



Freight - Goods Movement IIJA Implementation Sub Working Group

California Multimodal Freight Network Framework

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California Multimodal Freight Network Framework (FGM SWG)



Welcome, House Keeping, Updates

- Please type your full name and organization into the chat.
- Use the raise your hand function if you would like to speak.
- Moderator, will unmute you accordingly.
- Questions will be addressed in the order of when the hands were raised.
- Questions in the chat box will be addressed after afterwards.



California Multimodal Freight Network Framework (FGM SWG)



1:00 pm – 1:10 pm	Welcome and Introductions Yatman Kwan, Office Chief, Sustainable Freight Planning, Caltrans
1:10 pm – 1:20 pm	California Multimodal Freight Network Framework Overview Yatman Kwan, Office Chief, Sustainable Freight Planning, Caltrans
1:20 pm – 1:30 pm	SESSION 1: National <i>Interim</i> Multimodal Freight Network Overview Kelly Eagan, Branch Chief, Freight Performance Management, Caltrans Ryan Castle, Transportation Planner, Sustainable Freight Planning, Caltrans
1:30 pm – 1:40 pm	California Transportation Systems Overview Kelly Eagan, Branch Chief, Freight Performance Management, Caltrans
1:40 pm – 2:25 pm	SESSION 2: California Multimodal Freight Network Framework Symposium Yatman Kwan, Office Chief, Sustainable Freight Planning, Caltrans
2:25 pm – 2:30 pm	Action Items & Next Meeting Yatman Kwan, Office Chief, Sustainable Freight Planning, Caltrans



California Multimodal Freight Network Framework (FGM SWG)

Freight – Goods Movement Sub Working Group Themes

- Maximizing our investment opportunities
- Statewide strategic freight investment strategy & prioritization
- State partnership/sponsorship process for freight eligible programs
- Unified voice for statewide goods movement



California Multimodal Freight Network Framework (FGM SWG)



Proposed Vision, Policies and Objectives

- Address goods movement transportation system deficiencies
- Identify multimodal project concepts to reduce congestion/improve freight reliability
- Propose funding sources, programming criteria, and implementation actions

Desired Outcomes and End User Benefits

- Transportation (e.g., reduced congestion and delay; increase reliability)
- Economic (e.g., economic development)
- Community livability (e.g., reduced air emissions)

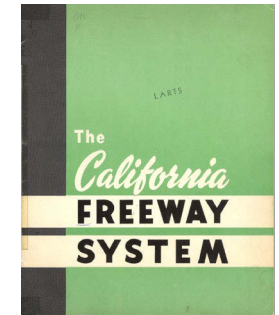
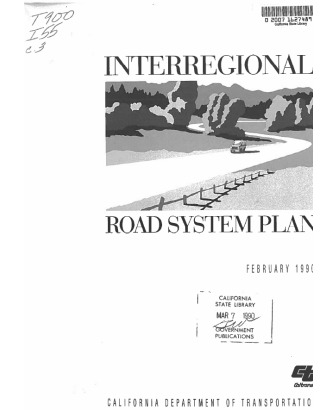


California Multimodal Freight Network Framework (FGM SWG)



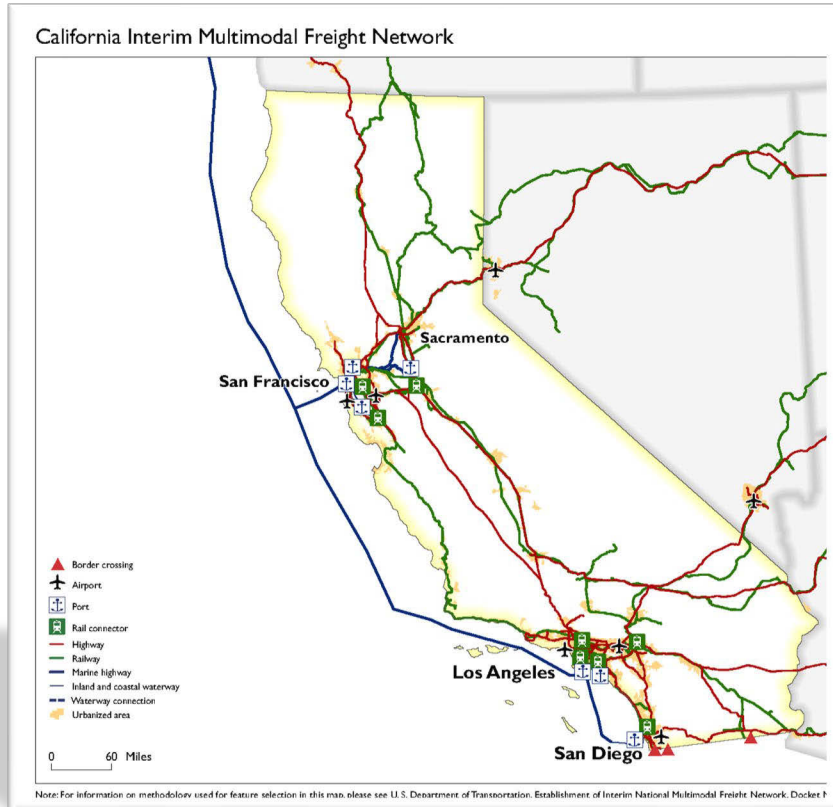
National Freight Networks & and State Systems

