



# California Freight Mobility Plan

## *2027 Update*



# APRIL 2026 CFMP Update

## Presentation Overview

**CFMP 2027 Vision Statement and Goals**

**Federally Required Elements**

**Outreach and Engagement Update**

**Request for Input**

**Next Steps**



# CFMP Vision Statement

*California strives to have the world's most innovative, economically competitive, multimodal freight system supporting healthy communities and a thriving environment.*

## CFMP Goals

### **Multimodal Mobility**

Integrate all modes of freight transportation to enhance the efficiency, sustainability, and reliability of goods movement.

### **Economic Prosperity**

Enhance California's economic competitiveness through strategic freight investments, increased productivity, and workforce development.

### **Public Health & Environmental Stewardship**

Responsibly evaluate and manage potential public health risks and prioritize environmental preservation efforts to mitigate the negative impacts of the freight system.

### **Safety and Resiliency**

Protect people, infrastructure, and the environment by ensuring compliance with regulations, assessing risks, and preventing harmful outcomes.

### **Asset Management**

Maintain and preserve assets and infrastructure through monitoring and risk management operations to enhance cost efficiency and system performance.

# State Freight Plan Required Elements

Federal Requirements	In Progress
Identify significant statewide freight system trends, needs, and issues.	<input checked="" type="checkbox"/>
Describe freight policies, strategies, and performance measures that guide California's freight-related transportation investment decisions.	<input checked="" type="checkbox"/>
List the multimodal critical rural freight facilities and corridors (49 U.S.C. §70103) and critical rural and urban freight corridors (23 U.S.C. §167).	<input checked="" type="checkbox"/>
Describe how the plan enables California to meet the NMFP and the NHFP goals.	<input checked="" type="checkbox"/>
A description of how innovative technologies and operational strategies, including freight intelligent transportation systems, that improve the safety and efficiency of the freight movement, were considered.	<input checked="" type="checkbox"/>
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.	<input checked="" type="checkbox"/>
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 those freight mobility issues.	<input checked="" type="checkbox"/>

# State Freight Plan Required Elements Cont.

Federal Requirements	In Progress
Describe significant congestion or delay caused by freight movements and strategies to mitigate that congestion or delay.	<input checked="" type="checkbox"/>
A Freight Investment Plan that, subject to 49 U.S.C. 70202(c), includes a list of priority projects and describes how funds made available to carry out 23 U.S.C. 167 would be invested and matched.	<input checked="" type="checkbox"/>
Include the most recent assessment of commercial motor vehicle parking facilities.	<input checked="" type="checkbox"/>
The most recent supply chain cargo flows in the State, expressed by mode of transportation.	<input checked="" type="checkbox"/>
Provide an inventory of California's commercial ports.	<input checked="" type="checkbox"/>
If applicable, consideration of the findings or recommendations made by any multi-State freight compact to which the State is a party under 49 U.S.C. 70204.	<input type="checkbox"/>
Describe the impacts of e-commerce on California's freight infrastructure.	<input checked="" type="checkbox"/>
Describe how military freight is considered.	<input type="checkbox"/>
Strategies and goals to decrease a) the severity of impacts of extreme weather and natural disasters on freight mobility, b) the impacts of freight movement on local air pollution, c) the impacts of freight movement on flooding and stormwater runoff, and d) the impacts of freight movement on wildlife habitat loss.	<input checked="" type="checkbox"/>
Consult with the California Freight Advisory Committee.	<input checked="" type="checkbox"/>

## CFAC Input Question #1

Where are the most significant freight mobility bottlenecks or infrastructure deficiencies in the state that impact your business or agency, and what strategies should be prioritized to address them?

## CFAC Input Question #2

What actions would most improve freight efficiency and reliability for your operations in California?



# Outreach & Engagement

## 2025 AND 2026

Method	Timeline
Public & Industry Survey (Maptionnaire)	Ended July 15, 2025
Caltrans Engagement Portal (+Survey)	July 15- Current (will close on June 15, 2026)
CFAC Meetings	February, July 2025
Social media	1st Campaign: June 9- July 15 <sup>th</sup> 2nd Campaign: August 4 <sup>th</sup> - October 31 <sup>st</sup>
Emails / Newsletters	Ongoing
Industry/ Public Workshop(s)	TBD
Public Events/ Committee Meetings, etc.	Ongoing

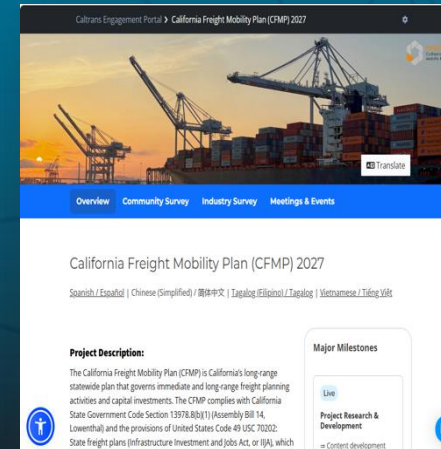
Survey via Maptionnaire



Social Media Posts (Via Caltrans Platform)



Caltrans Engagement Portal



# Industry Survey Respondents

**298**

Participants

**102**

Responded to  
the Industry-  
Sector Question

**79**

Public Survey  
Respondents  
Working in  
Freight

**45%**

Respondents  
Representing  
the Trucking  
Industry

Trucking was the largest respondent group, followed by government agencies and logistics / warehousing.

## CFAC Input Question #3

The low response rates for all categories besides trucking, government agencies, logistics, and warehousing are not representative of the freight industry.

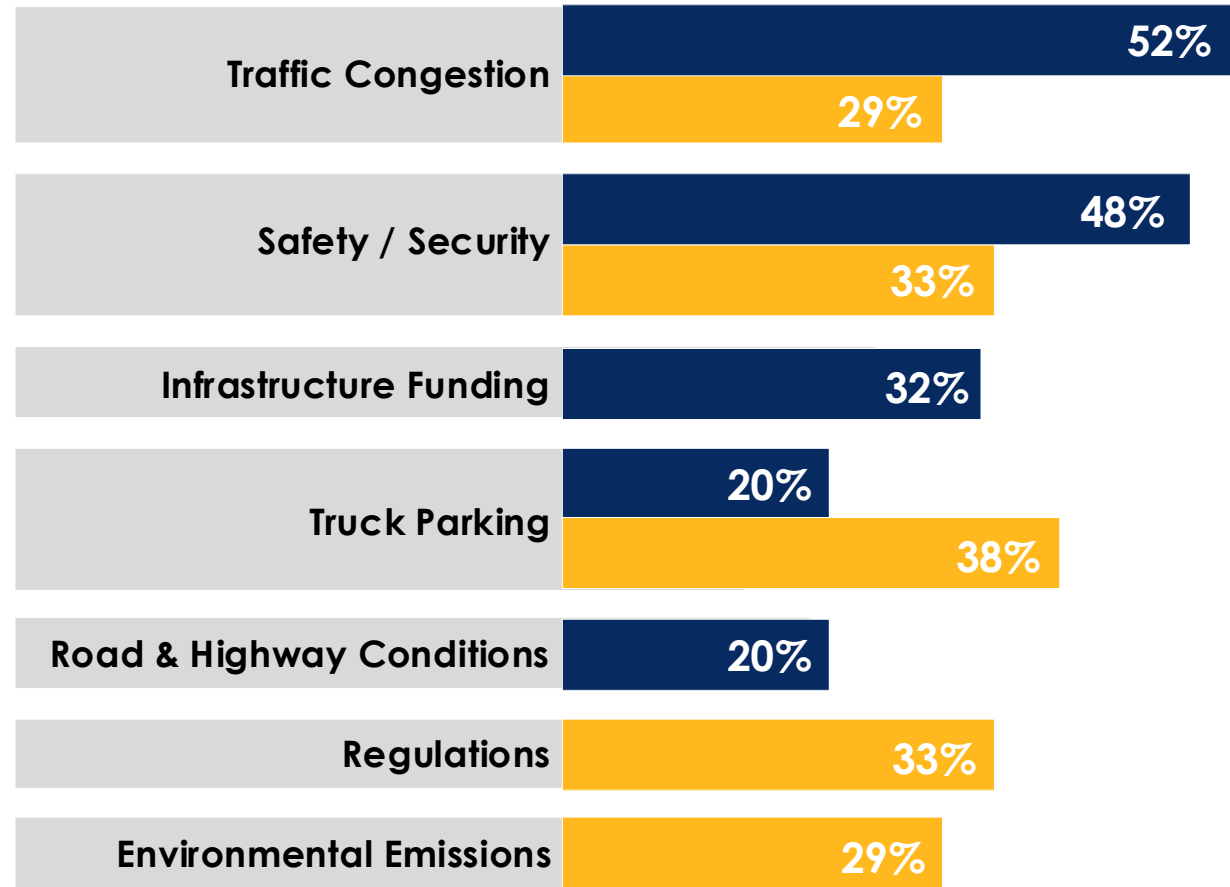
If your industry falls within an underrepresented category, would you be willing to participate in a short interview?

