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CALIFORNIA DEPARTMENT OF TRANSPORTATION

# FREIGHT PLANNING EFFORTS

## FACT SHEET

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Following are the key deliverable that Office of Freight Planning, Division of Transportation Planning, at Caltrans are working on.

### Federal Requirements

- National Multimodal Freight Network
- Critical Urban and Rural Freight Corridors
- Freight Investment Plan
- National Performance Measures
- California Freight Mobility Plan
- Freight stakeholder engagement to support above activities

### State Requirements

- California Sustainable Freight Action Plan
- Freight stakeholder engagement to support above activities

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## NATIONAL MULTIMODAL FREIGHT NETWORK

### Background

- Required by FAST Act, the interim National Multimodal Freight Network (NMFN) as specified by US Congress consists of:
  - The Primary Highway Freight System (a 41,518-mile network designated in the FAST Act) and all other Interstate Highways.
  - All class I rail lines, rail lines that connect to ports included in the NMFN, and routes on Department of Defense's (DOD) Strategic Rail Corridor Network.
  - Ports with an annual trade of at least 2 million short tons, plus three additional ports identified as strategically important by DOD.
  - Inland and intra-coastal waterways, the Great Lakes, the St. Lawrence Seaway, and coastal and ocean routes.
  - Fifty-six airports, which consist of the top fifty airports by freight weight landed by two different measures.
- US DOT seeks comments from agencies on the interim network, including specific additions to, or alternative measures for determining the composition of the final NMFN.
- Not tied to the current National Highway Freight Program (NHFP) funding.
- US DOT seeking input from stakeholders including states, MPOs, local governments, freight system users, transportation providers, railroads, ports, and airports.

### Factors for establishing the final NMFN

- USDOT will use data on significant freight movement to establish the final NMFN, including:
  - Origins and destinations of freight.
  - Volume, value, and strategic importance of freight.
  - Access to border crossings, ports, and pipelines, manufacturing, agriculture, natural resources, or energy development.

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- Economic factors and balance of trade.
- Intermodal links that promote connectivity.
- Freight choke points.
- Impacts on modes that share freight infrastructure.
- Corridors that MPOs, states, or multi-state coalitions identify as important.
- Distribution centers and first-/last-mile links.
- Global and domestic supply chains.

### Comments Requested

USDOT seeks comments on corridors and intermodal connections that are important for one of the factors noted above and were not included in the interim network. Comments proposing additions should use the most recent data. USDOT also seeks comments on the following specific issues:

- **Highway:** The size and composition of the highway freight network. Specifically, should the 65,000-mile highway network included in the draft Multimodal Freight Network released in October 2015 be used as the highway freight network?
- **Rail:** Include all class I rail lines (totaling 95,200 miles) or a 49,900-mile network (that carries 60 percent of rail freight by weight)? Which methodology?
- **Maritime:** Which ports are unique in handling critical cargo, which should be included despite overall low total freight handling?
- **Aviation:** What appropriate data to use to determine the airports to include?

Opportunity to submit proposed designations for inclusion in the NMFN and states to gather input from stakeholders including MPOs, State Freight Advisory Committees, and owners of freight facilities.

### Timeline (2016)

- June 6<sup>th</sup>: Federal Register DOT-OST-2013-0053 released.
- July 6<sup>th</sup>: Caltrans outreach (email) to the California Freight Advisory Committee, MPOs/RTPAs, and Districts to initiate comment collaboration.
- July 27<sup>th</sup>: Caltrans emailed preliminary comments.

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- August 17<sup>th</sup>: Caltrans requests partner agencies to share their comments.
- September 6<sup>th</sup>: Comments due to US DOT.
- December 4<sup>th</sup>: US DOT anticipates to adopt final NMFN.
- Revisit every 5 years, or sooner.

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### CRITICAL URBAN/RURAL FREIGHT CORRIDORS

#### Background

- The National Highway Freight Network (NHFN) includes:
  - Primary Highway Freight System – CA has 3,117.72 miles (adopted by Congress)
  - Non-primary Interstates – CA has 362.64 miles (adopted by Congress)
  - Critical Urban Freight Corridors (CUFC) – CA limit 311.77 miles.
    - Caltrans designates, in collaboration with MPOs: Urbanized area - population of 50,000 - 500,000.
    - MPOs designates, in collaboration with Caltrans: Urbanized area - population of 500,000 or more.
  - Critical Rural Freight Corridors (CRFC) – CA limit 623.54 miles.
    - Caltrans designates, voluntarily in collaboration with MPOs/RTPAs.
- Non-Primary Interstates are not eligible for NHFP funding, unless designated as CURF/CRFC.
- Freight efficiency on system and connectivity between freight generators and key destinations.
- Caltrans working on a statewide process for critical freight corridor designations.
  - Collaborate with CFAC, MPOS/RTPAs, Caltrans HQ and districts.