- Interim National Multimodal Freight Network
- National Highway Freight Network
- California Freeway and Expressway System
- California Interregional Road Systems
- California Priority Global Gateways





California Multimodal Freight Network Framework (FGM SWG)



Interim National Multimodal Freight Network

- National Highway Freight Network
 - Primary Highway Freight System
 - Primary Highway Freight System Intermodal Connectors
 - Critical Rural and Critical Urban Freight Corridors
 - Interstates not on the Primary Highway Freight System
- Class I freight railroads
- U.S. public ports
- U.S. inland & intracoastal waterways
- The Great Lakes, the St. Lawrence Seaway, & coastal and ocean routes
- 50 U.S. airports with highest annual landing weight
- Other strategic freight asset & strategic intermodal facilities



California Multimodal Freight Network Framework (FGM SWG)



Interim National Multimodal Freight Network (49 U.S.C. 70103)

Goals: improving network and intermodal connectivity; and using measurable data as part of the assessment of the significance of freight movement

Factors

- Origins and destinations of freight movement within, to, and from the United States
- Volume, value, tonnage, and the strategic importance of freight
- Access to border crossings, airports, seaports, and pipelines
- Economic factors, including balance of trade
- Access to major areas for manufacturing, agriculture, or natural resources
- Access to energy exploration, development, installation, and production areas
- Intermodal links and intersections that promote connectivity
- Freight choke points and other impediments contributing to significant measurable congestion
- Delay in freight movement, or inefficient modal connections
- Impacts on all freight transportation modes and modes that share significant freight infrastructure
- Facilities and transportation corridors identified by a multi-State coalition, a State, a State freight advisory committee, or a metropolitan planning organization, using national or local data, as having critical freight importance to the region
- Major distribution centers, inland intermodal facilities, and first- and last-mile facilities; and
- Significance of goods movement, including consideration of global & domestic supply chains



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National Highway Freight Network Components (23 U.S.C. §167)

- Primary Highway Freight System
- PHFS Intermodal Freight Connectors
- Interstates not on the PHFS
- Critical Rural Freight Corridors
- Critical Urban Freight Corridors





California Multimodal Freight Network Framework (FGM SWG)



National Highway Freight Network

Primary Highway Freight Network Designation

1. FAF and HPMS data sets used to generate top 20k mile based on
 - Value of freight moved by highway
 - Tonnage of freight moved by highway
 - AADTT on principal arterials
 - % of AADTT in the AADT daily traffic on principal arterials.
2. Eliminated network gaps
3. Land POE with truck traffic higher than 75,000 trucks per year and their connections
4. NHS Freight Intermodal Connectors within urban areas populations ≥ 200 K
5. Road segments within urban areas with a population ≥ 200 K that have an AADTT $\geq 8,500$
6. Determine the relationship to population centers, origins and destinations, ports, river terminals, airports, and rail yards Significant freight bottlenecks
7. Alaska, Hawaii, and Puerto Rico road systems
8. Relationship to energy exploration, development, installation, production areas



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National Highway Freight Network

Critical Rural Freight Corridor Factors

- The public road is not in an urbanized area
- Is a rural principal arterial roadway and has a minimum of 25 percent of the annual average daily traffic of the road measured in passenger vehicle equivalent units from trucks (Federal Highway Administration vehicle class 8 to 13)
- Provides access to energy exploration, development, installation, or production areas
- Connects the primary highway freight system, a roadway or the Interstate System to facilities that handle more than 50,000 20-foot equivalent units per year; or 500,000 tons per year of bulk commodities
- Provides access to a grain elevator, an agricultural facility, a mining facility, a forestry facility, or an intermodal facility
- Connects to an international port of entry
- Provides access to significant air, rail, water, or other freight facilities in the State
- Determined by the State as vital to improving the efficient movement of freight of importance to the economy of the State.



