

# Report: Stakeholder Recommendations for a Washington State Freight Advisory Committee

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Delivered to Governor Inslee and the House and Senate Transportation Committees  
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Report by the members of the Freight Stakeholder Group

Prepared by :

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## INTRODUCTION FROM THE FREIGHT STAKEHOLDER GROUP CHAIR

A well-coordinated freight transportation system is essential for the health and prosperity of Washington. Communities rely on trucks, ships, barges, trains, cargo bicycles, and planes to deliver food, medical supplies, and every other item needed for daily life. Washington's economy centers on international and domestic trade and an efficient freight system is vital to stay competitive. There are many public, private, and community organizations directly involved in goods movement. The public and private sectors could collectively benefit from having a forum for discussing freight-related issues and sharing advice and insight with the state government. The federal government encourages states to form Freight Advisory Committees (FACs) to fill this role.

In March 2020, the state Legislature directed WSDOT, via budget proviso, to convene a group of experts known as the freight stakeholder group (FSG) to develop recommendations for a Washington freight advisory committee. Following the budget proviso and federal guidance, FSG members include a cross-section of public and private sector freight stakeholders from across Washington, including industry, government, and community groups. Members volunteered their time to participate in a series of discussions facilitated by WSDOT over the course of five months. During this time, members shared diverse perspectives and came together to create a vision for an effective FAC that meets the needs of the state. This report contains the FSG's recommendations for a Washington FAC.

As chair of the FSG and your Secretary of Transportation, I was encouraged by how the inclusion of the many diverse voices of freight in Washington resulted in recommendations that will help all of us to better leverage freight mobility to enhance our economy, protect our environment, and create access to opportunity for all.

- Roger Millar

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### **Budget proviso instructing WSDOT to convene the FSG**

ESHB 2322, Sec. 310(8)(b)

“The department shall convene a stakeholder group for the purpose of developing a recommendation for a Washington freight advisory committee. The recommendations must include, but are not limited to, defining the committee's purpose and goals, roles, and responsibilities, reporting structure, and proposed activities. Stakeholders must include representation from, but not limited to, the trucking industry, the maritime industry, the rail industry, cities, tribal governments, counties, ports, and representatives from key industrial associations important to the state's economic vitality and other relevant public and private interests. In developing the recommendation, the stakeholder group must review practices used by other states. The proposed committee must conform with requirements of the fixing America's surface transportation act and other relevant federal legislation. The recommendations must include how the committee can address improving freight mobility including, but not limited to, addressing insufficient truck parking in Washington State, examining the link between preservation investments and freight mobility, and enhancing freight logistics through the application of technology. The stakeholder group shall make recommendations to the governor and the transportation committees of the legislature by December 1, 2020.”

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## BACKGROUND

### Federal requirements for FACs

Beginning in 2012 with the Moving Ahead for Progress in the 21st Century Act (MAP-21) and continuing through the Fixing America's Surface Transportation (FAST) Act of 2015, federal law encourages, but does not require, states to establish a FAC. For states that choose to have a FAC, 49 USC §70201 outlines the minimum roles the committee must fulfill.

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#### **FAST Act requirements for state freight advisory committees**

"49 USC §70201. State freight advisory committees

- (a) In General. - The Secretary of Transportation shall encourage each State to establish a freight advisory committee consisting of a representative cross-section of public and private sector freight stakeholders, including representatives of ports, freight railroads, shippers, carriers, freight-related associations, third-party logistics providers, the freight industry workforce, the transportation department of the State, and local governments.
  - (b) Role of Committee. - A freight advisory committee of a State described in subsection (a) shall-
    - (1) advise the State on freight-related priorities, issues, projects, and funding needs;
    - (2) serve as a forum for discussion for State transportation decisions affecting freight mobility;
    - (3) communicate and coordinate regional priorities with other organizations;
    - (4) promote the sharing of information between the private and public sectors on freight issues; and
    - (5) participate in the development of the freight plan of the state described in 49 USC §70202."
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### Federal guidance on FAC membership

In October 2016, the U.S. Department of Transportation (USDOT) published guidance for state freight plans and freight advisory committees. This guidance encourages states to "include representatives of a cross-section of public and private freight stakeholders" in their FACs membership beyond what is listed in 49 USC §70201. Excerpts from this guidance are included in Appendix B.

### Responsibility for transportation funding decisions

The Legislature and the Governor are responsible for prioritizing and selecting transportation projects for inclusion in the state transportation budget and for appropriating the use of federal-aid highway funds. The Federal Highway Administration (FHWA) has a Stewardship and Oversight Agreement with WSDOT, which designates WSDOT's responsibilities for administration and oversight of federal-aid projects. Additionally, several state agencies and boards provide grants and loans for transportation projects, including WSDOT, the Transportation Improvement Board (TIB), the Freight Mobility Strategic Investment Board (FMSIB), the County Road Administration Board (CRAB), the Utilities and Transportation Commission (UTC), and the Department of Commerce.

## PROCESS FOR DEVELOPING RECOMMENDATIONS

### Overview

Freight Stakeholder Group members developed and came to a consensus on the recommendations in this report. WSDOT convened the group, facilitated meetings, and provided staff support to help the group fulfill directives from the proviso.

### FSG membership selection

In addition to the groups identified by the legislative proviso, WSDOT invited representatives of organizations recommended by USDOT for inclusion in FACs to ensure a broad array of voices contributed to these recommendations.

### Summary of meeting preparation and research

WSDOT staff prepared for and facilitated FSG meetings and took the following actions to support robust conversation at FSG meetings:

- Reviewed best practices and charters from FACs in other states;
- Consulted with the Federal Highway Administration (FHWA) Resource Center on the development of a new FAC in Virginia;
- Listened in on a Colorado FAC meeting;
- Invited a guest speaker from Texas DOT to share information about the Texas FAC with the FSG;
- Reviewed federal requirements and guidance for FACs;
- Surveyed state DOTs about their FACs through the American Association of State Highway and Transportation Officials (AASHTO) (Survey results included in Appendix C); and
- Tested a variety of online meeting tools to gather member input and achieve consensus on the content of this report.

## Summary of FSG meetings

The FSG could not meet in person due to public health orders related to the COVID-19 pandemic. WSDOT used virtual meetings and online meeting tools to host the five meetings described in Table 1 below. WSDOT shared background information and facilitated discussions as the members worked to develop the recommendations required by the budget proviso. Member comments and ideas from the June 8 and July 28 meetings were consolidated into a set of draft concepts for this report. After members considered, refined, and agreed on concepts at the September 8 meeting, WSDOT staff converted those concepts into a draft report. Members were asked to review and comment on the draft report at the October 19 meeting and approved the final report at the November 2 meeting.

