California State Freight Update

ALAMEDA CTC GOODS MOVEMENT COMMITTEE
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Presentation Outline

❖ FAST Act Implementation
  o California Freight Mobility Plan
    • Critical Urban/Rural Freight Corridors (CUFC/CRFC)
    • Congestion or delay caused by freight movement
    • Freight Investment Plan (FIP)

❖ Governor's Executive Order B-32-15
  o California Sustainable Freight Action Plan
FAST Act

California Freight Mobility Plan
- Completed in December 2014 – Met MAP-21 mandates
- FAST Act – 3 new requirements – Dec 2017
  1. Critical Urban/Rural Freight Corridors
  2. Congestion or delay caused by Freight
  3. Freight Investment Plan
- CFAC involvement throughout the process
- CA Sustainable Freight Action Plan influence
Critical Urban/Rural Freight Corridors

Designations

- National Highway Freight Network (NHFN) includes:
  - Primary Highway Freight System (PHFS) – 3117 miles *(adopted by Congress)*
  - Non-PHFS Interstates* – 362 miles *(adopted by Congress)*
  - Critical Urban Freight Corridors (CUFC) – 311 miles
  - Critical Rural Freight Corridors (CRFC) – 623 miles

Congestion caused by Freight Movement

- Consideration of any significant congestion or delay caused by freight movement
- Strategies to mitigate that congestion or delay
- Working with METRANS to complete task
Freight Investment Plan

- Freight Investment Plan
  - New FAST Act requirement
  - List of financially constrained projects (for NHFP funding)
  - CTC developing guidance for NFHP allocation

Governor’s Executive Order B-32-15

- Multi-decade, iterative process needed to transform California’s freight system.
- State agencies, in consultation with stakeholders, to develop a comprehensive Action Plan by July 2016 to:
  - Improve freight efficiency
  - Transition to zero emission technologies
  - Increase economic competitiveness
California Sustainable Freight Action Plan

Plan Status:
1. Developed draft plan
2. Comments received
3. Modifications made
4. Plan submitted
5. Implementation phase

Questions

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