CFMP 2023

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October 5, 2022

CFMP 2023 Recap

- Federal and state compliant
- Build upon the CFMP 2020
- Align with CTP, CAPTI, State Rail Plan, ITSP, and other state and federal policies
- Refine and update the existing 10 elements
- Seven new elements (IIJA/BIL)
- New engagement activities, interviews, AB 617 outreach, community events, online surveys, etc.
- Incorporate SB 671 Clean Freight Corridor Assessment (CAPTI Strategy 4.6)
- Include a Freight Investment Plan (FIP) and not a large project list

Project Schedule

- November 2022 – complete draft CFMP 2023
- November 2022 through May 23, 2023 – review period
    - March 2023 – CTC, CFAC, and public review (three weeks)
- May 23, 2023 - submit to FHWA (60 Day FHWA review)
- July 23, 2023 – anticipated FHWA approval of CFMP 2023
- July/August 2023 - separate submission of the Freight Investment Plan (FIP) ~ (TCEP Cycle 3 awards)

Outreach

- Community Air Protection Program communities (AB 617)
- Interviews with stakeholders and industry leaders
- Rural Counties Task Force (RCTF)
- Native American Advisory Committee (NAAC)
- Survey (Public and Private)
- California Freight Advisory Committee
- CTC/CARB/HCD

Why are we here today?

We will review:

- CFMP 2020 Vision Statement
- CFMP 2020 Goals, Objectives, and Strategies (related to CAPTI and other key strategies)

What if anything would like to add, change, remove, or place more emphasis on?

We will have an open conversation during each slide and use Microsoft Teams chat box for written comments.

Vison Statement CFMP 2020

"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."

CFMP 2020 Goals

1. MULTIMODAL MOBILITY
2. ECONOMIC PROSPERITY
3. ENVIRONMENTAL STEWARDSHIP
4. HEALTHY COMMUNITIES
5. SAFETY & RESILIENCY
6. ASSET MANAGEMENT
7. CONNECTIVITY & ACCESSIBILITY

Part 1 discussion: 45 minutes

Part 2 discussion: 45 minutes

Questions

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DOTP
Caltrans Division of Transportation Planning

CFMP 2023

Vision, Goals, Objectives, and Strategies

October 5, 2022

CFAC

CFMP Vision Statement:

"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."

Goal 1: Multimodal Mobility

Strategic investments to maintain, enhance, and modernize the multimodal freight transportation system to optimize integrated network efficiency, improve travel time reliability, and to achieve congestion reduction.

Objective MM-1: Identify causes and solutions to freight bottlenecks

Strategy MM-1-A: Create multimodal freight bottleneck list for priority corridors

- Eliminate bottlenecks along California's key multimodal trade corridors. MM-1-A would begin with a quantitative identification of bottlenecks along each corridor – regardless of mode. Additionally, the analysis would identify interconnected bottlenecks, which should be treated as one large bottleneck needing a solution. Along each facility, bottlenecks could be prioritized based on factors such as congestion, reliability, and safety.

Objective MM-1: Identify causes and solutions to freight bottlenecks

Strategy MM-1-B: Conduct alternatives analysis – Determine if the highway build-out is the best solution

- When conducting freight corridor major investment studies, include an analysis of an alternative to a highway project, such as the feasibility of a rail project or another strategic investment.

Objective MM-2: Invest strategically to optimize system performance

Strategy MM-2-A: Identify the most congested freight corridors and facilities; prioritize for improvement

- Using a common set of performance measures, identify the State's most congested freight corridors. Once the initial quantitative analysis is complete, this strategy could employ a GIS-driven Jenks Natural Breaks Classification to identify the most congested segments. When this process is completed, overlay the Caltrans freight project list and identify nearby freight facilities impacted by (or potentially causing) the congestion.