**TABLE 1: Summary of FSG meetings**

<b>JUNE 8</b>	<ul style="list-style-type: none"> <li>Reviewed federal guidelines and best practices from other states</li> <li>Discussed FSG overview and gathered initial input for a FAC</li> </ul>
<b>JUNE 28</b>	<ul style="list-style-type: none"> <li>Texas DOT shared information and best practices about their FAC</li> <li>FSG developed a focused list of ideas for a FAC</li> </ul>
<b>SEPT. 8</b>	<ul style="list-style-type: none"> <li>Determined the report structure</li> <li>Determined concepts for the draft report</li> </ul>
<b>OCT. 19</b>	<ul style="list-style-type: none"> <li>Reviewed and refined the draft report</li> </ul>
<b>NOV. 2</b>	<ul style="list-style-type: none"> <li>Approved the final report</li> </ul>

## RECOMMENDATIONS FOR A FREIGHT ADVISORY COMMITTEE

The FSG recommends the formation of a Washington state freight advisory committee and the implementation of the following recommendations outlined in this report.

### Meeting federal requirements for FACs

As stipulated in the budget proviso, the FSG recommends that if the state forms a FAC, the committee must “conform with requirements of the Fixing America's Surface Transportation Act and other relevant federal legislation.” Notably, a FAC must fulfill the role described in 49 USC §70201(b) (Role of Committee): “A freight advisory committee of a state described in subsection (a) shall:

- advise the state on freight-related priorities, issues, projects, and funding needs;
- serve as a forum for discussion for state transportation decisions affecting freight mobility;
- communicate and coordinate regional priorities with other organizations;
- promote the sharing of information between the private and public sectors on freight issues; and
- participate in the development of the freight plan of the state described in 49 USC §70202.”

## Additional recommendations

In addition to the federal requirements, the FSG encourages the state to consider the recommendations below. The recommendations are categorized under these legislatively required topics:

- **Purpose and goals:** for this report, goals describe what a FAC is striving to achieve and purpose is a broad statement describing why a FAC exists;
- **Roles and responsibilities:** for this report, roles describe how a Freight Advisory Committee should function in providing advice on freight mobility, and responsibilities include actions for which a Freight Advisory Committee should be accountable;
- **Reporting structure:** for this report, reporting structure describes how a FAC should be organized, including how it should communicate and operate effectively and collaboratively; and
- **Proposed activities:** for this report, proposed activities are the areas of focus and function that a FAC should engage in.

## Purpose and goals

### FAC purpose

- 1) A FAC should be an independent advisory committee<sup>1</sup> staffed by WSDOT that provides expert advice to WSDOT, the Governor's office, and the Legislature on statewide freight-related issues.

### FAC goals

- 1) Encourage policies that support a competitive, resilient, sustainable, and equitable freight system.
- 2) Provide channels for communication between freight stakeholders to discuss freight system issues.
- 3) Encourage coordination on investment and policy decisions between both private and public sectors, when appropriate.

## Roles and responsibilities

In addition to the federal requirements, FSG members recommend the following roles and responsibilities for a FAC:

### Advising the state

- 1) A FAC should provide advice and guidance to WSDOT, the Governor and the Legislature on the state's funding and budget, but not serve as a decision-making body to distribute funding. The Governor and the Legislature are responsible for making transportation project funding decisions and funding allocations.

### Advising WSDOT

- 1) A FAC should advise WSDOT on the development of the federally required state freight plan, including the freight investment plan, in alignment with program and policy goals.
- 2) Members should advise the state on the implementation of the freight plan.
- 3) A FAC should advise WSDOT on developing strategies to address freight system issues.
- 4) A FAC should advise WSDOT on developing strategies for optimizing investments that benefit the multimodal movement of goods and services as needed or required.

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<sup>1</sup> At the October 19 meeting, FSG members voted against recommending that the Freight Mobility Strategic Investment Board's membership and duties be increased to serve the role of a FAC. On the question "Should the FSG recommend that the Freight Mobility Strategic Investment Board's (FMSIB) membership and duties be increased to serve the role of a Freight Advisory Committee (FAC)?", eight members voted "yes", 16 members voted "no", and two members representing USDOT abstained.



**Advising the Governor and Legislature**

- 1) In addition to advising WSDOT, a FAC should be a resource for the Governor and the Legislature, providing insight on freight-related topics as appropriate.

**Other considerations**

- 1) A FAC could inform elected leaders and the public about the freight system and freight-related issues.
- 2) FAC members will be more engaged if the state actively considers freight-related advice from a FAC.
- 3) The state should have clear expectations for a FAC and its members.

**Communications**

- 1) Committee members could facilitate communication between WSDOT and the sectors/entities they represent.
- 2) A FAC should strive to consider the voices of all stakeholders impacted by freight issues.
- 3) There should be a designated contact at WSDOT to ensure quick, reliable communication with a FAC.
- 4) FAC activities and recommendations should be transparent to all, including the public.

**Reporting structure****FAC charter**

- 1) If a FAC is established, the initial members should draft a charter that implements Governor and legislative intent and federal requirements and guidance. The charter would clearly define member responsibilities, leadership roles, reporting structure, the process for achieving consensus, and avenues for making recommendations.
- 2) A FAC could establish performance measures to gauge its success.
- 3) A FAC should strive to reach a general consensus on the advice it shares with the state. However, a FAC should share the varying perspectives of its members if there is disagreement.

**Membership**

- 1) FAC membership should comply with federal guidance and be supplemented to reflect the unique mix of freight interests in Washington.
- 2) FAC membership should include a broad representation with freight-related expertise from across the state.
- 3) FAC members should have the expertise, credibility, willingness, and commitment to share advice and guidance on freight topics.
- 4) There should be a structure in place to avoid overrepresentation of any one interest on a FAC.
- 5) A FAC should be kept to a manageable size to remain effective while still including representation from the sectors listed in (6) below.

