

California Freight Advisory Committee (CFAC)

Meeting Minutes

Details	Attendees
<p>Date: April 28, 2026 Time: 1:30 p.m. – 4:00 p.m. Location: Virtual – MS Teams Meeting Objectives: The meeting objective is to provide updates and discuss State freight planning efforts.</p>	<p>Facilitator: Caltrans Scribe: Ryan Castle Attendees: See attachment: CFAC Meeting-Attendee List</p>

Agenda Items

Agenda Item # 1: Welcome and Housekeeping

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

Federal updates were presented regarding the 2026 U.S. Department of Transportation guidance for state freight plans and freight advisory committees. This guidance replaces the 2023 version, reflects recent federal directives, and is advisory in nature.

Proposed updates to the CFAC Charter were outlined to better align with Caltrans' 2024–2028 Strategic Plan goals, including safety, equity, climate action, prosperity, and employee excellence. Revisions also include changes to attendance expectations, reducing the allowable number of consecutive missed meetings from five to three prior to potential membership withdrawal. A draft version of the charter, including tracked changes, will be distributed following the meeting. Committee members will have the opportunity to review and provide comments on the proposed updates through the CFAC mailbox, with final adoption anticipated at a future meeting.

Ongoing efforts to enhance committee engagement and communication were also highlighted, including planned updates to the CFAC website to incorporate member bios, development of future webinar programming informed by member input, and enhancements to the monthly freight newsletter through the addition of a member spotlight feature. Planning is underway for a future meeting anticipated in the fall, which is expected to include both in-person and virtual participation options, as well as a potential site visit.



Agenda Item # 2: California Freight Mobility Plan (CFMP) 2027 Update

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

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.

Next steps include continued outreach through the summer, completion and analysis of survey data, and ongoing development of the draft plan. Survey results and additional updates will be shared at a future meeting, with completion of the draft CFMP 2027 anticipated by the end of the calendar year.

Agenda Item 3: Trade Corridor Enhancement Program (TCEP) Cycle 5

Beverley Newman-Burckhard, Associate Deputy Director, CTC, Presentation: Cycle 5 Trade Corridor Enhancement Program

The Trade Corridor Enhancement Program (TCEP) is a competitive funding program that supports public freight infrastructure improvements on high-volume freight corridors, with approximately \$400 million in annual funding from state and federal sources. Program funding is allocated as follows: 40% to projects nominated by Caltrans and 60% to projects nominated by

local and regional agencies. Eligible projects must demonstrate a clear freight benefit and may include improvements to port, rail, highway, border, and zero-emission freight infrastructure. Private entities may participate with a public agency sponsor, and projects must be included in applicable regional transportation plans.

The program is currently undergoing development of guidelines for its fifth cycle, which establish project selection processes, evaluation criteria, and compliance requirements. This process includes engagement with a range of stakeholders, including public agencies, industry partners, and community-based organizations. Draft guidelines are anticipated to be presented to the Commission in June, with adoption expected in August, followed by the release of the call for projects and application deadlines in November.

Proposed updates to the guidelines include incorporation of strategies aligned with statewide climate goals, particularly considerations for projects that mitigate passenger vehicle miles traveled impacts. Additional updates focus on refining administrative processes, enhancing evaluation criteria for zero-emission vehicle (ZEV) projects, expanding resources and guidance for applicants, and strengthening workforce development and community engagement components. While changes are generally incremental, they aim to improve clarity, equity considerations, and project evaluation.

The program also includes continued outreach efforts, including public workshops, stakeholder coordination, and technical assistance through applicant office hours. These efforts are intended to support project development, improve application quality, and ensure alignment with program objectives.

Agenda Item #4: TCEP/SB1 Update

Treasure Acevedo, Acting Investment Planning Manager, Caltrans Office of Strategic Investment Planning

The SB1 Cycle 5 update reflects ongoing progress in the project evaluation and prioritization process. The intake phase has been completed, and submitted projects have undergone program fit review and Caltrans alignment scoring. Feedback to applicants was finalized at the end of March, and the first prioritization meeting has been completed, with a second meeting tentatively scheduled for mid-July. Final project nominations are anticipated by late July or early August.

A comparison of project nominations between SB1 Cycle 4 and Cycle 5 indicates a slight decrease in total submissions. Cycle 5 received 48 total project nominations, compared to 54 in the previous cycle. This includes 18 CSIP projects, 24 TCEP projects, and 6 dual nominations, reflecting a similar distribution of project types as seen in the prior cycle.

