

# FREIGHT PLAN GOALS, OBJECTIVES & PERFORMANCE MEASURES

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**Safety/Security Goal:** Improve the safety, security, and resilience of the freight transportation system

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## **Objective 1: Reduce rates of crashes, fatalities and injuries associated with freight movements on the designated freight network**

Strategies:

- Identify critical freight transportation nodes and safety improvement priority corridors throughout the state
- Establish effective educational and/or training programs to improve safety along identified priority freight corridors
- Make improvements to the most unsafe facilities a funding priority

Performance Targets:

- *By \_\_\_\_\_, reduce the truck at-fault fatality/injury rate on the California state highway system to \_\_\_ per 100 million vehicle miles traveled (MVMT) and continuously reduce annually thereafter toward a goal of the lowest rate in the nation.*
- *By \_\_\_\_\_, reduce the number of at-grade freight rail crossing collisions/fatalities to below \_\_\_\_\_ per \_\_\_\_\_.*

## **Objective 2: Increase the resilience and security of the freight transportation system.**

Strategies:

- Quantify and prioritize the impacts of probable freight transportation system failure scenarios and develop applicable restoration and recovery strategies through development of a comprehensive, multimodal plan that prepares California for threats to the freight system
  - Assess the freight system's vulnerability to the most likely and highest impact threats (human caused or natural)
  - Develop contingency plans to mitigate those threats
  - Develop plans to respond to and recover from likely catastrophic events
  - Conduct regular and recurring exercises to ensure proper preparation to invoke those plans
  - Ensure all critical California freight corridors have redundant alternate routes in the event of natural or manmade disasters by some chosen date
- Ensure all planned freight improvements assess life-cycle costs in decision making process and allow for greater leverage of funds for long term operations and maintenance by incorporating life-cycle cost assessments into all pertinent decision-making guidelines/manuals
  - Incorporate life-cycle cost assessments for freight improvement projects into the decision-making process
  - Allow for greater fund leverage for long term operations and maintenance
- Increase the percentage of freight screening for each mode
  - Work with freight stakeholders to improve freight security

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**Congestion Relief Goal:** Provide solutions to congestion on the freight transportation system

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## **Objective 1: Reduce congestion by improving traffic flow on the designated freight network**

### Strategies:

- Annually track and analyze the average number and percent of daily 5+ axle trucks along all major freight corridors
- Identify and promote solutions to resolve bottlenecks and conflict points in the freight transportation system
  - Create a Statewide bottleneck/conflict point list and annually analyze
  - Separate freight and passenger transportation systems where feasible
  - Explore innovative policies and technologies that reduce congestion and the impacts of congestion
  - Support land use plans that result in more efficient freight mobility and distribution
  - Develop new or expanded roadway, rail, and logistics facilities
  - Foster government and private investment in goods movement facilities
  - Facilitate deployment of mitigations for the impacts of existing and new goods movement infrastructure
- Annually analyze level of service (LOS) along all major freight corridors for stability or improvement
- Provide improved incident management response to address impacts to the freight system

### Performance Targets:

- *By \_\_\_\_\_, reduce daily commercial vehicle hours of delay by \_\_\_\_\_ hours throughout the transportation system.*
- *By \_\_\_\_\_, improve average peak truck travel time speed along major freight corridors by \_\_\_\_\_ percent.*
- *By \_\_\_\_\_, reduce the percent of major incidents cleared to less than 90 minutes.*

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**Infrastructure Preservation Goal:** Improving the state of good repair of the freight transportation system.

