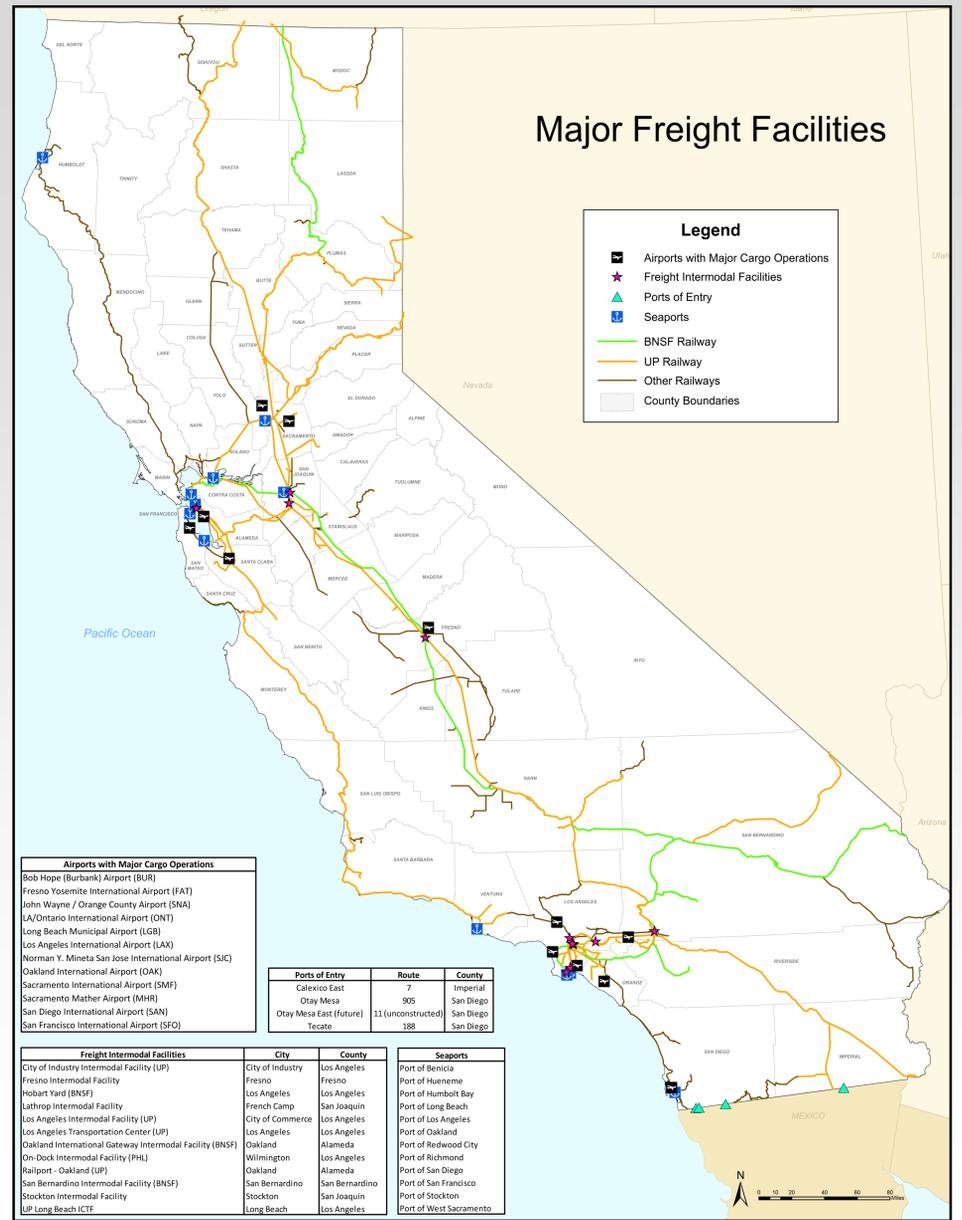
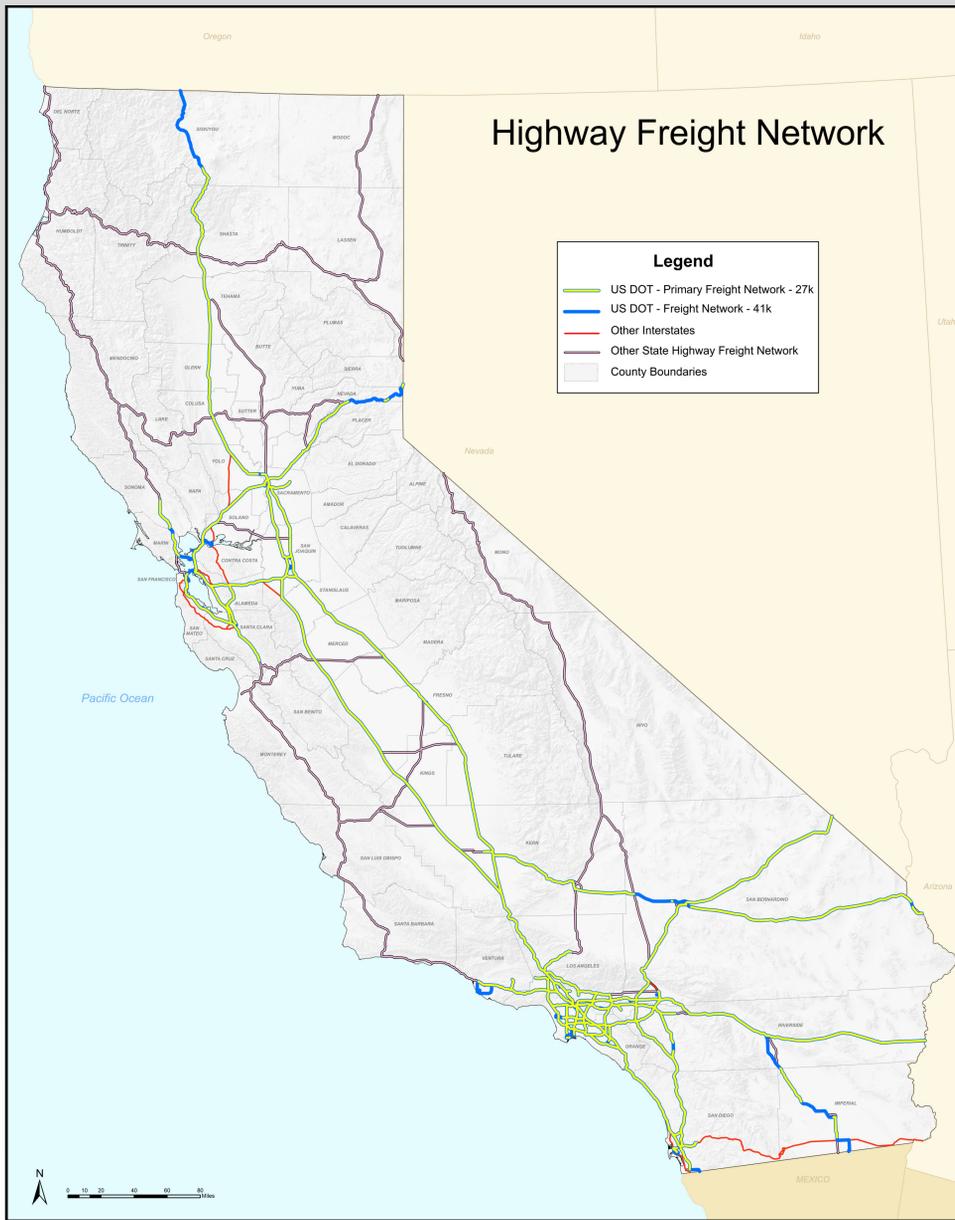


