

CALIFORNIA FREIGHT MOBILITY PLAN GOALS & OBJECTIVES

DRAFT STRATEGIES AND PERFORMANCE MEASURES

A. Economic Contribution Goal:

Improve the contribution of the California freight transportation system to economic efficiency, productivity, and competitiveness

- Objective 1:** Support freight projects that enhance economic activity
- Objective 2:** Enhance freight mobility, reliability, and global competitiveness
- Objective 3:** Seek sustainable and flexible funding to maintain and improve ~~the~~ a sustainable, multi-modal freight system

- Strategy 1:** Cost benefit analysis for each freight project proposed for programming
- Strategy 2:** Reduce ~~cost per ton-mile by eliminating~~ bottlenecks, recurrent delay, make operational improvements, and more rapid incident response on priority freight corridors
- Strategy 3:** Seek creation of national, state, and regional dedicated freight funding programs
- Strategy 4:** Expand capacity of freight corridors, or subsections, where demand is at or exceeds capacity
- Strategy 5:** Eliminate unnecessary freight lifts or handling
- Strategy 6:** Improve system condition and performance on priority freight corridors
- Strategy 7:** Coordinate with other states and regions to improve multi-jurisdictional freight corridors to reduce delay, increase speed, improve reliability, and improve safety

- Performance Measure 1:** Cost of logistics percent of State GDP
- Performance Measure 2:** Freight cost per ton-mile and velocity
- Performance Measure 3:** California share of national freight market: value and volume
- Performance Measure 4:** Value California exports
- Performance Measure 5:** Track public and private investment and ROI
- Performance Measure 6:** Jobs

Comment [s1]: Define Cost

Comment [s2]: Suggest change to "track logistics as a percent of State GDP"

Av2. Economic Competitiveness Goal

- Objective 1:** Build on California's history of investments to seek sustainable and flexible funding solution with federal, private, and green partners.
- Objective 2:** Invest in freight projects that enhance economic activity, freight mobility, reliability, and global competitiveness.

- Strategy 1:** Reduce transportation costs by eliminating bottlenecks and recurrent delay
- Strategy 2:** Improve capacity of corridors through infrastructure or operational improvements
- Strategy 3:** Coordinate with other states and regions to improve multi jurisdictional freight corridors

- Performance Measure 1:** California share of national freight volume value imports/ exports
- Performance Measure 2:** California freight related jobs
- Performance Measure 3:** Square footage of freight distribution _____ centers
- Performance Measure 4:** capture domestic freight activity - specific measure TBD

Comment [s3]: Second submission by three individuals

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B. Congestion Relief Goal:

Manage congestion on the freight transportation system Reduce costs to users by minimizing congestion on the freight transportation system

- Objective 1:** Identify causes and solutions to freight bottlenecks
- Objective 2:** Invest strategically to optimize system performance
- Objective 3:** Develop, manage, and operate an efficient integrated freight system

- Strategy 1:** Create multi-modal freight bottleneck list for priority corridors and prioritize for ~~correction~~improvement
- Strategy 2:** Identify most congested freight corridors and facilities and prioritize for correction
- Strategy 3:** Implement detection on priority corridors to identify problem areas across modes, particularly targeted to truck data
- Strategy 4:** Construct railroad grade crossings at high volume roadway crossings
- Strategy 5:** Add mainline track and sidings to accommodate demand for freight and passenger rail services
- Strategy 6:** Implement system management focused on freight corridors
- Strategy 7:** Expand freight travel information availability to entire truck fleet

- Performance Measure 1:** Freight Network truck corridor travel speed below 50 MPH
- Performance Measure 2:** Hours of delay: truck, train, arterial railroad crossing
- Performance Measure 3:** Reliability buffer index (extra time for travel time variation)
- Performance Measure 4:** Border crossing time
- Performance Measure 5:** Number of bottlenecks per corridor
- Performance Measure 6:** Clearance time for crashes/incidents
- Performance Measure 7:** Extent of detection along freight corridor

Comment [s4]: Frame to be more goal oriented

Comment [s5]: Move to System Management – Strategy 6

Comment [s6]: Delete PM 4, 5, and 6 – They are all measured in Delay

Comment [s7]: On the fence. Could speak to strategy 3, but ultimately improvement and reduced delay is the performance metric

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C. Safety and Security Goal:

Improve the safety, security, and resilience of the freight transportation system

Objective 1: Reduce rates of incidents, collisions, fatalities, and serious injuries associated with freight movements on the freight network.

Objective 2: Provide for the resilience and security of the freight transportation system

- Strategy 1:** Reduce conflicts on the freight system such as Construct railroad grade crossings where there is a history of crashes and at crossings that have high volume of vehicle and train traffic
- Strategy 3:** Create truck-only lanes and facilities and encourage off-peak usage
- Strategy 4:** Fully implement positive train control
- Strategy 5:** Expand number and scope of cargo security screenings
- Strategy 6:** Expand the system of truck parking facilities.
- Strategy 7:** Ensure consistent and effective safety and security requirements at all California ports.
- Strategy 8:** Identify and maintain alternate freight routes to maintain freight movement at times of disruption by disaster.
- Strategy 9:** Utilize technology to improve safety and security
- Strategy 10:** Inventory and assess risks associated with climate change inundation risks.
- Performance Measure 1:** Number of injuries and fatalities per million miles travelled
- Performance Measure 2:** Number of railroad grade crossing crashes
- Performance Measure 3:** Number of crashes involving trucks per million miles travelled
- Performance Measure 4:** Extent of rail system operating under positive train control

