

# **CALIFORNIA FREIGHT ADVISORY COMMITTEE (CFAC)**

## **FREQUENTLY ASKED QUESTIONS**

### **1. Why was the CFAC formed and under whose authority?**

New federal transportation legislation, Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21), was passed requiring the U.S. Department of Transportation to “encourage” each state to develop “a freight plan that provides a comprehensive plan for the immediate and long-range planning activities and investments of the State with respect to freight”. MAP-21 also “encouraged” each state to establish “a freight advisory committee consisting of a representative cross-section of public and private sector freight stakeholders” to participate in the development of that plan. By delegation from the Business, Transportation and Housing Agency, the California Department of Transportation (Caltrans) has assumed the responsibility of producing the California Freight Mobility Plan (CFMP) and forming and facilitating the CFAC.

### **2. Will the CFAC be disbanded following the completion of the CFMP?**

Although much of the CFAC’s initial discussions will focus on the identification of a California freight network and the CFMP, the CFAC is a standing committee that will continue to meet beyond the completion of the CFMP to serve as a forum for the discussion of freight-related topics, help coordinate regional freight priorities with other organizations, and advise the State on key freight-related decisions, priorities, issues, projects, and funding needs from both statewide and regional perspectives.

### **3. What factors were considered when determining what organizations were selected to serve on the CFAC?**

MAP-21 states that each state’s committee should consist of “a representative cross-section of public and private sector freight stakeholders, including representatives of ports, shippers, carriers, freight-related associations, the freight industry workforce, the transportation department of the State, and local governments.” The CFAC was formed in accordance with the requirements for stakeholder representation contained in MAP-21’s federal guidance; However, the CFAC was expanded beyond the recommendations of MAP-21 to include representation from the California Transportation Commission, the Public Utilities Commission, the State Lands Commission, the State Air Resources Board, regional and local governments, and environmental, safety, and community organizations.

Committee members were selected with the intent of providing a fair balance of representation broadly across all regions of California, freight modes, and perspectives. This includes the air, rail, truck and port stakeholders; federal, state and local government agencies; the freight industry workforce; environmental advocacy groups; and infrastructure, logistics and economic development representatives.

**4. Were subcommittees considered when structuring the CFAC?**

A committee structure including several subcommittees focusing on various freight modes, industries, and interests was considered in the preliminary stages of forming the CFAC. This approach was later abandoned when it was realized that 1) the increased staffing levels required to facilitate regular subcommittee meetings was beyond what Caltrans has available; 2) The creation of subcommittees would be duplicative of freight planning efforts already undertaken by many standing state, regional, and sub-regional committees throughout the state; and 3) If technical input is needed from a select segment of the CFAC, Caltrans staff may solicit such input prior to presenting it to the CFAC in its entirety for their recommendation.

**5. Will the meetings be open to the public?**

Because the CFAC is advisory in nature and has no governmental powers, committee meetings are not subject to state open meeting laws and, therefore, will not allow for public comments at their meetings. The CFAC will, however, conduct its meetings in an open manner, whereby any interested person is permitted to observe any meeting of the CFAC, and the agenda and meeting materials will be made available online prior to the meeting. Should a member of the public wish to comment on freight-related issues, they are encouraged to do so at one of the standing regional or sub-regional freight committees listed as a subcommittee to the CFAC.

**6. Beyond the CFAC, what efforts are Caltrans undertaking to ensure that input from the Community is heard and incorporated into the CFMP?**

At the outset of the development of the CFMP, Caltrans will undergo a comprehensive survey of freight stakeholders and district offices. In addition to the survey, Caltrans will be holding a series of Freight Focus Groups with numerous Community and Environmental Justice groups throughout the state. These public outreach efforts will be summarized in the CFMP and will be used to help shape its foundation.