California Multimodal Freight Network Framework (FGM SWG)



National Highway Freight Network

Critical Urban Freight Corridor Factors

- Public road is in an urbanized area
- Connects an intermodal facility to the PHFS, Interstate System or an intermodal freight facility
- Located within a corridor of a route on the primary highway freight system and provides an alternative highway option important to goods movement
- Serves a major freight generator, logistic center, or manufacturing & warehouse industrial land
- Important to the movement of freight within the region

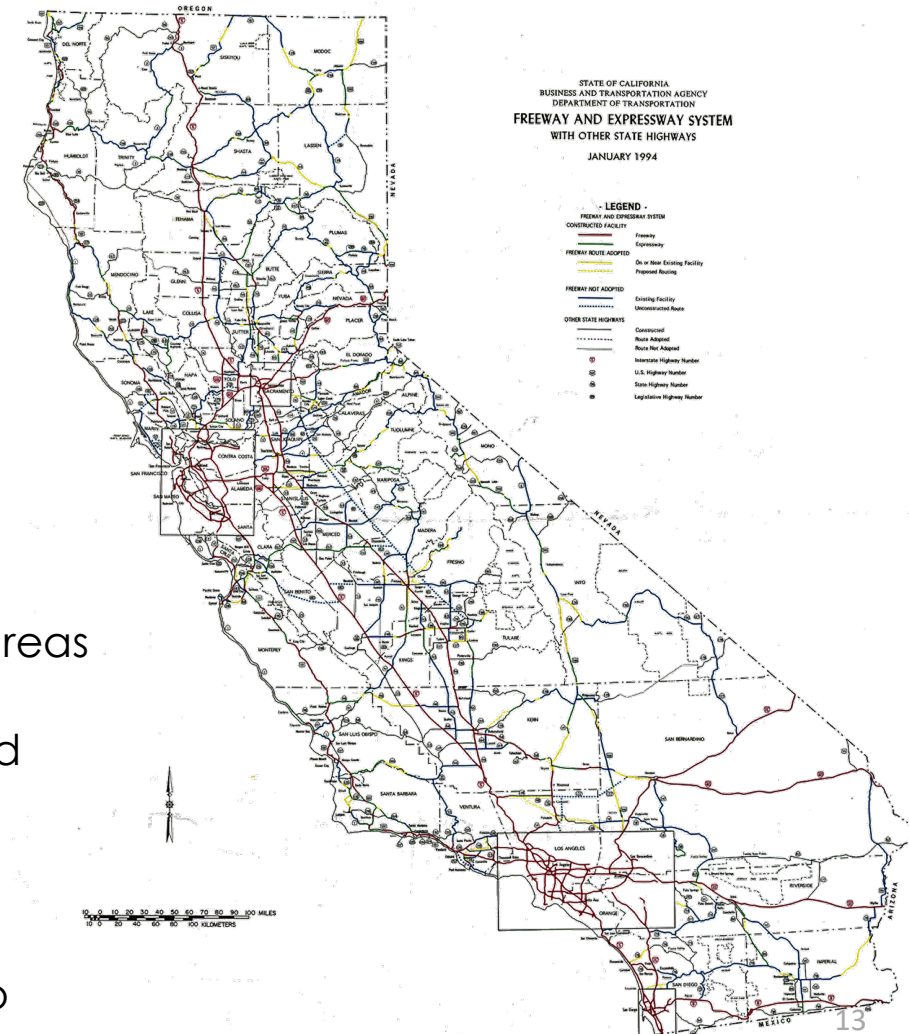


California Multimodal Freight Network Framework (FGM SWG)



CALIFORNIA Freeway & Expressway System Principles of Route Identification

- Connect population center (statewide trunk system)
- Connect primary centers of industrial activity and natural resources with centers of labor and materials and with major shipping points
- Provides access to military installations and defense activate
- Connect all county seats
- Proves access to major recreational regions: national parks, monuments, state beaches, lakes, and state institutions
- Provides continuity of travel into, through, an around urban areas from rural freeway approaches
- Provides for large traffic movements between population and industry within urban areas
- Provides needed capacity in the traffic corridors
- Connects major highways of adjacent states
- Provides an integrated system (with minimum stubs or spur) to permit general traffic circulation