D. Infrastructure and System Preservation Goal:

Improve the state of good repair of the freight transportation system

Objective 1: Apply sustainable preventive maintenance and rehabilitation strategies

Objective 2: Adapt the freight system to reduce impacts from climate change

- Strategy 1:** Create dedicated source of freight system preservation funding Ensure adequate and sustainable funding for preservation of the freight system
- Strategy 2:** When implementing freight system rehabilitation projects, where possible and merited, expand scope to include facility modernization needs to increase range of available funding sources
- Strategy 3:** Make preservation projects multi-purpose
- Strategy 4:** Prioritize-Identify maintenance and preservation needs on priority freight corridors
- Strategy 5:** Identify freight facilities vulnerable to sea level rise, earthquakes and other natural disasters, and prioritize-identify for abandoning, armoring, adapting, moving, or replacing
- Performance Measure 1:** Pavement condition
- Performance Measure 2:** Bridge structural deficiency
- Performance Measure 3:** Railroad track gauge

Comment [s8]: Delete. More of a strategy

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Performance Measure 4:	Railroad track able to accommodate minimum 286,000 pounds
Performance Measure 5:	Navigation channel depth
Performance Measure 6:	Berth channel depth
Performance Measure 7:	Number of non-operational data collection instruments per corridor

Comment [s9]: The PM are too limited for each mod. Broaden by changing to:
-Condition of existing infrastructure
-Ability to withstand natural or manmade disasters

E. ~~Technology and Innovation~~Innovative Technology and Practices Goal:

~~Use technology and innovation~~Improve the use of innovative technology and practices to operate, maintain, and optimize the efficiency and safety of the freight transportation system and to reduce its environmental and community impacts

- Objective 1:** Support ~~research, demonstrations demonstration, development, and deployment of innovative technology of technology uses, innovation, and performance management~~
- Objective 2:** Promote the use of zero and near-zero emission technologies within the freight industry to support the State Implementation Plan (SIP), attainment of California greenhouse gas reduction targets, and to ~~address-reduce~~ local air toxics
- Objective 3:** Use innovative technologies ~~ies and practices as well as and~~ real time information to move freight on all modes more efficiently

Comment [s10]: Question: What is meant by Performance management?

Comment [s11]: And incorporate mode shifting into this objective

- Strategy 1:** Freight plan priority for projects implementing state-of-the-art and demonstration technologies
- Strategy 2:** Support deployment of new, non-fossil fuel distribution and recharging facilities, focusing on particular regions and corridors
- Strategy 3:** Support implementation of new engine technologies that are cleaner and quieter
- Strategy 4:** Research opportunities for automation of some freight movements

- Performance Measure 1:** Percent ~~non-diesel trucks~~of zero emission and alternative fuel trucks
- Performance Measure 2:** Percent ~~ships cold ironing per port of shoreside power or alternative in-dock ship emission reduction technologies (ACTI)~~
- Performance Measure 3:** Geographic range of real-time freight travel information
- Performance Measure 4:** Percent ships slowing speed at designated range
- Performance Measure 5:** Percent ~~locomotives meeting or exceeding Tier 4~~of locomotives meeting or exceeding current EPA standards
- Performance Measure 6:** Percent of seaport, airport, all off-road equipment, all cargo handling equipment, construction equipment, and railroad yard equipment powered by electricity or non-diesel fuel source
- Performance Measure 7:** Percent of dead-head and empty container trips

Comment [s12]: ? What does it mean? Measure of logistics efficiency?

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F. Environmental Stewardship Goal:

Avoid and Reduce adverse environmental and community impacts of the freight transportation system

- Objective 1:** Integrate environmental, health, and social equity considerations in all stages of freight planning and implementation
- Objective 2:** Conserve and enhance natural and cultural resources
- Objective 3:** Avoid and Reduce air and water pollution, greenhouse gas (GHG) emissions, and other negative impacts associated with freight transportation by transforming the freight transportation system to be cleaner and more efficient

- Strategy 1:** Establish corridor specific impact reduction goals and projects
- Strategy 2:** Prioritize freight projects that utilize highest level of maximize GHG, criteria pollutant, and air toxic emission reductions
- Strategy 3:** Incentivize impact reduction
- Strategy 4:** Implement projects in freight corridors that are specifically targeted to avoiding, reducing, or mitigating freight community and environmental impacts
- Strategy 5:** Support and fund research focused on impact reductions and mitigation
- Strategy 6:** Ensure that there is coordination and alignment of the plan with state GHG reduction goals and requirements and state and federal air quality standards.

- Performance Measure 1:** System-wide Emissions reductions, including targets: reductions of PM, NOx, VOCs, O3, GHG, and SOx
- Performance Measure 2:** Progress toward achievement of the state Ballast water targets standard.
- Performance Measure 3:** Noise contours
- Performance Measure 4:** Quality of storm water runoff from freight facilities
- Performance Measure 5:** Marine mammal ship strikes

Comment [s13]: Note: Energy issues – higher levels of electrification; energy efficiency, demand reduction, distributed generation, rate structure incentives, renewable, etc.