FREIGHT PLANNING
DIVISION OF TRANSPORTATION PLANNING

Northern California Regional Freight Forum

#	TIME	TOPIC	PRESENTER	LENGTH
1	1:00 p.m. – 1:05 p.m.	Introduction	Nima Kabirinassab, HQ Caltrans	5 mins
2	1:05 p.m. – 1:10 p.m.	Welcome	Ben De Alba, HQ Caltrans	5 mins
3	1:10 p.m. – 1:20 p.m.	Caltrans Freight Program	Kalin Pacheco, HQ Caltrans	10 mins
4	1:20 p.m. – 1:30 p.m.	California Freight Mobility Plan Update	David Montoya, HQ Caltrans	10 mins
5	1:30 p.m. – 1:40 p.m.	Caltrans TCEP Cycle 5 Update	Maggie Schreiner, HQ Caltrans	10 mins
6	1:40 p.m. – 1:50 p.m.	Truck Route Plans and Ordinances	Kalin Pacheco, HQ Caltrans	10 mins
7	1:50 p.m. – 2:00 p.m.	Low Maintenance Truck Parking Feasibility Study	Nima Kabirinassab, HQ Caltrans	10 mins
8	2:00 p.m. – 2:10 p.m.	SRTA Freight Plan	Keith Williams, SRTA	10 mins
9	2:10 p.m. – 2:25 p.m.	US 395 Feasibility Study	Drew Battles, District 2 Caltrans	15 mins
10	2:25 p.m. – 2:40 p.m.	I-580 Truck Access Study	John Xu/Kelsey Rodriguez, District 4 Caltrans	15 mins
11	2:40 p.m. – 3:00 p.m.	Questions and Answers/Action Items	All	20 mins
12	3:00 p.m.	Meeting Adjourned	All	0 mins

DETAILS

Date: August 26, 2026

Time: 1:00 p.m. – 3:00 p.m.

Location: Teams Meeting

Meeting Objectives: to foster collaboration and create open, regular communication channels among state, regional, and local freight stakeholders; identify shared regional freight needs; collaborate on initiatives; align priorities; and promote joint freight planning among stakeholders.

Caltrans Freight Program

Freight Program Offices Overview

Strategic Freight Planning

Kalin Pacheco
Office Chief

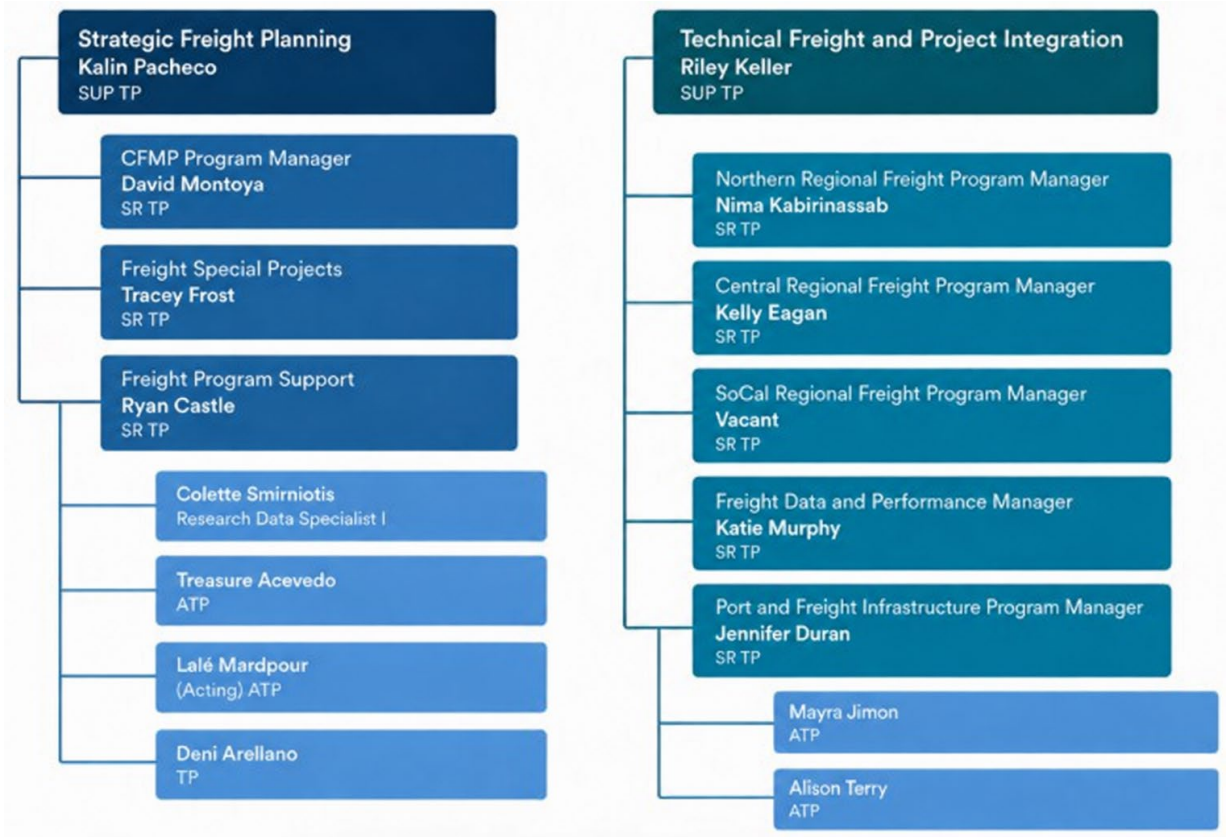
- California Freight Mobility Plan
- California Freight Advisory Committee
- Freight Research
- Critical Urban/Rural Freight Corridor Designations
- Agriculture & Rural Freight
- Provide a freight lens

Technical Freight & Project Integration

Riley Keller
Office Chief

- Interagency Freight Coordination
- Port and Freight Infrastructure Program
- Freight Data, Analysis, & Performance Management
- Zero Emission Freight Vehicle & Infrastructure
- Multi-State Partnership
- Truck Parking
- Freight Project Nomination & Development Support

Organizational Chart



FREIGHT PLAN
California Freight Mobility Plan

California Freight Mobility Plan 2027

FREIGHT PLAN
California Freight Mobility Plan

AUGUST 26, 2026

Project Overview – Northern California Regional Freight Forum

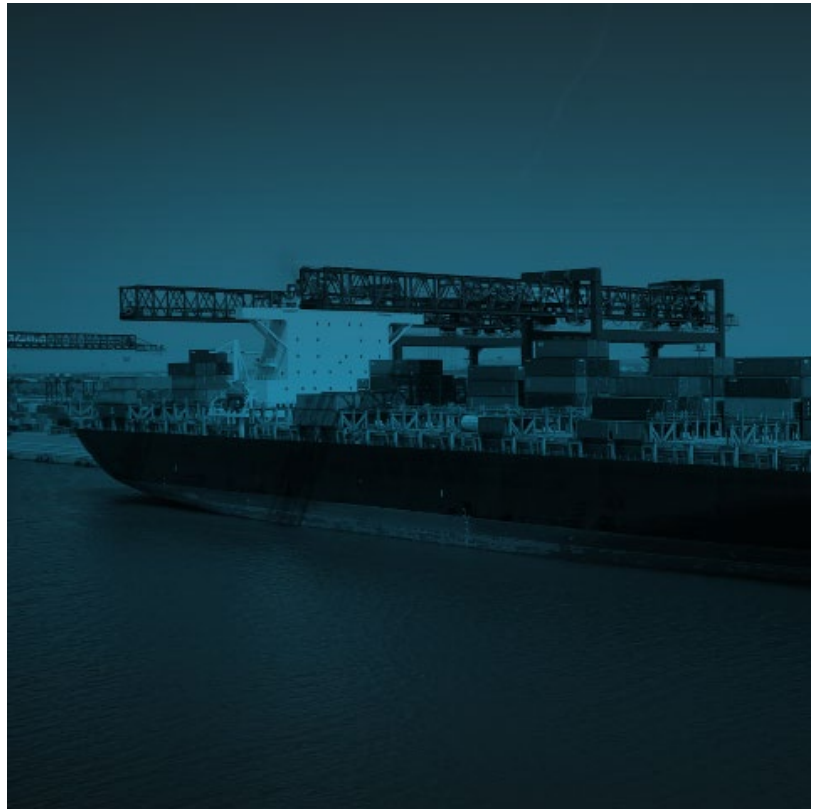
01 What is the CFMP?

02 CFMP 2027 Vision and Goals

03 Updates from CFMP 2023

04 Major Themes

05 Project Schedule



01

What is the CFMP?

What is the CFMP?

- Each state required to develop and submit a State Freight Plan to the Federal Highway Administration (FHWA) in order to receive funding under the National Highway Freight Program (NHFP).
- The plan guides statewide freight policy and investment decisions.
- The plan includes all modes that handle freight (highway, rail, water, air, and pipeline).
- Must be updated every 4 years.



CFMP 2027 Chapter Outline

Chapter 1: Vision, Goals, and Performance Measures

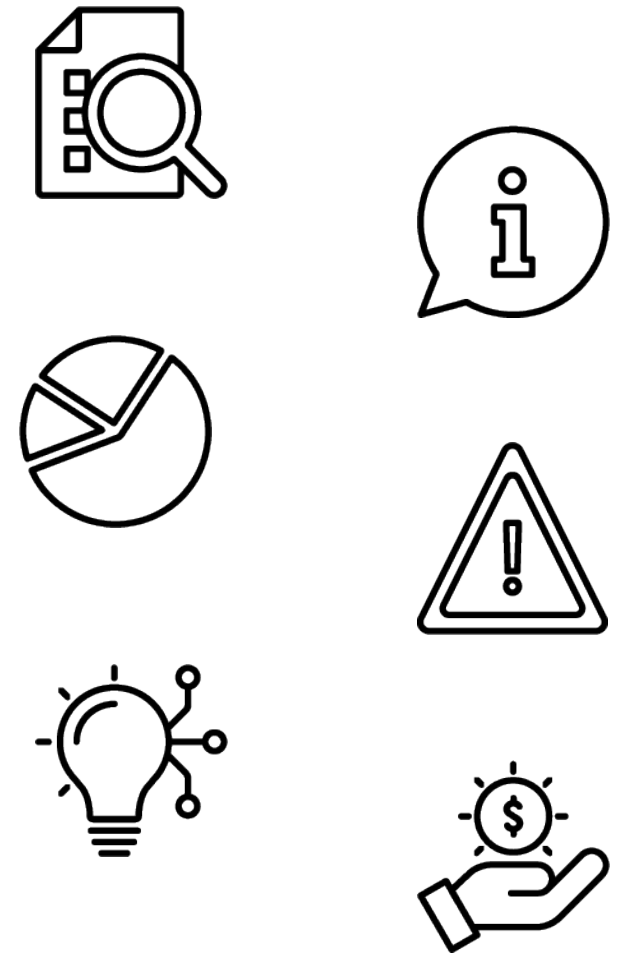
Chapter 2: California's Multimodal Freight Network