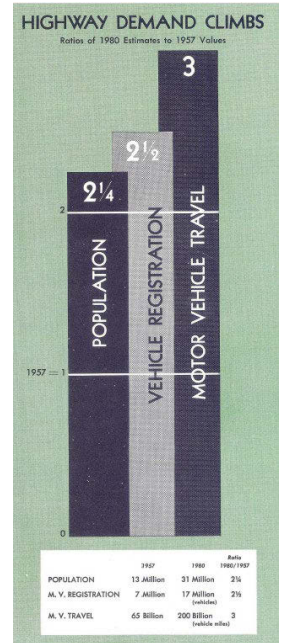
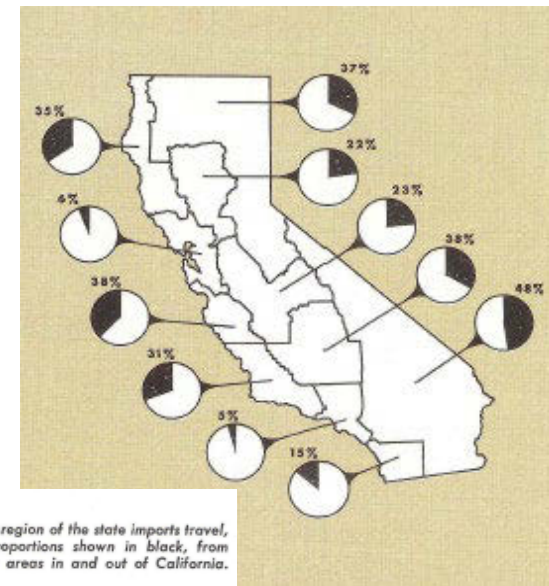
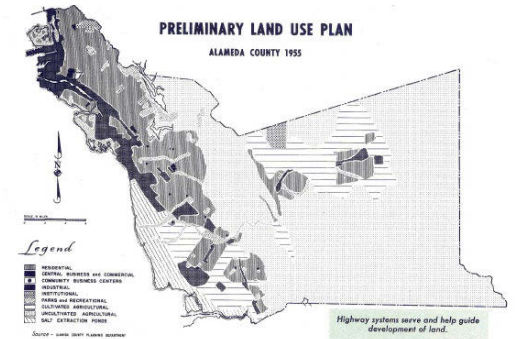
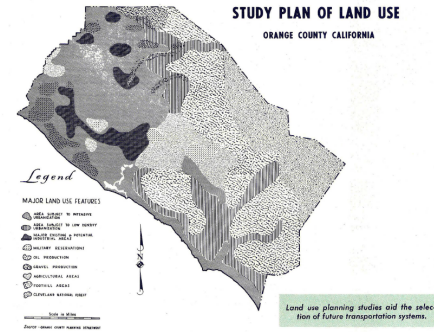
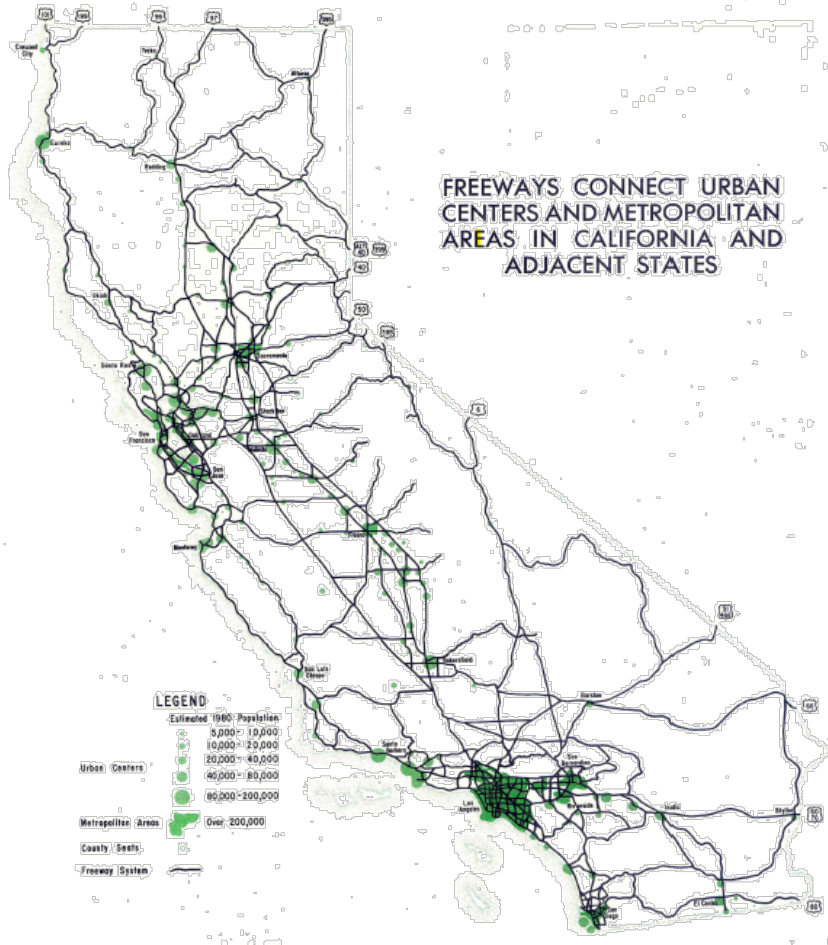




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Population Centers, Land Use, Travel Patterns



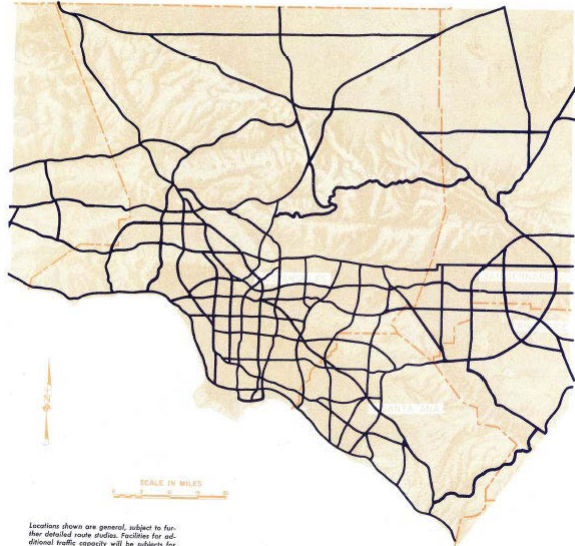


California Multimodal Freight Network Framework (FGM SWG)