Objective MM-2: Invest strategically to optimize system performance

Strategy MM-2-B: Conduct dedicated truck lane feasibility study

- Investigate the feasibility of developing dedicated freight lanes, including truck-only toll or truck bypass lanes. Separating trucks from automobile traffic may reduce congestion, especially near border crossing areas. If tolls become a reliable source of funding, revenues from tolling could systematically be reinvested to improve transportation infrastructure facilities and mass transit systems that improve traffic flows and minimize traffic conflicts. Dedicated freight lanes may reduce congestion and bottlenecks, enhance access and mobility, contribute to reliability and efficiency, reduce environmental impacts, facilitate intermodal integration; and - most importantly - enhance safety by separating trucks from passenger cars, thereby reducing traffic conflicts, related congestion, and maximizing the efficiency of freight movement.

Objective MM-2: Invest strategically to optimize system performance

Strategy MM-2-C: Explore variable tolling for passenger vehicles and trucks to maximize peak capacity

- Conduct a feasibility study to determine the viability of the identified congested corridors (MM-2-A) and bottlenecks (MM-1-A) for a variable tolling pilot project. By varying toll prices based on congestion levels, Caltrans could use economics as a demand management tool. Effectively, tolls may allow passenger and/or freight vehicles to purchase travel reliability within the corridors.

Objective MM-3: Develop, manage, and operate an efficient, integrated freight system

Strategy MM-3-A: Implement detection on priority corridors to identify problem areas across modes, particularly targeted to truck data

- Evaluate the existing ITS network, identify system gaps, determine priority improvements, and develop an implementation strategy. Valuable information regarding truck trips and techniques to improve freight efficiencies can be gained using roadside technology. Caltrans and its partners should support deployment of truck trip planning software and technology such as real-time traveler information systems, marine terminal appointment and reservation systems, load matching at inland hubs, and truck stop reservation systems. By integrating ITS into rest areas, traffic information can be pushed to travelers providing smart truck parking and/or reservation systems.

Objective MM-3: Develop, manage, and operate an efficient, integrated freight system

Strategy MM-3-E: Give priority in the freight plan to projects implementing state-of-the-art and demonstration technologies

- Increase the focus on pilot and demonstration projects to help mitigate the impacts of freight travel on California's residents. Such projects could entail supply chain digitization and its integration with freight ITS. Likewise, freight mobility challenges in the State are so significant that traditional improvements alone are not going to meet future challenges.

Objective MM-4: Identify causes and solutions to freight rail network improvements bottlenecks

Strategy MM-4-A: Identify freight rail projects and funding strategies that create freight rail efficiencies

- Work with seaports, terminal operators, rail carriers, shippers, regional agencies, and communities to support efforts to improve rail operational efficiency through practices such as technology improvements, facilitation of longer trains, and partnerships with Class I railroads to implement mainline improvements. This action will require investment leveraging and is suitable for public-private partnerships.

Objective MM-5: Identify freight rail network operational improvements and mode shift options

Strategy MM-5-A: Support short line railroad improvements through infrastructure upgrades and advanced technologies

- Short line railroads are often overlooked as transport solutions. This strategy would develop a short line rail improvement plan to encourage track upgrades, industrial rail access improvements, advanced technologies, and clean alternative energy considerations to improve system efficiency (increase speeds, reduce emissions), and to promote cost-effective shifts of truck to rail. It would also assist shippers in obtaining access and improved services through development of new rail spurs.

Goal 2: Economic Prosperity

Grow the economic competitiveness of California's freight sector through increased system efficiency, productivity, and workforce preparation.

Objective EP-1: Promote economic development by investing in freight infrastructure projects and operational improvements

Strategy EP-1-A: Reduce transportation costs by eliminating bottlenecks and recurrent delay, making operational improvements, and accelerating rapid incident response on priority freight corridors

- Enhance existing incident management program to clear incidents quickly and to re-route traffic when necessary. These tactics should be employed with new operational ATM improvements detailed in Strategy MM-3-C.

Objective EP-1: Promote economic development by investing in freight infrastructure projects and operational improvements

Strategy EP-1-B: Collaborate with freight industry to identify critical projects and develop strategic investment strategies, including public-private partnerships

- Identify mega-projects that are critical to the State's economy but cannot be completed through existing funding streams – either because of cost or eligibility issues. Work with the CFAC to develop these projects and identify/position them for public-private partnerships.

