FREIGHT PLANNING
DIVISION OF TRANSPORTATION PLANNING

Central California Regional Freight Forum

#	TIME	TOPIC	PRESENTER	LENGTH
1	1:00 p.m. – 1:05 p.m.	Introduction	Kelly Eagan, HQ Caltrans	5 mins
2	1:05 p.m. – 1:15 p.m.	Welcome	Ben De Alba, HQ Caltrans Michael Navarro, Caltrans District 6	10 mins
3	1:15 p.m. – 1:25 p.m.	Caltrans Freight Program	Kalin Pacheco, HQ Caltrans	10 mins
4	1:25 p.m. – 1:35 p.m.	California Freight Mobility Plan Update	David Montoya, HQ Caltrans	10 mins
5	1:35 p.m. – 1:45 p.m.	Caltrans TCEP Cycle 5 Update	Maggie Schreiner, HQ Caltrans	10 mins
6	1:45 p.m. – 1:55 p.m.	Truck Route Plans and Ordinances	Kalin Pacheco, HQ Caltrans	10 mins
7	1:55 p.m. – 2:20 p.m.	Extending I-40 to I-5 via SR 58 (Federal Build Planning Grant)	Rob Ball, Kern COG	25 mins
8	2:20 p.m. – 2:30 p.m.	Central Coast Freight Workgroup	Adam Cuellar, District 5 Caltrans	10 mins
9	2:30 p.m. – 2:45 p.m.	Questions and Answer Session	All	15 mins
10	2:45 p.m. – 2:55 p.m.	Open Discussion	All	10 mins
11	2:55 p.m. – 3:00 p.m.	Meeting Adjourned	Kelly Eagan, HQ Caltrans	5 mins

DETAILS

Date: August 27, 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

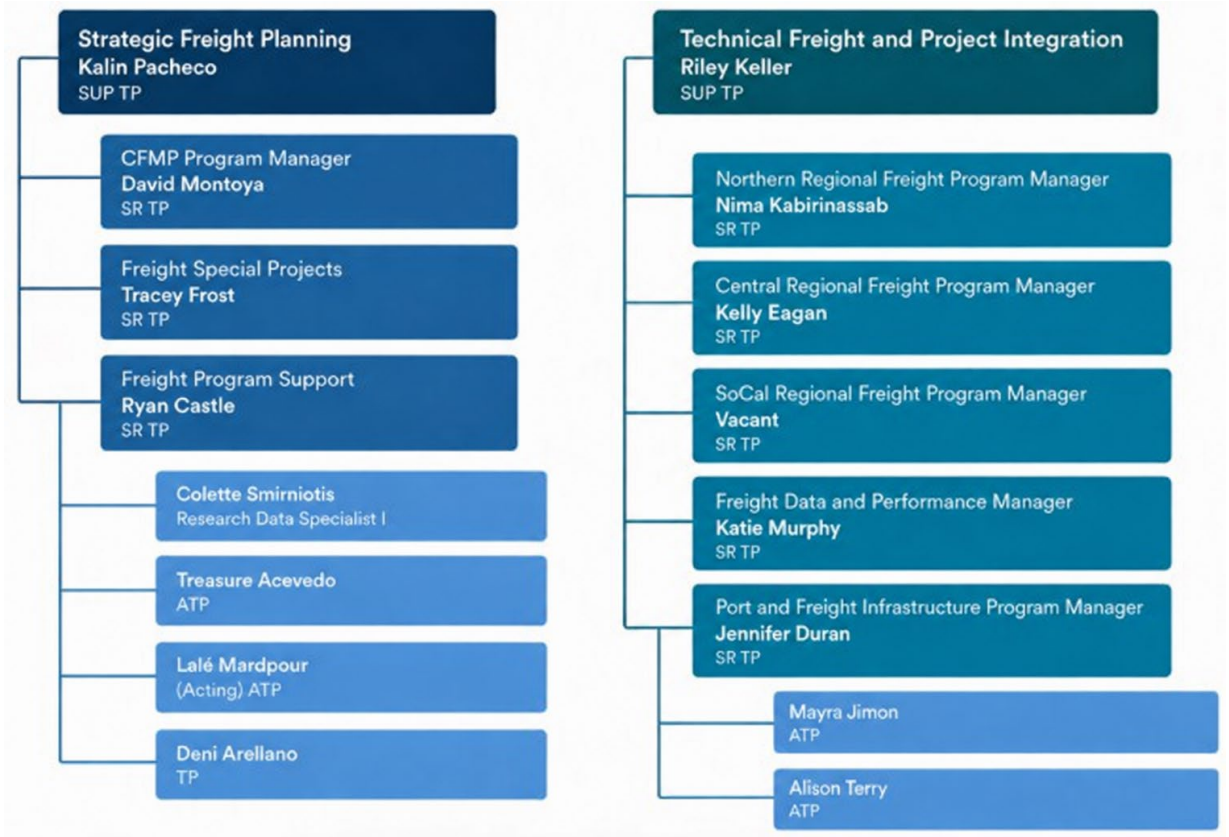
- California Freight Mobility Plan
- California Freight Advisory Committee
- Freight Research
- Critical Urban/Rural Freight Corridor Designations
- Agriculture & Rural Freight
- Provide a freight lens

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 Update

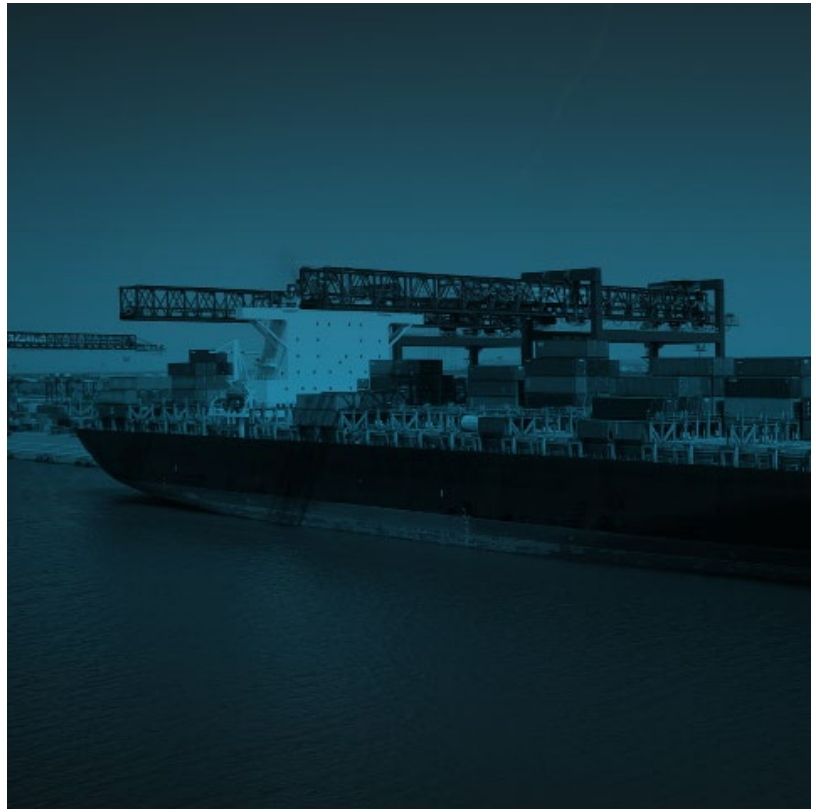
01 What is the CFMP?

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

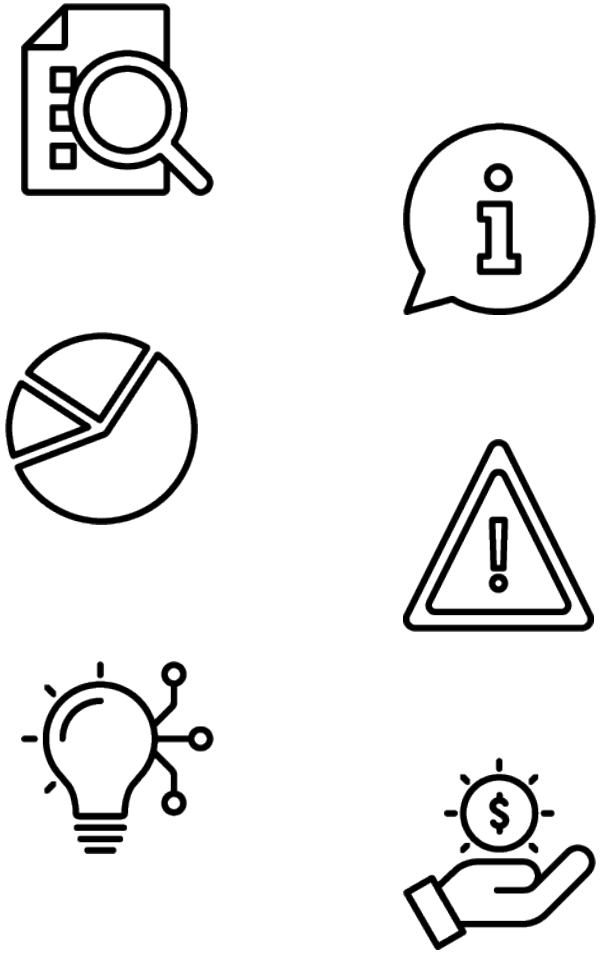
Chapter 2: California's Multimodal Freight Network

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

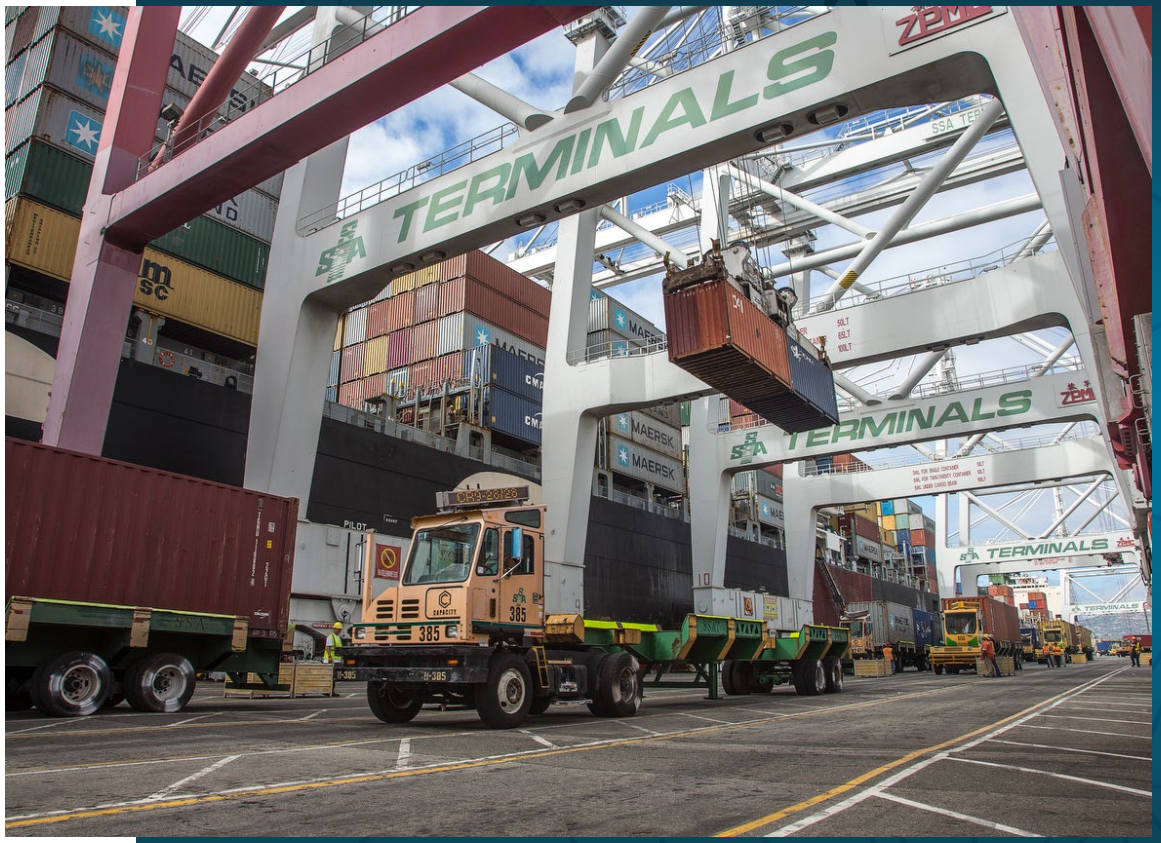


02

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

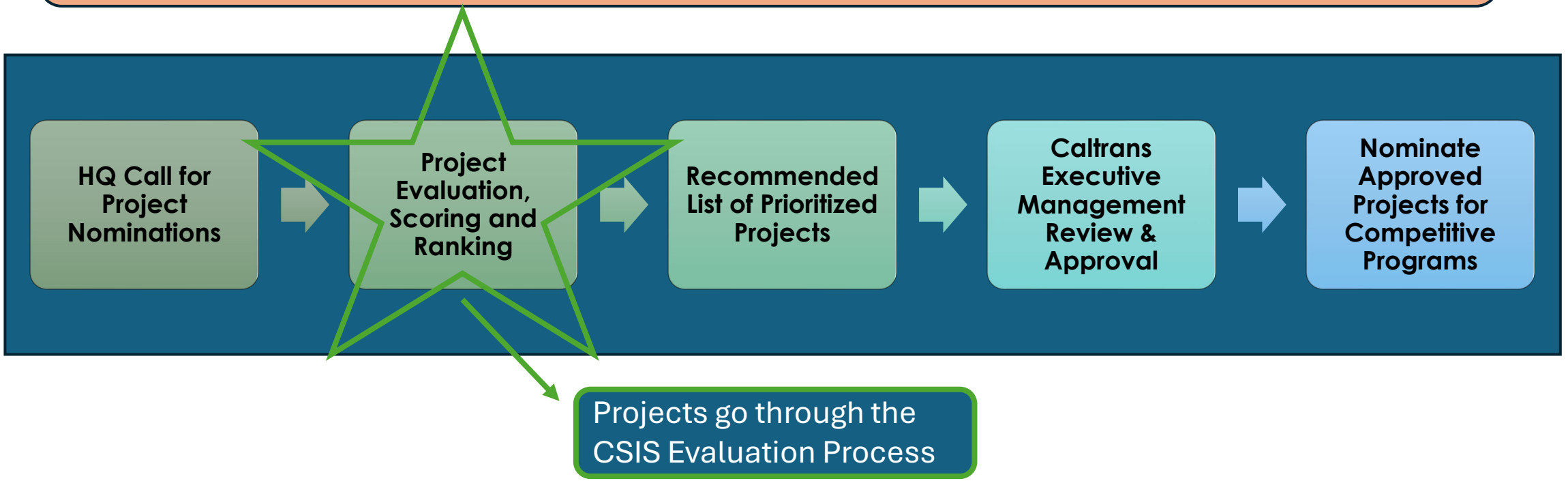
- Estimated **$1.3B** available
- 40% State Share (Caltrans Partnership nominations): **$523M**
- 60% Regional Share: **$765M**

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.

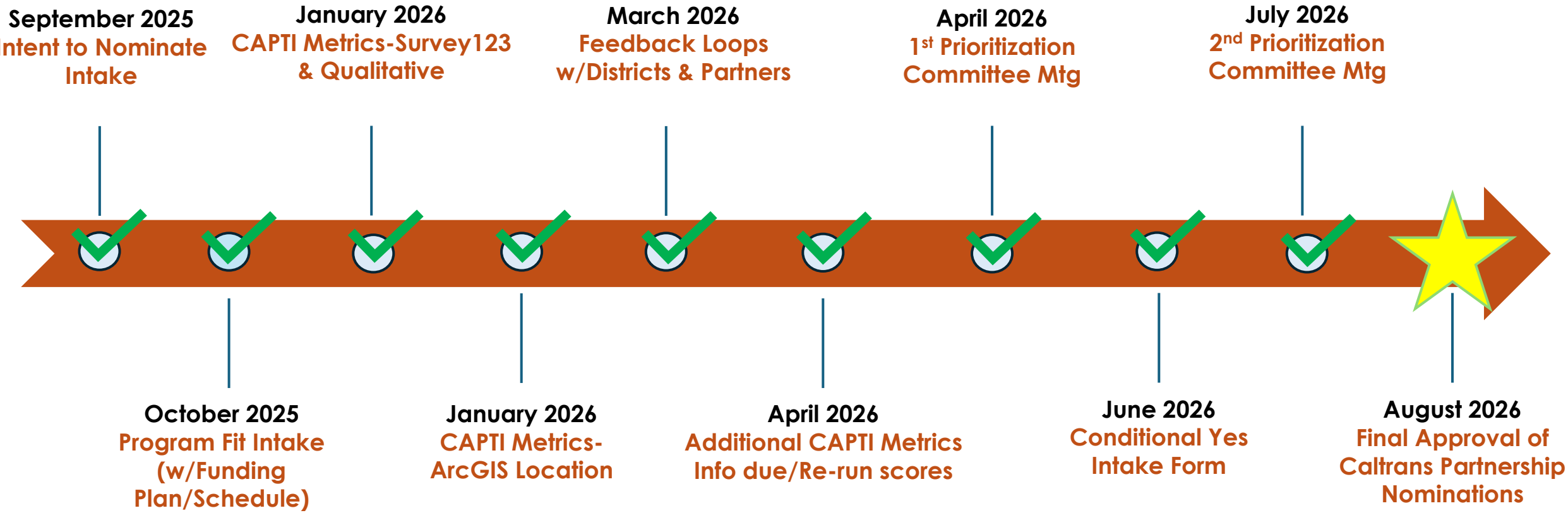
STEP 3 – OTHER CONSIDERATIONS

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
Central CA Regional Freight Forum
August 27, 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

KALIN PACHECO

916-307-0852

Kalin.pacheco@dot.ca.gov

August 27, 2026

Freight Planning at the Crossroads of the West: State Route 58 Corridor Connecting Interstate 5 to Interstate 40

Central California Regional Freight Forum

Kern Council of Governments

Caltrans

www.kerncog.org/goods-movement/
www.kerncog.org/kargo/

100 Years of the Mother Road

A Guide to the Route 66 Centennial

(1926 - 2026)



Did you know The Mother Road had 6 Daughters?

The 6 “Daughter Roads” of Route 66



The Birth of U.S. 466

In 1933, the American Society of State Highway & Transportation Officials (AASHTO) Created US 466 from California's Proposed Route 64 that shared most of the same route as 66.

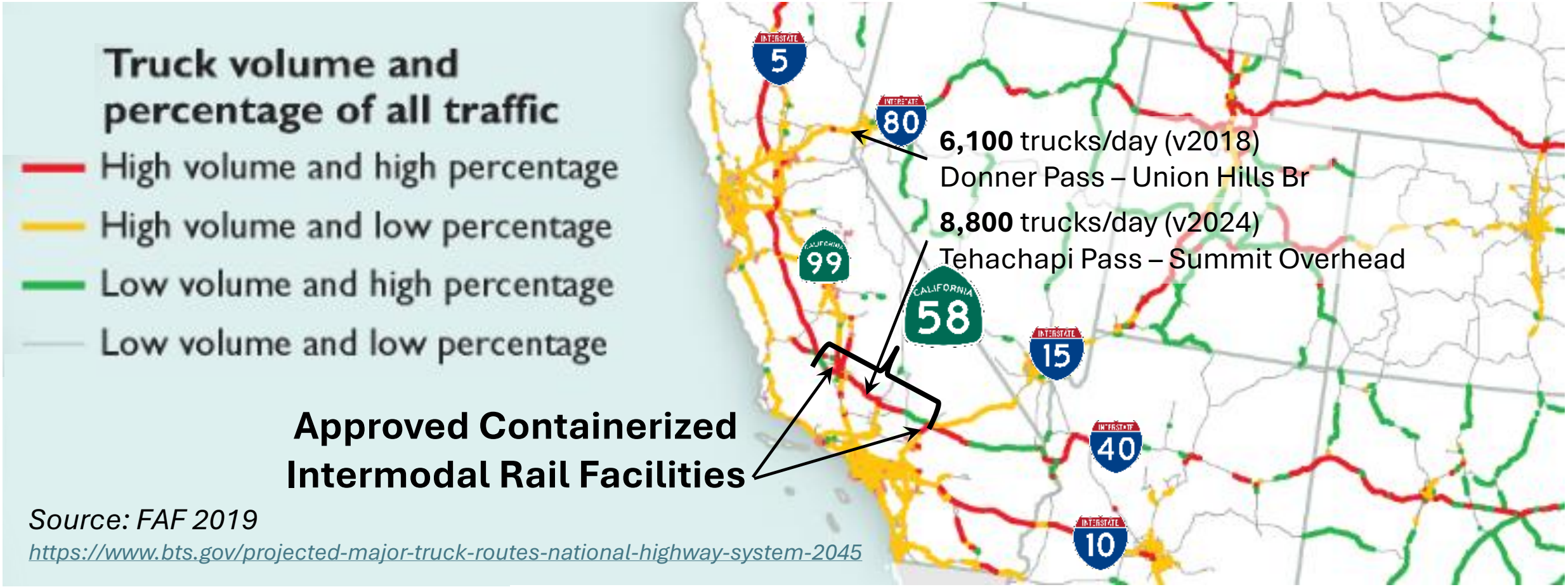
Parts of Route 466 in Nevada lasted to 1971.




National Highway Freight Network (NHFN)
Primary Highway Freight System (PHFS)
Routes - 2023
UP/Delano
UP/McFarland
Merced Av
Bakersfield
California
BNSF/WLC
Shafter
BNSF/UP
Edison
UP/Pioneer
Mojave
UP/Trona RR
Searles Stn
BNSF/Rio Tinto
Boron
UP/TCC
Tejon
BNSF/BIG
Barstow
Los Angeles
Santa Barbara
San Buenaventura
U.S. Department of Transportation
Federal Highway Administration
PHFS
other
Approved/Potential RR
Intermodal

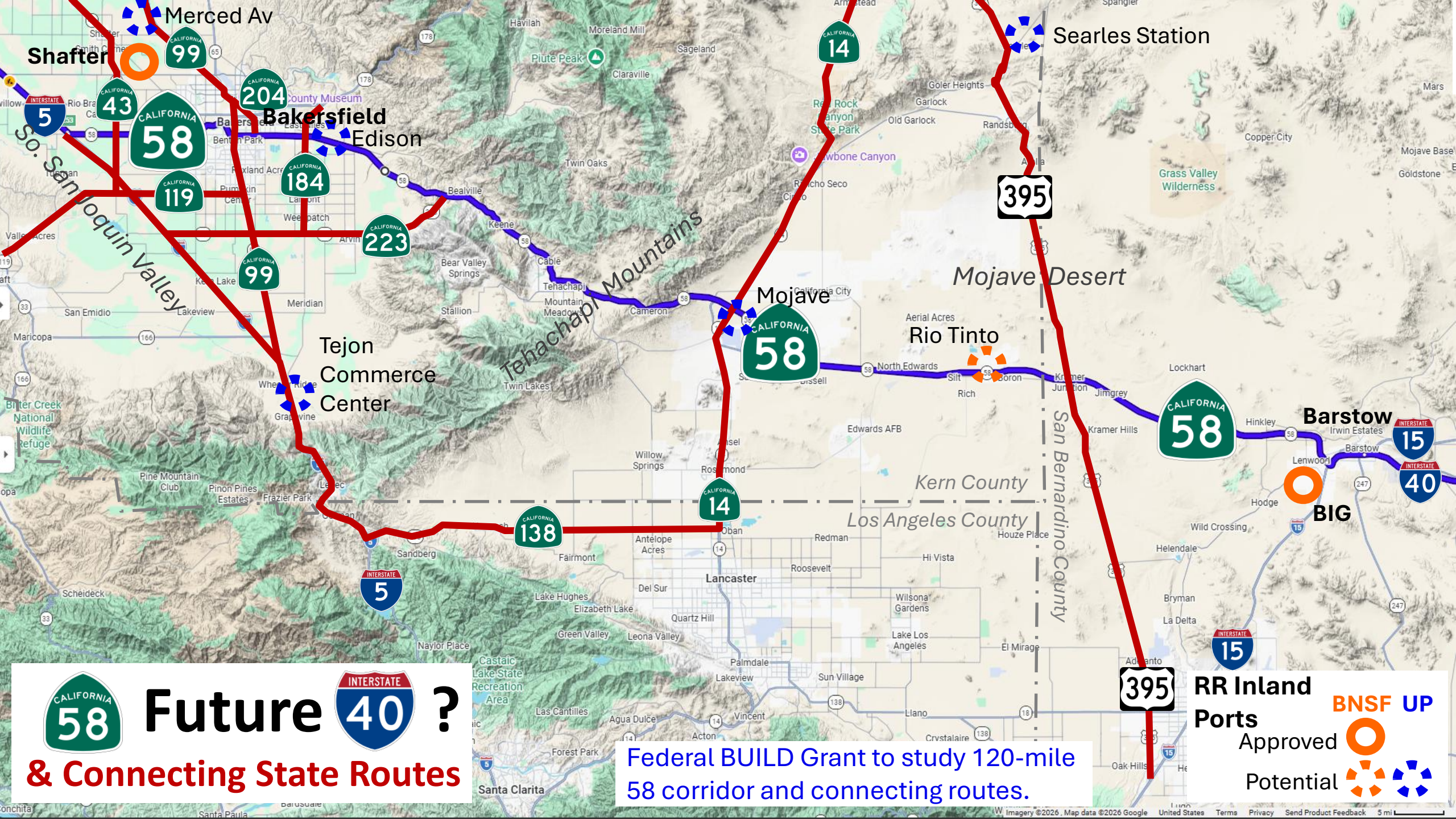
According to the 2023 CA Freight Mobility Plan:

*"SR 58 experienced an **almost four-thousand-trucks-per-day increase since 2011** and has **25% more truck traffic than I-80 Donner Pass**" p. 315* – **By 2024 this had grown to 44% higher!**



Source: FAF 2019

https://www.bts.gov/projected-major-truck-routes-national-highway-system-2045


Merced Av
Shafter
Bakersfield
Edison
So. San Joquin Valley
Tehachapi Mountains
Tejon
Commerce
Center
Mojave
Mojave Desert
Rio Tinto
Searles Station
Barstow
BIG
Kern County
Los Angeles County
San Bernardino County
Lancaster
Future
?
& Connecting State Routes
Federal BUILD Grant to study 120-mile
58 corridor and connecting routes.
RR Inland
Ports
BNSF UP
Approved
Potential

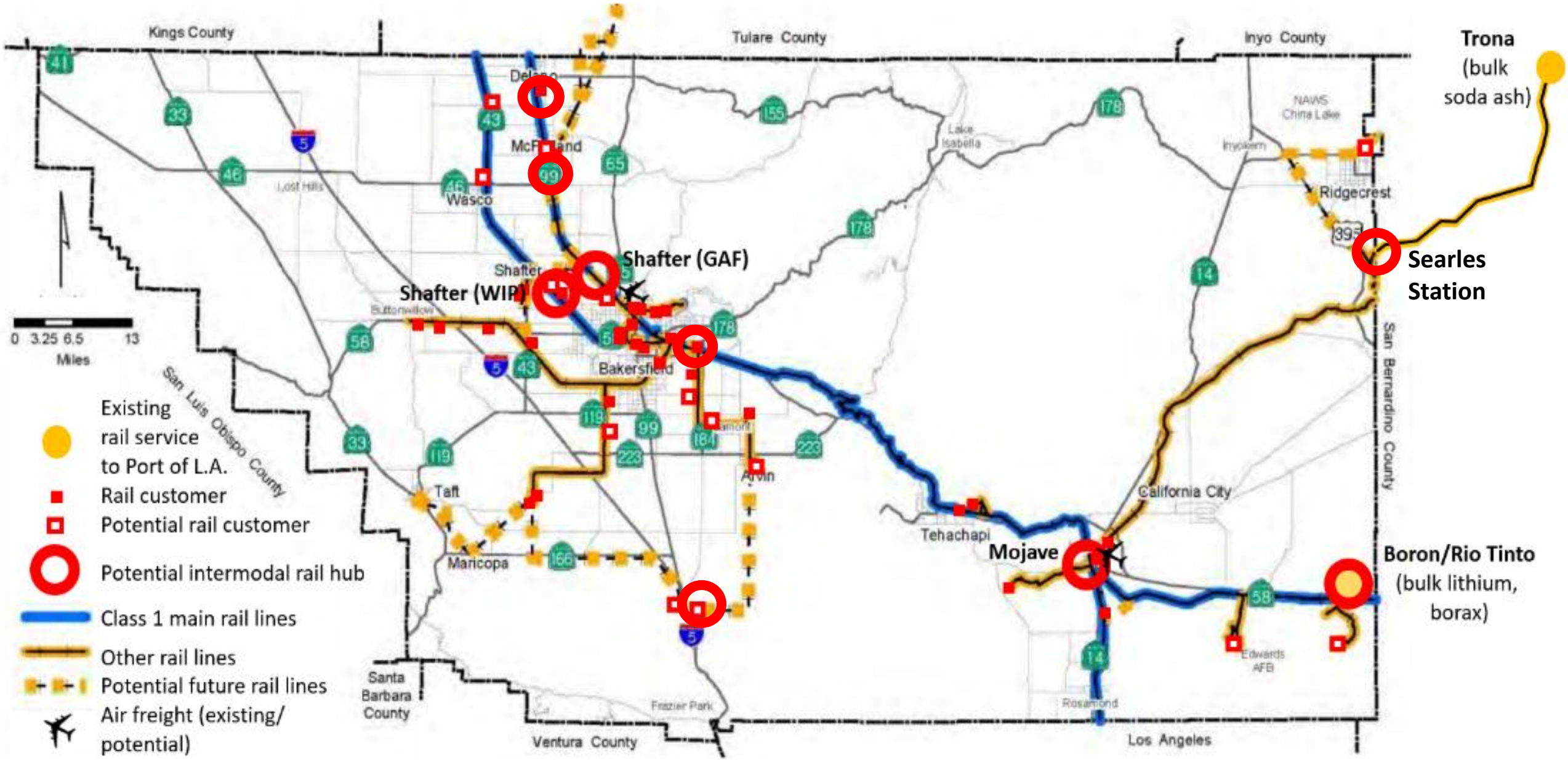
Section 2

The Rail Corridor & Inland Ports

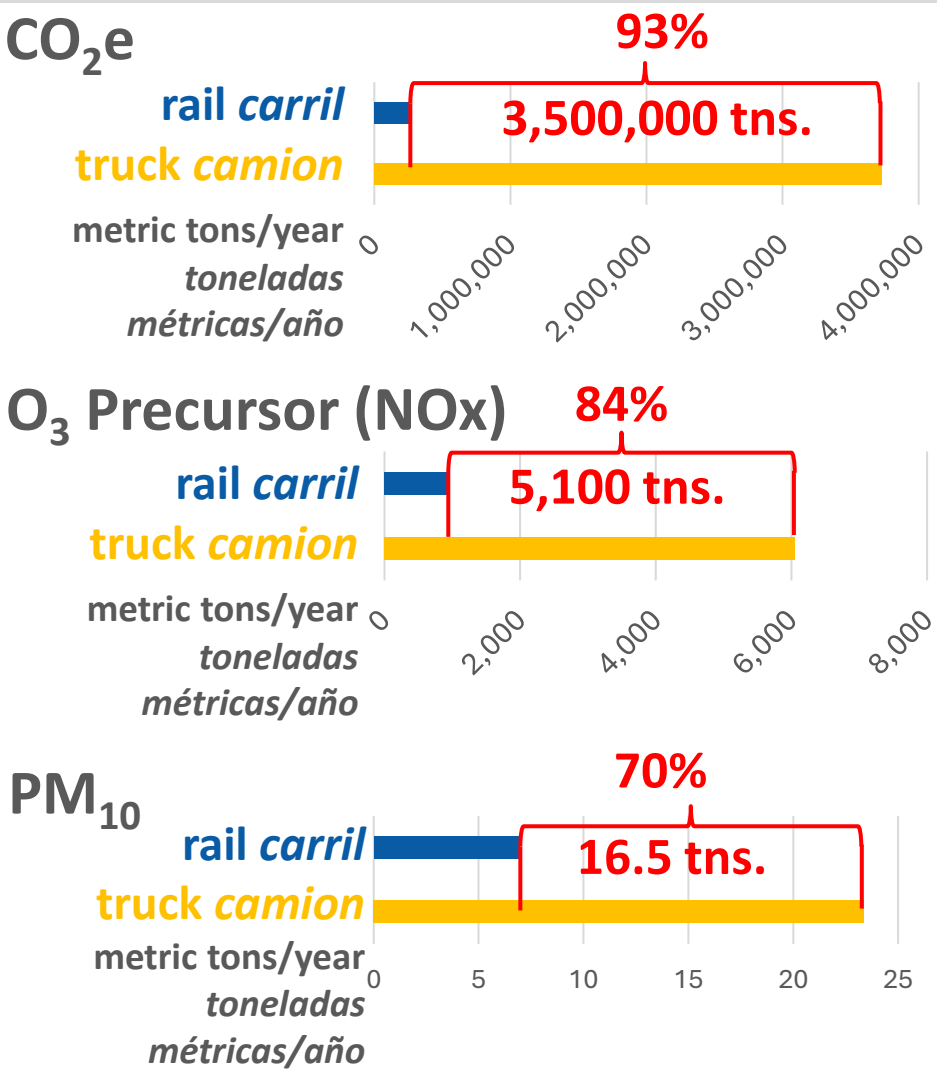


Kern Council of Governments

Figure 5-3: Kern Existing and Planned Rail Backbone Freight Network



Rail vs. Truck Emission Reductions
Reducción de emisiones ferroviarias contra camiones