Regional Freeway Studies



THE FREEWAY SYSTEM IN THE LOS ANGELES METROPOLITAN AREA AND VICINITY



Locations shown are general, subject to further detailed route studies. Facilities for additional traffic capacity will be subjects for future studies.

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THE FREEWAY SYSTEM IN THE SAN FRANCISCO BAY AREA AND VICINITY

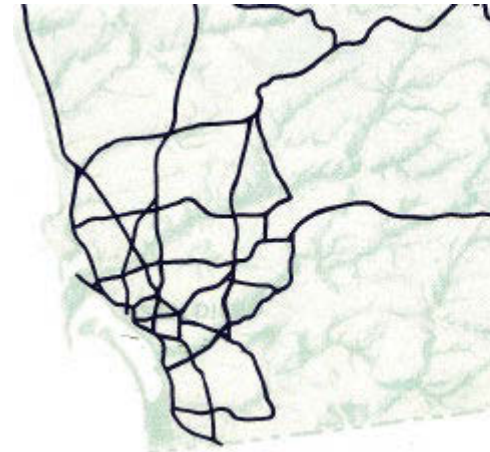


Locations shown are general, subject to further detailed route studies. Facilities for additional traffic capacity will be subjects for future studies.



THE FREEWAY SYSTEM IN SACRAMENTO AND VICINITY

Locations shown are general, subject to further detailed route studies.



THE FREEWAY SYSTEM IN SAN DIEGO AND VICINITY

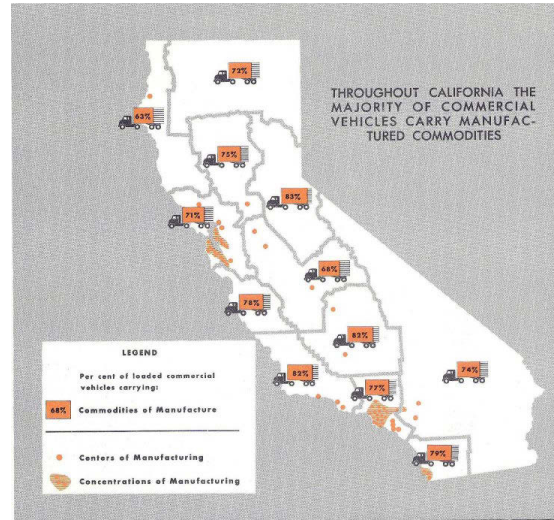
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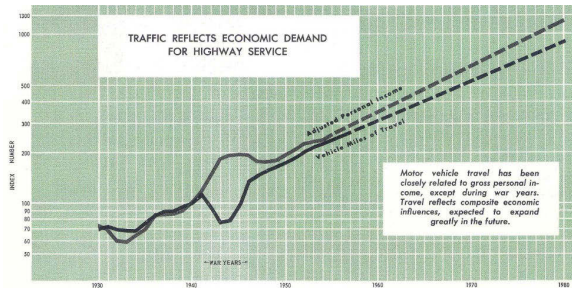
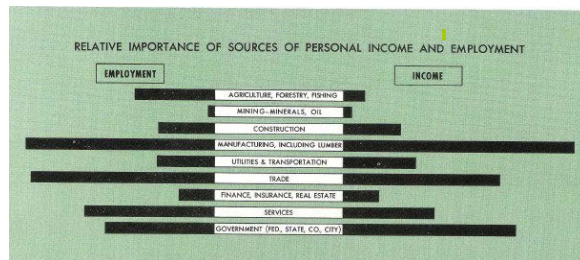
California Multimodal Freight Network Framework (FGM SWG)



Economic, Manufacturing



Natural resource areas and manufacturing centers, shown in black on the maps, are spread throughout California's 800-mile length.



