California Freight Advisory Committee

Meeting Minutes

Details

Date: November 3, 2026

Time: 09:00 a.m. – 12:00 p.m.

Location: The Allenby, 1215 O Street, Sacramento

Meeting Objectives: California Freight Mobility Plan 2027 Update and Information Sharing

Attendees

Facilitator: Marlon Florurnoy

Keynote Speaker: Agency Undersecretary James Hacker

Scribe: Deni Arellano

Attendees: See attachment: *CFAC Meeting-Attendee List*

Agenda Items #1 and #2 Housekeeping and Welcome

Tracey Frost, CFAC Lead Office of Strategic Freight Planning; Marlon Flournoy, CFAC Chair, Deputy Director, Planning and Modal

Hello everyone, good morning and welcome to the first hybrid in-person and online CFAC meeting.

Marlon Flournoy, Chief of Caltrans' Division of Transportation Planning

CFAC plays an essential role in shaping CA freight priorities
April 2026 meeting – we shared that we are updating the roles and responsibilities section of the CFAC charter which includes safety, equity, climate action, prosperity, and employee excellence.

- Meeting participation is extremely important
- Ensures productive CFAC meeting
- Encourage agencies to miss no more than 3 or more consecutive meetings otherwise may be withdrawn
- Our CFAC support team has reached out over the summer to have members provide a short bio and pictures
- Caltrans would like to highlight CFAC members on website
- We would appreciate guidance in various freight issues including
    - Truck parking, freight bottlenecks, highway, rail
- We recently hosted two regional forums (central and northern)
    - These forums are meant to foster collaboration among state federal and local trade partners
    - Used to exchange information and maintain open lines of communication
    - Meant to align priorities
    - These forums are meant to be ongoing 6-month cycle

- We will continue to provide updates so that stakeholders remain informed

Agenda Item #3 Keynote Speaker James Hacker

Happy election day!

A lot of the work done here will inform the legislature and administration that are elected will do

- Safety comes first
  - 2027 CFMP
    - Identifies where freight system needs to be safer
    - Addresses truck parking – freight safety and supply chain priority
- Equity
  - Lack of parking impacts drivers and nearby communities
  - Safe accessible parking
  - 2027 CFMP promotes balances, equitable solutions
- Climate action
  - Nationwide transportation impacts 28% of U.S greenhouse gases
  - Trying to reduce unnecessary idling to improve future zero emissions
- Economic Prosperity
  - Strong economy depends on reliable goods movement
  - Strategic truck parking supports supply-chain performance
  - 2027 CFMP strengthens competitiveness by addressing bottlenecks
- Ongoing success
  - 1.2b PFIP
    - Port modernization, job creation, and ZE freight tech
  - Port of Oak electrification and Vincent Thomas bridge partnership
  - CFMP next gen of freight priorities and investments
  - CFAC will provide recommendations to help shape the future of freight priorities that will guide administration

Agenda Item #4 California Freight Mobility Plan (CFMP) 2027

David Montoya, CFMP Manager, CTC
Plan Updates

The California Freight Mobility Plan (CFMP) 2027 update includes a refined vision and goals to advance a multimodal, economically competitive freight system that supports environmental sustainability and healthy communities. The plan establishes five primary goals: improving multimodal mobility, enhancing economic prosperity, advancing public health and environmental stewardship, strengthening safety and resiliency, and supporting effective asset management. Development of supporting objectives, strategies, and implementation actions is currently underway.

Progress on federally required elements for the CFMP 2027 is ongoing, with the majority currently in development. Key components include identifying statewide freight trends and needs, evaluating freight policies and performance measures, maintaining and updating freight network designations, and incorporating strategies related to congestion, bottlenecks, infrastructure conditions, and emerging technologies.

Additional elements address freight investment planning, truck parking, supply chain cargo flows, port inventories, e-commerce impacts, climate resilience, and coordination with multi-state and federal partners. Several supporting efforts, including research studies and statewide plans, will be incorporated into the final document.