Agenda Item #5: Safety Roadside Rest Areas

Rick Cole, Senior Landscape Architect, Caltrans, Division of Design, Chris White, Kittleson and Associates

The Safety Roadside Rest Area (SRRA) program includes 86 facilities statewide, serving approximately 58 million annual visitors. Many of these facilities have undergone major rehabilitation since the early 2000s, with 23 additional projects planned over the next 10 years at an estimated cost of \$440 million. An update to the SRRA Master Plan, last completed in 2011, is currently underway with completion anticipated by the end of the year. This effort is focused on developing a more data-driven, systemwide approach to planning, operations, and investment decisions across all facilities.

The master plan update is informed by extensive background research, field data collection, and stakeholder engagement. Data collection efforts included site visits to 22 locations, parking and usage analysis, and user surveys. Findings indicate that peak rest area usage generally occurs during midday, with most visitors staying 20–30 minutes, while longer stays are more common among trucks and recreational vehicles. Survey feedback emphasized that facilities are generally clean, safe, and reliable, with key improvement areas including increased truck parking capacity, enhanced lighting and security, and better communication regarding facility closures and availability.

The plan also evaluates systemwide needs and opportunities, including truck parking demand, integration with emerging technologies, and coordination with broader freight and transportation systems. Analysis of unauthorized truck parking and seasonal demand patterns is being used to identify opportunities for expanding capacity or improving system efficiency. Additional considerations include incorporating zero-emission vehicle infrastructure, enhancing connectivity and traveler information, and supporting a wider range of users, including recreational and non-motorized travelers.

The updated master plan is being developed as an action-oriented framework to guide future investments and decision-making. Key focus areas include improving standards and processes, expanding the role of rest areas in safety and emergency response, leveraging data and technology for system management, enhancing user experience, and adapting to climate impacts. The draft plan is currently in development, with review and revisions expected through mid-year and finalization anticipated in the fall.

Nick Chiapie, CTA: Question

Concerns were raised regarding the limited availability of legal truck parking across the state, particularly in light of recent and ongoing rest area closures due to construction and emergency repairs. For example, along the I-5 corridor south of Sacramento, multiple truck parking facilities are currently unavailable, creating a significant gap in access over an extended stretch of roadway.

This lack of available facilities presents safety and operational challenges for truck drivers, including difficulty locating legal parking and increased risk of stopping in unsuitable or non-compliant areas, which can also impact surrounding communities.

Given these challenges, is there an opportunity to improve coordination among regional agencies to better align construction and closure schedules for rest areas and truck parking facilities, in order to minimize disruptions and maintain adequate coverage for drivers?

Response - Chris White, Kittleson & Associates

Thank you, I appreciate you raising that. I would welcome the opportunity to follow up further. In some cases, rest area closures are due to emergency issues, such as water system failures, which prevent facilities from remaining open.

That said, there is a clear need to improve how this information is communicated, particularly to truck drivers, and to better plan around these disruptions. Identifying ways to provide timely, reliable information on facility availability and improve coordination is an important area of focus.

I would value your input and ideas on this—please feel free to follow up via email so we can continue the discussion.

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.

Agenda Item #6: Agency Updates

The meeting transitioned into agency roundtable updates, providing partner agencies an opportunity to share freight-related news and updates from their respective offices. Updates are provided by the California State Transportation Agency (CalSTA), the California Transportation Commission (CTC), GO-Biz, and Caltrans,

Christine Casey, California Transportation Agency

Remarks were shared recognizing the contributions of Norman Mineta Vassler Katz, who played a foundational role in freight and port policy development in California and was instrumental in the precursor to CFAC, the California Marine and Intermodal Transportation System Advisory

Council (CALMITSAC). His longstanding collaboration with freight policy leaders and contributions to the development of freight advisory efforts in California were acknowledged.

Agency updates included ongoing coordination between CalSTA, Caltrans, project sponsors, and awardees to address challenges associated with freight infrastructure projects, including procurement, contracting, permitting, utility coordination, and long lead-time equipment for zero-emission projects. Efforts are focused on improving schedule coordination, identifying project risks earlier, and supporting timely reimbursement and fund utilization.

Additional updates highlighted CalSTA's participation in the California Maritime Security Council and implementation activities related to the 2026 Maritime Security Strategy, including enhanced maritime awareness, interagency coordination, and cargo theft mitigation efforts. Planning efforts are also underway in coordination with partner agencies to support alignment of zero-emission freight vehicle and infrastructure incentives and improve coordination across funding and implementation programs.

