

CALIFORNIA FREIGHT MOBILITY PLAN GOALS & OBJECTIVES

DRAFT STRATEGIES AND PERFORMANCE MEASURES

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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 ~~and seek sustainable and flexible funding to maintain and improve the freight system.~~

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 34: 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 67: 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

Performance Measure 5: ~~California freight related jobs~~

~~Wanted something "to do with distribution centers and trade."~~

Comment [OSFP1]: Expressed concern that this was an objective and the ability to track this.

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~~ ~~improvement~~

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~~

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- 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

Comment: Regarding the performance measures, they thought it was too limited to address condition of transportation infrastructure.

Comment [OSFP2]: Considered these measures as "redundant."

C. Safety and Security Goal:

Comment: Wanted to inventory and assess risk with climate change and inundation
Improve the safety, security, and resilience of the freight transportation system

- Objective 1:** Reduce rates of collisions, incidents, fatalities, and serious injuries associated with freight movements on the freight network movement
- 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
- ~~**Strategy 6:** Expand the system of truck parking facilities~~
- ~~**Strategy 7:** Utilize technology to implement safety and security~~
- ~~**Strategy 8:** To ensure consistent and effective security at all California ports~~
- ~~**Strategy 9:** To identify and maintain alternative freight routes to maintain freight investment at times of disaster.~~

- 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

Comments: Some of these strategies avoid port side of things
Regarding performance measures, the group said they did not spend much time on performance measures

D. System 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

Comment [OSFP3]: Personal Suggestion by Joanne. Revise to Freight System Infrastructure and Preservation Goal

Comment [OSFP4]: Recommended removing this objective.

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- 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~~ Identify maintenance and preservation needs on priority freight corridors
- Strategy 5:** Identify freight facilities vulnerable to sea level rise and other natural disasters 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

E. Innovative Technology and Innovation Practices Goal:

Use technology and innovation to develop, operate, ~~maintain, and 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~~ and alternate fuels within the freight industry to support the State Implementation Plan (SIP), attainment of California greenhouse gas reduction targets, and to ~~address~~ reduce 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, recharging facilities and shore-side power 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 and zero-emission trucks
- Performance Measure 2:** Percent ships ~~and ironing~~ shore side power 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 current standard
- Performance Measure 6:** Percent of ~~seaport cargo, seaport,~~ airport, and railroad yard, construction, intermodal yards and off road equipment powered by electricity or non-diesel fuel source
- Performance Measure 6** Percent of off-road equipment, cargo equipment
- Performance Measure 7** Percent of deadheads and empty container trips

Comment [OSFP5]: Comment: "Don't know what it means."

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Comment [OSFP6]: Comment: How do you incorporate mode shifting in objective.

Comment [OSFP7]: Comment: Percent of shore-side power.

Comment [OSFP8]: No longer refer to it by this term but as shore side power.

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Comment [OSFP9]: This makes it adaptive.

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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: Incentivize and prioritize freight projects that utilize highest level of GHG, air toxics and criteria pollutant reductions

Strategy 3: Incentivize impact reduction

Strategy 4: Implement projects in freight corridors that are specifically targeted to reducing or mitigating community and environmental freight impacts

Strategy 5: Support and fund research focused on impact reductions and mitigation

Strategy 6: Ensure there is coordination and alignment with state greenhouse gas goals and federal requirements.

Performance Measure 1: System wide emissions reduction targets: PM, NOx, Sox, VOCs, O3, GHG

Performance Measure 2: Ballast water targetsProgress towards statewide ballast water standards

Performance Measure 3: Noise contours

Performance Measure 4: Quality of storm water runoff from freight facilities

Performance Measure 5: Marine mammal ship strikes