Objective EP-1: Promote economic development by investing in freight infrastructure projects and operational improvements

Strategy EP-1-C: Create incentives to attract private investment in innovative, transformative, new technological goods movement systems through pilot programs or major emerging projects

- Advocate for inventive programs that position the state as a natural choice for private sector transportation innovation projects

Objective EP-3: Increase workforce availability and training

Strategy EP-3-A: Identify and actively advocate for workforce mobility, accessibility, and training needs and job training programs through collaboration with the freight industry and California's higher education system

- Facilitate an ongoing dialog between the CFAC and the California Workforce Development Board. By creating a two-way dialog among State agencies, it can help inform the future workforce development programs focused on the freight industry. Undertake a series of mobility studies to uncover gaps in workforce accessibility. This effort could be paired with travel demand management strategies to reduce the impact of passenger vehicles on freight flows near major logistics centers.

Objective EP-3: Increase workforce availability and training (cont.)

- Expand the availability of training programs or degrees at the community college and university level, such as but not limited to: logistics, global supply chain management, supply chain technology, and logistics management.
- Encourage tech transfer from California's world-class research universities to support freight technology development. New discoveries can be made by continuing to fund cutting-edge sustainable freight transportation research from the talented, high-skilled knowledge base that exists in California through programs such as UC-Davis STEPS and USC METRANS, for example.

Objective EP-4: Promote the State's competitive logistics advantages

Strategy EP-4-A: Identify incentives for the retention, expansion, and new development of logistics industry facilities (warehouses)

- Develop a comprehensive assessment of available State and local economic development incentives. The focus of this assessment will be to evaluate the current practices of Caltrans and how they fit within the bigger picture of economic development.

Objective EP-4: Promote the State's competitive logistics advantages

Strategy EP-4-B: Identify the needs and gaps of the agricultural goods movement system to improve the safe and efficient movement of agricultural goods to, from, and through California

- Partner with local and regional agencies' in the development of local and regional goods movement plans and studies.

Goal 3: Environmental Stewardship

Support strategies that reduce, avoid and/or mitigate adverse environmental impacts from the freight transportation system.

Objective ES-1: Continue to integrate environmental health considerations into freight planning, development, implementation, and operations of projects as feasible

Strategy ES-1-B: Encourage freight mode shift to rail and water to reduce VMT and GHG emissions from roadway freight transport where and when viable

- Support the State Rail Plan by prioritizing projects that promote mode shift to rail.
- Support intermodal facilities throughout the State in accordance with the State Rail Plan to create efficient mode transfer points and increased access to the rail and marine freight transportation network.

Objective ES-1: Continue to integrate environmental health considerations into freight planning, development, implementation, and operations of projects as feasible

Strategy EP-4-B: Identify the needs and gaps of the agricultural goods movement system to improve the safe and efficient movement of agricultural goods to, from, and through California

- Partner with local and regional agencies' in the development of local and regional goods movement plans and studies.

Objective ES-2: Minimize, and where possible, eliminate toxic air contaminants, criteria pollutants and GHGs emitted from freight vehicles, equipment, and operations

Strategy ES-2-B: Standardize medium and heavy-duty vehicle and equipment charging standards and protocols

- Promote standardized near zero and zero emission technologies, that promotes operator and public safety and avoids costs and confusion associated with having numerous charging standards. Consider lessons learned from the deployment of light-duty plug-in electric vehicle/plug-in hybrid electric vehicles. Standardized charging protocols and infrastructure can reduce costs associated with the deployment of zero-emission vehicles and accelerate the deployment of the vehicles.

Objective ES-2: Minimize, and where possible, eliminate toxic air contaminants, criteria pollutants and GHGs emitted from freight vehicles, equipment, and operations

Strategy ES-2-C: Decarbonize the commercial freight fleet

- Help establish proof of concept of zero-emission commercial freight vehicles by employing such technology where feasible within the State of California's fleet.
- While transitioning to a fully, renewable energy grid, facilitate access to low-carbon fuel options such as renewable diesel in the interim.