Source *Fuente*: California Inland Port Feasibility Study 2020

Potential Inland Ports
Puertos interiores Potenciales



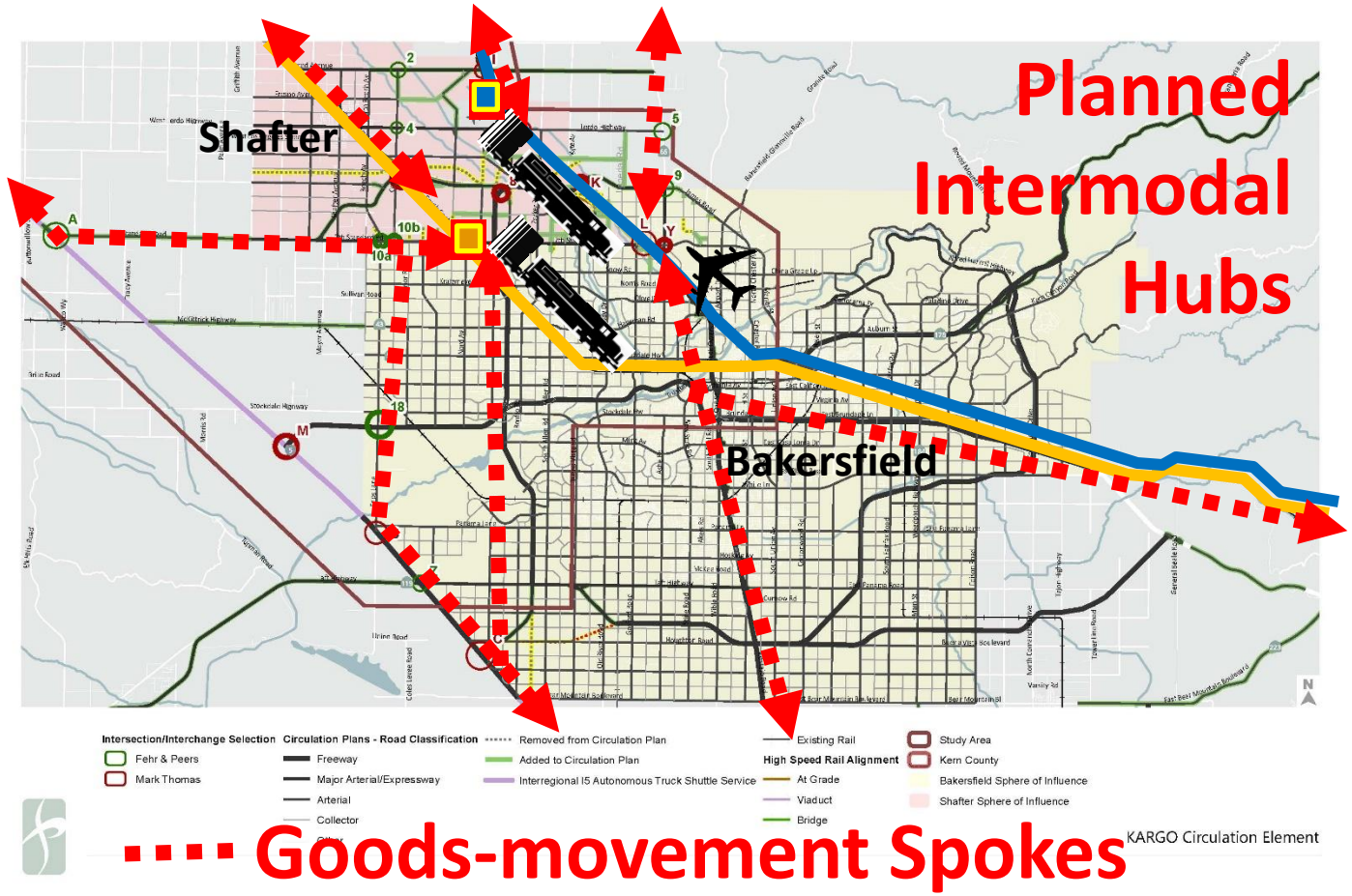
HSR service frees up 14 slots per day on BNSF for freight
El servicio HSR libera 14 espacios por día en BNSF para carga

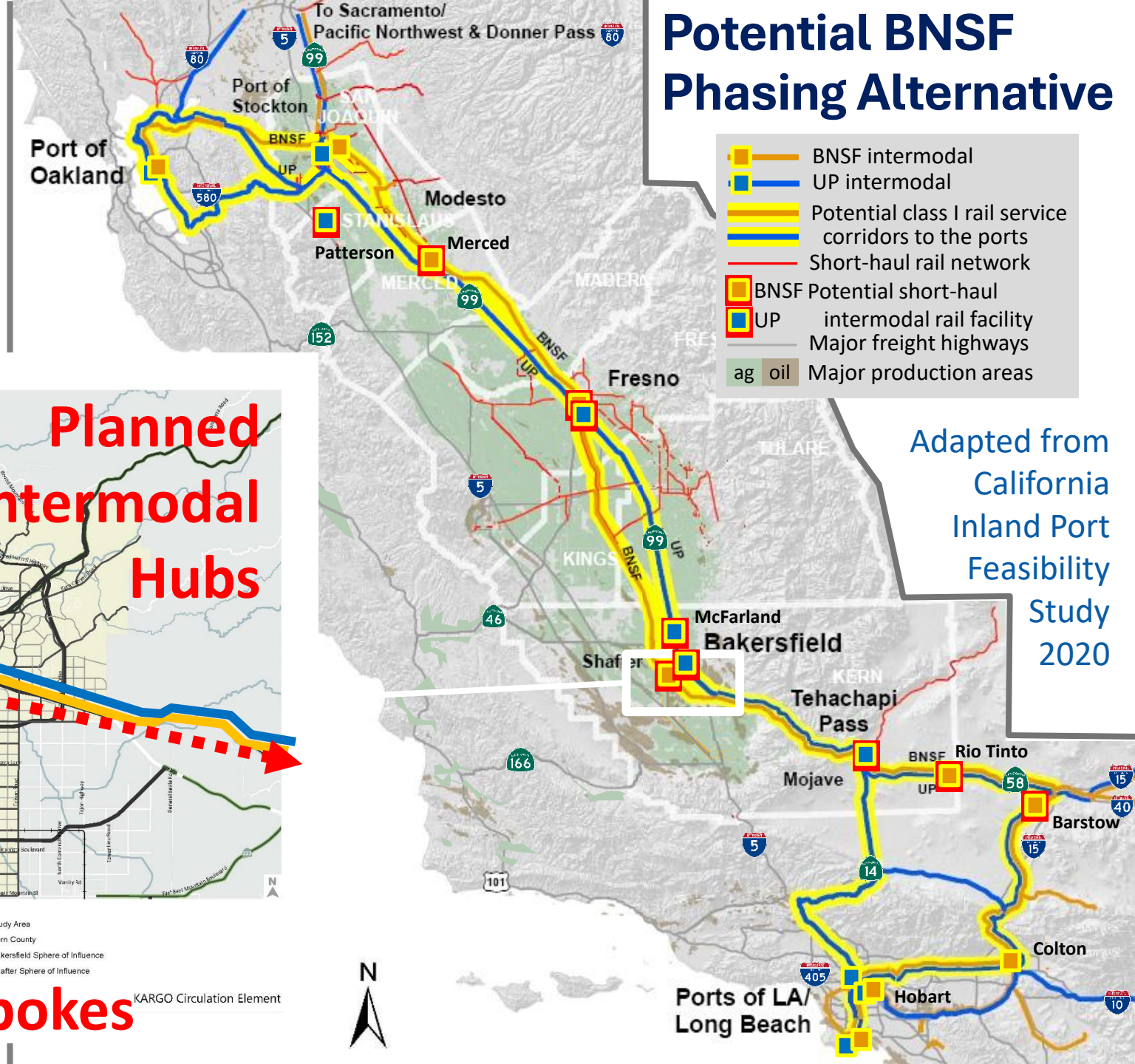
BNSF intermodal facilities — *instalaciones intermodales*
UP intermodal facilities — *instalaciones intermodales*
Potential class I rail service corridors to the ports — *Posibles corredores de servicio ferroviario de clase I a los puertos*
Short-haul rail network — *Red ferroviaria de corta distancia*
Potential BNSF inland port — *Puerto interior potencial de BNSF*
Potential rail service phases — *Posibles fases del servicio ferroviario*
Major freight highways — *Principales autopistas de carga*
ag oil Major production areas — *Principales áreas de producción*

Shafter is halfway by rail to the Ports of Oakland & LA/LB

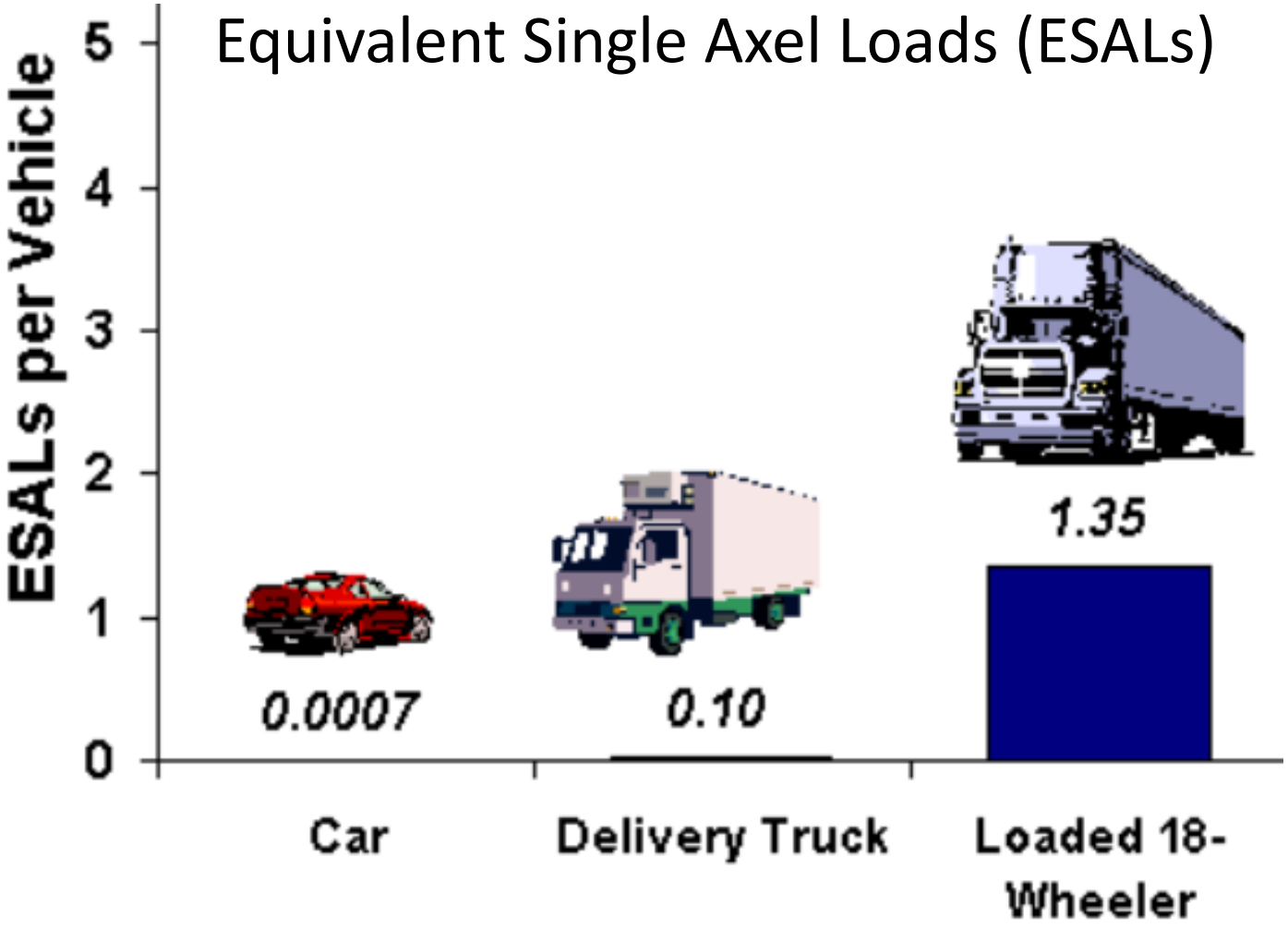


Hub & spoke connectors / road maintenance needs





One Loaded 18-Wheeler = 3,000-10,000 cars of road-ware on the highways



https://pavementinteractive.org/reference-desk/design/design-parameters/loads/

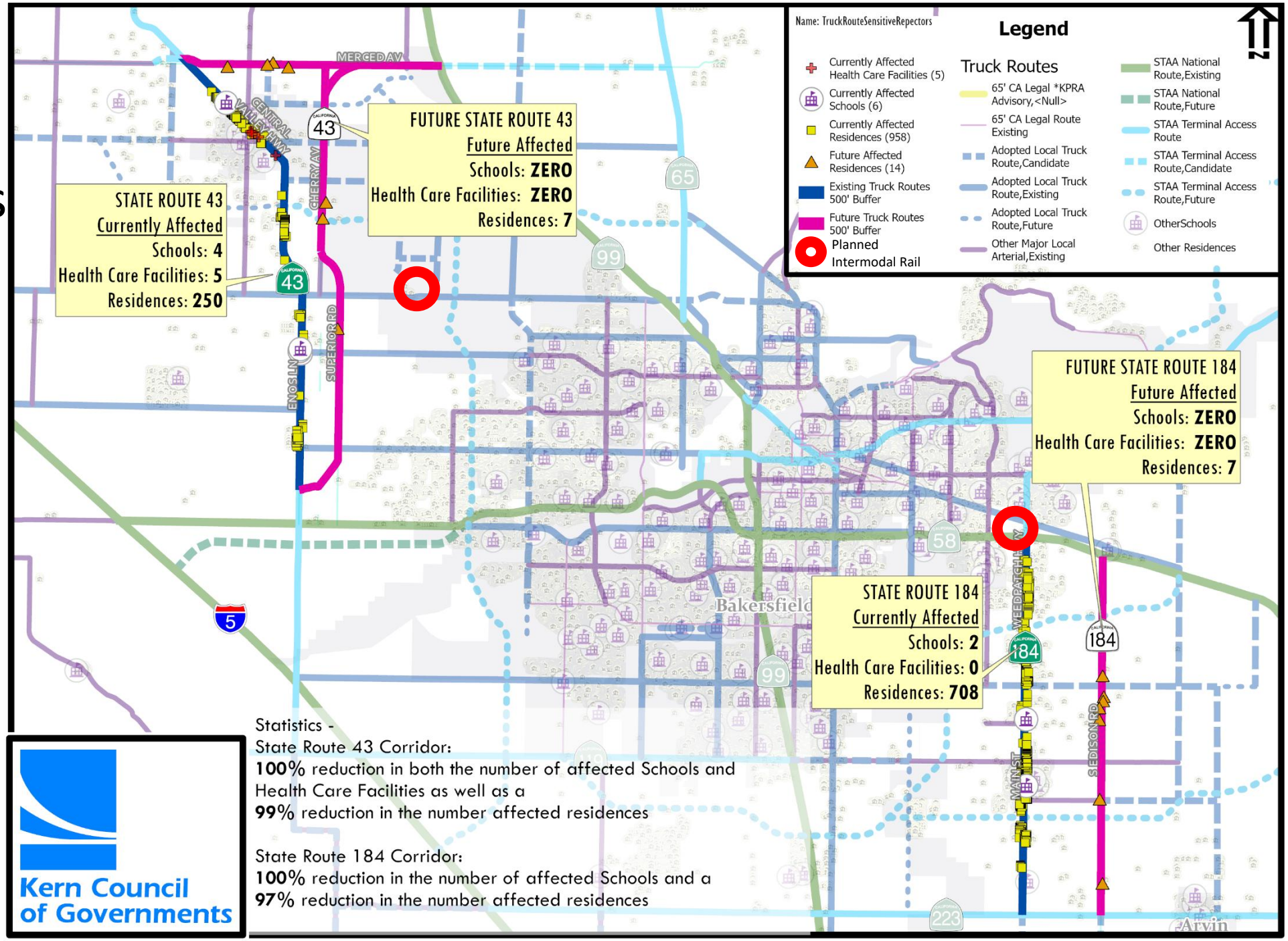
Note that a 5-axel truck typically pays 48 times what a passenger car pays in federal fuel taxes. Consumers see lower store prices because this apparent but disputed subsidy to trucking.
https://cdllife.com/2021/ooida-ata-team-up-to-combat-deeply-concerning-truck-only-0-25-vmt-tax-plan/

“GREENPASS”

Spokes:

Potential projects to move truck traffic away from homes & schools on State Routes 43 & 184, providing spokes to planned inter-modal rail hubs.

Source: KARGO Sustainability Study Phase II



Statistics -

State Route 43 Corridor:

100% reduction in both the number of affected Schools and Health Care Facilities as well as a

99% reduction in the number affected residences

State Route 184 Corridor:

100% reduction in the number of affected Schools and a

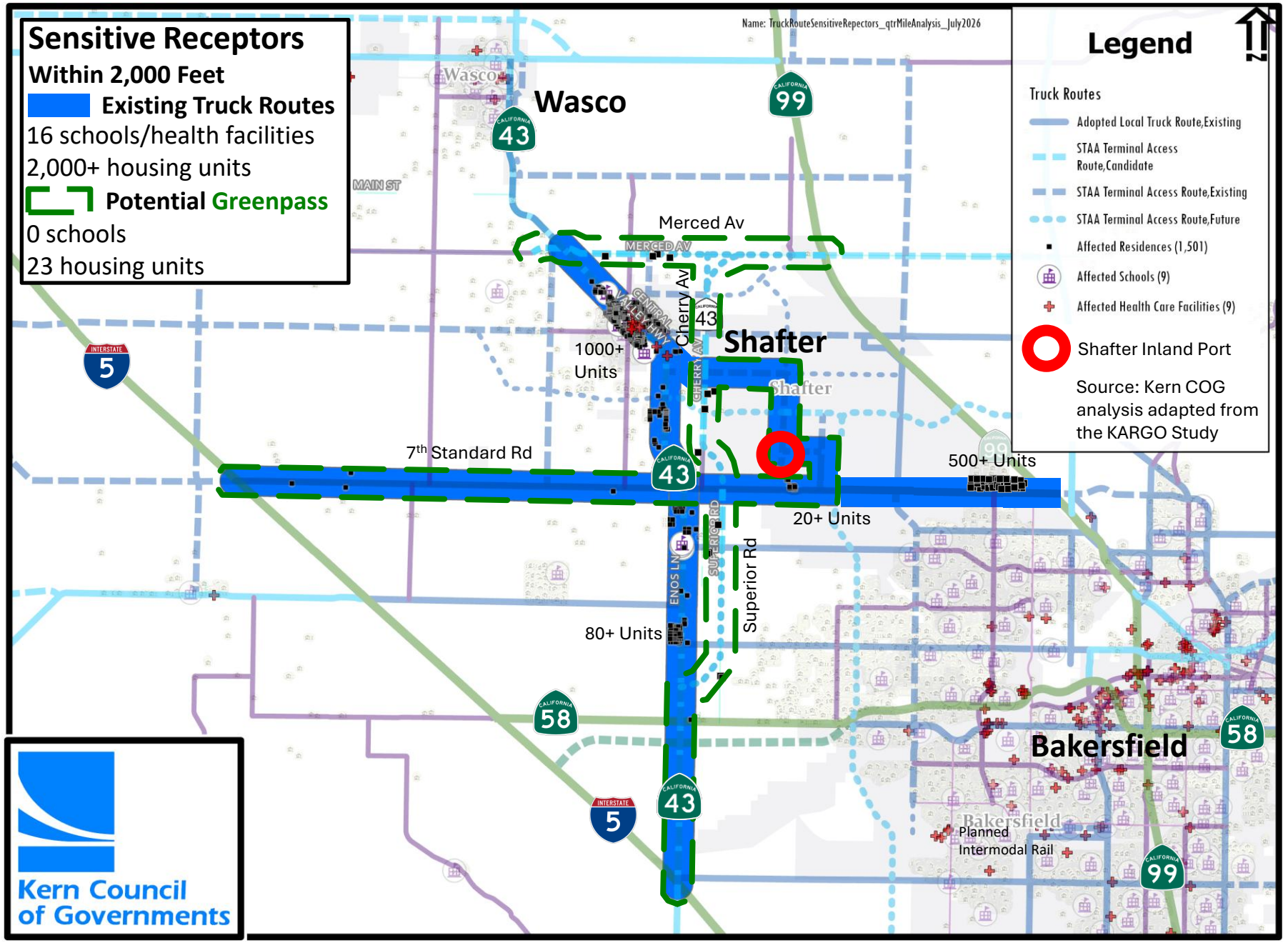
97% reduction in the number affected residences

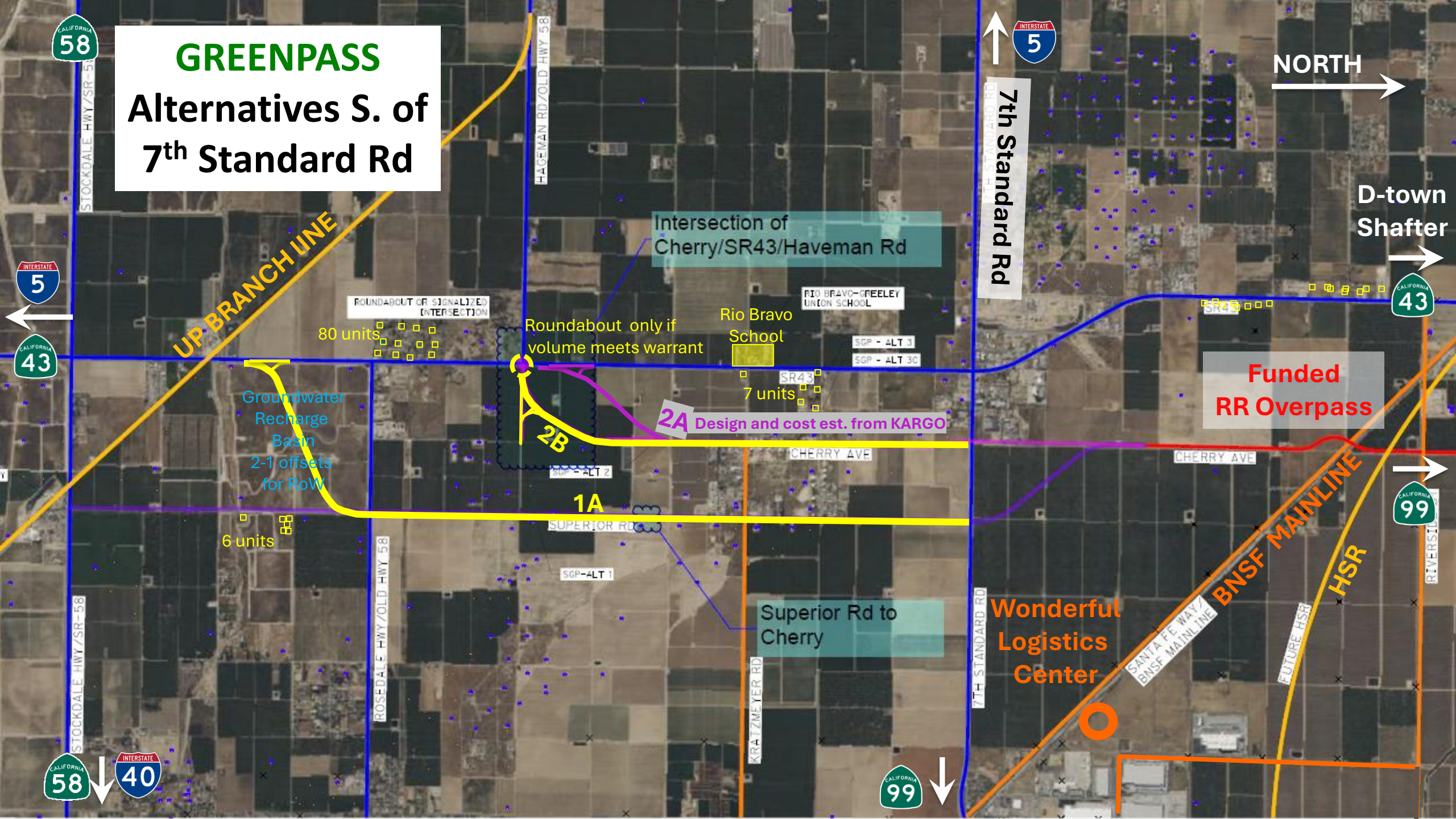
Kern Council of Governments

Shafter GREENPASS

Proposed Truck Routes:

Blue lines show current major truck routes leading to the Shafter Inland Port. Lines outlined in **green dashes** re-route trucks away from nearly 2,000 houses, and 16 schools/health care facilities, that are within 2,000' of the existing truck routes. **The Greenpass only affects 23 rural houses, 0 (zero) schools/health facilities.**




GREENPASS
Alternatives S. of 7th Standard Rd
NORTH
7th Standard Rd
D-town Shafter
UP BRANCH LINE
Intersection of Cherry/SR43/Haveman Rd
Roundabout only if volume meets warrant
Rio Bravo School
80 units
7 units
6 units
Groundwater Recharge Basin 2-1 offsets for RoW
2A Design and cost est. from KARGO
2B
1A
Funded RR Overpass
Superior Rd to Cherry
Wonderful Logistics Center
BNSF MAINLINE
HSR
CHERRY AVE
SUPERIOR RD
STOCKDALE HWY/SR-58
HAGEMAN RD/OLD HWY 58
ROSEDALE HWY/OLD HWY 58
KRATZMEYER RD
7TH STANDARD RD
SANTA FE WAY/ BNSF MAINLINE
FUTURE HSR
SGP - ALT 1
SGP - ALT 2
SGP - ALT 3
SGP - ALT 3C
ROUNDABOUT OR SIGNALIZED INTERSECTION
RIO BRAVO-GREELEY UNION SCHOOL
SR43
RIVERSIDE
5
43
58
40
99


2011 Shafter West U.S. Freight Hub & Wonderful Logistics Ctr. (WLC)
2009
Target DC
2003
Hillmann Group DC
2004
Formica DC
2006
7th Standard Rd (4 lanes)
To 99
To 5
BNSF Mainline

2025 Shafter West U.S. Freight Hub & Wonderful Logistics Ctr. (WLC)



Under Construction

$100M all private sector investment

Wonderful logistics center™

Walmart Grocery DC 2019

Amazon Fulfillment DC (clothing) 2021

Ross DC annex 2 2018

Golden Bear DC 2022

FedX Ground 2016

Smuckers DC 2022

Amazon XDOC 2024

Wonderful Co Container Depot 2024

Ross Dress For Less DC 2015

Ross DC annex 3 2016

Target DC 2003

2009

American Tire DC 2013

Hillman Group DC 2004

Formica DC 2006

9 More Planned Warehouses

2026

160 Container spaces 2016

Rail Terminal 100+ Acres

BNSF Mainline

11 DCs/expansions > half in last 5 years*

8M sq. ft. exist./under con.