# Top Freight Movement Priorities and Concerns

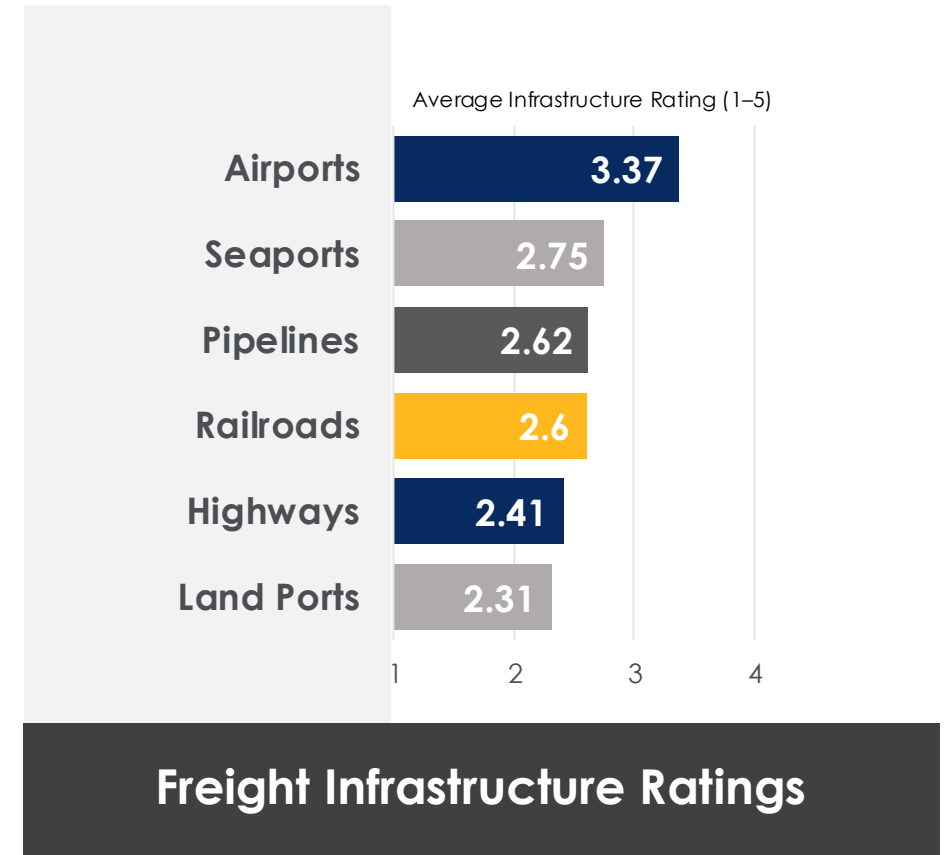
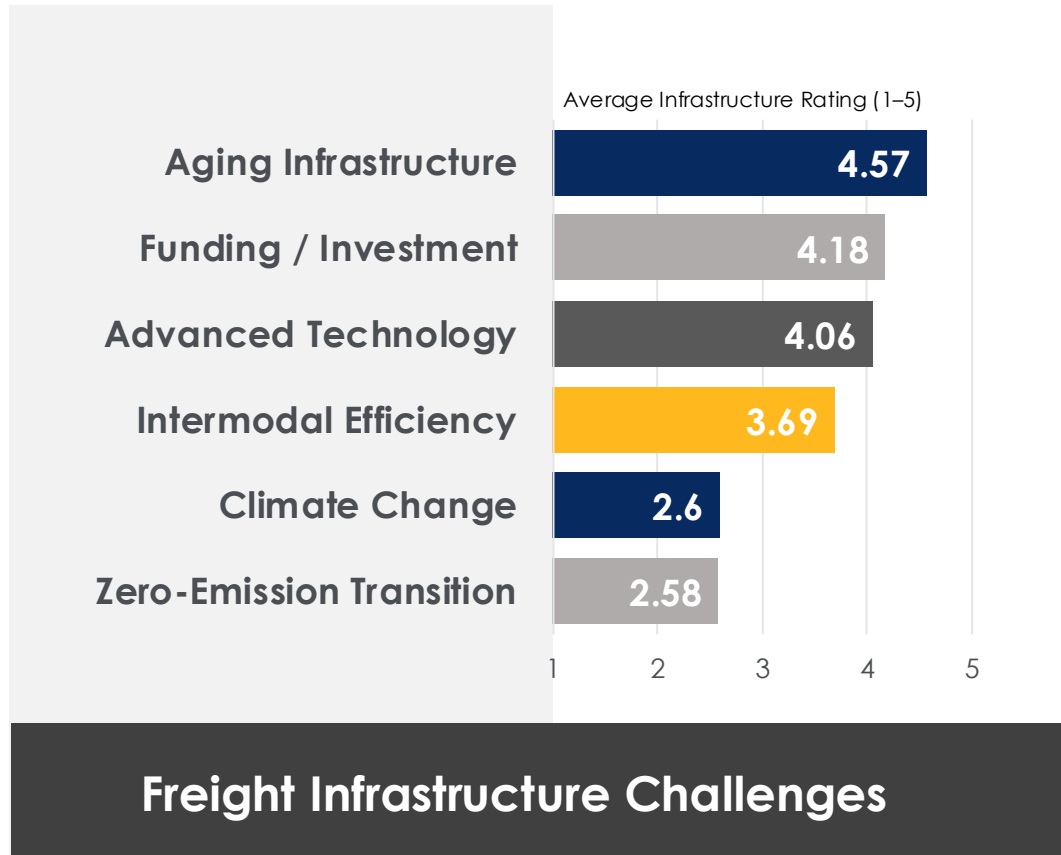
About