Chapter 3: Freight Movement and the Supply Chain

Chapter 4: Current Freight System Trends, Needs, and Issues

Chapter 5: The Future of Freight

Chapter 6: Freight Investment Strategies

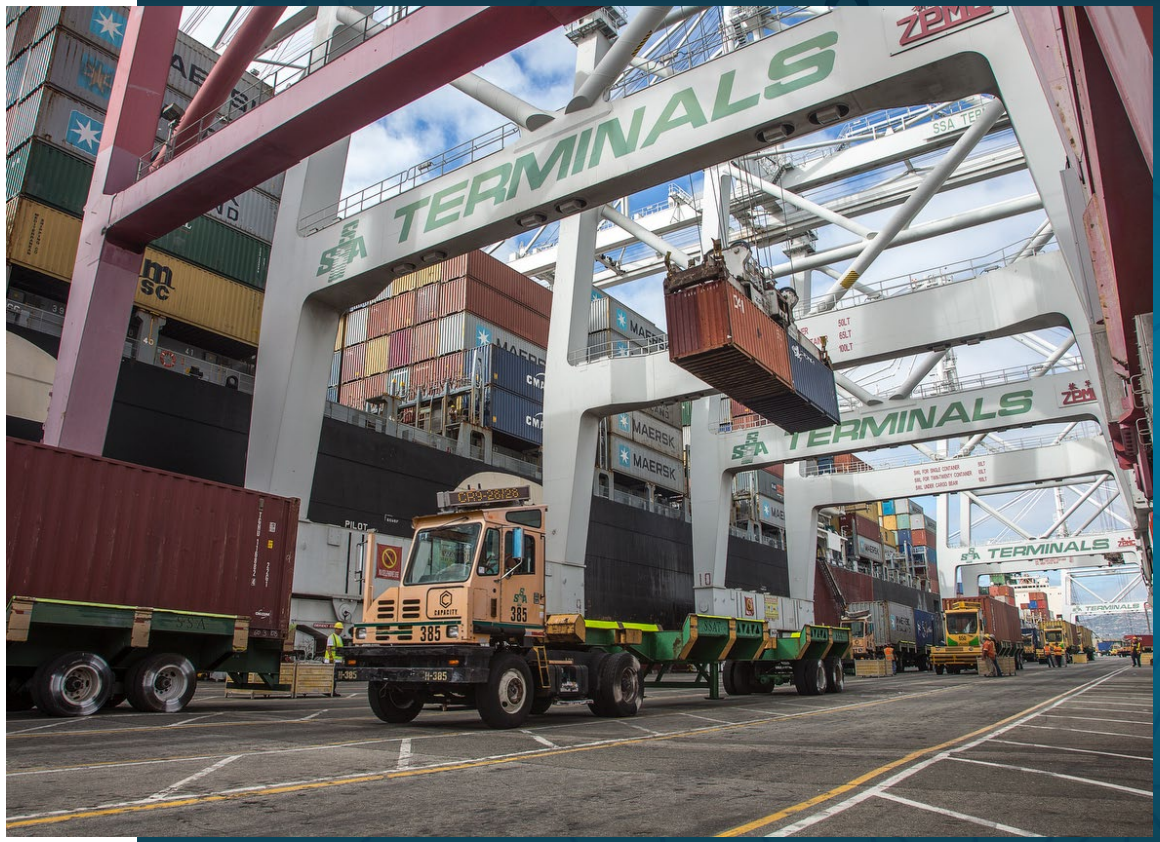


02

CFMP 2027 Vision and Goals

Vision

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



Goals

- Multimodal Mobility
- Economic Prosperity
- Public Health & Environmental Stewardship
- Safety & Resiliency
- Asset Management



03

Updates from CFMP 2023

Identification of Current Trends, Needs, and Issues

- Stakeholder Input
  - Survey responses and interviews with external stakeholders.
  - Consultation with subject-matter experts within Caltrans.
- Data Analysis
  - Reviewing data related to economic performance, freight volume, infrastructure condition, congestion, bottlenecks, and safety.
- Planning and Research Studies
- Legislation and Policy Directives



04

Major Themes

Major Themes

- Economic Adaptation
  - How does the freight system predict and react to the growth and decline of various freight-intensive industries?
- Freight System Resiliency
  - How can the freight system be better protected against potential natural and human-caused disruptions?
- Technological Advancements
  - How is the freight system adopting new technologies to improve freight transportation?
- Communities and the Environment
  - How do we minimize the community and environmental impacts of freight transportation?



05

Project Schedule

CFMP 2027 Schedule Overview

August – September 2026: Draft Chapters Finalized

September – November 2026: Initial Internal Chapter Reviews

December 2026: Draft CFMP Complete

January 2027: Formal Review Process Begins

March – April 2027: Public Review and Comment Period

May 2027: Final Internal Reviews and Revisions

June 2027: FHWA Submittal and Review

September 2027: Plan Approval and Adoption

Thank You

QUESTIONS?

DAVID MONTOYA

CFMP Program Manager
Office of Strategic Freight Planning
David.Montoya@dot.ca.gov

KALIN PACHECO

Office Chief
Office of Strategic Freight Planning
Kalin.Pacheco@dot.ca.gov

Caltrans Update:

Senate Bill 1 (SB1) – Cycle 5

TRADE CORRIDOR ENHANCEMENT PROGRAM (TCEP)

Trade Corridor Enhancement Program (TCEP)

Program Purpose:

Improve freight efficiency on corridors with high volumes of freight and to support the California Freight Mobility Plan. Providing funding for projects that:

- Reduce impacts to surrounding communities.
- Mitigate the negative impacts of goods movement.

Cycle 5 Fund Estimate

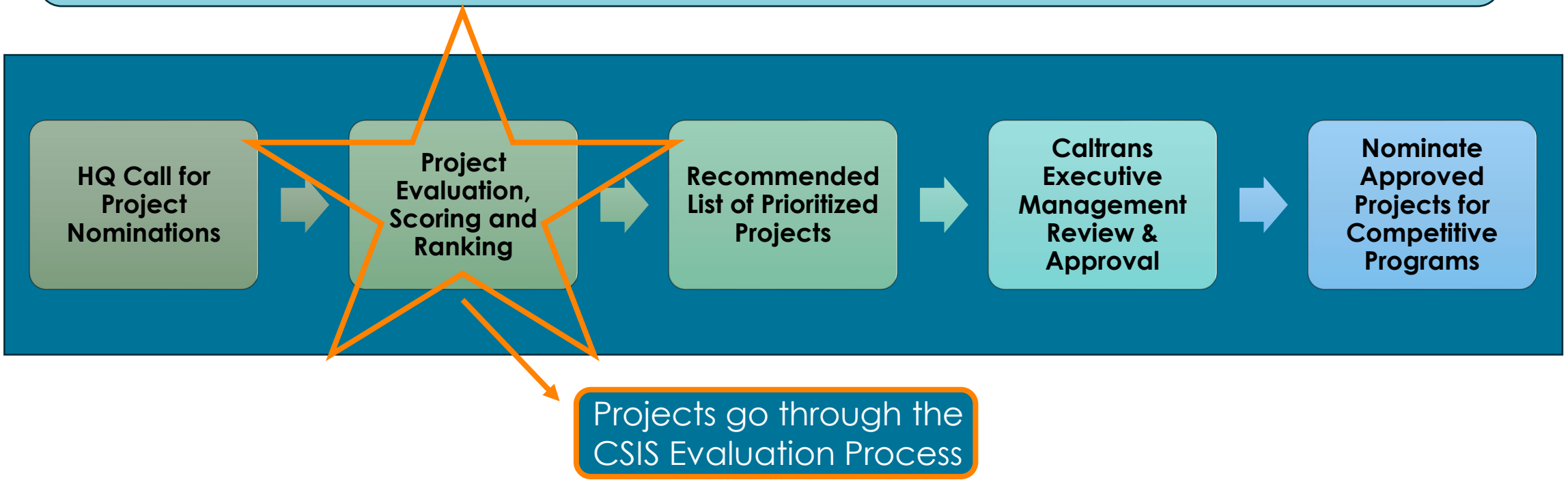
- Estimated **$1.3B** available
- 40% State Share (Caltrans Partnership nominations): **$523M**
- 60% Regional Share: **$765M**

Goals:

- **Move freight more efficiently** on corridors with high volumes of goods movement.
- Support the National Highway Freight Program, California Freight Mobility Plan, and Sustainable Freight Action Plan.
- **Improve safety, reliability, and throughput for freight transportation.**
- Reduce congestion and mitigate bottlenecks.
- Promote multi-modal strategies and zero-emission vehicle infrastructure.

Caltrans Project Nomination Process

The project nomination process begins with a Caltrans Headquarter (HQ) Call for Project Nominations and concludes with an approved list of projects being nominated for a specific competitive program.



What is CSIS?

CSIS is an investment framework that applies a data and performance approach for project evaluation and prioritization. This framework is a transparent decision-making process that informs statewide investments from programming through project delivery.

- **CSIS operationalizes CAPTI Strategy 4.1**
- **Planning-forward prioritization investment framework**
- **Informs decision making for nominations and prioritization of state and federal discretionary funding**
- **Assesses how projects perform across various CAPTI Guiding Principles and CTP Goals.**
- **Data-and-performance based approach with 11 CAPTI Alignment Metrics**

CSIS Evaluation Approach

STEP 1 – PROGRAM FIT

Program fit is an assessment of a project's eligibility & competitiveness for the discretionary funding program in which it is being considered.

STEP 2 – CAPTI METRIC SCORING

The CAPTI Metric scoring process evaluates projects' performance across a combination of quantitative and qualitative metrics to assess alignment with the 10 CAPTI Guiding Principles.

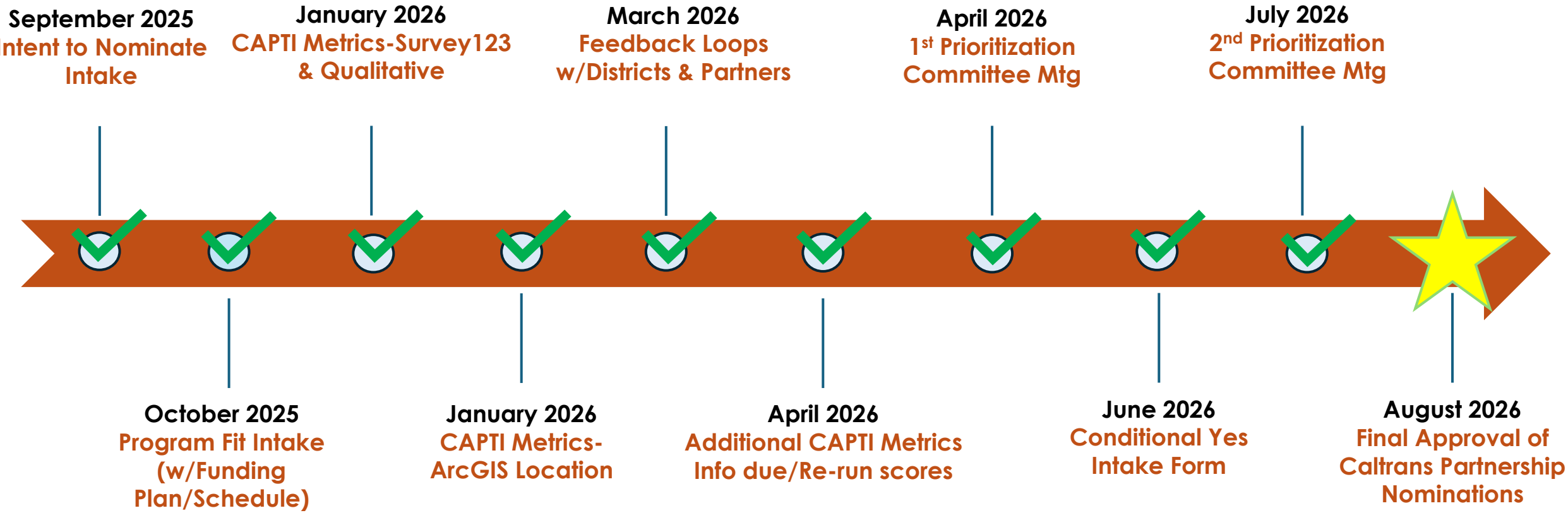
STEP 3 – OTHER CONSIDERATIONS

Other considerations looks at a variety of items not limited to delivery risk, ability for project to meet key project milestones in a timely manner, projects' funding plan, and the ability to leverage additional funds.

