

Increasing capacity on our nation's transportation system will:

- Unlock Gridlock,
- Generate Jobs,
- Deliver Freight,
- Access Energy,
- Connect Communities

Did you know?

- The amount of freight moved in this country—from milk, toothpaste and toilet paper to sparkplugs, wheat and wind turbines—is expected to double in the next 40 years?
- The Interstate Highway System represents only 4 percent of total miles but carries 70 percent of commercial truck traffic?
- Each of the top ten worst freight-truck bottlenecks cause over one million hours of delay a year?

"Transportation investments that connect people and businesses in rural and urban communities and promote an efficient freight movement system will provide long-term benefits for California's economy, environment, and quality-of-life."

—Cindy McKim, California Department of Transportation Director

Freight Capacity Needs

Freight Movement Enhancement Projects

Starting with the planning phase in 2004 and continuing today with many of the resulting projects entering the construction phase, California has been engaged in a multi-year series of actions to create and implement a comprehensive approach to improving freight mobility in key goods-movement corridors. Projects include railroad grade separations, maritime and freight rail intermodal connection improvements, marine channel deepening, highway interchange modifications, roadway capacity increases, and other projects.

Through an inclusive process involving the private sector and local, regional, and state agencies, a two-phase Goods Movement Action Plan was developed from 2004–07. Phase I articulated California's policies and guiding principles for freight transportation and identified an extensive project needs inventory of more than \$47 billion. Phase II evaluated each project in the inventory and expected future system performance to create a refined list of the most critical freight project needs valued at around \$15 billion.

Voter approval of the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Proposition 1B) enabled the funding of \$2 billion in goods movement projects. Proposition 1B allowed for infrastructure improvements along federally designated "Trade Corridors of National Significance." The GMAP was used as the foundation for project selection.

The Proposition 1B Trade Corridors Improvement Fund is a noteworthy achievement and serves as an example of an effective means of substantially improving goods movement mobility across freight modes and political jurisdictions with voter approval. Though there is still a \$13 billion critical needs list, foundation plans, relationships among stakeholders, and fiscal processes have been established that will support additional critical projects. The entirety of this process makes the freight system more efficient, helps keep America competitive, and reduces congestion for all California travelers.

Capacity Needs *continued*