1.B. Vision, Goals, and Objectives

The California State Transportation Agency (CalSTA), Caltrans, regional and local partners, public and private sectors, and the members of the California Freight Advisory Committee (CFAC) began development of the California Freight Mobility Plan 2020 by creating a vision statement. Furthering this vision, a set of goals and objectives were developed to guide decision making and ensure consistency throughout the plan.

As the national gateway for international trade and domestic commerce, California exemplifies the world’s most innovative, economically-competitive multimodal freight network that is efficient, reliable, modern, integrated, resilient, safe, and sustainable, where social and environmental impacts are considered equally.

With a population of nearly 40 million, California is one of the largest economies in the world. To support this diverse, vibrant, and intricate economy, the State must continue to cultivate and devote resources in a manner that promotes livability, equality, and economic and social prosperity. This includes protecting our natural and built environments, enhancing community livelihoods, and attracting greater investments to the state. California’s transportation system is the most extensive, least polluting, highest capacity, and most technically advanced multimodal freight transportation system in the United States. It handles the highest value of international commerce of any state in the nation and among the highest total freight volumes. This unparalleled system connects California’s international gateways to the rest of the country through several high-speed, high-capacity, multimodal gateways and corridors that provide access to every state in the nation. California is building upon these strengths to create an even more efficient, less-polluting, and higher-capacity freight sector to not only compete in the 21st century, but also to remain as the national leader in freight.

California’s evolving freight system is focused on strengthening and preserving the existing system while making strategic improvements to increase mobility and safety while protecting communities and the environment. The freight industry will need to continue its role as a leader to elevate sustainable practices including reducing vehicle and equipment emissions and embracing environmental stewardship practices such as restoring natural habitat adjacent to high volume truck corridors. The freight industry should also align with state policies to combat challenging climate change impacts and eliminate adverse community and health impacts caused by freight. Efforts such as the Governor’s Office of Business and Economic Development’s Regions Rise Together focus on sustainable regional development across California, specifically in social justice communities including low-income populations, communities of color, and those with disabilities. California’s steadily-improving freight system will continue to support vibrant manufacturing, technology, agriculture, logistics, and other economic sectors across the State, and will continue to serve as an essential international trade gateway for the rest of the country↑.
Looking ahead to the year 2040, zero- or near-zero-emissions vehicles and equipment will dominate California’s freight system—all powered by a modernized energy production and distribution system and a robust mix of renewable and clean energy sources (see Chapter 6A). Designated 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 be served by high-quality freight facilities providing access to national and global markets. Local and regional agencies will be guided by detailed freight transportation plans that integrate land use and economic development. The transition to this mid-twenty-first century freight system will rely on both public and private investments in countless infrastructure projects, vehicle and equipment purchases, technology applications, and system management approaches. It will require incremental change as well as large-scale improvements, implemented by both public and private entities oriented toward achieving a shared freight vision for California.

Scope and Vision

The California Freight Mobility Plan 2020 (CFMP) Vision is consistent with, and built upon, the policies of the adopted California Transportation Plan 2040 (CTP). The CTP itself was developed in coordination with the framework established by the FAST Act. The CFMP Vision is also consistent with the Caltrans’ mission statement. The Vision recognizes that the CFMP must include all modes of transportation to achieve a truly integrated, intermodal freight network.

The Vision provides a common platform for informing and guiding the development of freight transportation policy, programs, and project prioritization across all sectors of California’s freight system. The Vision was crafted in collaboration with the CFAC, which was created to inform the development of the CFMP and serve as an ongoing freight advisory body to the State. From this Vision, seven overarching goals and a complementary set of more specific objectives were developed in correspondence with the goals and objectives of the federal freight plan guidelines. These goals, as well as additional attributes described later in this chapter, are correlated with strategies and projects identified in Chapter 6.

Goals and Objectives

Addressing the listed set of goals and objectives below can only be achieved through coordination, collaboration, and the combined efforts of State, regional, and local agencies, the freight industry, private freight stakeholders, special interest groups, and the public. The public sector plays a crucial role in constructing, operating, and maintaining many freight facilities, such as roadways and seaports. Regulatory activities implemented by the public sector, such as infrastructure investment and land use decisions, heavily influence the business operations of private-sector freight operators who are dependent on these public facilities and are responsible for its own facilities and equipment. Table 1B.1 includes the seven goals and description associated with each goal.
Table 1B.1. CFMP 2020 Goals