*Not including an additional 5 oilfield service companies

To CALIFORNIA 99

To INTERSTATE 5

7th Standard Rd (4 lanes)

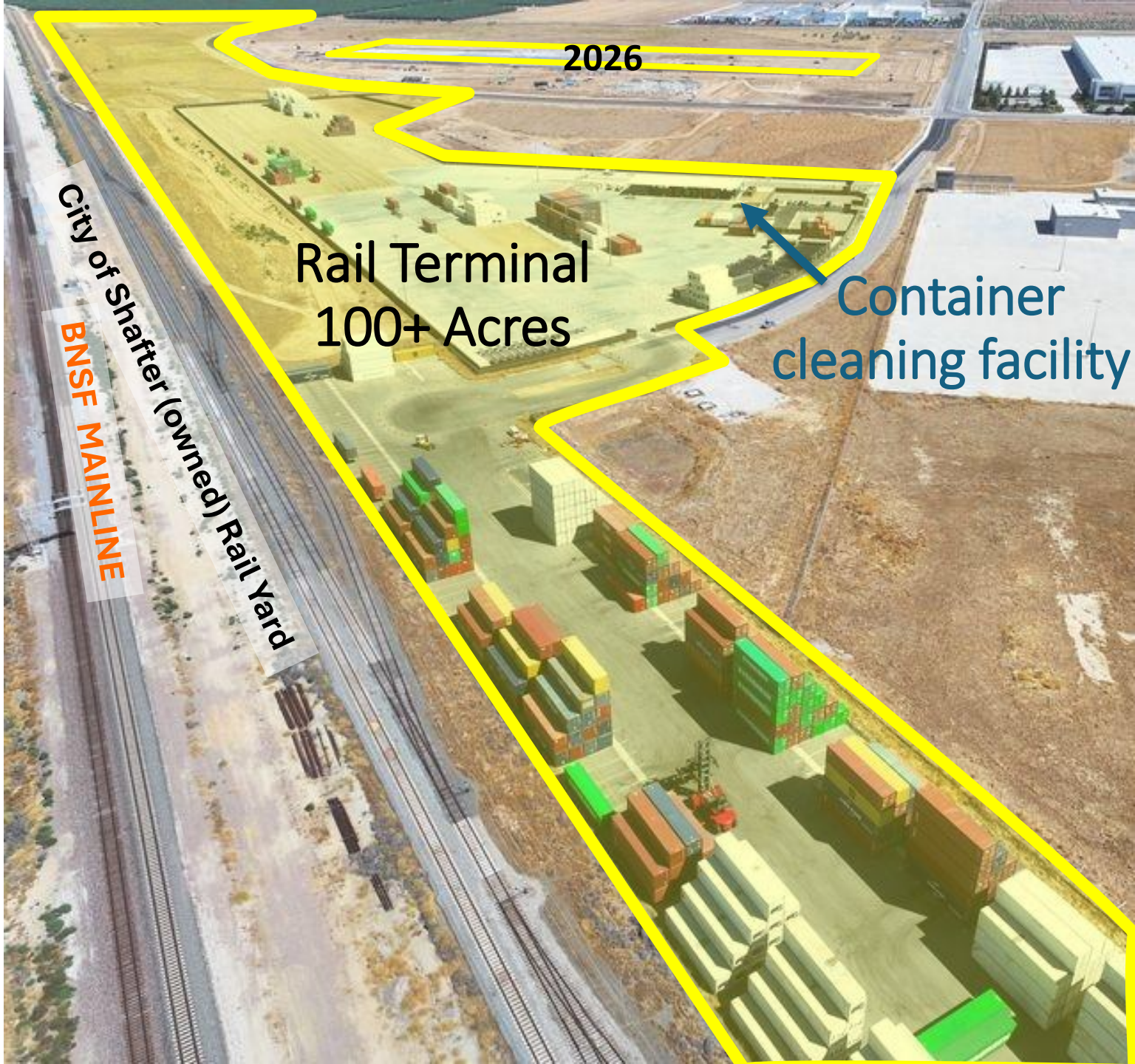
EXPRESS AVE

CITY OF SHAFTER RAIL TERMINAL

SANTA FE WAY

Wonderful Logistics Center (WLC) Intermodal Rail Yard Under Construction

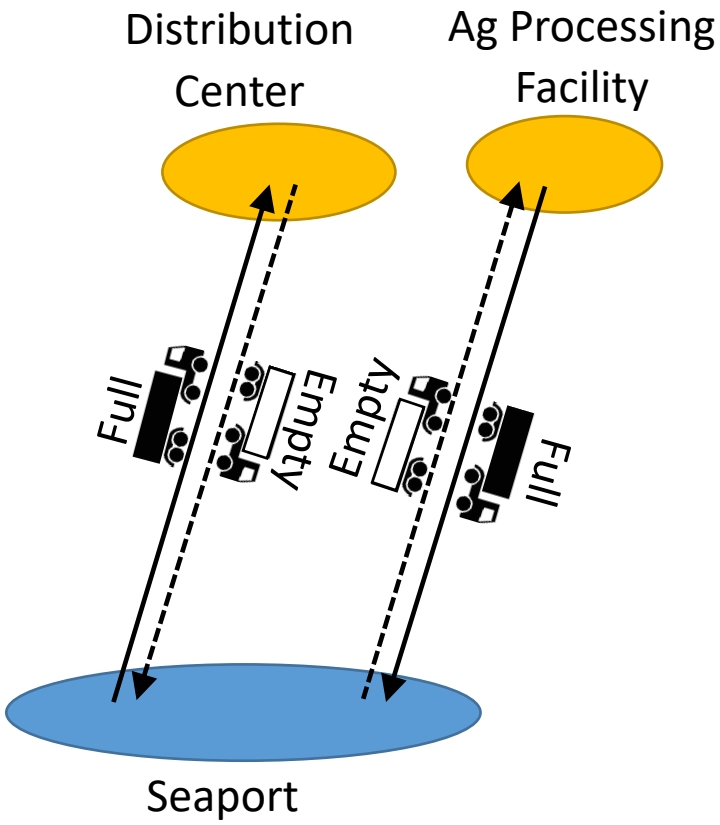
- Currently holding about 800 containers.
- Being used as a Container Depot for trucking “Street Turns” enabling containers to be shipped both directions full.
- Demonstrating the market for rail service to the Ports



Basic Concept: Minimize Empty Truck Trips

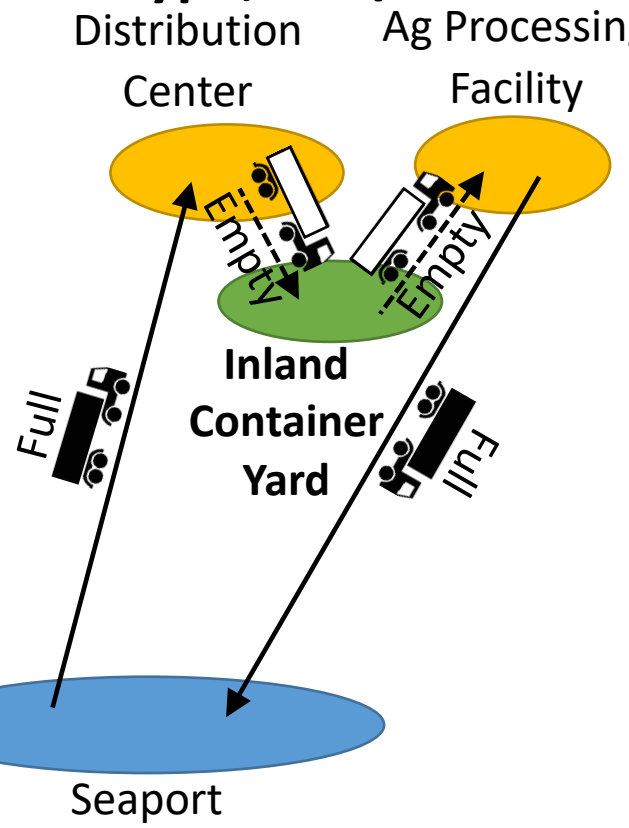
Goods Movement "Street-Turn" Strategy

Before Street-Turn Load Matching



Today – Empty containers passing each other on I-710, I-405 & I-5

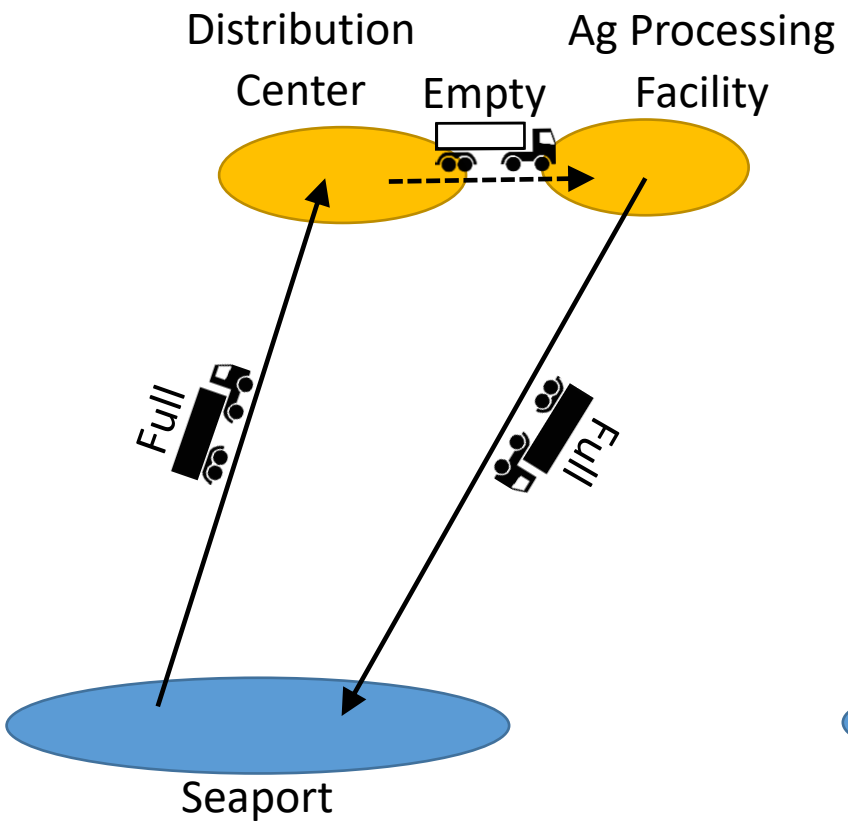
Exchange Empty Container/Chassis for needed ocean carrier type, and/or for cleaning



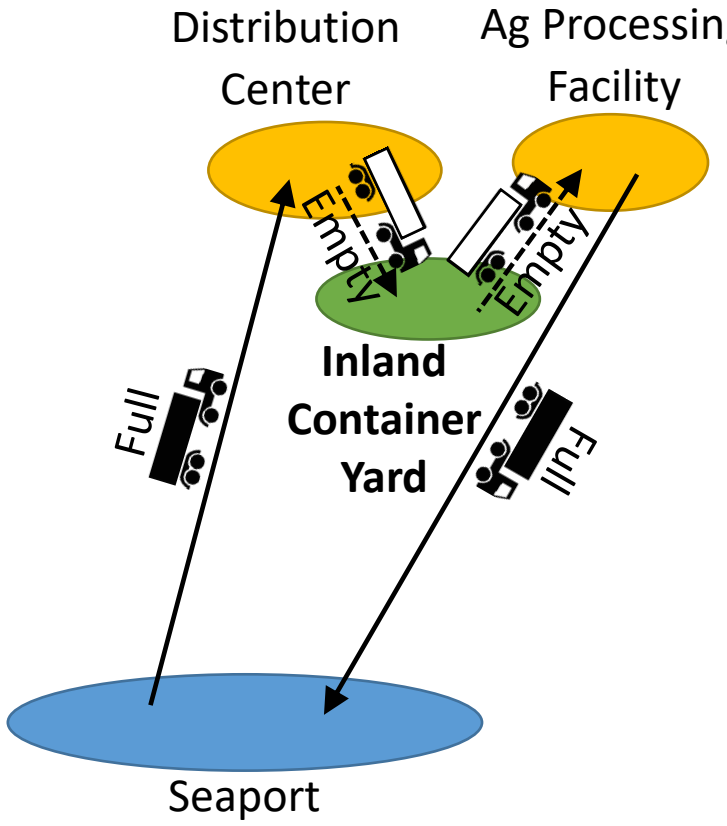
Save up to 40% in shipping costs, VMT, port congestion, road wear & tear, and emissions

Phased Street-Turn Variations

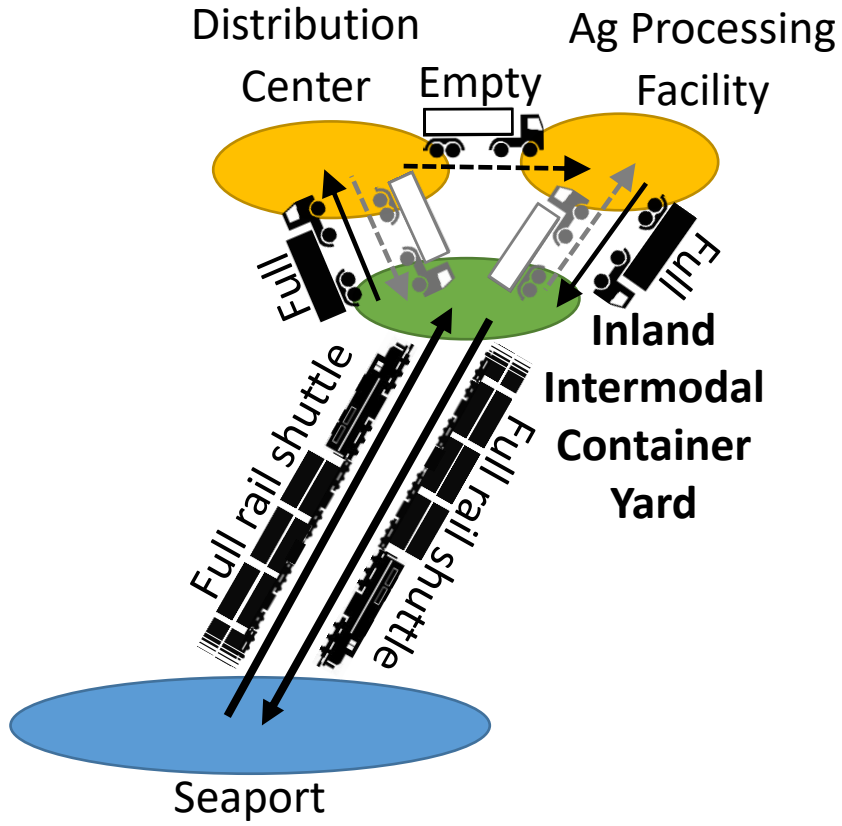
A. Virtual Container Yard
(needs public cloud supply chain solutions and/or block chain solutions)



B. Exchange Empty Container/Chassis for needed ocean carrier type, and/or for cleaning

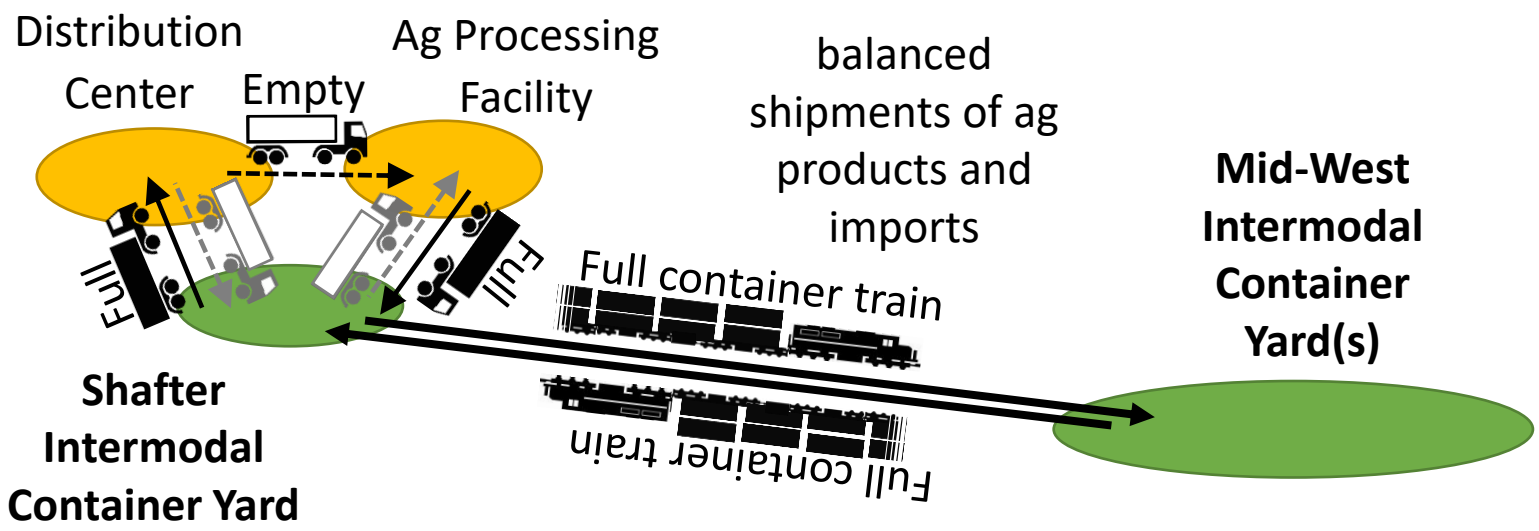


C. Rail Shuttle Concept … Challenge
(Need 300 containers per ship headed to inland port and similar volume of exports going back with competitive pricing from a class 1 RR and/or additional government investment)



One More Interim Step Before Rail Shuttle to LA Port

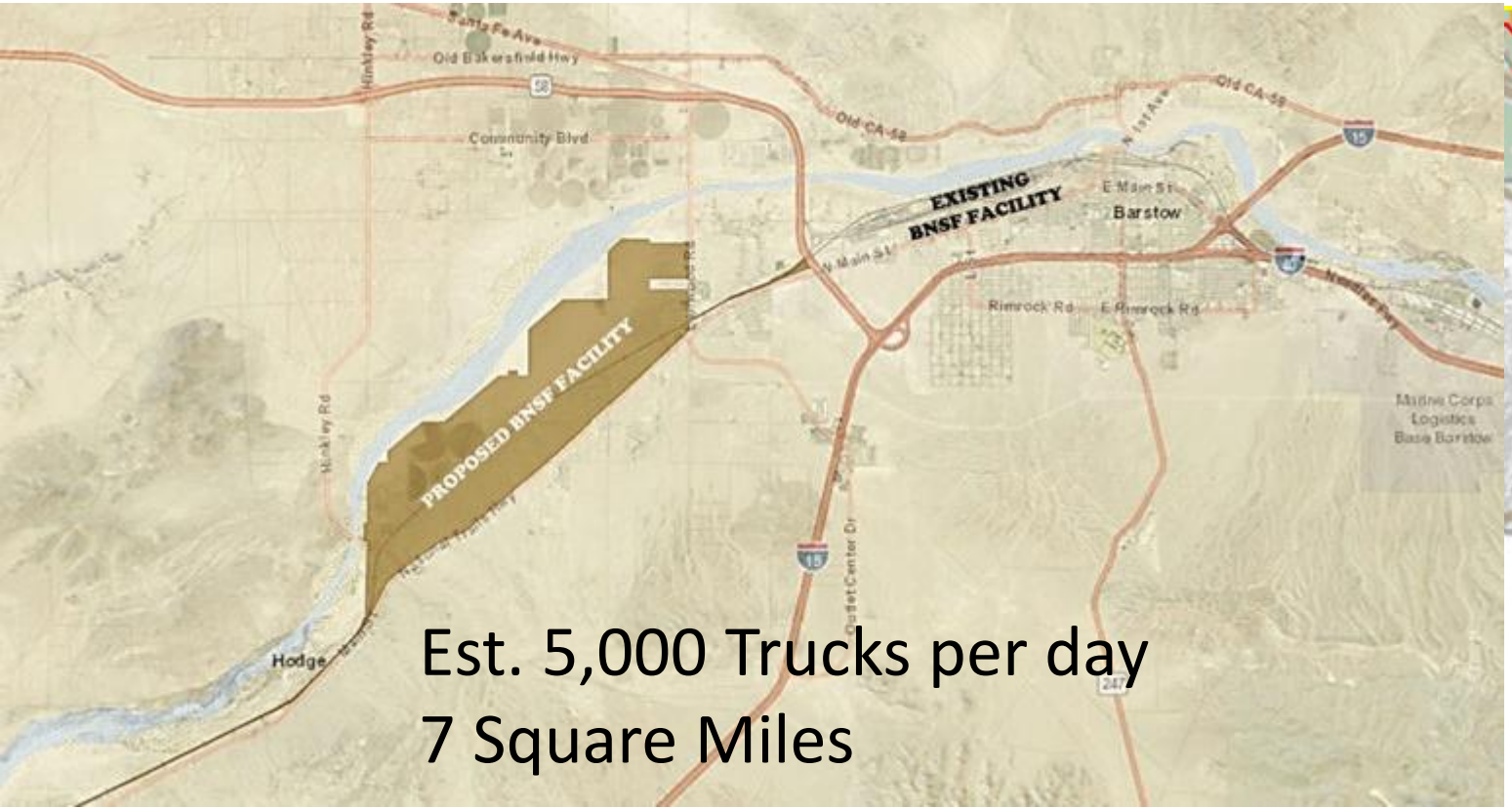
B2. Establish Intermodal Rail Service at Shafter



BNSF Barstow Intl. Gateway Inland Port

https://www.bnsf.com/news-media/news-releases/newsrelease.page?relId=bnsf-to-build-new-integrated-rail-complex-in-barstow-to-increase-supply-chain-efficiency-nationwide







Section 3

What the Public Thinks



Kern Council of Governments

Inland Empire's Sales Tax Measures & Impact Fees May Have Been Too Little Too Late

The New York Times

California's Inland Empire Pushes Back on Booming Warehouse Construction

Several municipalities have halted new projects to study their impact on pollution and congestion.



By Kurtis Lee

Oct. 17, 2022

https://www.nytimes.com/2022/10/17/us/california-inland-empire-warehouse-construction.html

IE warehouse boom generates call for building moratorium

Letter from 60-plus groups: "We have a right to not be made sick by the air we breathe"

By TRD Staff

JAN 31, 2023, 6:33 PM

https://therealdeal.com/la/2023/01/31/ie-warehouse-boom-generates-call-for-building-moratorium/

In Kern, Only 1 in 7 Residents (13%) View New Distribution Centers Negatively for Past 5-Years

*Spring 2019 & 2024 statistically valid surveys**

1,200 people in Kern were asked if they agreed with this statement: *"The new warehouse facilities built in the last 3 years have caused more commercial truck traffic and are not worth the extra traffic, safety hazards and cost of additional road repairs.*

46% say they are worth the jobs, 28% had mixed opinions, 12% don't know.

**Surveys available online 2019-2024:* https://www.kerncog.org/quality-of-life-survey/



Corridor Project Reduces Travel between I-40/I-5/I-580 by an Average of 12 Mi. for 8000 Trucks Per Day by 2038

Distances based on Google Maps - March 2016 https://www.google.com/maps/dir/California+58,+California/Interstate+580,+California/



Vehicle Miles Traveled By Routes Connecting I-40/SR58 to Bay Area and Port (I-580)

Truck Route Alternatives	Miles*	Stops/ Signals
58, **Centennial**, I-5, 580	**228**	**1****
58, 99, **120/205**, 580	240	0
58, 99, **152**, I-5, 580	245	14
58, 99, **198**, I-5, 580	250	2
58, 99, **46**, I-5, 580	231	5
58, 99, **Lerdo**, I-5, 580	231	7
58, 99, **7th Std.**, I-5, 580	231	7
58, 99, **existing 58**, I-5, 580	229	11
58, **Stockdale**, I-5, 580	228	11

*Distances are from SR99/58 to I-580/205 interchanges
**To be eliminated with future phase.

Central Cal Critical Crossroads

Ramp 7

2025 Under Construction

Ramp 8

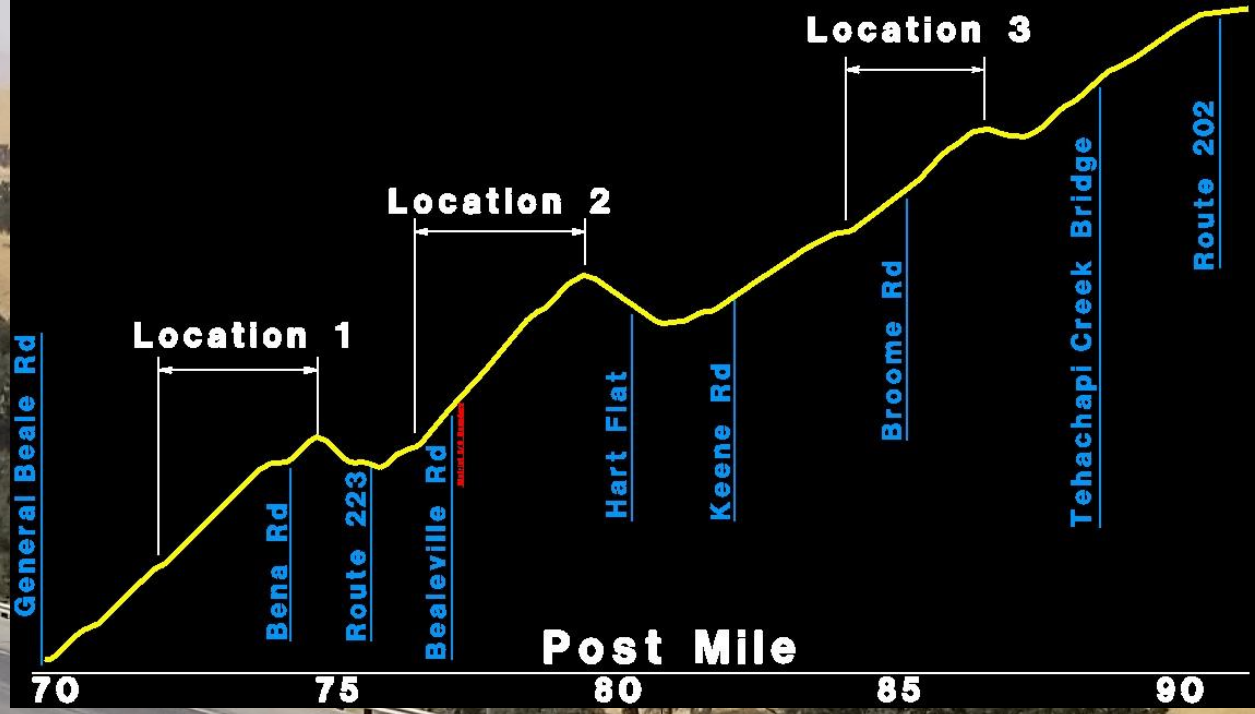
2026 TCEP

Kern Council of Governments



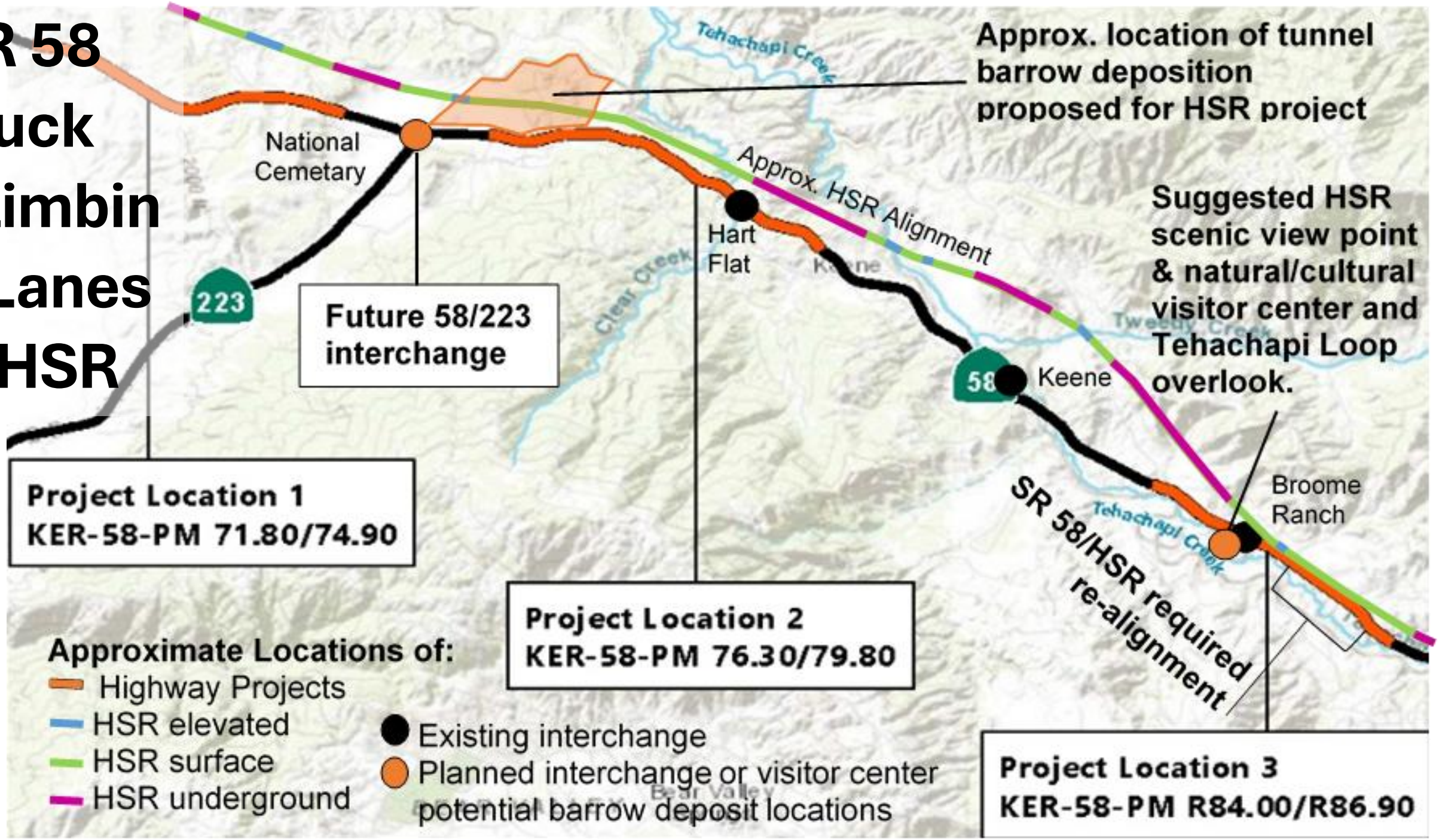
Image courtesy City of Bakersfield

Route 58 Eastbound Truck Climbing Lanes



LOCATION (PM)	AVE GRADE	TOTAL RISE	DISTANCE	COST*
#1 (PM 71.8 – 74.5)	4.40 %	610 ft	2.63 miles	$32 m
#2 (PM 76.3 - 79.4)	5.03 %	805 ft	3.03 miles	$33 m
#3 (PM 84.1 - 86.5)	3.72 %	483 ft	2.46 miles	$40 m

SR 58 Truck Climbing Lanes & HSR



Section 4

Emerging Tech to the Rescue?



