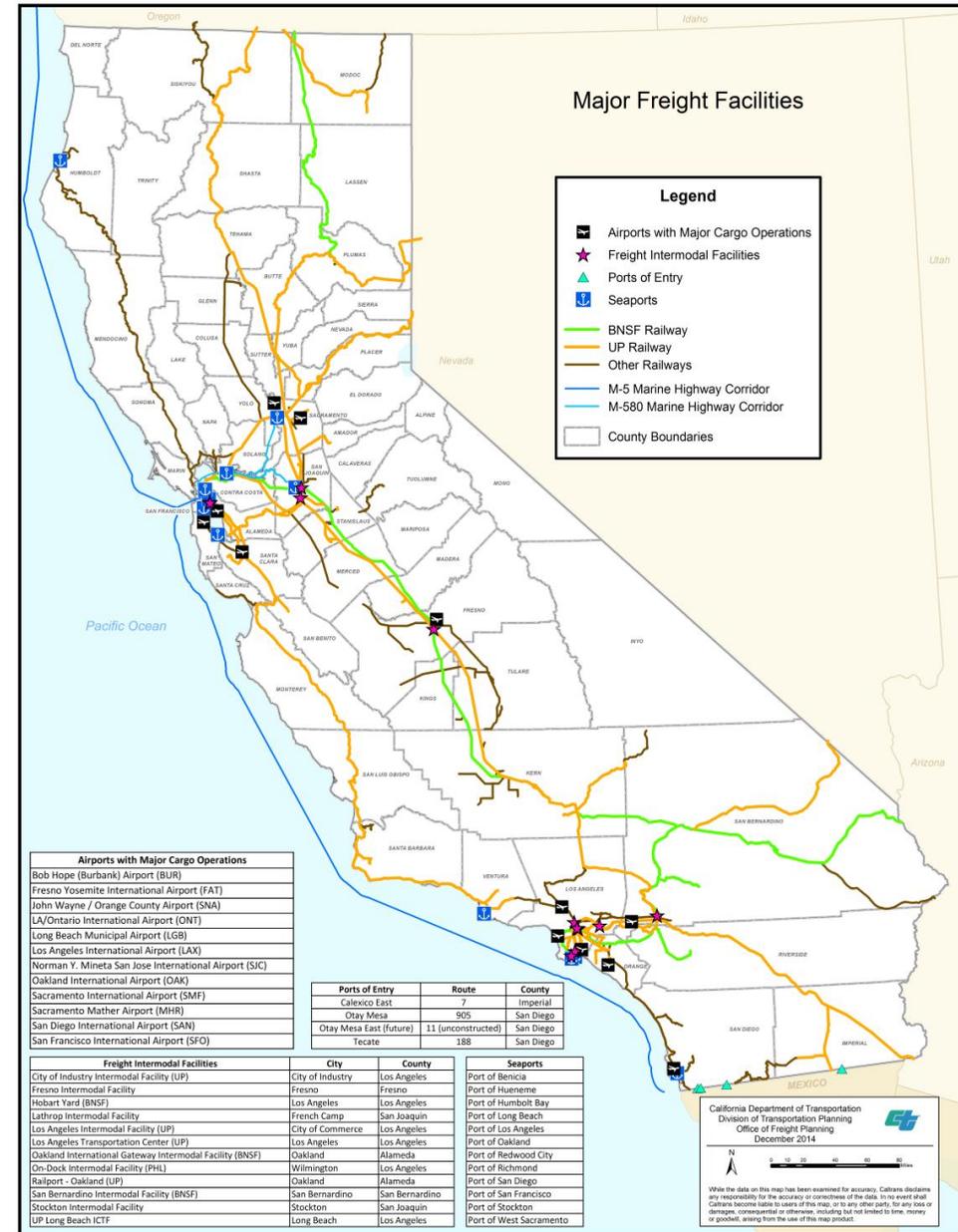
California has the 8<sup>th</sup> largest economy in the world, transporting the highest value of international commerce in the nation and among the highest total freight volumes. The State's trade-focused economy is supported by the most extensive, least polluting, highest capacity, technically advanced multi-modal freight transportation system in the United States. California is building upon these strengths to create an even more efficient, lower-polluting, and higher capacity freight sector to not only respond to the competitive and environmental demands of the 21<sup>st</sup> Century, but to be a global leader in that response.

## THE FUTURE OF CALIFORNIA'S FREIGHT SYSTEM

Looking ahead to the year 2040, California's freight system will be dominated by near-zero emission vehicles and equipment that will be powered by a robust mix of renewable and clean energy sources. The largest urban areas will have dedicated freight corridors and hubs, some of them automated, that separate passenger and freight movements and minimize impacts to surrounding communities. Rural areas of the State, including Native American Tribal lands, will have access to high quality freight facilities and services that provide access to national and global markets. Local and regional agencies will be guided by detailed freight transportation plans that are linked to land use and economic development.



California has the most extensive, complex, interconnected freight system in the nation. It is an un-paralleled freight system that in 2012 transported approximately 155.1 million tons of freight valued at \$684.5 billion from and through California, including international imports, to the rest of the United States. This extensive system is multi-modal and includes highways, seaports, airports with air cargo operations, Class I railroads, short line railroads, border ports of entry with Mexico, pipelines, warehousing and distribution centers, and local connector roads.





# CFMP Project List

The CFMP Project List provides a state-wide listing of all of the freight projects that are contained in Regional Transportation Plans (RTPs) or have been formally adopted by a governing board. Projects that meet the definition of a Freight Project are included in the Project List and categorized into four basic project types that work to align them with broad statewide strategies and goals.

## Freight Project Definition

- An improvement that 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;
- Improves or preserves the freight system infrastructure;
- Implements technology or innovation to improve the freight system or reduce or avoid its negative impacts; or reduces or avoids adverse community and/or environmental impacts of the freight system.

## Project Categories

Preserve & Maintain the System

Operational, Safety, & System Management

Enhance Communities & the Environment

Expand Facility Capacity

# Implementation

The project list should be strategically implemented using prioritized corridors, focus areas, and overarching strategies in order to ensure that the goals for the future of freight in California are efficiently and effectively being met.

## Broad Strategies

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

## Geographic Context

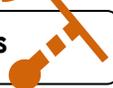
Gateways



Corridors



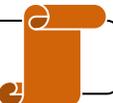
Last Mile Connectors



Hubs



Broad Initiatives



## Prioritized Corridors

The CFMP categorizes the designated highway and freight rail networks into 3 tiers for each facility type, with those portions of the network having the highest truck and rail volumes being Tier 1 and those with lower volumes being Tier 2 or Tier 3. Priority consideration is also given for some freight network components having lower freight volumes but providing key interstate or international connections. While all of the freight network facilities are important, the Tier 1 facilities are more likely to have projects prioritized for funding.