Beverley Newman-Burckhard, California Transportation Agency (CalSTA)

An update was provided on the Trade Corridor Enhancement Program (TCEP) guidelines development process. A final workshop is scheduled for the following week, and draft guidelines are expected to be posted publicly by June 12th. Currently proposed guideline revisions and presentation materials are available on the program website through previously held workshop materials.

The guidelines are anticipated to be adopted in August, after which the call for projects will be released. Project applications are expected to be due around Thanksgiving. Opportunities for stakeholder engagement and questions remain available throughout the process.

Jeremy Lee, GO-BIZ

An update was provided on the Containerized Port Interoperability Grant Program, which was established to improve data sharing and coordination across California's containerized ports to support more efficient and predictable goods movement and help reduce supply chain disruptions. The program focuses on modernizing historically siloed port data systems and improving interoperability among stakeholders.

Most foundational system development work has been completed, and the program is now entering the proofing, adoption, and reporting phases. Current efforts are focused on increasing participation and coordination among terminal operators, motor carriers, and other freight stakeholders, while also supporting future operational efficiencies and sustainability initiatives. Reporting and data collection activities are expected to continue through the end of the year.

Question: Commissioner Frank Ramirez: Just a quick question, are we tracking metrics such as on-time delivery rates, transit times, and dwell times?

Answer: Jeremy Lee, Go-biz: Yes, there are 10 distinct projects within the program. Some of these are specifically designed to capture port data such as turn times for motor carriers, appointment tracking, and dwell times. Overall, the program collects a wide range of metrics and information.

Yatman Kwan, Deputy Division Chief Division of Transportation Planning, Caltrans

First, the Sustainable Transportation Planning Grant for the 2026–2027 cycle: we are currently completing evaluations and preparing award announcements, which are scheduled for mid-to-late May. Award letters will be sent to selected agencies, and non-award notifications will also be issued. For the 2027–2028 cycle, the application guide will be updated and will include two initial public workshops, a 30-day public comment period, and two final public workshops. The updated guide and call for applications are scheduled for release in mid-August.

We are also updating the Interregional Strategic Transportation Plan (ITSP), a statewide, comprehensive multimodal plan that provides policy framework, guidance, and project identification and prioritization for the interregional transportation system. The ITSP serves as a guiding document for programming the Interregional Transportation Improvement Program (ITIP). We held a kickoff meeting with stakeholders on April 2 and are planning additional outreach as part of this effort.

Next is the Maritime Administration (MARAD) Fiscal Year 2026 Port Infrastructure Development Program (PIDP). MARAD released a partial Notice of Funding Opportunity (NOFO) in December 2025, followed by the full NOFO on March 26. Applications are due June 1, with approximately \$488 million in funding available for the 2026 cycle. While an official award date has not been announced, based on historical timelines, awards are expected in late fall.

Caltrans continues to provide letters of support for freight partners. Following the release of the full NOFO and the extended application deadline, we are actively soliciting additional requests from interested ports and agencies. First-round applicants should receive letters of support by May 20. We also ask committee members to help identify and connect with potential applicants and share information about the PIDP opportunity.

Agenda Item #7: CFAC Member Updates

Rob Ball Kern, COG

The Shafter Inland Port is progressing steadily. A \$100 million construction project is currently underway to build a rail ramp yard, including the addition of new track. The facility already has over 600 containers in the depot, supporting shuttle movements between Shafter and the Port of Los Angeles/Long Beach.

For context, some of you attended the freight training held in Shafter about a year and a half ago, and the site is now filling up quickly.

Christine Casey, California Transportation Agency (CalSTA)

The Port of Richmond received an \$11 million award for dock restoration and improved vehicle entry, and the Port of Hueneme also received an \$11 million award for wharf improvements across multiple wharves.

Hopefully this is helpful for both the awarded ports and those that were not selected, as they prepare stronger applications for the next round under what will hopefully be a competitive funding environment with the current administration. Congratulations to the awarded ports, and we hope to see even more successful applications in the next round.

Separately, the new Principal Deputy Secretary for freight at the federal level recently visited the ports and spent several days in California. This visit helped build a better understanding of California's role in the national and global goods movement system and reinforced that California is not just a state with ambitious environmental goals, but a critical hub in moving goods across the U.S. and globally.

Roundtable Discussion

None.

Agenda Item #8: Meeting Recap and Adjourn

Marlon Flournoy, Caltrans - Kalin Pacheco, Caltrans

Thank you to all the speakers for your presentations and the valuable information shared. I also want to thank the CFAC members for your participation, as well as our agency partners for your continued engagement and support of this advisory body.

If you have any questions or feedback, please don't hesitate to reach out to our team.

