California Department of Transportation

Freight-Focused Land Use Guidance for Caltrans Planners

Office of Strategic Freight Planning
Division of Transportation Planning

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Contents

Introduction

California is the 5th largest economy in the world[1], houses a population of almost 40 million people[2], and acts as the international and domestic gateway for commerce in the nation[3]. The immense progress California has achieved to build this diverse, vibrant, and intricate economy, and the goods movement systems that supports it, has come with a cost of increased roadway congestion, air quality and equity concerns. To ensure continued progress is reached in a sustainable way, the State must continue to guide development to promote social equity, livability, environmental health, and economic vitality.

Warehousing spaces are getting larger, ocean-going cargo ships can hold more tonnage and containers, ZEV trucks can drive for longer distances between fueling or recharging stops, all while populations are growing and demanding more goods at a faster pace. The changes experienced by the freight sector, driven by consumer behavior and technological advances, can have lasting impacts that can be mitigated by good partnership and planning.

As the owner and operator of California's state highway system (SHS), Caltrans' Local Development Review (LDR) process assists in the preservation and protection of state assets. The RLDR process enables Caltrans to collaboratively and meaningfully engage with local and regional partners by guiding developments near the SHS towards consistency with the California Transportation Plan, the California Freight Mobility Plan, Regional Transportation Plans/Sustainable Communities Strategies (RTP/SCS), local plans, and any other applicable plans, all of which play a part to reduce Vehicle MilesTraveled and Greenhouse Gas emissions.

Caltrans LDR staff are encouraged to use this guide as a starting point for engaging in productive dialogue with their partner agencies and suggest meaningful changes to proposed projects or plans regardless of size. Freight movements should be equally considered at the area plan level and at an individual project level. Each type of project will need different considerations based upon location, business need, freight type, and many other variables that the LDR planner will need to consider.

Purpose

This document is intended to assist Caltrans staff who engage in LDR reviews, in coordination with District freight liaisons, for projects that that generate freight trips and freight impacts. This document does not replace the experience and expertise of district freight liaisons and should be used as a supplementary language while reviewing proposed land use developments.

The suggested comments within this document are not intended to be a "one-size-fits-all" approach, but rather are a suite of potential suggestions reviewers can use in their reviews. Location, freight access and needs, existing infrastructure, freight mobility concerns, surrounding communities, varying types of land uses, regional plans, and stakeholders differ from project to project. The content of this guide is not all-encompassing or meant to be precise boilerplate language for every response letter. The skill of the individual reviewer is paramount when preparing comments. This document is not a substitution for project review by either the Caltrans LDR planner or their functional review partners.

This guidance will be updated and improved continually, in order to be useful for Caltrans staff and their partners. The Office of Strategic Freight Planning will update this guidance to reflect new information, legislation, regulations, policies, best practices and plans as applicable.

Reference Materials

California Freight Mobility Plan 2020[4]

The California Freight Mobility Plan 2020 (CFMP 2020) is the latest freight plan created by Caltrans, concerning the future planning for freight within California.[5] The CFMP 2020 contains the following seven goals which may be applied, wholly or in part, to every project that Caltrans has the opportunity to provide guidance on:

- Multimodal Mobility;
- Economic Prosperity;
- Environmental Stewardship;
- Healthy Communities;
- Safety and Resiliency;
- Asset Management; and
- Connectivity and Accessibility

Planners reviewing freight projects should look for opportunities to incorporate these seven goals in a feasible manner for the project sponsor. The Freight System Policy Framework (Appendix B) within the CFMP has a compilation of reference materials that would be beneficial to the Caltrans planner, located here: https:// dot.ca.gov/programs/transportation-planning/division-of-transportation- planning/ sustainable-freight-planning

CALTRANS LOCAL DEVELOPMENT REVIEW (LDR) SAFETY REVIEW PRACTITIONERS GUIDANCE

This guidance prioritizes vulnerable users and communities, enhances safety for pedestrians, bicycle, transit and vehicular modes, and applies both reactive and systemic perspectives. This guidance supports the shift away from using Level of Service (LOS) as a metric of analysis under CEQA, in accordance with implementing Senate Assembly Bill 743 (SB 743, Steinberg: Chaptered by Secretary of State, Chapter 386, Statutes of 2013), and complements the

"Vehicle Miles Traveled-Focused Transportation Impact Study Guide" (dated May 20, 2020).[6]

FHWA Freight and Land Use Handbook[7]

The FHWA Freight and Land Use Handbook was used as guidance material in the creation of this guide. The Handbook was referenced and helped lay the foundation in the areas of Ports, rail, and warehousing sections of each guidance matrix.

