California Freight Advisory Committee

Thursday, July 7th 2022 | 2 PM - 3:30 PM
&
Thursday, July 14th, 2022 | 1 PM - 2 PM
Housekeeping

- No more “Raise your hand” or “Q&A” functions
- All participants can mute and unmute themselves at will
- Chat function remains the same
- Please be mindful that your microphone is not on when it is not intended to be
Day 1 Agenda

• California Freight Mobility Plan Update (30 Minutes)
• 5 Minute Break
• Agency Roundtable Updates (45 Minutes)
  • Trelynd Bradley from the Governor’s Office of Business and Economic Development will also be joining
Day 2 Agenda

• CFAC Amendment and Member Qualification Vetting Process Update (15 minutes)
• Notice of Funding Opportunities (15 minutes)
• Governor’s Port, Freight Goods Movement Budget Proposal (20 minutes)
• Public Comments and Action Item Review (10 minutes)
CFMP 2023 Update

JEFF MORNEAU
CFMP PROGRAM MANAGER
SENIOR TRANSPORTATION PLANNER
OFFICE OF SUSTAINABLE FREIGHT PLANNING
DIVISION OF TRANSPORTATION PLANNING, CALTRANS
Topics

- CFMP 2023 proposal
- Contents and changes
- Outreach proposal
- Questions/discussion
CFMP
Key Info and Timing

- CFMP 2014
  - MAP-21
- CFMP 2018
  - FAST Act: NHFP Funds
  - CFMP 2014 + 2018 Addendum
  - Approved by FHWA July 23, 2018
- CFMP 2020
  - State compliant
- FAST Act five years vs IIJA/BIL four years
- CFMP includes a Freight Investment Plan (FIP) to access the National Highway Freight Program (NHFP) Funds ~$130m/year
IIJA State Freight Plan Changes

- Update now every 4 years
- Freight Forecast increases to 8 years
- Adds 7 elements to the existing 10 required elements
  - Most recent commercial motor vehicle parking facilities assessment conducted by the State
  - Most recent supply chain cargo flows in the State, expressed by mode of transportation
  - Inventory of commercial ports in the State
  - If applicable, consideration of the findings or recommendations made by any multi-State freight compact to which the State is a party
  - Impacts of e-commerce on freight infrastructure in the State
  - Considerations of military freight
  - Strategies and goals to decrease, severity of impacts of extreme weather and natural disasters on freight mobility, the impacts of freight movement on local air pollution, the impacts of freight movement on flooding and stormwater runoff; and impacts of freight movement on wildlife habitat loss;
CFMP 2023 Proposal

- Federal and State compliant
- Add to CFMP 2020
- Align with CTP, CAPTI, State Rail Plan, ITSP and other related policies (federal and State)
  - climate change, supply chain, COVID, equity etc.
- Refine and update the existing 10 elements
- Seven new elements (IIJA/BIL)
- New engagement activities, interviews, AB617 presentations, community events, etc.
- Include a Freight Investment Plan (FIP) and not a large project list
CFMP 2023 - July 2023 Submission

- Submit to FHWA by May 23, 2023 (60 Day FHWA review)
- Draft Plan available for review between Feb. - March 2023
- Separate submission of the FIP ~July/August 2023 (TCEP Cycle 3 awards)
- Separate submission of CTC’s SB671 content by Dec. 2023
Chapter 1: Vision, Goals, Objectives
  - Background
  - Vision, Goals, and Objectives (update with new IIJA requirements)

Chapter 2: California Freight Competitiveness

Chapter 3: Existing Freight System Conditions and Performance Based Needs Assessment
  - Commercial Ports inventory (new IIJA requirement)
  - Military Freight Update (new IIJA requirement)
  - Truck Parking Update (new IIJA requirement)

Chapter 4: Future of Freight
  - A. Trends, Issues, and Opportunities
    - Truck Parking (new IIJA requirement)
    - E-commerce impacts (new IIJA requirement)
Chapter 4: Future of Freight (cont.)

