

# California Freight Advisory Committee (CFAC) Summary Meeting Notes

March 19, 2014

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**Next CFAC Meeting:** May in Sacramento

**Action Items:**

- The recommendations discussed during the meeting will be considered and applied appropriately to the National Freight Policy Recommendations document and Chapter 2-2, The Condition and Performance of the State's Freight Transportation System, of the California Freight Mobility Plan (CFMP).
- Caltrans will set up a meeting with rail stakeholders to identify appropriate rail performance measures for the CFMP
- Caltrans will identify broad corridors for prioritization in Ch. 3-3 The State's Freight Improvement Strategy of the CFMP

**Decision Points:**

- Caltrans will not pursue the Tier Priorities for the Highway Component of the State Freight Network
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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) Ray Wolfe (Executive Director, San Bernardino Associated Governments) – Welcome
  - a. Provided an overview of goods movement in San Bernardino. Interregional goods from the Port of Los Angeles and Long Beach largely move through San Bernardino via rail and road. There are three airports that provide for goods movement, 450 centerline miles of highway, and 200 million square feet of warehouse space – 25 percent of the square footage in the region.
  - b. San Bernardino is a self-help county and has heavily invested in goods movement because it is important to the local economy. This includes largely improving I-215, improving the I-15/I-215 junction, including truck bypass lanes at the I-15/I-215 junction, and constructing the Colton Crossing. With all of those improvements, it was important to balance all of our demands and consider impacts to local economies.
- 3) Doug Ito (Chief of the Freight Transportation Branch, California Air Resources Board (CARB))- CARB Update
  - a. CARB is currently working on their Sustainable Freight Strategy (SFS) document. It will be finalized at the end of 2014. The SFS will provide the context for how freight should be seen, the different priorities of the system, and provide recommendations on the direction California should be moving in. Some of the priorities identified and considered include sustainability, air quality, public health, energy security, economy, and competitiveness.
  - b. Currently, CARB is conducting technology assessments - focusing on where technology is headed, where it is feasible, and where California can accelerate those technologies. The document will describe the trend of the technologies and the outlook. CARB will consider the implications that those technologies may have on the economy and jobs.
  - c. Stakeholder engagement and small focus group sessions are being held during the development of the plan. The engagement is critical to the plan and CARB invites CFAC members to request a meeting to discuss the plan.

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- 4) Ben de Alba (Assistant Secretary for Rail and Ports, California State Transportation Agency (CalSTA))– State Smart Transportation Initiative (SSTI) Report
  - a. Reform at Caltrans has been going on for several years through legislative and administrative action; however, Caltrans and CalSTA wanted a fresh external review of Caltrans via SSTI. The review took 7 months to complete. SSTI interviewed 110 people internal and external to Caltrans and reviewed several Caltrans documents.
  - b. Overall, the review found that Caltrans has not kept pace with changes in transportation policy and a need to modernize. The freight specific recommendations include: establish a modern mission, vision, and goals with sustainability, freight, and preservation as components; align resources with goals and plan and prioritize for rail with freight; and focus on freight by creating a focal point for freight policy and identifying major corridors that should receive significant attention.
  - c. To consider these recommendations, Caltrans is currently working on revising their mission, vision, and goals and is also organizing teams to develop implementation actions and performance measures
  
- 5) Leslie Blakey (Executive Director, Coalition for America’s Gateways and Trade Corridors(CAGTC))
  - a. CAGTC focuses on bringing attention and resources to freight, formulating environmental principles, advocating for the United States (U.S.) to look at a system wide view of our freight network ( not just individual modes and segments), advocating for national coordination with dedicated funding and a way to prioritize funding to critical projects, championing dedication of resources through a competitive grant process that is flexible, broad, and can leverage private and (public) freight funding, forming partnerships with the private sector.
  - b. CAGTC efforts are mirrored in Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) and the House of Representative’s Freight Transportation Panel’s reauthorization recommendations. MAP-21 included a freight program, a freight strategic plan, a primary freight network, and the concept of state freight plans filtering up to the national freight plan. The Panel’s recommendations called for making the primary freight network multi-modal, identifying a system wide network, making the strategic plan multimodal, and a competitive grant program that is funded robustly and provides dedicated funding for freight.
  - c. CAGTC analyzed the Primary Freight Network (PFN) comments that were received. Most of the comments were policy recommendations which largely called for the need to remove the 27,000 mile cap, include intermodal connectors, and include other modes on the PFN.
  