FHWA Truck Parking Development Handbook[8]

This Handbook serves as a resource for planners, engineers, local officials, departments of transportation (DOTs), metropolitan planning organizations (MPOs), economic development organizations, and other entities involved in freight and land use planning. The Handbook presents the fundamentals of truck parking issues, including reasons why drivers need to park, factors that influence parking demand, and relevant regulations. The Handbook also introduces quantitative approaches for estimating truck parking demand and for conducting a benefit-cost analysis of truck parking developments. Practices for siting and designing truck parking facilities are outlined, and the Handbook concludes with strategies for developing truck parking to support driver safety and security, quality of life in communities with industrial uses, mobility, and economic competitiveness. [9] Model Development For National Assessment of Commercial Vehicle Parking

Jason's Law

Jason's Law, as enacted in 2012, established, "a national priority on addressing the shortage of long-term parking for commercial motor vehicles on the National Highway System to improve the safety of motorized and non-motorized users and for commercial motor vehicle operators."[9] Results of the 2013 Jason's Law survey, shown below, illustrate the shortage for drivers nationwide, and California is not exempt from the shortage concerns. Truck parking should be addressed at every opportunity, in order to assist the State in providing safe and accessible parking for truckers.[10]

Results from 2013 Jason's Law Survey:

- Thirty-nine percent of the drivers responding take one hour or longer to find parking.

- Drivers indicated that if parking was not found by mid-afternoon or early evening in either a rest area or private truck stop, the next suitable option is a well-lighted shopping area due to safety concerns. However, drivers stated they worried during their rest period they would be asked to leave or given a citation by law enforcement.
- Fifty-three percent of drivers regularly use a commercial truck stop for rest and 20 percent regularly use a rest area. Other options used regularly include shipper/receiver location (20 percent), on/off ramp (8 percent), abandoned lot/isolated area (10 percent), and behind a shopping center (11 percent).
- Eighty-eight percent of drivers felt unsafe while parked during mandatory rest or waiting for pickup or delivery of a load over the past 12 months.
- Thirty-six percent of respondents felt safer parked at a shipper and receiver location.

California Statewide Truck Parking Study

The California Statewide Truck Parking Study completed in 2022 addressed California's truck parking needs throughout the state. This study identified and ranked regions and road segments that have needs for more truck parking for "The safe and efficient movement of freight in California that depends on adequate and strategically located truck parking".[11] The study also details strategies to improve truck parking with emphasis on equity, partnerships, and a move towards ZEV infrastructure. Appendix H: Truck Parking Demand Model: Shipper and Receiver Parking Estimator provides a truck parking generation rate for estimating truck parking demand based on the service industry and estimates of truck trips from a traffic impact assessment. FHWA will soon release the Truck Parking Handbook which will include guidance, sample ordinance language, and various additional tools for estimating the demand for truck parking generated by new developments.

https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/freight-planning/plan-accordion/catrkpkgstdy-finalreport-a11y.pdf

How to Use the Guide

Freight projects are often far reaching in their influence on the broader transportation network. This guide contains five tables which help reviewers assess the wide variety of impacts a project or plan may have to the immediate, regional, or statewide area.

The first table (A), titled "Goods Movement Demand Strategies- Considerations for Caltrans", presents a series of questions for Caltrans planners to keep in mind as they assess the need for project mitigation or site plan revisions. Tables B, C, and D cover specific categories of concern (safety, environment, and equity) by project type. Table E contains suggested language that may add benefit to a comment letter.

These questions and sample correspondence tables are not all-encompassing. There are many types of projects and freight components, some of which—such as the economy or asset management—may not be captured within this guide. Caltrans planners, therefore, are not limited to what is presented here but are encouraged to use the guide as a beginning point in their reviews.

Table A. Goods Movement Demand Strategies- Considerations for Caltrans

Refer to local general, specific, or community plans, Local Coastal Plans and/or Clean Air Action Plans, as applicable.

Warehousing/Travel Plazas	*Freight Deliveries*	*Rail*	*Land/Sea Ports*	*Airports*	*Workers/Residents in Environmental Justice Communities*

• Are existing on and off ramps long enough to accommodate potential queuing of trucks?
 	
