

# Target Methodology Workgroup



March 9, 2021

# Action Items from Feb 16<sup>th</sup> Mtg



Action Item	Status
Check to see if 2020 Value by Customs District data is available	Completed
Put together options using one year or an average of multiple years of Value by Customs District data	Completed
Review the use of FAF data in the statewide CSF2TDM report	Caltrans will provide an overview in this meeting
Provide an example of a regional methodology if Southern CA is planning to use that instead	Southern CA will provide this for VMT data (not tonnage because they are not recommending the use of tonnage)
Update schedule to cover VMT next	Completed

# Value by Customs District Options



	2019	2020	2017-2019	2018-2020
Bay Area	14.1%	12.8%	13.8%	13.7%
Central Valley	0.1%	0.1%	0.1%	0.1%
Central Coast	0.0%	0.0%	0.0%	0.0%
LA/Inland	75.9%	73.3%	77.8%	76.9%
Other	0.0%	0.0%	0.0%	0.0%
San Diego	9.9%	9.1%	9.5%	9.5%

# Value by Customs District

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- What is the consensus on whether or not to keep this dataset?

# Tonnage - Definition of Terms in Table

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- **Truck only:** Anything that carry or ship by trucks the entire route.
- **Rail only:** Anything that carry or ship by rails the entire route.
- **Air only:** Anything that carry or ship by Airs for majority of the route then use truck for last mile delivery.
- **Multi Rail-Truck:** Anything that uses two or more modes (truck-rail, rail-truck, truck-rail-truck) for delivery of a shipment.
- **Multi Parcels:** The mail part of the multiple modes share was extracted from the multiple modes share as shipments sent by mail or parcel have markedly different characteristics (e.g., weight, value) relative to shipments transported by truck, rail, and truck-rail.
- **Multi Others:** Water, pipelines and unknown.

# Tonnage – CSF2TM and FAF Data

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- Caltrans will provide an overview of how the FAF data is organized for the purposes of the state's CSF2TM model.
- This overview is relevant for both tonnage and VMT, since we also pulled VMT using this report.

# Tonnage

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- Aside from concerns with the CSF2TM model, the following concerns have been raised related to tonnage as a dataset.
  - Tonnage is not directly related to the program's outcomes or metrics, it is usually related to pavement conditions, but pavement repair isn't an eligible TCEP project.
  - Tonnage is redundant of VMT.
  - It's difficult to produce an accurate estimate of purely domestic freight that moves in trucks.

# Tonnage

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- What is the consensus on whether or not to keep this dataset?



# Tonnage Results

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- Bay Area – 18.74%
- Central Valley – 20.62%
- Central Coast – 3.63%
- LA/Inland – 44.82%
- Other – 7.61%
- San Diego – 4.57%

# Methodologies

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- For each dataset we decide to use, we should have an option for entities that don't have their own models to use.
- If regions choose to use their own methodology, then they will need to explain to the group what that is.

# How to Pull VMT from the CSF2TM

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- Staff will walk through how to get VMT information from the CSF2TM report.

# Overview of Next Topic/Meeting

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- Review results of VMT
- Hear from regions who want to use a different data source about how they will calculate VMT
- Walk-through next dataset

# Contact

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