<table>
<thead>
<tr>
<th>Goal</th>
<th>Goal Title</th>
<th>Goal Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>MULTIMODAL MOBILITY</td>
<td>Strategic investments to maintain and modernize the multimodal freight transportation system with innovative approaches, including advanced technology to optimize integrated network efficiency, improve travel time reliability, and achieve sustainable congestion reduction.</td>
</tr>
<tr>
<td>2</td>
<td>ECONOMIC PROSPERITY</td>
<td>Grow the economic competitiveness of California’s freight sector through increased system efficiency, productivity, and workforce preparation.</td>
</tr>
<tr>
<td>3</td>
<td>ENVIRONMENTAL STEWARDSHIP</td>
<td>Support strategies that reduce, avoid, and/or mitigate adverse environmental impacts of the freight transportation system while promoting ecological restoration approaches in the planning process.</td>
</tr>
<tr>
<td>4</td>
<td>HEALTHY COMMUNITIES</td>
<td>Enhance community health and wellbeing by distributing the benefits of the goods movement system equitably across California’s communities.</td>
</tr>
<tr>
<td>5</td>
<td>SAFETY AND RESILIENCY</td>
<td>Reduce freight-related deaths/injuries and improve system resilience by addressing infrastructure vulnerabilities associated with security threats, expected climate change impacts, and natural disasters.</td>
</tr>
<tr>
<td>6</td>
<td>ASSET MANAGEMENT</td>
<td>Maintain and preserve infrastructure assets using cost-beneficial treatment as guided through the federal and state required Transportation Asset Management Plan (TAMP).</td>
</tr>
<tr>
<td>7</td>
<td>CONNECTIVITY AND ACCESSIBILITY</td>
<td>Provide transportation choices and improve system connectivity for all freight modes.</td>
</tr>
</tbody>
</table>

Further, within each goal, a number of objectives are identified and are intended to serve as means to achieve these goals. The goals are not prioritized; all are considered essential. The specific strategies for each goal and objective will be discussed in Chapter 6.

Individual strategies and projects will support more than one goal, and therefore, more than one objective. Projects that most effectively address multiple goals and objectives will likely be the most competitive for future funding opportunities, as the goals, objectives, and strategies (described in Chapter 6) in the CFMP act as the basis for, and are consistent with, federal, state,
and local funding programs, including the National Highway Freight Program administered by FHWA, and the Trade Corridors Enhancement Program administered by the California Transportation Commission.

GOAL 1: MULTIMODAL MOBILITY
Strategic investments to maintain, enhance, and modernize the multimodal freight transportation system with innovative approaches including advanced technology to optimize integrated network efficiency, travel time reliability improvements, and sustainable congestion reduction.

Objectives
a) Identify causes and solutions to freight roadway bottlenecks
b) Invest strategically to optimize system performance
c) Develop, manage, and operate an efficient integrated freight system
d) Identify causes and solutions to Freight Rail Network Improvements bottlenecks
e) Identify freight rail network operational improvements and mode shift options

GOAL 2: ECONOMIC PROSPERITY
Grow the economic competitiveness of California’s freight sector through increased system efficiency, productivity, and workforce preparation.

Objectives
a) Promote economic development by investing in freight infrastructure projects and operational movements
b) Promote freight projects that enhance the environment, economic activity, freight mobility, reliability, and global competitiveness
c) Increase opportunities for high-quality jobs through workforce investments and development not only for existing freight industry workforce but also expand employment opportunities within the sector
d) Support freight investments that reduce economic disparities and contribute to the economic strength of each region
e) Promote the State’s competitive logistics advantages
f) Develop partnerships between the public and private sectors to initiate programs/activities that advance the economic competitiveness of the freight industry

GOAL 3: ENVIRONMENTAL STEWARDSHIP
Support strategies that reduce, avoid or mitigate adverse environmental impacts of the freight transportation system while promoting ecological restoration in the planning process.
Objectives

a) Integrate environmental health considerations into freight planning, development, implementation, and operations of projects
b) Minimize criteria pollutants and GHGs emitted from freight vehicles including freight equipment and operations
c) Create an environmentally balanced freight economy
d) Encourage community-driven partnerships and solutions aimed to reduce the impacts of freight on environmental justice communities, such as the Community Air Protection Program

GOAL 4: HEALTHY COMMUNITIES
Enhance community health and wellbeing by distributing the benefits of the goods movement system equitably across California’s communities.

Objectives

a) Prioritize social equity for all freight-related projects by developing alternative methods that avoid negative impacts on or near existing communities adjacent to high-volume freight routes and facilities
b) Conduct meaningful outreach to environmental justice communities including low-income populations and those disproportionately burdened by the freight transportation system both in urban and rural areas
c) Promote noise and other pollution abatement strategies associated with the movement of goods alongside residential areas and sensitive habitat near freight corridors

GOAL 5: SAFETY AND RESILIENCY
Reduce freight-related deaths/injuries and improve system resilience by addressing infrastructure vulnerabilities associated with security threats, expected climate change impacts, and natural disasters.