Objective ES-2: Minimize, and where possible, eliminate toxic air contaminants, criteria pollutants and GHGs emitted from freight vehicles, equipment, and operations

Strategy ES-2-D: Explore decarbonization of last mile delivery to decrease the freight system's impact on air quality in dense urban environments

- Work with local governments to encourage strong parking pricing programs in the urban core to limit competition for curbside commercial freight parking; the intent of this action is to reduce VMT and emissions generated by "cruising for parking" and engine idling activities. This promotes better curb space utilization.
- Consider utilizing congestion pricing in dense urbanized areas to create low-, or zero-emission zones to manage demand for cleaner last mile delivery.
- Support research and funding for emerging forms and infrastructure for low-carbon last mile delivery, such as cargo bike delivery programs and drones.

Objective ES-2: Minimize, and where possible, eliminate toxic air contaminants, criteria pollutants and GHGs emitted from freight vehicles, equipment, and operations

Strategy ES-2-D: Explore decarbonization of last mile delivery to decrease the freight system's impact on air quality in dense urban environments

- Support research on emerging efficient forms of last-mile delivery management, such as various distribution warehouse location models to reduce VMT and trips; off-hour deliveries; consolidation centers; efficient siting of lockers and pickup points. Create a set of statewide development standards for urban areas to proactively facilitate more efficient last-mile deliveries. These standards would likely recommend the developer considers any of the following, for example: building a centralized delivery location, secure storage room, lockers, enforcement techniques and a smart loading dock appointment system.

Objective ES-3: Promote land use planning practices that prioritize mitigation of negative freight project impacts upon the environment

Strategy ES-3-C: Promote land uses that are conducive to protecting the environment while supporting freight operations

- Work with local economic development and planning agencies to identify locations along rail spurs and inland waterway routes to create shovel-ready development opportunities for freight intensive uses. When siting future freight uses in these areas, focus should be given to locating the highest and best use of these strategic locations.
- Promote mixed-use development, support consolidation centers and proximate and co-location of producers and shippers to reduce freight movement. Work with local governments and its land use agencies to identify various freight efficient land use decisions. To accomplish this strategy, changes to long-range planning documents and current planning (zoning) will have to be considered. Encourage the development of urban consolidation centers.

Objective ES-3: Promote land use planning practices that prioritize mitigation of negative freight project impacts upon the environment

Strategy ES-3-C: Promote land uses that are conducive to protecting the environment while supporting freight operations

- Encourage land use planning that provides an adequate supply of housing for the freight workforce, and plan for housing that is proximate to freight related job centers. Related to strategy EP-3-B.
- Collaborate with CARB to utilize their freight handbook document that identifies best practices for the siting, design, and operation of freight facilities that minimizes exposure to air toxins, incorporates the use of clean technologies and alternative fueling infrastructure, and maximizes the capacity of transportation infrastructure.

Objective ES-3: Promote land use planning practices that prioritize mitigation of negative freight project impacts upon the environment

Strategy ES-3-E: Incentivize freight projects that minimize GHG, criteria pollutants, and other emissions

- Increase the importance of minimizing emissions as part of future freight project evaluation processes. This could be accomplished by putting more weight on performance measures that align with the air quality State Implementation Plan

Goal 4: Healthy Communities

Enhance community health and well-being by mitigating the negative impacts of the goods movement system across California's communities

Objective HC-1: Prioritize social equity for freight-related projects by developing alternative methods that avoid or mitigate negative impacts on or near existing communities adjacent to high-volume freight routes and facilities

Strategy HC-1-A: Implement projects in freight corridors that are specifically targeted to avoiding, reducing, or mitigating freight impacts on the environment and communities

- Incorporate public health data sources when analyzing a freight project's potential impact. Direct the Local Development Intergovernmental Review Process to request and comment on this analysis when reviewing freight projects, using a health equity lens.
- Prioritize projects that will facilitate a reduction in GHG emissions and criteria pollutants in communities disproportionately burdened by pollution, as identified using the Cal Enviro Screen.
- Strategically plan for and/or divert heavily used freight routes to alternative routes that are further removed from residential neighborhoods.
- Develop environmentally conscious and coordinated land use policies in conjunction with freight goods movement plans, e.g. to reduce conflicts by establishing buffers between industrial and sensitive land uses, influencing location and design decisions through zoning tools, preserving existing industrial land uses, and promoting context-sensitive solutions for site and building design.

