

TALKING FREIGHT WEBINAR

MAP-21 UPDATE & 2014 INITIATIVES



January 22, 2014

**U.S. DOT National Freight
Advisory Committee**

- ▶ Federal Advisory Committee Act (FACA) Overview
- ▶ National Freight Advisory Committee (NFAC) Overview
- ▶ NFAC Subcommittees and Task I
- ▶ Conclusion

Agenda



Federal Advisory Committee Act (FACA) Overview

PURPOSE

- Enacted in 1972 by Congress
- Congress officially recognized:
 - Importance of citizen input in the policy process; and,
- Provided a necessary means for protecting that input by ensuring that the groups providing advice are accountable to the public.

FACA OVERVIEW

PURPOSE

- The Act:
 - Ensures that all advice given to the Government is relevant, objective, and open to public review.
 - Requires committees to act promptly in rendering their advice.
 - Requires that committees comply with cost management and recordkeeping guidelines.

FACA OVERVIEW

Sources Authority

- **Non-discretionary advisory committee**
 - **Required by statute.** Congress establishes an advisory committee or specifically directs the President or an agency to establish it.
 - **Presidential authority.** The President issues an Executive Order or other Presidential directive to create an advisory committee.
- **Discretionary advisory committee**
 - **Authorized by statute.** Instead of requiring their establishment, Congress authorizes the President or an agency to create advisory committees.
 - **Agency authority.** Under Title 5 of the United States Code, or under other agency-authorizing statutes, an agency has the authority to establish advisory committees.



National Federal Advisory Committee (NFAC) Overview

- **Charter**

“The objective of this committee is to provide information, advice, and recommendations to the U.S. Secretary of Transportation on matters relating to freight transportation in the United States and the implementation of the freight provisions of the Moving Ahead for Progress in the 21st Century Act (MAP-21), Pub. L. No. 112-141.”

- **Committee Membership (47)**

Diverse public and private sector membership, including State DOT Secretaries, elected officials from across the country, representatives of freight modes, shippers, researchers, as well as safety, labor, and environmental advocates.



NFAC Subcommittees Overview

▶ **Six Subcommittees**

- ▶ Conditions, Performance, and Data (CPD)
- ▶ Safety, Security, and Environment (SSE)
- ▶ Project Delivery and Operations (PDO)
- ▶ Research, Innovation, and Technology (RIT)
- ▶ International Freight Strategies and Operations (IFSO)
- ▶ First and Last Mile (FLM)

NFAC Subcommittees

- ▶ **Conditions, Performance, and Data (CPD-SC)**
 - ▶ Focus on providing recommendations on measures of conditions and performance for the national freight system, as required by MAP-21, and on how these measures should be analyzed and used in freight planning, decision-making, and performance management.
 - ▶ Recommend use of data that are currently available, identify data gaps, recommend new data collections and potential changes in methods to collect and obtain constructive and valid data.

CPD-SC Charge

- ▶ Safety, Security, and Environment (SSE-SC)
 - ▶ Focus on evaluating and providing recommendations on improving safety, security, and resiliency of the national freight system.
 - ▶ Consider as part of their recommendations how to improve the freight transportation system while reducing fatalities, lessening environmental impact, and minimizing risks, threats, and vulnerabilities.

SSE-SC Charge

- ▶ **Project Delivery and Operations (PDO-SC)**
 - ▶ Focus on identifying strategies for improving the delivery of projects that can advance the efficiency and effectiveness of the national freight system.
 - ▶ Provide recommendations on how to streamline freight project delivery across all phases (environmental clearance, design, construction, and close-out).
 - ▶ And, provide recommendations on how to ensure freight projects are part of the overall national transportation system.

PDO-SC Charge

- ▶ Research, Innovation, and Technology (RIT-SC)
 - ▶ Focus on identifying the opportunities of advanced technologies, research, and innovative solutions to support an effective and efficient national freight system.
 - ▶ Provide recommendations related to research, innovations, and technologies that will advance the performance of the national freight system, and consider alternative modes of moving freight and goods.

RIT-SC Charge

- ▶ International Freight Strategies & Operations(IFSO-SC)
 - ▶ Focus on strategies targeting international freight that could lead to improved modal connectivity and operation efficiencies at United States ports of entry; including evaluating the challenges and opportunities of importing and exporting goods efficiently by different modes of transportation.
 - ▶ Consider other international operations and develop a list of best practices that could be adopted in the U.S.