• Are the structural sections of the state highway adequate for additional loads?
 	
• Is the ramp traffic signals timed/triggered effectively for trucks to stop after decelerating from the highway?
  ○ This also includes the time needed to cross and clear the intersection when the light turns from yellow to red.
 	
• Are there any pedestrian or bicycling infrastructure conflict points to/from the proposed facility? Are there bus stops at the corners of streets where trucks may be parked?
 	
• Are there any features (vegetation, sigs, etc.) that could block the sight distance for truckers, especially on corners or driveways?
	<u>Off-Street Parking</u>
	• Are there any potential conflicts with pedestrians or bicyclists?
	
	• Are site driveways wide enough to accommodate truck turning movements?
	
	• Is there adequate space for internal truck maneuverability (within the parking lot)?
	
	<u>On-Street Parking</u>
	• Will the width of the parked truck interfere with traffic in the driving lanes/bicycle lane?
	
	• Does the project include a dedicated loading zone (space should be long enough to accommodate a typical 40' ramp for loading/unloading)?
	
	• Will a parked truck block pedestrian crosswalks and pedestrian visibility to vehicular traffic?
	
	<u>Package Pick Up and Drop Off</u>
	• Will deliveries coincide with peak hours of traffic?
	
	• Does the development have an area for shared package drop-off, such as an Amazon locker?
		• Is there potential for trucks to queue onto the highway or local roads?
		
		• Identify potential conflict points with rail and highway intersections- any ongoing or upcoming projects at these points?
		
		• Are quiet zones needed?
		
		<u>Infrastructure at Intermodal Facilities/Railyards</u>
		• Does the project allocate space for zero-emissions fueling for trucks or cargo handling equipment?
		
		• How many truck parking spaces are provided in the area?
		  • If none, are there any potential areas that could be used as an unauthorized area? If so, point out the area to the lead agency to keep them aware that the need of truck parking may be needed.
			• Is there potential for trucks to queue onto the highway?
			
			• Does the Port offer a TDM alternative to port workers?
			  ○ This could help offset GHG from the Port and potentially eliminate some vehicular traffic and freight traffic conflicts.
			
			• Does the Port offer incentives for off-hour delivery and pick-up?
			  ○ Ports of LA/LB offer PierPASS, as an example.
			
			• What traffic impacts will occur outside of the Port (e.g. routing through neighborhoods, time of day activities, signal timing, and mode-shift from trucks to rail)?
			
			<u>Infrastructure</u>
			• Does the project include zero-emissions fueling for trucks or
				• Are there any areas dedicated to freight truck parking?
				  ○ If yes, does this area also provide access to, at minimum, restroom facilities and electric charging/plug in for idling trucks?
				
				<u>Infrastructure</u>
				• Does the project include zero-emissions fueling for trucks or cargo handling equipment?
				
				• How many truck parking spots are provided in the area?
				  ○ If none, are there any potential areas that could be used as an unauthorized area? If so, point out the area to the lead agency to keep them aware that truck parking may be needed.
					<u>Worker Travel</u>
					• Does the operational statement include travel demand measures to reduce VMT?
					  ○ TDM efforts can help alleviate passenger vehicle traffic for workers coming to/from developments, and thus alleviate traffic congestion and facilitate easier movements for freight vehicles.
					
					<u>Worker Safety Considerations</u>
					• Are loading docks and truck parking spots well-lit to help improve trucker safety?
					
					• Are delivery areas clearly marked with signage, so delivery drivers are easily seen by either on-street traffic or delivery yard employees, other truck drivers, or warehouse

• Are there separate areas dedicated to different activities (processing, transloading, loading, unloading, waiting, etc.)?
 	
• Is the highway the only access point? If so, explore the need for a dedicated turning lane.
  o If applicable, evaluate whether a local road can provide adequate site access, thus decreasing traffic conflicts on the highway.
 	
• Do the roads around the project (truck route) have weight or height restrictions?
  o For reviewing plans, such as an RTP/SCS, do connecting roads between STAA freeways allow STAA trucks?
 	
<u>Infrastructure</u>
• Is there a need for electric charging or hydrogen fueling stations for trucks?
 	
• Is there a need for legal truck parking spots in the area?
  o If yes, are there any potential areas that could be used as an unauthorized area?
	• For very large developments, such as master planned communities, consider how many individual packages will be delivered daily to individual residences. Shared drop-off locations can help reduce the amount of driving done by delivery trucks and can increase the efficiency of deliveries in densely developed areas.
	