Once the above steps are completed, the CSIS informs, but does not determine, the funding and project selection decisions.
CSIS functions as a planning and coordination tool, not a final funding decision mechanism.

Recommended List of Prioritized Projects for Nomination

SB1 Cycle 5 Timeline



SB1 Cycle 5 Recap -
Final Prioritization Committee Results

TCEP
Total Projects Submitted: **49**
Projects moving forward with Partnership Nomination: **28**
Total amount of nominations moving forward: **$1.1B**

Partnership nominations are pending final approval

Cycle 5 ***Observations & Recommendations***:

- There is an opportunity to ensure future nominations address the most critical freight problems - ***Prioritize strengthening project quality in preparation for upcoming SB1 cycles.***
- Some projects are congestion projects dressed in "Freight" clothing – ***TCEP funding is for freight projects that have a clear, primary freight benefit.***
- Increased number of withdrawals due to project readiness and/or competitiveness in the program – ***Know the program funding and schedule requirements, decide which cycle your project will realistically fit into.***

Federal Freight Funding Opportunities:

Program	Project Types	Estimated Available Funding	Typical NOFO Timeframe
BUILD	Smaller/Multimodal freight projects	$1.5B (Max award $25M)	Winter
INFRA	Major highway & multimodal freight projects	$627M	Summer
MEGA	Very large, complex projects	$1.5B (50% for projects requesting $100M-$500M/$50% for projects over $500M)	Spring/Summer

Thank You!

Questions and/or comments:

Maggie.Schreiner@dot.ca.gov
TCEP Program Manager

Truck Routing Plans and Ordinances
North Region Freight Forum
August 26, 2026

Overview of AB 98 and SB 415

•AB 98 was adopted into law in September 2024 and SB 415 was adopted into law in October 2025 refining AB 98 which address the environmental and equity impacts of warehouse and logistics facilities and truck movements in CA.

•Among the requirements is for local planning agencies to adopt standards that maximize truck routes that avoid residences, schools, daycare facilities, publicly owned parks, nursing homes and hospitals

•AB 98 requires all cities and counties within the Warehouse Concentration Regions to update its circulation element and create Truck Route Plans by January 1, 2026

•SB 415 requires local governments outside designated Warehouse Concentration Regions to adopt truck route ordinances to designate truck routes by January 1, 2028. Cities with populations less than 50,000 and counties with 100,000 or fewer have until January 1, 2030 to adopt truck routing ordinances.

Caltrans Technical Assistance

- AB 98 Chapter 931, Section 65302 (b)(c) and SB 415 Chapter 316, Section 65302 (c) states that cities and counties may consult with the Department of Transportation and the California Freight Advisory Committee (CFAC) for technical assistance.
- Caltrans districts will coordinate with cities and counties to help facilitate the development of truck route ordinances, truck route plans, and circulation elements.
- Guidance documents and training modules will be developed to better support our local agencies to meet the requirements of AB 98 and SB 415.

Thank you

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Low Maintenance Truck Parking Feasibility Study

Table of Contents

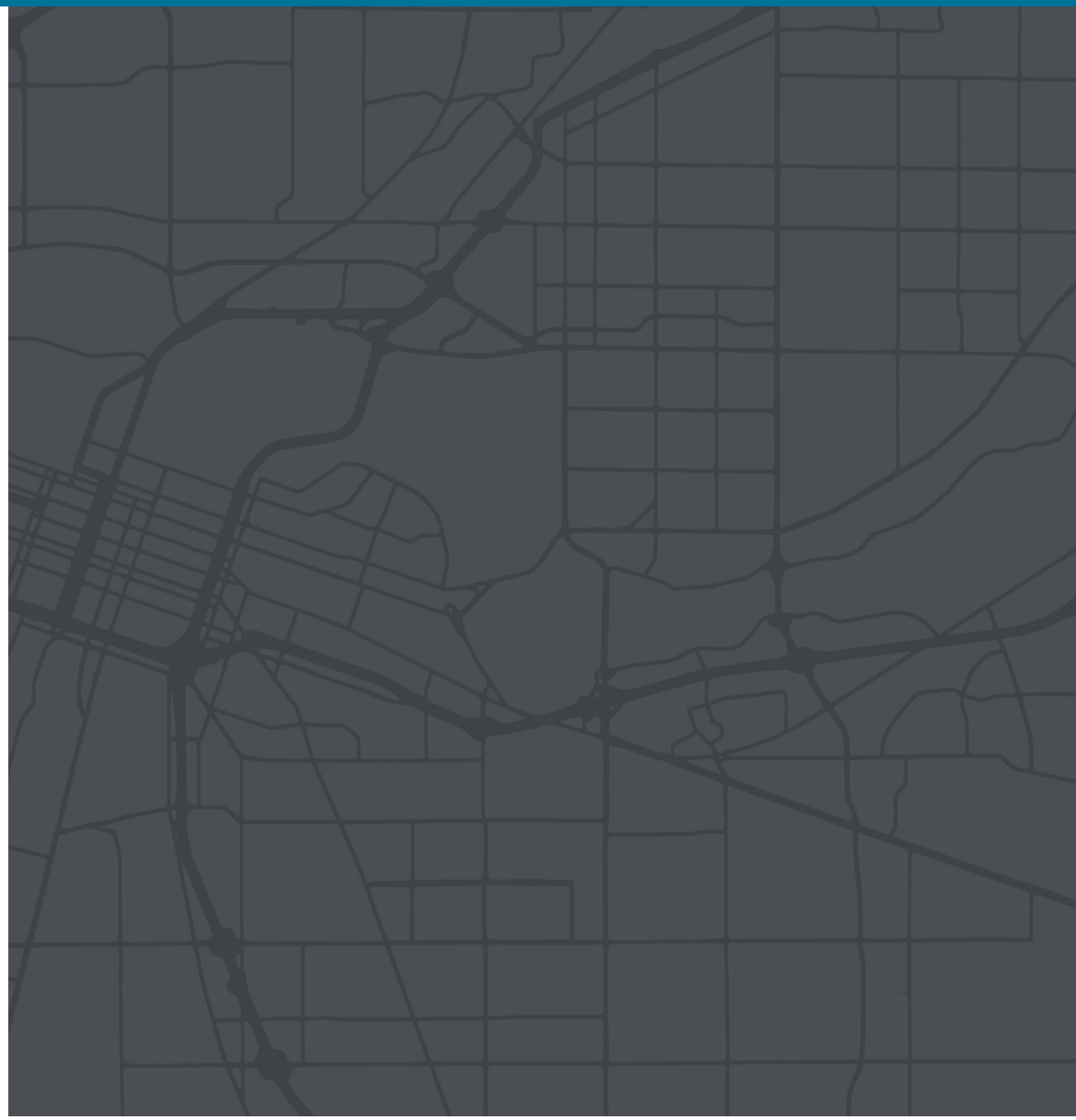
Why Truck Parking Matters

Truck Parking Need

Study Overview and Purpose

Scope

Expected Outcome



Why Truck Parking Matters

- Federal Hours-of-Service requirements require drivers to stop and rest
- Drivers need a safe and legal place to park when that rest period comes.
- When spaces aren't available, trucks may end up on ramps, shoulders, or other undesignated areas.
- Parking shortages can contribute to driver fatigue, safety concerns, and inefficient freight movement.

Truck Parking Need

Truck Parking Shortage

- Currently between District 3 and 4, there is a demand shortage of 1,007 spaces.
  - District 3 – 569 shortage
  - District 4 – 508 shortage

District	Parking Supply[1]	Total Parking Demand (Designated and Undesignated)	Peak Hour Shortage or Surplus	Shortage or Surplus as a Percentage of Supply
1 - North Coast	87	20	67	77%
2 - Redding	1,220	1,096	124	10%
3 - Sacramento	1,032	1,601	(569)	-55%
4 - Bay Area	983	1,491	508	-52%
5 - Central Coast	334	371	(37)	-11%
6 - Central Valley	3,249	2,797	452	14%
7 - LA	661	1,532	(871)	-132%
8 - Inland Empire	3,671	5,538	(1,867)	-51%
9 - Eastern Sierra	448	476	(28)	-6%
10 - Stockton	2,020	2,310	(290)	-14%
11 - San Diego	1,185	938	247	21%
12 - Orange County	35	157	(122)	-350%
Total	14,925	18,329	(3,404)	-

Study Overview

Purpose

- Addresses truck-parking needs in Caltrans Districts 4, and 10
- Explores practical ways to expand safe and legal truck-parking opportunities
- Considers alternatives to traditional full-service roadside rest areas
- Emphasizes solutions with manageable operating and long-term maintenance requirements
- Supports future truck-parking project development, prioritization, and funding

Scope

- **Identify 2-3 priority SRRAs in each district to expand parking and provide the following:**
  - Cost of expansion
  - Cost of annual maintenance
  - Cost of implementing TPIMS
- **Identify low maintenance truck parking facilities**
  - Caltrans owned land not in use
  - Weigh stations
  - Chain control
  - Park and ride
  - Staging areas

Expected Outcomes and Next Steps

Expected Deliverables

- Prioritized truck-parking locations
- Conceptual site layouts
- Planning-level capital and maintenance costs
- TPIMS Costs
- Various options for additional truck parking
- Implementation and funding considerations

How the findings will be used

- Support future project initiation
- Help districts compare and prioritize concepts
- Position promising locations for funding
- Provide an approach that may be applied in other districts



System Efficiency, Reliability & Safety - US 395 Freight Integrated Mobility Opportunities - Feasibility Study

Caltrans District 2


CALIFORNIA DEPARTMENT OF TRANSPORTATION | DISTRICT 2
LASSEN
PLUMAS
SIERRA
NEVADA
Susanville
Janesville
Honey Lake
Plumas National Forest
LASSEN COUNTY
US 395 | PM R61.0
SIERRA COUNTY
US 395 | PM R0.0
STUDY VICINITY
CALTRANS DISTRICT 2
139
44
36
36
395
A3
395
395
70
70
70
49
89
49
N
Caltrans
10 mi
CALIFORNIA
US
395
02-SIE-395 PM R0.0 TO 02-LAS-395 PM R61.0
US ROUTE 395 FEASIBILITY STUDY

Purpose of Study

- Explore potential projects that would alleviate unsafe passing behaviors and improve freight reliability and efficiency.
- Produce preliminary construction cost estimates.
- Develop a Project Initiation Document based on the work done in this study.

