

17	Consultation with the state FAC, if applicable	All Freight Plan chapters were informed and reviewed by the CFAC as explained in Chapter 5: Partnerships and Outreach
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Source: Infrastructure Investment and Jobs Act, 49 USC 70202: State freight plans

1B. Vision, Goals, and Objectives

The California State Transportation Agency (CalSTA), the California Department of Transportation (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 2023 by creating a vision statement (see Executive Summary). Furthering this vision, a set of goals and objectives were developed to guide decision making and ensure consistency throughout the plan.

As the largest national gateway for international trade and domestic commerce, California strives to have the world's most innovative, economically competitive, multimodal freight system that is efficient, reliable, modern, integrated, resilient, safe, and sustainable, where the benefits of freight are realized by all while supporting healthy communities and a thriving environment.

California has a population of nearly 40 million, and it 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, equity, 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. Not only is California building upon these strengths to create an even more efficient, less-polluting, and higher-capacity freight sector that is competitive in the 21st century and remains a national leader in freight.

The State's evolving freight system is focused on strengthening and preserving the existing system and making strategic improvements to increase mobility and safety with a focus on protecting communities and the environment. The freight industry will need to continue its leadership role by elevating sustainable practices including, reducing vehicle and equipment emissions, and prioritizing environmental restoration and community protection adjacent to high freight volume corridors. The freight industry should also align with state policies that combat climate change,



as well as addressing community and health impacts caused by freight. One example where progress is being made in this area is the Community Economic Resilience Fund (CERF). Established by Governor Newsom in 2021, CERF has \$600M to support regions-up economic development strategies across California's where inclusion, sustainability, and climate resilience are at the center. The initiative is jointly led by the Labor & Workforce Development Agency, Governor's Office of Business and Economic Development (GO-Biz) and Office of Planning and Research (OPR) and is investing \$5M across California's 13 economic regions to support planning efforts, followed by over \$450M in project investments.

Looking ahead to the year 2040, zero emission (ZE) or near-zero-emissions (NZE) vehicles and equipment are expected to dominate California's freight system – 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. 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 2023 (CFMP) Vision is consistent with, and built upon, the policies of the adopted California Transportation Plan (CTP) 2050. The CTP itself was developed in coordination with the framework established by the IJJA. The CFMP Vision is also consistent with the Caltrans mission statement. The Vision recognizes that the CFMP must include all modes of freight transportation to achieve a truly integrated, intermodal freight network. The CFMP 2023 vision is also consistent with the Climate Action Plan for Transportation Infrastructure (CAPTI)'s guiding principles, discussed further in **Chapter 5A**.

The Vision provides a common platform for informing and guiding the development of freight transportation policy, programs, and project prioritization across all sectors of State'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 included in federal statute. 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 their own facilities and equipment. **Table 1.2** includes the seven goals and description associated with each goal.

Table 1.2: CFMP 2023 Goals

Goal	Goal Title	Goal Description
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.
2	Economic Prosperity	Grow the economic competitiveness of California's freight sector through increased system efficiency, productivity, and workforce preparation.
3	Environmental Stewardship	Support strategies that eliminate, reduce, avoid and/or mitigate adverse environmental and public health impacts of the freight transportation system while promoting and enhancing public health and ecological restoration in the planning process.
4	Healthy Communities	Enhance community health and wellbeing by distributing the benefits of the goods movement system equitably across California's communities while making sure the environmental and public health costs of the system are not disproportionately borne by goods movement communities.
5	Safety and Resiliency	Eliminate freight-related deaths and serious injuries and improve system resiliency by addressing infrastructure vulnerabilities associated with security threats, effects of climate change impacts, and natural disasters.
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, California Streets and Highway Code §164.6, Caltrans Director's Policy 35 Transportation Asset Management (DP-35), and other applicable state and federal statutes and regulations.
7	Connectivity and Accessibility	Provide transportation choices and improve system connectivity for all freight modes.

Within each goal, a number of objectives are identified and intended to serve as means to move toward 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 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. The goals, objectives, and strategies (described in **Chapter 6**) are consistent with, federal, state, and local funding programs, including but not limited to 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 to optimize integrated network efficiency, improve travel time reliability, and to achieve congestion reduction.

Objectives:

- A. Identify causes and solutions to freight 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 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 economic activity, freight mobility, unique capabilities, reliability, system resiliency, and global competitiveness
- C. Increase workforce availability and training
- D. Promote the State's competitive logistics advantages

GOAL 3: ENVIRONMENTAL STEWARDSHIP

Support strategies that eliminate, reduce, avoid and/or mitigate adverse environmental and public health impacts of the freight transportation system while promoting and enhancing public health and ecological restoration in the planning process.