## 56%

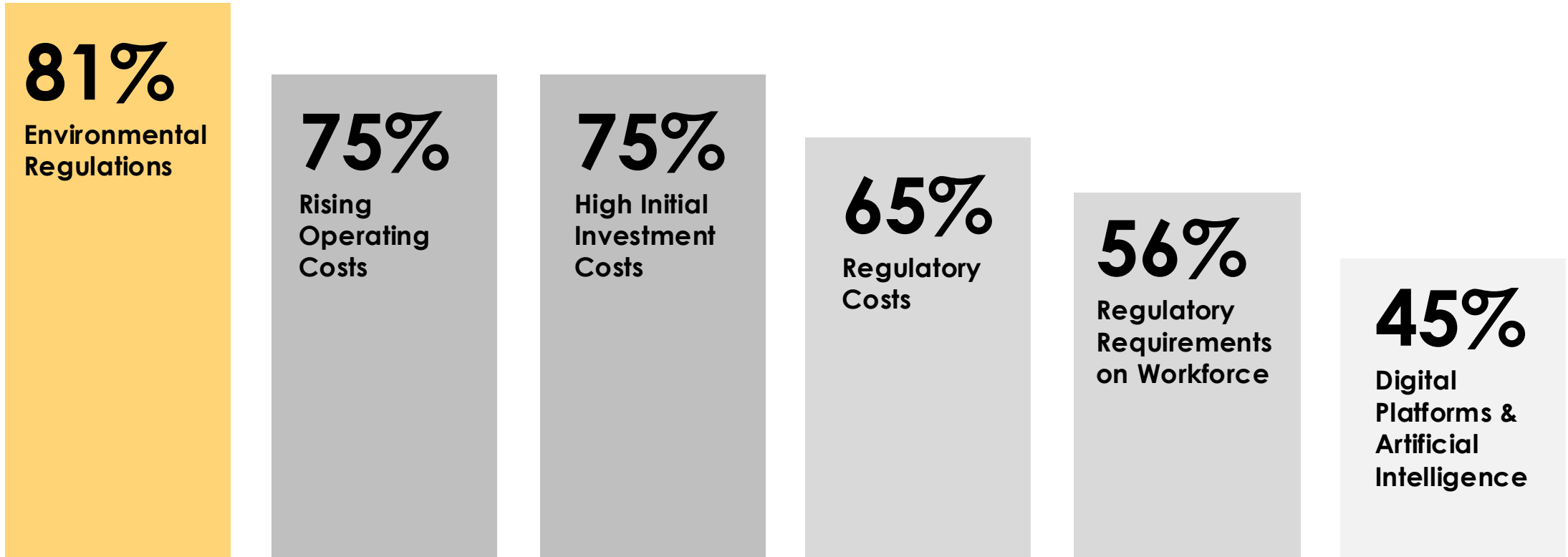
of respondents reported that freight movement in California has declined over the past five years.



# Freight Infrastructure Ratings and Challenges

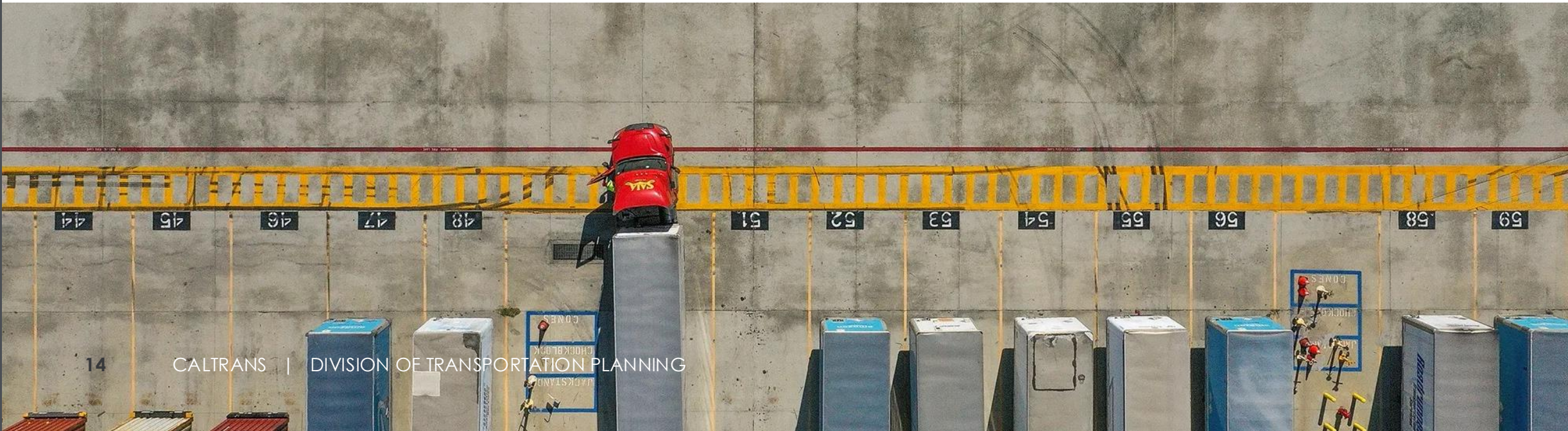


# Top Freight Industry Pressures



## CFAC Input Question #4

What specific issues or requirements within these areas create the greatest challenges for your organization?



## CFAC Input Question #5

If the State could fix one thing in the next 5 years, what would it be?



# Public and Industry Survey Link

## How you can help:

- The surveys will remain active through June 15<sup>th</sup> for those who wish to complete the public or freight industry survey
- Please share both surveys with your networks/contacts to help expand our reach
- Let us know of any outreach & engagement opportunities that may bridge the demographic and freight industry gaps



**Scan QR code to access the  
CFMP Industry survey!**

## CFAC Next Steps

- Compile CFMP CFAC Survey results to share out with our committee members
- Continue outreach and engagement through the end of July. Then review and analyze results of our outreach and engagement efforts.
- Continue making progress on the Federally required elements



# THANK YOU

## Questions?

[CFMP@dot.ca.gov](mailto:CFMP@dot.ca.gov)

**KALIN PACHECO**

Office Chief

Office of Strategic Freight  
Planning

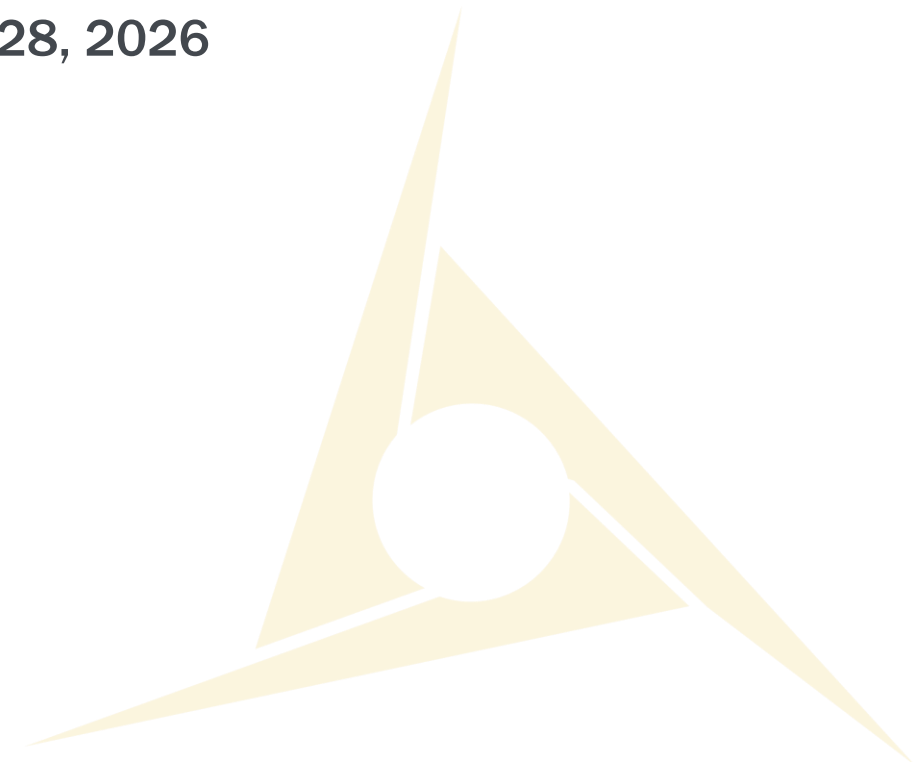
Caltrans | Division of  
Transportation Planning