	• Does the project site provide a truck count stations at entrance and exit site locations?
	  • Will that information be shared with the public or public agencies for planning purposes?
			cargo handling equipment, or shore power or bonnet emission capture systems for marine vessels?		operations (such as forklifts)?
					
					<u>AB 617 Environmental Justice Communities</u>
					• Does the proposal consider local Community Emission Reduction Plan (CERP) strategies goals, objectives, and air pollution reduction strategies?
					
					• Does the project fall within a Disadvantaged Community, as defined by CalEnviroScreen 4.0? (The link for CalEnviroScreen is located in Table E.)

Table B. Safety and Site Design Considerations- Sample Language

Warehousing/Travel Plaza	*Freight Deliveries*	*Rail*	*Land/Sea Ports*	*Airports*	*Workers/Residents in Environmental Justice Communities*
• Infrastructure to provide trucks charging infrastructure provides trucks or transport refrigeration unitsaccess to power without running their engines, thus reducing GHG and heat emissions. • Provision of overnight parking for truckers that is well-lit and comfortable helps ensure their safety and the safety of others. Parking facilities should include accessible restrooms, trash facilities, showers, drinking water and food or vending machines. • Operations involving truck staging will need adequate truck parking onsite for pick-ups/drop offs. • Internal site circulation may impact adjacent road operations. Encourage different areas for different activities, if space allows. • Well-lit loading docks and parking spots improve safety. • Large operations should include emergency traffic management plans that prevents the local network from being overwhelmed, if	**<u>Off-Street Parking</u>** • Off-street truck parking contributes to freedom of movement for city traffic and bicyclists. • Outdated loading docks should be redesigned to accommodate new freight truck design. • Utilizing alley space or similar areas, if available, can reduce the need for on street parking which may conflict with highway/street flows. • Encouraging freight-focused new developments to provide truck parking on-site, or to support a shared lot for that purpose, is one of the most effective tools for addressing future demand for truck parking in the long run. It would keep the problem from getting worse **<u>Freight Deliveries- On-Street Parking</u>** • If truck parking is to be on-street, ensure the width of the parking lane is wide enough for freight trucks without encroaching on bicycle lanes or street lanes.	• Grade separations or re-routing of trucks can reduce congestion or collision potential. • Potential pedestrian or bicycling infrastructure conflict points to, from, or within the project site should be addressed to increase safety. • On-site truck parking is adequate when facilities include restrooms, lighting, trash facilities, drinking water, showers, and food or vending machines. • The number of provided truck parking spaces should be based on peak operating time. • Site entrance and exit points must accommodate the expected truck/trailer turning radius and length; and be free of obstructions that block lines of sight. • Existing freeway ramps should provide enough storage capacity to accommodate	• Well-lit loading docks and parking spots improve safety. • Creation of emergency plans, thatinclude emergency routes and paths, can alleviate congestion in the event of an emergency and allow EMS to easily access the site. • The project should sufficiently accommodate non-motorized travel to, from, or within the site. • The project should not negatively impact truck parking supply in the region and should include provided parking. • On-site truck parking is adequate when facilities include restrooms, lighting, trash facilities, drinking water, showers, and food or vending machines.	• Well-lit loading docks and parking spots improve safety. • Will signal timing outside of airport need adjusting to accommodate large numbers of trucks entering and exiting SHS? • The project should sufficiently accommodate non-motorized travel to, from, or within the site. • The project should not negatively impact truck parking supply in the region and should include provided parking. • On-site truck parking is adequate when facilities include restrooms, lighting, trash facilities, drinking water, showers, and food or vending machines. • Number of parking spaces based on peak operating time will ensure enough space for	• Well-lit loading docks and parking spots improve safety. • Delivery areas need to be clearly marked so delivery drivers are easily seen by either on-street traffic or delivery yard employees, other truck drivers, or warehouse operations (such as forklifts). • Identify potential conflict areas with environmental justice communities. • Pricing strategies to incentivize and encourage greater use of ZEV trucks can reduce emissions for surrounding communities. • Non-motorized travel for workers should be accommodated (such as bike lockers, showers) or pedestrian access so workers can choose alternative transportation. • Creation of

