

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: October 8, 2014

Reference No.: 4.11
Action



From: ANDRE BOUTROS
Executive Director

Subject: COMMENTS TO THE DRAFT CALIFORNIA FREIGHT MOBILITY PLAN

ISSUE:

Should the Commission provide comments to the Draft California Freight Mobility Plan (CFMP) prepared by Caltrans?

RECOMMENDATION:

Staff recommends that the Commission direct staff to submit the comments presented in Attachment A and any additional comments the Commission wishes to provide during today's meeting.

BACKGROUND:

Pursuant to Assembly Bill (AB) 14 (Lowenthal, Chapter 223, Statutes of 2013) the state freight plan is due to the Legislature, the Governor, and certain agencies by December 31, 2014, and updated every 5 years thereafter.

Moving Ahead for Progress in the 21st Century (MAP-21) requires the U.S. Department of Transportation to "encourage" each state to develop a freight plan that provides a comprehensive plan for the immediate and long-range planning activities and investments for the State with respect to freight. MAP-21 also encourages each state to establish a freight advisory committee consisting of a representative cross-section of public and private sector freight stakeholders to participate in the development of that plan.

AB 14 requires the California State Transportation Agency (CalSTA) to prepare a state freight plan in compliance with the relevant provisions of MAP-21. The state freight plan must also provide a comprehensive plan to govern the immediate and long-range planning activities and capital investments of the state with respect to the movement of freight. Additionally, the bill requires CalSTA to establish a freight advisory committee representing a cross-section of public and private sector freight stakeholders, including representatives of ports, shippers, carriers, freight-related associations, the freight industry workforce, the Commission, Caltrans, the Public Utilities Commission, the State Lands Commission, the State Air Resources Board, regional and local governments, and environmental, safety, and community

organizations. Pursuant to AB 14, the state freight plan is due to the Legislature, the Governor, and certain agencies by December 31, 2014, and every 5 years thereafter.

By delegation from the Business, Transportation and Housing Agency (now CalSTA), Caltrans assumed the responsibility of producing the CFMP and forming and facilitating the California Freight Advisory Committee (CFAC), which the Commission is a member.

Over the past year, Caltrans Division of Transportation Planning, in coordination with CFAC, has been developing the CFMP, an update to GMAP. Similar to the GMAP, the CFMP will address current freight conditions, identify important trends, and respond to major issues in goods movement across all modes and regions of California. In addition, the updated plan will respond to a number of contemporary issues in terms of community impacts, trucking, new legislation, regional differences and linkages, and greenhouse gas emission reduction strategies.

Attachment A – Draft CFMP Comments

DRAFT CALIFORNIA FREIGHT MOBILITY PLAN COMMENTS

Executive Summary and Throughout the Document –

- a) Target Audience - Ensure a compelling story for all audiences. As written, the California Freight Mobility Plan (CFMP) speaks to the transportation insider. The CFMP should be broadened to tell the story of freight – not everyone contemplates the journey (multi-modes) of the goods ordered on-line (e-commerce) or buying at a brick and mortar facility.
- b) Ensure the CFMP communicates how vital goods movement is to the California economy and overall quality of life.
- c) Emphasize California's position in the global market and the investments California has made to develop a sustainable freight network.

State Responsibility for a CFMP -

- a) Clearly articulate that the CFMP is a Caltrans prepared plan with input from numerous stakeholders including members of the California Freight Advisory Committee (CFAC).
- b) Include a statement of intent to update the plan in response to the California Air Resources Board's Sustainable Freight Strategy.
- c) Acknowledge the CFMP is a living document and should be updated more frequently than every five years, as prescribed by Assembly Bill 14 (Lowenthal, Statutes of 2013).

Economic Vitality–

- a) Include a more thorough and robust discussion of the economic impacts of the goods movement industry in California and the consequences of not planning and providing for forecasts such as population and economic growth.
- b) Focus any improvement strategies on the fact that the state and national economies depend on the vitality of California's freight network.
- c) Include a summary of progressive steps the state has taken in partnership with regional agencies to invest in the freight industry in an environmentally conscious manner.

CFMP Vision/Strategy -

- a) Provide a clear vision/strategy for California's freight network along with the steps and priorities necessary to achieve California's freight future.
- b) Provide a vision/strategy that demonstrates an innovative, yet practical, view of what the future holds for the freight industry.
- c) Reflect a statewide vision that draws upon, but is not limited to, regional and other statewide plans for informing the state and national freight plan and strategy. Demonstrate how the CFMP integrates with and furthers the goals of regional and statewide transportation plans (such as the California Interregional Transportation Strategic Plan and the California Transportation Plan).
- d) Highlight that freight movement is an issue that must be addressed in partnership – it is a local, regional, statewide, national, and international issue.

CFMP is a Plan and not simply a Baseline –

The draft CFMP presents a picture of California's existing freight network similar to a baseline compilation but does not identify or explain what needs to be done, when, how, and by whom. The plan should identify:

- a) Priority gateways, corridors and last mile connectors from a statewide perspective similar to the Goods Movement Action Plan (GMAP).
- b) Statewide investment priorities to achieve the overall vision by building upon regional priorities, identified gateways, and corridors.
- c) Priorities correlated to expected outcomes and benefits to the state and nation.
- d) Projects of national or regional significance as designated by the US Federal Highway Administration identifying projects with higher priority based on short and long term benefits with anticipated outcomes.
- e) Risks or consequences of failure to accomplish the state's freight vision, goals and objectives.
- f) The future course of action necessary to achieve the identified vision, goals and objectives.
- g) Specific timeframe(s) for accomplishing the vision, goals and objectives.