[Kalin.Pacheco@dot.ca.gov](mailto:Kalin.Pacheco@dot.ca.gov)



# 2026 Trade Corridor Enhancement Program

California Freight Advisory Committee Meeting Update | April 28, 2026



# TRADE CORRIDOR ENHANCEMENT PROGRAM (TCEP) OVERVIEW

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- **Objective:** 1) Fund public infrastructure projects that have a high volume of freight movement and 2) support the goals of the National Highway Freight Program, the California Freight Mobility Plan, the California Sustainable Freight Action Plan, and the Senate Bill 671 Clean Freight Corridor Efficiency Assessment.
- **Funding:** Approx. \$400 million per year (state/federal)
- **Eligible Agencies:** Cities, counties, metropolitan planning organizations (MPOs), regional transportation planning agencies (RTPAs), port authorities, public construction authorities, and California Department of Transportation (Caltrans).
- **Eligibility Criteria:** Projects must be in a regional transportation plan (RTP). Within metropolitan planning organization (MPO) boundaries, projects must also align with approved Sustainable Communities Strategies (SCS).
- **Eligible Projects:** **Projects must be freight projects with freight benefits.** This includes projects that enhance the freight system's economic activity or vitality, relieve congestion on the freight system, improve safety and resilience of the freight system, improve freight system infrastructure, expand zero-emission charging or refueling infrastructure for medium- and heavy-duty vehicles, implement technology or innovation to improve the freight system or reduce or avoid its negative impacts, or reduce or avoid adverse community and/or environmental impacts of the freight system.

# GUIDELINES DEVELOPMENT PROCESS

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Commission develops program policy through a public guidelines development process



Program guidelines govern program development and implementation

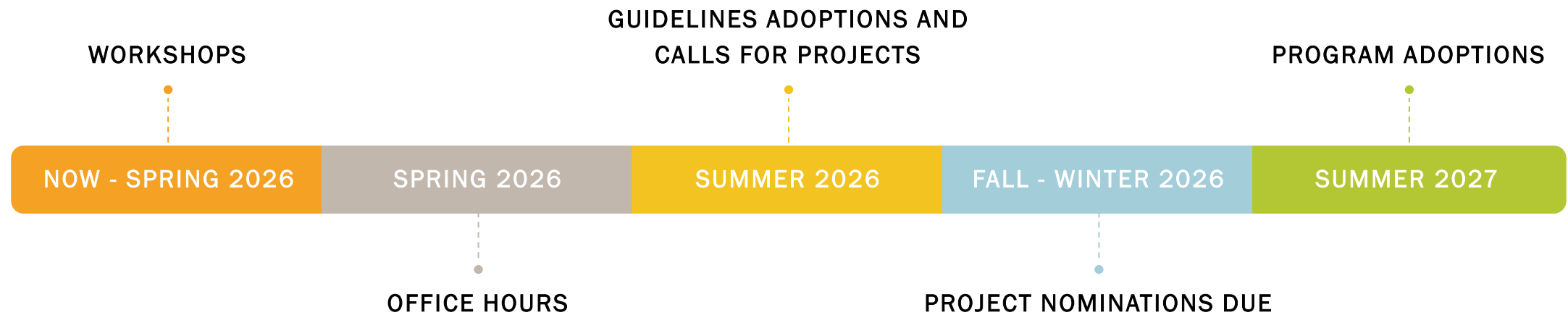


Monthly public guidelines development workshops and virtual office hours



Adopted guidelines govern project selection and program implementation

# 2026 TCEP (CYCLE 5) *PROPOSED* TIMELINE



Two-year program period | Fiscal years 2027-28 and 2028-29

*\*Timeline and program period is tentative and may be subject to changes*

# KEY GUIDELINES UPDATES

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- Climate Action Plan for Transportation Infrastructure 2.0 Strategy Update
  - [April 8 Workshop, Slides 12-14](#)
- Advance Programming
  - [April 8 Workshop, Slides 15-18](#)
- ZEV Sub-Criteria and Resources
  - [April 8 Workshop, Slides 19-43](#)
- Updates to workforce development criteria
  - [March 26 Workshop \(All Slides\)](#)
- Updates to the community engagement criteria and Equity Supplement
  - [April 15 Workshop, Slides 11-31](#)

**FINAL WORKSHOP: Tuesday, May 5 at 10:00 AM. [Register here!](#)**

# OFFICE HOURS

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- February to May 2026
- 1:1 scheduled appointments with Commission staff
- Appointments reserved on a first-come-first-served basis
- Sessions will *not* be used to discuss guidelines development
- [Register today!](#)



# CONTACT INFORMATION

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**THANK YOU**





# SB1 Cycle 5 Update

April 2026 CFAC

# SB1 Cycle 5 Timeline

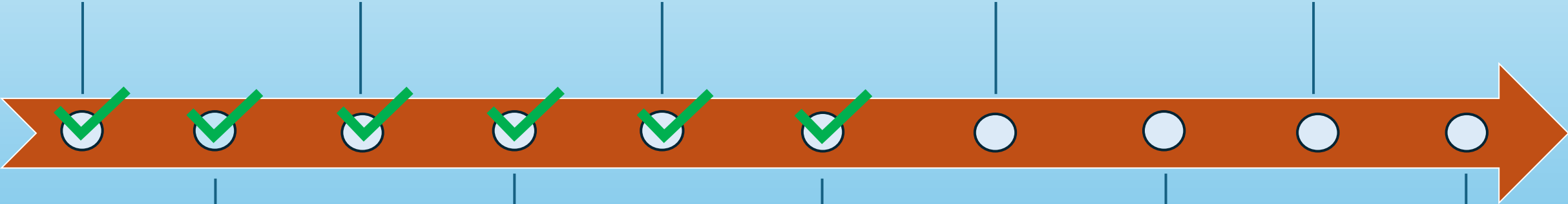
September 19, 2025  
Intent to Nominate  
Intake

January 23, 2026  
CAPTI Metrics-Survey123  
& Qualitative

March, 2026  
Feedback Loops  
w/Districts & Partners

April 27-28, 2026  
1<sup>st</sup> Prioritization  
Committee Mtg

Mid July, 2026  
(tentative)  
2<sup>nd</sup> Prioritization  
Committee Mtg



October 31, 2025  
Program Fit Intake  
(w/Funding  
Plan/Schedule)

January 30, 2026  
CAPTI Metrics-  
ArcGIS Location

April 3, 2026  
Additional CAPTI Metrics  
Info due/Re-run scores

June 5, 2026  
Conditional Yes  
Intake Form

End of July, 2026  
(tentative)  
Final Approval of  
Caltrans Partnership  
Nominations