#### Timeline (2016)

- Rolling designations: CUFC/CRFC designations may occur at any time, may be full or partial designation of the CUFC/CRFC mileage.
- Designations required to receive NHFP funds.

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### FREIGHT INVESTMENT PLAN

#### Background

- Pursuant to requirements of the National Highway Freight Program (NHFP), all states must develop a Freight Investment Plan (FIP) by December 4, 2017 to receive NHFP funding.
- FAST Act's NHFP require states to include a FIP element to their state freight plan. FIP must include a list of priority projects and describe how the State will invest and match NHFP funds.
- The FIP will include a revenue constrained project list with prioritized criteria.
- Estimated total funding available for California over the five year period of NHFP funding is \$582 million.
- Develop an approach to program FAST Act formula funds
  - FFY 2016 available.
  - FFY 2017 available October 1, 2016.
  - Pending legislation.
    - AB 1780 (Medina)
    - AB 2170 (Frazier)
    - Trailer Bill

#### Timeline (2016)

- **December 4, 2017:** Addition of a FIP element to the CFMP.
- Required to be update every 5 years.

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### NATIONAL PERFORMANCE MEASURES – Assessing freight movement on the Interstate System

#### Background

- Initiated by MAP-21, these performance measures are part of a suite of measures to be used by State DOTs and MPOs to assess the performance of the Interstate and non-Interstate National Highway System.
- The Federal Notice of Proposed Rulemaking suggested the following measures to assess freight movement on the Interstate System:
  - Percent of the Interstate System Mileage providing for Reliable Truck Travel Times.
  - Percent of the Interstate System Mileage Uncongested.

#### Timeline (2016)

- April 22<sup>nd</sup>: Federal Register released.
- May – July: Extensive coordination within Caltrans and with partners led by Giles.
- Aug 20<sup>th</sup>: Comments due to US DOT.
- By December 31<sup>st</sup>: Anticipate Final Rule.

#### Relation to other State Plans

- Interim Performance Measures were included in the December 2014 CFMP.
- Other recent NPRMs and Final Rules require additional performance measures regarding other areas such as system preservation and safety.

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### CALIFORNIA FREIGHT MOBILITY PLAN

#### Background

- The California Freight Mobility Plan (CFMP) was published in December 2014.
- The 2014 CFMP fulfilled current state and federal requirements.
- There are three additional content requirements for a FAST act-compliant state freight plan:
  - Designation of Critical Urban/Rural Freight Corridors and listing of critical rural freight facilities.
  - A fiscally constrained Freight Investment Plan (FIP) that includes a list of priority projects and describes how National Highway Freight Program (NHFP) funds would be invested and matched.
  - Consideration of any significant congestion or delay caused by freight movements and any strategies to mitigate that congestion or delay.
- States have until December 4, 2017 to meet the new requirements of the FAST Act.

#### Timeline (2016)

- **December 4, 2017:** Addition of a FIP element to the CFMP.
- Every 5 years, as required by State law.

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### CALIFORNIA SUSTAINABLE FREIGHT ACTION PLAN

#### Background

- A blueprint for transforming the state’s multi-billion dollar freight transport system into one that is environmentally cleaner, more efficient, and more economically competitive than it is today.
- Governor’s EO-32-15: CalSTA, CalEPA, CNRA, ARB, CEC, GoBiz, and Caltrans, directed to collaborate and develop an integrated action plan to make California’s freight industry sustainable.
  - 72+ Total Action Items (29 Caltrans)
  - 3 Pilot Projects (2 Caltrans)
- The Action Plan includes a long term-2050 vision and guiding principles for California’s future freight transport system along with these targets for 2030:
  - Improve freight system efficiency 25 percent by 2030.
  - Deploy over 100,000 zero-emission vehicles/equipment and maximize near-zero by 2020.
  - Foster future economic growth within the freight and goods movement industry.
- CSFAP “...not intended to replace other planning processes and documents such as the California Freight Mobility Plan or regional goods movement plans, but rather is intended to inform those efforts by providing a new perspective regarding the sustainability of the freight system and framework for ongoing collaborative processes.”

#### Timeline

- May 3<sup>rd</sup>: Draft released for public review.
- July 28<sup>th</sup>: Final CSFAP sent to Governor’s Office for approval.
- Caltrans working on implementation strategy.

#### Relation to other State Plans

- CTP 2040: Approved – Summer 2016; Acknowledges the key role of freight in the transportation system; Includes scenario planning and general high level trend analysis.

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- CSFAP was influenced by the CFMP, but does not replace it.