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Brian P. Kelly
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Fellow Californians:

The primary purpose of the *2014 California Freight Mobility Plan* is to identify freight routes and transportation facilities that are critical to California's economic growth and that are of high priority for investment to meet federal and state transportation and air quality goals. Under federal law, states that identify key freight projects in a coherent freight plan can be eligible to have the federal government fund up to 95 percent of a freight project located on an Interstate and 90 percent for freight projects located off the Interstate system.¹ Additionally, the California Transportation Commission must consult this freight plan when selecting projects for funding through the Trade Corridors Improvement Fund.²

The projects in this plan are located along a designated multi-modal freight network that has been categorized into three tiers based on the volume of truck and rail traffic. Tier 1 facilities are considered the highest priority for investment. Priority consideration is also given to some facilities with lower freight volume but with key interstate or international connections. This plan serves to bring freight planning into the mainstream and in alignment with California's current transportation planning process. As such, it provides a foundation for a unified freight policy which seeks to improve trade corridors important to California's economic future and transition the freight system to cleaner energy solutions to meet California's sustainability goals.

To improve California's opportunities for global trade, the state must continue to push its freight transport system to be more efficient, reliable, and environmentally friendly, while better serving its customers. The Administration is committed to working with all freight stakeholders to meet the goals and objectives described within this freight plan.

Sincerely,



BRIAN P. KELLY
Secretary

¹ Section 116 of Public Law 112-141

² Senate Bill 1228