

# CALIFORNIA FREIGHT ADVISORY COMMITTEE (CFAC)

## Summary Meeting Notes

September 18, 2013

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**Next CFAC Meeting:** November 6, 2013 in San Diego

### Action Items:

- Create a standing agenda item for the California Air Resource Board to give an update on their freight planning efforts.
  - Create a standing agenda item for Caltrans to give an update on other freight-related planning parallel efforts and processes.
  - Next CFAC meeting Caltrans will share a more detailed outline of the California Freight Mobility Plan (CFMP).
  - Caltrans will share at the November meeting the freight project list being developed for the CFMP
  - Caltrans will update focus routes centerline miles.
  - Caltrans will need to pursue ways to assist the Native American Tribes with working with Regional Transportation Planning Agencies
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### 1) CALL MEETING TO ORDER, HOUSEKEEPING, AGENDA OVERVIEW, NOTES FROM AUGUST 16, 2013 MEETING KOME AJISE, DEPUTY DIRECTOR OF PLANNING MODAL PROGRAMS, CALTRANS –

#### 2) WELCOME

##### **Scott Haggerty, Supervisor, Vice President, Alameda County Board of Supervisors**

- Described the significance of the Bay Area to California's freight system.
- The Bay Area consists of nine counties. The Port of Oakland generates 23% of the jobs for the region. Freight contributes to freeway congestion and transportation is a major issue.
- Oakland supplies goods to all over the country which makes freight important to the state and the nation. Unreliability is an issue for shippers, and when not addressed, will cause shippers to relocate taking jobs with them and affecting the regions competitiveness. The Bay Area Air Quality District and shore power is very important to Alameda; however, mobility and jobs are also important. The region is made up of a "robust regional network of highways with the largest truck network in the Bay Area.

#### 3) OVERVIEW OF THE BAY AREA

##### **Amy Worth- Mayor of Orinda, Metropolitan Transportation Commission (MTC)**

- The Interstate-580 Altamont Pass Corridor Expressway has a range of purposes. There are five maritime ports and three international airports that are part of the transportation network including two Class I railroads, shortlines and eight toll bridges providing connections, not just to neighboring regions, but to the nation as well.
- Along with the Port of Oakland, there are smaller niche ports in the region that are important for the local economy, ports such as Richmond, Benicia, San Francisco, and Redwood City.
- The Bay Area is a major gateway for Northern California interregional connections and is critical to the Central Valley and Coastal regions.
- The region is faced with challenges - decreasing highway and rail congestion (which they will address on a corridor basis), air quality and community impacts. There are also land use trends that are resulting in loss of industrial land in core areas of the region. We need to preserve opportunities for businesses while addressing climate change and sea level rise (SLR).

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#### **Art Dao, Executive Director, Alameda County Transportation Commission.**

- The County is the second largest sales tax generator in the Bay Area. Alameda County is centrally located in the Bay Area.
- The ACTC is a joint powers authority and also a Congestion Management Agency (CMA)
- Road congestion is a significant problem. Alameda County has four out of the ten most congested facilities in the Bay Area. The highest truck volumes coincide with the heaviest congestion routes.
- Alameda County will continue to be a modal center for the Bay Area. *Only* one-third of the traffic is within the county and one-third is pass-through. Freight follows a similar pattern – one-third is pass through traffic. Most travel will continue to be on freeways with arterials expected to carry larger share of travel in future.
- Oakland is the largest export port on the West Coast and is the 5<sup>th</sup> largest port in the nation, based on volume, in the country.

#### **Chris Lytle, Executive Director, Port of Oakland**

- The Port funds its own operations and receives no tax money from the City of Oakland. It supports businesses that provide millions in tax revenue to the City and to the State of California.
- The Port of Oakland (Port) is bimodal and also includes the Oakland International Airport
- The Port is a major export gateway for wine and agriculture from the Napa and Central Valley. It is the largest seaport gateway for agriculture exports by value in the state.
- We need to find a way to get out of the “8:00 AM to 5:00 PM mentality.” It has and will become increasingly more difficult to move commodities in that “tiny window” of time. We need to fill in the gaps of time from 7:00 pm to 5:00 am.
- Oakland International Airport is a major air cargo gateway. FedEx is located at the airport and has a major sorting facility there.
- There is a recent trend for big ships and we need to be big ship ready. We will need deeper channels, more berths, larger terminals, more connections and greater productivity. Now ships are 3 to 4 times larger than ships just a few years ago. When they come in, we will need larger cranes that can accommodate larger ships. The yard size and its configuration are critical to be able to support cargo moving in and out of the port. . Once it leaves the Port, it is critical that road and rail connections are efficient.
- Shippers are not just throwing containers on trains; they are now transloading into 53’ domestic boxes to make goods move efficiently. We need real estate to be located directly adjacent to terminals to provide a warehousing and cold storage infrastructure as well as rail connections.
- Port of Oakland diesel emission has been reduced by 70%.

