

California Freight Advisory Committee (CFAC) Summary Meeting Notes

August 16, 2013

Next CFAC Meeting: September 18 in Oakland

Action Items:

- Caltrans will consider CFAC suggestions on the network map and make the necessary changes.
 - Caltrans will provide a list of the freight facilities included in the network and the centerline miles for the highway facilities. Committee members will be asked to query and provide comments on the list as necessary.
 - Caltrans will follow-up with concerned members to discuss the outreach that was conducted to find participants for the focus group sessions.
 - The notes collected from the committee will be used to develop draft performance measures.
 - The committee members will review the California Freight Mobility Plan (CFMP) goals and objectives and submit suggestions.
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- 1) Kome Ajise (Deputy Director of Planning Modal Programs, Caltrans) - Call meeting to order, housekeeping, agenda overview
- 2) Andy Chesley (Executive Director, San Joaquin Council of Governments) – Welcome
 - a. Described the significance of Stockton to California’s freight system. Stockton has two of the largest rail facilities in Northern California, is the logistics center of Northern California, has the second highest truck vehicle miles traveled (VMT) in the state, and is the hub of agricultural freight movement in California.
 - b. 8 Metropolitan Planning Organizations (MPOs) joined together to complete the San Joaquin Valley Interregional Goods Movement Plan. The study found that logistics in the area will account for 1/3 of the new jobs; goods movement projects are a priority to the region; I-5 and SR-99 programmed improvements amount to \$1 billion; and ports, trucks, and rail are an integral part of the successful future of the San Joaquin region.
- 3) Bruce de Terra (Chief, Office of System and Freight Planning, Caltrans) – National and State Freight Maps
 - a. Announced that the draft federal freight network is still delayed due to the secretary leaving. Rumors are that the draft will be available in mid-September. It is unknown how long the public comment period will be.
 - b. Presented proposals for the State and National Freight Network. For the State Freight Network, proposed highway routes with 3,000+ Average Annual Daily Truck (AADT) volumes plus focus routes (important for interregional connections that may not have high volumes but are still integral), California’s twelve deepwater seaports, the twelve largest air cargo airports in the state, key intermodal facilities, local connectors to freight facilities, the international ports of entry that are freight specific, and a railroad system as identified in the CA State Rail Plan which includes UP, BNSF, and short line railroads. For the Federal Freight Network, proposed highway routes with 8,000+ AADT volumes (5,000+ AADT routes could be the candidates for the freight network proposal). Since Moving Ahead for Progress in the 21st Century (MAP 21) did not provide guidance on identifying a non-highway freight system, it is unclear if we will be able to propose the same non-highway freight facilities in the state network proposal for the federal.
 - c. Asked members to provide comments on gaps in the system, priority facilities to each region, and facilities that should be deleted. Even though high volumes are not on some routes that are of national significance, they may still be included on system by United States Department of Transportation (USDOT). The members asked for centerline miles to be provided in order to have an idea of relativity when considering what facilities to add and delete. CFAC members identified SR-60, I-10, I-15, I-710, US-101, I-80, and US-50 as priority routes. Suggestion was made to include designated anchorages and private terminals that serve freight. Pacific Merchant Shipping Association offered to help identify those facilities. It was also noted that the oil drilling occurring in the valley will create a significant movement in freight which may affect the

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network. It was suggested that pipelines and the Southern California International Gateway project be considered for inclusion as part of the networks. Another member noted that it might be helpful to include potential grade separations in order to leverage those projects.

- i. **Action Item:** Consider CFAC suggestions on the network map and make necessary changes.
- ii. **Action Item:** Caltrans will provide a list of the freight facilities included in the network and the centerline miles for the highway facilities. Committee members will be asked to query and provide comments on the list as necessary.