- 6) Kome Ajise – California’s Freight Policy Recommendations for Consideration under MAP-21 and Reauthorization
  - a. Kome walked through the revisions made to the California’s National Freight Policy Recommendations document since the last meeting and opened the discussion up to comments. He clarified that if consensus can be found the document is meant to be the CFAC’s policy recommendations, not just Caltrans. The recommendations will advise Secretary Kelly as he sends policy recommendations as well.
  - b. The changes the committee recommended are as follows:

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- i. Page 1, preamble: highlight and draw out the need for dedicated and sustainable funding. The committee agreed with this change.
    - ii. Page 3, bullet 1: change “A dedicated funding stream, paid for by all users of the freight system.” to “A dedicated funding stream, paid for by existing and potential new sources.” (So as not to preclude a potential funding stream.) The committee agreed to this change.
    - iii. Page 3, last bullet: Change from “Environmental and community impact reduction...” to “Environmental and community freight impact reduction...”
    - iv. Page 4, bullet 1: After several minutes of discussion, the committee decided to change bullet one to read “Priority should be given to projects that mitigate both regional and local environmental impacts from freight, including the use of zero-emission and near zero-emission technologies.” (In order to balance all of the needs of the system in a flexible way.)
    - v. Page 4, bullet 2: insert tribes and tribal jurisdictions into the list of agencies to read “...states, local agencies, tribes, tribal jurisdictions, and their private sector partners.”
    - vi. Page 4: Call out capacity specifically, either as its own bullet or included as part of the second bullet on page 4.
    - vii. Page 8: Last bullet is important and should top the list of bullets under “National Freight Network Recommendations”
    - viii. Page 9: Strike the third bullet on truck parking because it is a state ask, not a federal ask.
    - ix. A new policy was suggested for mitigation for local communities to be critical criteria for advancing funding to projects. However, it was felt that this was not an appropriate policy to suggest at the national level.
  - c. **Action Item:** The recommendations discussed during the meeting will be considered and applied appropriately to the National Freight Policy Recommendations document
- 7) Kelly Lier (Freight Planning Branch, Caltrans) - Plan Delivery Process and Public Outreach
  - a. Provided an overview of the plan delivery process, public outreach, and Tribal consultation. The CFAC will have the opportunity to review two drafts of the CFMP prior to the Public Outreach Draft being release on June 15, 2014. The public comment period will be June 16 to July 31, 2014. During that time 8 public workshops will be held across the state. The workshops will be held in Redding, Sacramento, Oakland, Fresno, Central Coast, Los Angeles, San Bernardino, and San Diego. The Final CFMP will be completed and circulated for signatures at the end of August.
  - b. When reviewing the draft, it is suggested to focus on big picture comments that focus on identifying missing information, areas that need to be expanded upon, and identifying anything that might be misrepresented. At the end of the comment period, a letter will be sent to the committee that captures the major comments that were received and the significant changes that were made to the document. If any member would like more information on a specific comment, they can contact the Freight Branch.
  - c. Caltrans has already been meeting with the Native American Advisory Committee (NAAC) and held Tribal Listening Sessions on the California Transportation Plan, CFMP, and the Interregional Transportation Strategic Plan. Letters will be sent out shortly to

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initiate formal consultation with the tribes. Tribes will also be directly invited to participate in the public outreach workshops held in June and July 2014.