#### **4) FINALIZE FREIGHT PLAN GOALS, OBJECTIVE & DISCUSS PERFORMANCE MEASURES -KOME AJ SSE**

- Since CFAC started, several components of the CFMP have been finalized or are in development such as the California Air Cargo Groundside Needs Study, the California State Rail Plan, the Freight Mobility Plan Scoping Study, and the Focus Group Summary Report. The California Statewide Freight Forecast Model will be completed this fall. The California Transportation Plan is in development. Some regional plans have also been completed such as Southern California Association of Government Goods Movement Plan and the San Joaquin Valley Interregional Goods Movement Study, etc.

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- It should be understood that people in the CFAC understand each other's perspectives and don't need to continue to reestablish them in these meetings. Freight impacts will be mitigated, but it needs to be understood that freight is a business.
- Richard Kreutzer, California Department of Public Health, suggested and it was agreed to have a standing agenda item to get progress report on any parallel activities and processes. Jack Kwiatkowski, California Air Resource Board, expressed that they would give regular progress reports
- Kome Agassi: Goals are as close to final as they can be now. If there is a major issue, we can revisit them. We need to focus on finalizing objectives. The work groups were asked to look at the Goals and Objectives handout and review and identify any fatal flaws, then report back to the FAC in thirty-minutes. Members were instructed to think about the kind of performance measures that best fit the objectives
- **BREAK-OUT GROUP RESULTS:** All arms of the state should act in coordination with the State Implementation Plan (SIP) and Assembly Bill (AB) 32. We want language to be included in the CFMP stating such.
- The current draft removed zero and near zero technology with no explicit tie to State Implementation Plan and AB 32. Language in goals and objectives should be amended to tie into the SIP and AB 32.
- An agenda needs to be set for future amendments and to provide support in seeking federal assistance in setting air quality goals. [Peter Greenwald (South Coast Air Quality Management District), Diane Bailey (Natural Resources Defense Fund), Jack Kitowski (CARB) and Penny Newman, (Center for Community Action and Environmental Justice)] were in agreement.

#### 5) BRUCE DE TERRA, OFFICE CHIEF, OFFICE OF SYSTEM, FREIGHT AND RAIL PLANNING, CALTRANS, OUTLINE OF CALIFORNIA FREIGHT MOBILITY PLAN

- The recently passed AB 14 mandates that the "State shall do a freight plan." AB 14 is consistent with MAP-21. The CFMP will follow federal guidelines.
- MAP-21 states that "Agency shall include industry workforce. They are represented on the CFAC.
- The CFMP is due to the Governor by December 2014 per AB-14. It will be completed before the State Implementation Plan and California Transportation Plan. We will be consistent with these plans.
- The Committee previously agreed to follow MAP-21 Guidelines. The approach is to organize the plan in the order provided by using USDOT's *State Freight Planning Guidance*. We will be using existing plans and studies and not duplicate work...use as much as possible the work of the regional agencies
- The "Strengths and Problems and Trends, Needs, and Issues" sections will be merged.
- A more detailed and finalized outline will be provided at the November meeting.
- We want to have performance measures that cross modes as much as possible.
- Forecast: Two methodologies
  - 1) The existing system and how it is performing and the future state of the system.
  - 2) Also the federal methodology, the state model, and the regional model.
- Section 3 is the "So what" section. What are we doing about issues and trends? This will be critical.
- Most metropolitan and transportation agencies have a regional transportation plan (RTP). Caltrans is going through those plans and identifying the approved freight projects in the RTPs. This will be shared in the November meeting.

