

California Freight Advisory Committee (CFAC) Meeting Summary Notes
Santa Clara Valley Transportation Authority (VTA)
VTA Auditorium – San Jose, CA
January 25, 2017

Next CFAC Meeting: May 24, 2017

Action Items:

- | | Completed: |
|---|-------------------|
| 1. Send CEC workshop information on IEPR Efficiency Targets and California's Economic and Demographic Outlook (links to presentations) to CFAC. | January 31, 2017 |
| 2. Request a letter of support from the Governor for next FASTLANE program cycle. | TBD |
| 3. Develop a post-submission advocacy strategy for FASTLANE Cycle 3. | TBD |
| 4. Statewide debriefing on federal FASTLANE selections (Cycle 2). | TBD |
| 5. Develop a statewide project submission strategy for FASTLANE Cycle 3. | TBD |
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Item Summary

1. Kome Ajise (Chief Deputy Director, Caltrans) – Called meeting to order, reviewed housekeeping items, and provided an overview of the agenda.

2. Kome introduced James Lawson, Director of Public Affairs and the Executive Policy Advisor. He is the head of the Government and Public Relations Division at VTA.
 - Jim provided a brief Welcome to Santa Clara VTA on behalf of Nuria Fernandez, General Manager and CEO, who was unable to join the meeting.
 - VTA:
 - Is not famous for freight movement, it's known for technology, however freight movement is key to the success of the Bay Area.
 - Is the congestion management agency as well as the transit agency for Santa Clara County.
 - Is a unique organization, role is to make sure goods and people move smoothly.
 - Note of pride – residents of Santa Clara County passed a half cent sales tax last November.

3. Kome introduced Casey Emoto, Deputy Director of Project Development to present item #3 on the agenda. Casey has worked for VTA for 19 years and is currently responsible for delivery of infrastructure projects, countywide regional transportation initiatives and for management of transportation engineering and environmental planning at VTA.
 - Casey provided an overview presentation about VTA and a Silicon Valley Perspective on Goods Movement:
 - VTA Embraces Technology; VTA is a transit agency but is also interested in goods movement; and VTA also operates a toll facility.
 - VTA is in a state of transition - from the presentation of the agency (logo updated) to the functions the agency performs.
 - Data management and open data portal: leveraging in order to work with private partners in the region.
 - Autonomous vehicles: multiple private groups working on developing autonomous vehicles in the bay.
 - VTA and CT both put up \$5 million dollars to look at the stretch between 156 and 101.

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- Status of SR 152 Trade Corridor Improvements:
 - Approved CEQA document for US 101/SR25 interchange;
 - Renewed interest to get initial improvements implemented;
 - Reformation of Mobility Partnership in 2015 (Santa Clara and San Benito counties);
 - 2016 Measure B includes \$750 million for highway improvements, includes South County area.
 - Drones (slide from TRB) – example of future innovative freight deliveries.
4. Kome introduced Rahul Srivastava, Chief of the Office of Freight Planning at Caltrans to present agenda item #4. Rahul provided an update on the implementation status of the California Sustainable Freight Action Plan. The Interagency Team was also available at the meeting to answer questions on this item. Per the Governor’s Executive Order, the Interagency Team includes representatives from the California State Transportation Agency (CalSTA), the Air Resources Board (ARB), the California Energy Commission (CEC) and the Governor’s Office of Business & Economic Development (Go-Biz).
- Action Plan submitted July 2016
 - 2030 Statewide Targets
 - System efficiency target
 - Transition to zero emission technology target
 - Increased competitiveness target
 - **Action Item: Caltrans to receive workshop information from the California Energy Commission (CEC) on IEPR Efficiency Targets and California's Economic and Demographic Outlook (website links to presentations) and forward to CFAC.**
5. Kome introduced Coco Briseno, Deputy Director of Planning and Modal Programs at Caltrans to present agenda item #5. Coco presented an update on the 2nd round of submittals to the federal grant program, “Fostering Advancements in Shipping and Transportation for the Long-Term Achievement of National Efficiencies,” also known as the FASTLANE grants.
- Presentation: FASTLANE Round Two Update
 - What is FASTLANE?
 - CALTRANS OUTREACH
 - CALTRANS PROJECT PRIORITIZATION CRITERIA
 - CYCLE I / FFY 2016
 - CYCLE II / FFY 2017
 - CYCLE III / FFY 2018 – WHAT’S NEXT
 - **Action Items:**
 - **Request a letter of support from the Governor for next FASTLANE program cycle.**
 - **Develop a post-submission advocacy strategy for FASTLANE Cycle 3.**
 - **Statewide debriefing on federal FASTLANE selections (Cycle 2).**
 - **Develop a statewide project submission strategy for FASTLANE Cycle 3.**