WORK AND FAMILY BUSINESS TRIPS PREDOMINATE

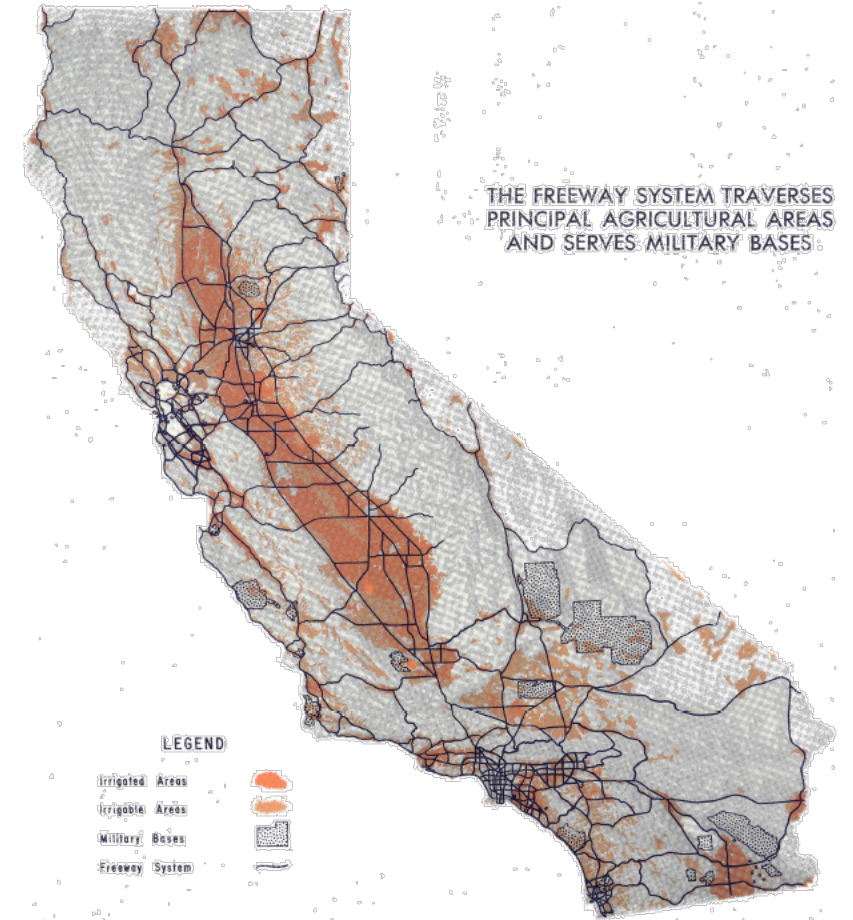
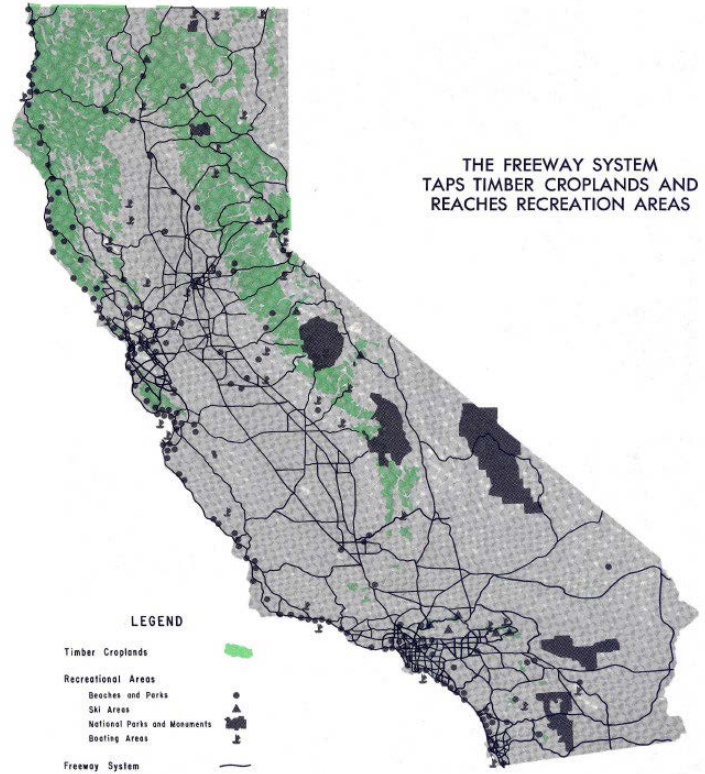
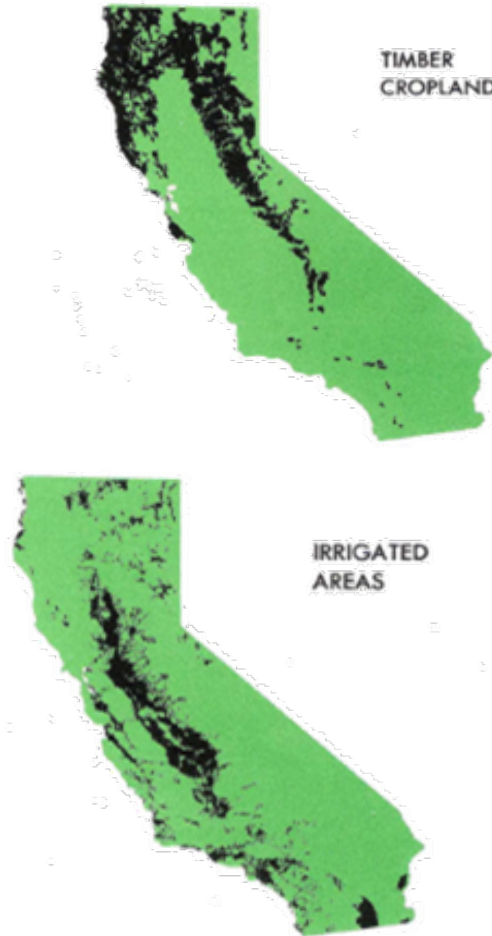
Trip purpose	Per cent of travel	Average trip length (One-way mileage)
EARNING A LIVING 48		7.7
Work	31	7.4
Related business	17	8.5
FAMILY BUSINESS 23		5.0
Medical and dental	1	8.1
Shopping	7	3.5
Education, civic, religious	3	4.3
Other personal business	12	—
SOCIAL, RECREATION 29		15.5
Vacation	4	205.4
Pleasure rides	6	21.8
Visits, etc.	18	11.8
Unreported	1	—
ALL TRIPS 100		7.9