- 6) Consistent with federal guidance and based on numbers 1-5 above, the initial membership of a FAC should include representation from the groups listed below:
- Ports
  - Freight railroads
  - Shippers and freight forwarders
  - Carriers, including carriers operating on their own infrastructure (such as railroads and pipelines) and carriers operating on publicly-owned infrastructure (such as airlines, railroads, trucking companies, ocean carriers, marine terminal operators, and barge companies)
  - Freight-related associations
  - Warehousing, transloading, and logistics providers
  - Freight industry workforce including, but not limited to, appropriate trucking, rail, and maritime labor organizations
  - The transportation department of the state
  - MPOs, councils of government, regional councils, and regional planning organizations
  - Organizations representing multi-state transportation corridors
  - Tribal governments
  - Local governments
  - Federal agencies
  - Independent transportation authorities, such as maritime port and commercial service airport authorities of varying sizes, toll highway authorities, and bridge and tunnel authorities
  - Safety partners and advocates
  - State and local environmental and economic development agencies
  - Other private infrastructure owners, such as pipelines
  - Hazardous material transportation providers
  - Representatives of environmental justice populations potentially affected by freight movement
  - University Transportation Centers and other institutions of higher education with experience in freight
  - Neighboring states and nations (Canada and Mexico, and their subordinate provinces and states, as appropriate).
- 7) WSDOT should convene the initial members of a FAC with input and advice from industry associations, community groups, and members of the FSG. The initial FAC members should elect a chair and draft a charter as their first order of business. The charter should define the process for appointing and replacing members.

## Staffing

- 1) A FAC should be staffed by WSDOT, similar to FACs in other states that are staffed by the state department of transportation.

## Proposed activities

### Meetings

- 1) A FAC should hold a minimum of four regular meetings per year.
- 2) A FAC should convene additional meetings, workshops, and subcommittees as needed to focus on specific topics.
- 3) Organizers should be respectful of members' time.

### Areas of focus

A FAC could provide insight and advice on a variety of statewide freight-related topics including, but not limited to, the items below:

- 1) The truck parking shortage in Washington state
- 2) The link between preservation investments and freight mobility
- 3) The application of technologies that enhance freight logistics
- 4) Periodic updates to the state freight plan and freight investment plan
- 5) Strategies to address inefficiencies in the freight system and optimize the flow of freight across the state
- 6) Infrastructure needs, regulatory considerations, and potential benefits and impacts associated with new freight and logistics technologies
- 7) Statewide economic development through freight investments;
- 8) Contemporary and pressing freight issues
- 9) Freight system resiliency, including disaster planning and response;
- 10) Freight safety
- 11) Environmental issues and community impacts surrounding the freight system;
- 12) Freight workforce issues
- 13) Land use impacts related to freight

## APPENDIX

### Appendix A – Federal requirements for state freight plans

#### 49 USC §70202 - State freight plans

- (a) In General. - Each State that receives funding under section 167 of title 23 shall develop a freight plan that provides a comprehensive plan for the immediate and long-range planning activities and investments of the State with respect to freight.
- (b) Plan Contents. - A State freight plan described in subsection (a) shall include, at a minimum-
- (1) an identification of significant freight system trends, needs, and issues with respect to the State;
  - (2) a description of the freight policies, strategies, and performance measures that will guide the freight-related transportation investment decisions of the State;
  - (3) when applicable, a listing of -
    - (A) multimodal critical rural freight facilities and corridors designated within the State under section 70103 of this title; and
    - (B) critical rural and urban freight corridors designated within the State under section 167 of title 23;
  - (4) a description of how the plan will improve the ability of the State to meet the national multimodal freight policy goals described in section 70101(b) of this title and the national highway freight program goals described in section 167 of title 23;
  - (5) a description of how innovative technologies and operational strategies, including freight intelligent transportation systems, that improve the safety and efficiency of freight movement, were considered;
  - (6) in the case of roadways on which travel by heavy vehicles (including mining, agricultural, energy cargo or equipment, and timber vehicles) is projected to substantially deteriorate the condition of the roadways, a description of improvements that may be required to reduce or impede the deterioration;
  - (7) an inventory of facilities with freight mobility issues, such as bottlenecks, within the State, and for those facilities that are State owned or operated, a description of the strategies the State is employing to address the freight mobility issues;
  - (8) consideration of any significant congestion or delay caused by freight movements and any strategies to mitigate that congestion or delay;
  - (9) a freight investment plan that, subject to subsection (c)(2), includes a list of priority projects and describes how funds made available to carry out section 167 of title 23 would be invested and matched; and
  - (10) consultation with the State freight advisory committee, if applicable.
- (c) Relationship to Long-Range Plan. -
- (1) Incorporation. - A State freight plan described in subsection (a) may be developed separately from or incorporated into the statewide strategic long-range transportation plan required by section 135 of title 23.

- (2) Fiscal constraint. - The freight investment plan component of a freight plan shall include a project, or an identified phase of a project, only if funding for completion of the project can reasonably be anticipated to be available for the project within the time period identified in the freight investment plan.
- (d) Planning Period.-A State freight plan described in subsection (a) shall address a 5-year forecast period.
- (e) Updates. -
- (1) In general. - A State shall update a State freight plan described in subsection (a) not less frequently than once every 5 years.
- (2) Freight investment plan. - A State may update a freight investment plan described in subsection (b)(9) more frequently than is required under paragraph (1)."

## APPENDIX B – 2016 FEDERAL GUIDANCE ON STATE FREIGHT PLANS AND STATE FREIGHT ADVISORY COMMITTEES

### Link to 81 FR 71185 “Guidance on State Freight Plans and State Freight Advisory Committees”

<https://www.federalregister.gov/documents/2016/10/14/2016-24862/guidance-on-state-freight-plans-and-state-freight-advisory-committees>

### Excerpts from 81 FR 71185 related to FAC membership

“...DOT notes below that the FAST Act expands the categories of participants to be included in State Freight Advisory Committees, but also recognizes that States are free to add other participants and to exercise their discretion as to which stakeholders to include in their State freight planning process. The Guidance provided below offers suggestions for additional categories of members...”

“...As specified in section 8001 of the FAST Act, State Freight Advisory Committees should include representatives of a cross-section of public and private sector freight stakeholders. These might include, but are not limited to, representatives of the following: • Ports; • Freight railroads; • Shippers, freight forwarders; • Carriers, including carriers operating on their own infrastructure (such as railroads and pipelines) and carriers operating on publicly-owned infrastructure (such as airlines, railroads, trucking companies, ocean carriers, and barge companies); • Freight-related associations; • Third-party logistics providers; • Freight industry workforce; • The transportation department of the State; • MPOs, councils of government, regional councils, organizations representing multi-State transportation corridors, tribal governments, and local governments, and regional planning organizations; • Federal agencies; • Independent transportation authorities, such as maritime port and airport authorities of varying sizes, toll highway authorities, and bridge and tunnel authorities; • Safety partners and advocates • State and local environmental and economic development agencies; • Other private infrastructure owners, such as pipelines; • Hazardous material transportation providers; • Representatives of environmental justice populations potentially affected by freight movement; • University Transportation Centers and other institutions of higher education with experience in freight...”

“...States are encouraged to invite representatives from neighboring States and nations (Canada and Mexico, and their subordinate Provinces and States, as appropriate) to participate in State Freight Advisory Committees.”