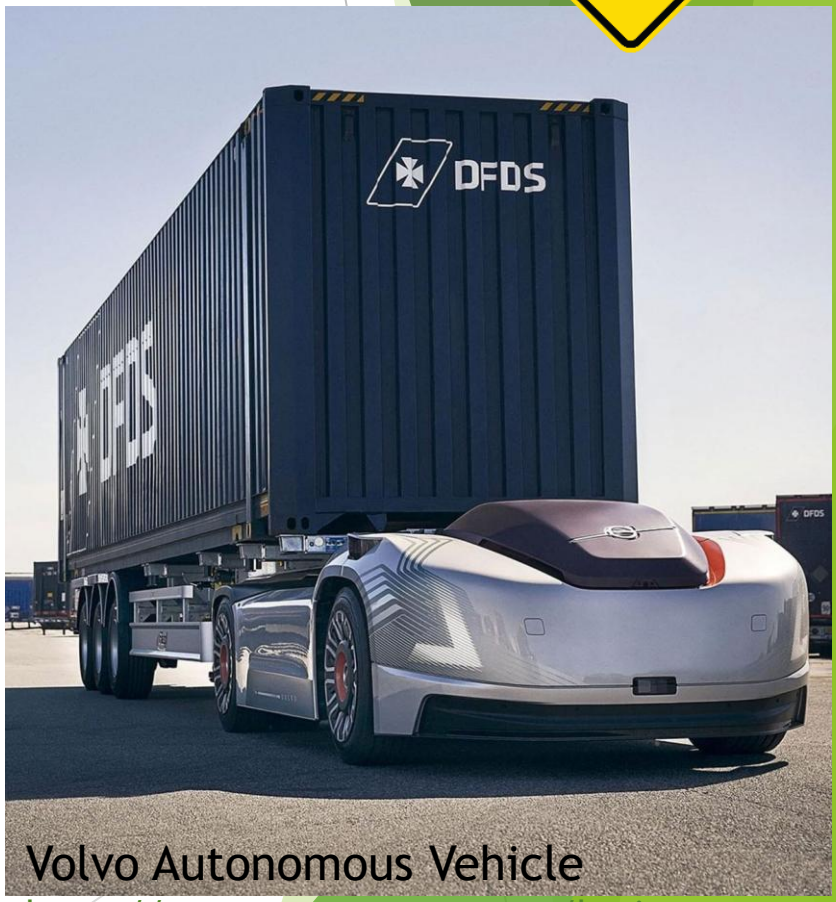
Kern Council of Governments

SAFETEC - Pilot Mobility Fee Program on Autonomous/ZEV Trucking Zone

- Trucking fleets already track their mileage and to pay the IFTA tax by state jurisdiction.
- Autonomous truck vendors are looking for a warehouse-to-warehouse haul in a rural area to test their new technology.
- Kern is an ideal location for testing this technology and potentially benefitting from high tech jobs.
- Many autonomous trucks use ZEV technology but do not pay diesel fuel tax.
- Autonomous technology easily collects milage data
- KARGO phase I study proposed creation of a Safer Autonomous Freight Enhanced Testing Environmentally Clean (SAFETEC) Logistics Zone.

Potential Signage for Autonomous Truck Testing Routes



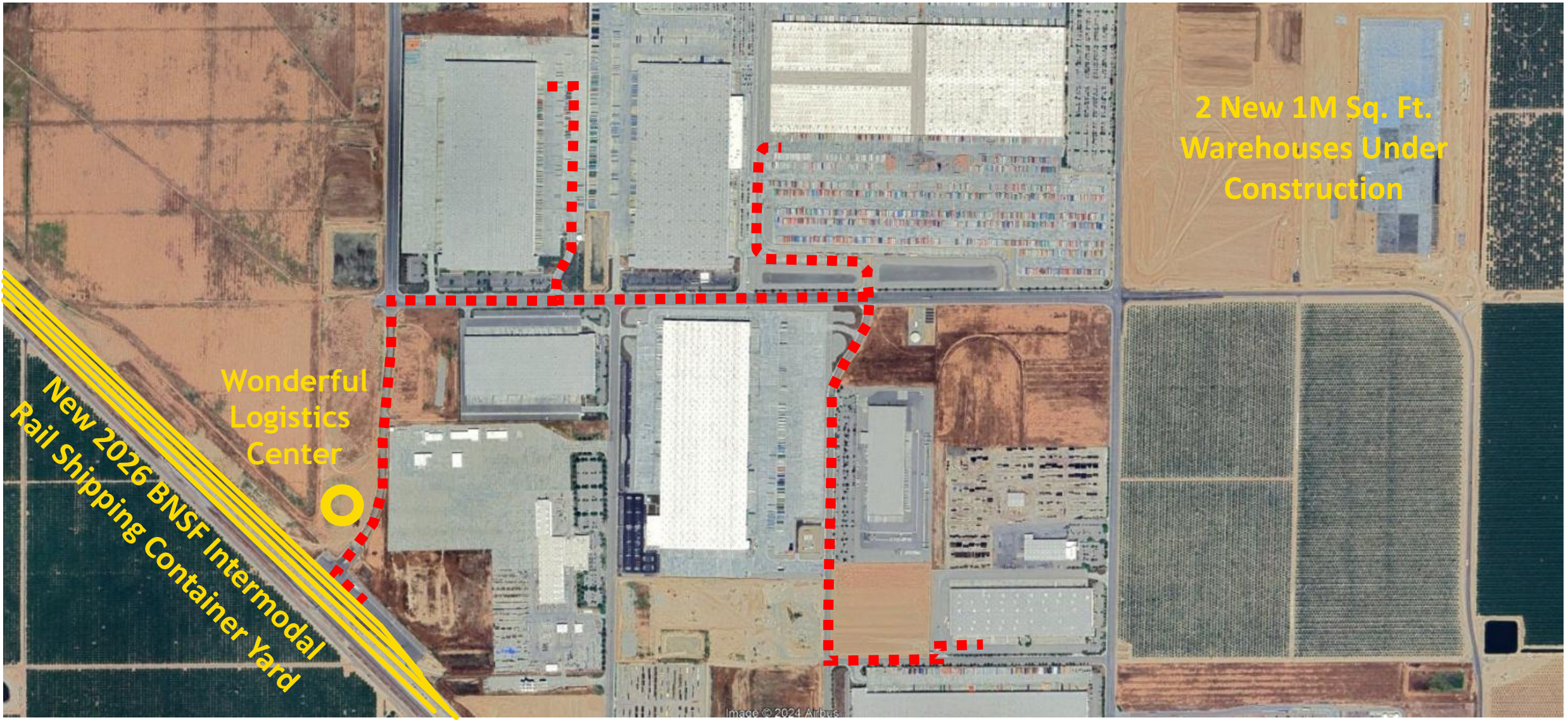


Volvo Autonomous Vehicle

https://www.entrepreneur.com/business-news/sorry-truckers-volvos-autonomous-vehicles-can-handle-it/335385

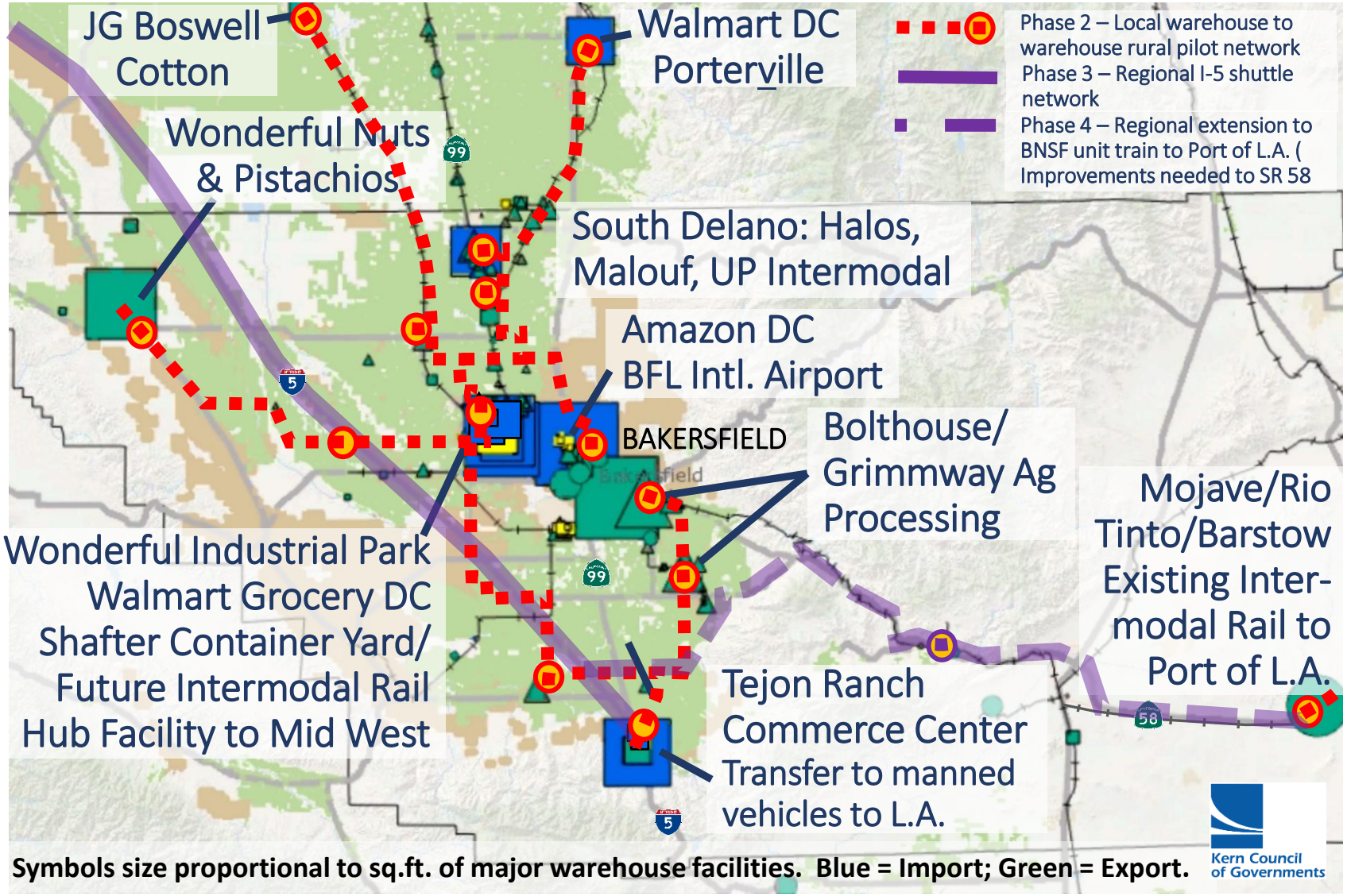
SAFETEC
Logistics
Zone

Potential Phase 1 – Warehouse to Warehouse Demo Zone – Wonderful Industrial Park, Shafter



SAFETEC
Logistics Zone

Potential Demonstration Phases 2-4 – Fed SMART Grant App Pending





MagRail: Magnetic Levitation on Existing Rails

Successful tests show MagRail can operate on existing rail infrastructure

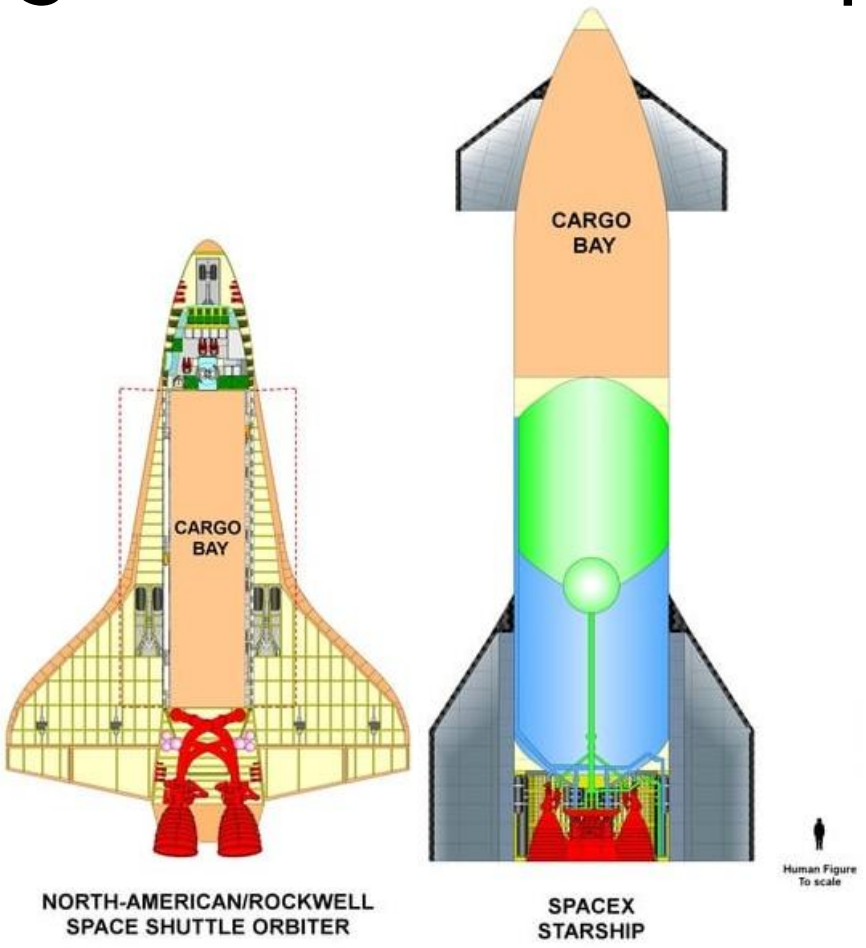




Low-cost passive maglev upgrade tested on regular rail tracks



Now We Need to Start Planning for Spokes to Future Freight/Passenger Hubs Flight 6 Tomorrow at 6pm PST





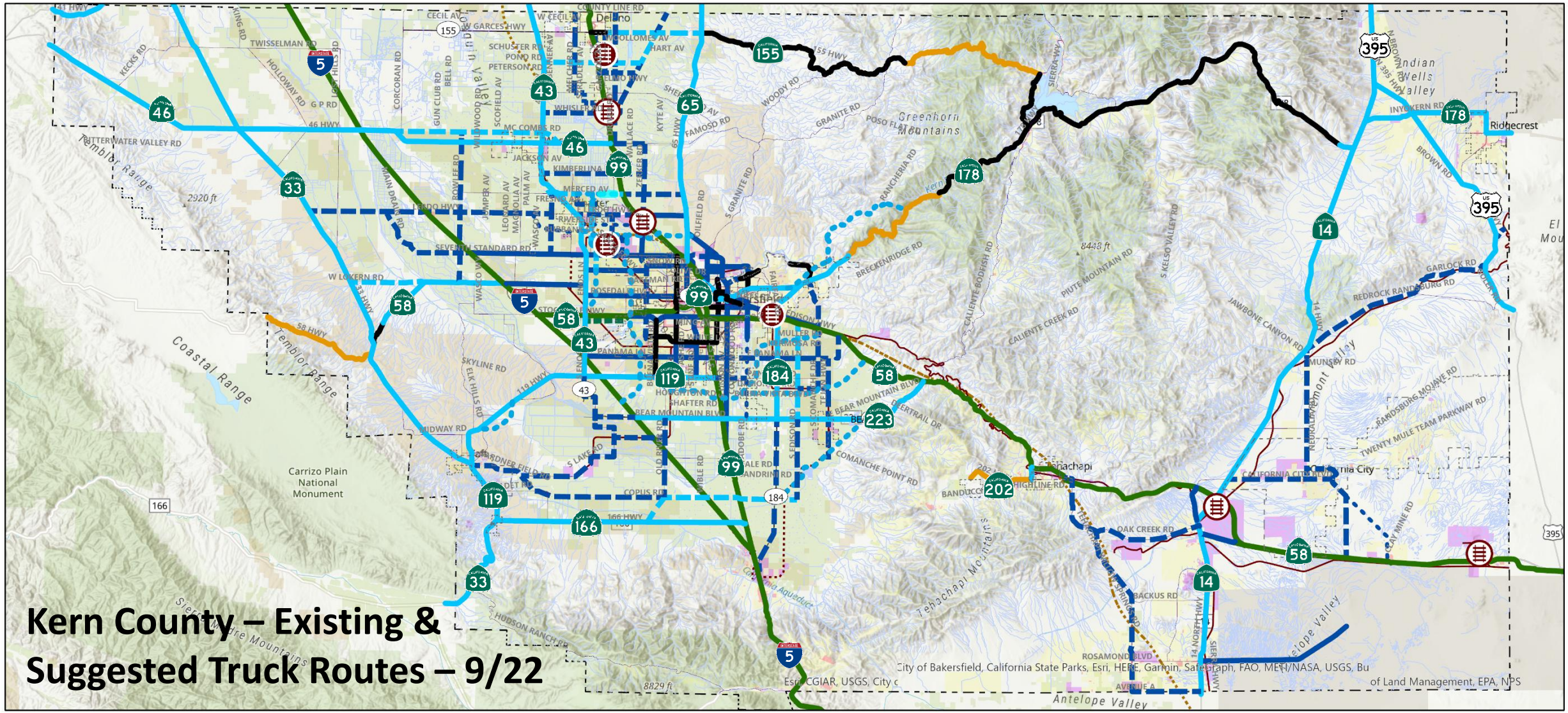


Section 5

Modeling Trucks & Air Quality

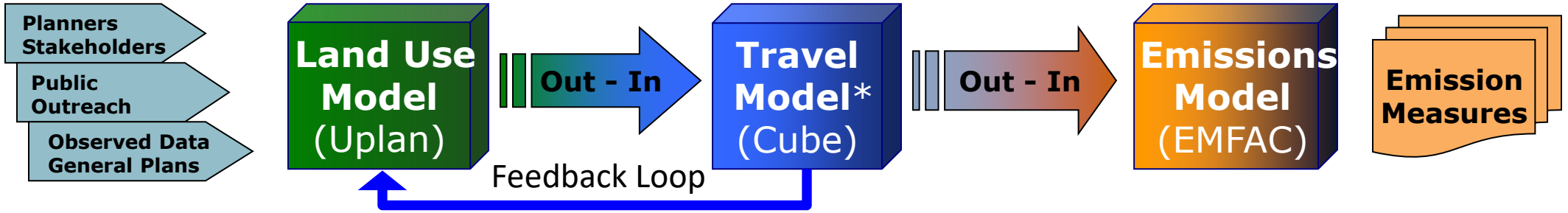


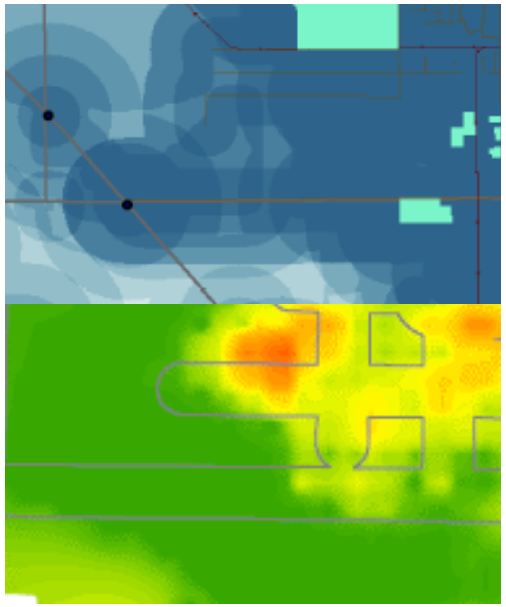
Kern Council of Governments


Kern County – Existing &
Suggested Truck Routes – 9/22
17 Miles
Existing
Candidate
Future
National Network (STAA)
State Terminal Access (STAA)
Local (STAA)
65' CA Legal Route
65' CA Legal *KPRA Advisory
Other Major Local Arterials
Other Roads
Existing Rail
Future Rail
High Speed Rail Alignment
Intermodal Freight Hub
Existing
Potential
Combined General Plan Land Use
Residential
Commercial
Industrial
Agriculture Production
Oil Production
Kern Council of Governments

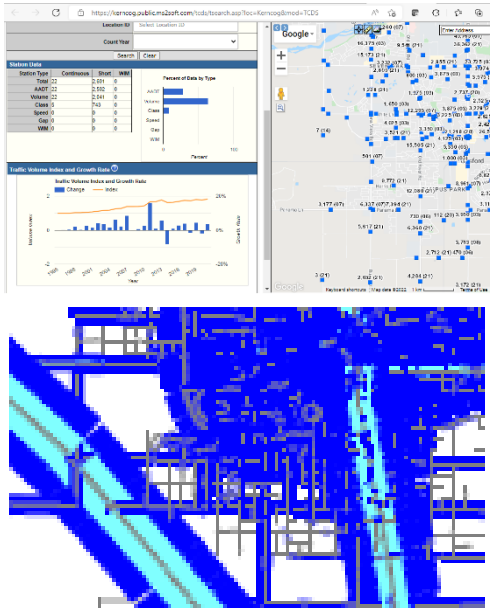
2026 Kern COG Land Use/Travel Model Forecasting

Modeling demonstrates that Kern's transportation projects will not delay attainment of any of the SIPs, & will meet State GHG Targets.

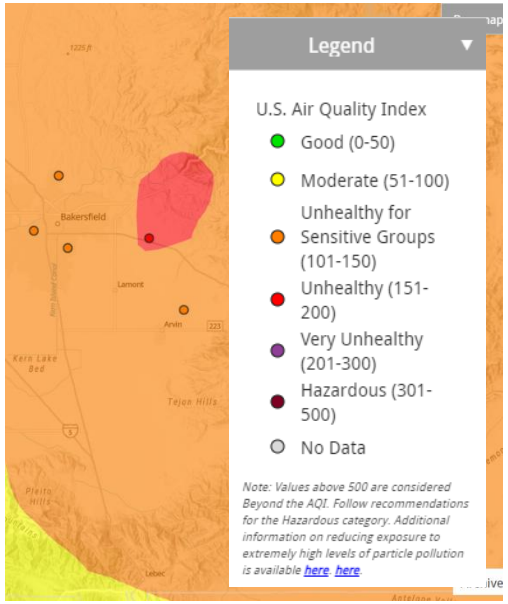




GP amendments, Tract maps, Infrastructure



Traffic counts, Travel surveys, Network changes



Air quality monitors, EMFAC updates

**Includes built-in 3-step truck model*

Kern Council of Governments

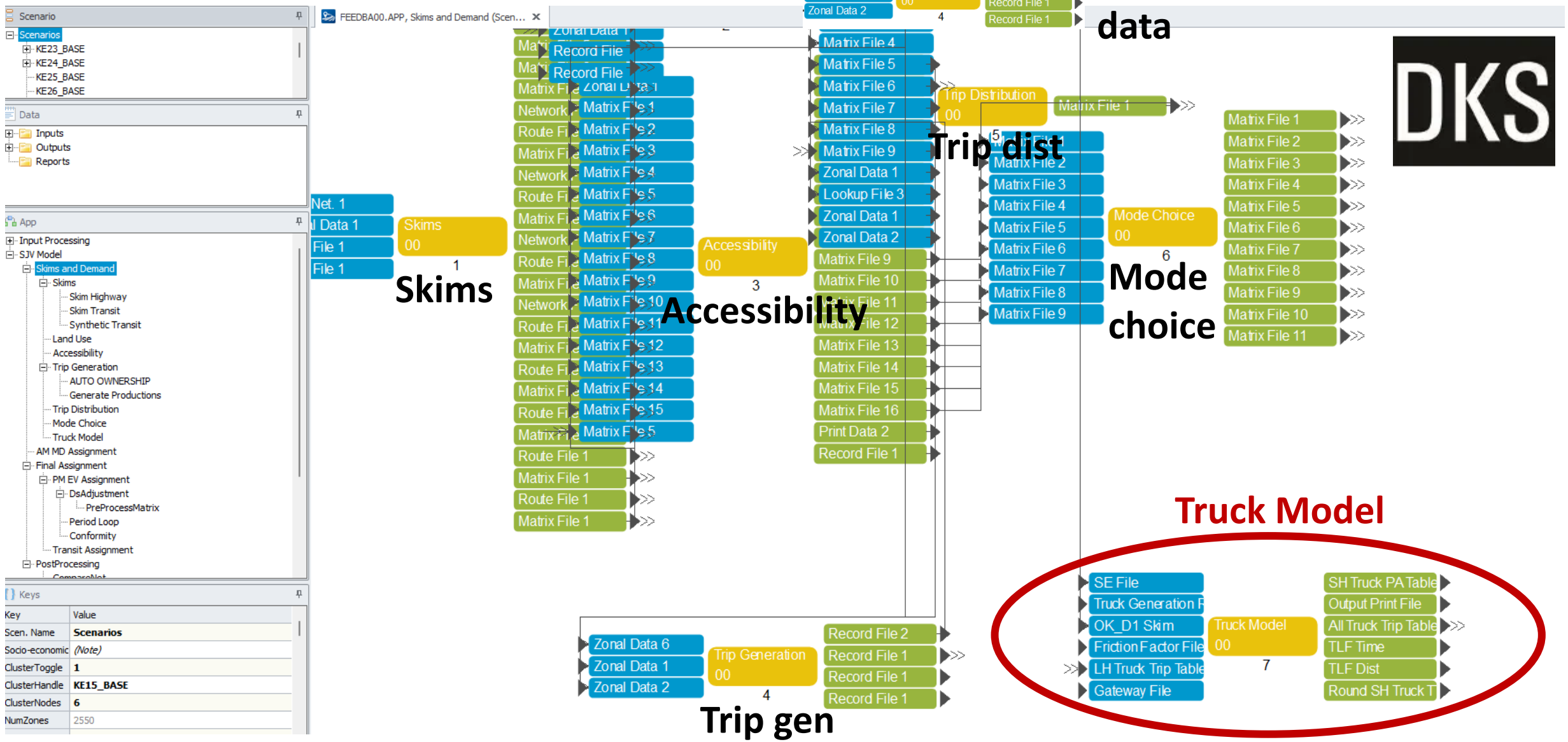
Kern COG 4-Step Travel Model

with full congestion feedback loop

2026 Kern COG Regional Travel Demand Model

Bentley Advancing Infrastructure

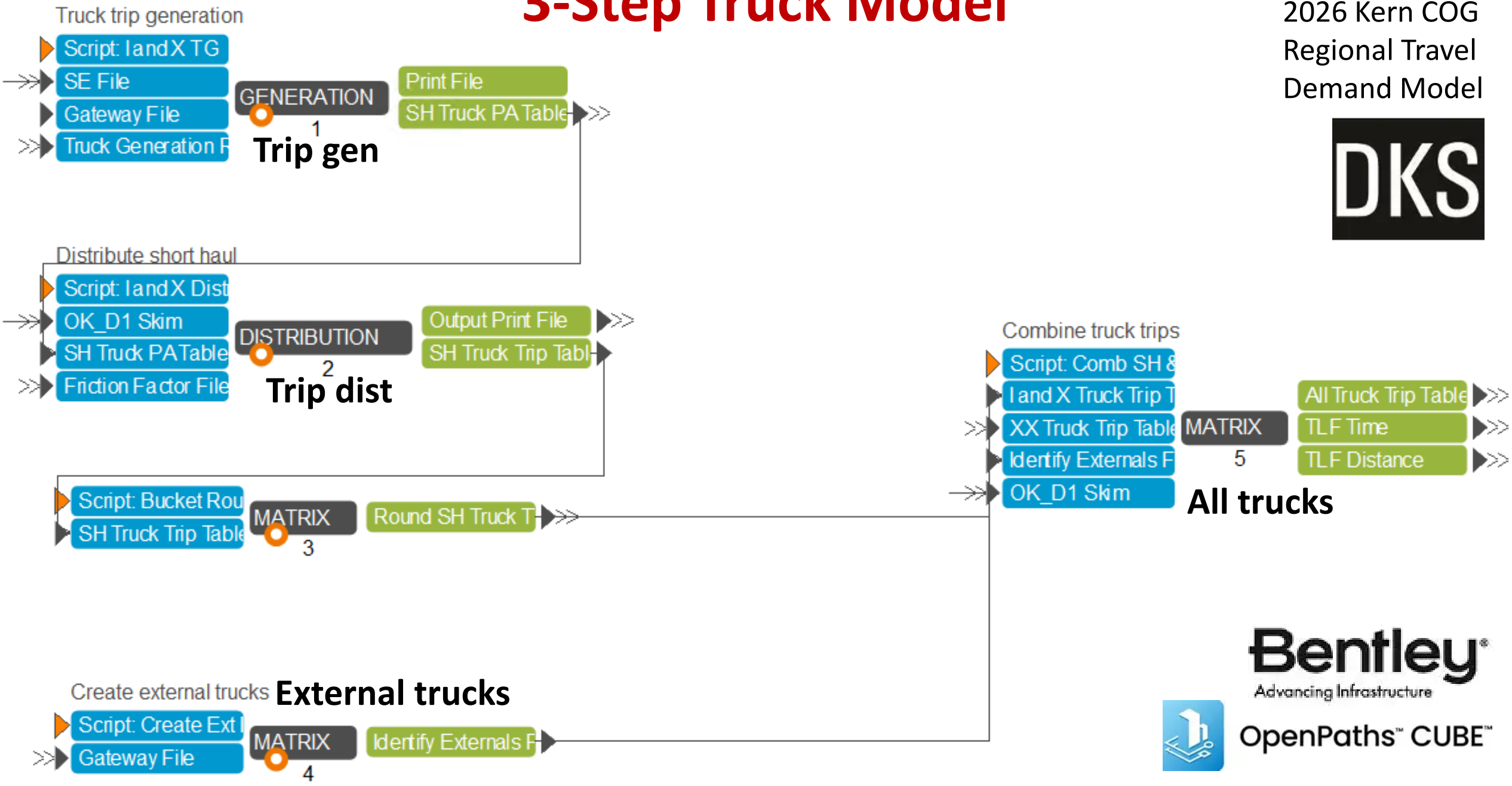
OpenPaths™ CUBE™



3-Step Truck Model

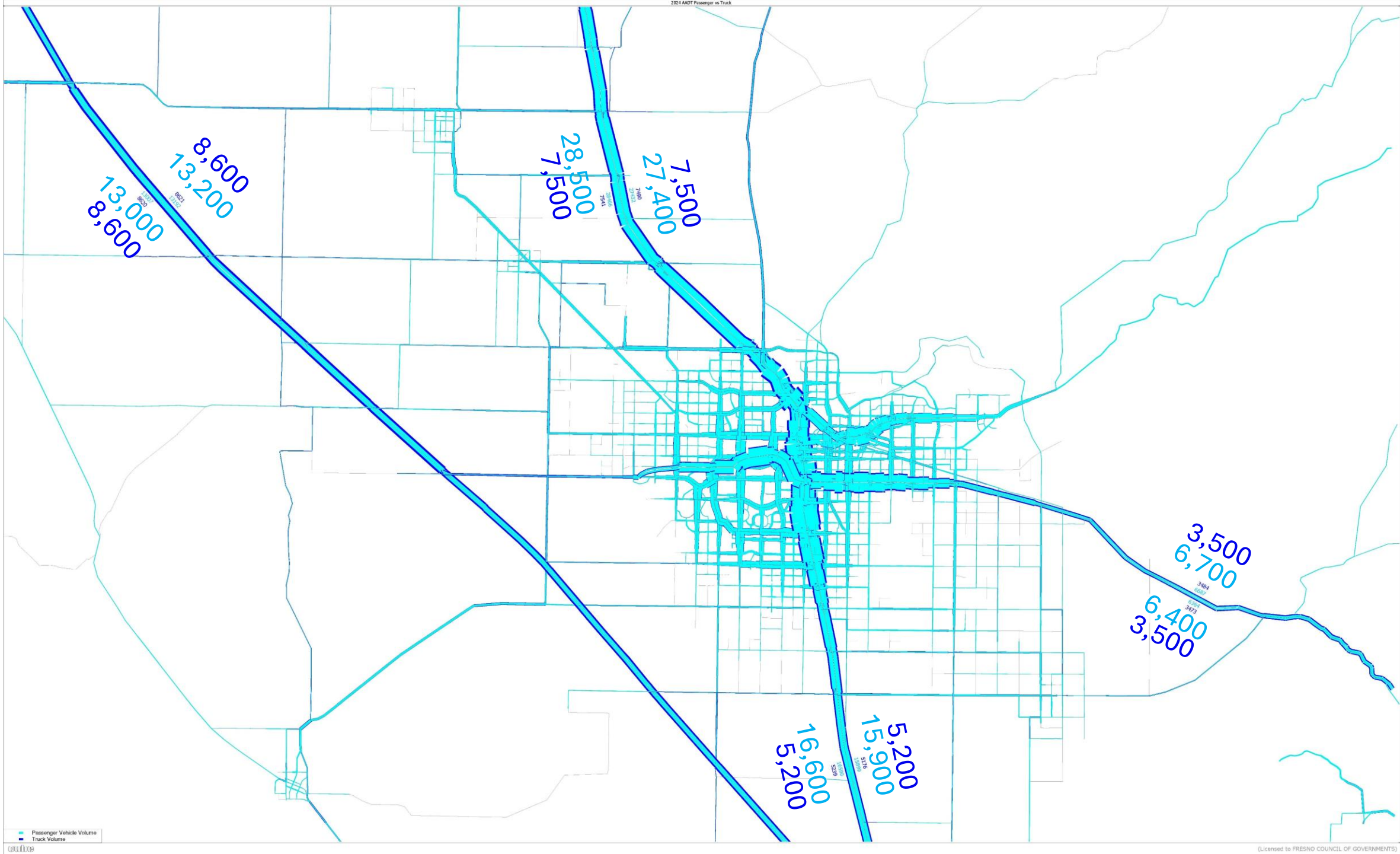
2026 Kern COG Regional Travel Demand Model

