

## Breakout Discussion: California Freight Mobility Plan Goals and Objectives

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**MAP-21 Goal 1:** Improving the contribution of the freight transportation system to economic efficiency, productivity, and competitiveness.

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### Table 2

Goal:

- No change

Objectives:

- Efficiency
  - Multi-modal planning- corridors
  - Inter-regional planning
  - Use of technology
- Productivity
  - Labor/management – ports
  - Technology
- Competitiveness
  - California centric – government – federal delegation
  - Branding/marketing
  - Tort incentives
  - Public private partnerships

### Table 4

Goal:

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

Objectives:

- Develop and promote factual education about California through challenges and opportunities
  - Educate about California’s contribution to the nation as the largest freight gateway state
- Be more responsive to rapidly changing distribution and supply chain practices
- Consider target specific project delivery goals (timelines) much like the GHG rollback date in SB375
- Develop statewide bottleneck list for targeted investment
- Promote ITS freight flow investment i.e. Ramp meters and advanced traveler info

### Individual

Objectives:

- Efficiency multi-modal planning – interregional plan
- Labor saving
- Competitiveness

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## MAP-21 Goal 2: Reducing congestion on the freight transportation system.

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### Table 5

#### Goal:

- Provide solutions to congestion on the freight transportation system through capital investment, technology, and the adoption of policies, land use plans, and innovative financing tools

#### Objectives:

- Identify bottlenecks and conflict points in the freight transportation system where it intersects with passenger transportation system
- Promote solutions that resolve those bottlenecks and conflict points through:
  - Separation of freight and passenger transportation systems
  - Innovative policies and technologies that reduce congestion and the impacts of congestion
  - Land use plans that result in more efficient freight mobility and distribution
  - Development of a new or expanded roadway, rail, and logistics facilities
  - Foster government and private investment in goods movement facilities
  - Facilitation of the deployment of mitigations for the impacts of existing and new goods movement infrastructure
- Incident management: provide improved incident management response to address impacts to freight system

### Individual

#### Goals:

- Identify causes of congestion
- Identify solutions to congestion using 21<sup>st</sup> century technologies
- Identify any necessary mitigation requirements

#### Objectives:

- Identify causes of congestions
  - Identify congestion by trains due to passenger and freight sharing of tracks
  - Identify congestion by trains due to grade separation needs
  - Identify congestion by trains due to failure to maximize the usage of the alameda corridor
  - Identify congestion by trucks due to freeway, highway, street, and bridges maximum capacities
  - Identify congestion by trucks due to truck breakdowns and traffic accidents
  - Identify any congestion by trucks due to unidentified and unassessed destinations
  - Identify emissions capture technologies, where zero and near zero emissions cannot be adopted
  - Premature degradation of public transportation freight infrastructure, due to increased capacity usage and weight
- Identify solutions to congestion using 21<sup>st</sup> century technologies
  - Identify existing and emerging rail freight technologies i.e. maglev trains (zero emissions)
  - Identify existing and emerging truck freight transportation technologies i.e. zero emission electric trucks (vision motor corp).
  - Identify emerging freight container storage and technologies. Such as a multi-cell conveyor transport system such as the GRID proposal.
  - Sponsor technology demonstration products

- Sponsor top 10 port technologies review
- Identify any necessary mitigation requirements
  - Identify air pollution mitigation, noise pollution mitigation, public health mitigation, community land loss mitigation, socio-economic impacts, light pollution impacts

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**MAP-21 Goal 3: Improving the safety, security, and resilience of the freight transportation system.**

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Table 1

Goal:

- No change

Objectives:

- Safety
  - To achieve certain percentages of reductions in the rates of crashes, fatalities and injuries associated with freight movements, as defined for each mode
  - To establish safety improvements priority corridors and effective educational and/or training programs
- Security
  - Determine the most critical freight transportation nodes throughout the state and for each, assess their 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, and conduct regular and recurring exercises to ensure proper preparation to invoke those plans
- Resilience
  - Quantify and prioritize the impacts of probable freight transportation system failure scenarios and develop applicable restoration and recovery strategies

Table 7

Goal:

- Improve the safety, security, resilience, and sustainability of the freight transportation system to enhance California's position as a national freight generator and international freight gateway

Objectives:

- Reduce freight related incidents and fatalities on (a) streets and highways, (b) rail, (c) property, including workforce/occupational injuries related to movement of goods by some chosen date
- 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 O&M

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**MAP-21 Goal 4:** Improving the state of good repair of the freight transportation system.

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Table 3

## Goal:

- No change

## Objectives:

- Define/quantify deterioration to ascertain
- Seek funding to meet need
- Provide performance metrics to demonstrate performance
- Look at new vehicles to deliver improvement with clear reportable (Demonstrate performance)

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**MAP-21 Goal 5:** Using advanced technology, performance management, innovation, competition, and accountability in operating and maintaining the freight transportation system.

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Table 6

## Goal:

- Maximize system efficiency and capacity through advanced technology, demand management, congestion pricing and other methods

## Objectives:

- Use technology and real time information to move freight on all modes more efficiently – measure on time performance and system reliability
- Capacity utilization
- Increase collaboration between public agencies and freight industry
- Develop performance measures using readily available or easily obtainable information

Table 9

## Goal:

- Using technology, performance management, innovation, competition, and accountability in operating and maintaining the freight transportation system to optimize current infrastructure and transportation network

## Objectives:

- Assessment of current tech uses
- Develop metrics and benchmarks along with technology to determine current capacity use and constraints
- ID corridors of innovation in which state conducts
  - In-site demonstrations of technology uses, innovation, and performance management
  - Larger scale deployment of proven approach

### Individual

#### Goal:

- Comment: MAP-21 Goal is not written as a goal statement
- Integrate continued operational improvement of the freight transportation system

#### Objectives:

- Through applications of proven technology, performance management, innovation, competition, and accountability

### Individual

#### Goal:

- Optimize performance of the existing freight transportation system using advanced technology, performance management, innovation, competition, and accountability in operating and maintaining the freight transportation system

#### Objectives:

- Support smart applications of new technology
  - Technology assessment – in site demonstration
  - New business practices
- Centralized collection of performance data
- Identify corridors of innovation
  - In site deployment
  - Large scale deployment
- Sync with national port measures

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**MAP-21 Goal 6:** Reducing adverse environmental and community impacts of the freight transportation system.

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### Table 8

#### Goal:

- Eliminating adverse environmental and community impacts of the freight transportation system to the degree feasible

#### Objectives:

- Provide public and private sector funding (E.g., Prop 1B, GHG Cap and Trade) for mitigation of environmental (e.g. GHG, toxics, criteria pollutants) and community impacts (e.g. safety and congestion) of the freight transportation system
- Develop consensus data through an open public process upon which to assess potential environmental and community impacts and feasible mitigation
- Conduct demonstration and commercialization projects for zero and near-zero emission technologies
- Establish regional stakeholder groups to facilitate resolution of environmental and community concerns, build consensus, and avoid litigation