Objectives

a) Reduce rates of incidents, collisions, serious injuries, and fatalities associated with freight movements
b) Utilize technology to provide for the resilience and security of the freight transportation system
c) Develop a Freight Resiliency Strategic Plan

GOAL 6: ASSET MANAGEMENT
Maintain and preserve infrastructure assets using cost-beneficial treatment as indicated in the State Highway System Management Plan (SHSMP), per the federal FAST Act, State and Highway Code 164.6, and Caltrans Deputy Directive (D-35).
Objectives

a) Apply sustainability preventative maintenance and rehabilitation strategies
b) Support the federal and state Transportation Asset Management Plans

GOAL 7: CONNECTIVITY AND ACCESSABILITY
Provide transportation choices and improve system connectivity for all freight modes.

Objectives

a) Support research, demonstration, development, and deployment of innovative technologies
b) Promote innovative technologies and practices utilizing real time information to move freight on all modes more efficiently
c) Coordinate with local and regional partners of freight facilities, siting, design, and operations
d) Develop freight data collections and modeling tools to enhance knowledge and planning for freight corridor improvement and State investments
e) Study the viability of utilizing inland port facility, short-haul rail shuttle, and inland seaports with less impact on nearby communities
f) Improve truck trip planning, coordination, operational and management strategies

Freight and Vehicle Miles Traveled

The State has passed several laws, issued an executive order, and implemented several policies aimed to reduce vehicle miles traveled (VMT). See Appendix B for more details. The CFMP goals, objectives, and strategies are aligned with these statutes and EO by encouraging sustainable, transformative, and innovative freight projects that increase freight competitiveness and reduces emissions. The CFMP also encourages more housing production near suitable freight jobs, thereby reducing transportation and housing costs for the freight workforce and reducing employee VMT per capita.

The State also recognizes that until additional freight modal shift occurs from motor vehicles to rail, waterways, cargo bikes, manned or unmanned aircraft systems (UAS), or other forms of transportation, motor vehicles will continue to be the predominate mode for freight deliveries. Efforts to specifically reduce freight VMT may be counter to California’s other goals of increasing freight competitiveness and reducing GHG, as a shift of cargo away from California may result in a rise in GHG due to goods traveling greater distances to out-of-state warehousing and distribution centers from California ports.

Freight VMT within California is rising in recent years due several factors, including but not limited to, the robust economic growth of the freight sector and the shift to e-commerce (see Chapter 4A) and rapid shipping (one-hour or same day shipping). Many e-commerce deliveries
are now made by contractors using their personal vehicles, rather than by commercial truck drivers which increase the number of VMT since more trips made by smaller vehicles are utilized.

Freight stakeholders and agencies should encourage increased freight efficiency and a shift from freight moved by motor vehicles to rail, waterways, and cargo bikes when feasible. When modal shift is not feasible, freight stakeholders and agencies should continue to implement projects that reduce the negative impacts of freight such as ZE or NZE vehicles, consolidation of goods, longer trailers, eco routing, fewer empty trailers, alternative fuel corridors, “clean” truck lanes, truck platooning, and other innovative methods. Some of these strategies and projects are types are identified in Chapter 6A and 6B.

Relationship to Freight National Goals

The National Multimodal Freight Policy (NMFP) goals (49 U.S.C. 70101) are extensive and pertain to the National Multimodal Freight Network (49 U.S.C. 70103). The National Highway Freight Program (NHFP) goals are found in Section 167 of Title 23. The FAST Act requires state freight plans to describe how the plans advance the NMFP and NHFP goals and strategies intended to improve safety, security, and resiliency of the freight system.

Table 1B.2. National Highway Freight Program Goals (23 USC 167)

