Appendix B. Freight System Policy Framework

This section provides an overview of federal and state laws and policies influencing California's freight transportation decisions. It lists federal agencies and the critical role they provide in freight policy and funding as well as historical federal legislation through to current legislation and executive orders since inception. Federal plans are listed that provide freight strategies. State legislation and executive orders are listed that also shape California's freight system.

Federal Agencies

U.S. DEPARTMENT OF TRANSPORTATION (DOT)

Freight policy and regulation is primarily a function of the U.S. DOT. Within DOT, the FHWA provides much of the federal funding for infrastructure construction, operations, and maintenance for truck cargo. While FHWA focuses on building and maintaining the National Highway System (NHS) which is a public asset, the Federal Railroad Administration (FRA), Federal Aviation Administration (FAA), Maritime Administration (MARAD), and Pipeline and Hazardous Materials Safety Administration (PHMSA) each focus primarily on safety and security associated with moving goods on privately-owned infrastructure. FRA's funding role is limited to projects that enhance safety, such as grade-separations of railroad/roadway at-grade crossings and positive train control (PTC). Similarly, FAA focuses on safe operations of air traffic, while MARAD focuses on security of maritime operations in our nation's ports and inland waterways.

Both the National Highway Traffic Safety Administration (NHTSA) and the Federal Motor Carrier Safety Administration (FMCSA) focus on equipment manufacturing and vehicle operations – which also play significant roles in the transportation of goods. The NHTSA primarily focuses on the total population of drivers and vehicles, while the FMCSA focuses on commercial vehicles. Funding for U.S. DOT agencies occur through multi-year bills passed by Congress and signed into law by the President. Each agency receives and allocates funding approved through these transportation bills to carry out their duties. The most recent transportation bills are described later in this section.

U.S. DEPARTMENT OF ENERGY (DOE)

The U.S. DOE plays a role in freight as it relates to both transportation and site selection decisions for logistics facilities. In recent years, the Office of Energy Efficiency and Renewable Energy has become a major player in the strengthening of federal, state, and regional and local air quality rules and regulations, with an increasing focus on clean energy options. The U.S. DOE research, through its National Laboratories, assists original equipment manufacturers (OEM) with the development of cleaner vehicles, including heavy heavy-duty trucks. The U.S. DOE also supports the development of technologies to improve how electricity is created, stored, and used, in addition to development of disruptive technologies, including robotics, additive manufacturing, and artificial intelligence. California is fortunate to have four of the Nation's 17 laboratories. Federal funding bills allocate funding to U.S. DOE for investments in Research and Development, as well as aiding private industry with the purchase of cleaner equipment pursuant to air quality goals.

U.S. DEPARTMENT OF COMMERCE (DOC)

The U.S. DOC promotes private investments in economic development through its Economic Development Administration (EDA). In 2018, the EDA programs focused on Regional Innovation Strategies (RIS) and University Center Economic Development. Whereas RIS provides funding for high-technology and innovation start- up companies to further research and development, the University Center's program focuses on training/retraining the workforce of tomorrow. The EDA grants have funded a significant amount of disaster recovery and business resiliency efforts over the past decade, including efforts from the aftermath of hurricanes Harvey and Irma.

U.S. DEPARTMENT OF LABOR (DOL)

The U.S. DOL provides information about jobs and labor, and it serves to regulate both employers and workers. The Bureau of Labor Statistics (BLS) provides information about where firms are located and how many workers they employ. Other U.S. DOL agencies are responsible for enforcing labor laws, such as labor hours and safety rules for warehouse, dock, and aviation workers. Truck driver hours of service (HOS) regulations are controlled by the FMCSA, a U.S. DOT agency; however, truck driver safety while picking up or dropping off cargo at a facility is regulated by DOL's Occupational Safety and Health Administration (OSHA). The U.S. DOL funds safety programs that address workplace hazards.

