

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 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, 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
 - Performance Measure 3:** California share of national freight market: value and volume
 - Performance Measure 4:** Value California exports
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B. Congestion Relief Goal:

Manage 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 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

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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 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: 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

Strategy 4: Fully implement positive train control

Strategy 5: Expand number and scope of cargo security screenings

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 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

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 maintenance and preservation needs on priority freight corridors

Strategy 5: Identify freight facilities vulnerable to sea level rise and prioritize for abandoning, armoring, adapting, moving, or replacing

Performance Measure 1: Pavement condition

Performance Measure 2: Bridge structural deficiency

Performance Measure 3: Railroad track gauge

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

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E. Technology and Innovation Goal:

Use technology and innovation to operate, maintain, and optimize the efficiency of the freight transportation system and to reduce its environmental and community impacts

- Objective 1:** Support demonstrations 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 local air toxics
 - Objective 3:** Use technology and 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 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
 - Performance Measure 2:** Percent ships cold ironing per port
 - 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
 - Performance Measure 6:** Percent of seaport, airport, and railroad yard equipment powered by electricity or non-diesel fuel source
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F. Environmental Stewardship Goal:

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:** 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 GHG and criteria pollutant reductions
 - Strategy 3:** Incentivize impact reduction
 - Strategy 4:** Implement projects in freight corridors that are specifically targeted to reducing or mitigating freight impacts
 - Strategy 5:** Support and fund research focused on impact reductions and mitigation
 - Performance Measure 1:** Emissions reduction targets: PM, NOx, VOCs, O3, GHG
 - Performance Measure 2:** Ballast water targets
 - Performance Measure 3:** Noise contours
 - Performance Measure 4:** Quality of storm water runoff from freight facilities
 - Performance Measure 5:** Marine mammal ship strikes