<table>
<thead>
<tr>
<th>National Multimodal Freight Policy (NFMP) Goal #</th>
<th>Requirements</th>
<th>CFMP Goals &amp; Objectives</th>
</tr>
</thead>
<tbody>
<tr>
<td>NMFP 1</td>
<td>Invest in infrastructure improvements and implement operational improvements on the highways of the United States that: a. Strengthen the contribution of the National Highway Freight Network to the economic competitiveness of the United States b. Reduce congestion and bottlenecks on the National Highway Freight Network c. Reduce the cost of freight transportation d. Improve the year-round reliability of freight transportation</td>
<td>GOAL 1. MULTIMODAL MOBILITY a. Identify causes and solutions to freight roadway bottlenecks b. Invest strategically to optimize system performance c. Develop, manage, and operate an efficient integrated freight system d. Identify causes and solutions to Freight Rail Network Improvements bottlenecks e. Identify freight rail network operational improvements and mode shift options</td>
</tr>
<tr>
<td>Number</td>
<td>NMFP</td>
<td>Goal</td>
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</tr>
<tr>
<td>NMFP 5</td>
<td>Improve the efficiency and productivity of the NHFN/NMFN</td>
<td>e. Increase productivity, particularly for domestic industries and businesses that create high-value jobs</td>
</tr>
</tbody>
</table>
|          | GOAL 2 | ECONOMIC PROSPERITY                                                  | a. Promote economic development by investing in freight infrastructure projects and operational movements  
b. Promote freight projects that enhance the environment, economic activity, freight mobility, reliability, and global competitiveness  
c. Increase workforce availability  
d. Promote the State’s competitive logistics advantages |
| NMFP 2   | Improve the safety, security, efficiency, and resiliency of freight/multimodal transportation | GOAL 5. SAFETY & RESILIENCY                                                                                                                     | a. Reduce rates of incidents, collisions, fatalities, and serious injuries associates with freight movements  
c. Develop a Freight Resiliency Strategic Plan |
<p>| NMFP 3   | Improve the state of good repair of the NHFN/NMFN                    | GOAL 6. ASSET MANAGEMENT                                                                                                                      | a. Apply sustainability preventative maintenance and rehabilitation strategies and efficiency measures needed to attain ambient air quality standards and achieve needed air toxins and GHG emission reductions |
|          | GOAL 7 | CONNECTIVITY &amp; ACCESSIBILITY                                                                                             |                                                                                                                                                                                                     |</p>
<table>
<thead>
<tr>
<th>NMFP 4</th>
<th>Use innovation and advanced technology to improve the safety, efficiency, and reliability of the NHFN/NMFN</th>
<th>a. Coordinate with local and regional partners of freight facilities, siting, design, and operations</th>
</tr>
</thead>
<tbody>
<tr>
<td>GOAL 3. ENVIRONMENTAL STEWARDSHIP</td>
<td>d. Implement freight projects that demonstrate, enable, or incentivize use of advances clean technologies (including zero- and near-zero-emission technologies)</td>
<td></td>
</tr>
<tr>
<td>GOAL 5: SAFETY &amp; RESILIENCY</td>
<td>b. Utilize technology to provide for the resilience and security of the freight transportation system</td>
<td></td>
</tr>
<tr>
<td>GOAL 7. CONNECTIVITY &amp; ASSESSIBILITY</td>
<td>a. Support research, demonstration, development, and deployment of innovative technologies</td>
<td></td>
</tr>
<tr>
<td></td>
<td>b. Promote innovative technologies and practices utilizing real time information to move freight on all modes more efficiently</td>
<td></td>
</tr>
<tr>
<td>NMFP 8</td>
<td>Improve the flexibility of states to support multi-state corridor planning and the creation of multi-State organizations to increase the ability of states to address highway freight connectivity</td>
<td>California participates as a member agency on multi-state corridor coalitions, such as the I-10, I-15, I-5, and I-80. Appendix F describes the ongoing and extensive collaboration with partner agencies and industry stakeholders, including many whom have nationwide operations</td>
</tr>
</tbody>
</table>
| NMFP 9 | Reduce the environmental impacts of freight movement on the NHFN/NMFN | GOAL 3. ENVIRONMENTAL STEWARDSHIP  
a. Integrate environmental health considerations into the planning, development, implementation, and operations of freight projects  
b. Create an environmentally-balanced freight economy  
c. Avoid and reduce air and water pollution, greenhouse gas, and other negative impacts associated with freight transportation by transitioning to a lower-carbon and more efficient freight transportation system  

GOAL 4. HEALTHY COMMUNITIES  
a. Prioritize social equity for all freight-related projects by developing alternative methods that avoid negative impacts on or near existing housing and schools adjacent to high-volume freight routes and facilities  
c. Promote noise and other pollution abatement strategies associated with the movement of goods alongside residential areas and sensitive habitat near freight corridors  

GOAL 7. CONNECTIVITY & ACCESSIBILITY  
d. Study the viability of utilizing inland port facility, short-haul rail shuttle, and inland seaports with less |
| NMFP 7   | Improve the short- and long-distance movement of goods that:  
|          | a. Travel across/between rural areas and population centers  
|          | b. Travel from the Nation's ports, airports, and gateways to the National Multimodal Freight Network  
|          | c. Pursue the goals described in this subsection in a manner that is not burdensome to State and local government  
|          | GOAL 7. CONNECTIVITY & ACCESSABILITY  
|          | d. Develop freight data collections and modeling tools to enhance knowledge and planning for freight corridor improvement and state investments  
|          | f. Improve truck trip planning, coordination, operational and management  
|          | impact on nearby communities  
| NFMP 10  | Pursue the goals described in this subsection in a manner that is not burdensome to State and local governments  

Source: National Highway Freight Program (NHFP), FAST Act Section 1116 Implementation Guidance
Endnotes