FIXING AMERICA'S SURFACE TRANSPORTATION (FAST) ACT

The FAST Act of 2015 provided $305 billion over five years for transportation funding.[330] This bill was the first to establish a permanent federal discretionary formula funding program specifically for freight projects, as well as a competitive freight projects grant program. Specifically, FAST did the following:

- Established a National Multimodal Freight Policy
- Required the development of a National Freight Strategic Plan
- Created a freight-focused grant program of $4.5 billion over five years
- Established the National Highway Freight Program that provides $6.3 billion in formula funds over five years for states to invest in freight projects on the National Highway Freight Network.

THE INFRASTRUCTURE INVESTMENT JOBS ACT (IIJA) signed into law in November 2021 builds upon FAST Act investments and establishes a new Office of Multimodal Freight Infrastructure and Policy under the U.S. DOT Secretary to develop and manage the National Freight Strategic Plan (49 U.S.C. §70102), the National Multimodal Freight Network, oversee the development and updating of the State Freight Plans (SFP), provide SFP guidance and best practices, administer the multimodal freight grant programs and establish procedures for analyzing and evaluating grant applications. assist States in establishing State freight advisory committees, multi-State freight mobility compacts, and provide to the Bureau of Transportation Statistics input regarding freight data and planning tools.

49 U.S.C. §70101 NATIONAL MULTIMODAL FREIGHT POLICY provides the national policy goals for maintaining and improving the condition and performance of the National Multimodal Freight Network and informs state freight plans.

49 U.S.C. §70201 STATE FREIGHT ADVISORY COMMITTEES establishes the state freight advisory committee framework, including representatives, qualifications, and committee roles.

49 U.S.C. §70202 STATE FREIGHT PLANS establishes the framework and requirements for the development of state freight plans.

23 U.S.C. §167 NATIONAL HIGHWAY FREIGHT PROGRAM is a federal-aid formula funding program to improve the efficient movement of freight on the National Highway Freight Network (NHFN) and support infrastructure and operational improvements investments that strengthens economic competitiveness, reduce congestion, reduce the cost of freight transportation, improve reliability, and increase productivity, Improves freight transportation safety, security, efficiency, and resiliency in rural and urban areas, and Improves the NHFS' state of good repair, and safety, efficiency, reliability, and productivity

23 U.S.C. §150 NATIONAL GOALS AND PERFORMANCE MANAGEMENT MEASURES establishes the national policy framework and goals, performance measures, targets, and reporting requirements for the National Highway Performance Program, Regions, the Highway Safety Improvement Program, the Congestion Mitigation and Air Quality Program, and the national freight movement.

OCEAN SHIPPING ACT OF 2022 provides Federal Maritime Commission (FMC) the means to enhance its supervision of international ocean shipper to eliminate unfair charges levied against importers, prevent unreasonable denial of American exports, and relieve economic stresses against American businesses and consumers.

PRESIDENT'S EXECUTIVE ORDER 14017 ON AMERICAN'S SUPPLY CHAINS (2021) directs a review of the transportation and logistics industrial base to strengthen the resilience of America's supply chains.

PRESIDENT'S EXECUTIVE ORDER Revitalizing Our Nation's Commitment to Environmental Justice for All (April 2023) works to ensure that all people – regardless of race, background, income, ability, Tribal affiliation, or zip code – can benefit from the vital safeguards enshrined in our nation's foundational environmental and civil rights laws.

Federal Plans and Policies

NATIONAL STRATEGIC FREIGHT PLAN (DRAFT, 2016)

A draft version of the National Freight Strategic Plan was released for public comment in early 2016, and the comment period closed on April 25, 2016. The plan has not been finalized.[331] The draft plan describes the freight transportation system, including major corridors and gateways, and assesses the physical, institutional, and financial barriers to improvement. The draft plan also highlights strategies to help support our freight transportation system through improved planning, dedicated funding streams, and innovative technologies.

NATIONAL MULTIMODAL FREIGHT NETWORK

In 2016, the National Highway Freight Network (NHFN) replaced the Primary Freight Network (PFN) and the National Freight Network.[332] The NHFN was established to strategically direct federal resources and policies toward improved performance on highways carrying higher amounts of freight. As part of the NHFN, critical connections to freight facilities, such as rail intermodal yards, seaports and airports, were added through two new designations, Critical

Rural Freight Corridors (CRFC) and Critical Urban Freight Corridors (CUFC). States and MPOs are responsible for designating facilities within their jurisdictions pursuant to federally set mileage allocations for each state.