Objectives:

- A. Continue to integrate environmental health considerations into freight planning, development, implementation, and operations of projects as feasible
- B. Minimize, and where possible, eliminate toxic air contaminants, criteria pollutants and GHGs emitted from freight vehicles, equipment, and operations
- C. Promote land use planning practices that prioritize mitigation of negative freight project impacts upon the environment

GOAL 4: HEALTHY COMMUNITIES

Enhance community health and wellbeing by distributing the benefits of the goods movement system equitably across California's communities while making sure the environmental and public health costs of the system are not disproportionately borne by goods movement 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 continuous engagement 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
- 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

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

Objectives:

- A. Reduce rates of incidents, collisions, fatalities, and serious injuries 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, California Streets and Highway Code § 164.6, Caltrans Director's Policy 35 Transportation Asset Management (DP-35), and other applicable state and federal statutes and regulations.

Objectives:

- A. Apply preventative maintenance and rehabilitation strategies using sustainable best practices

GOAL 7: CONNECTIVITY AND ACCESSIBILITY

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. Utilize inland port facility, short-haul rail shuttle, and inland seaports to lessen impacts on nearby communities
- E. Improve truck trip planning, coordination, operations, and management

Freight and Vehicle Miles Traveled

The State has passed several laws, issued Executive Orders (EO), and implemented several policies aimed to reduce passenger vehicle miles traveled (VMT). The State does not have an explicit policy to reduce VMT produced from the freight sector. Rather, the State does have statutes, EOs, and policies in place to support the transitioning of freight related VMT to sustainable or “green” freight VMT. See **Appendix B** for more details. The CFMP goals, objectives, and strategies described in **Chapter 6A** are aligned with these statutes, EOs, and policies by encouraging sustainable, transformative, and innovative freight projects that increase freight competitiveness and reduce emissions.

As described in **Chapter 6A**, the State also supports modal shift of freight from trucks to other modes of transportation, if feasible. The State 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 predominant mode for freight deliveries. Efforts to specifically reduce freight related VMT may be counter to California’s other goals of increasing freight competitiveness and reducing GHG, as some modal shifts may have additional unintended negative impacts on the supply chain. A shift of cargo away from California may also result in a rise in GHG due to goods traveling greater distances to out-of-state warehousing and distribution centers from California ports.

Freight stakeholders and agencies should encourage increased freight efficiency and a shift from freight moved by motor vehicles to rail, waterways, cargo bikes, and other modes 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 Zero Emissions (ZE) or Near Zero Emissions (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 project types are identified in **Chapter 4A**, **Chapter 6A** and **6B**.

Relationship to Freight National Goals

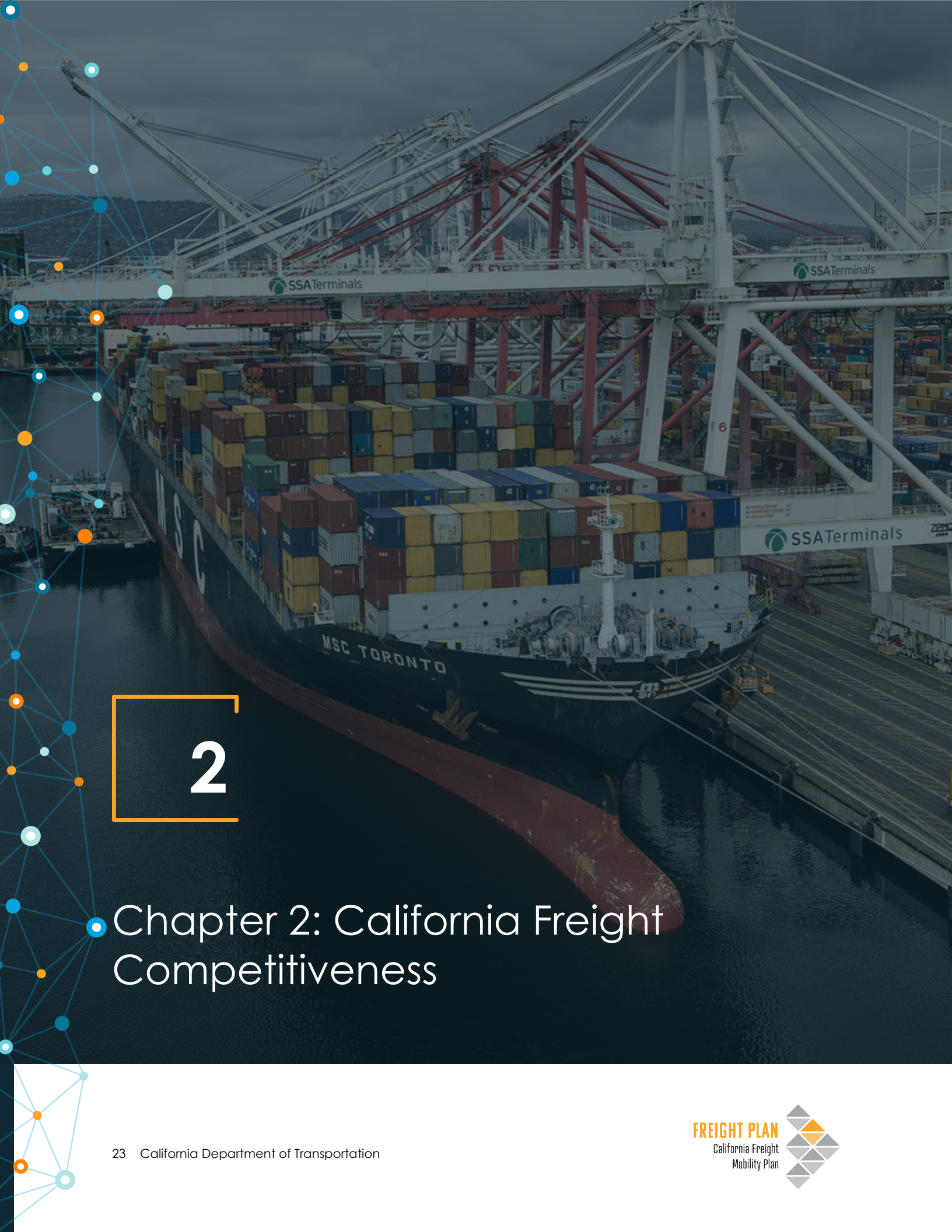
The FAST Act established a new National Highway Freight Program (NHFP) to improve the efficiency of goods movement on the National Highway Freight Network (NHFN). The FAST Act also implemented requirements of state freight plans to describe how they advance the National Multimodal Freight Policy (NMFP) and the NHFP goals and strategies intended to improve safety, security, and resiliency of the freight system. These goals and strategies have continued under the IIJA.

