

IIJA/BIL - Goods Movement/Freight Sub Working Group

February 17, 2022, Meeting 2 Notes

Recap from the kickoff meeting:

- Maximizing our investment opportunities
- Statewide strategic freight investment strategy & prioritization
- State partnership/sponsorship process for freight eligible programs
- Unified voice for statewide goods movement

It is important to frame the conversation in terms of a "system of systems" because each piece of the freight network is dependent on the others.

Proposed Vision, Policies and Objectives:

- Address goods movement transportation system deficiencies
- Identify multimodal project concepts to reduce congestion/improve freight reliability
- Propose funding sources, programming criteria, and implementation actions

Desired Outcomes and End User Benefits:

- Transportation (e.g., reduced congestion and delay; increase reliability)
- Economic (e.g., economic development)
- Community livability (e.g., reduced air emissions)

Sub Working Group Comments:

- *The future of freight should include all externalities of freight including noise, accidents, congestion. Wouldn't it be important to also include language on environmental justice?*
- *I would like to see measurable outcomes included in the goals. Additionally, we should include language about resiliency. With the pandemic and other extreme weather events, we need to ensure that goods movement is about to continue to help address those disasters.*
- *Given this group is leveraging funding, I would hope that Caltrans would also take a look the TCEP nominations that are sponsored by Caltrans to identify higher-priority projects.*
- *Will this working group be a subset of CFAC or will it remain separate?*
- *I would like to see some language on minimizing the harmful impacts of freight. We need to consider more comprehensively the impacts of our projects and policies so that we are being conscious of the negative consequences when we make strategy decisions.*
- *For desired outcomes, should we also add "innovation" to reflect some criteria within a few IIJA programs (e.g. INFRA)?*

- Just wanted to echo the sentiment that it is critical to add community livability to the goals and outcomes.

Session 1: National Interim Multimodal Freight Network Overview:

The interim National Multimodal Freight Network includes:

- The National Highway Freight Network/Primary Highway Freight System/Critical Rural and Critical Urban Freight Corridors
- Freight rail systems
- United States Public ports
- Inland ports and intracoastal waterways
- Airports

National Multimodal Freight Network Goals:

- Improving network and intermodal connectivity; and
- Using measurable data as part of the assessment of the significance of freight movement, including the consideration of points of origin, destinations, and linking components of domestic and international supply chains

Critical Rural routes are public roads not in an urbanized area. Critical Urban Freight corridors can be designated if the public road is in an urbanized area, regardless of population.

In the 1950s, several studies were done to prepare for anticipated growth in population and industry. In 1989, the Interregional Road System was developed. In 2002, the freight became more of a focus when the Global Gateways Development Program introduced policies that targeted improving goods movement.

Sub Working Group Comments:

Jennifer Farinas: We appreciate the context of the historical planning strategies but we know now the impacts those had on communities and would no longer plan the same way.

Rob Ball: One of the key objectives for Rural is balancing the economy with protecting the environment. We need investment in capacity in rural areas. I would hope to see a statewide inland port authority to represent their interests.

Grecia Elenes: We want to make sure that as we are making these investments, truck routes are routed away from communities instead of perpetuating past planning practices. Electrification does not solve issues like dust, safety features, etc.



Nancy Pfeffer: Public opinion on Climate Change has made it very difficult to do any freight projects on existing highways where the majority of freight still moves.

Jofil Borja: Labor and unions should also be represented in these planning processes.

Rob Ball: Rural areas are actually resource areas because the exports are how our states make money, therefore they should get more of the focus.

Maura Twomey: The time sensitivity of agricultural products means that all that revenue is potentially lost if it spoils in transit.

Action Items:

- Include language on Environmental Justice in our goals
- Identify performance measures to track the health of our freight system
- Include language on resilience in our goals
- Include language on innovation to our desired outcomes to closer align with the IJJA programs