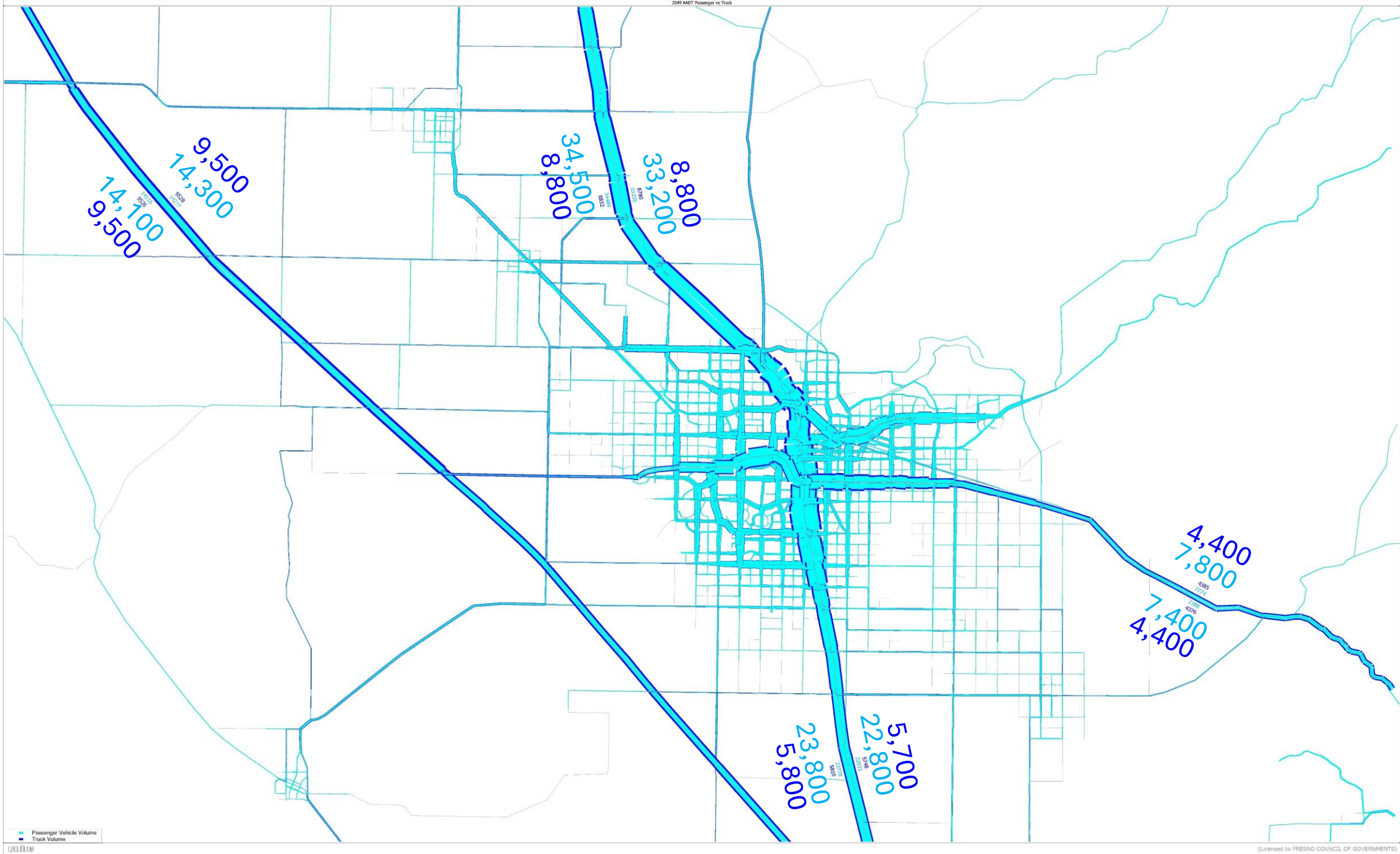
DKS

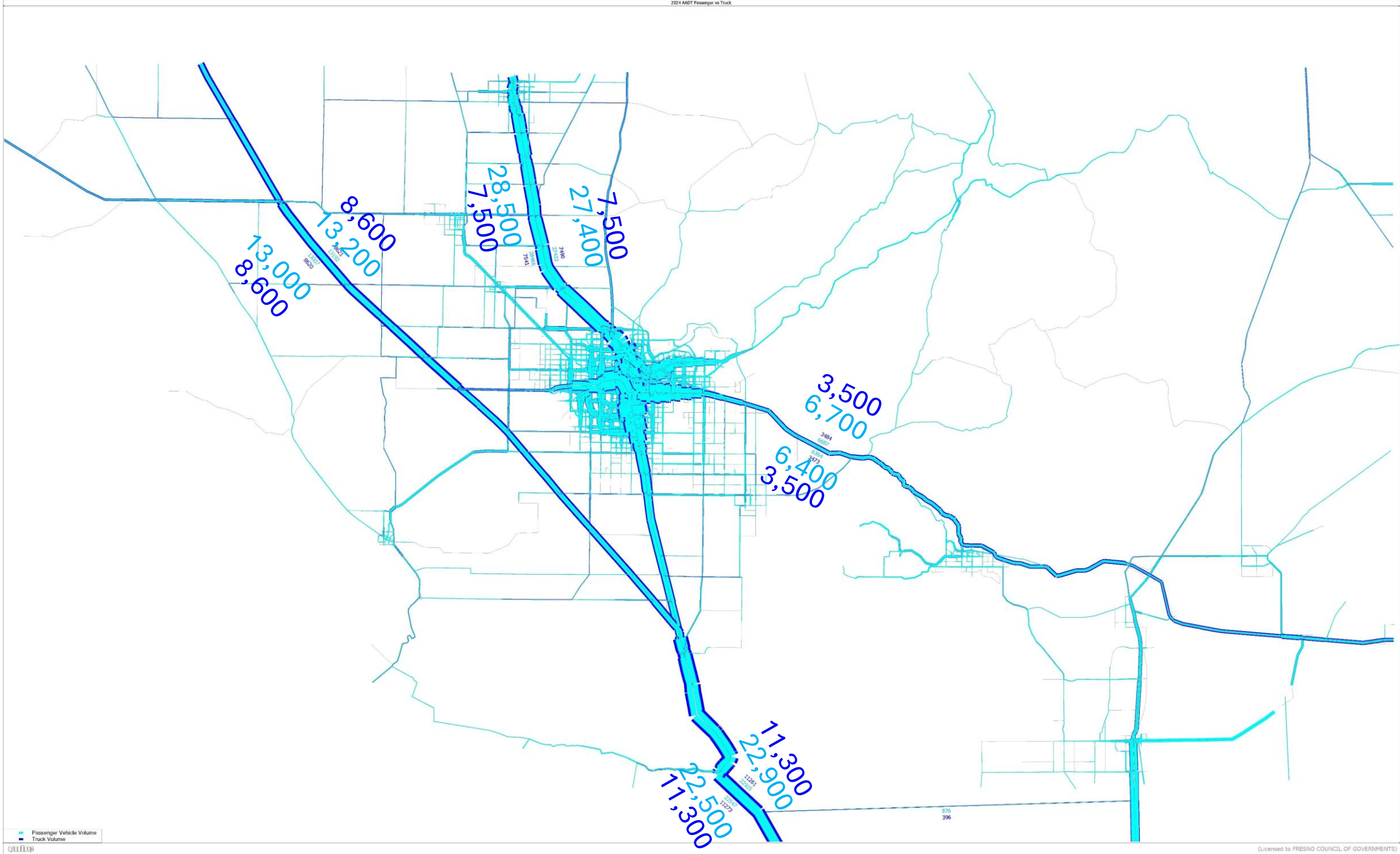


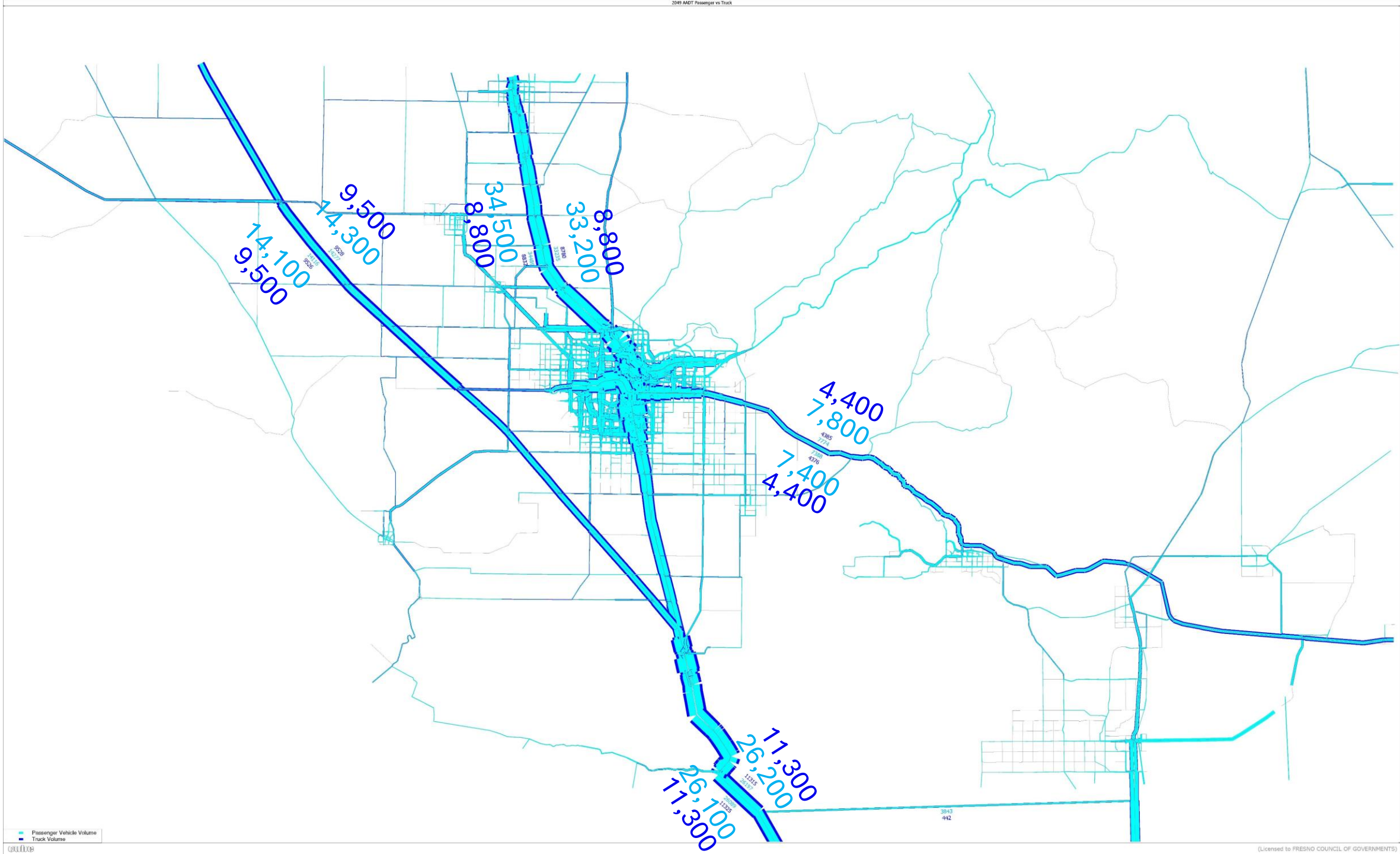
Bentley
Advancing Infrastructure

OpenPaths™ CUBE™

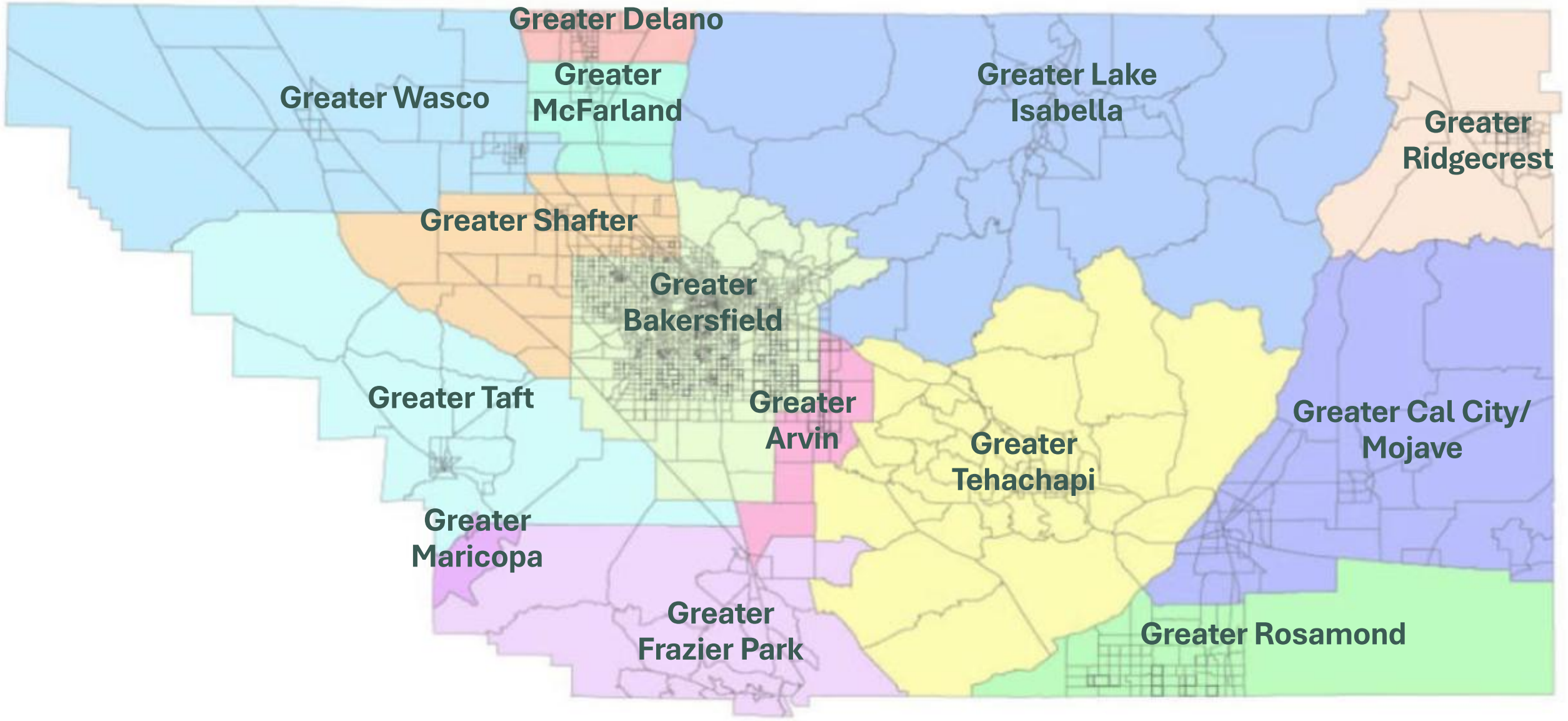

2024 AADT Passenger vs Truck
8,600
13,200
13,000
8,600
28,500
7,500
7,500
27,400
3,500
6,700
6,400
3,500
16,600
5,200
5,200
15,900
Passenger Vehicle Volume
Truck Volume
(Licensed to FRESNO COUNCIL OF GOVERNMENTS)


2049 AADT Passenger vs Truck
9,500
14,300
14,100
9,500
34,500
8,800
8,800
33,200
4,400
7,800
7,400
4,400
5,700
22,800
23,800
5,800
Passenger Vehicle Volume
Truck Volume
(Licensed to FRESNO COUNCIL OF GOVERNMENTS)


2024 AADT Passenger vs Truck
28,500
7,500
7,500
27,400
8,600
13,200
13,000
8,600
3,500
6,700
6,400
3,500
11,300
22,900
22,500
11,300
Passenger Vehicle Volume
Truck Volume
(Licensed to FRESNO COUNCIL OF GOVERNMENTS)

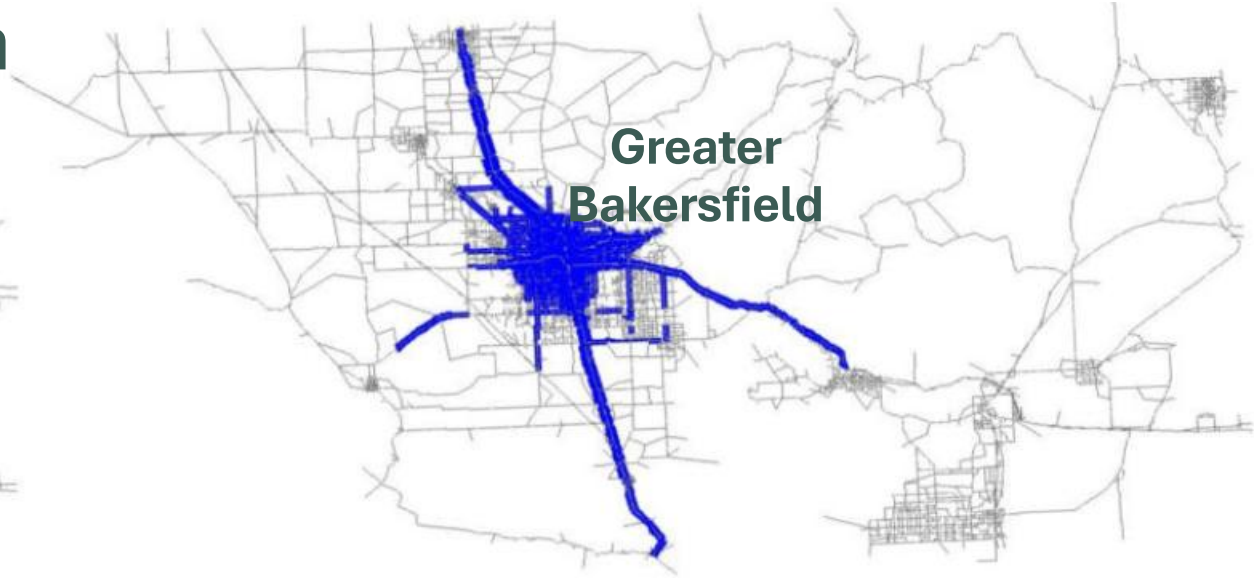

2049 AADT Passenger vs Truck
9,500
14,300
14,100
9,500
34,500
8,800
8,800
33,200
4,400
7,800
7,400
4,400
11,300
26,200
26,100
11,300
Passenger Vehicle Volume
Truck Volume
(Licensed to FRESNO COUNCIL OF GOVERNMENTS)

Modeling Sub Areas – How are our communities doing?

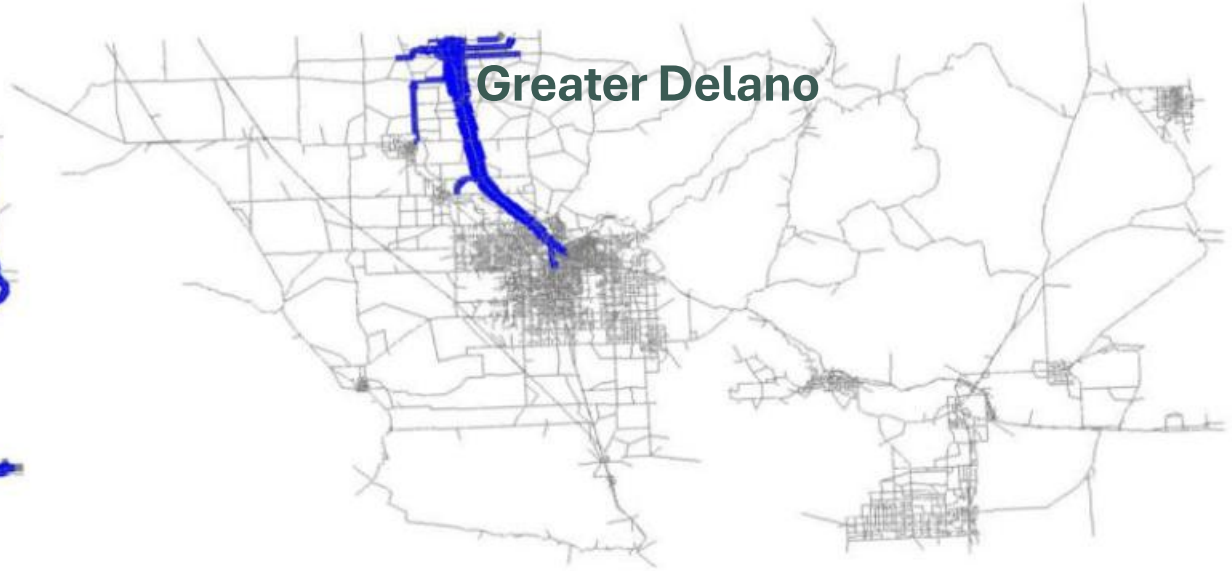


2024 Travel Volumes By Sub Area









Vehicle Travel Per Person Is Dropping – Shafter & Delano

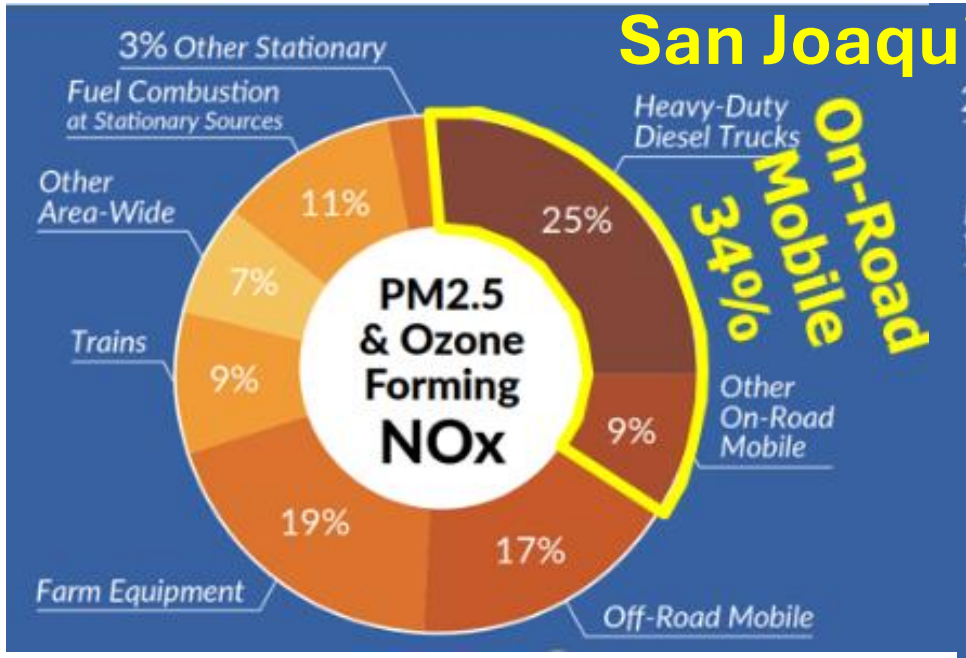
Data Source: 2026 RTP Modeling		RSA Vehicle Miles Traveled (VMT)			Persons = Hhold. Pop. + Emps. (by place of work)			VMT Per Person (pop. + emps.)			% Change from Base 2024		Progress Compar-ed to Old Plan
Regional Statistical Areas (RSA)		2024	2049 Old Plan	2049 Plan	2024	2049 Old Plan	2049 Plan	2024	2049 Old Plan	2049 Plan	2024 & 2049 Old Plan	2024 & 2049 Plan	
		(miles x 1,000)			(persons)			(miles/person)			(percent)		
1	Greater Taft	1,098	1,206	1,185	27,769	31,786	30,185	39.53	37.93	39.27	-4.1%	-0.7%	**3.4%**
2	Greater McFarland	875	981	1,074	19,018	21,701	24,373	46.00	45.22	**44.08**	-1.7%	-4.2%	-2.5%
3	Greater Wasco	1,503	1,643	1,558	39,123	46,682	45,221	38.41	35.20	34.44	**-8.4%**	**-10.3%**	-2.0%
4	Greater Tehachapi	1,276	1,437	1,357	41,812	47,322	46,301	30.51	30.36	29.32	-0.5%	-3.9%	**-3.4%**
5	Greater Bakersfield Lowest	13,711	15,120	14,730	822,222	912,274	912,203	16.68	16.57	**16.15**	-0.6%	-3.2%	-2.6%
6	Greater Cal City/Mojave	1,182	1,470	1,145	26,711	35,160	28,451	44.26	41.80	**40.24**	**-5.6%**	**-9.1%**	**-3.5%**
7	Greater Lake Isabella	738	717	673	20,492	21,298	20,098	36.04	33.66	33.51	**-6.6%**	**-7.0%**	-0.4%
8	Greater Ridgecrest Lowest	1,197	1,246	1,183	48,540	52,196	51,537	24.66	23.88	22.95	-3.2%	**-7.0%**	**-3.8%**
9	Greater Frazier Park	1,051	2,682	2,692	18,820	57,727	60,323	55.84	46.46	**44.63**	**-16.8%**	**-20.1%**	-3.3%
10	Greater Shafter	2,064	2,701	2,676	49,165	70,034	74,963	41.97	38.56	35.70	**-8.1%**	**-14.9%**	**-6.8%**
11	Greater Arvin Most Improved	782	876	881	23,391	25,844	26,806	33.41	33.88	32.85	1.4%	-1.7%	**-3.1%**
12	Greater Delano Most Improved	1,882	2,033	2,036	53,533	56,031	58,535	35.15	36.29	34.77	**3.2%**	-1.1%	**-4.3%**
13	Greater Maricopa	49	47	45	1,548	1,519	1,496	31.65	30.77	30.15	-2.8%	-4.7%	-2.0%
14	Greater Rosamond	1,875	2,064	1,946	37,153	42,524	41,606	50.47	48.54	**46.76**	-3.8%	**-7.4%**	**-3.5%**
Countywide total/average		29,282	34,222	33,182	1,229,296	1,422,099	1,422,100	23.82	24.06	23.33	1.0%	-2.0%	**-3.1%**
Gateways		29,570	32,762	32,451									
All Travel		58,852	66,984	65,632									