Identified Issues



Queuing behind slower moving vehicles.



Unsafe passing behavior



Lack of truck parking availability



Deficiencies in multimodal connectivity

Methodology

- Traveled the route on an in-person visit to analyze corridor firsthand.
- Went through an extensive document review process.
- Worked with a multi-disciplinary team to develop the scope of the study and the proposed alternatives.

Tier 1 Alternatives

These projects **are aimed at improving safety along the whole corridor.**

If constructed these alternatives would **provide increased passing opportunities and reduce the follower density.**



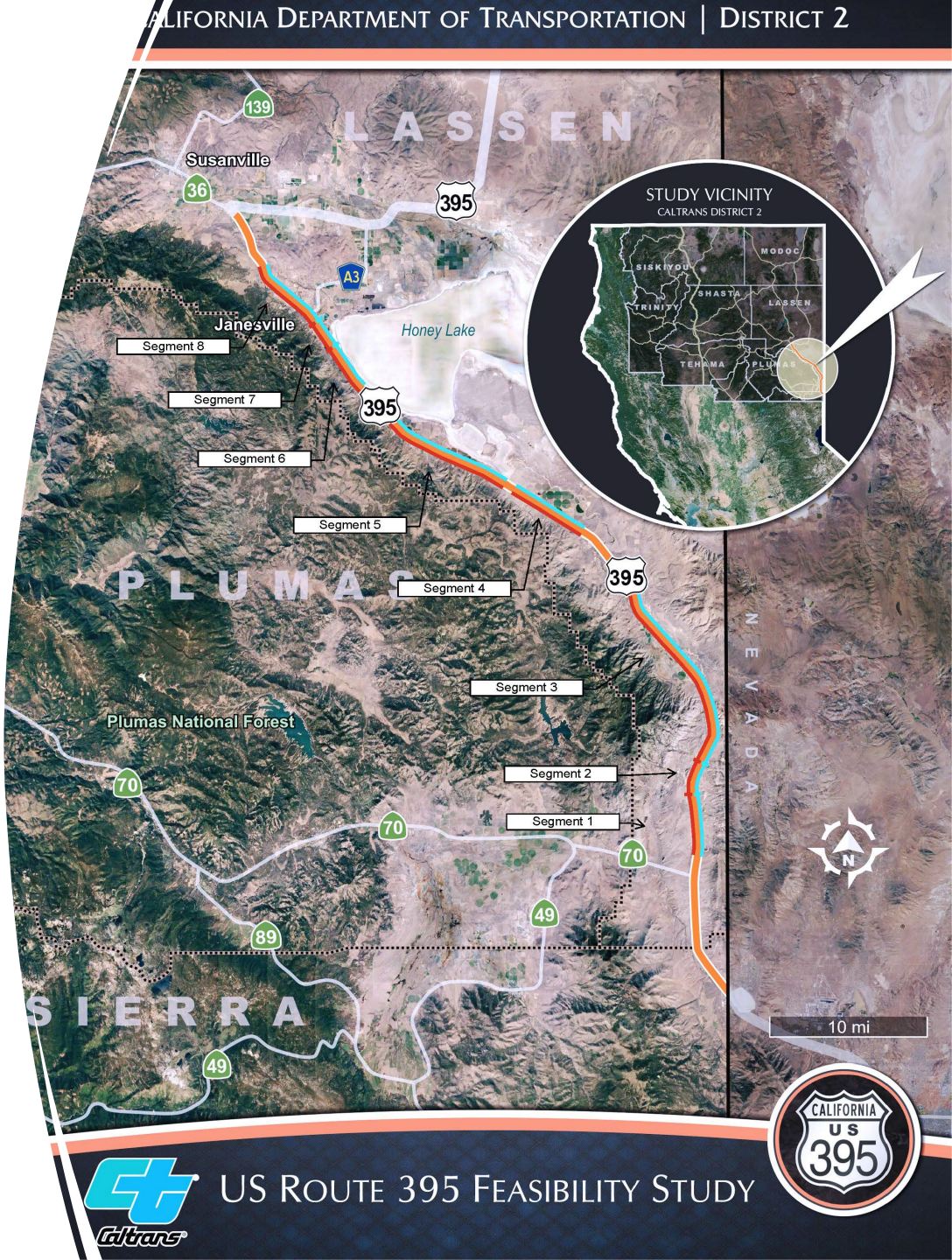
Passing Lanes

- 9 passing lane locations.
- Utilizes the US 395 Passing Lane Memo.
- Cost effective option in the short term.

Corridor wide alternatives

- 4-lane expressway
- Super 2 corridor

- 8 different segments for implementation



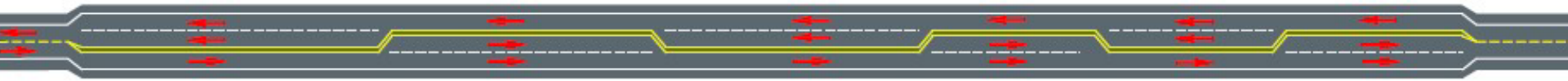
4-Lane Expressway

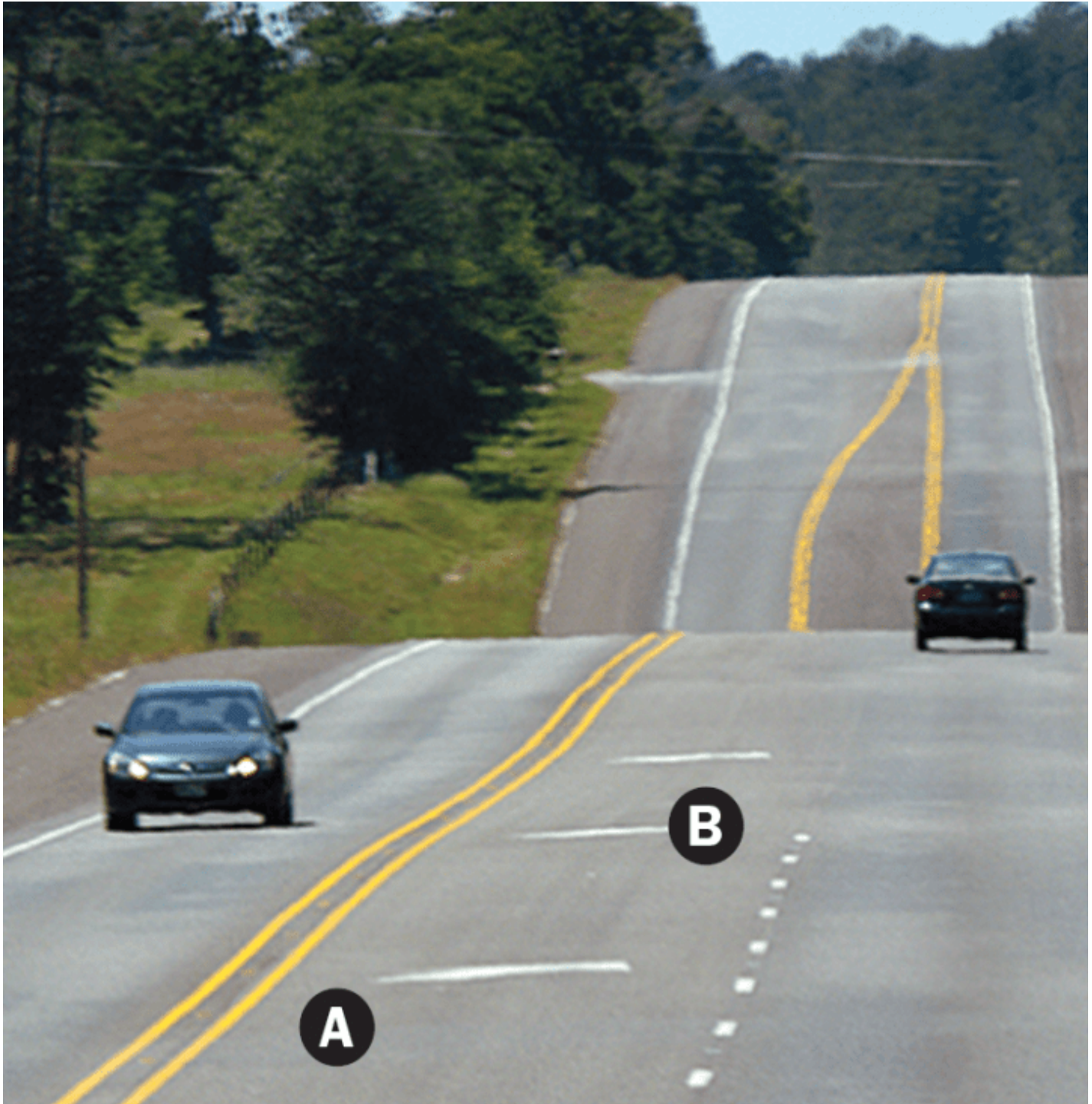
- This alternative is a recommendation from the 2019 Transportation Concept Report.
- Extensive work and partnership has been done on behalf of this project design.



Super 2 Corridor

- Newer highway design.
- Used by states like Texas, Iowa, Nebraska, among others.
- Consists of a series of alternating passing lanes, ensuring that there is always an upcoming passing opportunity ahead.




B
A

Tier 2 Alternatives

- Alternatives to address other identified issues experienced along the corridor.

- Construct 10 slow moving vehicle turnouts.
- Construct 2 new mobility hubs on both ends of the corridor.
- Expand truck parking availability at Honey Lake Rest Area.

Path Forward



Strategic investment plan to guide future expenditures on US 395.



Non-SHOPP PID to develop a project based upon the recommendations from the feasibility study.



Comprehensive Multimodal Corridor Plan for US 395.

Questions?

Drew Battles

Office of System Planning

Caltrans District 2

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Interstate 580 Truck Access Study

Division of Transportation Planning and Local Assistance

Caltrans Bay Area

August 26, 2026

Caltrans Bay Area

Agenda

- Overview of the truck ban/I-580 Truck Access Study
- Study Methodology
- Technical Findings
- Public Engagement and Next Steps

Overview of the Truck Ban and I-580 Truck Access Study

Caltrans Bay Area

What is the I-580 Truck Ban?



- 8.7-mile from Foothill Boulevard near San Leandro to Grand Avenue in Oakland
- Vehicles over 4.5 tons prohibited, except for buses and paratransit vehicles, per California Vehicle Code
- Key study components:
  - Evaluate traffic, safety, and how exposure to air noise pollution could change for nearby communities if the truck ban is removed.
  - This study will not make a recommendation to either maintain or remove the ban.

Caltrans Bay Area

Study Area



What State highways and arterials are included in the traffic analysis?