NATIONAL FREIGHT STRATEGIC PLAN 2020[333]

The NFSP defines the Nation's multimodal freight system vision, goals, and strategies. The strategies include evaluating the movement of freight produced by American energy, agriculture, manufacturing, and natural resources industries, informing infrastructure planning, coordinating investments, and support future freight efficiencies that improve shippers' experiences, providing a framework for increased cross-sector, multi-jurisdictional, and multimodal coordination and partnerships, and identifying freight data needs to support decision-making.

INTERIM NATIONAL MULTIMODAL FREIGHT NETWORK

The Interim NHFN was established to strategically direct federal resources and policies toward improved performance on highways carrying higher amounts of freight. As part of the NHFN, critical connections to freight facilities, such as rail intermodal yards, seaports and airports, were added through two new designations, Critical Rural Freight Corridors (CRFC) and Critical Urban Freight Corridors (CUFC). States and MPOs are responsible for designating facilities within their jurisdictions pursuant to federally set mileage allocations for each state.

SUPPLY CHAIN ASSESSMENT OF THE TRANSPORTATION INDUSTRIAL BASE: FREIGHT AND LOGISTICS 2022[334]

The Report is the response to the President's Executive Order 140171 directing a review of the transportation and logistics industrial base. The recommendations included within this report are designed to respond to the current disruptions, and to stand the test of time by building supply chains resilient to future disruptions.

State Legislation and Executive Orders

SENATE BILL 1 - THE ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017

Senate Bill 1 established the Trade Corridor Enhancement Program (TCEP). An on-going dedicated state funding program that provides $300 million annually for freight-related projects which more efficiently enhance the movement of goods along corridors that have a high freight volume. Subsequent legislation (SB 103, Committee on Budget and Fiscal Review, 2017), combined the Trade Corridor Enhancement Program funds with existing federal National Highway Freight Program funding.

ASSEMBLY BILL 32 (NUNEZ, 2006)

The California Global Warming Solutions Act of 2006 created the Cap-and-Trade Program, and established the goal of reducing California's GHG emissions to 1990 levels by 2020.

ASSEMBLY BILL 133 (WEBER, 2016)

This bill provided transfer of $11M to the Trade Corridor Improvements Fund (TCIF), a program initially implemented and funded by Proposition 1B. The TCIF funds can be used directly or indirectly to improve freight movement in key corridors.

SENATE BILL 350 (DE LEON, 2015)

On October 7, 2015, the California State Senate passed Senate Bill 350: Clean Energy and Pollution Reduction Act into law. SB 350 established California's 2030 greenhouse gas reduction target of 40 percent below 1990 levels. To achieve this goal, SB 350 sets ambitious 2030 targets for energy efficiency and renewable electricity, among other actions aimed at reducing greenhouse gas emissions across the energy and transportation sectors.

SENATE BILL 32 (PAVLEY, 2016)

Senate Bill 32 amended the Global Warming Solution Act of 2006 by establishing a statewide GHG limit equivalent to a 40 percent decrease from 1990 levels by 2030.

ASSEMBLY BILL 617 (GOMEZ, 2017)

Requires CARB and all local air districts, including the Sacramento Metropolitan Air Quality Management District (Sac Metro Air District or District), to take measures to protect communities disproportionally impacted by air pollution. With input from communities and air districts throughout California.

SENATE BILL 671 (GONZALEZ, 2021)

Requires that the CTC prepare a Clean Freight Corridor Efficiency Assessment to identify freight corridors, or segments of corridors, and the infrastructure needed to support the deployment of zero-emission medium and heavy-duty vehicles by December 1, 2023. Also requires the state freight plan to include a description of needed infrastructure, projects, and operations for the deployment of zero-emission medium- and heavy-duty vehicles and the development of freight corridors identified pursuant to California Government Code §14517.

CALIFORNIA GOVERNMENT CODE §13978.8 authorizes and requires the California Transportation Agency to develop a state freight plan to comply with federal requirements. This law also provides instructions for the inclusion of state requirements, and the submittal and approval of the plan.

