

California Freight Advisory Committee (CFAC) Summary Meeting Notes

February 26, 2015

Next CFAC Meeting: TBD

Action Item: There are no follow up action items from this meeting.

- 1) Kome Ajise (Chief Deputy Director, Caltrans) – Called meeting to order, reviewed housekeeping items, mentioned status of the California Freight Mobility Plan (CFMP) and project list, and provided an agenda overview. Kome also noted that the CFAC is now a permanent advisory committee to the Department and will be utilized by the Air Resources Board (ARB) for review of the Sustainable Freight Initiative.

- 2) Doug Ito (ARB Assistant Division Chief of Transportation and Toxics) and Heather Arias (ARB Freight Transport Branch Chief) – Freight Efforts Update
 - a. Doug reiterated ARB's coordination efforts with Caltrans and noted that the CFAC is a great point of contact.
 - b. ARB is working with GoBiz on economic opportunities related to the Sustainable Freight Initiative.
 - c. Heather presented an overview and status update of the Sustainable Freight Initiative. Scheduled for release in March, the document will include immediate actions to achieve emission reductions. It will also identify voluntary and regulatory levers to accomplish a zero/near zero emission freight system—meant to start discussions with stakeholders. ARB will continue working with the CFAC and believes that moving toward integrating Air Quality and Climate, Transportation, Energy, and Economy as part of the Sustainable Freight Transport System strategy is important.

- 3) Caitlin Rayman [U.S. Department of Transportation (DOT) Director of Freight Management and Operations] and Eric Gabler (U.S. DOT Office of the Secretary of Transportation) – Federal Highway Administration Update
 - a. Eric provided an update of the National Freight Strategic Framework. Anticipated to be released in March, this document will identify bottlenecks in the system and the cost to fix them and will include a list of best practices for more effectively handling state projects. This plan will not have a project list, but will instead look for common themes among the individual state project lists. There will be dedicated freight funding programs.
 - b. Caitlin noted that the federal plan will include freight performance measures and that Division offices will provide support and training to assist in implementing these measures. They will not be able to accommodate all of the over 1,200 comments received regarding the freight network map; however, a freight network designation will soon be finalized. Opportunity for public and private sector input will be provided.

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- 4) Fran Inman (California Transportation Commission, National Freight Advisory Committee) – Freight Summit
 - a. Fran noted how the retail sector is rapidly changing and that retail partners are trying to figure out what that means for transportation and freight movement. Fran also commented how all partners are looking at our energy future and encouraged the CA Energy Commission to give a presentation to the CFAC in the future. Fran reiterated the benefit of listening to the Federal Highway Administration Talking Freight webinars.

- 5) Chris Shimoda (California Trucking Association Director of Policy) – Trucking Industry Overview
 - a. Chris provided an overview of the trucking industry. Trucking is the most dominant mode of goods movement in the freight industry and, in California, truck driver is the most common job. Although the trucking industry is heavily regulated, emissions have been drastically decreasing. There is a need for infrastructure funding or incentives for moving toward natural gas trucks.

- 6) Bruce de Terra (Chief, Office of Freight Planning, Caltrans) – Trade Corridors Improvement Fund (TCIF) Program Overview and CFMP Project List Tiering Update
 - a. The TCIF started as a \$2 billion bond program with 79 projects and now has 81 projects with a total investment of \$7.2 billion. A regional coalition decided where the projects were a priority with the California Transportation Commission approving the final list. Bruce discussed the similarities between the TCIF Project locations and the CFMP Primary Freight Network (PFN). The PFN tiers are based on the corridors with the highest volume of freight traffic. All Tier 1 projects are in Regional Transportation Plans and all ports are in Tier 1.

- 7) Kome Ajise – Categorizing/Prioritizing Freight Projects: Discussion on Developing the Methodology
 - a. Kome explained that the CFAC previously defined 28 freight project types which align with the six CFMP goals. Kome asked each table to discuss the categories and assign 20 points throughout the list (e.g., all to one or two types, one to each of their top 20, etc.) in order to obtain an idea of priorities. The top project types by the group were:
 - Projects that create additional economic efficiency and productivity in our existing freight infrastructure system through provision of congestion relief (#1)
 - Railroad grade crossings where there is a history of crashes and at crossings that have high volume of vehicle and train traffic (#12)
 - Capacity expansion of freight corridors, or subsections through infrastructure or operational improvements (#3)
 - Projects that are specifically targeted to avoiding, reducing, or mitigating freight impacts on the environment and community (#20)
 - Projects that maximize reductions in greenhouse gas, criteria pollutant, and air toxin emissions (#19)

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- Improvements targeted to the most congested freight corridors (#24)
- Supports growth in freight-related job creation, employment, publically owned or controlled infrastructure assets, and tax revenues (#15)
- Projects or improvements that reduce the costs of doing business in California, that promote growth in freight-dependent industries, or otherwise incentivize investment in goods movement infrastructure (#23)
- Implementation of new engine technologies that are cleaner and quieter (#4) (tied)
- Protects California's freight industry from undue competition and loss of market share (#6) (tied)
- Projects that eliminate bottlenecks and recurrent delay (#18)

There was discussion about having to make project choices. Some suggestions included using TCIF criteria, prioritized CFMP goals and co-benefits, leveraged funding, and prioritizing mainly interregional projects since MPO's prioritize their own projects.

8) Public Comments

- a. Jessie Marquez stated that the Committee has not concentrated enough time on funding mechanisms for the projects in the CFMP.