## APPENDIX C - AASHTO-WSDOT SURVEY RESULTS

(Completed April 2019)

STATE	Does your state have a FAC, as encouraged by MAP-21 and continued in the FAST Act, per 49 USC 70201?	Who appoints the members of the FAC? How many members does it have and who do they represent?	Who does your state's FAC advise?	How often does the FAC meet and who convenes the meetings?	Does your FAC have any decision making authority? Do they make any funding decisions or recommendations?	Does your FAC have a charter or other formal organizing document that outlines how it functions? If so, how detailed is that document? Can you share that document with WSDOT?
ARIZONA	Yes - established during the development of the State Freight Plan (First meeting August 2015). Currently acting as an informal committee.	Managed by ADOT's Multimodal Planning Division (MPD). MPD recommended the appointed representatives. Made up of 39 individuals representing various freight sectors.	Primary role is to advise ADOT on the development of a comprehensive State Freight Plan. However, they also advise the state on actions to enhance freight and goods movement, identify multimodal issues and suggest freight strategies to enhance the state's business competitiveness.	We had a total of 7 meetings with FAC during the 2 year development of the State Freight Plan. All of the FAC meetings were held at ADOT. Meetings were held when we had completed important milestones. We also held individual workshops/focus groups where we went to meet with them at their locations.	The FAC was instrumental in developing and vetting the criteria used to identify projects, as well as, determining which projects would move forward for programming. With that said, the FAC does not have decision making authority. The ultimate decision is made by the ADOT Director.	We do not have a charter or other formal organizing document that outlines how FAC functions.
ARKANSAS	Yes	Members of the FAC are invited to participate by the Director of the Department of Transportation (DOT). There are 24 members of the Arkansas FAC. See attached for a roster of names and representation.	The FAC advises the state's freight related planning activities.	Regular meetings were held during the state freight plan development. Once the plan is complete, the meetings are held on an as-needed basis.	No and No.	We do not currently have a formal charter or organizing document.

STATE	Does your state have a FAC, as encouraged by MAP-21 and continued in the FAST Act, per 49 USC 70201?	Who appoints the members of the FAC? How many members does it have and who do they represent?	Who does your state's FAC advise?	How often does the FAC meet and who convenes the meetings?	Does your FAC have any decision making authority? Do they make any funding decisions or recommendations?	Does your FAC have a charter or other formal organizing document that outlines how it functions? If so, how detailed is that document? Can you share that document with WSDOT?
CALIFORNIA	Yes. The California Department of Transportation (Caltrans) coordinates the California Freight Advisory Committee (CFAC).	"At their discretion, Caltrans' Director reserves the right to add or remove members of the CFAC in order to maintain or enhance the productivity of the group." (CFAC Charter, Members. Page 3)The CFAC currently has 65 members (voting and non-voting) from around the State of California. Membership ranges from regional and local state agencies, the governor's office, and various representatives from the freight industry (i.e. trucking, rail, seaports and air cargo).	CFAC advises Caltrans and the State Of California on freight-related matters. "The CFAC serve as forum for expanded collaboration by... advising the State on key freight-related decisions, priorities, issues, projects, and funding needs from both statewide and regional perspectives." (CFAC Charter, Purpose, Roles and Responsibilities. Page 1).	The CFAC generally meets on a quarterly basis. Caltrans convenes the meetings.	"The CFAC is entirely advisory in nature, and has no governmental powers in and of itself." (CFAC Charter, Purpose, Roles and Responsibilities. Page 1)  The California Transportation Commission selects projects for funding.	Yes
COLORADO	Yes, third FAC	FAC members may either be nominated by a colleague or nominate themselves to sit on the council. Members are elected to serve by a majority vote of the current members. At present there are 24 members on the FAC and 3 ex officio members.  Per the charter, members do not represent specific organizations. Each member serves based on his or her own experience and knowledge of the industry.	FAC advises CDOT staff. Staff considers this input when making decisions or when seeking direction from the transportation commission. Although not specifically called out in the charter, the FAC has provided ad hoc advice to MPOs, municipalities, and to the State Transportation Advisory Committee (STAC) on a case-by-case basis.	Quarterly; meetings may be called at other times if necessary or business may be conducted electronically to allow for flexibility and responsiveness. Meetings are coordinated by CDOT staff.	Advisory only; however we do try to engage them as often as possible. Individual members have served on project oversight teams, contractor selections panels, as well as other traditional stakeholder forums. Although the FAC does not approve the projects, all projects being considered for NHFP funds are presented to the FAC for comment.	Yes

STATE	Does your state have a FAC, as encouraged by MAP-21 and continued in the FAST Act, per 49 USC 70201?	Who appoints the members of the FAC? How many members does it have and who do they represent?	Who does your state's FAC advise?	How often does the FAC meet and who convenes the meetings?	Does your FAC have any decision making authority? Do they make any funding decisions or recommendations?	Does your FAC have a charter or other formal organizing document that outlines how it functions? If so, how detailed is that document? Can you share that document with WSDOT?
DELAWARE	Yes	The FAC is convened by the Monthly Freight Working Group comprised of DeIDOT, three MPOs, and the University of Delaware.	The FAC advises the Monthly Freight Working Group.	Bi-annually	The FAC has identified NHFP projects and lent their support to NHFP projects.	We have not needed a more structured process because freight and business issues have historically been well addressed by the State Chamber of Commerce and each county's chamber and/or economic development office.
GEORGIA	Yes, note it's structure is strictly ad-hoc; its formation was part of developing the original State Freight Plan (which was adopted by the Georgia State Transportation Board in 2012).	Members are identified by the Director of Planning and include a senior leadership from each of the following: Office of the Governor, Coca-Cola, CSX and Norfolk Southern Railroads, Delta Airlines, Georgia Ports Authority, Georgia Department of Economic Development, Georgia Association of MPOs, Georgia Railroads Association (Regional and Shortlines), Georgia Motor Trucking Association, Hartsfield Jackson International Airport, Home Depot, Southern Freight Lines, UPS.	It was active during the development of the State Freight Plan; they provided input on current and future needs and system deficiencies, as well as proposed infrastructure improvements and projects.	The Director of Planning convenes it, at an ad-hoc interval. In concert with the FHWA Georgia Division Office, it was last reactivated for FHWA's Regional Freight Roundtable in Atlanta on February 9, 2016.	No; state law makes the Director of Planning - who reports directly to the Governor - responsible for all funding decisions.	No