CALIFORNIA GOVERNMENT CODE §14517 requires the California Transportation Commission in coordination with the State Air Resources Board, Public Utilities Commission, State Energy Resources Conservation and Development Commission, and Governor's Office of Business and Economic Development, to develop the Clean Freight Corridor Efficiency Assessment.

CALIFORNIA STREETS AND HIGHWAYS CODE §2192 establishes the Trade Corridors Improvement Fund and project eligibility guidelines.

GOVERNOR'S EXECUTIVE ORDERS (EO)

EO S-3-05[335] – Requires continued reduction of transportation-related GHG emissions to a new standard of 80 percent below 1990 levels by 2050.
EO B-16-12[336] – Reaffirms EO S-3-05and calls for continued reduction of GHG emissions in the transportation sector to 80 percent below 1990 levels by 2050.
EO B-30-15[337] – Establishes a California GHG target of 40 percent below 1990 levels by 2030 – the most aggressive benchmark enacted by a government in North America to reduce dangerous carbon emissions over the next decade and a half.
EO B-32-15[338] - Provides a vision for California's transition to a more efficient, more economically competitive, and less polluting freight transport system.

EO N-19-19[339] - Empowers the California State Transportation Agency (CalSTA) to leverage discretionary state transportation funds to help meet the state's climate goals.
EO N-79-20[340] - Moves the transportation sector toward a zero-emission future by requiring all in-state sales of new passenger cars and light-duty trucks to be zero-emission by 2035 and all medium- and heavy-duty vehicles operating in the state to be zero- emission by 2045, and all drayage trucks by 2035.
EO N-19-21[341] - Formalizes state agencies' partnership with the White House Administration's efforts to address state, national and global supply chain challenges, and directs state agencies to develop longer-term proposals that support port operations and goods movement for consideration in the January 10 Governor's Budget

State Plans and Policies

California has long been a leader in logistics and the movement of goods. The State understands how critical freight is to jobs and prosperity both within California and for the nation. California is home to the nation's largest container seaport, the San Pedro Bay Ports of Los Angeles and Long Beach, the largest agricultural production in the Central Valley, the largest logistics facilities cluster, and several of the largest population centers. California moves significant amounts of cargo on trains, planes, trucks – and more recently by automobiles, bicycles, pedestrians, and even robots. The following discusses the State's progress and policy experience and provides a launch point for the update of the State's Freight Mobility Plan.

CALIFORNIA TRANSPORTATION PLAN 2050[342]

The California Transportation Plan (CTP) is the state's long-range transportation and policy plan developed to address the state's future transportation needs and to support a statewide reduction in greenhouse gas emissions. The Plan serves as an umbrella document that integrates California's modal plans into a statewide multimodal transportation vision. The CTP includes strategies for improving mobility and accessibility across all modes, contributes to system preservation, supports a vibrant economy, improves public safety and security, promotes livable communities and social equity, and supports environmental stewardship. The CTP offers a high-level overview of the existing transportation network and includes an assessment of future transportation trends and challenges.

CALTRANS STRATEGIC MANAGEMENT PLAN 2020-24[343]

The Strategic Management Plan integrates sustainability principles across all goals, addressing people, planet, and prosperity comprehensively during implementation. The plan includes six goals, Safety First, Cultivate Excellence, Enhance and Connect the Multimodal Transportation Network, Strengthen Stewardship and Drive Efficiency, Lead Climate Action, and Advance Equity and Livability in all Communities. It also includes an outline of coordinated strategies to achieve success in the critical areas of each goal.

CLIMATE ACTION PLAN FOR TRANSPORTATION INFRASTRUCTURE 2021[344]

The Climate Action Plan for Transportation Infrastructure details a holistic investment framework and outlines accompanying strategies and actions on how the state should invest billions of dollars of transportation funding where state agencies play a role in project selection or nomination. The investment framework, strategies, and actions help the transportation sector aggressively combat and adapt to the climate crisis, while supporting public health, safety, and

social equity goals. CAPTI maintains California's commitment to continue a "fix-it-first" approach to maintaining the state's highways, roads and bridges.