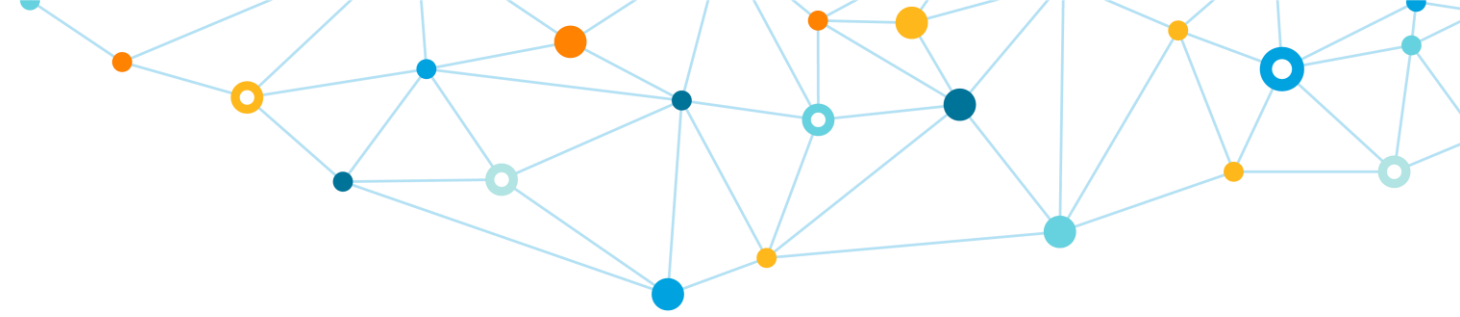
# Projects Submitted

## SB-1 Cycle 4

- Total Projects: **54**
  - SCCP: **18**
  - TCEP: **29**
  - Dual: **7**

## SB-1 Cycle 5

- Total Projects: **48**
  - SCCP: **18**
  - TCEP: **24**
  - Dual: **6**



Thank you!

# **Safety Roadside Rest Area Master Plan**

Division of Design, Landscape Architecture Program

# Safety Roadside Rest Area Background

- 86 Safety Roadside Rest Areas (SRRAs)
- 58 million average annual visitors (2016).
- Most SRRAs have undergone major structural rehabilitation, starting in the early 2000s.
- 95 capitol improvement projects since 2000 (\$320M)
- 23 projects planned over next 10 years (estimated \$440M)

## Most Visited SRRAs Annually

SRRAs Unit	District	Route	SRRAs Users
Aliso Creek SB	11	5	2,245,219
Aliso Creek NB	11	5	1,794,360
Tejon Pass NB	6	5	1,518,849
Valley Wells EB	8	15	1,417,815
Clyde V. Kane NB	8	15	1,358,868
Coalinga - Avenal SB	6	5	1,257,590
Tejon Pass SB	6	5	1,206,910
Coalinga - Avenal NB	6	5	1,182,306
Valley Wells WB	8	15	1,144,873
Westley SB	10	5	1,062,969
Wildwood	8	10	1,062,520

# Master Plan

Objective: Outline a strategic approach for the planning, funding, and implementation of improvements to the SRRA system

SRRA Master Plan was last updated in 2011.

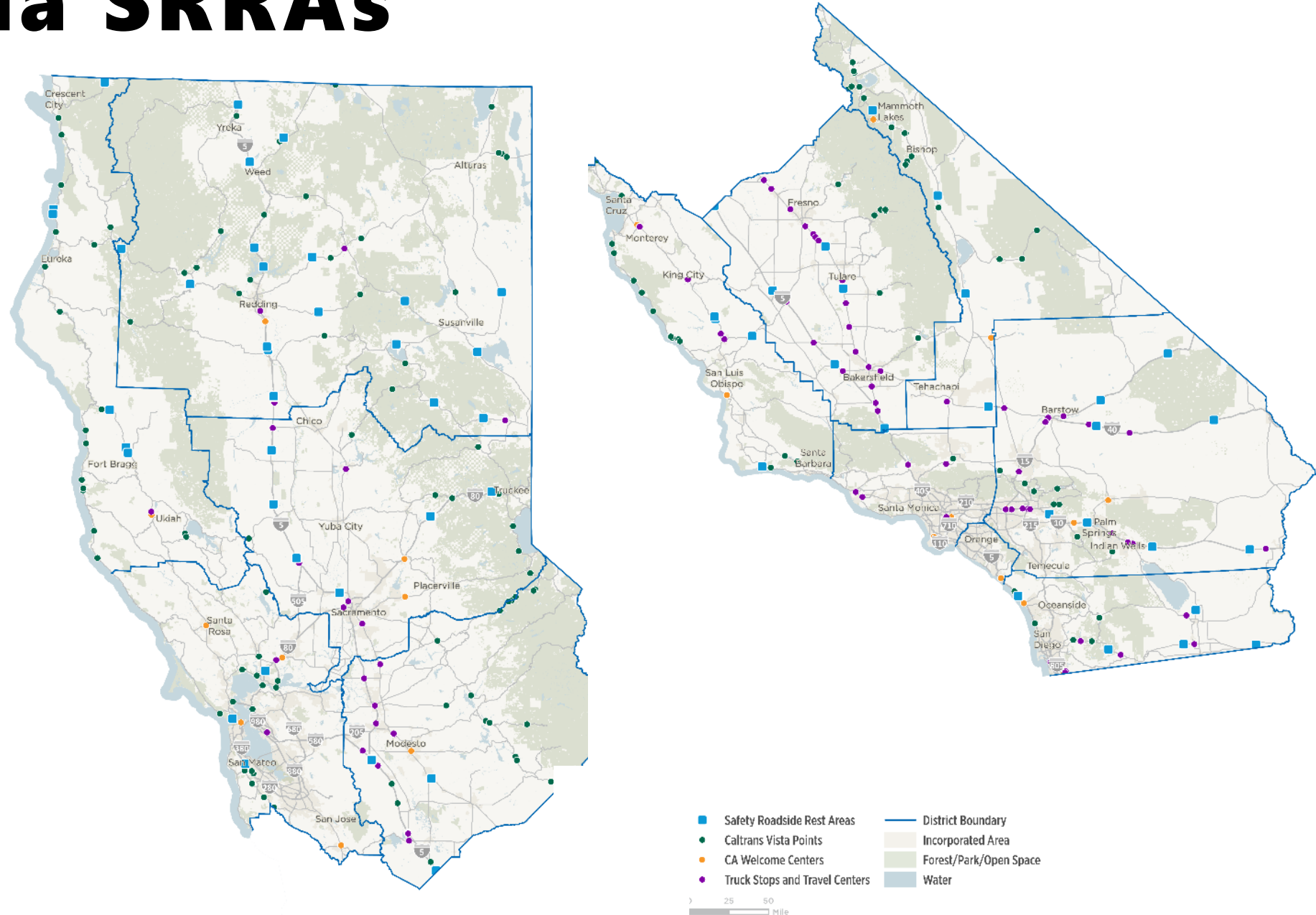
## Timeline:

- 18 months total
- Months 1-6, start-up, data gathering and analysis
- Months 7-12, preliminary recommendation review
- Months 13-18, finalize Master Plan