- I-580, I-880, I-238, I-980, SR 24, and SR 13
- All major local arterials, such as:
  - Grand Avenue
  - Hegenberger Road
  - Hesperian Boulevard

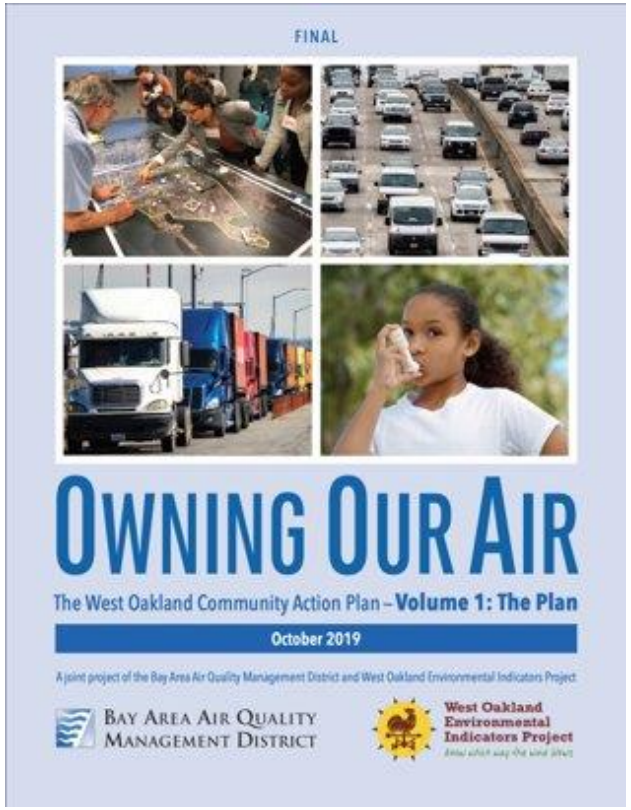
What cities are included in the study area?

- Oakland
- San Leandro
- Piedmont
- Berkeley
- and a portion of Alameda

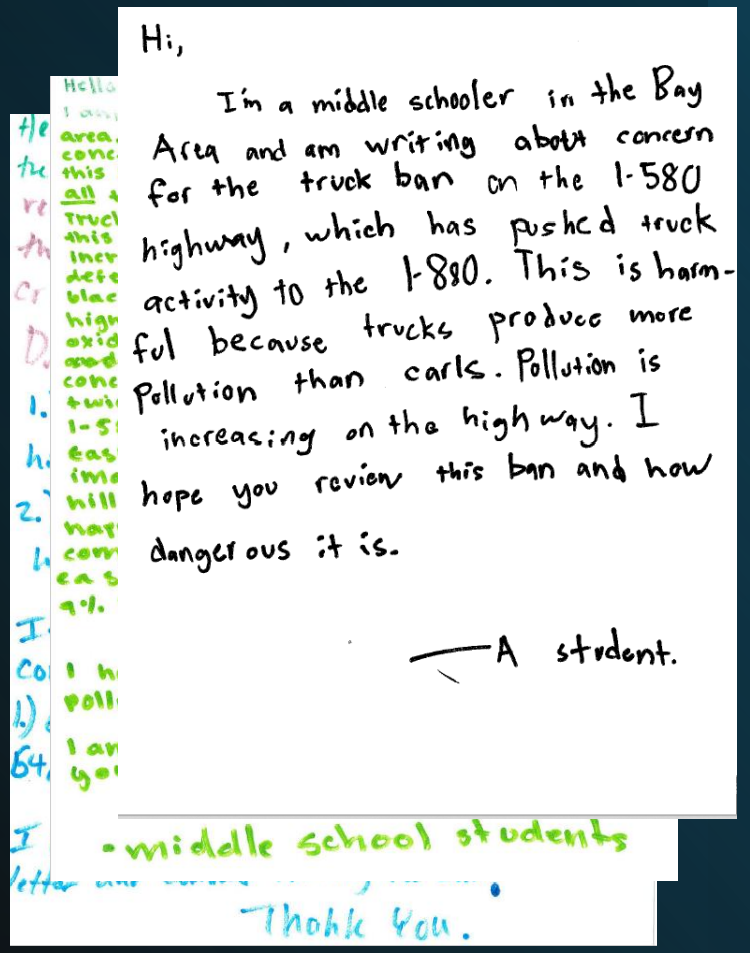
*Unincorporated communities of Ashland, Cherryland and San Lorenzo also included

Caltrans Bay Area

Why Study the Truck Ban Now: Responding to Community Requests






Hi,

I'm a middle schooler in the Bay Area and am writing about concern for the truck ban on the I-580 highway, which has pushed truck activity to the I-880. This is harmful because trucks produce more Pollution than carls. Pollution is increasing on the highway. I hope you review this ban and how dangerous it is.

—A student.

- middle school students

Thank You.

Caltrans Bay Area

Study Methodology

Study Methodology – Traffic and Air

Traffic:

- Existing Conditions, using 2020 Pre-Covid data (most recent year)
- Traffic forecast in 2035 with and without the truck ban
- Uses Alameda-Contra Costa County Travel Demand Model by Alameda CTC

Air Quality:

- Emission estimation and dispersion modeling by the Bay Area Air District, focusing on:
  - Diesel Particulate Matter (DPM)
  - Fine Particulate Matter ($PM_{2.5}$)
  - Cancer Risk due to exposure to DPM and other air toxic
- Includes sensitive locations (e.g., schools, hospitals) for the entire study area

Study Methodology – Noise

- FHWA Traffic Noise Model run on 14 segments across I-580, I-880, I-238, SR 24, and SR 13, comparing With Ban and No Ban scenarios in 2035
- Receivers modeled at 100, 200, 300, 500, and 1,000 feet from the nearest travel lane to capture how noise drops with distance
- Does not include surface streets, on/off ramps, terrain, noise walls, or building shielding.



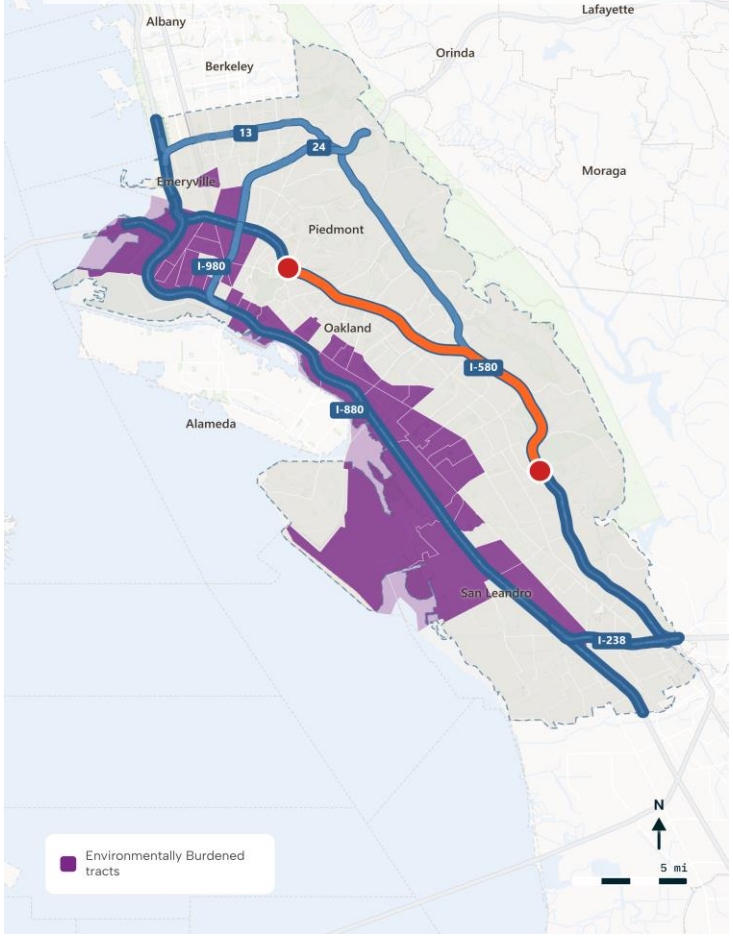
Caltrans Bay Area

Study Methodology – Racial Equity Assessment

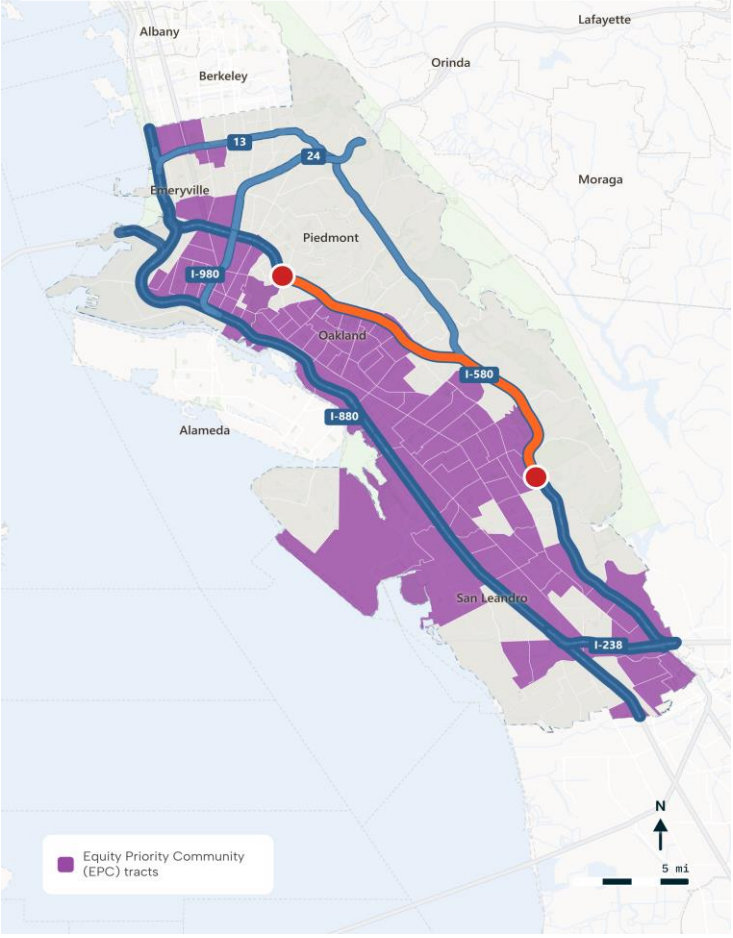
- Combines technical analyses with demographic data

- Census Tract-level analysis for the entire study area with a special focus on:
  - CalEnviroscreen 4.0 communities (Environmentally Burdened)
  - MTC Equity Priority Communities (EPC)
  - Sensitive locations from Bay Area Air District