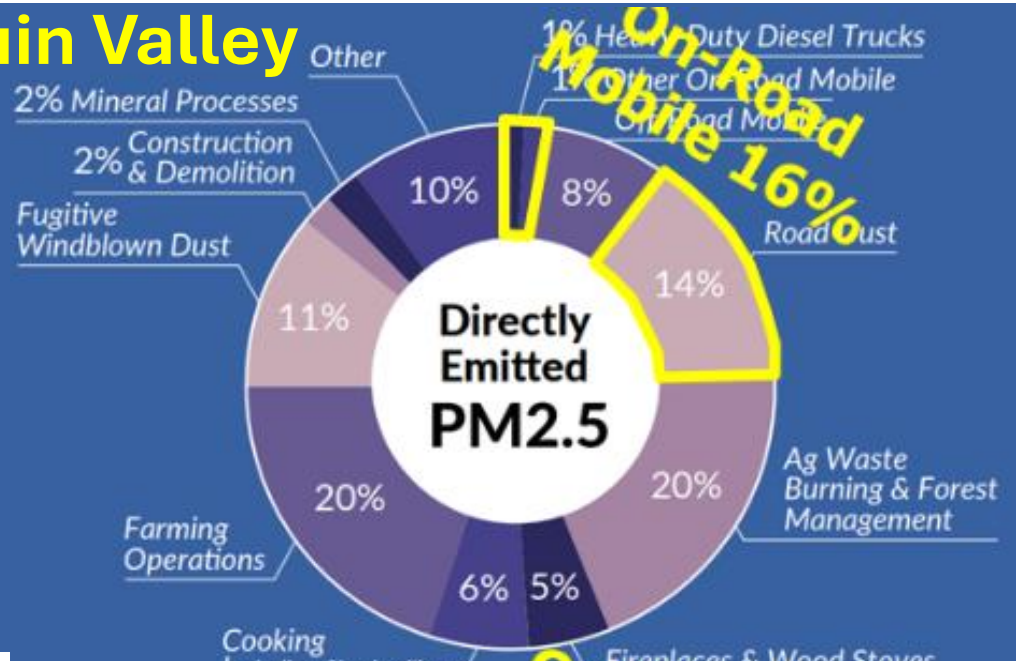
Travel Per Person is 3.1% lower than Prior Plan

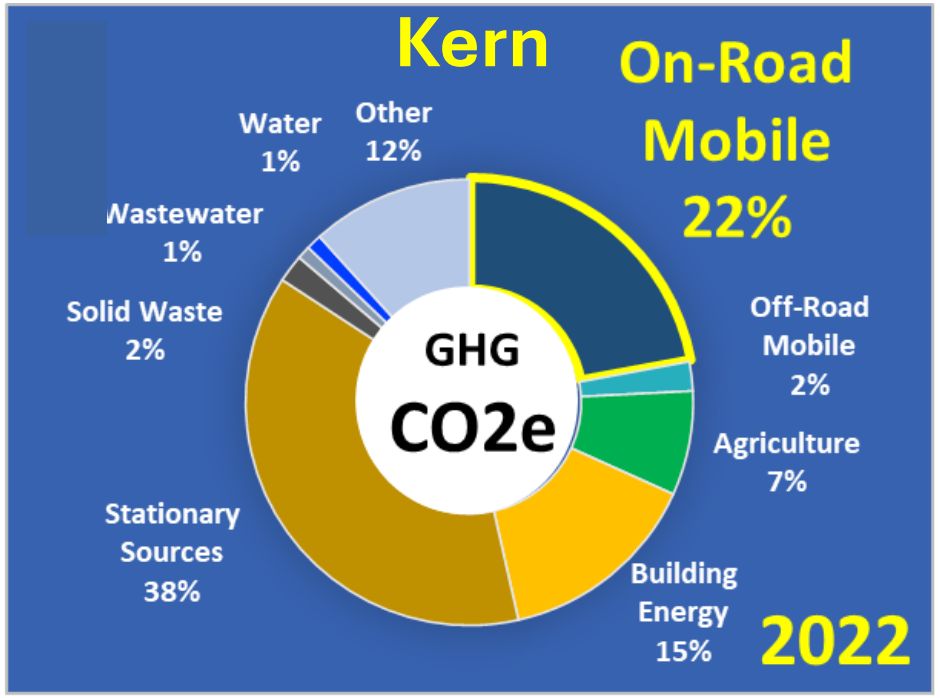
Bad Air Sources:

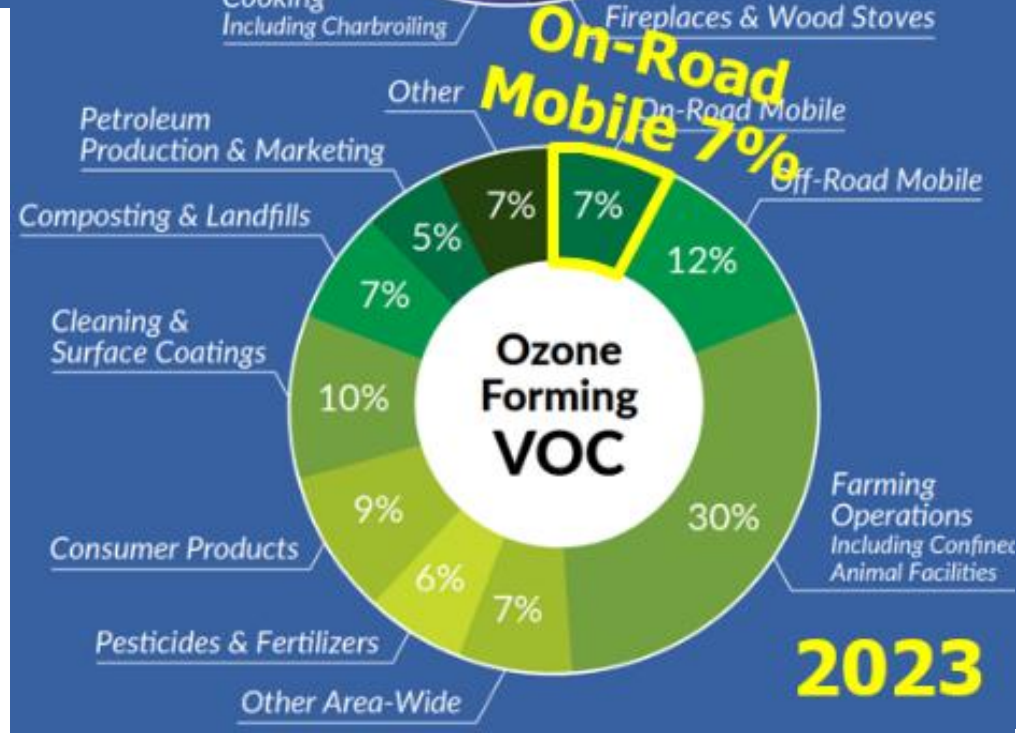
NOx can help form Ozone and Particulate Matter (PM).

Diesel Trucks make up 25% of NOx sources.









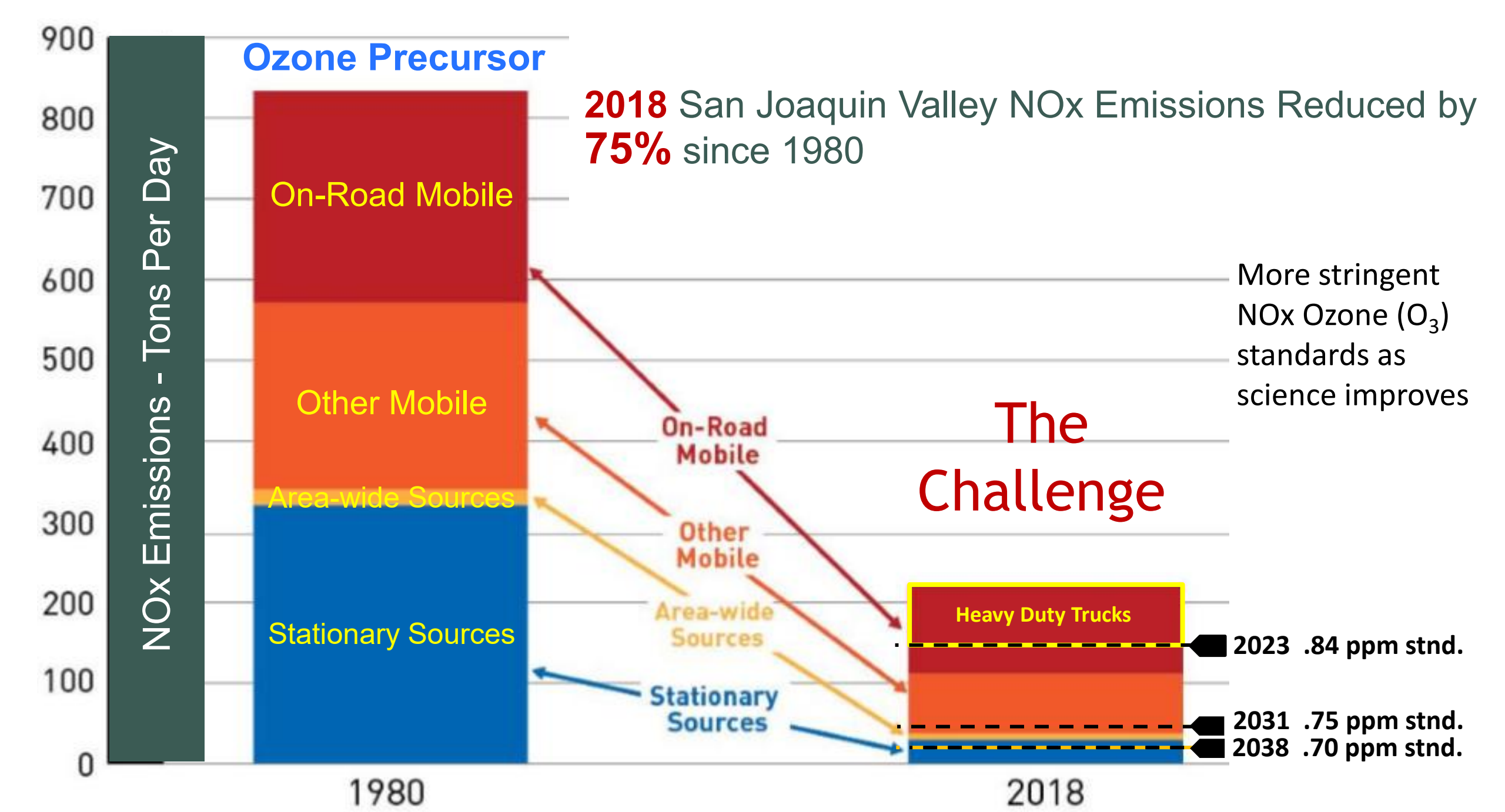


Chart modified from one prepared by San Joaquin Valley APCD 12/18

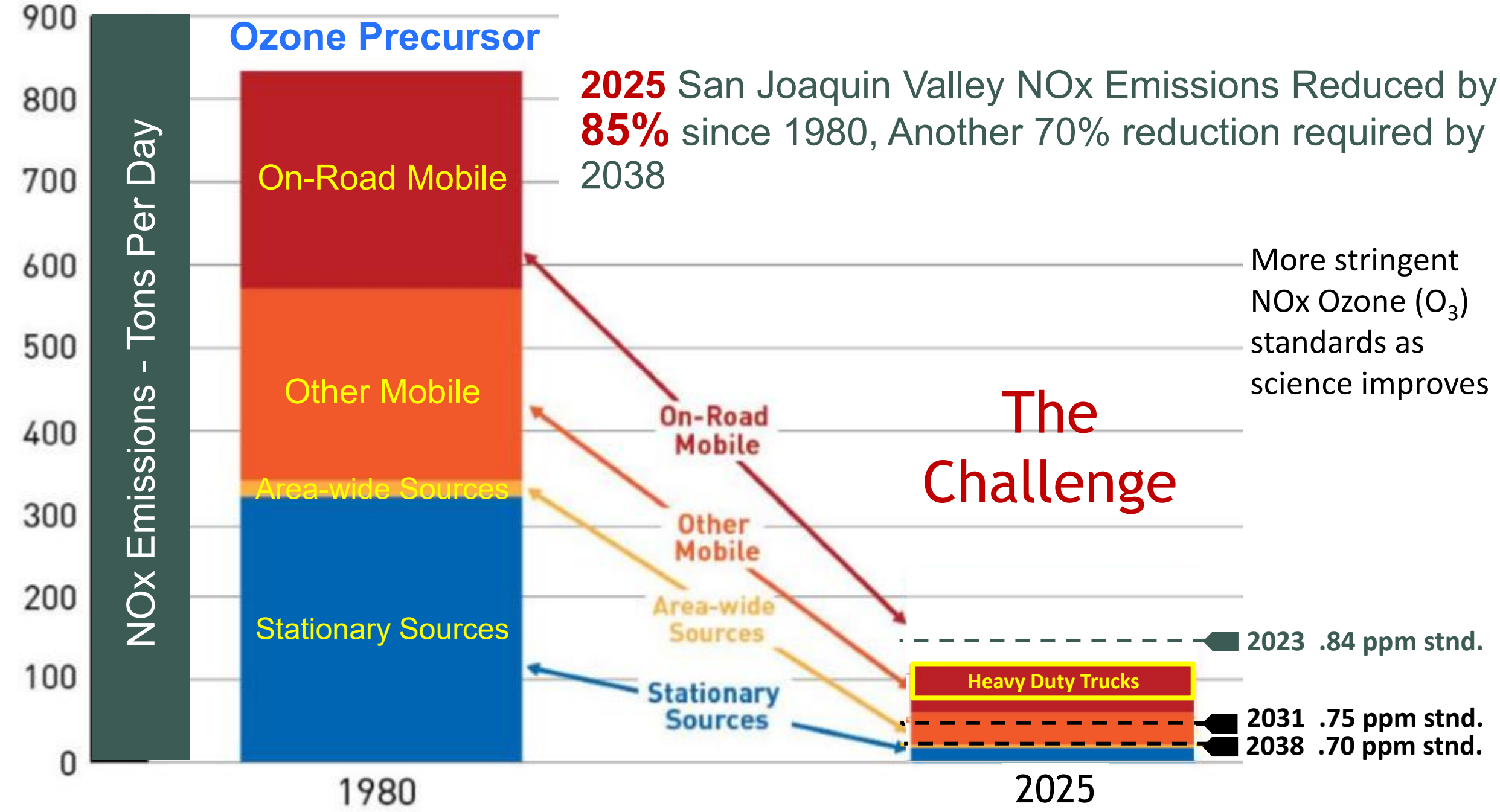


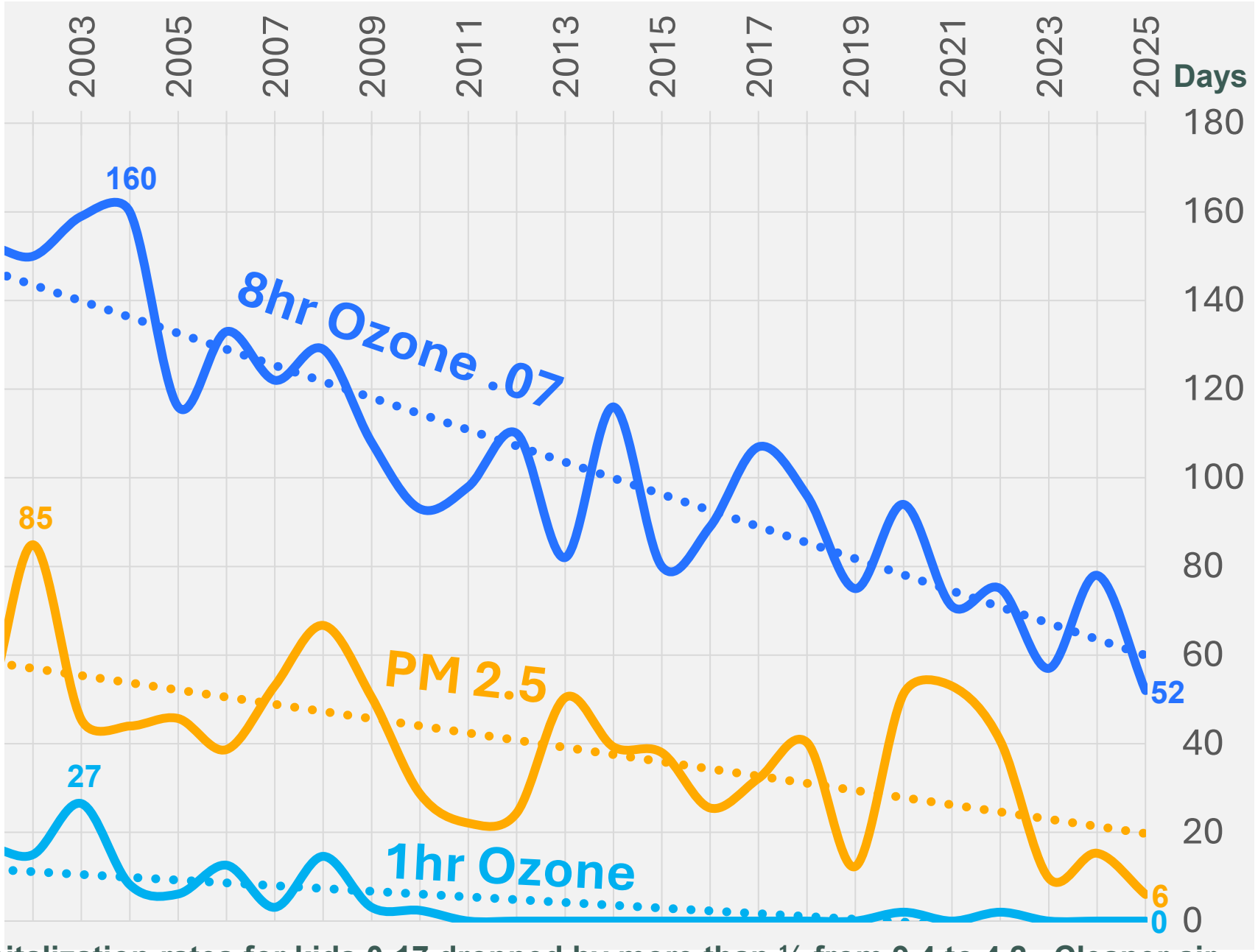
Chart modified from one prepared by San Joaquin Valley APCD

SJ Valley Bad Air Days

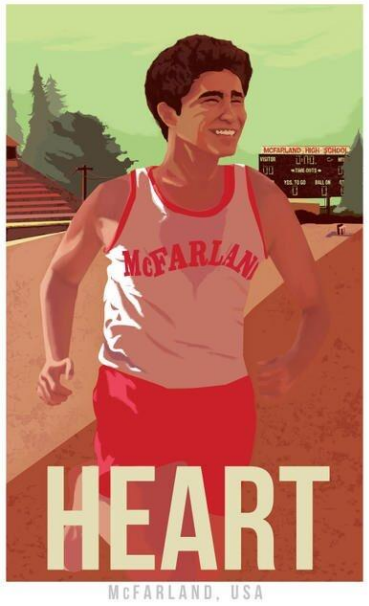
8 hr. Ozone - 67% drop in bad air days from 160 to 52, 2004-2025

PM2.5 - 93% drop in bad air days from 85 to 6, 2002-2025

1 hr. Ozone-100% drop from 27 to 0

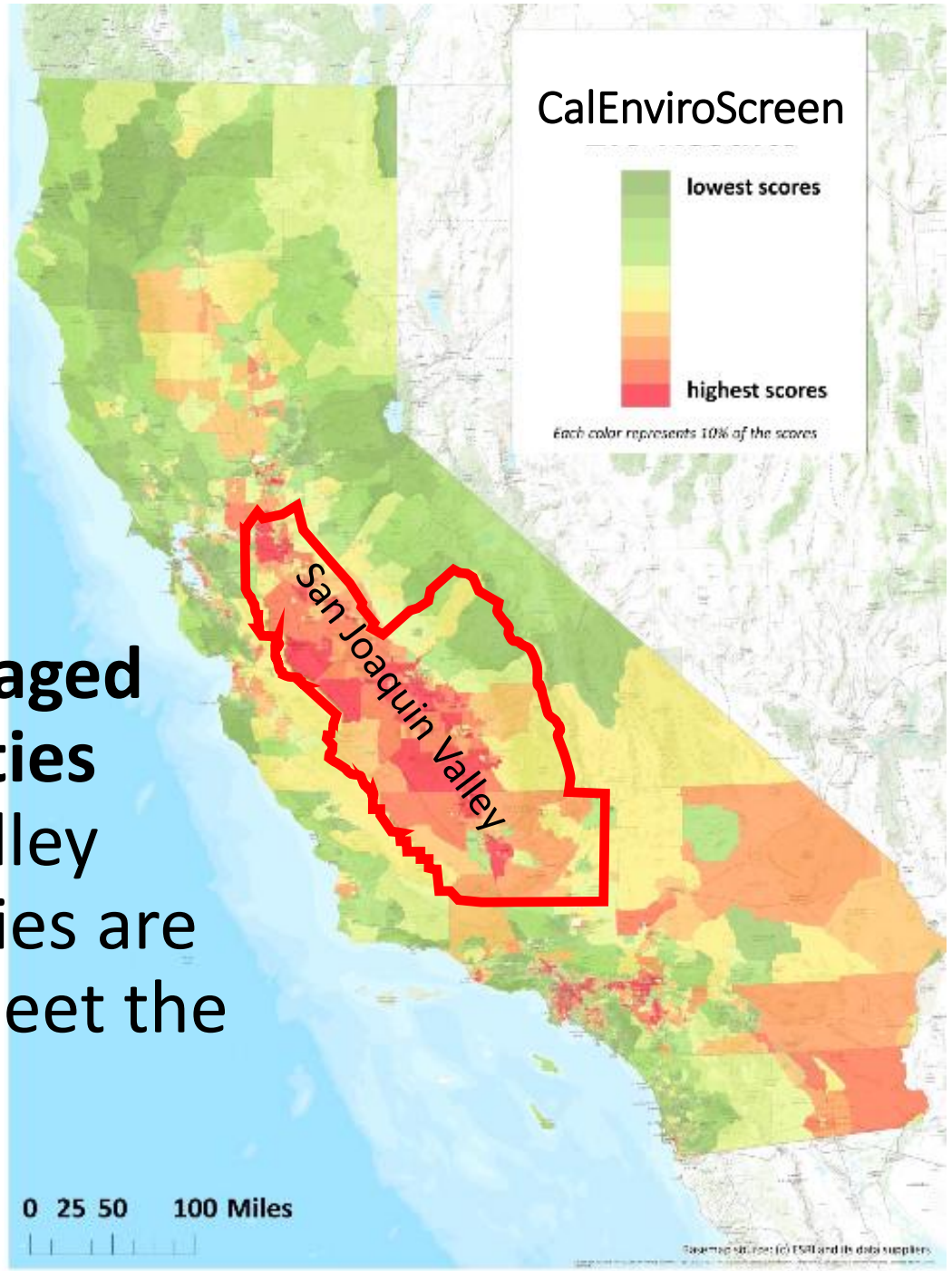


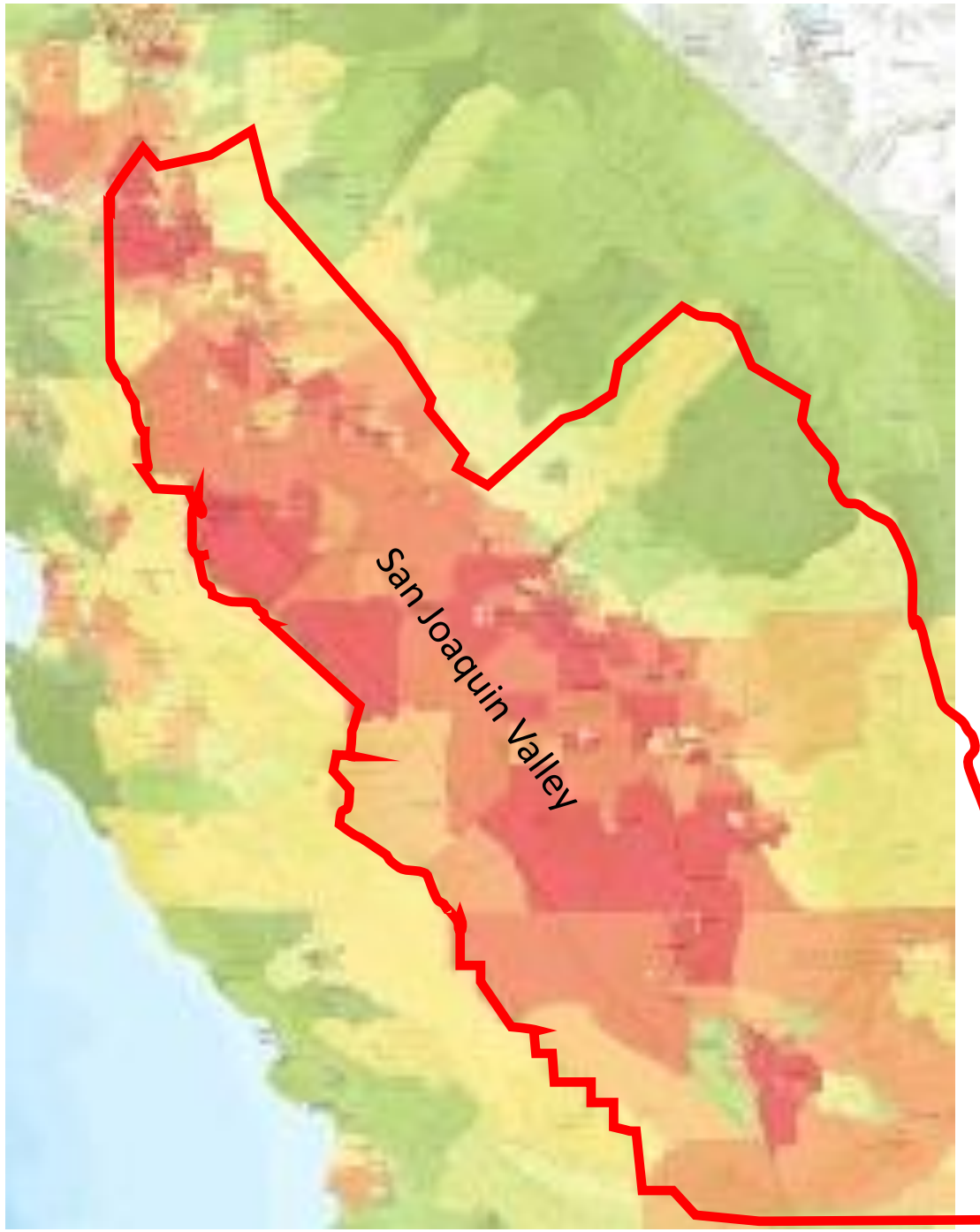
Note: From 2014-24, Kern Asthma hospitalization rates for kids 0-17 dropped by more than ½ from 9.4 to 4.2. Cleaner air may account for part. Other factors: better medical treatment techniques, reduced 2nd hand smoke, change in methodology.