Outreach and engagement efforts have included public and industry surveys, participation in stakeholder events, and digital engagement through Caltrans platforms. Preliminary survey results indicate concerns related to congestion, safety, infrastructure funding, and truck parking, with industry feedback highlighting regulatory and cost pressures. Additional input is being sought to improve representation across freight sectors and to inform strategies addressing system performance and reliability.

- Since around 2014 federal law requires that each state provides a freight plan every 4 years
- The plan needs to meet the federal requirements
- This provides an opportunity to meet with stakeholders
    - Freight includes highways, rail, air, water, pipeline
- CFMP 2027 Chapter Outline
    - Ch 1: Vision, Goals, and Performance Measures
    - Ch 2: CA's Multimodal Freight Network
    - Ch 3: Freight movement and the Supply Chain
    - Ch 4: Current Freight System Needs and Issues
    - Ch 5: The Future of Freight
        - What do the next 30 years look like? Avs? New technology? How will this impact on our freight system in the future? As well as resiliency?
    - Ch 6: Freight Investment Strategies
        - Objective that allows us to implement and achieve the vision and goals
- Major themes
    - Economic Adaptation
        - How does the freight system predict and react to growth and decline of freight industries?
    - Freight System Resiliency
        - How can freight be better protected against natural and human disruptions
    - Technological Advancements
        - Avs?
    - Community and Environmental Impacts
- Insights from Outreach and Engagement Survey
- Insights from freight data
    - Many sources can now inform future freight decisions
    - Freight Data Sources
        - Telematic, Census, PemS, TSN, WIM, Waybill, FAF6, TIMS/SWITRS
    - Freight Metrics
        - Safety, Maintenance, Mobility, Reliability, Accessibility, etc.

Kalin Pacheco, Office Chief Strategic Freight Planning; Presentation: California Freight Mobility Plan (CFMP) 2027 Update

- CFMP 2027 Vison and Goals
    - Multimodal Mobility

    - Economic Prosperity
    - Public Health and Environmental Stewardship
- Freight System Performance Measures
    - Measure Freight System Performance
    - Monitor Ongoing Data Collection
    - Evaluate Project Readiness
    - Prioritize Freight Investment Needs
    - Invest in Performance-Based Solutions
- Coordination with local and regional partners and CFAC members will continue as we implement performance measures
- Strategies and Implementation
    - Goals
        - 5 Goals identified in CFMP 2027
    - Objectives
        - 25 objectives corresponding to each of the goals
    - Strategies
        - 64 strategies corresponding to the objectives
    - Implementation
        - Partnership with CFAC members and others to implement CA freight strategies over time

Agenda Item #5 Break

Agenda Item #6 Urban Truck Parking Challenges and Strategies

Riley Keller, Office Chief, Technical Freight and Project Integration Office
Dan Anderson, Fehr and Peers
Jolene Hayes, Fehr and Peers

Parking feasibility study

Caltrans has identified needs and issues related to freight system resiliency including vulnerability infrastructure, additional research. We have our safety roadside master plan update that's underway and should be completed before this plan. The next strategy is identification of high-priority safety concerns, critical and vulnerable infrastructure and aspects of the state's key supply chains that have resiliency concerns. On freight system, resiliency is currently and then for asset management. Expanding truck scale technology use.

- The total 64 strategies that are included in the plan will be carried forward from the 2023 plan.
- This serves as a starting point for continued discussion regarding the types of projects and policies to pursue to meet the CFMP goals, the identification of roles, responsibilities, performance measures and desired outcomes related to the implementation of these strategies.
- These will be determined through ongoing coordination with our state's partners and stakeholders over the next four years.
- We'll strive to ensure progress is made for each strategy and implementation efforts, but this will require partnerships with our CPAC members, state agencies and the freight industry. Our team will share out 64 strategies with our members.