CALIFORNIA SUSTAINABLE FREIGHT ACTION PLAN 2016[345]

The California Sustainable Freight Action Plan (CSFAP) was developed jointly by Caltrans, the California Air Resources Board (CARB), the California Energy Commission (CEC), and the Governor's Office of Business and Economic Development (GO-Biz) under Governor's Executive Orders B-32-15, and B-30-15. The Plan provides a vision of utilizing a partnership of federal, State, regional, local, community, and industry stakeholders to move freight in California on a modern, safe, integrated, and resilient system that continues to support California's economy, jobs, and healthy, livable communities. Transporting freight reliably and efficiently by zero emission equipment everywhere feasible, and near-zero emission equipment powered by clean, low-carbon renewable fuels everywhere else.

The Plan is driven by the eleven guiding principles:

- Support local and regional efforts to improve trade facilities and corridors that achieve regional environmental, public health, transportation, and economic objectives consistent with statewide policy goals
- Grow the economic competitiveness of California's freight sector
- Grow the number of well-paying employment opportunities in the freight sector
- Eliminate freight-related deaths and serious injuries, and security threats
- Reduce or eliminate health, safety, and quality of life impacts on communities that are disproportionately affected by operations at major freight corridors and facilities. This includes reducing toxic hot spots from freight sources and facilities and ensuring continued net reductions in regional freight pollution
- Improve the state-of-good-repair of the multi-modal freight transportation system
- Invest strategically to improve travel time reliability and to achieve sustainable congestion reduction on key bottlenecks on primary trade corridors
- Apply innovative and green technology, along with accompanying infrastructure and applicable practices, to optimize the efficiency of the freight transportation system
- Invest strategically to accelerate the transition to zero and near-zero emission equipment powered by renewable energy sources, including supportive infrastructure
- Improve system resilience by addressing infrastructure vulnerabilities associated with expected climate change impacts and natural disasters, which may include exploring opportunities to utilize natural systems to improve water quality, reduce ecosystem damage, prevent flooding, and create a cooling effect
- Site freight projects to avoid greenfield development by enhancing existing freight infrastructure or targeting infill development near compatible land uses

INTERREGIONAL TRANSPORTATION STRATEGIC PLAN 2021[346]

The Interregional Transportation Strategic Plan (ITSP) provides a policy framework to guide Caltrans and partner agencies in developing comprehensive, multimodal corridor plans that lead to the development of transformative, innovative, and cost- effective projects. The ITSP provides direction to programs, districts, and partner agencies on the policies and strategies that should be considered when assessing the interregional transportation system and identifying improvements. The ITSP also provides policy direction for the development of the Interregional Transportation Improvement Program (ITIP).

CALIFORNIA STRATEGIC HIGHWAY SAFETY PLAN 2020-24[347]

The Strategic Highway Safety Plan (SHSP) is a statewide, coordinated safety plan that provides a comprehensive framework for reducing highway fatalities and severe injuries on all public roads. It identifies key safety needs and guides investment decisions towards strategies and countermeasures with the most potential to save lives and prevent injuries. This document relies on data to identify problems and develop solutions. California adopted the following measurable objective for the SHSP:

CALIFORNIA STATE RAIL PLAN 2018[348]

The State Rail Plan establishes a statewide vision of an integrated rail system, and describes a policy framework for working with, and guiding public and private investments that enhance freight movement while providing co-benefits with passenger services. The integrated vision is dependent on more efficient utilization of the existing rail system, expanding the coverage and mix of rail services in several corridors, scaling services to meet market demand, and facilitating network coordination through scheduling. For freight movements, this integrated system means better system reliability and a clear pathway to growing capacity. Improvements in rail freight reliability result in the form of economic benefits that reverberate locally, regionally, and nationally. By improving rail infrastructure to attract additional long-distance freight movement, extra capacity is created on highways for passengers and short-distance freight travel. The improvements identified in the Rail Plan are designed to either preserve rail freight capacity, or to provide for rail freight enhancements in certain high traffic corridors, particularly intercontinental trade corridors that provide rail connections to ports. The improvements are categorized in six major areas of need and opportunity:

- Trade corridor improvements
- Economic development and short lines
- Grade-crossing improvements
- Additional terminal and yard capacity
- Short-haul rail improvements
- Advancement of zero- and near-zero- emissions technologies

