

CFMP Freight Project Definitions

DISCLAIMER: The attached project list is for discussion purposes only and does not represent a commitment by referenced agencies or the State to develop or deliver any of the listed projects.

Freight Project Definition

An improvement that significantly contributes to the freight system's economic activity or vitality; relieves freight congestion on the most congested segments of the freight network; 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 the adverse environmental and community impacts of the freight system.

Project Timeframes

The timeframes defined below reflect the soonest implementation potential for each of the freight projects:

1. Short-term (0-3 years)
2. Intermediate-term (4-10)
3. Long-term (10+ years)

Network Type

The network types defined below reflect the location of the project in relation to the Primary Freight Network and the National Freight Network:

1. Off the State Highway System "O"
2. Primary Freight Network (PFN) 27k "P"
3. National Freight Network not included in the PFN 27k "N"
<http://www.ops.fhwa.dot.gov/freight/infrastructure/nfn/>
4. State Highway System not included in the PFN 27k or NFN "S"

Network Tiers

- **Tier 1** - Highways having the highest truck volumes and/or providing essential connectivity to and between key freight gateways and regions. Most of Tier 1 highways have been identified by FHWA as components of the proposed Primary Freight Network (PFN). Not all of California's portion of the PFN routes is included in Tier 1.
- **Tier 2** - Those portions of the PFN that are not included in Tier 1 are designated as Tier 2, with Tier 2 including additional Interstate and State Routes.
- **Tier 3** - Represents the balance of the highway freight network.
- **SHS - No Tier** - Not identified as part of the highway freight network.
- **Non-SHS** - Freight modes distinct and separate from the State Highway System, e.g., Rail and General Aviation Projects.

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Project Type

The freight project inventory has five project types: Safety and Security, System Preservation, Public Health and Environmental Stewardship, System Management, and System Expansion. They are listed below in the suggested priority order. The definition of the project categories and the goals that relate to each of those categories are:

System Preservation

- Definition: System Preservation projects are preventive maintenance projects, rehabilitation and reconstruction projects, and improvements required by regulatory mandates on the state freight transportation system.
- Related Goals: Economic Competitiveness, Congestion Relief, and Freight System Infrastructure and Preservation, Innovative Technology and Practices.

Community and Environmental Stewardship

- Definition: Projects in freight corridors that are specifically targeted to avoiding, reducing or mitigating freight impacts on the environment and community.
- Related Goals: Environmental Stewardship, Innovative Technology and Practices

Operations and Management

- Definition: Low-cost investments on the freight transportation system that can often be made in the near term to help reduce the need for more costly investments later on. Some major strategy areas under system management include Intelligent Transportation Systems (ITS) and Transportation Demand Management (TDM).
- Related Goals: Economic Competitiveness, Environmental Stewardship, Congestion Relief, Innovative Technology and Practices.

Capacity Expansion

- Definition: Projects that will expand the freight transportation system's capacity.
- Related Goals: Environmental Stewardship, Economic Contribution, Congestion Relief

Facility Type

The Primary Facility Type should be filled out for each project. The secondary Facility Type only needs to be provided as necessary. Both Primary and Secondary have the same options. The options are detailed below.

- **Gateways:** The national and international freight gateways for California are the State's seaports, airports, international border ports of entry, and major highway border points with neighboring states. "G"

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- **Corridors:** Connecting to each gateway is one or more corridors that provide regional, state, and national connectivity. For the highway system, the corridors are part of the federal Primary Freight Network or are on the State Freight Network (Chapter 2-1). In addition to highways, the Class I railroad lines that provide connectivity to other regions and states are also included as part of the corridors. "C"
- **Last Mile Connectors:** Linking many of the gateways and corridors are the smaller locally owned roadways and short line railroads that serve as “last-mile” connectors. "L"
- **Hubs:** Large freight facilities, likely where multiple activities are taking place, such as intermodal facilities and railyards. "H"
- **Broad Initiatives:** Needed improvement actions that must take place across vast regions, sometimes the entire State, and occasionally, as with cargo ships, on an international scale. It can also include highly localized actions to address issues at specific freight facilities. "B"

Links to CFMP Goals

The following are project types that the plan would like to support and should be prioritized during programming. The project types are tied to the CFMP goal it most closely relates; but, it should be noted that many of the project types will serve several of the goals.

1. Economic Competitiveness Related Project Types

- a. Projects that eliminate bottlenecks and recurrent delay
- b. Operational improvements
- c. Projects that accelerate rapid incident response on priority freight corridors
- d. Capacity expansion of freight corridors, or subsections, where demand is at or exceeds capacity through infrastructure or operational improvements
- e. Improvements that eliminate unnecessary freight lifts or handling

2. Safety and Security Related Project Types

- a. Truck-only lanes and facilities
- b. Projects that encourage off-peak usage of freight facilities
- c. Expansion of the system of truck parking facilities
- d. Projects to abandon, armor, adapt, move, or replace freight facilities that are vulnerable to sea level rise and other natural disasters
- e. Positive train control as an addition to an existing project, not as a stand-alone project
- f. Expansion of the number and scope of cargo security screenings

3. Freight System Infrastructure Preservation Related Project Types

- a. Sustainable preventative maintenance, rehabilitation, and preservation projects on priority freight corridors with a focus on multi-purpose projects

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4. Environmental Stewardship Related Project Types

- a. Corridor specific impact reduction projects
- b. Projects that maximize GHG, criteria pollutant, and air toxin emission reductions
- c. Projects that are specifically targeted to avoiding, reducing or mitigating freight impacts on the environment and community
- d. Projects that move transloading and rail facilities as close to the port as possible

5. Congestion Relief Related Project Types

- a. Improvements to relieve freight congestion on the most congested segments of the freight network
- b. Implementation of detection, system management, and expansion of freight travel information availability on priority corridors, particularly targeted to truck data
- c. Railroad grade crossings where there is a history of crashes and at crossings that have high volume of vehicle and train traffic
- d. Addition of mainline track and sidings to accommodate demand for freight and passenger rail services

6. Innovative Technology and Practices Related Project Types

- a. Implementation of state-of-the-art and demonstration technologies
- b. Deployment of new, non-fossil fuel distribution, recharging facilities, and shore-side power on the freight system, focusing on particular regions and corridors
- c. Implementation of new engine technologies that are cleaner and quieter