California Multimodal Freight Network Framework (FGM SWG)



Natural Resources – Military Bases





California Multimodal Freight Network Framework (FGM SWG)

Interregional Road System

Criteria

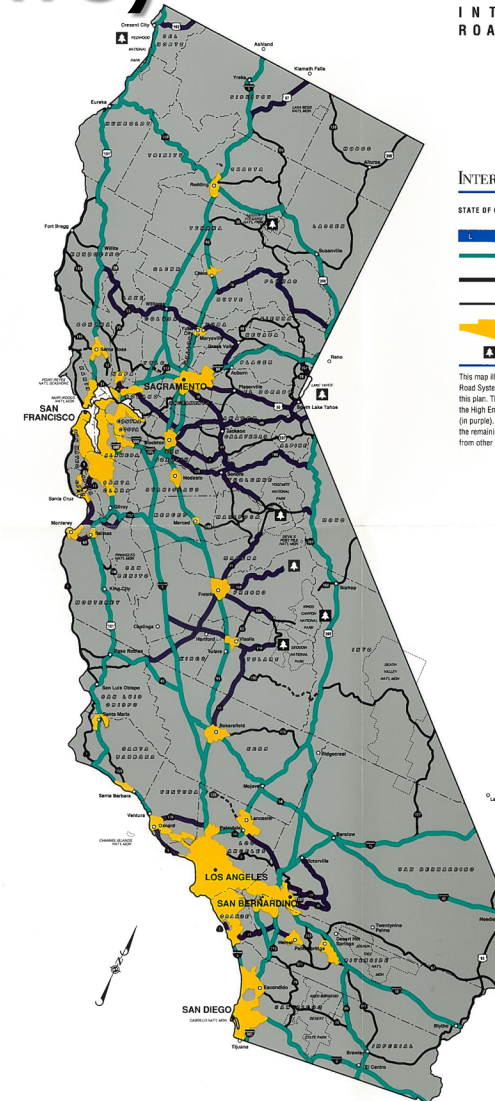
- Outside urbanized areas with population >50 K
- Service to economic centers & major recreational areas
- Availability of alternative routes
- Cost effectiveness of route development

High-Emphasis Routes

- Interstates (rural/urban)
- Non-interstate routes






Other Priority Routes

- Non-interstate routes

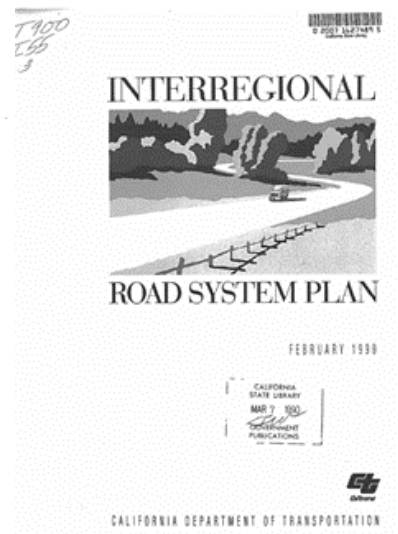


MAP 2
INTERREGIONAL
ROAD SYSTEM PLAN

INTERREGIONAL ROAD SYSTEM
STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION

