

CALIFORNIA FREIGHT MOBILITY PLAN

Annotated Outline

Introduction & Executive Summary

Section I: Policies, Strategies, and Implementation

Chapter 1-1: Vision, Goals, and Objectives

The vision statement, goals, and objectives presented in this chapter provide a common platform for informing and guiding the development of freight transportation policy and programs. The long-term vision for California's freight network was crafted in collaboration with input from many public and private freight stakeholders located throughout the state. From this vision, a policy framework consisting of six over-arching goals and a complementary set of more specific objectives was developed. The policy framework, once implemented, will help to achieve the vision statement.

Chapter 1-2: Strengths and Needs

A number of key trends are anticipated to have major impacts on the goods movement system. The consequence of not planning for these trends will mean a loss in efficiency and competitiveness as well as growing conflicts between goods movement users, passenger traffic, and communities. This chapter outlines the strengths of the State's freight system, the ways in which the State's freight system does not meet the State's goals, and the needs that are most important for the State to address.

Chapter 1-3: Current Funding

There currently is not a "permanent" freight funding program in California that is working in a coordinated fashion to create an integrated, connected, multi-modal freight system that is designed to attain a broad set of goals and objectives. A substantial, dedicated, long-term freight transportation funding source is necessary to transition California's freight industry to a less polluting, more efficient, safer, internationally competitive cornerstone of the State's economy.

Chapter 1-4: Improvement Strategy

Given the context of freight movement in California and the trends for freight movement in the future, this chapter outlines the strategies and projects that will be pursued in order to achieve the California Freight Mobility Plan's (CFMP) vision, goals, and objectives for freight in California.

Section II: Freight System Assets, Condition, Performance, and Forecast

Chapter 2-1: Freight Systems Assets

California has the most extensive, complex, interconnected freight system in the nation. The system is the result of more than a century of innovative and cooperative, private and public investment. This chapter describes and maps the federal freight networks, known as the National Freight Network (NFN) and Primary Freight Network (PFN), as well as California's Multimodal State Freight System.

Chapter 2-2: Freight System Condition and Performance

It is necessary to track and analyze the freight system condition and performance so that system management, operations and capital improvements are based on sound data and analysis. This chapter provides multi-modal, freight system condition and performance information on infrastructure, congestion, safety, economic competitiveness, innovative technology, and environmental stewardship.

Chapter 2-3: Freight Forecast

It is important to anticipate the future of international trade and freight flows so that appropriate programs and facilities can be ready when needed. This chapter contains information concerning freight moving within, into, through and out of California. There are separate sections for domestic shipments and international shipments. All data is broken down and categorized by mode, commodity, and origin-destination.

Section III: Context of Freight Issues in California

Chapter 3-1: Freight Policy and the State's Decision-Making Process

The California Freight Mobility Plan follows the guidelines provided in Moving Ahead for Progress in the 21st Century Act (MAP-21) and addresses additional requirements and guidelines provided in other federal and state laws. In addition to following MAP-21, California-specific topics are added to this plan to better reflect the State's priorities and unique position in the national and global economies. This chapter describes the elements that provided direction for the development of this plan and references laws and programs affecting freight transportation planning in California.

Chapter 3-2: Native American Freight Connections

Like all communities, Native American reservations and rancherias need access to the freight system to obtain goods and services and to export products. This chapter outlines the Native American community's relationship with freight movement in California as well as identifies the major freight connectors from Native American Trust Lands to the State Freight Network.

Chapter 3-3: Economic Context of Freight

International trade and investment is a major economic engine for the State that broadly benefits business, communities, consumers, and state and local governments. California has a diversified economy and its prosperity is tied to export and import of both goods and services moving through the State's transportation gateways. This chapter describes the economic relationship each region in California has with freight movement and the supply chain as well as details several freight dependent economic sectors.

Chapter 3-4: Labor and Workforce Development

Like the industry itself, freight related employment is dynamic and continually improving. This push toward continual improvement across the entire industry is necessary for California to remain competitive at the national and international levels and to better serve California's people and communities. This chapter outlines current practices and the need to further support workforce development and invest in human resources in California's freight sector.

Chapter 3-5: Community and Environmental Context

The movement of freight comprises an essential part of our economy at local, state, national, and global levels, and provides needed goods, services, and employment for our communities. Nevertheless, freight transportation can also come with negative impacts. Local communities are often impacted by freight transportation related noise, air pollution, and traffic congestion. This chapter describes the environmental and community impacts of the freight system as well as the progress California's freight industry has made in reducing emissions and addressing social equity and environmental needs, and the actions that are needed in the future to reduce and eliminate freight's negative impacts.

Chapter 3-6: Safety and Security

The freight system is challenged with maintaining the safety of its infrastructure in light of aging facilities and limited funding. It also faces the possibility of natural disasters and security threats impacting the efficiency of the system. It is important to consider what is required to ensure that the freight transportation system will be able to maintain an acceptable level of performance to satisfy the demand of the state's growing population. To address this concern, this chapter articulates critical safety, security and efficiency issues affecting freight movement operations, and their corresponding intermodal connectivity.

Chapter 3-7: ITS and Technology

Intelligent Transportation Systems (ITS) are a collection of facilities, communications, and computer technologies, and practices that are used to improve the operation of roadway, rail, air and maritime systems. The freight industry has embraced ITS as a means of enhancing competitiveness and mitigating impacts, whereby the value and volume of freight can increase while system demand decreases. This chapter presents actual and projected ITS systems deployed by public agencies and private entities involved in commercial vehicle, rail, air and water operations in California in order to increase and maximize the safety and efficiency of the state's freight transportation system.

Appendices

Acronyms

California Freight Advisory Committee Membership

Federal Freight Policy Recommendation Letter

Factsheets

Glossary

MPO/RTPA Map

Network Assets

Project List

Public Outreach

Statutory Authority

Freight Trend Analysis