Objective HC-2: Conduct meaningful outreach and coordination efforts with other agencies focused on environmental justice communities disproportionately burdened by the freight transportation system in urban areas and rural areas by identifying and documenting their needs.

Strategy HC-2-A: Partner with metropolitan planning agencies, tribal organizations and community groups to identify conveniently located and accessible public facility venues and relevant times for hosting engaging public workshops

- Work with key community stakeholders to plan outreach opportunities that are convenient, accessible and timely for stakeholders. Collaborate where possible with existing community events so that stakeholder time is respected.
- Contract local community-based organizations to staff the outreach process when possible. Write contracts so that food and childcare services are offered to outreach attendees during the meeting to increase convenience for stakeholders to attend.
- Document conversations and feedback from public workshops to identify barriers and resulting recommendations for mitigation methods to reduce negative effects of freight impacted communities.
- Implement findings in planning activities.

Objective HC-2: Conduct meaningful outreach and coordination efforts with other agencies focused on environmental justice communities disproportionately burdened by the freight transportation system in urban areas and rural areas by identifying and documenting their needs.

Strategy HC-2-B: Establish development standards to avoid and mitigate environmental and social impacts of freight on communities

- Work with State agencies and professional organizations such as the American Planning Association, Transportation Research Board, and/or the Urban Land Institute, and utilize existing plans and guides to develop a freight land use design guide. This guidebook would help local communities implement standards that minimize the environmental impacts of freight. These standards may include providing appropriate buffers, designating truck routes to avoid residential neighborhoods, implementing multimodal safety measures to reduce intermodal conflicts on roadways, requiring the use of cleaner trucks (highest EPA standard available at time of development approval), etc.

Objective HC-2: Conduct meaningful outreach and coordination efforts with other agencies focused on environmental justice communities disproportionately burdened by the freight transportation system in urban areas and rural areas by identifying and documenting their needs.

Strategy HC-2-C: Leverage partnerships to strengthen the outreach process

- Partner with community-based leaders of environmental justice communities to conduct and assess the economic, environmental and social impacts of freight to these communities.
- Partner with private freight stakeholders to not only bring reliable service of goods to a spectrum of geographies, but also to facilitate symbiotic relationships with affected communities, particularly those that may be disadvantaged and lacking in resources and/or employment opportunities.

Goal 5: Safety and Resiliency

Reduce freight-related deaths/injuries and improve system resilience by addressing infrastructure vulnerabilities associated with security threats, effects of climate change impacts, and natural disasters

Objective SR-1: Reduce rates of incidents, collisions, fatalities, and serious injuries associated with freight movements

Strategy SR-1-A: Expand the system of truck parking facilities

- Execute the recommendations from the 2020/21 California Truck Parking Study to expand existing public and private sector truck parking facilities and the development of new parking facilities in strategic locations

Objective SR-1: Reduce rates of incidents, collisions, fatalities, and serious injuries associated with freight movements

Strategy SR-1-B: Promote public-private partnership for implementation of truck stop and shipping terminal vehicle charging or charge-in-motion

- Support ARB, PUC, and Energy Commission efforts to work with electric utilities, technology providers, truck stops (and NATSO), and freight terminals to employ electric charging terminals along key freight corridors. Likewise, Caltrans should continue to study inductive charging opportunities within its right-of-way.

Objective SR-1: Reduce rates of incidents, collisions, fatalities, and serious injuries associated with freight movements

Strategy SR-1-C: Develop design guidelines for truck routes that consider other modes

- Utilizing logistics land use guides, develop a context-sensitive roadway design document that supplements Caltrans' Complete Streets guidance.

Objective SR-1: Reduce rates of incidents, collisions, fatalities, and serious injuries associated with freight movements

Strategy SR-1-D: Prioritize projects that address high-crash, truck-involved locations

- Collaborate with California Highway Patrol and use a common set of performance measures to identify commercial vehicle crash hot-spots statewide. Use this information to improve State and regional prioritization efforts and to focus safety-related funding efforts.