feasible. • Existing weight restrictions on the SHS/off or on ramps of freight routes can impact truck routing efficiency. Identification of alternate routes to and from the facility or site may be needed. • Identify any potential pedestrian or bicycling conflict points to, from, or within the project site. • Please ensure that the project does not worsen truck parking shortages in the region. Potential options include providing on-site parking or contributing to a regional truck parking solution. • Please ensure on-site truck parking facilities include adequate facilities for drivers such as restrooms, lighting, trash facilities, drinking water, showers, and food or vending machines. • The number of parking spaces should be based on peak operating time of the activity generator. • Site entrance and exit points must accommodate the design vehicle movements. • Sightlines must be preserved.	• Designated on-street freight-only parking and delivery time windows reduce the need for double parking, thus preventing street traffic congestion. • Freight parking spaces must accommodate a truck • Integration of truck parking in the roadway project development process INCREASES EFFICIENCY OF PROJECTS by coordinating issues and needs early and preventing the need for re-design, re-work, delays to the schedule, and increases to the budget. Page 45 CTPS • Consider inductive charging stations at on-street locations for electric last mile delivery trucks and vans. loading ramp. The maximum length of truck and ramp, combined, should not interfere with vehicle parking, pedestrian paths, or bicycle lanes/bicycle parking. • Off-hour deliveries (typically from 7pm-6am but check local noise ordinances for time constraints) that do not coincide with peak commute hours can reduce congestion. • Consider that travel times include the time of delivery	potential queuing of trucks in existing plus project conditions.	• Number of parking spaces based on peak operating time will ensure enough space for smooth operations. • Site entrance and exit points must accommodate the expected truck/trailer turning radius and length; and be free of obstructions that blocklines of sight. • Please ensure there are no obstructions that block sight distance at site entrance and exit points (such as shrubbery). • Pricing strategies to incentivize and encourage greater use of ZEV trucks can reduce emissions.	smooth operations. • Site entrance and exit points must accommodate the expected truck/trailer turning radius and length; and be free of obstructions that blocksight distance. • Will existing freeway ramps provide enough storage capacity to accommodate potentialqueuing of trucks in existing plus project conditions? • Please ensure the project site provide posted speed signs throughout the project site for truckers to follow. • Please ensure that the project site provides enough truck height clearances throughout the site for trucks to maneuver without any issues while loading and unloading cargo. • Pricing strategies to incentivize greater use ofZEV trucks can reduce emissions.	emergency plans, that include emergency routes and paths, can alleviate congestion in the event of an emergency and allow EMS to easily access the site.

• Affected freeway ramps need storage capacity to accommodate potential queuing of trucks in existing plus project conditions. • The project site should provide enough truck height clearances for trucks to maneuver without any issues while loading and unloading cargo. • Pricing strategies to incentivize and encourage greater use of ZEV trucks can reduce emissions. • Truck parking needs should be taken into account as ROW decisions are being considered for planning and implementation. Identified ROW should be reviewed against truck parking high-need areas to ensure that opportunities for expansion or new development are not overlooked. Guidelines governing ROW transactions and long-range ROW planning processes should be revised to include truck parking	and the travel time from point of origin. • Are there mechanisms to enforce parking restrictions and delivery windows? **<u>Package Pick Up and Drop Off</u>** • Establish freight pick up & drop off times that do not coincide with peak commute hours to reduce passenger vehicle conflicts and congestion for freight. • Please ensure the project site provide posted speed signs throughout the project site for truckers to follow, • Please ensure that the projectsite provides enough truck height clearances throughoutthe site for trucks to maneuverwithout any issues while loading and unloading cargo.				