IFSO-SC Charge

▶ First and Last Mile (FLM-SC)

- ▶ Focus on providing recommendations on the first and last mile of freight movement and the challenges of getting goods to market and people.
- ▶ Consider when providing recommendations the following:
 - 1) All modes of transportation and intermodal connections within both urban and rural regions;
 - 2) Impacts of freight transportation projects on land use and economic development as well as land-use and economic development decisions on freight mobility;
 - 3) Coordination among public organizations/entities, as well as private, involved in planning freight projects in both urban and rural regions; and,
 - 4) Community impacts (positive and negative) based on the location of warehouse/distribution facilities, rail yards, ports, marine terminals, truck, and intermodal terminals; this includes impacts of non-freight development on freight facilities.
 - 5) All levels of governance coordination and the integration of regional, state, and local freight planning when planning freight projects, including the role of State Departments of Transportation (DOTs), metropolitan planning organizations, and other local and regional planning organizations as partners.

FLM-SC Charge

Task 1: Elements for the National Freight Strategic Plan (NFSP)

- ▶ Focus on providing recommendations and advice for the incorporation to NFSP that will lead to an integrated national freight transportation system that is safe, economically efficient, and environmentally sustainable.
- ▶ Review and approve recommendations from each of the 6 Subcommittees on each of the identified goals of the National Freight Policy and the elements of the National Freight Strategic Plan

NFAC FIRST TASK

NFAC Subcommittee Conceptual Map for National Freight Strategic Plan

	MAP-21 Provision Section 1115 (A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)
National Freight Strategic Plan	Assessment of the condition & performance of freight network	Identification of highway bottlenecks	Forecasts of freight volumes for 20-year period	Identification of major trade gateways and freight corridors	Assessment of barriers (statutory, regulatory, etc.)	Identification of routes providing access to energy exploration, development, etc.	Best practices for improving the performance of nat'l freight network	Best practices to mitigate community impacts	Process for addressing multistate projects and encouraging collaboration	Strategies to improve freight intermodal connectivity
Subcommittees										
Conditions, Performance and Data	Assessment of the condition & performance of freight network		Forecasts of freight volumes for 20-year period	Identification of major trade gateways and freight corridors	Assessment of barriers (statutory, regulatory, etc.)	Identification of routes providing access to energy exploration, development, etc.	Best practices for improving the performance of nat'l freight network			
Safety, Security, and Environment	Assessment of the condition & performance of freight network	Identification of highway bottlenecks			Assessment of barriers (statutory, regulatory, etc.)			Best practices to mitigate community impacts		
Project Delivery & Operations		Identification of highway bottlenecks		Identification of major trade gateways and freight corridors	Assessment of barriers (statutory, regulatory, etc.)		Best practices for improving the performance of nat'l freight network		Process for addressing multistate projects and encouraging collaboration	Strategies to improve freight intermodal connectivity
Research, Innovation, & Technology		Identification of highway bottlenecks	Forecasts of freight volumes for 20-year period		Assessment of barriers (statutory, regulatory, etc.)		Best practices for improving the performance of nat'l freight network	Best practices to mitigate community impacts		Strategies to improve freight intermodal connectivity
International Freight Strategies & Operations				Identification of major trade gateways and freight corridors	Assessment of barriers (statutory, regulatory, etc.)		Best practices for improving the performance of nat'l freight network		Process for addressing multistate projects and encouraging collaboration	Strategies to improve freight intermodal connectivity
First & Last Mile		Identification of highway bottlenecks			Assessment of barriers (statutory, regulatory, etc.)	Identification of routes providing access to energy exploration, development, etc.		Best practices to mitigate community impacts	Process for addressing multistate projects & encouraging collaboration	Strategies to improve freight intermodal connectivity

Last Updated: 9-5-2013

Subcommittees and NFSP Elements



Conclusion

STATE FREIGHT ADVISORY COMMITTEES

Section 1117 of MAP-21 directs the Secretary to encourage each State to establish a State Freight Advisory Committee. Private sector stakeholders are a valuable resource in the overall statewide and metropolitan transportation planning process (public sector).

How this may relate to you...

STATE FREIGHT PLANNING

 National Freight Advisory Committee

 International Freight Planning

State And Local Freight Planning

- Encourage States to create freight plans and freight advisory committees
- State and local freight plans serve as potential resources for national plan (e.g., Indiana)
- U.S. DOT may increase federal share up to 95% (Interstate highway) and up to 90% (other transportation projects)

An Integrated Approach

- **Together**, we will improve the condition and performance of our national freight transportation system.
- Our national freight transportation system will be the safest, economically efficient, and environmentally sustainable.
- And, our national freight transportation system will provide a foundation for the United States to compete in the global economy.

The Future of our Freight System