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6. Kome introduced Jose Marquez-Chavez, Chief of the Freight Planning Branch in the Office of Freight Planning at Caltrans to present item #6. Jose and his branch are leading the state's effort to address several new federal FAST Act requirements. Jose presented an update on the California Freight Mobility Plan (CFMP) FAST Act compliance activities.
 - Presentation: California Freight Mobility Plan FAST Act Compliance:
 - FAST Act – 3 new requirements by December 2017
 1. Congestion or delay caused by Freight
 2. Critical Urban/Rural Freight Corridor Designations
 3. Freight Investment Plan
 - National Highway Freight Network (NHFN); FAST Act – Formula Funds (NHFP)
 - CUFC/CRFC Technical Working Group (TWG)
 - Role of TWG – list of 6 responsibilities (slide 8)
 - The State and MPOs will designate CUFCs/CRFCs based on TWG recommendations
 - TWG Timeline: Oct-Nov 2016 Establish TWG – through – State and MPOs submit corridor designations to FHWA by May-Jun 2017
 - Freight Investment Plan (FIP) includes: List of financially constrained projects (for NHFP funding)
 - National Highway Freight Network + CTC FIP Guidelines → FIP
 - CTC has parallel process to develop guidelines for NHFP funds (formula funds)
 - New guidelines (California FIP Guidelines) with the designation of the CUFC/CRFC will develop the FIP
 - Discussion Questions for CFAC: We want to hear from you.
 - What do we need to consider as we develop each of these elements?
 - Where should we focus our efforts? How would CFAC like to participate in the CFMP update?
 - What's Next: More updates at the next meeting.
 - CFAC Discussion:
 - Comment: TWG timeline, last bullet doesn't match/coordinate w/CTC POP workplan.
 - Response: TWG timeline will be discussed at the next CUFC/CRFC TWG meeting on January 30, 2017 in San Diego.
 - Comment: FHWA is allowed 30 days for designation certification process, but it won't take them that long to approve.
 - Comments: Strong concerns expressed over Caltrans process to submit a list of "shovel ready" projects.

Disconcerting that the focus is on the "projects," when there is more efficient ways is to look at the mileage. (These comments are in reference to Caltrans solicitation to the CU-CRFC TWG members to submit a list of shovel ready freight projects from their regions.)
 - Response: It is up to the TWG is to decide the strategy to designate the critical corridors. (Caltrans request to the CU-CRFC TWG for shovel ready projects was primarily for the purpose of identifying potential CUFC/CRFC need and locations, it was a first working draft and not final. This exercise provided the opportunity to show an approximate number of critical urban and critical rural miles that were needed and where they were located. The preliminary results

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showed the demand for critical urban mileage far exceeded the number of miles allocated and the need for critical rural mileage was less than the federal allocation.)

- Question: Regarding the FIP fiscally constrained projects, is that federal funds only?
- Response: Not just federal funds, it's all fund sources, but mainly focusing on federal funds.
- Comment: The CTC is responsible for programming, allocating, and administering the NHFP funds for freight transportation projects, and will adopt the program of projects (list of programmed projects) in August. Therefore, Caltrans process to designate critical urban and rural freight corridors with FHWA must be timely to correspond with the CTC's process and funding cycle.

7. Lunch Break

8. Kome introduced Mitchell Weiss, Deputy Director of Programming at the California Transportation Commission (CTC) to present item #8. The Commission is responsible for the programming and allocating various state and federal funds for highway, passenger rail, transit and active transportation improvements throughout California. Mitch provided an update on the Commission's activities on the development of the California Freight Investment Program.

- Presentation: Development of Guidelines for the California Freight Investment Program (no PPT)
 - The FAST Act was signed into law in December 2015, it established a new formula freight fund under the National Highway Freight Program (NHFP) for a 5-year period.
 - The NHFP provides approximately \$582 million of apportionments to California over the 5-year period of the FAST Act.
 - SB 826 (Leno, 2016) was signed by Governor Brown on June 27, 2016. It directs the CTC to allocate federal NHFP formula funds to corridor-based projects selected by local agencies and the state.
 - The CTC is responsible for programming, allocating, and administering these state and federal funds along with a small portion of state funds from AB 133. CTC staff has and will continue to conduct a series of public workshops to solicit input on key issues. Based on this input and the criteria set forth in the FAST Act, staff will develop guidelines for the California Freight Investment Program. These efforts began in November 2016 and final guidelines are anticipated to be presented for Commission adoption in May 2017.

9. Kome introduced Andy Cook, Chief of the Rail Planning Branch in the Division of Rail and Mass Transportation at Caltrans and Michael Fischer of Cambridge Systematics to present agenda item#9, the California State Rail Plan (CSRP) Freight Vision. Mr. Fischer is responsible for the technical analysis of rail freight data and trends and development of the rail freight vision.

- Presentation: 2018 California State Rail Plan
 - The Freight Vision ties into the CSFAP state rail plan framework
 - Establishes a strategic vision for rail development and improvement that will improve quality of life for communities across California and our environment to improve rail freight capacity and increase passenger rail capacity

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- The Rail plan includes a dedicated freight element (freight corridors, partnership opportunities, freight specific capital program)
- Freight Rail Vision includes Trade corridor improvements, economic development and short lines, regional equity for grade crossing improvements, terminal and yard capacity, short haul shuttles
 - Northern California Primary Trade Corridors
 - Serves multi-modal corridors
 - Southern California Primary Trade Corridors
 - Union Pacific
 - BNSF
 - Major routes coming out of ports
 - High volume of passenger capacity
 - Potential to combine both freight and passenger rail to increase capacity overall
 - Significance of California's Short-Lines for Carload Traffic
 - 1-5 shipments start on a short line in CA (probably underestimates the significance of short line because it doesn't take into account last mile trips)
 - Short line needs are less about capacity and more about state of repair
 - Types of funding needs: track improvements and upgrades, industrial rail access – TIGER, development funds, and infrastructure funding
 - Intermodal Terminal Capacity
 - There is a huge need to increase capacity for intermodal terminals, especially in Southern California
 - Short Haul Services
 - No specific project recommendations;
 - Recognize there are changes taking place in the market place
- Sixty day public review coming soon. Will be available online.

10. Kome Ajise – meeting wrap-up

- The presentations will be posted on the CFAC webpage.
- The next meeting will be held in April or May in northern California.
- A Save-the-Date notice will be sent to you as soon as it is confirmed.
- Please let Freight Planning staff know if you have any suggestions for topics for the next meeting.