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- The Southern California Association of Governments has developed their freight plan and they compared it to the MAP-21 guidelines. Caltrans also created a crosswalk to ensure that we address the MAP-21 Guidelines. We will have a good idea of how this fits into the tangible planning that happens at the regional level and will try to review what other agencies have done.
- The National Federal Freight Network has not been released yet. There is no anticipated date. We need to focus on the State network

#### Questions and Answers:

- It was expressed that 3,000 VMT per day on some two-lane roads is substantial and may be percent of truck volumes should be used.
- MAP-21 identified percent of trucks as criteria, and (he) believes they identified 25% as their threshold. In California, we have so much other traffic that it is hard to reach that percentage. We will use the 3,000 + vehicle miles traveled to identify the state network. . Focus routes and centerline miles per route are provided on map
- It was agreed that Caltrans will update centerline miles for all focus routes.
- Comment by Phil Dow: Centerline miles are only for 300+ VMT and does not includes the focus routes.
- As a state network, it is difficult for us to ascertain the local connectors to major freight facilities. We want to work with local agencies and modal operators for what those specific pieces would be. We need to know which critical roads (not the entire local road network) should be included.
- It was commented and agreed that maps are needed that details the complexity of the entire system.
- Bruce requested concurrence that we will include the entire rail system, intermodal facilities, local roads to intermodal facilities and the Alameda Corridor.

#### 6) BRUCE DE TERRA - FREIGHT PROJECT SELECTION CRITERIA

- **Project selection criteria:** Project should be listed in a fiscally constrained Regional Transportation Plan, if applicable, or in an adopted plan vetted through a process (like the State Rail Plan, port master plans and airport master plans (e.g., vetted through a board). It has to go through a formal planning process. For projects that are not yet in an RTP, we want to create ways of including them in another tier. Tier 1 will be from an RTP and Tier 2 ought to be included in an RTP
- Discussed using the Trade Corridor Improvement Fund process (TCIF). With TCIF funds, roughly \$6.8 million worth of projects were done. We need to consider should we use that process or should we leave the project process open.
- Jack Kwiatkowski suggested that as part of the performance measures air quality metrics should be considered earlier in the process rather than afterwards. Discussed whether the plan will integrate some of this discussion of performance metrics and overlay them over the project List.
- It is a requirement to address freight in RTP but we may want to pursue identifying more specific criteria for freight projects.
- Adam Geisler: Tribes are engaged in the efforts of the California Transportation Plan (CTP). The one thing that they noticed is the eligibility requirements to participate with the Regional Planning agencies but some of the tribes relationships with those agencies are not good and requiring tribes to engage with those agencies are difficult to ask to have tribes include. Tribes contribute to the economy and have their own products, goods, and services, and those economies are important to California's economy. Tribes are looking at how they can identify their economies as part of the facilities. They want inclusion into the process and want flexibility in understanding their unique situation.

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- Kome: There might be a need to follow up and asking regional agencies to work closer with tribes.
- It was agreed that Tribal Transportation Plans can be used as a source.
- It was commented that “state of good repair should be included as criteria” for projects.
- Discussed giving some benefit to individual projects that have done planning beyond the regulatory baseline. Suggestion to create baseline state base line level should we have a base level criteria when the diversity of the situation. : At statewide level ,we need to meet AB 32
- We should be explicit about the high level of regulation that the state imposes upon itself, but also should identify when a local area goes beyond the state regulation.
- Kome: Maybe there needs to be more discussion of how projects are identified at the regional level. There are levels of review that needs to happen just to get into the regional plan. What criteria should we be looking at to pull projects from regional plans for a future freight program and to prioritize? We will not be deciding on new projects. Given the limited resources how should we establish the priorities?
- Kitowski: In TCIF the criteria was too vague, too broad and did not lead to be able to specifically prioritize. They would like to see something more specific and quantitative.
- Mike Christensen: There are some examples out there. Given that this is federal there are some good examples - TIGER, Projects of National and Regional Significance
- Diane Bailey expressed concern that this plan is being regulated to projects that are already in the queue. Does it lead us towards advancement, innovation, and technology? Is there some way to elevate those projects that are based on zero and near zero emission technology? Are there projects like that that exist in current plans?
- Bruce explained that there they exist and they are moving forward. Cold ironing is an example of that. Trucking industry is working on engine technologies. When we get to the point of programming
- Diane Bailey: We are looking at some bigger picture projects like rail electrification
- A couple of members pointed out that we should be broad in the beginning. The GMAP and other plans provided the basis. As we get down to programming we can have much more specific criteria. But right now we will constrain ourselves.