Environmentally Burdened Census Tracts



Equity Priority Communities Census Tracts

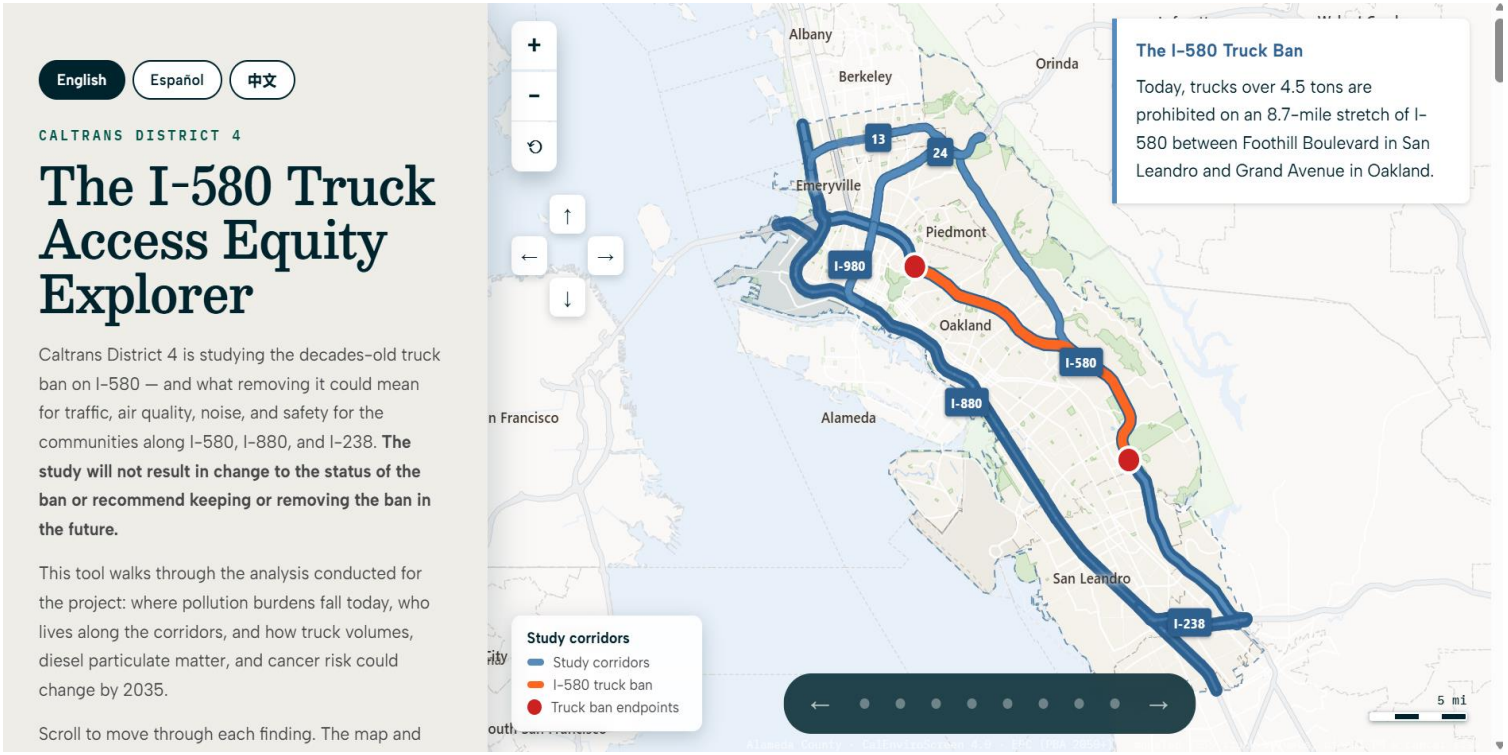


Caltrans Bay Area

Equity Explorer

- A data viewer where the public can view and interact with the results and findings from the technical analyses

- Key topics:
  - Demographics
  - Equity focus areas
  - Truck traffic pattern changes
  - Cancer risk changes



Caltrans Bay Area

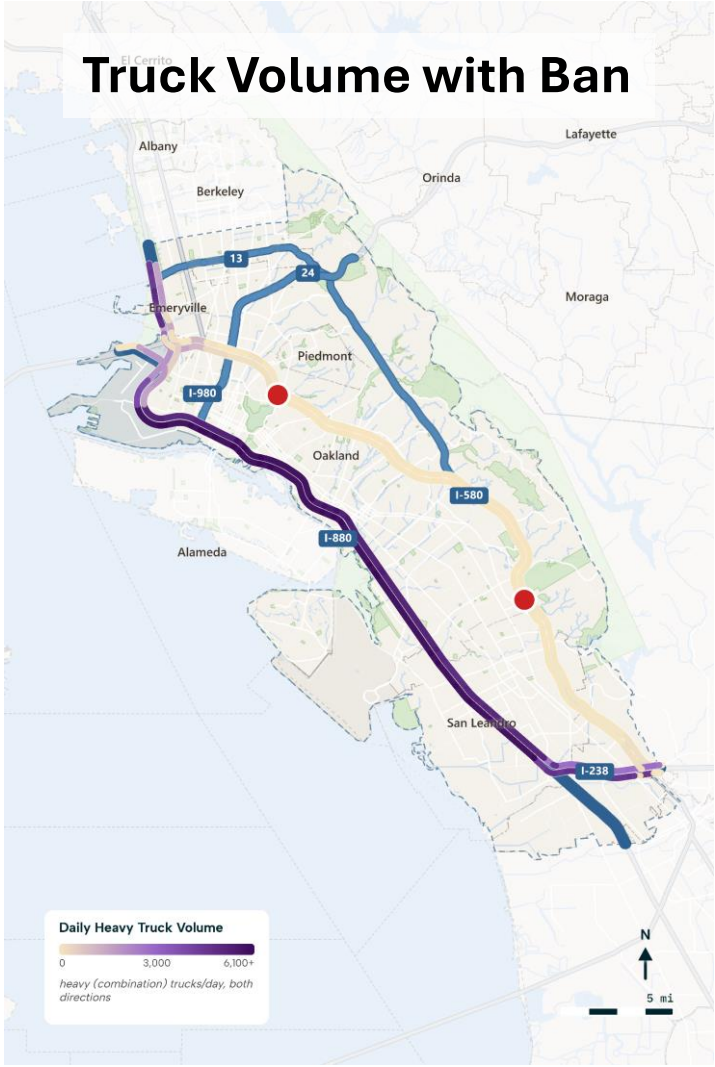
Traffic Analysis Results

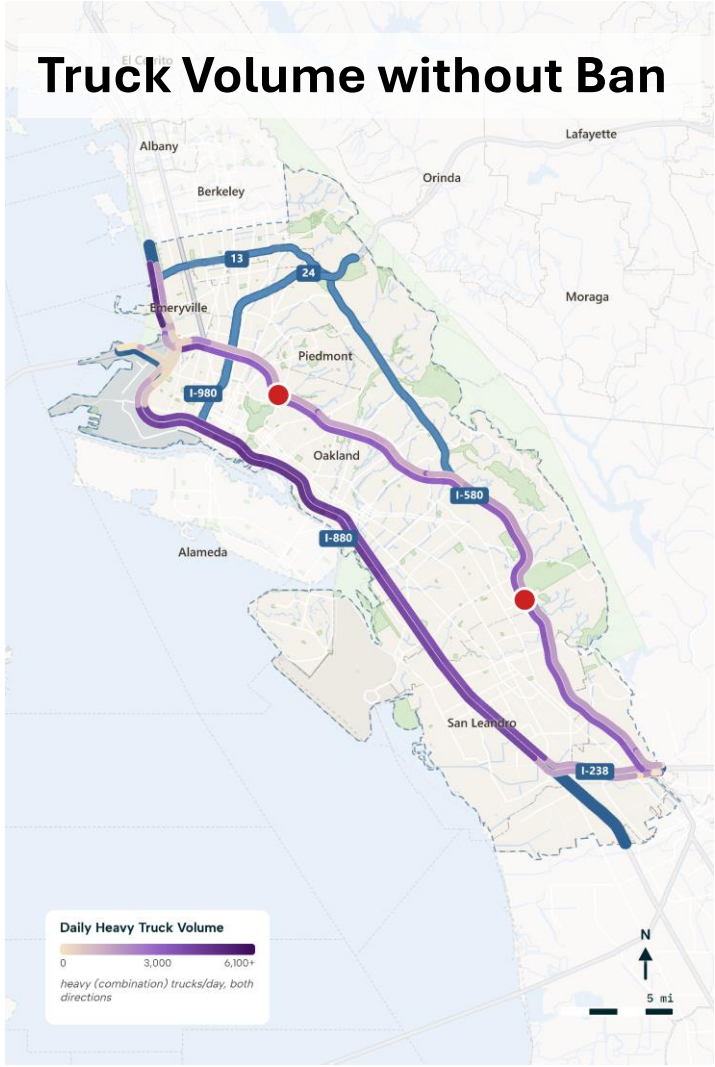
Caltrans Bay Area

Traffic Analysis Findings – 2035 with and without Ban

Effects of removing the ban:

- Shifting 3,800 heavy trucks to I-580 per day
- Reducing heavy truck volumes by 35% on I-880 and 55% on I-238
- Heavy truck volumes high on I-880 because freight-focused land uses
- The trips most likely to shift to I-580 being pass-through trips





Caltrans Bay Area

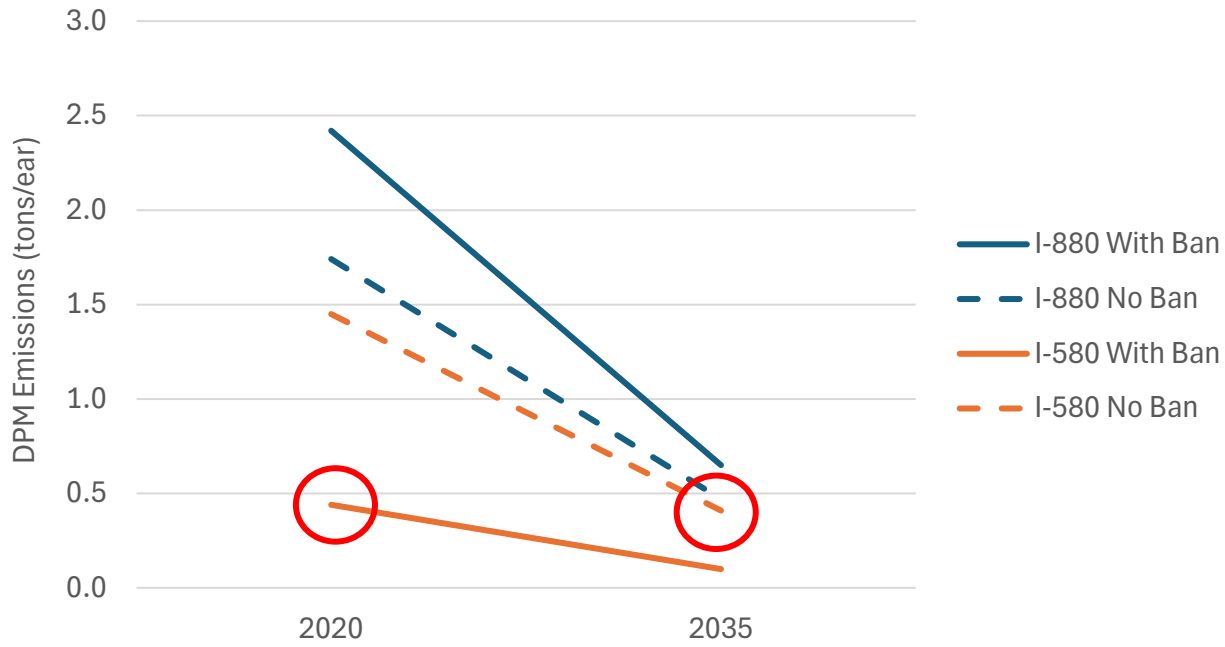
Air Quality Analysis Results

Caltrans Bay Area

Air Quality Analysis Findings – DPM Emissions

DPM Emissions on I-880 and I-580

- Removing the ban sharply reduces the disparities between I-880 and I-580
- DPM emissions remain higher on I-880 in the “no ban” cases (+14% in 2035)
- For I-580, removal of the ban would result in 2035 DPM emissions that are similar to current levels (see red circles)