- 4) Fran Inman (National Freight Advisory Committee member, California Transportation Commissioner) – Discussion of California’s Freight Issues in relation to National Freight Advisory Committee (NFAC), NFAC Meeting Summary, Discussion of issues to be raised at the national level:
- a. Presented on the NFAC, provided her perspective on the NFAC, and in particular, how the CFAC can support that activity.
 - b. The NFAC includes 47 members across the US. California has 5 members: Kristin Decas, Genevieve Giuliano, Fran Inman, Randell Iwasaki, and Bonnie Lowenthal. It is chaired by Ann Schneider (Secretary, Illinois DOT) and Co-chaired by Mortimer Downey (Chairman, Coalition for America’s Gateways and Trade Corridors). The Deputy Secretary and the Under Secretary of Transportation for Policy of the U.S. Department of Transportation, Secretary of Commerce, Assistant Secretary of the Army (Civil Works), Commissioner of U.S. Customs and Border Protection, Administrator of the Environmental Protection Agency (EPA), and the Chairman of the Surface Transportation Board (or their respective designees) will serve on the committee as ex officio, non-voting members. Members show that USDOT has a multi-modal focus.
 - c. The NFAC will meet three times a year, is advisory to the secretary, and will conduct work at the sub-committee level. Membership established for two years and can be extended. The NFAC will present recommendations to USDOT Secretary, in particular, on the National Freight Strategic Plan (NFSP). It will also help the states implement their advisory committees and freight plans.
 - d. CFAC members should be aware of the fact that:
 - i. Our state network is complicated and the dynamics are important.
 - ii. The CFAC needs to decide how they will reach consensus in a timely matter on the freight network.
 - iii. It is important that the CFAC take an active role as performance measures are determined.
 - iv. The density of the freight network on the east coast means that California (CA) will need to continue to push and have an active role.
 - v. California NFAC members offered to host the November meeting in CA. All CFAC members should show up to demonstrate their active participation.
 - e. Topics discussed at the NFAC meeting included:
 - i. Deputy Secretary, USDOT, John Porcari talked about internal freight policy committees, that a multi-modal systems approach is being pursued, and connections as well as filling-in gaps are important.
 - ii. This is a transformational time.
 - iii. Discussed how the MAP-21 centerline miles will not come close to covering what is needed.
 - iv. Economic competitiveness, leveraging, state of good repair, were DOT priorities.
 - v. The NFSP will be strategic and will not just stitch together state plans.
 - vi. There is a need for good data and an interest in data sharing and making it a useful tool.
 - f. CFAC members suggested NFAC members should ensure that they have input into the process; focus on completing a good plan and not get sidetracked by the funding issue; seek federal assistance in attaining air quality standards; continue to strongly advocate for air quality and environmental issues; should develop a

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good foundation to build off of for the next reauthorization; and internally find consensus so California has a unified voice at the committee.

- 5) Katie Benouar (Chief of the Division of Transportation Planning, Caltrans): Focus Group Sessions with Environmental Justice & Community Organizations
 - a. During June of this year, Caltrans held a series of four focus group sessions with environmental justice and community organizations as part of the planning process. Feedback gathered during the focus group will be summarized into a report and used to inform the development of the California Freight Mobility Plan. This public opinion research is one component of a broader public engagement and input gathering effort on the part of Caltrans.
 - b. The goals of the focus group sessions were to:
 - i. Improve and increase Caltrans' understanding of freight transportation community concerns, issues, and impacts from freight transportation
 - ii. Improve relationships with community groups through continued involvement throughout the CFMP development process
 - iii. Supply a more accurate and complete list of freight transportation impacts on communities during development of the CFMP
 - c. Participants were asked to provide their opinions regarding Caltrans' role, the public's role, public outreach, benefits, impacts, critical issues, and suggestions for improvement. Participants identified jobs, economic development, flexibility between modes, good connectivity, and access to products in stores as benefits of the freight system and health, noise, air quality, traffic congestion, pavement degradation, diversion of resources and energy, and ground vibration as impacts of the freight system.
 - d. Participants suggested to research and identify new technologies, in particular "green technologies; include a cost/benefit analysis, use language that is easily understood, straight forward, and concise; make the document accessible; use a grassroots, targeted approach involving environmental justice organizations working with Caltrans, regional, and local agencies to inform and educate underrepresented communities about freight planning issues and solutions; and ensure that environmental justice communities were targeted in outreach efforts as they were the most impacted by freight activities.
 - e. Once the summary report is finalized, it will be posted online for members and the public to view. The report will include a list of the invitees and participants.
 - f. A few members expressed disappointment over the level of outreach and did not feel that it sufficiently captured the audience. It was decided that Caltrans and those with concerns will meet to discuss further following the meeting.
 - i. **Action Item:** Follow-up with concerned members to discuss the outreach that was conducted to find participants for the focus group sessions.
- 6) Allen Ishida (Chairperson of the San Joaquin Valley Policy Council) – San Joaquin Valley Interregional Goods Movement Plan
 - a. Discussed the role that the San Joaquin Valley (SJV or Valley) plays in the overall freight system. The SJV is the fastest growing area in CA. The annual export is \$40 billion/year. The Bay area and Los Angeles (LA) industrial sector is moving to the Valley because of location, cheap land, good education base, and good transportation options.
 - b. Ports of Oakland, Long Beach, LA are important to agriculture movement in the SJV.
 - c. SJV needed a policy council to effectively lobby. It was started in 2007 and had 2 members from each Council of Governments (COG) in the region. The council started a goods movement study two years ago with