- Please review the list of strategies and let us know if our partners or stakeholders have made progress on any strategies.
- Within the industry we represent, we can highlight these efforts to showcase California and the Federal Highway Administration.
- We'll provide instructions on how best to submit these highlights within 2 weeks

- CFMP Schedule Overview
    - Sept 2026 – Feb 2027: Internal Draft Review
    - Mar – April 2027: Public Review and Comment Period
    - May 2027: Final Review and Revisions,
        -
- 2027 will not have a list of projects but we will move in this direction
- Q&A
    - Will this plan propose new projects?
        - The plan will identify new projects but at the time the plan will identify needs
        - This includes bottlenecks, safety, etc.
    - Will this plan have a more robust focus on rural connectivity
        - We will have to evaluate that with quantitative and qualitative measures
    - When will CFAC be able to see the draft CFMP and when will the public be able to see it?
        - The goal is to have the 45-day review period be in March and CFAC members will be able to view 2 weeks prior to the public
    - System performance: have you outlined any specific freight system performance measures?
        - We will list the specific performance measures in the draft plan; different districts will have different measures such as travel time reliability or accident measures
    - Is there any review of rate of change? Did we improve mobility in the state of California?
        - We did review the changes over the last 4 years, and the goal is to be more intentional for 2031 to ensure freight is moving in the right direction
    - How will the CFMP discuss priorities? How will future projects be selected in PFIP?
        - For now, PFIP is a 1-time program. The program ends in 2032, and the projects have already been identified. Therefore, we want to ensure that projects remain on schedule.

Riley Keller

- Urban Truck Parking Challenges and Strategies
- Truck parking demand exceeds capacity across the state
    - Cause unexpected delays; safety, on-time deliveries, supply-chain are all affected
    - Although there are over 270 dedicated truck parking spaces, Caltrans only owns about 8%, and it is usually at capacity
    - Thousands of drivers do not have legal and safe parking
        - This affects emissions, communities, and safety
        - Deficits are concentrated along I-80, I-40, I-10, Bay Area, Sacramento, and the Inland Empire
- Advancing Truck Parking in CA: Strategy Overview

- Optimize existing Capacity
  - Improve utilization of existing parking through traveler information and management strategies
- Support Off-System Projects
  - Partner with local agencies and sponsor private developers to provide technical guidance
- Increase On-System Capacity
  - Expand truck parking at existing Safety Roadside Rest Areas (SSRAs) where feasible and develop new low-maintenance facilities

Dan Anderson (Fehr & Peers)

- Why it is so challenging: Owner operator/ private operators may park within their residence, and they may not have the space for parking
  - Off-duty parking long haul drivers go to a shipping center at a local facility and usually must wait about an hour before they get access to the facility
  - During their trip, they may need parking for any reason
    - Hypothetical 16-hour break
    - Cities are the destination point
  - The facilities are the destination point and they usually have appointments; if they miss their appointments then they may not be able to reschedule for a day or two
- Supply is the lowest!
  - High cost of land
  - Dense urban areas
  - Not high revenue generating
  - Land availability is rare

Jolene Hayes:
Possible Solutions

- Reviewed zoning codes from all over the country
  - Truck parking is mostly prohibited in residential areas
  - Depending on traffic congestion
    - This is why TTRI is so important to build into the buffer
  - Model Ordinances
    - Land use tables, parking and loading requirements, site development standards, landscaping and screening, performance standards, signage requirements, special/conditional use permits, development agreements
  - Private partnerships and
  - World Logistics Center, Moreno Valley (MoVal!) Ca
    - Development agreement 40 million square foot industrial warehouse building 7-to-10-acre truck parking facility
  - Oakland Maritime Support Services
    - 15 acres, required for redevelopment of the former Oak Army base, support from residents to eliminate on-street parking
  - Port of Seattle on-street truck parking
    - Designated industrially zoned areas for truck tractors to park overnight, for independent owner operators that have chassis
  - INFRA Awards FY 2026

        - Needles Safe Truck Parking Area
    - Port of Savannah
        - INFRA Award $11,950,000