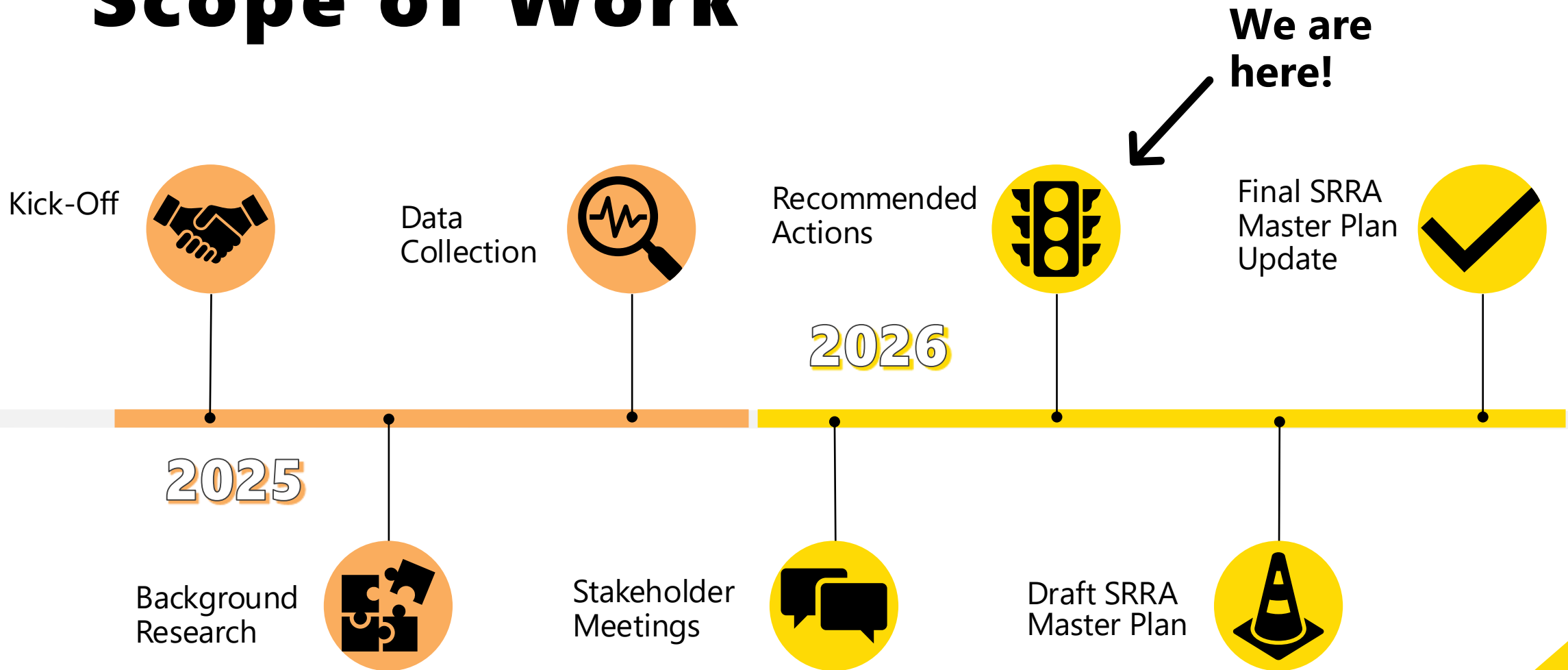
# California SRRAs

## Core Goals:

- Safety First!
- Safe, Clean, Accessible, and Attractive
- Coordinated and Balanced System
- Maintainable and Sustainable
- Information Centers
- Context Sensitive