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cooperation from Caltrans and Cambridge Systematics. The study set a prioritized project list of SR-99 and short line rail while looking to add I-5 for the northern counties in the SJV, realized that projects did not have to just be in county but had to improve goods movement flow in the SJ Valley, and was concerned about grade separations since it is an important issue for local agencies.

- 7) Mark Tollini (Deputy Director of Trade & Operations, Port of Stockton) – Overview of Port of Stockton Activities and Marine Highway M-580 Project
 - a. The Port of Stockton is a landlord port that has 7 million sq. feet of storage and a lot of vacant land for future development. It also serves as the general contractor of the M-580 project. Cargo diversity is the key to the port's success. Until recently, it was not a container port and focused on Agriculture (Ag). Railroad transloading will grow at the port because it is now able to take a corn and grain train from the Midwest. The port provides jobs and tax revenues, and a gateway for Stockton.
 - b. Products at the port include: steel products (there is an increase in construction materials, a sign of coming out of the recession), dry bulk fertilizer (services 80% of farms), liquid fertilizer, bulk sulfur (an export), bulk cement (volume of domestic cement through the port is increasing), packaged cargo (volume split with Port of West Sacramento), project cargoes (uses heavy lift with on-dock rail), and dry bulk export (through a joint TIGER project with Union Pacific).
 - c. Domestically based customers also benefit from port owned properties and facilities largely through public-private partnerships. Customers at the port include: Yara North America, Inland Cold Storage (moved to the port to utilize the marine highway), Wilmar International (imports Ag related oil), DTE (biomass fuel energy facility).
 - d. Benefits of marine highway: cold iron, environmentally friendly, reduces congestion and improves safety, not limited by weight restrictions (can get 5 boxes into 4 containers – 20% savings), has support from trucking companies because it makes them more efficient. M-580 project's target exports are agriculture, grain, bulk, waste paper, scrap metals, tomato paste, and wine and the target imports are fertilizer, retail, and wine.

- 8) Kome Ajise – Freight Plan Goals, Objectives & Performance measures, and Meeting Close
 - a. Introduced and held breakout discussions. The exercise was a beginning effort and the notes collected from the committee will be used to develop draft performance measures. Asked committee members to review the goals and objectives and submit suggestions within the next couple of weeks.
 - b. There was discussion among the committee members regarding the best way to balance environmental and economic development goals. Kome Ajise noted that Caltrans is mindful of the issue and in order to move forward we need focus on what needs to get done so that we can improve the goods movement system.
 - c. Public comment: no comments
 - i. **Action Item:** The notes collected from the committee will be used to develop draft performance measures.
 - ii. **Action Item:** Committee members will review the CFMP goals and objectives and submit suggestions.