Table C. Environmental Considerations- Sample Language

Warehousing/Travel Plaza	*Freight Deliveries*	*Rail*	*Land/Sea Ports*	*Airports*	*Workers/Residents in Environmental Justice Communities*
• Including zero or near zero emissions infrastructure or electric shore power infrastructure for truck drivers and cargo handling equipment can reduce GHG and heat emissions. • Coordination with short haul railroad operators to transport between distribution centers and warehouses, or ports and railyards can assist in creative solutions and efficiencies that can reduce air and/or noise pollution or parking/congestion concerns. • Including electric shore power access for truckers can reduce emissions from idling trucks. • Supporting the implementation of dedicated truck routes can reduce roadway congestion.	**<u>Package Pick Up and Drop Off</u>** • Encourage commercial and high-density residential developments to offer pick-up point services or automated parcel systems (e.g. Amazon Lockers) so that deliveries can be made with one truck stop instead of multiple stops to individual residences. • Bicycle parking design may need to accommodate cargo bikes, such as for food delivery services, to encourage and facilitate the growing use of food delivery services and parcel deliveries. This can alleviate the need for delivery trucks and GHG emissions associated with them.	• Shifting goods from trucks to rail effectively reduces GHG and number of freight trucks on the state highway system. • Including zero emissions fueling infrastructure for locomotives and other equipment can reduce air pollution and emissions.	• Including zero or near zero emissions infrastructure or electric shore power infrastructure for truck drivers and cargo handling equipment can reduce heat emissions, GHGs and other air pollutants. • Cold-ironing or bonnet emissions capture strategies can reduce the fuel used while ships are loading/unloading.	• Including zero or near zero emissions infrastructure or electric shore power infrastructure for truck drivers and cargo handling equipment can reduce GHG and heat emissions.	**<u>Worker Travel</u>** • Coordination with local/regional Travel Demand Manager to ensure workers can travel to warehouse/distribution center without needing personal vehicles can reduce air pollution and roadway congestion. • Installing bicycle parking for workers encourages active transportation, especially in areas supported by transit. • Providing electric charging for personal vehicle use encourages adoption of electric or hybrid vehicles. • Install or implement air pollution reductions strategies.

Table D. Community, Equity, and Worker Considerations- Sample Language

Warehousing/Travel Plaza	*Freight Deliveries*	*Rail*	*Land/Sea Ports*	*Airports*	*Workers/Residents in Environmental Justice Communities*
• On-site parking for truckers (especially overnight when needed) discourages parking along freeway shoulders or in residential neighborhoods, which reduced air and noise pollution and increases safety for truckers. • On-site truck parking is adequate when facilities include restrooms, lighting, trash facilities, drinking water, showers, and food or vending machines. • Provide peak operating time parking to ensure an adequate number of spaces.	**<u>Freight Deliveries- On-Street Parking</u>** • Place signage to indicate designated truck-only parking. • Freight loading/unloading parking should be close to the target reduce distance needed to travel from truck to business for improve efficiency of delivery drivers.	• Community health impacts (e.g. noise, air quality, water quality, access or mobility), especially near affordable housing developments, should be mitigated to less than significant if feasible. • Drayage truck parking can help reduce the potential for truckers to idle in residential areas to avoid port gate fees or meet appointment times.	• Mitigate community health impacts (e.g. noise, air quality, water quality, access or mobility), especially to affordable housing developments, to less than significant effects. • Drayage truck parking can help reduce the potential for truckers to idle in residential areas to avoid port gate fees or meet appointment times.	• Provided and available onsite truck parking helps the surrounding community by keeping truck emissions concentrated to the airport.	• Support dedicated truck routes to decrease truck impacts to the local community. • Have urban greening mitigations, such as green walls. • Incident Response Plans can keep critical entrances open for emergency personnel. ○ Plans should also include alternative local roads and highways, so roadways do not become congested during an emergency. • Implement air and noise pollution reductions strategies.

Table E. Relevant Other Samples for Correspondence

Transportation

Executive Order (EO) N-79-20

- Governor Gavin Newsom signed EO N-79-20 in September 2020 which sets goals of:
  - 100% of new passenger cars and truck sales be zero-emission by 2035
  - 100% of medium-and-heavy duty vehicles be zero-emission for all operations where feasible by 2045.
  - 100% of drayage trucks by 2035.
  - 100% of off-road vehicles and equipment by 2035 where feasible.

"Caltrans expects that regulations will be implemented to help ensure the goals of N-79-20 are met. Please consider installing (or planning for in site design) zero- or near zero-emissions infrastructure to fuel zero- or near zero-emissions trucks and cargo handling equipment (such as electric charging stations for truck batteries) to ensure the project accommodates a zero-emission future."

Truck Parking

"California ranks 49th out of 50 States in terms of truck parking spaces per 100,000 vehicle miles traveled. Due to severe truck parking shortages throughout the state and strict Federal Hours of Service Regulations that limit the amount of time a truck driver can spend driving per day, many truck drivers cannot find safe and reliable truck parking spaces, and thereby park in unauthorized and/or unsafe areas. Please consider implementing freight parking within the project boundaries that truckers can utilize before loading or unloading. Constructing adequate truck parking on-site can alleviate truck parking demand on existing facilities and ensure those truckers are near their next load."