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HAWAII	Yes	<p>The HDOT Director invited a variety of representatives (including affected industry groups and representatives of local and regional business and labor sectors) to be a member of the FAC. Current FAC Member Agencies: HDOT Highways Division, HDOT Highway Motor Vehicle Safety Office, HDOT Airports Division, HDOT Harbors Division, HDOT Highway Districts (Kauai, Oahu, Maui, and Hawaii), Hawaii Emergency Management Office, State Dept. of Business, Economic Development, Tourism (Office of Planning), FHWA, City and County of Honolulu Department of Transportation Services, County of Hawaii Planning Department, County of Maui Department of Public Works, County of Kauai Planning Department, Oahu MPO, Hawaii Transportation Agency, Trucking Operators (Island Movers), Petroleum (Hawaii Gas), Hawaii Harbor Users Group, Shipping Operators (Matson), Short-Sea Shipping (Young Brothers).</p>	<p>The FAC advises HDOT on freight matters and assisted with the creation of the Hawaii State Freight Plan (HSFP).</p>	<p>This year the FAC met 3 times. HDOT convened the meetings.</p>	<p>No, the FAC is a communication link between the HDOT Freight Team and local interests and communities. They did recommend freight projects and content that were included in the HSFP.</p>	<p>No, however the FAC does receive recommendations and technical input from Hawaii's Freight Technical Advisory Committee (TAC). The TAC includes technical staff of federal, state, and local agencies with freight interests.</p>

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IDAHO	Yes. We established the Committee in 2013 and it continues today with its role adjusting based on the FAST Act.	The Idaho Transportation Board is the final approval authority. 13 appointed members from the following interest groups: Rail Industry; Highway/Trucking Industry, as recommended by the Idaho Trucking Council; Aeronautics, as recommended by the Idaho Aero Board; Port/Barge Industry; Agricultural Industry (one representative each from top 3 Idaho products); Natural Resource Industry (one representative each from top 2 Idaho products); Manufacturing/Retail; Carrier/Shipping; Freight Logistics/Warehousing; Member-at-Large.	They advise the Idaho Transportation Department, typically through the Freight Program Manager with the FAC Chairman providing an annual update to the Transportation Board.	Ideally we would meet four times annually, but typically meet three. Our FAC does not want to have meetings simply to get updates on freight issues. They only want to meet when there is a specified outcome. Such outcomes have been input and development of our Statewide Freight Strategic Plan and prioritization of freight formula fund project applications.	The FAC does not have any decision making authority, but has significant input on how Idaho uses our federal freight formula funds. The Transportation Department places strong emphasis, priority and weighting on FAC inputs for those projects.	The FAC is currently modifying the Charter to align with our Freight Plan vice the older freight study mentioned in the Charter.

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ILLINOIS	Yes	<p>The original council was formed through appointments made by the Governor. Subsequent membership changes and replacements have been through approval by the Secretary of the state DOT. The council does not have a set number of members, so the number fluctuates from time to time. Currently 33 members represent: a variety of public and private entities, including one or more representatives from state transportation agencies, local governmental agencies, planning organizations, economic development agencies, state universities, trucking organizations, trucking companies, port districts, agricultural interests, shipping companies, manufacturers, logistics companies, labor organizations, commercial real estate companies, chambers of commerce, and the petroleum industry.</p>	<p>The Secretary of the Department of Transportation.</p>	<p>Meetings are held quarterly and are coordinated by the Office of Planning and Programming (Bureau of Planning).</p>	<p>The role of the council is to advise the Secretary of the Department of Transportation by providing expertise and viewpoints from multiple disciplines regarding freight-related issues that affect the state. Generally, the council serves as a sounding board on freight planning initiatives and is asked to either confirm the proposed course of action or is asked for recommendations if changes are needed. The council is not directly involved in making funding decisions or recommendations.</p>	<p>The council does not currently have a formal organizing document.</p>

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IOWA	Yes	Iowa FAC members are appointed by an internal steering committee. Generally, new members are typically replacements for individuals that leave the council due to a job change or retirement. Our FAC has 34 members representing the railroads, trucking industry, logistics, distribution, inland waterways, agribusiness, local governments, and state agencies.	The FAC advises the Iowa DOT on freight mobility policies, programs, and investments through education, discussion, and review. Members propose issues that the DOT should review, legislative initiatives, projects to consider, and assist in the development of the State Freight Plan and other freight/multimodal related initiatives.	The FAC meets quarterly. The meetings are organized by Iowa DOT staff and facilitated by the FAC Chair.	Members do not have formal decision making or funding authority. However, they do offer input and recommendations on freight-related decisions and funding programs administered by the Iowa DOT.	"Role of the Council" document.
KANSAS	Yes	Recommendations from the KDOT Secretary, Kansas Freight Advisory Committee (KFAC) Executive Committee members. In the past (2014 - 2017) the KFAC had almost 40 members. Moving forward (2018) there will be approximately 15 - 20 members and ex-officio members (to provide input/presentations, answer questions, etc.) composed of various state agencies (KDOT, KDA, KDOC, KTA and KHP).	KDOT management	3 meetings	No decision making authority, only recommendations.	No charter or organizing document.

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KENTUCKY	Yes, since January 2017.	Freight team - staff level, with Secretary's approval.	Technically, Division of Planning, but we have invited others to the meeting - University, MPOs, Area Development Districts (rural), OD/OS/OW team	Two per year; since all our members are voluntary, we don't want to call a meeting unless there is a true purpose. Meetings are called by Division of Planning-Freight Team staff.	<p>KY has just moved to a data-driven process for budget project selection. We did consult the FACT to help us rank the same factors used statewide for all traffic, and had them rank and rate them for Freight purposes.</p> <p>We used their rating to select our Federal Freight Projects.</p>	No
MARYLAND	Yes, the Maryland Department of Transportation established a Freight Stakeholders Advisory Committee when the Maryland Statewide Freight Plan was developed back in 2009.	Maryland DOT appoints the members. Membership varies but we try to focus on freight partners in the private sector (railroads, trucking companies and associations, major shippers, etc.). The group is typically made up of about 10 private sector members plus MDOT staff.	The group discusses and advises project, policies, and research that, if implemented, would benefit freight flow in and around the state.	Maryland DOT convenes meetings as needed, typically 1-2 times per year.	No	No

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MASSACHUSETTS	Yes	Members were appointed by the Executive Director of the MassDOT Office of Transportation Planning as part of the Freight Plan development process. There are currently 15 members, 6 representing public sector agencies and 9 from the private sector. The public sector members represent port authorities, municipalities, regional planning agencies, neighboring state DOTs, and FHWA. The private sector members represent freight dependent industries such as restaurants and food retailers, 3PLs, railroads, warehousing and distribution, energy suppliers, manufacturers, and shippers.	The FAC advised the Freight Plan team.	The FAC met approximately once every two months during the development of the Freight Plan. It is anticipated meetings may occur annually between updates to the Freight Plan. The MassDOT Office of Transportation Planning convenes the meetings.	The FAC served in an advisory capacity as far as developing future scenarios for the Freight Plan and selecting and prioritizing Freight Plan recommendations. These recommendations will influence future funding decisions, but the FAC does not make project-specific decisions.	The FAC does not have a charter or formal organizing document. Expectations for the FAC were laid out in the invitation letters to the members.