- B. Freight Resiliency (new IIJA requirement)
- C. Freight Flows and Forecast (new IIJA requirement – 8-year forecast)

5. Environmental Challenges, Opportunities, and Engagement

- A. Environmental Impacts
- B. Partnerships & Engagement – Update based on outreach conducted (update with new IIJA requirements regarding FAC)

6. Implementation

- A. Strategies and Objectives (update with new IIJA requirements)
- B. Freight Investments
Appendices

A. 2020 CFMP Goals, Objectives, Strategies, and Accomplishments
B. Freight System Policy Framework
C. California’s Competitive Position
D. National Highway Freight Network Mileage
E. Critical Urban Freight Corridor (CUFC) and Critical Rural Freight Corridor (CRFC) Designation Process
F. Multistate Corridor Efforts – (update with new IIJA requirements)
G. Truck Technology Types
H. Outreach Efforts Summary
I. Safety, Security, and Resiliency – (update with new IIJA requirements)
J. Smart Growth and Urban Freight Considerations
K. Future Freight System Scenarios
L. 2018 California Freight Investment Plan – Update with TCEP Cycle 3
CFMP 2023 content

- Other topics that will be updated or included:
  - COVID 19 impacts
  - Supply Chain issues
  - Climate change
  - Agriculture Goods Movement
  - Marine Highway/M580/M5 Marine Highways
  - Short Line Rail
CFMP 2023 Outreach

- Build on outreach already conducted during the CFMP 2020
- New, focused outreach:
  - Community Air Protection Program communities (AB 617)
  - Rural Counties Task Force (RCTF)
  - Native American Advisory Committee (NAAC)
  - Possible survey and digital outreach through Caltrans social media accounts (Facebook, Twitter)
  - Interviews with stakeholders and industry leaders
What do you think should be included or addressed in the plan?
Are there any plan components the CFAC should be involved in?
What types of feedback from outreach do you want to see?
Are there any new engagement tools you have used or are aware of that are effective?
CALTRANS INVESTMENT STRATEGY

Division of Transportation Planning
CFAC July 14, 2022
Office of Strategic Investment Planning
Roles & Responsibilities

- Develop tools, guidance, and processes to advance state goals and priorities
- Link planning to programming and project delivery through PID nomination process
- Develop and manage statewide list of priority projects (10-Year Non-SHOPP Investment Plan)
- Align projects with competitive funding programs
- Provide grant application support
- Manage letter of support requests
- Present project recommendations to Caltrans Executive Management and CalSTA
**Strategic Investment**

- Develop & implement strategies to advance non-SHOPP projects that align with State goals and priorities
- Link Transportation Planning documents to programming
- Collaborate with DOTP offices, HQ divisions, districts, State agencies, and local/regional/freight/transit partners
- Plan and nominate multimodal non-SHOPP projects for allocation of State-Sponsored PIDs resources
- Align project pipeline with State goals and priorities
- Plan and nominate transformative and innovative projects for various state & federal competitive funding programs
Planning to Programming

- CTP 2050 CAPTI
- Six Modal Plans
- Corridor Plans Regional/Local Plans

Strategic Investment Planning
- MONSTER List
- Project Initiation (PID) List
- Programming & Project Delivery

10-Year Non-SHOPP Investment Plan
Caltrans Strategic Investment Strategy (CSIS)

**Interim CSIS**
- Qualitative approach
- Released December 2021
- Updated March 2022 with final scoring rubrics for State-Sponsored Non-SHOPP PIDs and SB 1 SCCP/TCEP
- Implemented for ATP Cycle 6, SB 1 Cycle 3, 2022 State-sponsored Non-SHOPP PIDs, and federal competitive programs

**Ultimate CSIS**
- Shift to data and performance-driven approach
- Requires in-depth research & study and data analyses
- Robust collaboration and feedback (SMEs, districts, and partner agencies)
- Establish data approach for prioritization and key performance metrics to track goals and targets, where appropriate and feasible (phased approach)
Project Evaluation Approach

- Qualitative Approach
- Score Ranges 0-5
- No Weights Applied
- Rural Context Consideration
- Project Type Consideration

Criteria
- CAPTI + Program Objectives
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<th>Scoring Criteria Questions</th>
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<td>1.</td>
<td>Mode Shift</td>
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<td>Does the project demonstrate potential for mode shift, including to rail, transit, or active transportation?</td>
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<td>VMT</td>
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<td>How does the project impact vehicle miles-traveled (VMT)?</td>
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<td>3.</td>
<td>Public Engagement</td>
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<td>Does the project include and document a meaningful public engagement process, including to underrepresented groups, low-income, environmental justice communities, and/or their Community-Based Organizations?</td>
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<td>4.</td>
<td>Equity</td>
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<td>Does the project incorporate local community needs that provides benefits to a Disadvantaged Community (DAC)?</td>
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<td>5.</td>
<td>Safety</td>
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<td>Does the project reduce fatalities and severe injuries for all users in alignment with the Safe Systems approach?</td>
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### Scoring Criteria Questions