- 8) Bruce de Terra (Chief, Office of System, Freight and Rail Planning, Caltrans) - Discussion of First Draft of California Freight Mobility Plan (CFMP)
- a. Provided a brief overview of Section 1 and had a more detailed conversation on Chapter 2-1 and 2-2
  - b. Chapter 2-1 State Freight Transportation Assets
    - i. In addition to the highway, port, and rail portions of the state freight network that have already been identified, some other assets that have been identified include: the Marine Highway-5 (M-5), 12 air cargo airports with a focus on connectors to airports to make sure it can accommodate volumes in ground access facilities, international border crossings, Native American trust land freight connectors, natural gas and petroleum pipelines and refineries for petroleum, warehouses currently identified in regional freight plans, and an electric vehicle corridor.
  - c. Ch. 2-2 Freight System Condition and Performance
    - i. The highway performance measures that were identified in the draft are: pavement condition, bridge condition, truck travel speed, truck hours of delay, bottlenecks and chokepoints, reliability buffer index, highway truck related fatalities and injuries.
      1. There was one suggestion to consider the last time an investment was made on a facility. However, it was stated that a lot of the system hasn't been invested for a long time and we would be better served to focus on volumes.
    - ii. The rail performance measures are: height allowances, weight accommodation, train speed, bottlenecks and chokepoints, grade crossing related fatalities and injuries.
      1. It was recommended to look at the system from the demand versus capacity perspective which will ensure that true deficiency is being considered and not just capacity expansion.
      2. There are no common measures when it comes to rail performance so a sidebar with the rail stakeholders was suggested in order to discuss how to approach rail performance measures. Recommended letting the industry put together appropriate measures for the plan, which was agreed upon during the meeting.
        - a. **Action Item:** Caltrans will set up a meeting with Rail stakeholders to develop rail performance measures for the CFMP.
    - iii. The environmental performance measures will use CARB's measures once finalized, air quality, and Greenhouse Gas emissions.
      1. The additional performance measures suggested by the committee were: local air toxins, jobs in regards to public health, and identifying heavily impacted communities.
      2. It was recommended to catalog everything that the freight industry has already achieved in regards to reducing environmental impacts.

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iv. **Action Item:** The recommendations discussed during the meeting will be considered and applied appropriately to the Chapter 2-2 of the CFMP

- 9) **Dr. John Husing** (Economist, Inland Empire Economic Partnership (IEEP)) - Warehousing and Logistics in the Inland Empire
- a. The Inland Empire struggles with poverty. The second and sixth metropolitan regions in the U.S. with the highest unemployment rates are in the Inland Empire. Poverty is growing faster than the population. Hispanics and African Americans are mostly affected by poverty. The workforce needs jobs without educational barriers, and for that reason freight is a very important employment sector in the region. Median pay in logistics is \$43,166. People who are not well educated can easily get a job in the sector and can use job training to move up in the sector. Jobs in the sector are overwhelmingly not part time positions
  - b. There is strong industrial growth in the region that is easily retained – there is only a 4 percent vacancy rate. 80 percent of new facilities are being built in the inland empire.
  - c. Key determinants of public health are: 40 percent socio-economics, 30 percent populations health behaviors, 20 percent access to medical care, 10 percent environmental. The work that has been done on air quality made an impact on the community which does not list it as a priority to public health.
  - d. When we are discussing public health we need to talk about it in a broader context that includes jobs. If we cut out jobs that allow people to climb to the middle class, there are health impacts so we want to retain a balanced view of the impacts. We should also focus on how we can bring production here.
- 10) Bruce de Terra - Discussion of First Draft of California Freight Mobility Plan (CFMP) Continued
- a. Chapter 3-3 The State's Freight Improvement Strategy
    - i. The proposed Tier Priorities for the Highway Component of the State Freight Network was presented. (See the meeting materials for the March 19 CFAC meeting for the maps of the proposal.) The committee agreed that the tiered approach should not be pursued because it diminishes the Primary Freight Network and limits the state's flexibility. Instead, it was suggested to focus on broad corridors for prioritization, similar to what was identified in the Goods Movement Action Plan.
      1. **Decision Point:** Caltrans will not pursue the Tier Priorities for the Highway Component of the State Freight Network
      2. **Action Item:** Broad corridors will be identified for prioritization in Ch. 3-3 of the CFMP