2022 INTEGRATED ENERGY POLICY REPORT UPDATE

The California Energy Commission's (CEC) 2022 Integrated Energy Policy Report update covers a broad range of topics, including integrated resource planning, distributed energy resources, transportation electrification, solutions to increase resiliency in the electricity sector, energy efficiency, transportation electrification, barriers faced by disadvantaged communities, demand response, transmission and landscape-scale planning, the California Energy Demand Preliminary Forecast, the preliminary transportation energy demand forecast, renewable gas, updates on Southern California electricity reliability, natural gas outlook, and climate adaptation and resiliency. This report also provides extensive information about natural gas pipeline infrastructure and the ability to fuel transportation with our existing assets.

CALIFORNIA'S DEPLOYMENT PLAN FOR THE NATIONAL ELECTRIC VEHICLE INFRASTRUCTURE PROGRAM (2022)

The plan describes how California will strategically deploy EV charging infrastructure and establish an interconnected network to facilitate data collection, access, and reliability. The Plan is used as a tool to guide the state in allocating its $384 million share of federal NEVI funds to

build out a network of modern, high-powered DC fast chargers along Interstates and National Highways throughout California.

SAFEGUARDING CALIFORNIA: REDUCING CLIMATE RISK UPDATE (2017)

The California Natural Resources Agency's Climate Adaptation Strategy identifies vulnerabilities throughout California and identifies strategies to mitigate them.[349] Climate change impacts from sea-level rise, storm surge, and coastal erosion have been identified as imminent threats to highways, roads, bridge supports, airports at or near sea level, seaports, and some transit system and rail lines. Shifting precipitation patterns, higher temperatures, wildfire, and an increased frequency of extreme weather events threaten transportation assets at varying locations across the state.

Regional Freight Policies and Plans

CALTRANS DISTRICTS FREIGHT PLANS

District 3 Goods Movement Study (2015)

This study includes a comprehensive list of freight flows by all modes moving in and through the Sacramento region, an evaluation of projects on the State Highway System and intermodal connectors, and recommends strategies for addressing congestion, safety, efficiency, and ongoing operations and maintenance concerns. The study provides an overview of funding mechanisms and recommendations for prioritization and implementation.

District 9: Eastern Sierra Corridor Sustainable Freight Strategies Study (2019)

The Eastern Sierra Corridor Sustainable Freight Strategies Study, completed in 2019, is taking a fresh look at issues along U.S. 395 generally between I-40 on the south and I-80 on the north. Key issues included identifying and addressing truck parking shortages, as well as operational improvements for trucks.

District 9: Goods Movement Study for US 395 Corridor (2006)

Caltrans District 9 commissioned this study to investigate truck traffic origins and destinations on U.S. 395. The study involved paper surveys and interviews of truck drivers along the corridor to gain a better understanding of why trucks use U.S. 395, and to also understand how the drivers feel about the conditions of the roads and to seek comments and input. The Eastern Sierra Corridor Sustainable Freight Strategies Study provided an update to this effort.

REGIONAL/COUNTY FREIGHT PLANS

California-Baja California Border Master Plan (2014)

The California-Baja California Border Master Plan, completed in 2014, was a bi-national effort to coordinate planning and delivery of projects at land port of entries and the transportation infrastructure serving them. The primary objectives of the California-Baja California Border Master Plan were to increase the understanding of Port of Entry (POE) and transportation planning on both sides of the border and create a plan for prioritizing and advancing POE and related transportation projects.

Based on the outcomes of this pilot bi-national planning process, the California-Baja California approach could be expanded to other border states and customized to address their needs, resulting in a master planning process for the entire U.S.-Mexico border.

