

# California Freight Advisory Committee (CFAC) Summary Meeting Notes

January 21, 2014

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**Next CFAC Meeting:** March 19 in San Bernardino

## Action Items:

- Delete bullets three and four on page 5 of California's National Freight Policy Recommendations letter.
  - On Page 7, bullet 4 of California's National Freight Policy Recommendations letter, clarify that Metropolitan Planning Organizations (MPOs) have the flexibility to take the lead in lieu of the state.
  - Caltrans will delete "containerized" from "containerized freight" in the Primary Freight Network letter to United States Department of Transportation (U.S. DOT) and will provide a final draft of the letter to the CFAC prior to finalization.
  - A complete draft of the California Freight Mobility Plan (CFMP) will be provided to the next CFAC meeting in March. As each chapter is available for review it will be posted electronically and the CFAC members will be notified.
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- 1) Kome Ajise (Deputy Director of Planning Modal Programs, Caltrans) – Called meeting to order, reviewed housekeeping items, and agenda overview
- 2) Linda Wheaton (Assistant Director of Intergovernmental Affairs, CA Dept. of Housing and Community Development(HCD) ) – Welcome
  - a. HCD is involved with sustainable community development through land use planning and local assistance with the goal of maximizing economic benefits while minimizing environmental and community impacts. In particular, HCD works on increasing and improving the green building code, Transit Oriented Development programs, and supporting research efforts.
  - b. HCD is concerned about the adverse health impacts of the freight sector. Those impacts include asthma, increased cancer, and premature death in addition to environmental and community impacts. There are areas of high impacts within which significant populations are located. Los Angeles County analyzed the population within 500 feet of their roadways and found that there were 640,000 people living within that area. The important areas to emphasize are along major truck routes.
  - c. The best ways to address community impacts are by better integrating land use and transportation planning, sharing best practices, funding mitigation efforts, using a combination of laws and assistance in both planning integration to policy supporting higher density development.
- 3) Matt Carpenter (Director of Transportation Services, Sacramento Area Council of Governments(SACOG)) and Sam Shelton (Associate Planner, SACOG) – Welcome
  - a. Sacramento is a crossroads region for which SACOG prepares integrated long range plans that reflect a regional vision. Their long range plans provide a realistic 20 year vision that is fiscally constrained and mindful of air quality conformity. The plan is updated every four years and freight is becoming increasingly important. Some of the region's freight issues include: increasing flows at the Port of West Sacramento, a freight rail system that has limited growth capacities due to infrastructure constraints and limited funding opportunities, slow air freight growth, larger distribution centers with fewer employees, increase in mixed-use development creating greater visibility with freight and potential friction.
  - b. SACOG developed the Rural Urban Connections Strategy that is used to determine rural transportation and other infrastructure needs. It looks at freight impacts based on different crops and looks at truck flows and speeds on local and state roads.

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- 4) Jack Kitowski (Assistant Chief, Stationary Source Division, California Air Resources Board(CARB)) – CARB Update
  - a. CARB will be announcing their Sustainable Freight Plan, AB 32 progress, and scoping plan at the ARB Board meeting held on January 23.
  - b. The Sustainable Freight Plan defines sustainable freight as a freight system that meets national ambient air quality standards, meets long term climate change goals for 2050, integrates with the state's energy policy, and maintains freight competitiveness. It aims to identify an end game and then identify policies and regulations to meet that standard; in particular, it wants to move towards a zero/near zero emission future. Technology, system wide efforts, and stakeholder engagement are the three components to sustainable freight plan.
  
- 5) Bruce de Terra (Chief, Office of System, Freight, and Rail Planning, Caltrans) – Bagley-Keene Open Meeting Act
  - a. CFAC meetings are now subject to the Bagley-Keene Open Meeting Act. Some changes that will be made to the meeting include: meetings are now required to be recorded, meetings will continue to be broadcast but remote participation is no longer available, the recorded video of the meeting will be available online, the agenda and materials will be made available 10 days prior to the meeting.
  
- 6) Kome Ajise – California's Freight Policy Recommendations for Consideration under MAP-21 and Reauthorization
  - a. To see the detailed comments received during this discussion, please see the Freight Policy Recommendations Discussion Results document posted on the [CFAC website](#). All of the comments received will be considered while revising the final draft of the letter. Below are the changes on which the committee reached consensus:
    - i. **Action Item:** Delete bullets three and four on page 5 of California's National Freight Policy Recommendations letter.
    - ii. **Action Item:** On Page 7, bullet 4 of California's National Freight Policy Recommendations letter, clarify that MPOs have the flexibility to take the lead in lieu of the state.
  
- 7) Fran Inman (National Freight Advisory Committee (NFAC) member, California Transportation Commissioner) – NFAC Update
  - a. The NFAC met in November. The next in-person NFAC meeting will be a webinar and a public meeting. The intent of that meeting is to formalize recommendations on the Primary Freight Network (PFN). In general, the NFAC members want more multi-modalism, to reduce the number of gaps in the network, and to decrease the update cycle time frame (every 10 years).
  
- 8) Bruce de Terra- Recap of CFAC Discussion of PFN
  - a. Aim of the discussion was to identify fatal flaws on the letter.
  - b. A list of segments to add to the network will be included later. There were some routes that regions thought should be included using their own data. The letter will ask the Secretary of United States Department of Transportation (U.S. DOT) to use the 3,000 discretionary miles to close some of the gaps across the nation. The letter will be presented at the California Transportation Commission (CTC) on January 29<sup>th</sup> and will be finalized immediately after. The final draft will be provided to the committee prior to finalization.
  - c. Regarding the sentence on containerized freight – the term containerized limits the scope and does not capture the whole of freight.