Action Items	Person Responsible	Status	Deadline
Start the process to add CFAC member bios to the CFAC website	Caltrans		Early May
Submit ideas for future freight-focused webinar panels	CFAC Members		By May 29 th
Develop a CFAC member spotlight for the freight newsletter highlighting members and their industries	Caltrans		May 2026
Plan fall CFAC meeting (hybrid format, in-person + virtual)	Caltrans		Target October - November (date TBD)
Share Federal Register guidance on state freight plans and freight advisory committees	Caltrans		TBD
Distribute revised CFAC Charter for member review and comment	Caltrans		By May 12 th
Send out CFMP CFAC survey to members	Caltrans		TBD
CFAC members to complete CFMP CFAC survey	CFAC Members		By May 29 th

Thank you to everyone on the CFAC.

The next CFAC meeting will be in Fall 2026, October or November.

Attachment

California Freight Advisory Committee (CFAC)

Attendee List

Date: April 28, 2026

Time: 1:30 p.m. – 4:00 p.m.

Location: Virtual – MS Teams

Name	Organization Name
Aimee Heim	Port of San Diego
Ajay Mangat	California Air Resources Board (CARB)
Akiko Yamagami	Los Angeles County Metropolitan Transportation Authority (Metro)
Alison Terry	California Department of Transportation (Caltrans)
Allen Vigil	Charger Logistics Inc.
Amanda Fagan	Ventura County Transportation Commission
Annie Nam	Southern California Association of Governments (SCAG)
Anthony Harrison	TeraWatt Infrastructure
Antonio Johnson	Federal Highway Administration (FHWA)
Adam Crenshaw	Metropolitan Transportation Commission (MTC)
Austin Sos	California Department of Transportation (Caltrans)
Barry Scott	Coastal Rail Santa Cruz
Beverley Newman-Burckhard	California Transportation Commission (CTC)
Bill Magavern	Coalition for Clean Air
Bin Wang	Lawrence Berkeley National Laboratory
Bonnie Lowenthal	Port of Long Beach
Bryan Brandes	Port of Oakland
Caitlin Brooks	Ventura County Transportation Commission
Candy Bronzi	Cyclum Travel Centers
Casey Emoto	Santa Clara Valley Transportation Authority
Charles Stuart	Southwest Concrete Pavement Association



Chris Metzger	Santa Clara Valley Transportation Authority
Chris White	Kittelson & Associates
Chris Wilson	Los Angeles County Business Federation (BizFed)
Christine Casey	California State Transportation Agency (CalSTA)
Colby Pereira	Braga Fresh Family Farms
Dan Malcolm	Port of San Diego
Dan Wright	City of Stockton / San Joaquin Council of Governments
David Clifford	Ventura Transfer Company
David Hume	Pacific Northwest National Laboratory
Donald Norton	California Short Line Railroad Association
Drew Battles	California Department of Transportation (Caltrans)
Benjamin Giuliani	Tulare County Association of Governments
Elisabeth Hahn	Stanislaus Council of Governments
Erick Martell	Port of Los Angeles (POLA)
Fatemeh Ranaifar	Fehr and Peers
Frank Ramirez	FR Consulting
Giancarlo Bruno	Tulare County Association of Governments
Gregory Nord	Orange County Transportation Authority (OCTA)
Hayden Tallman	California Trucking Association
Hector De La Torre	Gateway Cities Council of Governments
Ian MacMillan	South Coast Air Quality Management District (South Coast AQMD)
Jack Symington	Los Angeles Cleantech Incubator (LACI)
Jacky Gil	California Department of Transportation (Caltrans)
Jacob Rightnar	California Department of Transportation (Caltrans)
Jake Wofford	J.B. Hunt Transport
James A Shankel	California Department of Transportation (Caltrans)
Jayden Saldana	Governor's Office of Business and Economic Development (GO-Biz)
Jesse Graham Robertson	California Department of Transportation (Caltrans)