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<th>6. ZEV Infrastructure</th>
<th>8. Natural &amp; Working Lands</th>
<th>10. Leveraging Funds</th>
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<td>Does the project include and/or improve access to zero emission vehicle charging or fueling infrastructure?</td>
<td>Does the project minimize the impact on natural resources and ecosystems?</td>
<td>Does the project leverage partner funds?</td>
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<td>Does the Project improve climate adaptation and resiliency by addressing one or more climate risk(s)?</td>
<td>Does the project promote infill development and transportation-efficient land use patterns while protecting residents and businesses from displacement?</td>
<td>Freight Throughput High Performance Freight Attributes</td>
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Other Scoring Criteria and Rubrics available in the Appendix of the [Interim CSIS 1.1](#)
# 2022 Discretionary Fund Program Timelines

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<td>Wildlife Xing</td>
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- New IIJA Programs
- Funding amounts represent current cycle

- RAISE: Applications Due Apr 14
- PIDP: NOFO 2/23. Applications due May 16
- ATP: NOFO 3/18. Apps due June 15
- SB 1 SCCP/TCEP: Nominations Completed. Scoring & Prioritization. Nominations released to districts Jul 12
- Bridge Investment: NOFO 6/10. Apps due Aug 9/Sept 8
- Reconnect Communities: NOFO 6/30. Apps due Oct 13
- RR Xing Elimination: NOFO 6/30. Apps due Oct 4
- National Culverts: NOFO in Summer
- CRISI: NOFO in Aug
- SMART (ITS): NOFO in Sept
- BRIC: NOFO in Sept
- AT Infra Investment: NOFO TBD
- Charging & Fueling Infra: NOFO TBD
- PROTECT: NOFO TBD
- Healthy Streets: NOFO TBD
- Wildlife Xing: NOFO TBD
- Congestion Relief: NOFO TBD
NOTE: All letters of support must align with CAPTI. LOS District Guidance available [here](#).
Thank you for your time!
CFAC Charter Amendment and Vetting Process Update

Infrastructure Investment and Jobs Act Compliance

Alison Nealon
Associate Transportation Planner, Office of Sustainable Freight Planning
Background

- The Infrastructure Investment and Jobs Act (IIJA) outlines new requirements for State Freight Advisory Committees (FAC)s. The new requirements include:
  - An expanded list of types of organizations that must be represented
  - A list of criteria that each member must meet in order to be considered qualified.
Additional Changes

• Updating goals to match the Department's newest Strategic Plan
• Removal of language pertaining to voting
  • CFAC has not had a formal vote in the last five years
• Addition of language regarding sub-working groups
  • Will allow us to better engage more frequently and less formally on specific issues
The New List of Organizations

SEC. 21107. STATE FREIGHT ADVISORY COMMITTEES.

Section 70201 of title 49, United States Code, is amended—

(1) in subsection (a), by striking “representatives of ports, freight railroads,” and all that follows through the period at the end and inserting the following: “representatives of—

“(1) ports, if applicable;
“(2) freight railroads, if applicable;
“(3) shippers;
“(4) carriers;
“(5) freight-related associations;
“(6) third-party logistics providers;
“(7) the freight industry workforce;
“(8) the transportation department of the State;
“(9) metropolitan planning organizations;
“(10) local governments;
“(11) the environmental protection department of the State, if applicable;
“(12) the air resources board of the State, if applicable;
“(13) economic development agencies of the State; and
“(14) not-for-profit organizations or community organizations.”;

*Title 49 U.S. Code § 70201
Who is missing?

- California Tribes
- Transit Agencies
- Community Benefit Organizations
- Rural Transportation Planning Agencies
- Metropolitan Planning Agencies
- Sea Ports and Inland Ports
- Short-haul rail
Vetting Requirements

“(b) QUALIFICATIONS.—Each member of a freight advisory committee established under subsection (a) shall have qualifications sufficient to serve on a freight advisory committee, including, as applicable—

“(1) general business and financial experience;
“(2) experience or qualifications in the areas of freight transportation and logistics;
“(3) experience in transportation planning;
“(4) experience representing employees of the freight industry;
“(5) experience representing a State, local government, or metropolitan planning organization; or
“(6) experience representing the views of a community group or not-for-profit organization.”.

*Title 49 U.S. Code § 70201
Vetting Process

• All current CFAC members and alternates will need to participate in the vetting process to continue taking part in the committee

• The process will include an online questionnaire to verify at least one of the qualifications is met

• Opportunity to expand membership to include groups that have not been as represented in the past

• Referrals from other Caltrans divisions, districts, and current CFAC members
Next Steps

• Draft Charter will be shared with the CFAC listerv after this meeting
• Public Comment now through July 29th
• Please email CFAC@dot.ca.gov with your comments
• Amendment Adoption August 12th
• Vetting process August 22nd through September 16th
CFAC Amendment and Vetting Process Update

Questions?