California's Multimodal State Freight System



Condition and Performance

The following interim performance measures are being proposed to help guide investments on the freight system while we await final federal guidance. Each measure category corresponds to one of the six CFMP goals. Data for some measures is currently available; and for others, systems and processes for gathering the data will need to be developed.

INFRASTRUCTURE PRESERVATION

- Pavement Condition
- Roadway Bridge Condition
- Road and Rail Height Allowances
- Weight Accommodation
- Navigation Channel and Berth Depths
- Waterway Bridge Clearance

CONGESTION RELIEF

- Truck Travel Speed
- Truck Hours of Delay
- Posted Maximum Train Speed
- Highway Bottlenecks/Chokepoints
- Rail Bottlenecks/Chokepoints
- Corridor Reliability Buffer Index

SAFETY

- Roadway Truck Related Collision Fatalities and Injuries
- Railroad Grade Crossing Related Fatalities and Injuries

ECONOMIC COMPETITIVENESS

- Freight cost per ton-mile

INNOVATIVE TECHNOLOGY

- Efficiency comparison before and after technology implementation

ENVIRONMENTAL STEWARDSHIP

- Criteria pollutant emissions
- Greenhouse gas emissions

Freight Forecast

Forecasting international trade and freight flows is fraught with uncertainty. Still, it is important to anticipate the future so that appropriate programs and facilities can be ready when needed. The following are some of the most significant trends for freight movement in California (CA).

TRENDS

- Total shipments by weight (into, out of, and within CA) are projected to grow approx. 180% statewide between 2012 and 2040
- Domestic and International outbound shipments from CA will grow faster than inbound shipments
- Trucking is currently the predominant freight mode and carries the largest amount of goods, and this is forecast to continue through 2040
- Freight moved by truck is expected to increase
- Value of shipments is expected to grow two or three times as fast as the weight being transported
- Because of rise in value of shipments, cost of trucks in congestion will rise accordingly
- Because of increase in number of truck trips, damage to roadways will increase accordingly
- Projected growth cannot be accommodated on the current system as currently developed and operated.
- Increasing congestion will significantly impact quality of life and CA's ability to maintain and