#### 7) BEN DE ALBA - CALIFORNIA TRANSPORTATION INFRASTRUCTURE PRIORITIES (CTIP) WORKGROUP

- Wanted to Provide feedback from input received in Long Beach meeting
- CTIP is from January 2013 Governor’s budget
- Main group met in April and July had sub group meeting: State Highway System; Local Roads; Rail Modernization; and Mass Transportation, and Active Transportation. Freight was addressed in coordination with the CFAC
- Uses a lenses for analysis: preserve, innovate, integrate, and perform
- Worksheet question: How can the state partner with the freight industry to meet California’s freight system needs and opportunities in each of the following areas? Preservation, innovation, integration, and performance.
- Recurring themes
  - **Preservation:** Needs-Maintenance of existing assets. *Opportunities* - Identify new or existing funding

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- **Innovation:** *Needs*-ITS should be used more broadly, aiming to help improve operation and reliability of the existing system; utilize rail and improve rail because it is efficient, *Opportunities* promote emerging technology to alleviate congestion and improve air quality.
- **Integration:** *Needs* – Support sustainability and SB 375; work with Tribal Government and Mexico to integrate and be competitive as a region, *Opportunities* -Sustainability and operating “green”, analyze system as whole.
- **Performance:** *Needs* – Projects should demonstrate measurable improvement to the system, communities and air quality. *Opportunities* – Collaboration at all levels and with all entities to find ways to enhance performance.
- Priorities from other workgroups
  - Rail modernization, fix it first, support local sustainable community strategies, stabilize transportation funding

#### 8) VIVIEN HOANG - PROCESS FOR COMMENTING ON FEDERAL NOTICES

- Includes the draft primary freight network and MAP 21 freight performance measures
- Typically, there is a 90 day comment period. Any individual can comment
- Would like suggestions what states what should be changed and provide language. If it can be supported by data, the more data and info the better
- Comments are public and not anonymous
- Can find information on [www.federalregister.gov](http://www.federalregister.gov) -. Notice and docket, closing date. You can sign up for notices
- Can submit comments and access comments on [Regulations.gov](http://Regulations.gov).
  - To submit, you can do electronic through [Regulations.gov](http://Regulations.gov), mail, hand deliver or fax
- Include the agency name and docket number (FHWA-2013-XXXX)
- What happens next: Agency reviews and analyzes comments
- Publication of final rule: 1) Includes preamble and rule text; and 2) Response to public comments is in the preamble

#### 9) BUILDING A NEW FREIGHT PLAN FOR CALIFORNIA: AN OPPORTUNITY TO ADDRESS ONGOING COMMUNITY HEALTH AND ENVIRONMENTAL IMPACTS OF OUR FREIGHT SYSTEM

##### Bill Magavern, Coalition for Clean Air

Having the environmental stewardship goal acknowledges that freight mobility is also about ensuring that there is not too much impact to our communities.

- Would like this plan to align with ARB’s plan and SIPs
- AB 32 applies to GHG and ARB is in charge of air quality standards set before AB 32. Meeting those standards is going to require transformation to the freight sector
- Vision for Clean Air, will be reaching the long term goals and will requires a transformation that will include 80 percent of truck fleet to go to zero or near zero emission technology - which is why we need that in the objectives.

##### Diane Bailey, National Resources Defense Council

- Focus on health: too many people too close to freight hubs creates land use conflicts
- Diesel fuel is a driver of the freight industry and has major health impacts
- Statewide diesel freight cleanup regulations: drayage trucks, cargo equipment

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- Need system wide overhaul because what is going on now is not enough
- There is no silver bullet and conventional measures won't get us there. Cleaning up diesel is not enough
- There are a lot of clean diesel alternatives that go beyond today's technology
- Electric vehicles and rail can virtually eliminate tail pipe emissions in impacted communities
- Virtual container yards is a possible strategy
- There are upstream emissions when you electrify
- Input from the communities that live side by side with the freight industry is critical to the process

