

# CALIFORNIA FREIGHT MOBILITY PLAN GOALS & OBJECTIVES

## DRAFT STRATEGIES AND PERFORMANCE MEASURES

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### A. Economic Competitiveness Goal:

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

**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:** Conduct a cost benefit analysis for each freight project proposed for programming
- Strategy 2:** Reduce transportation costs by eliminating bottlenecks and recurrent delay, making operational improvements, and accelerating 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 through infrastructure or operational improvements
- 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:** Logistics as a percentage 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 of imports and exports

**Performance Measure 4:** Value of California exports

**Performance Measure 5:** Number of freight-related jobs in California

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### B. Congestion Relief Goal:

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
- Strategy 2:** Identify most congested freight corridors and facilities and prioritize for improvement
- 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 and expand freight travel information availability with the focus 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

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<b>Performance Measure 2:</b>	Hours of delay: truck, train, arterial railroad crossing, border crossing, clearance of crashes/incidents
<b>Performance Measure 3:</b>	Reliability buffer index (extra time for travel time variation)
<b>Performance Measure 4:</b>	Number of bottlenecks per corridor
<b>Performance Measure 5:</b>	Extent of detection along freight corridor

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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
- Objective 2:** Utilize technology to provide for the resilience and security of the freight transportation system

- Strategy 1:** Reduce points of conflict on the freight system by constructing 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 alternate freight routes to maintain freight movement at times of disruption by disaster.
- Strategy 9:** Inventory and assess risks for freight facilities vulnerable to sea level rise and other natural disasters and prioritize for abandoning, armoring, adapting, moving, or replacing

<b>Performance Measure 1:</b>	Number of injuries and fatalities per million miles travelled
<b>Performance Measure 2:</b>	Number of railroad grade crossing crashes
<b>Performance Measure 3:</b>	Number of crashes involving trucks per million miles travelled
<b>Performance Measure 4:</b>	Extent of rail system operating under positive train control

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### D. Freight System Infrastructure Preservation Goal:

Improve the state of good repair of the freight transportation system

- Objective 1:** Apply sustainable preventive maintenance and rehabilitation strategies

- Strategy 1:** Ensure adequate and sustainable funding for preservation of the freight system
- Strategy 2:** Expand scope of freight system rehabilitation projects to include facility modernization, where possible and merited, to increase range of available funding sources
- Strategy 3:** Make preservation projects multi-purpose
- Strategy 4:** Identify maintenance and preservation needs on priority freight corridors

<b>Performance Measure 1:</b>	Pavement condition
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<b>Performance Measure 2:</b>	Bridge structural deficiency
<b>Performance Measure 3:</b>	Railroad track gauge
<b>Performance Measure 4:</b>	Ability of railroad track to accommodate a minimum of 286,000 pounds
<b>Performance Measure 5:</b>	Navigation and Berth channel depths
<b>Performance Measure 6:</b>	Number of non-operational data collection instruments per corridor

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### E. Innovative Technology and Practices Goal:

Use innovative technology and practices to operate, maintain, and optimize the efficiency of the freight transportation system while reducing its environmental and community impacts

- Objective 1:** Support research, demonstration, development, and deployment of innovative technology
- 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 reduce local air toxics
- Objective 3:** Promote innovative technologies and practices utilizing real time information to move freight on all modes more efficiently

- 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, recharging facilities, and shore-side power on the freight system, 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 of zero-emission and alternative fuel trucks
  - Performance Measure 2:** Percent ships using shore-side 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 of ships slowing speed at designated range
  - Performance Measure 5:** Percent of locomotives meeting or exceeding current EPA standards
  - Performance Measure 6:** Percent of seaport, airport, railroad yard and intermodal equipment (including all off-road, cargo handling, and construction equipment) powered by electricity or non-diesel fuel source
  - Performance Measure 7:** Percent of dead-head and empty container trips
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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

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- Strategy 1:** Establish corridor specific impact reduction goals and projects
- Strategy 2:** Incentivize and prioritize freight projects that maximize GHG, criteria pollutant, and air toxin emission reductions
- Strategy 3:** Incentivize impact reduction
- Strategy 4:** Implement projects in freight corridors that are specifically targeted to avoiding, reducing or mitigating freight impacts on the environment and community
- 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
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- Performance Measure 1:** System-wide emissions reduction targets: PM 2.5, NOx, SOx, VOCs, O3, GHG
- Performance Measure 2:** Progress toward achievement of the state ballast water standard
- Performance Measure 3:** Noise contours
- Performance Measure 4:** Quality of storm water runoff from freight facilities
- Performance Measure 5:** Marine mammal ship strikes