Disadvantaged Communities

Central Valley communities are rising to meet the challenges







A Robert Wood Johnson Foundation program

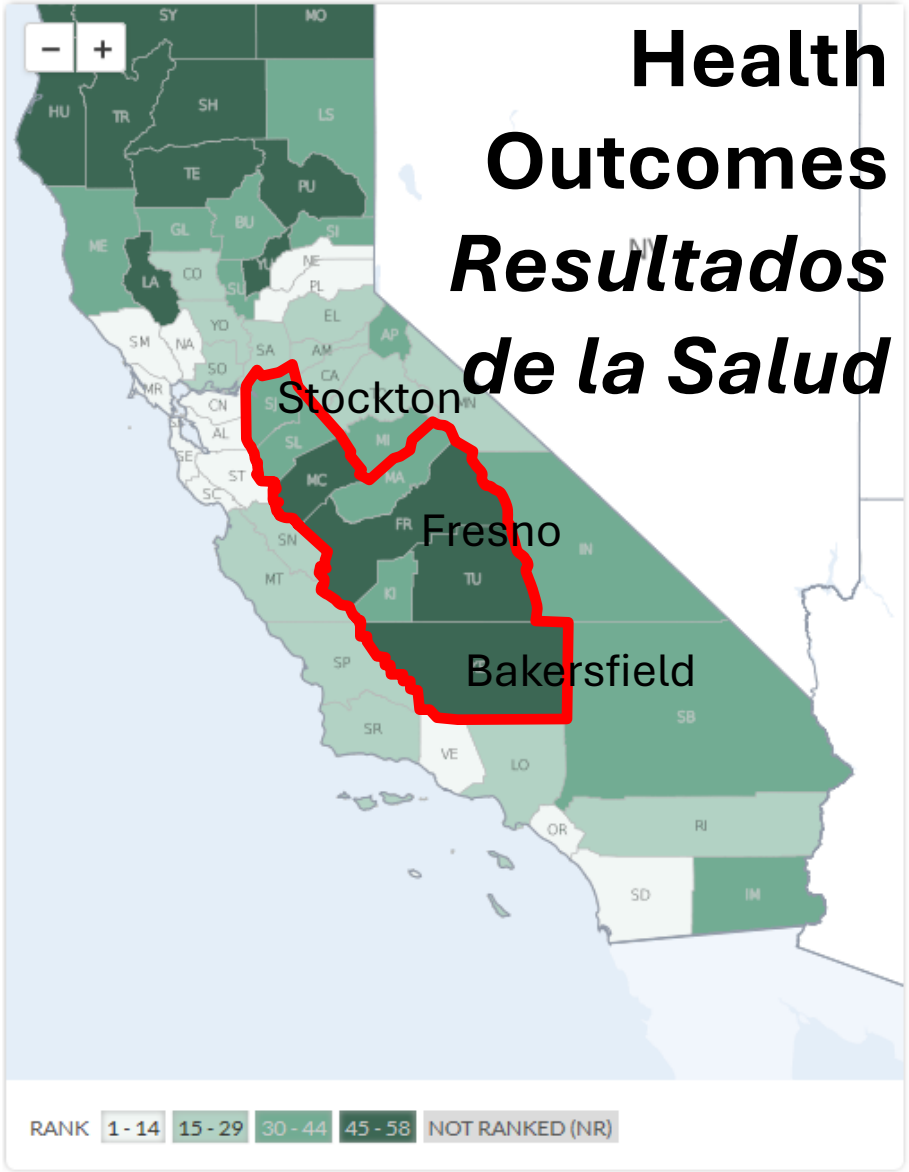
RWJ COUNTY HEALTH RANKINGS:

To improve under this health ranking method, we need a balanced approach to improve the environment and economy. **Roughly half their factors are economic.**

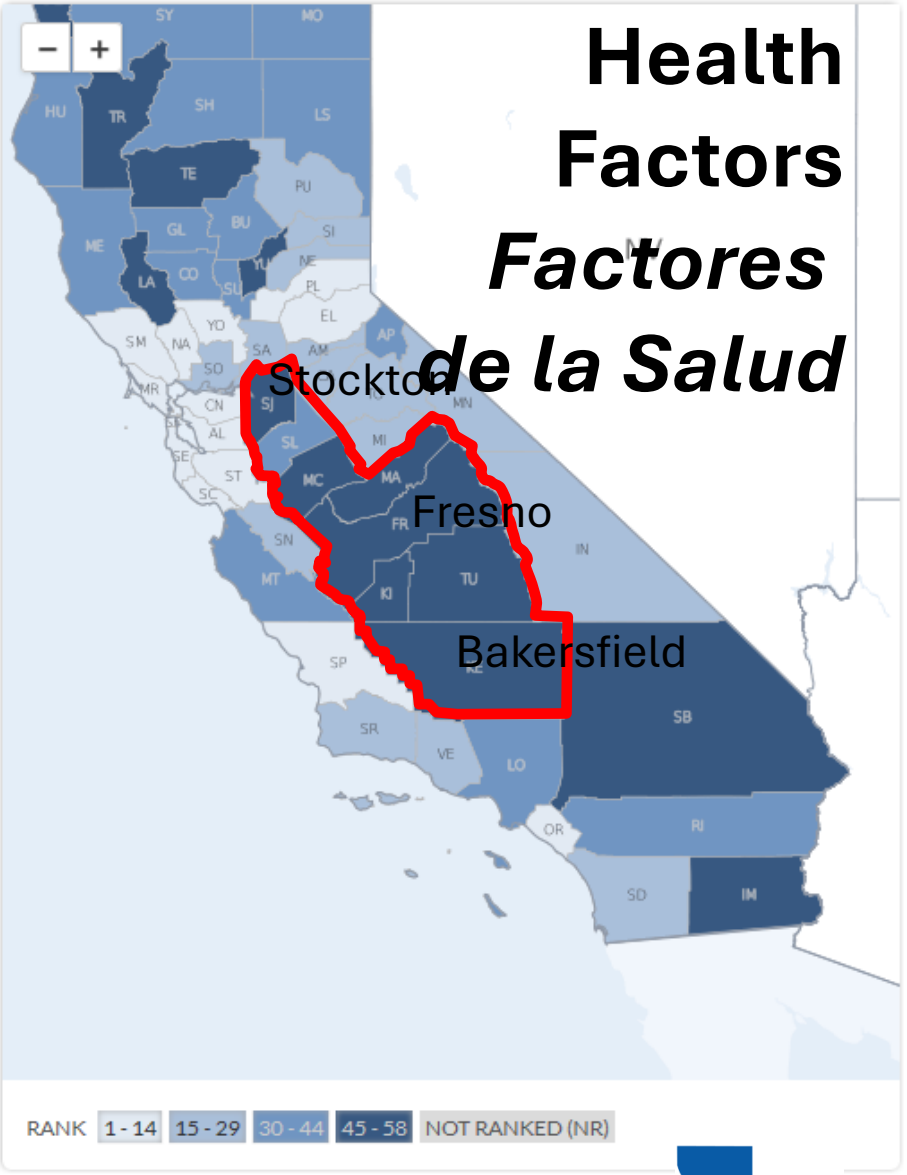
CLASIFICACIONES DE SALUD DE CONDADO DE RWJ:

Para mejorar bajo este método de clasificación de la salud, necesitamos un enfoque equilibrado para mejorar el medio ambiente y la economía. ***Aproximadamente la mitad de sus factores son económicos.***

Overall Rankings in Health Outcomes



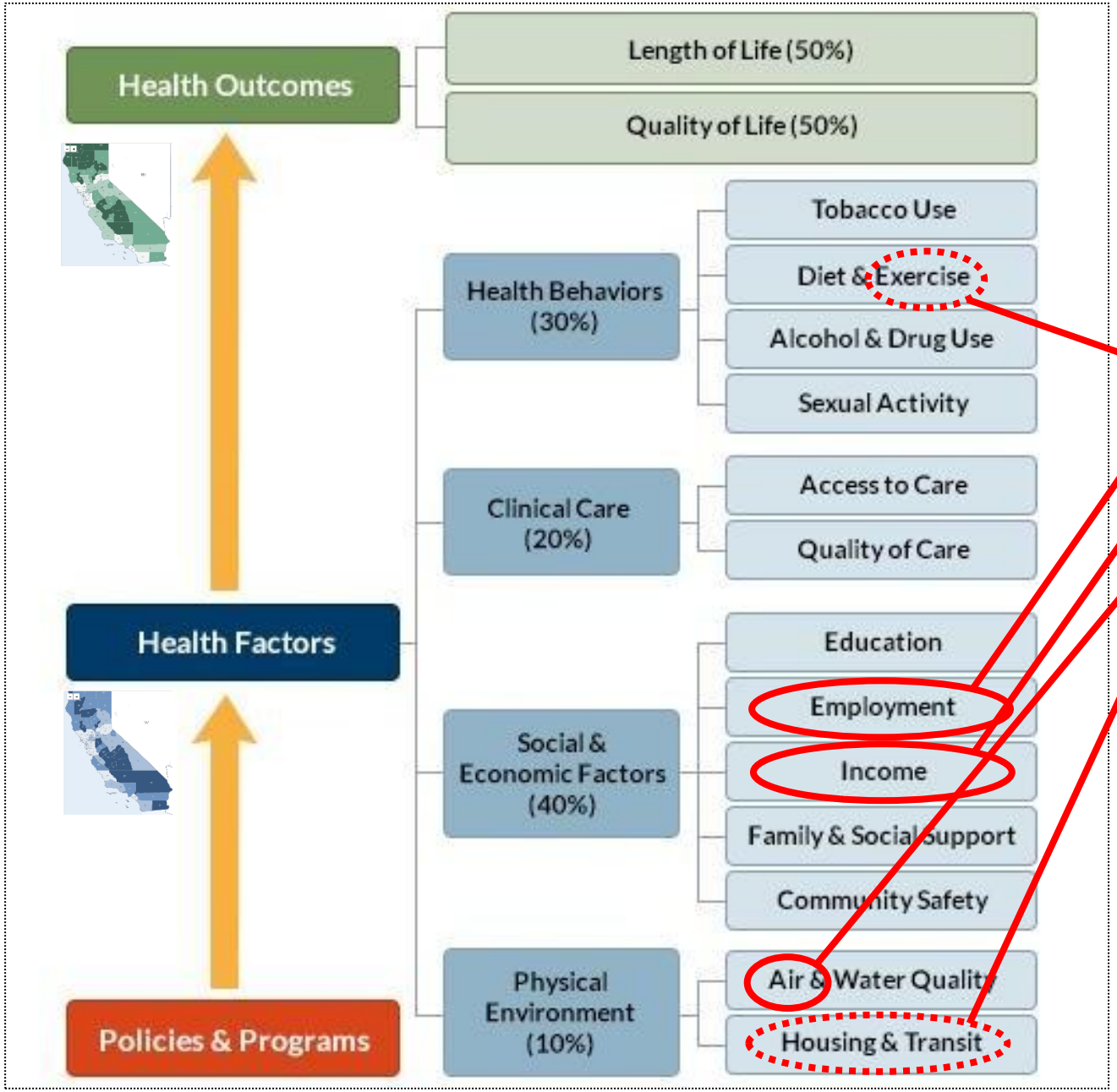
Overall Rankings in Health Factors



http://www.countyhealthrankings.org/explore-health-rankings/our-methods

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RWJ County Health Ranking Methodology



2.5% of Valley Counties' Poor Health Ranking Due to the Air, 16% Due to the Economy!

Estimated Weights of Transportation Related Factors on Health Ranking:

- 4% - Exercise (walking, biking)
- 8% - Employment (economic growth)
- 8% - Income (economic growth)
- 2.5% - Air (vehicle emissions)
- 5% - Housing & Transit (job access, walking)

Transportation Related Factors Affect Less than 30% of the region's health ranking and more than half (16%) are economic growth related.

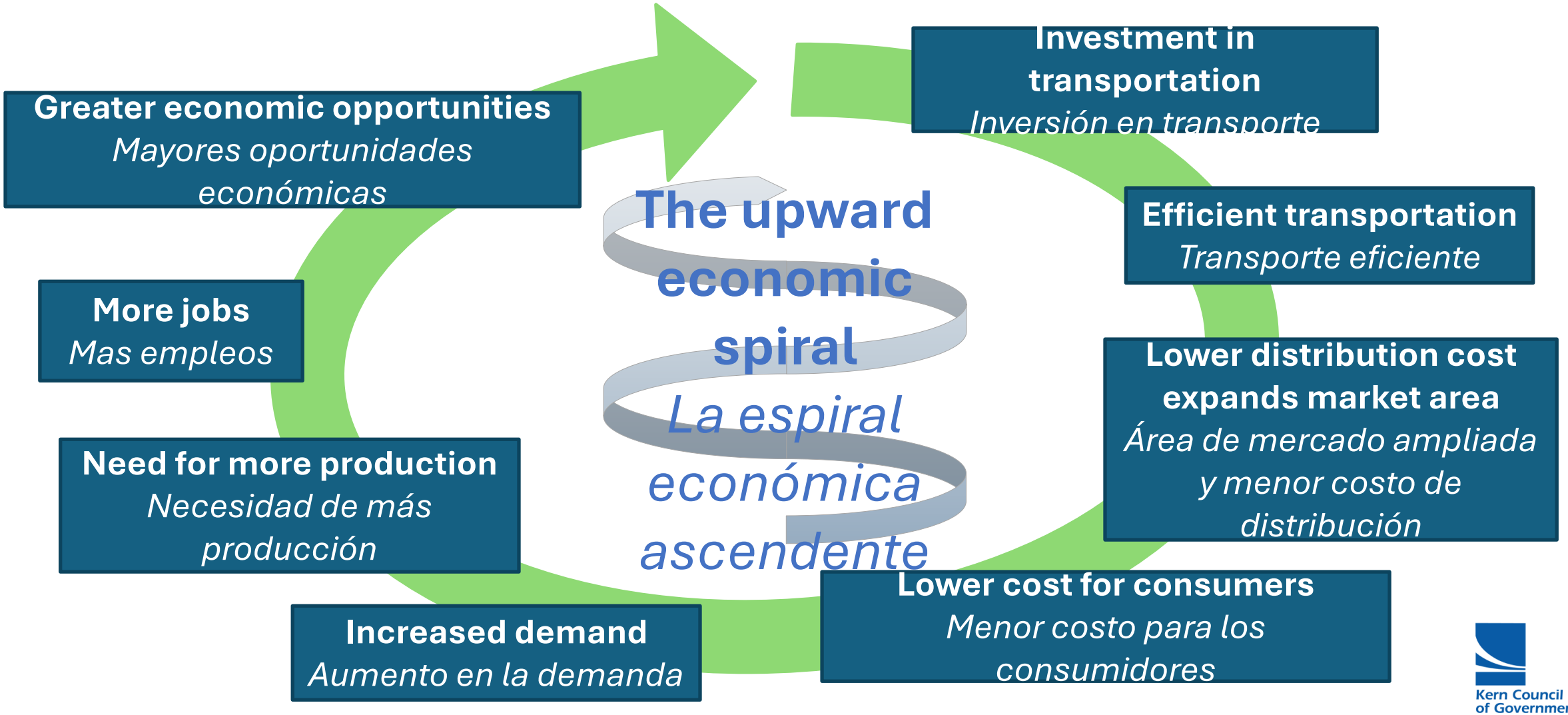
County Health Rankings & Roadmaps
Building a Culture of Health, County by County

A Robert Wood Johnson Foundation program

http://www.countyhealthrankings.org/explore-health-rankings/our-methods

Transportation Investment in Goods Movement Helps Drive the Economy

La inversión en transporte en el movimiento de mercancías ayuda a impulsar la economía



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3 Electric Vehicle Charging Blueprints in 6-Years: Kern 13% EV Sales Surpass Adoption Tipping Point

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2025 Passenger Electric Vehicle Charging Station (EVCS) Blueprint Update – New Goal: By 2035, 4,426-12,745 EV charging spaces. Kern is at 10-15% tipping point for rapid EV growth in 2025. https://www.kerncog.org/wp-content/uploads/2026/01/EVCS_Blueprint_Update_2025.pdf

2023 Medium/Heavy Duty TRUCK ZEV Blueprint – Identifies 5 major ZEV Truck Stops. https://www.kerncog.org/wp-content/uploads/2023/04/2023__MD-HD_ZEV_Infrastructure_Blueprint.pdf

2019 Passenger Vehicle EVCS Blueprint – **Goal: By 2035, 4,426 Electric Vehicle Charging spaces, 83% installed by 2025.** https://www.kerncog.org/wp-content/uploads/2019/06/EV_Blueprint_2019.pdf







New Strategy

Planned HD Truck Zero Emission Vehicles (ZEVs) Are Part of the Solution


264-475 kWh


475 kWh


653 kWh

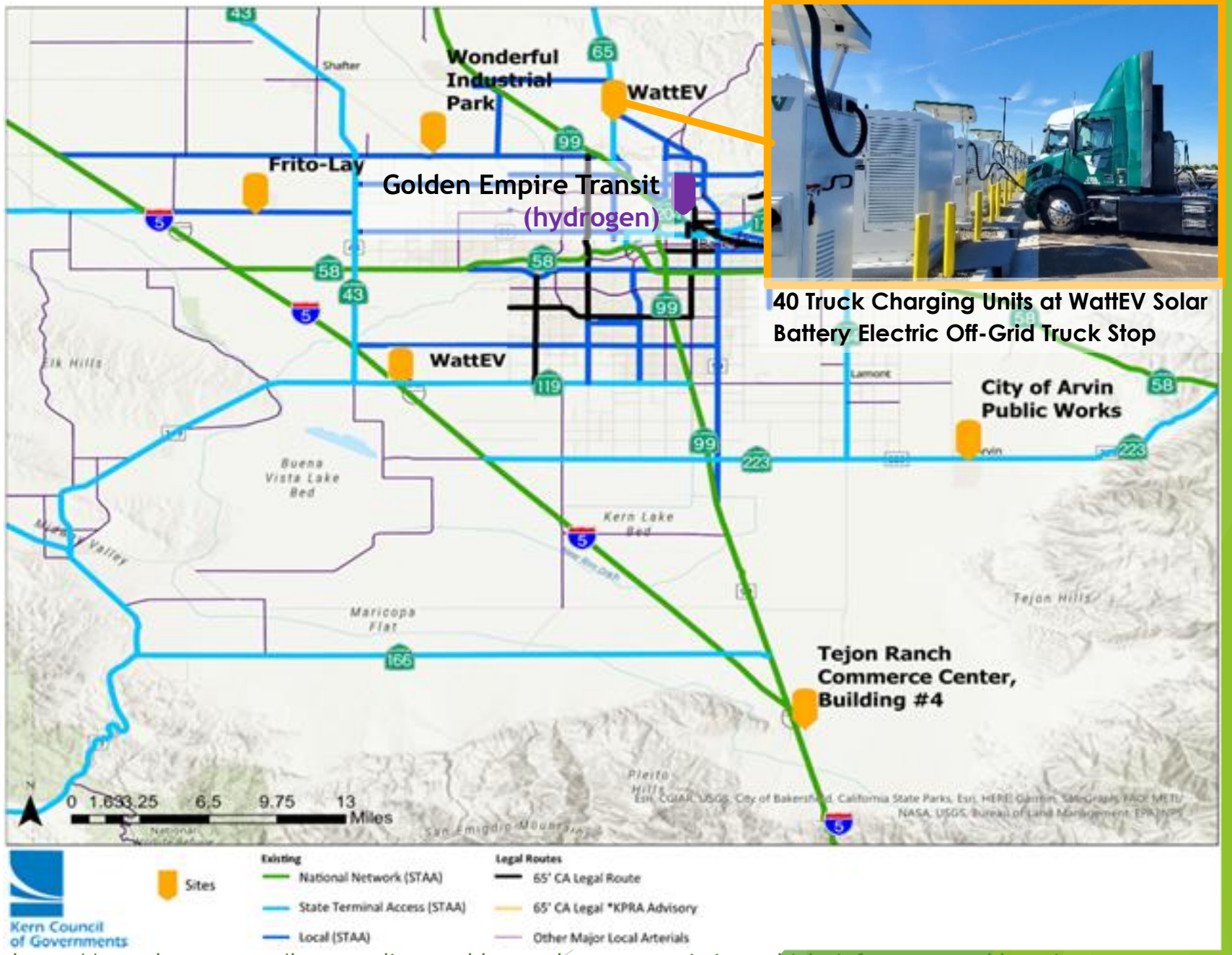

900 kWh


396 kWh


753 kWh


220+ kWh

Figure 8.3 Kern High Priority Medium- and Heavy-Duty ZEV Infrastructure Projects

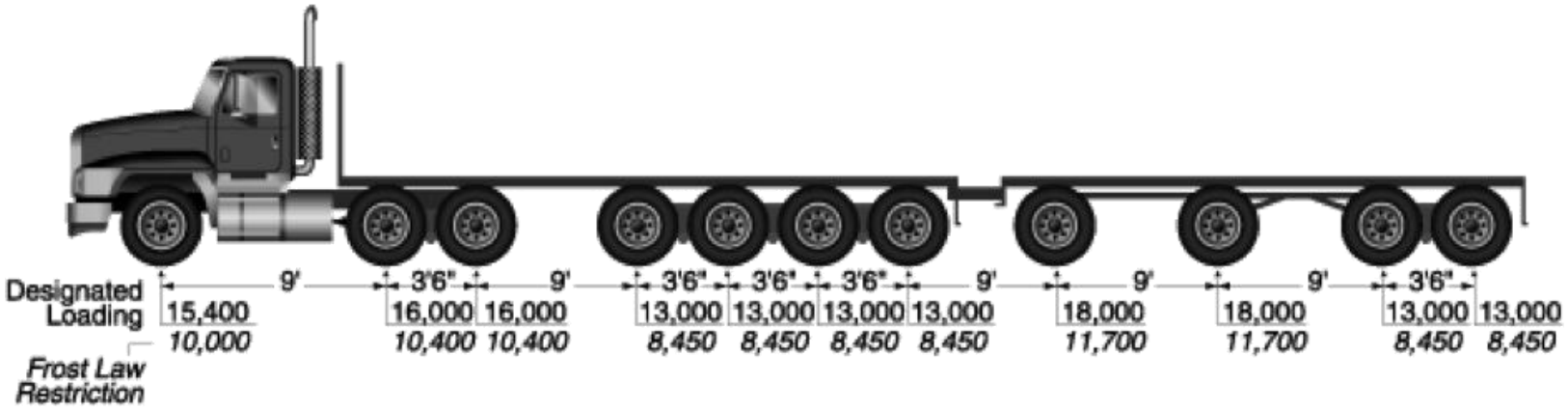


40 Truck Charging Units at WattEV Solar Battery Electric Off-Grid Truck Stop

https://www.kerncog.org/kern-medium-and-heavy-duty-zero-emission-vehicle-infrastructure-blueprint

Heavier Loads + Even More Tires = Less Weight/Tire = Fewer Trucks, Better Air, Less Wear and Tear on Roads, Savings on Road Maintenance to Re-invest in Capacity

Reduce Truck Tire Weight
(Michigan 160k lb. Max. Axel Spacing Diagram)













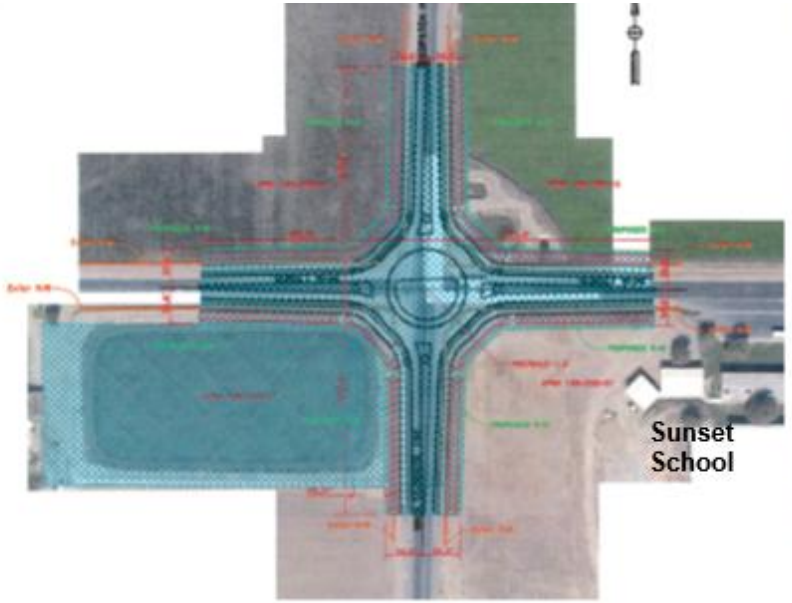
Truck tolling is discussed in a report by the Information Technology and Innovation Foundation presented to Congress in 2013 http://www2.itif.org/2013-oct-house-testimony-atkinson.pdf.

Nine Rural Roundabouts In/Near Communities of Arvin, Delano, Shafter, Wasco and Weedpatch

- 5 roundabouts on rural state routes including 43/58, 155, 184, and 223
- 4 more under design/construction on 43 near Shafter and in Wasco
- Projects smooth traffic flow reduce queuing and complete stops at stop signs/signals, reducing emissions, and fatal “T-bone” crashes

COST OF PROJECTS: $3-$10 million each

YEAR OF CONSTRUCTION: 2019-2030







New Strategy

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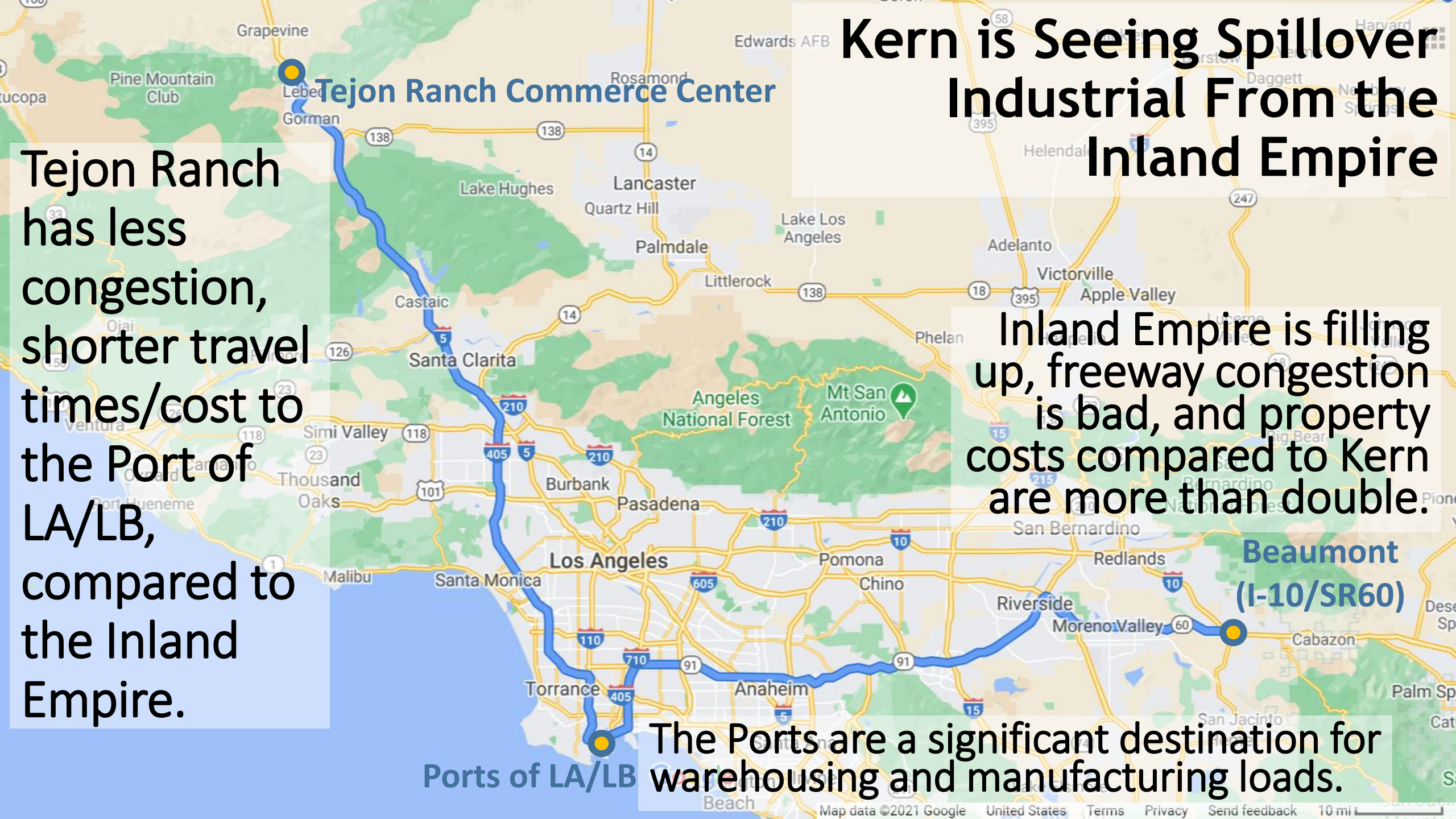
Section 6

What is Attracting Growth to Central California



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Kern is Seeing Spillover Industrial From the Inland Empire



Tejon Ranch has less congestion, shorter travel times/cost to the Port of LA/LB, compared to the Inland Empire.

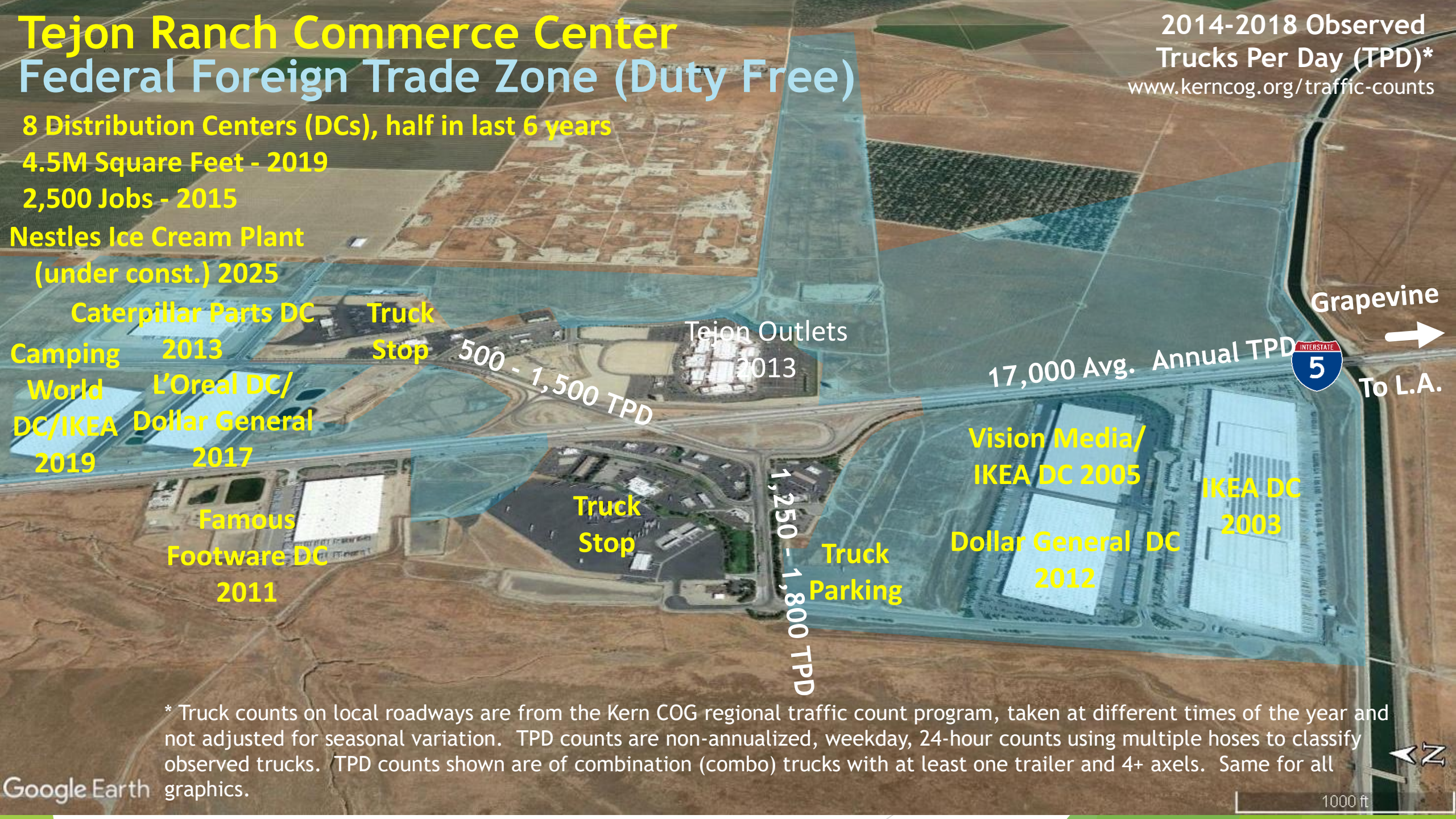
Inland Empire is filling up, freeway congestion is bad, and property costs compared to Kern are more than double.

The Ports are a significant destination for warehousing and manufacturing loads.

Tejon Ranch Commerce Center
Federal Foreign Trade Zone (Duty Free)

8 Distribution Centers (DCs), half in last 6 years
4.5M Square Feet - 2019
2,500 Jobs - 2015
Nestles Ice Cream Plant (under const.) 2025

2014-2018 Observed Trucks Per Day (TPD)*
www.kerncog.org/traffic-counts

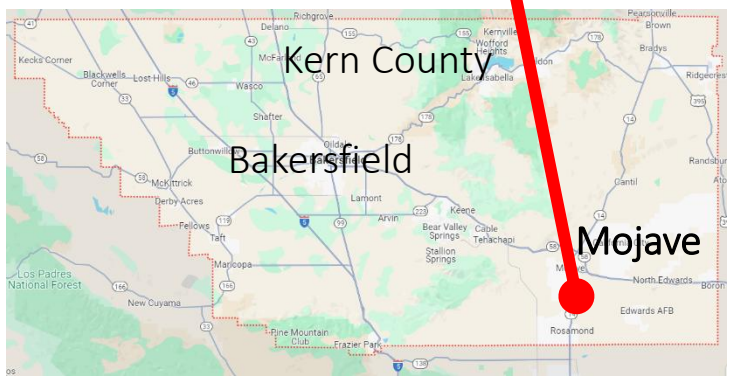


* Truck counts on local roadways are from the Kern COG regional traffic count program, taken at different times of the year and not adjusted for seasonal variation. TPD counts are non-annualized, weekday, 24-hour counts using multiple hoses to classify observed trucks. TPD counts shown are of combination (combo) trucks with at least one trailer and 4+ axels. Same for all graphics.