Q&A

- The city of Moreno Valley updated their general plan to include their mobility element which is where they were able to talk to stakeholders such as Costco.
    - As far as statewide, Caltrans does not have authority over jurisdictions, but we can be prescriptive
- SBCTA is actively working on a couple of truck parking facilities; this is going to be hydrogen fueling as part of the I-15 truck climbing lines that Caltrans District 8 is sponsoring. They're also looking at another one EV site that would be for truck charging.
- I was wondering if you're looking nationwide, are there any challenges specific that are unique to California from the other states to that are barriers to adding more truck parking?
    - We have a lot of people and a lot of goods; CA is #1 the largest port complex in the nation.
    - We also have the largest hub of logistics uses in the Inland Empire nationwide at the closest thing is Moreno Valley and that's where some of the solutions come from. Not only are they the MPO, but they also have land use authority so they can force their jurisdictions to do truck parking.
- A lot of trucks may line up and cause a lot of bottlenecks. What can Caltrans do to minimize the congestion? Additionally, is there any noise regulation ordinance?
    - This is typically something that is reviewed during project initiation through project development and through local review processes.
    - This is a great case study; we do not currently have a response to the noise ordinance.

Agenda Item #7 Agency Roundtable

Christine Casey Deputy Secretary for Freight Policy at the CA State Transportation Agency CalSTA; CTC; GoBiz; DOTP

- 3 major updates: Finalized version of autonomous vehicle regulations.
    - This authorized medium and heavy-duty deployment for vehicle testing
        - 3 companies have applied and received permits: Aurora, Kodiak, and Gaddik AI.
    - Vincent Thomas Bridge will be fully closed to traffic to allow for the next phase of redecking. CalSTA, Caltrans, and the Port of LA entered into a memorandum of understanding related to the next steps for Vincent Thomas Bridge.
        - 40% of Port of LA's terminals are to be adjusted for future clean and large freight terminals
    - $100 million were appropriated from the general fund with a three-year extension
        - This is an alignment with the trade corridor enhancement program (TCEP) to accommodate delivery realities

- PFIP projects award was to the Sacramento Air Quality Management District in partnership with Sierra Northern Railway to develop for zero emission Switcher locomotive funded by the Energy Commission. The CalSTA award is to further that sort of proof of concept and provide for more locomotives in and to conduct the test track that is needed for that.
- California Public Utilities Commission (CPUC) collects their own data related to ride sharing and Avs. We're seeing a lot of miles in a lot of deployment miles in the ride sharing like the Waymo's in San Francisco. We have regular interagency meetings related to data sharing. This is reported to the DMV.
- Danna Stroud associate deputy director, regional engagement for the Governor's Office of Business and Economic Development.
    - Port Interoperability Grant program is moving towards project close outs with the five ports that received the funding under this program.
    - They are in varying degrees of closeout, but the intent is that these will all be wrapped up by the end of this calendar year.
    - Will be finalizing the legislative report that is will also be delivered by the end of the calendar year and this will include results and implementation, lessons learned, datasets and metrics from the testing that has gone underway as a result of the work that the ports have done under these particular grant programs
    - Looking forward actually to working with ports to amplify and perhaps communicate these new systems that have been put in place as a result of the grant program

Antonio Johnson Federal Highway Administration, the California Division

- Director of planning, environment and right of way
- The 5th for the federal plan or the plan that is currently being worked on and the one that you have previously adopted is going through amendment process right now.
- For us, that is extremely significant and big because that's the tool that we use to make sure we have allocations ready for you all as you draw down those funds to address whatever freight-related infrastructure needs that you all have.
- Number of different modes of freight coming through the state and the capacity challenges at the at every mole level. That includes the highway, the aeronautics and the maritime and the rail.
    - 1. Safety is always our priority.
    - 2. Any activity that's happening at the state level to address truck parking, we consider that as a priority.
    - 3. The last thing is truck performance.
- Closely review trends and data. This data goes into a national database and performance on that data with that data or within the system can sometimes come back and look not as good, so be realistic when you're setting your targets your performance targets.

Ben De Alba, Division Chief of Transportation Planning

- We're trying to bring these California Freight Advisory Committee meetings back in person to have dialogue and discussion as we go forward with updating the current freight mobility plan, which you heard about earlier today.