Objective SR-2: Utilize technology to provide for the resilience and security of the freight transportation system

Strategy SR-2-A: Expand the number and scope of cargo security screenings

- Work with State and Federal homeland security partners to ensure that future transportation design decisions near sea, air, and land ports of entry account future space requirements for cargo screening facilities.

Objective SR-2: Utilize technology to provide for the resilience and security of the freight transportation system

Strategy SR-2-B: Ensure consistent and effective safety and security requirements at all California ports

- Ensure consistent and effective safety and security requirements at all California ports
- Strengthen partnership between State, federal, and private stakeholders to ensure the safe and secure access of goods moving to and from the State's sea, air, and land ports of entry.

Objective SR-2: Utilize technology to provide for the resilience and security of the freight transportation system

Strategy SR-2-C: Identify alternate freight routes to maintain freight movement at times of disruption by disaster

- Conduct an alternative routes study to ensure continuity of freight movement during and immediately following a disaster. This study would include bringing critical trade lanes online and ensuring relief materials reach California's residents and businesses. Existing evacuation routes and plans must be integrated into the proposed alternative routes study.

Objective SR-2: Utilize technology to provide for the resilience and security of the freight transportation system

Strategy SR-2-E: Promote technology to support monitoring of truck parking locations and areas where rail traffic commonly stops

- Increase transportation security and decrease theft by placing cameras and other technologies in truck parking areas and near rail locations where intermodal trains frequently stop.

Objective SR-3: Develop freight resiliency strategic plan

Strategy SR-3-A: Develop resiliency vision, goals, and objectives

- Work with agency partners to develop a vision for a resilient freight system. This vision would be supported by goals and a series of objectives. The Freight Resiliency Strategic Plan would focus on identifying future issues as it relates to national disasters, sea-level rise, and the individual resiliency of major trade lanes in California.
- Collaborate with State, regional, and local agencies to leverage funding opportunities for implementation of climate resiliency work, adaptation plans, climate action plans, and/or master plans to increase resiliency of assets against climate related events.

Objective SR-3: Develop freight resiliency strategic plan

Strategy SR-3-B: Identification of high priority safety concerns, critical infrastructure, and aspects of the State's key supply chains that have resiliency concerns

- Increase the resiliency of California's key industry supply chains. Identify and prioritize improvements to improve safety and keep business moving – these improvements could include rebuilding, strengthening, or improving facilities.

Objective SR-3: Develop freight resiliency strategic plan

Strategy SR-3-C: Incorporate resilience strategies contained in port plans prepared pursuant to coastal commission guidelines

- Work with the State's port authorities to incorporate resiliency strategies as part of Caltrans roadway improvement plans – in particular, assist ports in preparing for increased sea levels.
- Collaborate with partners to develop Vehicle Grid Integration as a resiliency strategy. This capability allows for battery-electric vehicles and other equipment to communicate with the grid when charging, especially in places where trucks are likely to plug-in for extended sessions like truck parking sites. This is also a technology that could promote resiliency for equipment like electric-powered Transport Refrigerator Units, particularly when shore powering at port terminals and warehouses.

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, Streets and Highway Code §164.6, and Caltrans Director's Policy 35 Transportation Asset Management (DP-35), and other applicable state and federal statutes and regulations.

Objective AM-1: Apply preventive maintenance and rehabilitation strategies using sustainable best practices

Strategy AM-1-A: Ensure adequate and sustainable funding for preservation and modernization of the freight system

- Conduct a study to explore the long-term maintenance and operational costs of the existing freight system. The results of this study should be integrated into long-term planning and funding strategies for the State. Expand scope of freight system rehabilitation projects to include facility modernization, where possible and merited, to increase range of available funding sources.

Objective AM-1: Apply preventive maintenance and rehabilitation strategies using sustainable best practices

Strategy AM-1-B: Identify maintenance and preservation needs on priority freight corridors

- The maintenance and operation study identified in Strategy AM-1-A should use the corridors established in Strategy MM-1-A to focus investment in high priority trade lanes that support the California economy.