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MICHIGAN	Yes; Michigan's Freight Advisory Committee is the Commission for Logistics and Supply Chain Collaboration.	The 10-member Commission was created by law and membership is spelled out in law. Five members are appointed by the Governor, and one each by the different houses of the legislature; the remaining members being from the Governor's cabinet. The LSC represents private business, transportation, border operators, local economic development agencies and higher education. Three technical advisors representing transportation interests required by MAP-21/FAST were added and work with this commission for the purpose of reviewing and providing advice on the development of the state Freight Plan.	The purpose of the LSC is to advise state agencies, including MDOT, on initiatives to improve the efficiency and cost-effectiveness of supply chain management for businesses.	The LSC meets quarterly; meetings are convened by the Michigan DOT. The commission was previously housed in the Michigan Economic Development Corporation, but was shifted to MDOT in early 2017 as work on the state freight plan began.	The LSC provides advice on the development of the freight plan (but does not formally approve). The Commission does not make any funding decisions and does not have a role in project prioritization, but can provide advice related to other transportation projects and issues.	The LSC has a formal structure in that there is a chairman and vice-chairman, but no organizing documents or by-laws have been developed.
MINNESOTA	Established in 1998, the Minnesota Freight Advisory Committee (MFAC) was formally restructured in 2016.	40 member group with a 9 member Executive Committee. When a vacancy occurs, the Executive Committee identifies potential candidates and follow-up from MnDOT occurs to see if they are interested.	MnDOT as well as the other members and stakeholders on important issues to the freight industry.	Executive Committee meets monthly, and full MFAC meets quarterly.	The MFAC does not have any formal decision making authority when it comes to transportation decisions, but they do provide invaluable insight and feedback along with recommendations.	There are no formal documents such as a charter or bylaws by which the MFAC operates.

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MISSISSIPPI	Yes	The Planning Division Freight Area invites members to participate on the FAC based on field of expertise. Currently there are approximately 20 members representing carriers, shippers, receivers, environmental, academia, planning and development entities and 10 affiliate members representing federal and state transportation entities and modal sections.	The MS-FAC has participated in the development of both the MAP-21 and FAST Act compliant Freight Plan by providing significant input in the identification of such elements as bottlenecks, needs, and corridors.	The MS-FAC meets on as needed basis with a Planning Division Freight Staff convening the meetings.	The MS-FAC functions in an advisory role and does not have decision making authority but do have the opportunity to make freight related recommendations.	Currently there is no charter since it operates more as freight working group due to the absent of Chair and Vice-Chair positions.
NEBRASKA	Yes	Vetted internally by NDOT Executive staff and fed to the Governor's office for approval.	They serve to advise the State DOT on goals, priorities and values that shape decision making on how to spend freight formula funds.	During the 1 year Freight Plan Study process, the FAC met 4 times. We plan to engage with them further, as needed.	No; NDOT retains the decision making authority.	No charter or organizing document.



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NEVADA	Yes	<p>The Nevada Freight Advisory Committee is appointed and managed by NDOT's Freight Program Manager of the Planning Division. The members have expanded from the original 20 members for the Nevada Freight Plan and now the 140 members represent transport companies (either individual companies or representative organizations), representatives of major industry sectors, MPOs, Nevada Trucking Association, Governor's Office of Economics, Convention Authority, Nevada Highway Patrol, Public Works, major airports, key business units of the NDOT (Scoping, Operations, Maintenance, Traffic, Roadway, Rail and Planning), NDOT's Assistant Director of Planning and FHWA.</p>	<p>The FAC was convened specifically to assist NDOT in the preparation of the Statewide Freight Plan and provided significant input in the identification of such elements as bottlenecks, needs, and corridors. The FAC advises the NDOT Freight Program Manager on freight related priorities, issues, projects, and funding. The Committee's advice and recommendations provide NDOT with a broad perspective regarding freight transportation matters and enable the Department to better plan for freight transportation movement by incorporating freight into policy, planning, programming, and implementation activities. The Committee also provides a mutual advice for freight/multimodal related initiatives for the State's freight transportation issues.</p>	<p>The NFAC meets every three months; meetings may be called at other times if necessary and business may be conducted electronically to allow for flexibility and responsiveness. Meetings are coordinated and convened by NDOT Freight Program Manager.</p>	<p>The NFAC is advisory in nature and is assigned no governmental powers. The Committee makes recommendations and provided concurrence for Nevada's State Freight Plan. All Committee members have equal opportunity to provide input and recommendations. While the committee may provide input into some funding decisions of the Federal Freight Funds, the Committee has no decision-making authority.</p>	<p>Nevada does not have a Charter. There are no formal documents such as a charter or bylaws by which the NFAC operates.</p>

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NEW HAMPSHIRE	Yes - though the NH SFAC has been empaneled to specifically assist with the development of the inaugural State Freight Plan.	NHDOT empaneled this SFAC for the purpose of assisting in the development of the State Freight Plan. The SFAC has 13 members representing: NH Port Authority; Private rail owner/operator; NH trucking industry; NHDOT; Rural RPO; MPO; FHWA (advisory); NH's construction industry; NH Municipal Assoc.; Law Enforcement (motor carrier enforcement); NH's largest airport; Freight hauler and warehousing reps.	The NHDOT and its consultant team on the development of the State Freight Plan.	4 planned meetings. Meeting dates are determined by: 1.) project development schedule for the State Freight Plan and 2.) Consensus of the SFAC membership.	No - the SFAC has no formal decision making authority. The SFAC has been empaneled to provide insight and advice related to the development of the NH State Freight Plan. The SFAC will be making recommendations re: funding/ project selection/ prioritization for potential inclusion in the final State Freight Plan, but these recommendations are advisory only.	No - currently no charter or other formal organizing document - though plans/expectations have been shared with membership.