Jenny Galaviz	Mobility 21
Jillian Guizado	Riverside County Transportation Commission
Joanna Xiao	California Department of Transportation (Caltrans)
Josh Lee	San Bernardino County Transportation Authority
Justin Ryder	Parcel Pending by Quadient
Kalin M Pacheco	California Department of Transportation (Caltrans)
Katie Murphy	California Department of Transportation (Caltrans)
Keith Dunn	Self Help Counties Coalition
Keith Williams	Shasta Regional Transportation Agency
Kelly M Eagan	California Department of Transportation (Caltrans)
Kenneth Kao	Metropolitan Transportation Commission (MTC)
Kenneth Lopez	California Transportation Commission (CTC)
Kevin Hamilton	Central California Asthma Collaborative
Kevin M Riley	California Department of Transportation (Caltrans)
Kerry Cartwright	Port of Los Angeles (POLA)
Kiranjit Parmar	California Department of Transportation (Caltrans)
Kristen Villanueva	Alameda County Transportation Commission
Kristen Millstein	Office of California State Senator Lena Gonzalez
Kristin Decas	Port of Hueneme
Kristian Corby	California Electric Transportation Coalition
Lalé Moradpour	California Department of Transportation (Caltrans)
Laura Hill	Bay Area Council
Layla Gonzalez	California Air Resources Board
Leticia Austin	Port of Hueneme
Lorelle Moe-Luna	Riverside County Transportation Commission
Lupe Valdez	Union Pacific Railroad (UP)
Margaret Park	Agua Caliente Band of Cahuilla Indians
Mark S. Adams	Sacramento Regional Transit District (SacRT)
Marcella Rensi	Santa Clara Valley Transportation Authority



Martha Miller	California Association of Port Authorities (CAPA)
Matt Maloney	Metropolitan Transportation Commission (MTC)
Matt Petersen	Los Angeles Cleantech Incubator (LACI)
Matthew Yosgott	California Transportation Commission (CTC)
Maura Twomey	Association of Monterey Bay Area Governments (AMBAG)
Maurissa Brown	The Greenlining Institute
Mayra Jimon	California Department of Transportation (Caltrans)
Melina T Pereira	California Department of Transportation (Caltrans)
Michael Cano	Los Angeles County Metropolitan Transportation Authority (Metro)
Michael Kuker	Shasta Regional Transportation Agency
Michael Leue	Alameda Corridor Transportation Authority
Michael McCarthy	Sierra Club
Michelle Stewart	Southern California Regional Rail Authority (Metrolink / SCRRRA)
Michelle Vater	California Energy Commission
Miguel Jaller	University of California, Davis
Mike O'Malley	Direct ChassisLink Inc. (DCLI)
N'guessan Affi	California State Transportation Agency (CalSTA)
Nima Kabirinassab	California Department of Transportation (Caltrans)
Nick Chiappe	California Trucking Association
Omar Bendeck	California Department of Transportation (Caltrans)
Omar Gonzales	Nikola Corporation
Patricia Chen	Los Angeles County Metropolitan Transportation Authority (Metro)
Paul Bingham	S&P Global
Pedro Ramirez	California Department of Transportation (Caltrans)
Peggy Ygbuhay	Union Pacific Railroad (UP)
Priscilla Martinez-Velez	California Department of Transportation (Caltrans)
Rachel Vandenberg	FuturePorts
Jonathan Raspa	Southern California Association of Governments (SCAG)
Ray Minjares	International Council on Clean Transportation (ICCT)

Ray Sosa	Los Angeles County Metropolitan Transportation Authority (Metro)
Richard Cole	California Department of Transportation (Caltrans)
Riley Keller	California Department of Transportation (Caltrans)
Rob Ball	Kern Council of Governments
Robert Olvera Jr.	International Longshore and Warehouse Union
Roberick Diaz	Southern California Regional Rail Authority (Metrolink / SCRRRA)
Ryan Castle	California Department of Transportation (Caltrans)
Samuel Sanford	San Diego Association of Governments (SANDAG)
Sarah Wiltfong	Supply Chain Council
Scott Strelecki	Southern California Association of Governments (SCAG)
Shashank Patil	Port of Los Angeles (POLA)
Sheri Pemberton	California State Lands Commission
Sofia Rafikova	Coalition for Clean Air
Steve Schult	Blue Diamond Growers
Tanisha Taylor	California Transportation Commission (CTC)
Theresa Dau-Ngo	Port of Long Beach
Tim Campbell	International Longshore and Warehouse Union, Local 18 (ILWU Local 18)
Tracey M Frost	California Department of Transportation (Caltrans)
Treasure Acevedo	California Department of Transportation (Caltrans)
Trelynd Bradley	Governor's Office of Business and Economic Development (GO-Biz)
Virginia Mendoza	California Department of Transportation (Caltrans)
Wayne Nastri	South Coast Air Quality Management District (South Coast AQMD)
William Hwang	District Department of Transportation (DDOT)
Yatman Kwan	California Department of Transportation (Caltrans)
Yihao Xie	International Council on Clean Transportation (ICCT)
Zach Hernandez	San Diego Association of Governments (SANDAG)
Zachary Chop	California Department of Transportation (Caltrans)