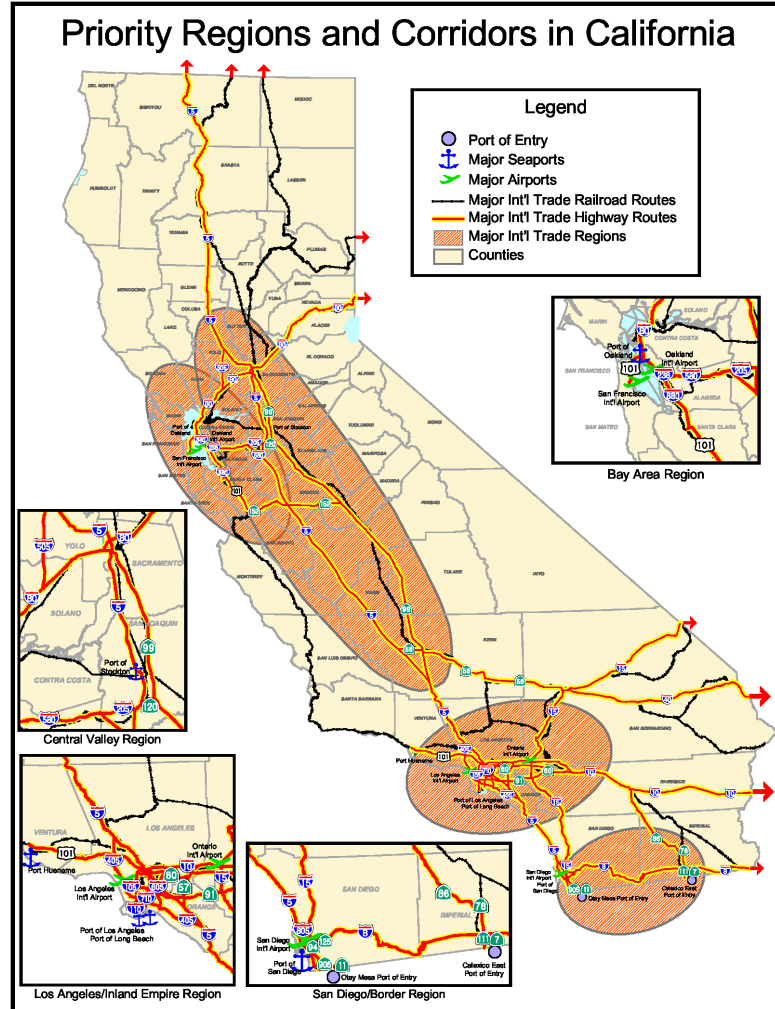
LEGEND	
	HIGH EMPHASIS ROUTES (including interstate routes)
	OTHER PRIORITY ROUTES (to adequately serve interregional travel)
	OTHER ELIGIBLE INTERREGIONAL ROUTES
	URBANIZED AREA (as amended for transportation purposes - over 50,000 population)
	MAJOR RECREATIONAL AREA

This map illustrates the department's identified interregional road system. It is on this system that projects are proposed in this plan. The route system is subdivided into two subsystems: the High Emphasis Routes (in green), and the Other Routes (in purple). Maintenance, safety and passing lane projects on the remaining eligible IRRS routes (in black) will be funded from other programs.





California Multimodal Freight Network Framework (FGM SWG)



Global Gateways Development Plan

highest volume freight facilities and regions

- Major international trade regions
- Seaports
- Airports
- Border Crossings
- Railroads
- Highway and Roads
 - Interstate routes
 - U.S. / State Routes





California Multimodal Freight Network Framework (FGM SWG)



Session 2:

California Multimodal Freight Network Framework Symposium

- Goals and objectives
- Freight network components
- Rural freight highway
- Urban freight highway



California Multimodal Freight Network Framework (FGM SWG)



California Multimodal Freight Network Framework Symposium

- Goals and Objectives
 - Balance economic and environment
 - Rural economic equity
 - Statewide inland port representation
 - Identify the high priorities needs of the state for the upcoming years.
 - Identify and addressing disproportionate needs and environmental justice concerns.
 - Enhance state/public coordination and collaboration.
 - Emphasize energy distribution infrastructure.
 - Alignment with national priorities and regional priorities with a network that supports both.
 - Military Facilities



California Multimodal Freight Network Framework (FGM SWG)



California Multimodal Freight Network Framework Symposium

Freight Network Components

- Freight Rail
- Ports (maritime, boarder, inland, air)
- Marine Highways
- Highways
- Pipelines
- Intermodal/Distribution Facilities
- Other Goods Movement System Elements
- Labor and Operations
- Changing and fueling facilities



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California Multimodal Freight Network Framework Symposium

Rural Freight Highway

- Definition
 - Resource freight (exports)
- Factors
 - Rural routes also serve the urban areas.
- Criteria

Urban Freight Highway

- Definition
- Factors
- Criteria



California Multimodal Freight Network Framework (FGM SWG)



CalSTA Work Group & FGM Sub Work Group IJA Implementation Meeting Schedules (Tentative)

CalSTA IJA Transportation Implementation Working Group	FGM - IJA Transportation Implementation Sub Working Group
March 9 th	March 1 st
March 30 th	March 24 th
April 20 th	April 14 th
May 11 th	May 5 th



California Multimodal Freight Network Framework (FGM SWG)



Action Items – Meeting Adjourned

- Action Items
- **Next Meeting:** March 1, 2022
- **FGM Sub Working Group Contacts:**

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