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NEW JERSEY	Yes	<p>NJDOT convened the New Jersey Freight Advisory Committee (FAC) and invited the members to help guide the development of the a comprehensive and integrated Statewide Freight Plan. There were about 20 members in the FAC which reflects the diverse range of stakeholders that own, operate, plan, maintain and conduct business utilizing New Jersey's freight infrastructure. The FAC also includes partners from several neighboring states and multi-state organizations, facilitating the integration of insights, issues, and initiatives from other jurisdictions and a more unified, regional approach to the planning process.</p>	<p>The FAC was convened specifically to assist NJDOT in the preparation of the Statewide Freight Plan, however all members benefit from the joint communication.</p>	<p>NJDOT convenes the FAC. The FAC formally met six times during the Freight Plan 2017 effort to provide invaluable input to the Plan development, representing the numerous interests that function in New Jersey's goods movement industry. NJDOT has developed and funded a new Scope of Work to continue to leverage the efforts of the FAC. The intention is for the FAC to continue to meet every quarter over the next two years (2018-2020) in order to advance Freight Plan Recommendations, gain input on key freight needs and issues, and seek input on projects and priorities within their respective regions.</p>	<p>No, the FAC serves as a forum and place for raising and discussing concerns and to formally work together to improve transportation and infrastructure conditions for the goods movement industry in New Jersey. The FAC can provide recommendations and guidance that benefit the region but NJDOT holds the decision making authority regarding projects priorities and funding.</p>	<p>There is no formal charter, however the FAC role and structure is outlined in the Statewide Freight Plan.</p>

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NEW MEXICO	<p>New Mexico DOT has convened temporary FACs, initially to help develop our State Freight Plan in 2014-2015, in tandem with the development of our long range transportation plan for the state, the New Mexico 2040 Plan; and since then, we've re-convened a smaller group to review the FAST Act Addenda that we developed to bring the 2015 New Mexico Freight Plan into compliance with the current regulations.</p>	<p>The current list is 64 individuals long, and covers a range of public and private agencies and entities, from MPOs, statewide and regional economic development agencies to company and industry representatives, freight rail, air and trucking companies and the statewide trucking association rep.</p>	<p>The NM SFAC advises NMDOT, most specifically the freight planner, who brings the comments and feedback to the internal NMDOT Freight Working Group.</p> <p>In an effort to coordinate the semi-siloed New Mexico DOT divisions and departments including aviation, rail, ports, bridges and permitting, who touch and relate with freight, I convened a Freight Working Group, extending the internal-only invitation to our State Police partners who manage freight traffic.</p>	<p>The FAC is an "on-call" committee, which has resulted in limited involvement and engagement from 3rd party representatives.</p>	<p>They have very limited authority, and have been generally asked to identify issues and system gaps, without any clear idea of how likely their suggestions will get addressed through projects.</p>	<p>There is no formal agreement or organizing document to date.</p>
NORTH CAROLINA	<p>Yes</p>	<p>Members of the FAC are invited by the NCDOT Director - Logistics &amp; Freight Division. The members represent transport companies (either individual companies or representative organizations), representatives of major industry sectors, NC Ports, a representative of MPOs, a representative of RPOs, key business units of the NC DOT (aviation, rail and planning), and FHWA. The representation is geographical given the diverse geographical regions of North Carolina.</p>	<p>The NC DOT Logistics &amp; Freight Division.</p>	<p>During the Statewide Freight Plan the FAC met every 2 months. Post statewide freight plan, the FAC will meet quarterly. The meetings will be conducted in different regions. The meetings are convened by the Logistics &amp; Freight Division.</p>	<p>The FAC is an advisory group only. All funding decisions are vested to the NC DOT Board.</p>	<p>There is currently no formal document. The next phase, post statewide freight plan, will likely be governed by the creation of an organizing document.</p>

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OKLAHOMA	<p>Oklahoma has a state freight advisory committee (FAC) which was active during the development of the 2018-2022 Oklahoma Freight Plan. The Plan was finalized and approved by FHWA in December 2017.</p>	<p>Members were invited by the Ok DOT Director of Capitol Programs (part of senior staff team).</p> <p>42 members representing: airport authorities, army corps of engineers, barge companies, chambers of commerce, energy companies, farmers elevator cooperatives, FHWA, FMCSA, freight railroads, grain companies, MPOs, military bases, ports, retail businesses, shipping and logistics, state corporation commission (regulates rail transport, oil and gas), state department of agriculture, state department of commerce, state department of public safety, state department of transportation, state trucking association, state turnpike authority, tribal governments, trucking companies.</p>	<p>The FAC provides advice to OK DOT freight planning and senior staff, the Oklahoma Transportation Commission, and the Federal Highway Administration ....</p> <p>In that these groups are the developers and approvers of the State Freight Transportation Plan.</p>	<p>In the past, the FAC has met quarterly during the development of the State Long Range Transportation and State Freight Transportation Plans.</p>	<p>The Oklahoma FAC is Advisory, not Decision Making. They recommended approval of the Oklahoma Freight Transportation Plan, including the freight investment element, to the Federal Highway Administration.</p>	<p>The Oklahoma FAC does not have a charter.</p>

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OREGON	Oregon has a Freight Advisory Committee and it has been in existence well before MAP-21 and FAST.	Members are approved by the Freight Advisory Committee membership and then appointed by the ODOT Director. The Oregon Freight Advisory Committee currently has 32 members. They represent a number of interests from Trucking, Rail, Ports, marine river transportation, aviation, shippers, consultant community, environmental, business interests, academia, and state and local agencies.	The Oregon FAC advises both the Oregon Transportation Commission and the Oregon Legislature.	The Oregon FAC meets quarterly. Oregon DOT provides staff support and facilitation for the meetings, but the meetings are run by the elected chair.	The Oregon FAC does not have decision making authority, they make recommendations to ODOT, the Transportation Commission, and the Legislature. They do make some funding recommendations as part of a larger decision process.	Oregon FAC does not have a charter. The Charter is detailed about membership, terms of service, responsibilities of the chair and committee chairs, and expectations from members.
TENNESSEE	Yes, we have 4 different FAC's in the state (established in 2013). When created we thought it was important for each major grand division of the state be represented (West, Middle and East). The liaison between the state and the various FAC is a University (University of Memphis – West, Vanderbilt University in Middle and University of Tennessee at Knoxville – East).	At first the various Universities would nominate and arrange the initial regional FAC's and attendees. We do not want to turn anyone down that has an interest in providing input to the regional meetings.  The state FAC is selected from the various regions with equal representation. Most are large companies, universities and multi-modal.	The state FAC is kept up to speed on various items such as: state freight plan, rail plan, construction projects, freight research projects, gas and diesel increase to help on construction projects in the state, programs surrounding freight technology, programs surrounding data, discuss freight issues, exchange information and keep transparency to the stakeholders in the freight community. We use the FAC's to advise on the programs and provide input on all of the above. We also look to them to advise on potential future research projects.	Initially, we met quarterly as we had a lot to discuss. On average, we are probably averaging 2 meetings a year. We still rely on our university partners IF we are meeting in person to arrange meeting space. TDOT arranges speakers, topics, and minutes of the meeting. For webinars (we invite all FAC's for these meetings) and schedule one meeting for all.	They do not have any decision making authority BUT we rely on the FAC to advise an industry and research perspective on freight topic. We have made funding decisions based upon this feedback and their advice. We do listen to their recommendations for future projects.	We do not have a charter or formal organizing document.