The ten NHFP goals (23 U.S.C. §167), in alignment with the seven NMFP goals (49 U.S.C. §70101) directly pertain to the National Multimodal Freight Network (49 U.S.C. §70103) and have been outlined in **Table 1.3** below. This table also shows the CFMP 2023 goals and objectives that align with each NMFP and/or NHFP goal.

Table 1.3: How CFMP Goals Align with NHFP/NMFP Goals

NHFP/NMFP Goals	CFMP Goals & Objectives
<p>NHFP/NMFP Goal 1 Invest in infrastructure improvements and implement operational improvements on the highways of the U.S. that:</p> <ul style="list-style-type: none"> a. Strengthen the contribution of the NHFN to the economic competitiveness of the United States b. Reduce congestion and bottlenecks on the NHFN c. Reduce the cost of freight transportation d. Improve the year-round reliability of freight transportation e. Increase productivity, particularly for domestic industries and business that create high-value jobs 	<p>CFMP Goal 1 (Multimodal Mobility)</p> <ul style="list-style-type: none"> a. Identify causes and solutions to freight 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
<p>NMFP Goal 2 Improve the safety, security, efficiency, and resiliency of multimodal freight transportation. NHFP Goal 2 To improve the safety, security, efficiency, and resiliency of freight transportation in rural and urban areas.</p>	<p>CFMP Goal 5 (Safety & Resiliency)</p> <ul style="list-style-type: none"> a. Reduce rates of incidents, collisions, fatalities, and serious injuries associates with freight movements b. Develop a freight resiliency strategic plan
<p>NMFP Goal 3 Achieve and maintain a state of good repair of the NMFN. NHFP Goal 3 to improve the state of good repair of the NHFN.</p>	<p>CFMP Goal 6 (Asset Management) Apply preventative maintenance and rehabilitation strategies using sustainable best practices.</p> <p>CFMP Goal 7 (Connectivity & Accessibility) Coordinate with local and regional partners of freight facilities, siting, design, and operations.</p>
<p>NMFP/NHFP Goal 4 Use innovation and advanced technology to improve the safety, efficiency, and reliability of the NMFN/NHFN.</p>	<p>CFMP Goal 5 (Safety & Resiliency) Utilize technology to provide for the resilience and security of the freight transportation system.</p> <p>CFMP Goal 7 (Connectivity and Accessibility)</p> <ul style="list-style-type: none"> 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.
<p>NMFP/NHFP Goal 5 Improve the efficiency and productivity of the NMFN/NHFN.</p>	<p>CFMP Goal 2 (Economic Prosperity)</p> <ul style="list-style-type: none"> a. Promote economic development by investing in freight infrastructure projects and operational improvements. b. Promote freight projects that enhance economic activity, freight mobility, unique capabilities, reliability, system resiliency and global competitiveness. c. Increase workforce availability and training. d. Promote the State's competitive logistics advantages.

<p>NMFP Goal 6 To improve the reliability of freight transportation.</p> <p>NHFP Goal 6 To 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.</p>	<p>CFMP Goal 7 (Connectivity & Accessibility)</p> <ul style="list-style-type: none"> 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. Truck trip planning, coordination, operational and management improvements.
<p>NMFP Goal 7 To improve the short- and long-distance movement of goods that:</p> <ul style="list-style-type: none"> a. Travel across rural areas between population centers; b. Travel between rural areas and population centers; and c. Travel from the Nation's ports, airports, and gateways to the NMFN. 	<p>CFMP Goal 1 (Multimodal Mobility)</p> <ul style="list-style-type: none"> a. Identify causes and solutions to freight bottlenecks. b. Invest strategically to optimize system performance. c. Develop, manage, and operate an efficient integrated freight system. <p>CFMP Goal 7 (Connectivity & Accessibility) Improve truck trip planning, coordination, operational and management.</p>



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Chapter 2: California Freight Competitiveness