- You heard a little bit from Riley and some of the work that we're doing around truck parking, which is always exciting and.
- Important to the state as we heard, but some of the work that we don't see here at the committee that the team is working on is in conjunction with what we heard from the California Transportation Commission
    - How closely does the CATC lean on this plan in terms of when you consider funding projects?
        - Beverly Newman-Burckhard, CATC; we have our own evaluation criteria/our guidelines that's adopted by the Commission, but the evaluation criteria align very well with the CFMP, so the two are kind of interlinked in that way.

Agenda Item #8 CFAC Member Roundtable

- **Nick Chappie, California Trucking Association:** Recently, the American Transportation Research Institute, or ATRI for short, they released their 2026 top industry issues for truck drivers where truck parking ranked #2. Truck parking has ranked as a top three concern for truck drivers over the past decade and is a few speakers have mentioned from their own personal experiences the lack of accessible legal truck parking remains to be an issue, so it's quite real. We look forward at CATA continuing to collaborate with the agency to advance truck parking solutions, so truck drivers have safe, reliable options to park.
- **Online question for Antionio from FHWA:** Are there specific plans and timing for the next cycle of build?
    - Unfortunately, that's a congressional question. As an agency, we don't get involved in the legislation. We just implement it as Congress see fit and I would say is there is ongoing activity to produce a transportation bill when that happens.

Agenda Item #9 Public Comment / Discussion

Agenda Item #10 Meeting Close

Kalin Pacheco:

- Requesting CFAC members BIOS and photos for our website.
- We will make a continuous effort. In addition, we'll reach out to members for members spotlights for our freight newsletter.
- We've reached out to a few folks, and we will circle back with those individuals first and then if we're unable to secure a time, we'll reach out to additional members. But we would love to have you highlighted in our monthly newsletter.
- As Ben mentioned: Please reach out to the CFAC e-mail at dot.ca.gov if you'd like to be added to our newsletter circulation list.

- Caltrans will share out the 64 strategies with our CFAC members please look at those strategies and let our team know if entities that you're coordinating with are doing work related to any of the strategies so that we can highlight those in the plan.

Response:
Marlon Flournoy, Caltrans:
I acknowledge the importance of truck parking as a freight safety issue, noting that this concern continues to be raised frequently in discussions with other state DOTs and freight stakeholders. I also express appreciation for the effort to gather feedback directly from users of the system, recognizing the value of incorporating user perspectives to help improve planning and create a more user-friendly system.

I also highlight the collaborative nature of the effort across multiple Caltrans divisions, including Design, Traffic Operations, and Maintenance. From an internal perspective, I note the importance of bringing these groups together, as each plays a role in the process and stronger coordination helps support better outcomes. I conclude by thanking the team for their work and expressing support for continued collaboration moving forward.

Action Items	Person Responsible	Status	Deadline
Update the CFAC website to include member bios and photos. Members who have not yet submitted a short bio and picture should do so.	Caltrans		Early May
Develop future webinar programming based on member input.	CFAC Support Team		By May 29th
Add a member spotlight feature to the monthly freight newsletter.	CFAC Support Team		May 2027
Plan fall CFAC meeting (hybrid format, in-person + virtual)	CFAC Support Team		Target October–November (date TBD)
Finish updating the roles and responsibilities section of the CFAC charter (safety, equity, climate action, prosperity, and employee excellence), first shared at the April 2026 meeting.	Caltrans		TBD
Attend meetings consistently. Agencies that miss 3 or more consecutive meetings may be withdrawn.	CFAC Members		
Provide guidance on freight issues, including truck parking, freight bottlenecks, highway, and rail.	CFAC Members		TBD
Provide recommendations to shape future freight priorities for the incoming legislature and administration. These will feed the 2027 California Freight Mobility Plan (CFMP), which covers safety, truck parking, equity, climate action (reducing unnecessary idling), and economic prosperity (addressing bottlenecks).	CFAC Members		
Continue the central and northern regional freight forums on a 6-month cycle, and keep stakeholders informed.	Caltrans		
Continue building on recent freight successes, including the $1.2 billion PFIP, port modernization and zero-emission freight technology, and the Port of Oakland electrification and Vincent Thomas Bridge partnership.	Caltrans		