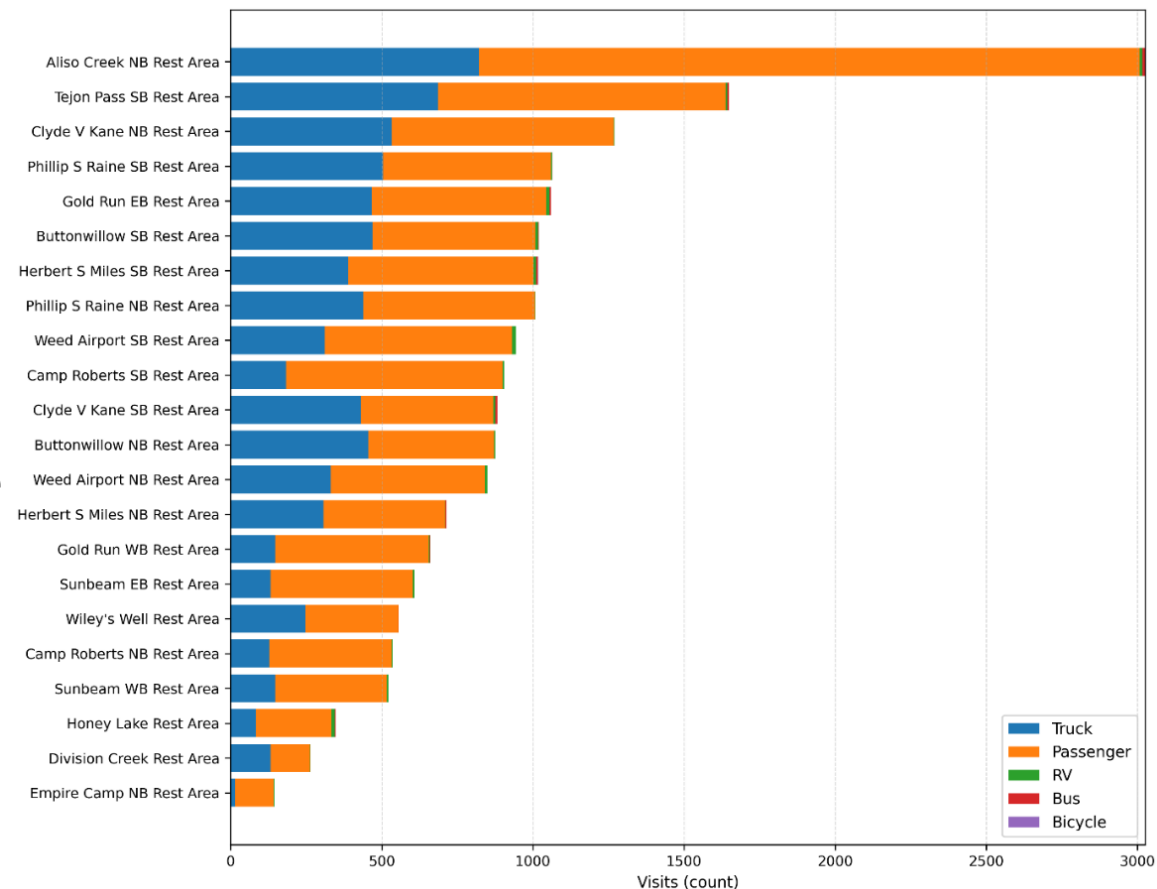


# Scope of Work

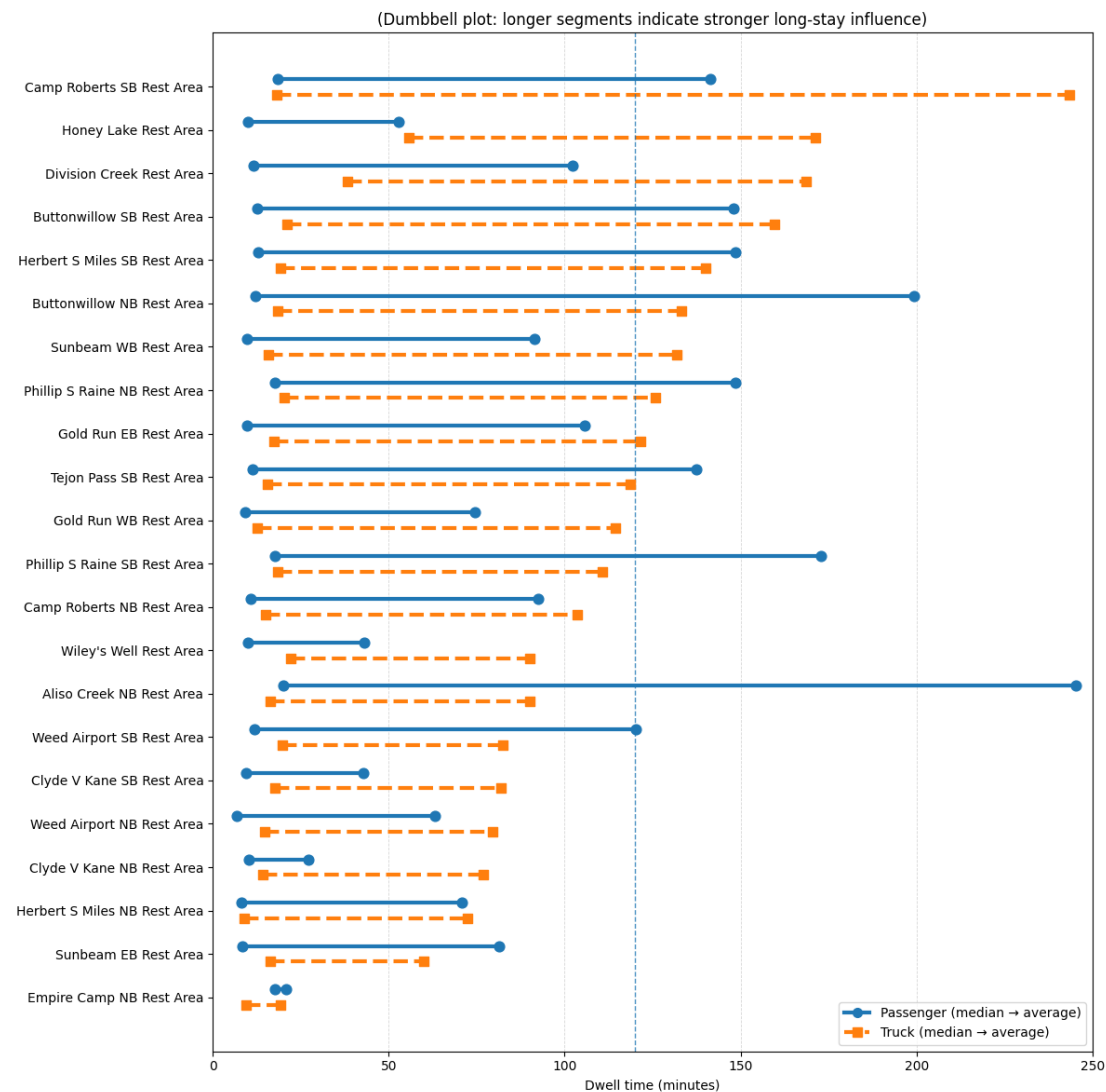
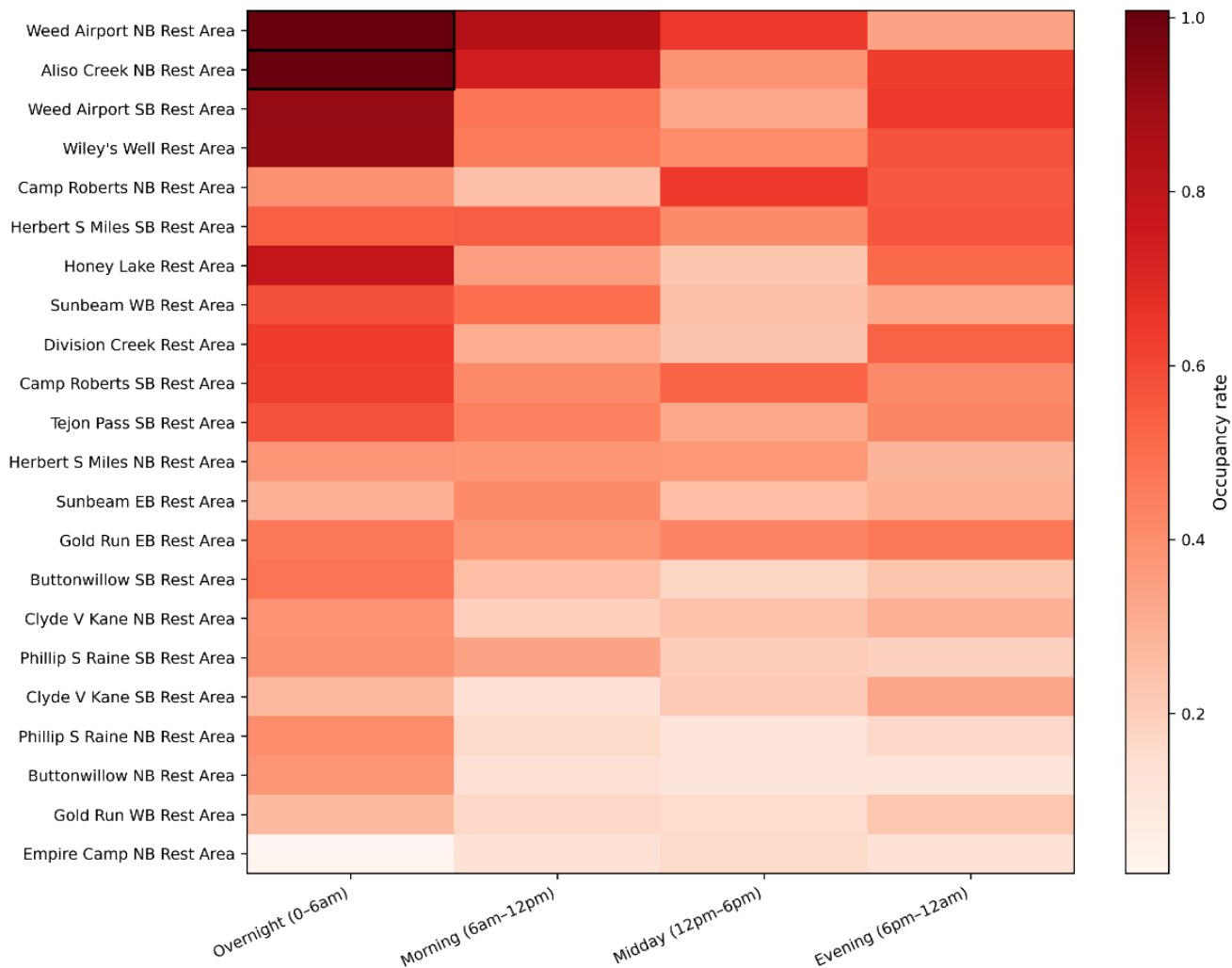