Caltrans Bay Area

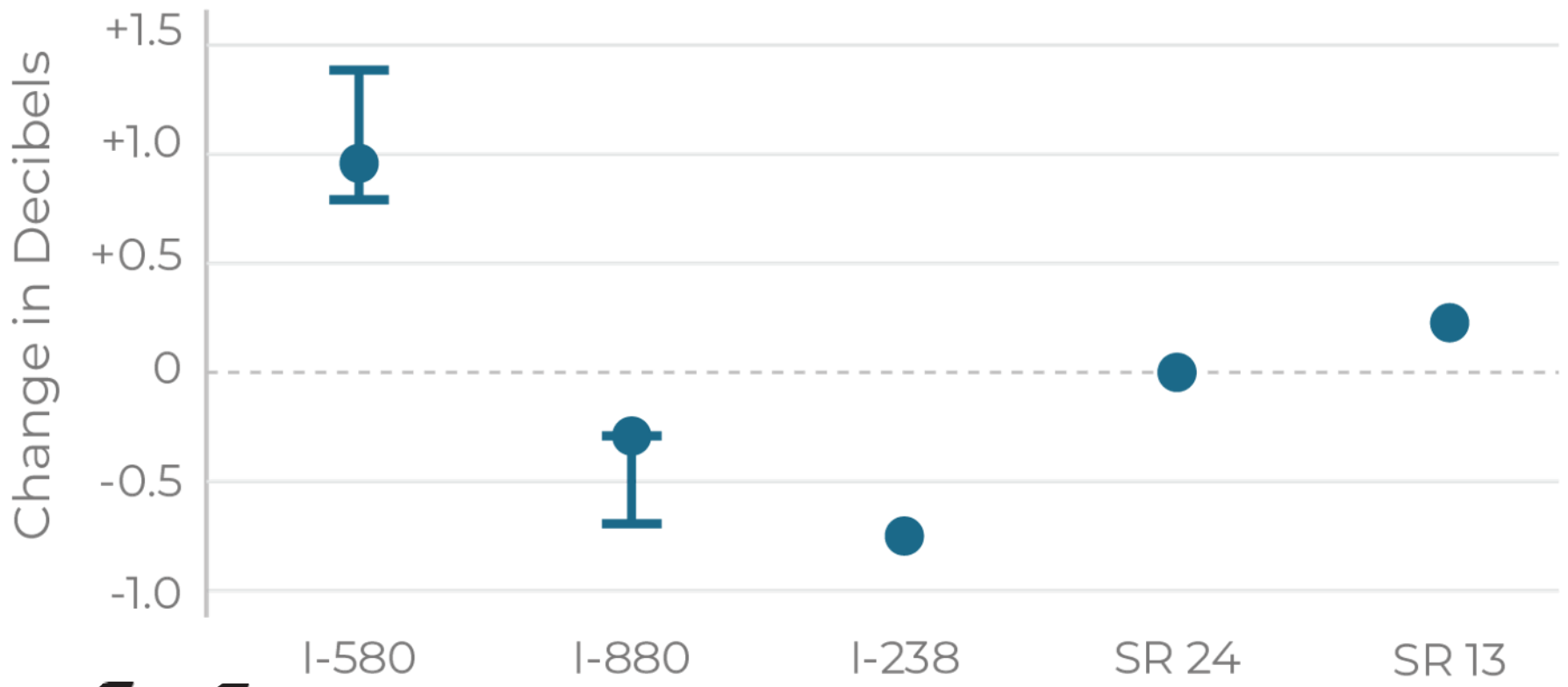
Noise Analysis Results

Caltrans Bay Area

Noise Analysis Findings – without Ban

Less than 1.5 decibels

Difference in noise if ban is removed

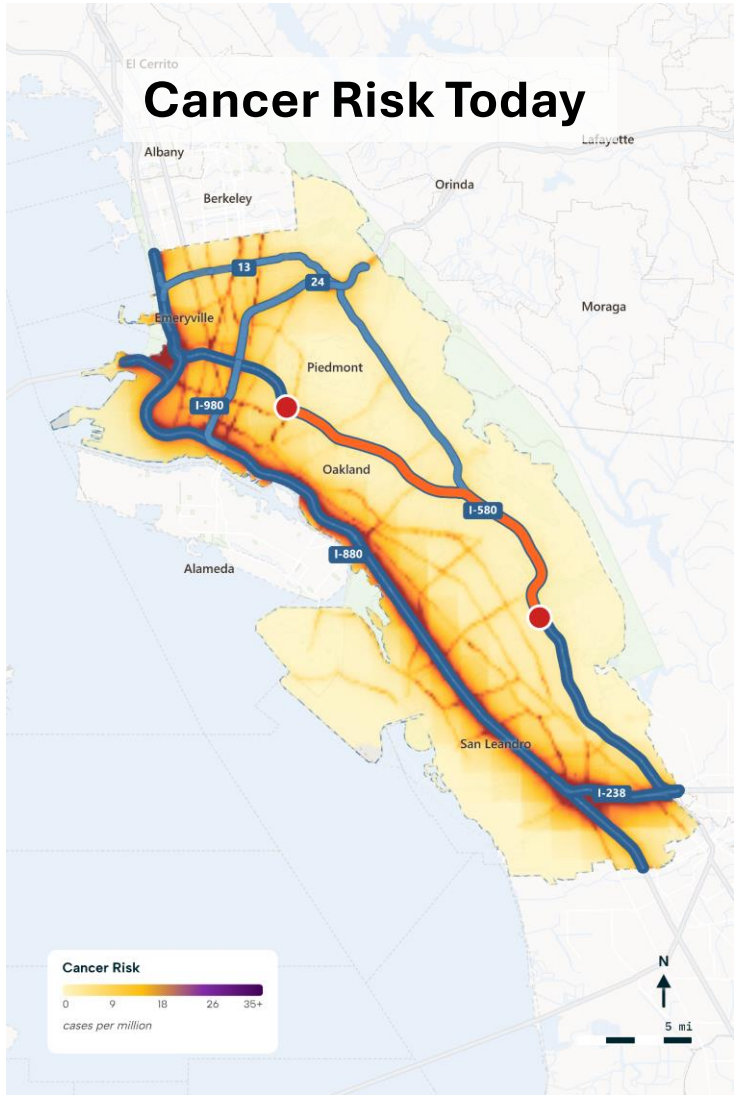


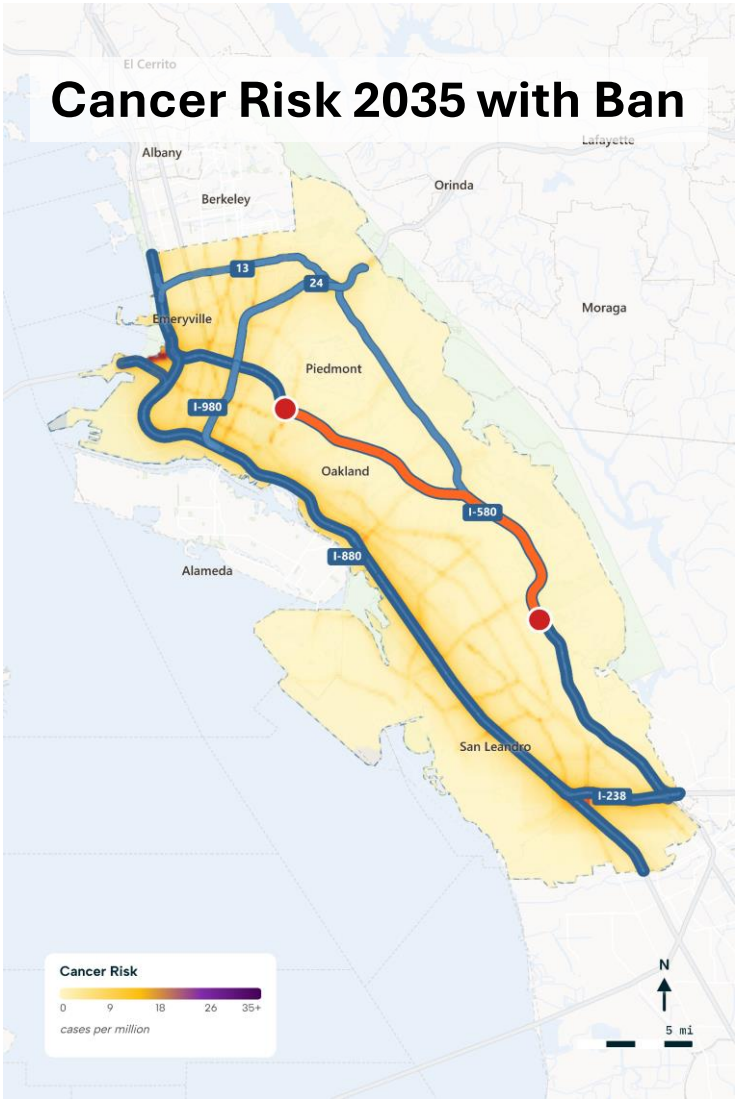
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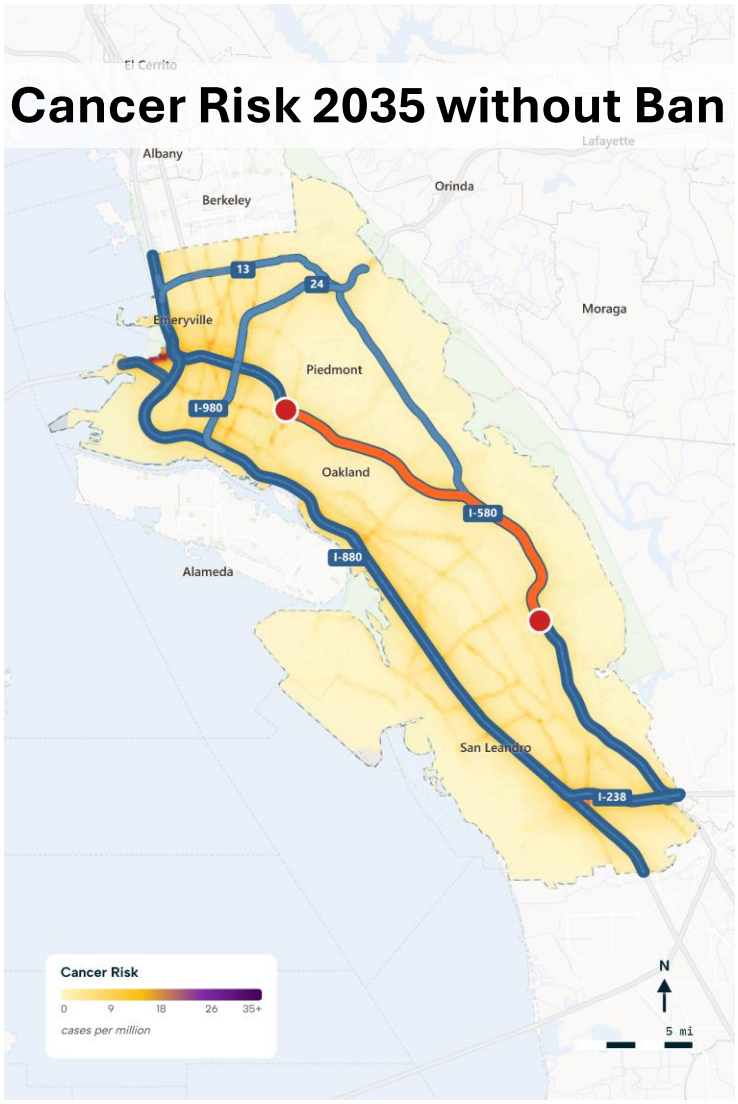
Racial Equity Assessment