Objective AM-1: Apply preventive maintenance and rehabilitation strategies using sustainable best practices

Strategy AM-1-D: Fortified bridges and pavement design standards to accommodate heavy freight travel

- Identify bridge rehabilitation and replacement needs and adapt the current bridge asset management program to focus on key freight corridors. All bridges along primary freight routes will be identified and separated by the various network categories for performance measurement. Assess freight bridge conditions and barriers to freight. Weight and dynamics of heavy-duty trucks, outdated design methods, poor quality materials, and unsuitable construction and maintenance practices are known to reduce pavement longevity. Newer, longer-lasting materials and improved technologies are regularly being developed internally and externally. Pavement technological advances to increase durability and safety and to reduce road noise and friction will improve system efficiencies, cost savings, and environmental impacts. The use of new, better-performing materials will enhance the life of the transportation process

Goal 7: Connectivity and Accessibility

Provide transportation choices and improve system connectivity for all freight modes.

Objective CA-1: Support research, demonstration, development, and deployment of innovative technologies

Strategy CA-1-A: Freight plan priority for projects implementing state-of-the-art and demonstration technologies

- Increase the focus on prioritizing pilot and demonstration projects to help mitigate the impacts of freight travel on California's residents. Likewise, freight mobility challenges in the State are so significant that traditional improvements alone are not going to meet future challenges.

Objective CA-1: Support research, demonstration, development, and deployment of innovative technologies

Strategy CA-1-B: Support pilot projects for autonomous truck platooning both on open road and in transition zones

- Implement pilot projects, such as autonomous truck platoons, as a potential part of a future solution. As the magnitude of future freight challenges continue to grow in California, traditional roadway projects will not be able to keep up with the demand. However, to be successful, these pilot projects must take place both in rural and urban corridors.

Objective CA-3: Coordinate with local and regional partners on freight facilities, siting, design, and operations

Strategy CA-3-A: Freight transportation, transportation planning, and land use planning coordination

- Promote good project design that helps avoid community concerns and lengthy and potentially contentious approval processes for new and expanded freight facilities. Work with local agencies to avoid incompatible land uses and transportation alternatives that conflict with existing or future freight facilities. Tools, such as GIS, can assist with many facets of planning. With current accurate information, layers of data superimposed on each other can provide a visual idea of current and future scenarios. Freight can have negative impacts on communities, and the development of incompatible land use near large freight generators can influence the efficient flow of freight.

Objective CA-4: Utilize inland port facility, short-haul rail shuttle, and inland seaports to lessen impacts on nearby communities

Strategy CA-4-A: Develop a competitive metric identifying the cost of transporting goods grown or manufactured in California to a common destination versus peer regions/states

- Create a goods movement competitiveness metric identifying a single product and comparing the transportation costs of the product from California to its most common destinations with those of competing states.

Objective CA-5: Improve truck trip planning, coordination, operational, and management

Strategy CA-5-B: Support off-hour delivery/pick-up strategy development

- Most urban truck traffic occurs during the busiest and most congested times of the day. Shifting last-mile cargo pick-up and delivery to off-peak hours alleviates congestion within urban boundaries.

Discussion

CFAC Membership Updates

Alison Nealon
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October 2022

Why are we changing the protocol?

- New requirements set forth by the Infrastructure Investment and Jobs Act
  - Larger diversity of stakeholders required
  - New requirements for proving qualifications
  - Need to officially enfranchise many long-time contributors

Why be a member?

- Going forward, some sessions will be open to official members only to streamline engagement process
- Lend your voice to shaping the direction of California's freight system
- Help us meet the new requirements in IIJA

What is the new process?

- Online form
  - Basic contact information
  - Type of organization represented
  - Check box of which requirements
  - Number of years experience
  - Submit SOQ
- OSFP staff will have 15 working days to review applications and respond

What is the timeline?

- Online form
  - Basic contact information
  - Check box of which requirements and number of years experience
  - Submit SOQ
- OSFP staff will have 15 working days to review applications and respond

New tracking process?

- Attendance of meetings will now be tracked
- One attendee per organization needed
  - Warnings issued after 3 consecutive meetings missed
  - Removal after five consecutive meetings

Questions?