# Background Research

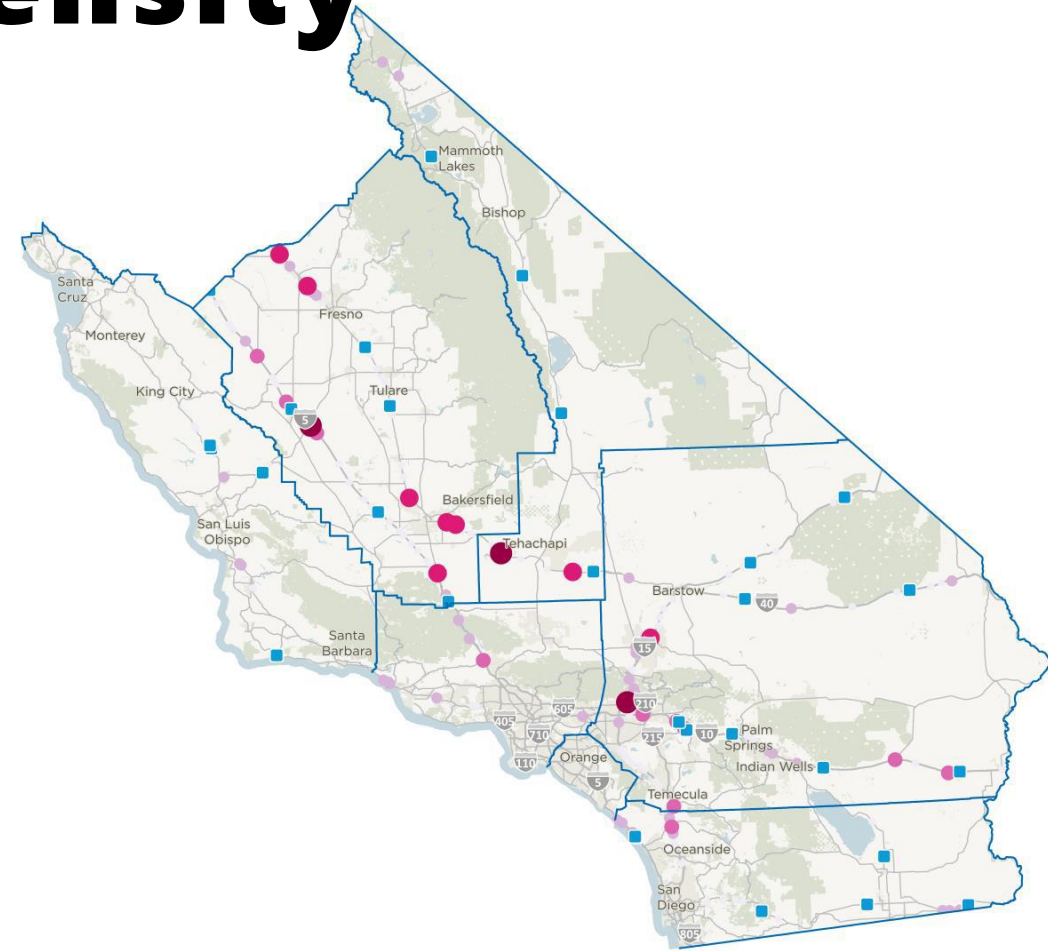
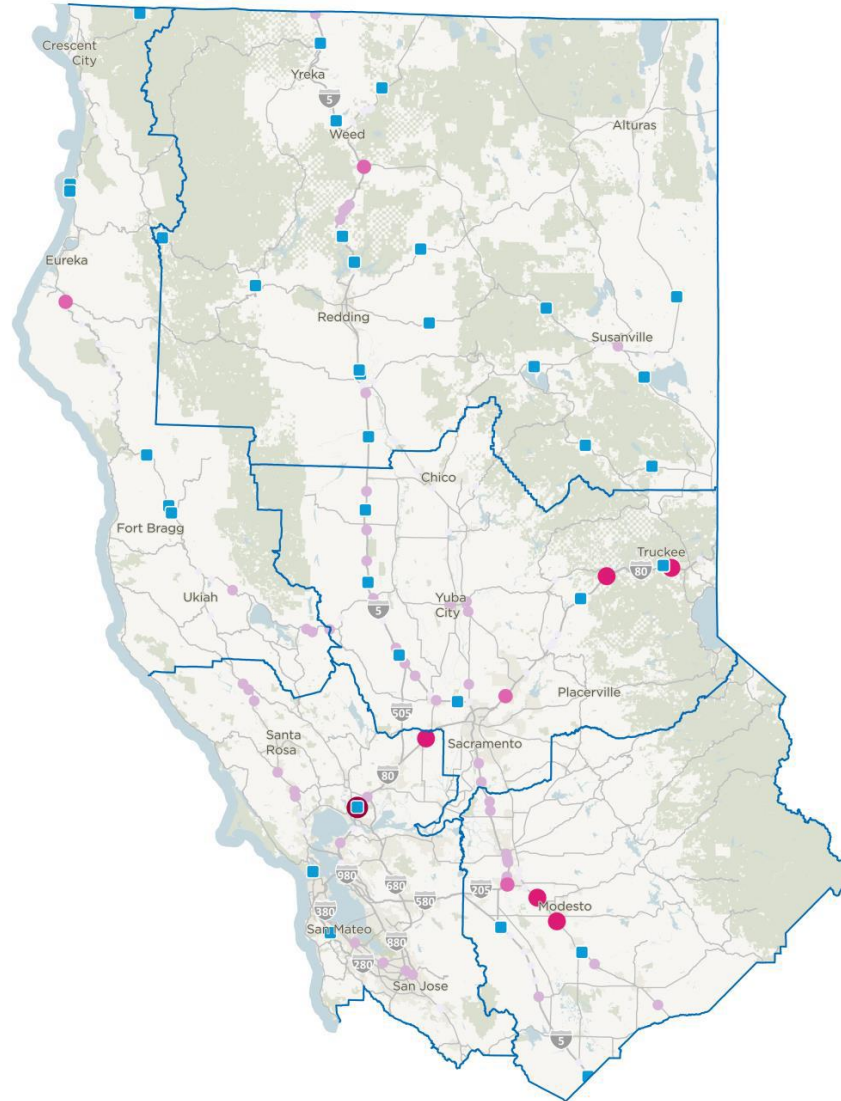
- Peer state SRRA plans
  - Washington, Iowa, Montana, Arizona
- Caltrans strategic plans
- Federal and State policy updates
- Data collection
  - 24-hour counts at 22 locations
  - Entering/exiting volume, parking occupancy, vehicle classification, and durations of stay
- Alternative stopping opportunities
- Truck parking
- Electric vehicles + emerging technologies



# Parking Counts



# Truck Parking Propensity



# Surveys

- Two-day intercept surveys at 22 sites (each day collected surveys during different time periods)
- Survey format:
  - Voting for most important amenity
  - Semi-structured discussion to understand:
    - Why stopping at the SRRRA including trip purpose and why not stopping at an ASO
    - Frequency of use of SRRAs
    - What could be improved
    - Other comments
- Field review of site infrastructure



# What people said

- Reliable, clean, and safe places to meet basic travel needs
- Most use for restroom access, rest breaks, and pet relief
- Restroom cleanliness noted as a benefit and priority for continued attention
- 24-hour availability is crucial
- Ease of access and perceived safety influenced decision to use SRRAs over ASOs
- Desire for more clarity on rest area availability/closures, services, and alternatives



# Focus areas for 2026-2036

- Consistency with federal and state regulations, codes, and policies
- Expand the definition of safety
- Connect people, systems, safety, and nature
- Streamline decision-making
- Expand services and integration
- Climate adaptation



# The timeline

- Draft SRRA Master Plan Update (May/June)
- Caltrans Review and Revisions (July/Aug/September)
- Final SRRA Master Plan Update (Oct)