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Cancer Risk – Today, 2035 with and without the Ban



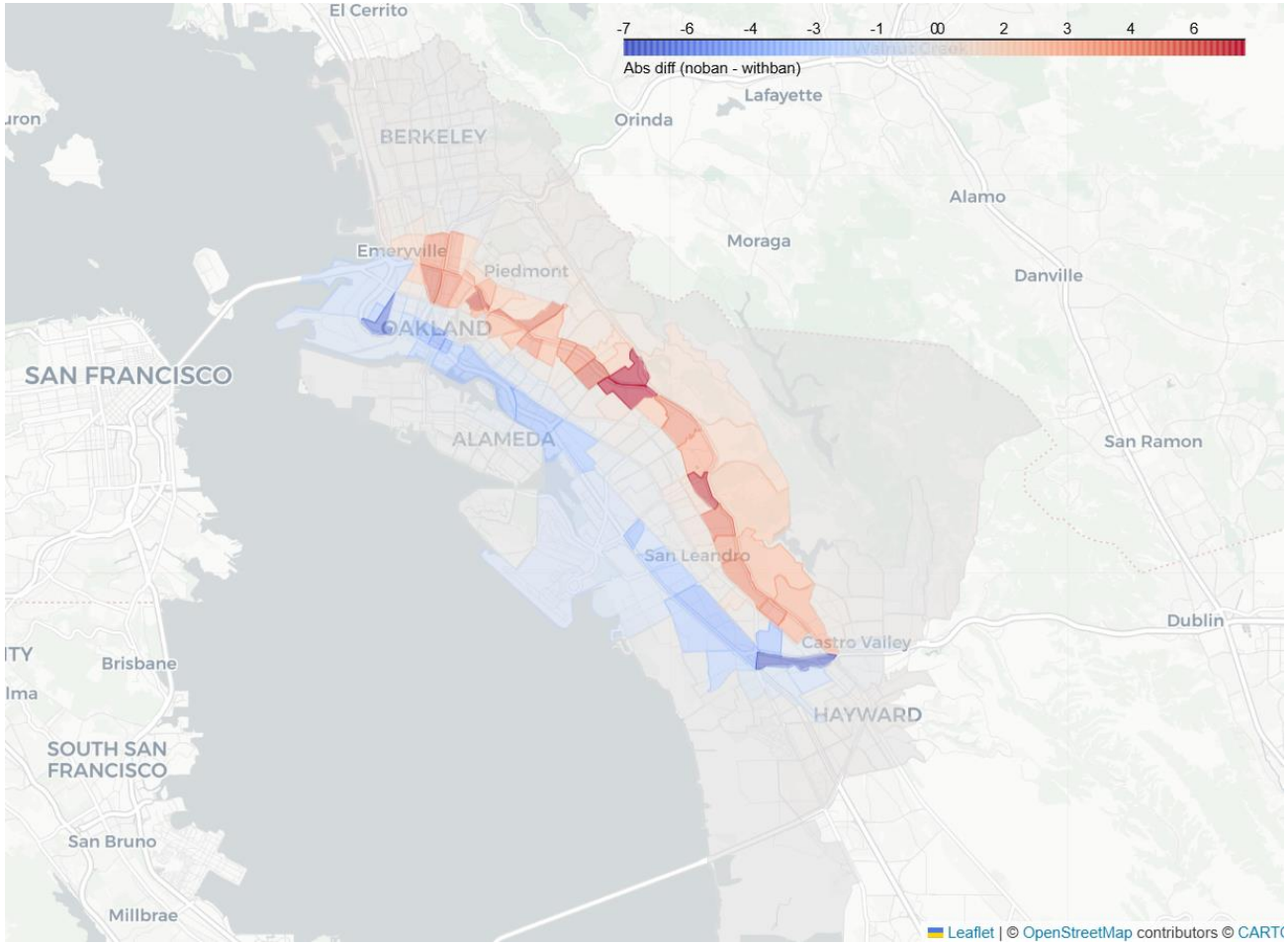




Air Quality Modeling – Cancer Risk

Modeled Cancer Risk by Census Tract

- Along I-580, largest increase (**+9**) is in the area where SR 13 meets I-580 (increases from 2 to 11 per million)
- Along I-880, largest decrease (**-6**) is near the Port of Oakland (drops from 21 to 15 per million)
- Along I-238, cancer risk decreases from 29 to 20 per million (**-9**)
- For the “no ban” case, values remain higher along I-880/I-238 than I-580



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Public Engagement and Next Steps

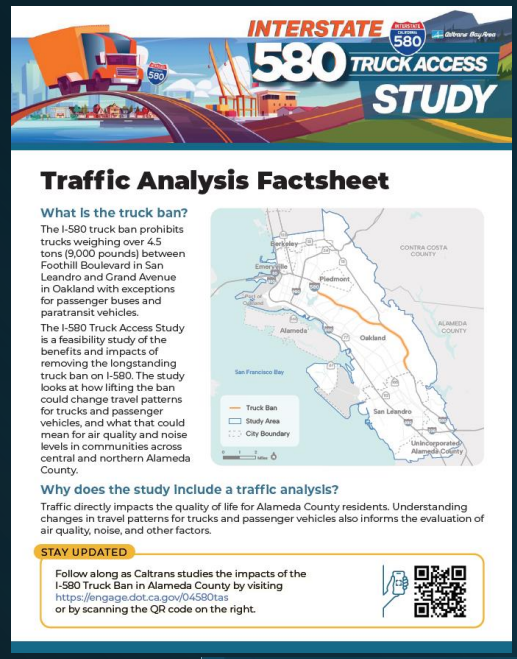
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Previous Public Engagement:

- November 12, 2025: Virtual Community Workshop

- Educational Content:
  - History/Overview of the I-580 Truck Ban
  - Traffic Analysis
  - Noise Analysis
  - Air Quality Analysis

- Listening Sessions:
  - Apr 23rd, Zoom meeting cohosted with Communities for a Better Environment (CBE)
  - Apr 27th, Zoom meeting hosted by ACPHD/Community Navigators
  - May 16th 10-11:30am, St. Jarlath Church (in-person)
  - May 23rd 10-11:30am, St. Jarlath Church (in-person)





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Current Public Engagement

Share Your Input



Community Events

- JULY 21 — Fruitvale Farmers Market, 4-7 p.m.
- JULY 26 — West Oakland Farmers Market, 10 a.m.-2 p.m.
- AUGUST 1 — San Leandro/Ashland Farmers Market at Bayfair, 9 a.m.-1 p.m.
- AUGUST 11 — South Berkeley Farmers Market, 2-6:30 p.m.

Library Information Sessions

- JULY 14 — Oakland Public Library: 81st Avenue Branch, 4-7 p.m.
- JULY 18 — San Lorenzo Library, 1-4 p.m.
- JULY 29 — Oakland Public Library: Dimond Branch, 4-7 p.m.
- AUGUST 5 — Oakland Public Library: West Oakland Branch, 4-7 p.m.

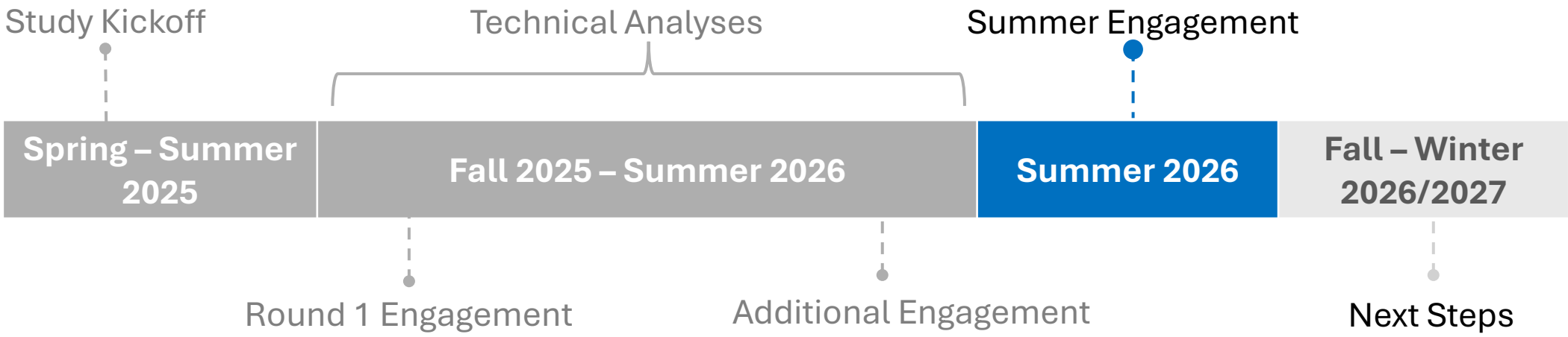
- Presentation of findings from previous engagement: I-580 Truck Access Study Community Engagement Summary
- Presentation of walk through of the Equity Explorer Tool: I-580 Truck Access Study Equity Explorer Tool Walkthrough - YouTube
- Racial Equity Assessment Tool: https://apps.fehrandpeers.com/i580_equity_explorer/
- Survey live on technical analysis findings and strategies to improve conditions along I-880 and other corridors within the study area

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Draft Strategies

STRATEGY	DESCRIPTION	EXAMPLE
Cleaner Air	Reduce emissions by encouraging cleaner trucks and moving goods by rail	Expand support for zero-emission truck operations at the Port of Oakland
Less Noise	Reduce noise from trucks	Construct additional sound walls where appropriate
Healthier Communities	Support the health of residents impacted by freight pollution	Expand asthma management and health services near major freight corridors
Smarter Truck Routes	Manage truck routing on local streets	Designate routes that avoid residential areas and sensitive receptors
Better Land Use Planning	Apply land-use policy to reduce exposure to freight	Increase tree planting along local truck corridors and near community facilities
Safer Streets	Improve safety on streets and freeways with heavy truck traffic	Lower speed limits on streets with high truck volumes
Repairing Past Harm	Acknowledge and repair the damage of past infrastructure decisions	Center restorative justice in the freight planning process

Next Steps



Next Steps:

- Wrap up summer engagement
- Summarize findings from the survey
- Develop and share draft study report
- Finalize study late 2026/early 2027

Stay Updated



Caltrans Public Engagement Portal

Survey

Study Email:
04580tas@publicinput.com

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FREIGHT PLANNING
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Northern California
Regional Freight Forum

Question and Answer Session
Open Discussion

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Thank you