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# Research

# Notes

Planning, Policy,  
and  
Programming

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Project Title:  
Implementation of Action 6 of the  
California Sustainable Freight Action  
Plan (CSFAP) and California Freight  
Mobility Plan (CFMP) Phase 4:  
Tracking Economic Competitiveness

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## Implementation of Action 6 of the California Sustainable Freight Action Plan (CSFAP) and California Freight Mobility Plan (CFMP) Phase 4: Tracking Economic Competitiveness

Reporting on the economic competitiveness of the California freight sector to the Governor's Office of Business and Economic Development (GO-Biz) and analyzing the effects of specific state actions, policies, or regulations related to the California Sustainable Freight Action Plan (CSFAP) on the freight sector

### WHAT IS THE NEED?

California Executive Order B-32-15 required several state agencies to create an integrated action plan to improve the efficiency, environmental impact, and economic competitiveness of the freight sector in California. The California Sustainable Freight Action Plan (CSFAP) was approved by the Governor in 2016. Action 6 of the CSFAP requires that the competitiveness of the freight sector be promoted, a target and metrics for competitiveness be established, and benefits and impacts of state actions be analyzed. In collaboration with Caltrans, GO-Biz initiated work with The University of Southern California (USC) to identify appropriate economic competitiveness metrics and track long term progress in meeting the competitiveness goals of the CSFAP. In phase 2, USC and Go-Biz worked with a group of representatives from the public and private sector to research and identify definitions for "economic competitiveness" and "freight industry". This led to the development of metrics for economic competitiveness, identifying overall targets for economic competitiveness, and identifying relevant and accessible freight data. This phase 3 seeks to identify data system needs and institutionalized annual reporting and tracking of the metrics and perform detailed analysis of the economic effects of specific state actions identified in the CSFAP.

### WHAT ARE WE DOING?

#### Task 1: Metrics and Data System

A semi-automated system for obtaining and checking data,



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calculating metrics, and generating summary graphics and tables for annual trends has been developed. It is housed on a secure server at USC. These metrics are reported to the Governor's Office of Business and Economic Development and freight industry stakeholders. They are part of the CSFAP monitoring process and are used to guide CSFAP implementation policies.

### **Task 2: Identify Policies**

Identify two additional CSFAP policies and investment projects from the CFMP that merit analysis. The consultant will continue working with GO-Biz and the industry working group to identify additional prioritized policies and actions that are to be examined. The process for selection will include a stakeholder round table meeting to discuss a list of priority topics and specific issues to be analyzed. Topics for consideration are dedicated truck lane feasibility, exploring tolling, and alternative fuel corridors and zero- near-zero emission freight vehicles, equipment, and infrastructure.

### **Task 3: Final Report and other project deliverables.**

The final report will describe the results of Tasks 1 and 2. A draft final report will be submitted to Caltrans GO-Biz and the working group for review and comment. The report will be revised accordingly, and a final project report will be submitted. Quarterly reports will be submitted to Caltrans throughout the project.

## **WHAT IS OUR GOAL?**

The goal is to institutionalize the measurement and tracking of the economic competitiveness of California's freight sector and incorporate it into the CSFAP monitoring process. A second goal is to begin the process of examining the benefits and impacts of CSFAP/CFMP implementation on the freight sector.

## **WHAT IS THE BENEFIT?**

This overall effort is aimed at developing economic competitiveness and growth metrics to track the health of the freight sector while implementing

the CSFAP. The metrics will assist in evaluating the state strategies proposed by the CSFAP and inform climate change investment.

## **WHAT IS THE PROGRESS TO DATE?**

To date, two CSFAP Working Group meetings have been held. Researchers have developed an analytical framework and methodology of analyzing economic impacts of identified CSFAP/CFMP prioritized policy using REMI PI+ Model.

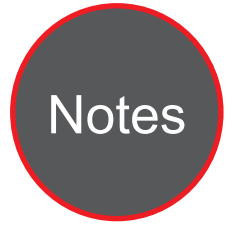
In Phase 3 study, an economic impact analysis of Cargo Handling Equipment Electrification at POLA/POLB has been completed. In this phase of the project, the working group will identify one additional CSFAP/CFMP policy for the economic impact analysis.

In April 2022, the working group discussed potential policies for the economic impact analyses.

The project experienced a heavy delay while waiting for an extension of the end date to December 2023. In Summer and Fall of 2023, researchers are looking into the effects of state truck parking initiatives on the competitiveness metrics. Final report expected December 2023.

## **IMAGE**





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