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TEXAS	<p>Yes, the Texas Freight Advisory Committee (TxFAC) was established on January 31, 2013. The Committee is governed by a Chair and a Vice Chair who provide Committee leadership and overall direction. The Chair oversees all meetings and acts as a Committee spokesperson; Harris County Judge Ed Emmett has served as Committee Chair since its inception (note "County Judge" is the term used for the elected chief executive of counties in Texas). Members may designate an alternate to participate in the meeting in their absence. The TxFAC also includes a Rail Subcommittee that was formed to address rail issues in the freight plan, but it continues as an ongoing subcommittee.</p>	<p>Potential members are identified by TxDOT Administration and appointed by the Texas Transportation Commission for indefinite terms. Texas Administrative Code limits membership to 24 and additional ex-officio members are also appointed. The original membership evolved out of a Panama Canal Stakeholder Working Group that TxDOT formed in 2012. There are currently 24 members and 12 ex-officio members. The members represent a cross-section of public and private sector freight stakeholders-including highway, maritime, and rail modes, manufacturers, distributors, industry associations and trade groups, economic development agencies, local government and elected officials-and reflect the diverse nature of the freight industry throughout the urban and rural areas of Texas. Partner organizations also attend meetings but do not participate in decision making. Committee member bios and the list of partner organizations are available at <a href="http://www.movetexasfreight.com">www.movetexasfreight.com</a></p>	<p>The FAC advises TxDOT on freight related priorities, issues, projects, and funding. The Committee's advice and recommendations provide the Department with a broad perspective regarding freight transportation matters and enable the Department to better plan for freight transportation mobility by incorporating freight into policy, planning, programming, and implementation activities. The Committee also provides a common voice for the State's freight transportation issues.</p>	<p>Administrative rules require the Committee to meet at least once per year. In practice the Committee has generally met on a quarterly basis with more frequent meetings during freight plan development and less frequent meetings outside the freight plan development period. Meetings are scheduled through coordination between the Department and the Committee Chair.</p>	<p>The Committee makes recommendations and provides concurrence for state freight plans. All Committee members have equal opportunity to provide input and recommendations based on the 4Cs-consensus, coordination, cooperation and communication. While the committee may provide input into funding decisions, the Committee has no decision making authority.</p>	<p>Texas Administrative Code, Title 43, Part 1, Subchapter F, Rule §1.85 provides the purpose, duties, manner of reporting, operating procedures, and duration.</p>

STATE	Does your state have a FAC, as encouraged by MAP-21 and continued in the FAST Act, per 49 USC 70201?	Who appoints the members of the FAC? How many members does it have and who do they represent?	Who does your state's FAC advise?	How often does the FAC meet and who convenes the meetings?	Does your FAC have any decision making authority? Do they make any funding decisions or recommendations?	Does your FAC have a charter or other formal organizing document that outlines how it functions? If so, how detailed is that document? Can you share that document with WSDOT?
VERMONT	Freight Advisory Working Group, not FAC	3 members appointed by Vtrans - 1 from VTrans, 1 from the Chittenden County Regional Planning Commission (CCRPC - Vermont's sole MPO), and 1 from FHWA.	Vtrans and the CCRPC	Once annually, or as needed as issues come up.	No	No charter or organizing document.
WISCONSIN	Yes	<p>Per our Charter, "Membership to the Committee is by appointment of the Secretary."</p> <p>The number of members has varied between 41 and 45 over time. As of our 11/15/18 meeting, we had 42 member organizations. They are predominantly umbrella organizations/ associations representing Wisconsin's key economic sectors, both shippers and carriers. We also have several state and federal regulatory agencies that serve as ex officio members.</p>	Per our Charter, the FAC is designed to advise WisDOT in general, and the Secretary's Office and senior staff specifically.	Historically twice per year, at the discretion and direction of WisDOT's Secretary's Office.	<p>Per our Charter, "The role of the Committee is advisory in nature and is assigned no governmental powers."</p> <p>Our FAC has not made funding decisions or specific funding recommendations.</p>	Yes, our FAC has a Charter



**The following states do not have an established FAC.**

STATE	Does your state have a FAC, as encouraged by MAP-21 and continued in the FAST Act, per 49 USC 70201?	Who appoints the members of the FAC? How many members does it have and who do they represent?	Who does your state's FAC advise?	How often does the FAC meet and who convenes the meetings?	Does your FAC have any decision making authority? Do they make any funding decisions or recommendations?	Does your FAC have a charter or other formal organizing document that outlines how it functions? If so, how detailed is that document? Can you share that document with WSDOT?
CONNECTICUT	No; have regular ongoing dialogue with freight operators across					
MAINE	No, Maine had one from 1996-2003 but discontinued it.					
NEW YORK	No. The State has engaged an external stakeholder group to inform the development of the Plan, including identification of system needs and institutional barriers; performance measures; and candidate freight projects. The stakeholder group will also help guide implementation of the Plan.	N/A	N/A	N/A	N/A	N/A
NORTH DAKOTA	No, but in the process of discussing that possibility along with the answers to similar questions you posed below.					
OHIO	Ohio does not have an established FAC nor does it have any immediate plans to create one.					

STATE	Does your state have a FAC, as encouraged by MAP-21 and continued in the FAST Act, per 49 USC 70201?	Who appoints the members of the FAC? How many members does it have and who do they represent?	Who does your state's FAC advise?	How often does the FAC meet and who convenes the meetings?	Does your FAC have any decision making authority? Do they make any funding decisions or recommendations?	Does your FAC have a charter or other formal organizing document that outlines how it functions? If so, how detailed is that document? Can you share that document with WSDOT?
SOUTH DAKOTA	No					
WEST VIRGINIA	No - the state's Freight Plan recommends the formation of a FAC.					

### The following states did not respond to this survey

- |           |                |          |
|-----------|----------------|----------|
| Alabama   | Missouri       | Utah     |
| Alaska    | Montana        | Virginia |
| Florida   | Pennsylvania   | Wyoming  |
| Indiana   | Rhode Island   |          |
| Louisiana | South Carolina |          |

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