#### **Penny Newman, Center for Community Action and Environmental Justice**

- Look at air quality at regional and local basis. The closer to diesel the greater the impacts. We can average out over the region or focus on hotspots
- The Inland Empire has a large warehousing district because of the landscape and wind pollution is makes concentrated.
- In Mira Loma, kids have the slowest lung growth and weakest lung capacity
- Put together a task force of the residents of impacted communities, EPA, CARB, South Coast Air Quality Management District (SCAQMD), etc. Residents identified issues and opportunities and then brought together members to see what they could accomplish.
- Mira Loma, in less than 3 years, was built-out with warehouses and rail yard which brought in trucks. 800 trucks per hour pass through Mira Loma Village.
- Residents wanted to reduce levels of pollution, reduce noise, truck traffic, etc.
- Settlement included: High performance air filters, restricted truck routes, anti-idling enforcement, clean trucks, buffers, air monitoring, electrification plugs in for trucks, solar on larger buildings, LEED silver or higher for all buildings, environmental justice in general plan.
- Platform: Buffers, retrofit and weatherize, rail yards to use new or alternative technology, health clinic, breath mobile, move the gate and reconfigure operations, control truck congestion in the neighborhood, enforce noise regulations
- Loma Linda Health Study: Investigating inexpensive home filter systems
- Environmental Justice (EJ) mandate: Interagency working group on EJ address health, safety, and quality of life on impacted communities, ensure local voice in decision making. Needs to align with MAP-21 goals of increasing throughput and comprehensive plan for efficient transport

#### **Niles Malloy: Communities for a Better Environment**

- Environmental stewardship goal is critical. Equity, public engagement, integrating health and social equity from work in CFAC and CFMP are critical. We need to particularly look at PM 2.5
- Working on truck route. Working with the city to redirect truck routes for east Oakland. The I-580 corridor is closed to diesel truck traffic and rerouting is to I-880.
- Developed a diesel truck committee. Needs partnerships that sustain politics. Working on I-17 corridor. Ensure that there is an alternative platform to address health impacts. Want to find win-win situation. Put together alternative for the vision of the politics of the region to include the comments in the process. Want to have a comprehensive relationship with transportation
- Need to commit to zero emission freight corridors.
- Community benefits. See that goods movement has positive attributes and negative health impacts

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- There are a lot of new rail projects. Rail has limited standards so concerns over what the negative implications of that are.

#### 10) TAREK HATATA, DAN MUSCATELLO: AIR CARGO GROUNDSIDE NEEDS STUDY

- Identified critical infrastructure and facility needs to support air cargo growth in the state
- 12 airports handle 93% of tonnage. Other airports didn't have significant impact on goods movement
- Key trends impacting growth
  - Security: It moves up cost of shipping by air substantially and moves freight to trucks
  - Gateway fragmentation: Any time there is an international flight, air cargo goes on that flight and reduces the freight that moves out of the port
  - More people are shipping in the belly cargo of passenger planes
  - Changing distribution systems: Cost of fuels and rising cost of labor overseas sees a lot of goods manufactured in US for local distribution
  - Historical impact of the trends: Air cargo volumes decreased by 5.4% from 2010 to 2011
- Capacity considerations:
  - Existing facilities at airports need to be replaced
  - Freighter parking may be the greatest concern moving forward
  - Some truck aprons and roads are not designed for modern tractor-trailers
  - Employee and customer parking is a challenge
  - There are no anticipated infrastructure failures
- Capacity and Demand
  - Airports have significant acreage to accommodate air cargo in almost every instance for potential future cargo growth
- Potential areas of concern
  - Access in getting to the airports. Congested because of trucks and passenger traffic. Creates mobility and reliability issue.
- This will not impact the growth of cargo still a major gateway
- Key findings
  - Growth will continue to be slower than in the past
  - Truck diversion and major shipping
  - Top 12 airports should be sufficient to handle growth through 2040.
  - Los Angeles International Airport will remain the key facility but will need a redevelopment of cargo areas.

#### *Questions and Answers*

- Q: What products are shipped more often and will it change?
- A: Perishables, driven by cost and time sensitivity, electronics, replacement items, seasonal shipping of textiles. One of the key things found in smaller airports that operations are through UPS or FedEx and most of the volume comes in that form.
- Q: What is the main reason for the reduction?
- A: We are beginning to see that more people are focusing on getting cargo at a specific time rather than the next day. Means reliability is important. Just in time inventory management

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- Jim Lites commented that it is critical to characterize air cargo positively. Key point is that it is salient and not subject to failure. Concerned about Fresno
- A: Fresno will be key in cargo growth. Asked to do a pragmatic characteristic of the state. If you look at Fresno it is not as high on the list because location is not in central urban area. Fresno will not be targeted by industry.
- Q: Will there be any impacts in California adjacent airports?
- A: Tijuana will not grow substantially and is not a threat to business in California. Las Vegas is competing in passengers and not in freight.

#### 11) PUBLIC COMMENT PERIOD

- Wrap Up: Kome asked if there were any comments from the Committee or the public and did not receive a response.
- Bruce commented that we would like input on what would be helpful to improve freight understanding. For the next FAC meeting in San Diego, border issues will be addressed.