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### **Objective 1: Preserve and improve freight facility condition on the designated freight network**

Strategies:

- Define and quantify system deterioration to ascertain status
- Set acceptable standards at or above fair condition as defined by Caltrans for freight facilities
- Inventory status of all major freight facilities
- Take steps to improve facility conditions
- Seek funding to meet need

Performance Targets:

- *By \_\_\_\_\_, ensure that distressed pavement does not exceed 30% of the freight network system's lane miles.*
- *By \_\_\_\_\_, reduce the number of distressed (deficient/obsolete) bridges on the freight network to 5% of all bridges.*
- *By \_\_\_\_\_, ensure that the average International Roughness Index (IRI) level along major freight corridors does not exceed \_\_\_\_\_.*
- *By \_\_\_\_\_, ensure the state and federal freight networks in California will be improved to fair or better condition*
- *By \_\_\_\_\_, ensure that channels leading to all major ports are dredged to \_\_\_ feet or other identified safe navigable depth.*

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**Economic Contribution Goal:** Improve the contribution of the California freight transportation system to economic efficiency, productivity, and competitiveness

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### **Objective 1: Improve economic competitiveness of California freight**

Strategies:

- Develop and promote factual education, branding, and marketing about California's contribution to the nation as the largest freight gateway state
- Seek various and innovative funding sources, tools, and strategies to meet needs
  - Explore tort incentives
  - Nurture public private partnerships to leverage public funds
- Be more responsive to rapidly changing distribution and supply chain practices
  - Promote technology and Intelligent Transportation System (ITS) freight flow investment
  - Multi-modal and interregional planning
- Target specific project delivery goals
  - Take measures (such as reducing regulatory burdens) to reduce project development and delivery delays.

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- Manage timelines with milestones to ensure timely project delivery
- Develop criteria to target investments
- Aggressively pursue full return of Harbor Maintenance Tax fees to California
- Support local, regional, and state bond measures to improve freight infrastructure
- Ensure that economic benefits are considered for all viable freight modes when evaluating projects for transportation investments
- Reduce regulatory and financial burdens on California freight stakeholders

### Performance Targets:

- *By \_\_\_\_\_, target at least \_\_\_\_\_ percent of private funds through public private partnerships for freight facility improvements.*
- *By \_\_\_\_\_, create an educational marketing program on freight.*
- *By \_\_\_\_\_, achieve \_\_\_\_\_ percent on-time freight project delivery.*

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**Technology/Innovation Goal:** Use technology, performance management, innovation, competition, and accountability in operating and maintaining the freight transportation system to optimize the efficiency and capacity and to reduce environmental and community impacts

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### **Objective 1: Use technology to optimize the efficiency and capacity of the freight transportation system**

#### Strategies:

- Assess the status of California's current technology use and emerging innovations
- Use technology and real time information to move freight on all modes more efficiently
- Increase technology collaboration between public agencies and freight industry
- Develop metrics and benchmarks along with technology to determine current capacity use and constraints
- Develop performance measures using readily available or easily obtainable information
- Identify corridors of innovation in which the state conducts in-site demonstrations of technology uses, innovation, and performance management as well as larger scale deployment of proven approaches
- Expand available information on the 511 system

#### Performance Targets:

- *By \_\_\_\_\_, complete a study to identify current, emerging, and recommended new technologies to pursue.*
- *By \_\_\_\_\_, develop metrics and benchmarks along with technology to determine current capacity use and constraints.*

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**Environmental Stewardship Goal:** Reduce adverse environmental and community impacts of the freight transportation system

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## **Objective 1: Develop an open public process to identify and mitigate freight impacts**

### Strategies:

- Establish regional stakeholder groups to assess and facilitate resolution of environmental and community concerns, build consensus, and avoid litigation
- Develop consensus data
- Locate public and private sources of funding to mitigate freight impacts
- Regularly meet with community stakeholder groups to discuss impacts of freight

## **Objective 2: Promote use of zero and near zero emission technologies within the freight industry**

### Strategies:

- Conduct demonstrations and commercialization projects for zero and near zero emission freight technologies
- Look at new vehicles to deliver improvement with clear, reportable, performance metrics
- Increase the number of alternative fuel fueling stations

### Performance Targets:

- *By \_\_\_\_\_, increase zero and near zero emission freight vehicle use by \_\_\_\_\_ percent.*
- *By \_\_\_\_\_, reduce emissions levels of non-attainment pollutants and greenhouse gases along major freight corridors by \_\_\_\_\_ percent.*