"On-site truck parking is adequate when facilities include, at a minimum: restrooms, lighting, trash facilities, drinking water, showers, and food sellers (such as, but not limited to a food court, restaurant, food truck) or vending machines."

"When land use and zoning decisions allow for new commercial and industrial development, but do not account for the increased demands for truck parking, the costs for future mitigation are often passed on to the local jurisdiction. Counties, cities, and municipalities across the nation already develop traffic impact assessments and review site plans for new developments. Local ordinances routinely set employee and customer parking requirements for developments; however, on-site truck parking and staging areas are rarely required."

"Manufacturing, warehousing, and transportation and logistics industries have approximately the same parking rate of about 10.3 percent, meaning that just above 1 in 10 trips require parking prior to a service stop. This includes "parking" which occurs in designated truck parking areas (public or private), ROW, or vacant areas, not those at any other private facilities, residences, or other land uses. The parking rates provide a way to estimate the amount of parking produced by truck trips and, in turn, by facilities that generate those truck trips. To understand the amount of space that truck parking consumes, one further piece of information is needed: how many of these parking stops occur simultaneously? In a case where there are 100 parking stops in a day, they could theoretically occur sequentially (and briefly) such that there is only 1 truck parked and thus only space for 1 truck needed. In the opposite extreme, if all 100 parked at once, then space for 100 trucks would be needed."

Multimodal Mobility

"Please consider leveraging strategic investments to maintain and modernize a multimodal freight transportation system with innovative approaches, including advanced technology to optimize integrated network efficiency, improve travel time reliability, and achieve sustainable congestion reduction."

Equity

"Truck drivers searching for parking leads to unnecessary fuel consumption and contributes to air and noise pollution and greenhouse gas (GHG) emissions. These effects are exacerbated in neighborhoods and cities that experience frequent truck parking in undesignated areas, many of which are equity priority communities (EPCs)." (CTPS PG8)

"Approximately 40 percent of undesignated truck parking stops occur in communities that are designated as the most disadvantaged"

AB 617/Disadvantaged and Vulnerable Communities
Toolbox- Calenviroscreen
https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40

Climate Change

Executive Order S-3-05

- Signed by Governor Schwarzenegger, June 2005
  - By 2010, reduce GHG emissions to 2000 levels
  - By 2020, reduce GHG emissions to 1990 levels
  - By 2050, reduce GHG emissions to 80 percent below 1990 levels

Executive Order B-30-15

- Signed by Governor Brown, April 2015
- By 2030, reduce GHG emissions to 40% below 1990 levels

Executive Order B-55-18

- Signed by Governor Brown, September 2018
- By 2045, achieve statewide carbon neutrality
- "Please consider installing (or planning for in site design) zero- or near zero-emissions infrastructure to fuel zero- or near zero-emissions trucks and cargo handling equipment (such as electric charging stations for truck batteries) to help California reach the GHG emissions goals for the future."

Endnotes

[1] https://www.forbes.com/places/ca/?sh=16b04ec63fef
[2] https://www.census.gov/quickfacts/CA
[3] https://ops.fhwa.dot.gov/freight/freight_analysis/reg_ind_studies/so_cal_study.htm
[4] https://dot.ca.gov/programs/transportation-planning/freight-planning/cfac/cfmp-2020
[5] California, State of. "California Freight Mobility Plan 2020." California Freight Mobility Plan 2020 | Caltrans, dot.ca.gov/programs/transportation-planning/freight-planning/ca-freight-advisory-committee/cfmp-2020.
[6] https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/sb-743/2020-12-22-updated-interim-ldigr-safety-review-guidance-a11y.pdf
[7] "FHWA Freight and Land Use Handbook." Fhwa.dot.gov, Federal Highway Authority, Apr. 2012, ops.fhwa.dot.gov/publications/fhwahop12006/fhwahop12006.pdf. https://ops.fhwa.dot.gov/publications/fhwahop12006/fhwahop12006.pdf
[8] "FHWA Truck Parking Development Handbook." Fhwa.dot.ca.gov, Federal Highway Authority, September 2022, Link
[9] United States Public Law 112-141 Section 1401.
[10] "Jason's Law Truck Parking Survey Results and Comparative Analysis." Jason's Law Truck Parking Survey Results and Comparative Analysis: Introduction - FHWA Freight Management and Operations, ops.fhwa.dot.gov/freight/infrastructure/truck_parking/jasons_law/truckparkingsurvey/ch1.htm#fn1.
[11] "California Statewide Truck Parking Study"