Regional Transportation Plans (RTP), Goods Movement Sections

California's 18 MPOs and 26 RTPAs are responsible for developing Regional Transportation Plans (RTP) for their respective areas. Pursuant to federal and state statutes and regulations, each RTP must address goods movement. The RTP guidelines list 11 items that must be addressed in the RTPs for both MPOs and RTPAs. As stated in the RTPA RTP Guidelines:

"RTPAs must plan for the goods movement infrastructure in the same way they plan the transportation infrastructure for the movement of people to support projected population growth and economic development."[350]

The most urban regions began preparing goods movement plans in the mid-2000s, such as SCAG and MTC. All the current RTPs for the MPOs and RTPAs include a list of freight projects, programs, and needs. These projects are incorporated into the CFMP. In addition to the regional transportation plans, regional planning agencies have commissioned the following freight plans:

Alameda County Goods Movement Plan (2016)

This countywide goods movement plan, a first for Alameda County, took a holistic view of freight from an industry and a neighborhood perspective.[351] The plan stemmed from the MTC Goods Movement Plan, but locally, this plan focused on congestion, truck parking, air quality, and conflicting land uses, whereas regionally and nationally, it focused on rail and road connections. The Plan identified performance measures, analyzed existing and future conditions, identified needs, and provided a comprehensive strategy for funding the County's freight infrastructure needs.

US 101 Central Coast California Freight Strategy

This study of US 101 from San Benito County to the North to Santa Barbara County to the south includes a set of freight performance metrics and weights to prioritize funding for projects, identifies projects that will improve the movement of goods along US 101 and key connecting routes, and established strategies for implementation. This plan set a precedent for interregional cooperation on freight planning and provided a path forward for lobbying on freight issues to capture its fair share of freight funding.

I-5/SR 99 Freight Corridor Study (2017)

The I-5/SR 99 study covered the 200-mile stretch of the I-5 and SR 99 corridors from the southern limit of Kern County to the northern limit of San Joaquin County in the Central Valley. This study identified freight and logistics clusters and the origins/destinations of a sample of trucks stopping at these freight clusters. This information was used to identify truck patterns in the region and correlate them with truck-involved crashes, speeds, and congestion along the corridors to guide the development and implementation of strategies to improve truck flows and travel time reliability.

Central Valley Sustainable Goods Movement Study (2017)

The Central Valley Sustainable Goods Movement Study is closely related to the I-5/SR-99 study, prepared during the same timeframe, and used some of the same data sources. This study Plan focuses on first- and last-mile connectors to freight clusters and investigated potential Critical Rural Freight Corridors (CRFC).

Goods Movement Border Crossing Study (SANDAG, 2012)

This study focused on the inter-relatedness of the U.S. and Mexican economies along California's southern border.[352] The purpose of this study was to focus on identifying infrastructure improvements that would improve logistics and create economic benefits. The study identified the importance of the SCAG and SANDAG regions to the Mexicali, Mexico region, and vice-versa through a high-level characterization of the supply chains for large, multinational firms that heavily rely on cross-border transportation.

Multi-County Goods Movement Action Plan (MCGMAP) (SCAG, 2004)

MCGMAP is the Southern California's master plan for goods movement and guides preparation of state, regional, and local transportation plans. The objectives of the MCGMAP is to develop strategies and projects that: 1) address the goods movement infrastructure capacity needs of the region; 2) reduce goods movement emissions to help achieve air quality goals; and 3) improve the quality of life and community livability for Southern California residents.[353] The MCGMAP was developed by LA Metro, OCTA, RCTC, SBCTA (Formerly SANBAG), SANDAG, VCTC, SCAG, and Caltrans Districts 7, 8, 11, and 12.

On the Move, Southern California Delivers the Goods (2012)

In 2012, SCAG updated MCGMAP with new information, including an updated cargo forecast from the San Pedro Bay Ports, updated industrial warehouse demand and capacity estimates, and the latest environmental policies, programs and strategies for addressing the impacts of goods movement in the region.[354] SCAG incorporated recommendations from this study into the 2012 RTP/SCS.

Los Angeles County Strategic Goods Movement Arterial Plan (CSTAN, 2015)

The CSTAN is a planning tool that is intended to accomplish six goals:

- Identify truck arterial system needs and connectivity gaps
- Prioritize funding to projects showing the greatest expected benefits
- Minimize truck and pedestrian/bicycle conflicts
- Establish a database of arterial truck data that can be used by industry as well as for planning purposes
- Assist the trucking industry in identifying designated truck routes
- Support the development of the Federal PFN