Reshoring Manufacturing Trend

First new steel mill in CA in over 50 years to make rebar from scrap steel.

Project



EIR for proposed steel micro mill near Mojave with 400 jobs expected Nov. 17, 2023

By CLAUDIA ELLIOTT For Tehachapi News Nov 7, 2023

1 of 2



Pacific Steel Group has proposed a micro mill to produce steel rebar to be built near Mojave.

Courtesy of Pacific Steel Group

South Delano – Wonderful Halos/Citrus
World's Largest Citrus Processing Facility

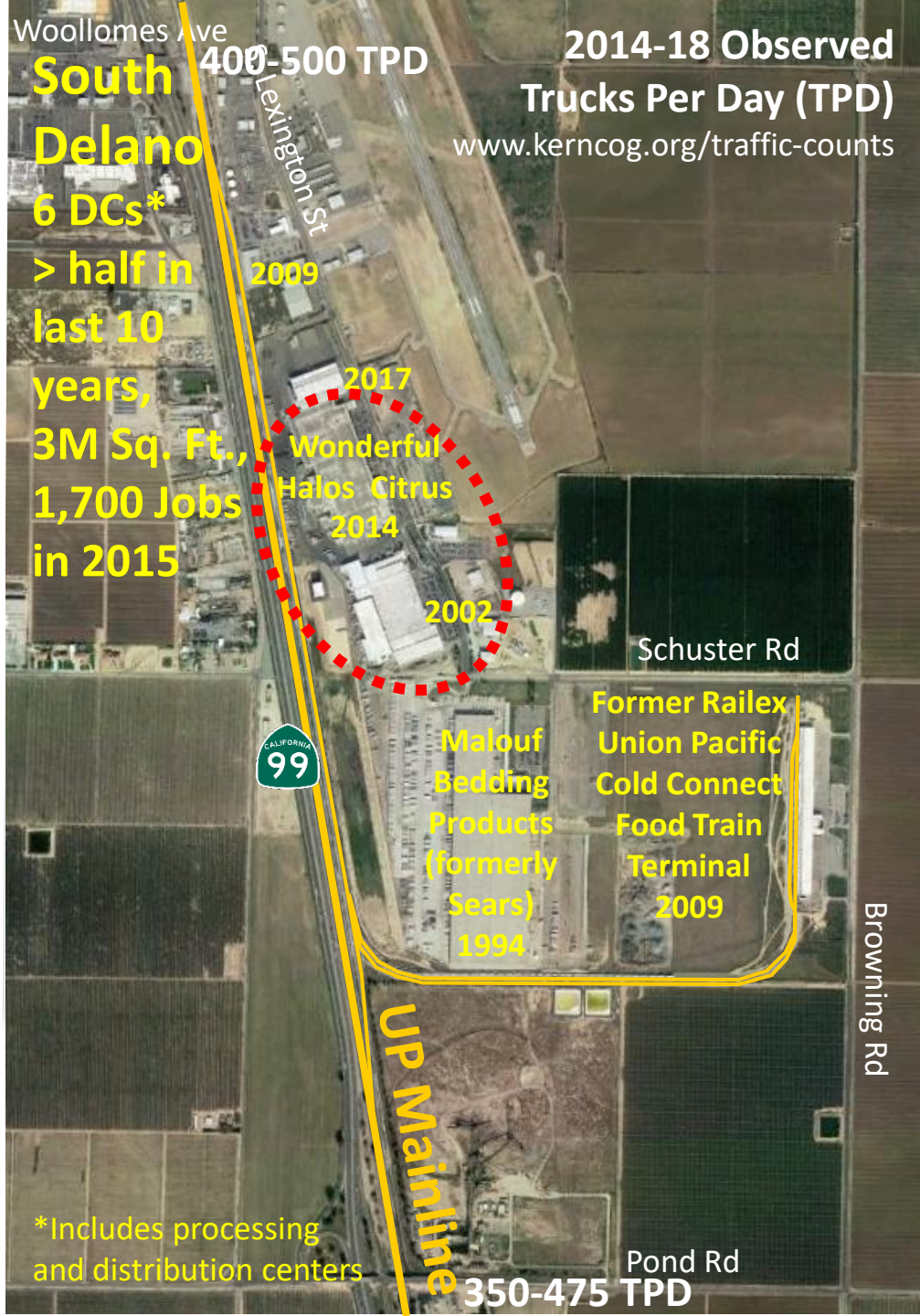
Top 3 Ag Producing Counties in U.S. - Kern, Fresno, Tulare
Export produce from all over CA (CV, Salinas, Imperial)



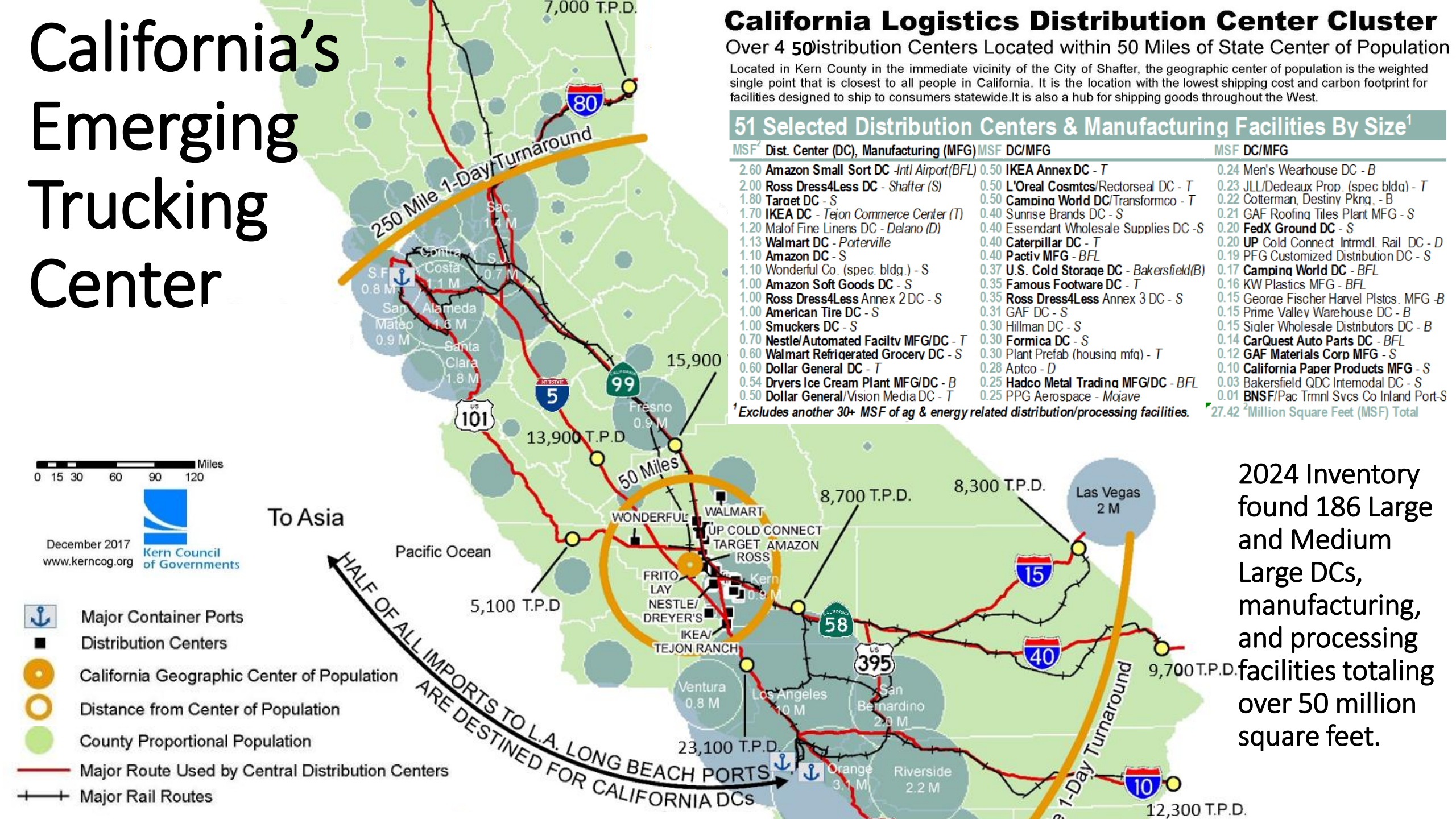


Largest Citrus Processing Conveyor System in the World





California's Emerging Trucking Center



California Logistics Distribution Center Cluster

Over 4 **50**istribution Centers Located within 50 Miles of State Center of Population

Located in Kern County in the immediate vicinity of the City of Shafter, the geographic center of population is the weighted single point that is closest to all people in California. It is the location with the lowest shipping cost and carbon footprint for facilities designed to ship to consumers statewide.It is also a hub for shipping goods throughout the West.

51 Selected Distribution Centers & Manufacturing Facilities By Size[1]

MSF[2]	Dist. Center (DC), Manufacturing (MFG)	MSF	DC/MFG	MSF	DC/MFG
2.60	**Amazon Small Sort DC** *-Intl Airport(BFL)*	0.50	**IKEA Annex DC** - *T*	0.24	Men's Wearhouse DC - *B*
2.00	**Ross Dress4Less DC** - *Shafter (S)*	0.50	**L'Oreal Cosmtcs**/Rectorseal DC - *T*	0.23	JLL/Dedeaux Prop. (spec bldg) - *T*
1.80	**Target DC** - *S*	0.50	**Camping World DC**/Transformco - *T*	0.22	Cotterman, Destiny Pkng, - B
1.70	**IKEA DC** - *Tejon Commerce Center (T)*	0.40	Sunrise Brands DC - *S*	0.21	GAF Roofing Tiles Plant MFG - *S*
1.20	Malof Fine Linens DC - *Delano (D)*	0.40	Essendant Wholesale Supplies DC -*S*	0.20	**FedX Ground DC** - *S*
1.13	**Walmart DC** - *Porterville*	0.40	**Caterpillar DC** - *T*	0.20	**UP** Cold Connect Intrmdl. Rail DC - *D*
1.10	**Amazon DC** - S	0.40	**Pactiv MFG** - *BFL*	0.19	PFG Customized Distribution DC - *S*
1.10	Wonderful Co. (spec. bldg.) - S	0.37	**U.S. Cold Storage DC** - *Bakersfield(B)*	0.17	**Camping World DC** - *BFL*
1.00	**Amazon Soft Goods DC** - *S*	0.35	**Famous Footware DC** - *T*	0.16	KW Plastics MFG - *BFL*
1.00	**Ross Dress4Less** Annex 2 DC - *S*	0.35	**Ross Dress4Less** Annex 3 DC - *S*	0.15	George Fischer Harvel Plstcs. MFG -*B*
1.00	**American Tire DC** - *S*	0.31	GAF DC - *S*	0.15	Prime Valley Warehouse DC - *B*
1.00	**Smuckers DC** - *S*	0.30	Hillman DC - *S*	0.15	Sigler Wholesale Distributors DC - *B*
0.70	**Nestle/Automated Facilty MFG/DC** - *T*	0.30	**Formica DC** - *S*	0.14	**CarQuest Auto Parts DC** - *BFL*
0.60	**Walmart Refrigerated Grocery DC** - *S*	0.30	Plant Prefab (housing mfg) - *T*	0.12	**GAF Materials Corp MFG** - *S*
0.60	**Dollar General DC** - *T*	0.28	Aptco - *D*	0.10	**California Paper Products MFG** - *S*
0.54	**Drvers Ice Cream Plant MFG/DC** - *B*	0.25	**Hadco Metal Trading MFG/DC** - *BFL*	0.03	Bakersfield QDC Intermodal DC - *S*
0.50	**Dollar General**/Vision Media DC - *T*	0.25	PPG Aerospace - *Mojave*	0.01	**BNSF**/Pac Trmnl Svcs Co Inland Port-*S*

[1] ***Excludes another 30+ MSF of ag & energy related distribution/processing facilities.***

27.42 [2]Million Square Feet (MSF) Total

2024 Inventory found 186 Large and Medium Large DCs, manufacturing, and processing facilities totaling over 50 million square feet.

52M Sq. Ft., 50% in Facilities Greater Than ½M Sq. Ft.

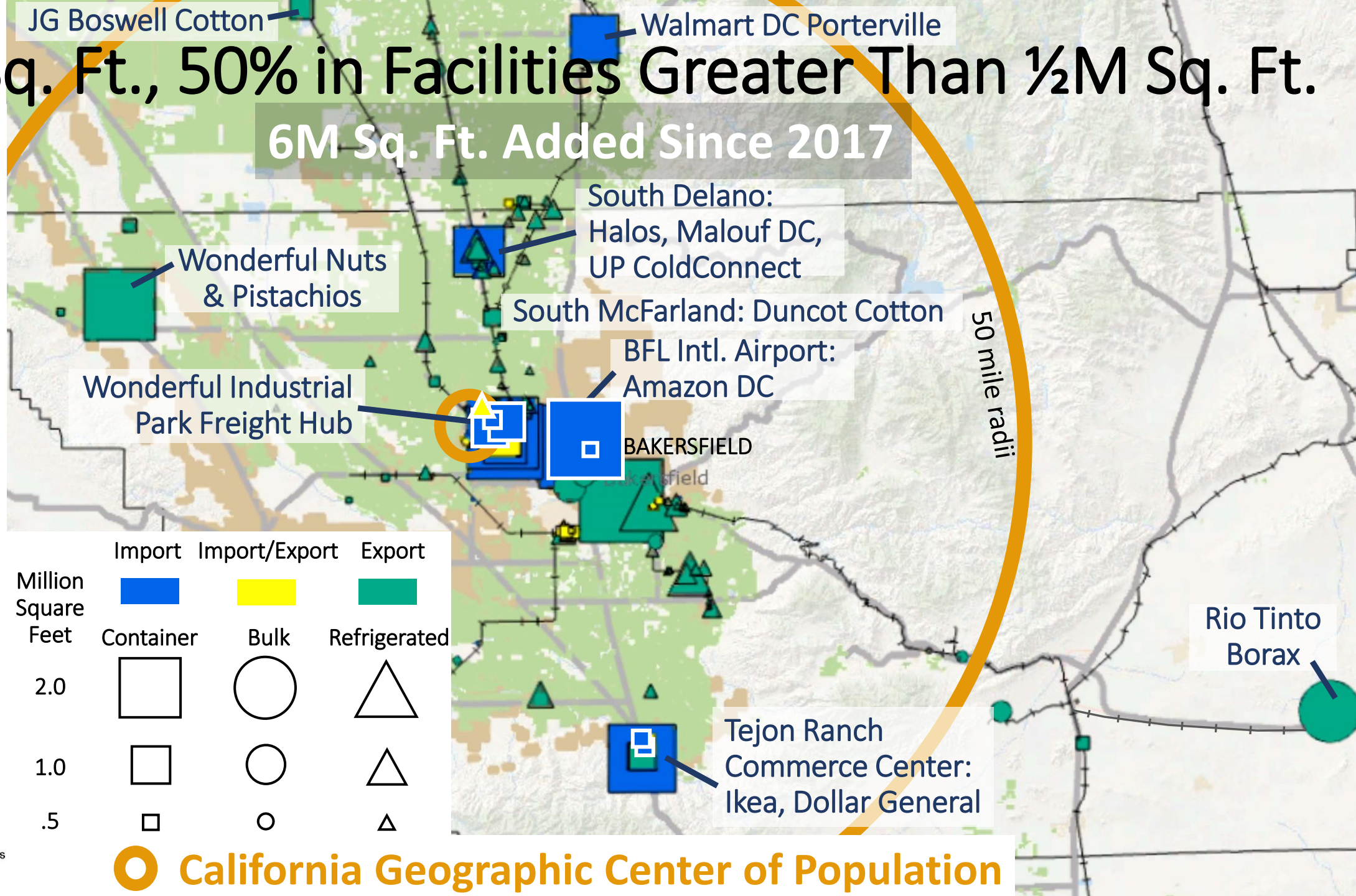
6M Sq. Ft. Added Since 2017

Symbol sizes are proportional to the square footage at that major, large & medium facilities.

Green = Exporter
Blue = Importer
Yellow = Both

Square footage data is for distribution centers, warehouses, processing, mining and energy facilities using Google Earth 2019.

Green areas are predominantly agriculture. Tan areas are predominantly oil production.

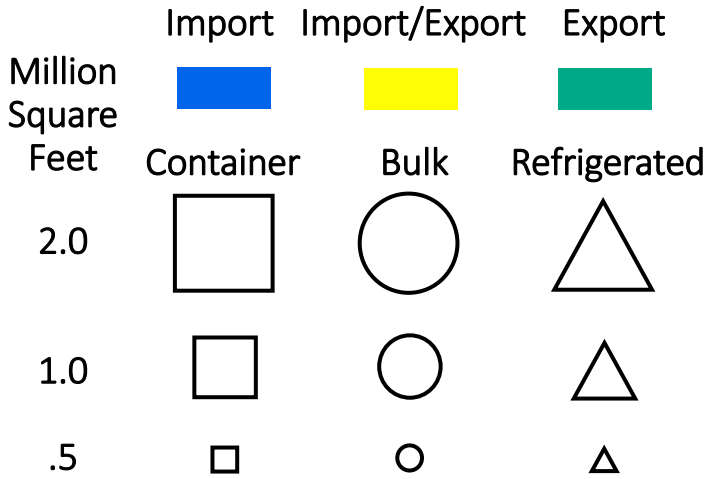


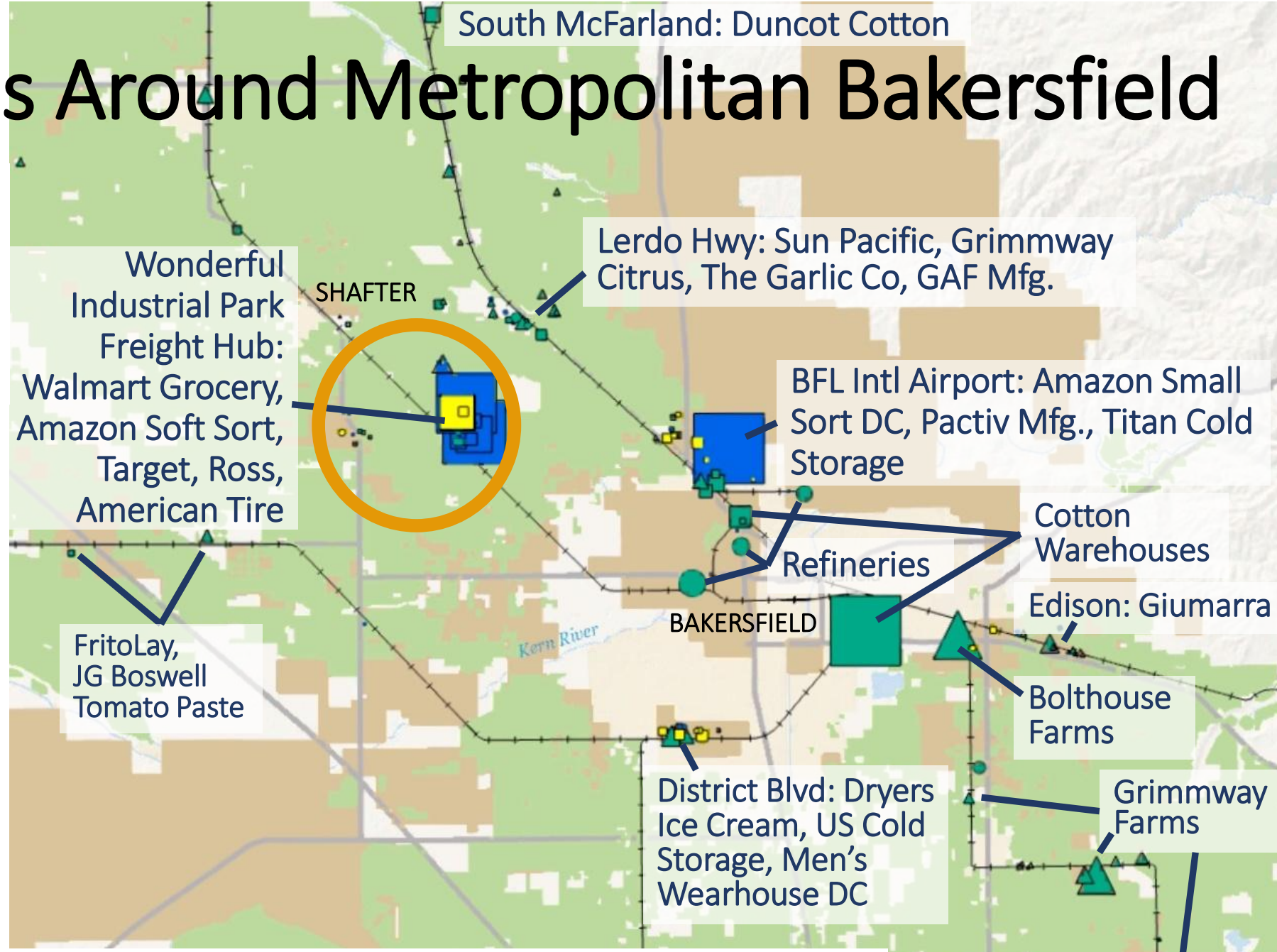
Major Facilities Around Metropolitan Bakersfield

Symbol sizes are proportional to the square footage at that facility.

Square footage data is for distribution centers, warehouses, processing, mining and energy facilities using Google Earth 2019.

Green areas are predominantly agriculture. Tan areas are predominantly oil production.





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N

0 5 10 20 Miles

California Geographic Center of Population

Automated Warehousing/Manufacturing Jobs - High Tech/Good Pay & Benefits



One of 3 New Automated Perishable Grocery Distribution Centers in the U.S.



Walmart

West U.S. Largest Perishable Grocery DC

Shafter, CA/BNSF – 5-story, .6M Sq. Ft.

Tall vertical automated rack system in a 100’ tall building will be able to pick products 40% faster than a conventional forklift accessed rack system



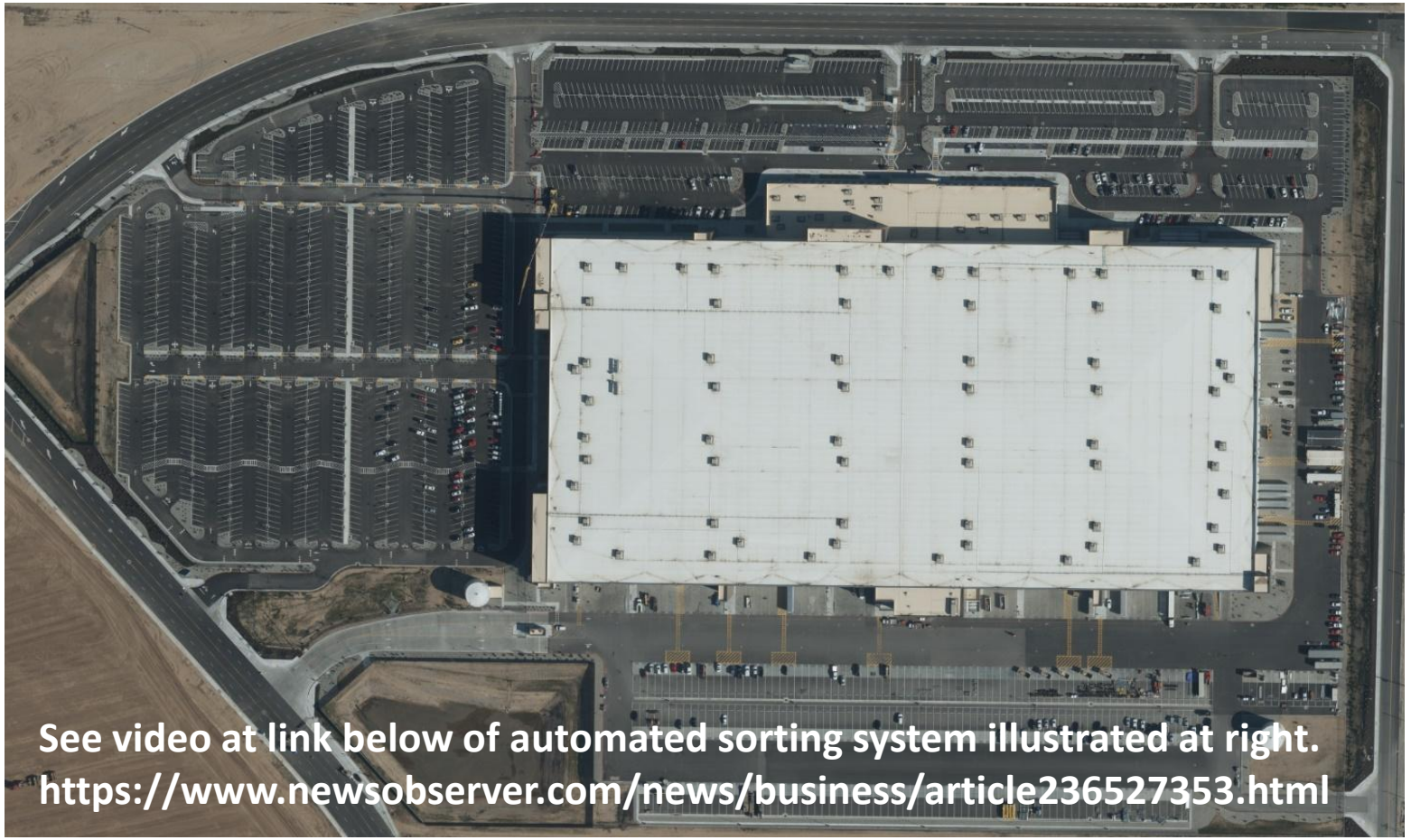
B3K

See video link of automated rack system https://youtu.be/cUHj2qff1Ds

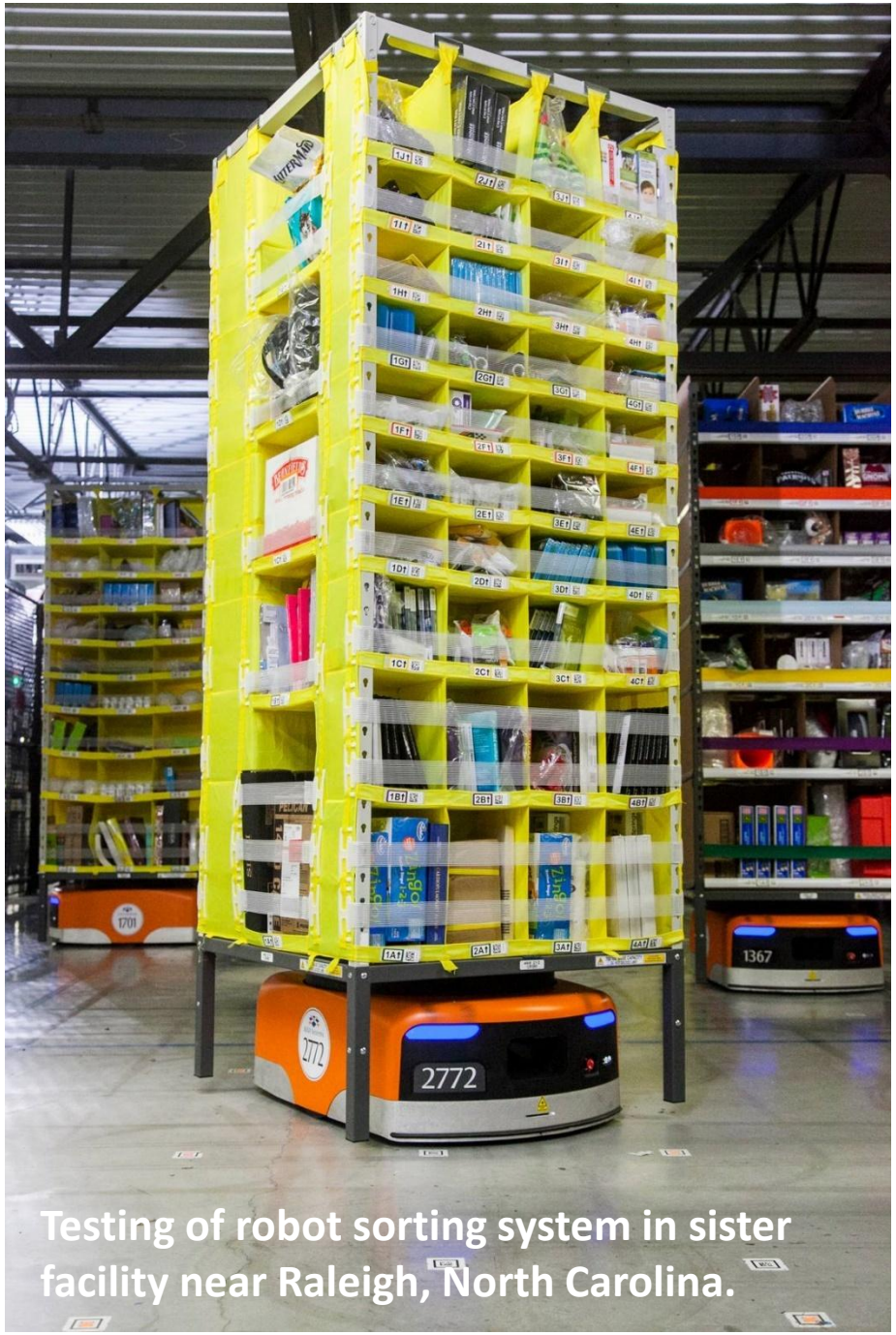
Inside New Amazon DC - BFL Airport



One of four, Multi-story Distribution Centers Outside Major U.S. Urban Areas



See video at link below of automated sorting system illustrated at right.
https://www.newsobserver.com/news/business/article236527353.html



Testing of robot sorting system in sister facility near Raleigh, North Carolina.

The 3 Newest Walmart Automated Perishable Grocery DCs



Thank you!

kerncog.org

Contact Information:
Rob Ball
rball@kerncog.org

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Central Coast Freight Working Group

August 27th, 2026

Adam Cuellar | Freight Coordinator

Caltrans District 5

Working Group History

- Established in 2021 to provide a space to identify opportunities and needs, as well as educate the public sector on the Public Planning decision-making process in relation to freight.
- Close coordination with stakeholders helped with connections to the freight industry and business.
- Solicited input for both statewide and regional goods movement plans (e.g. 2023 California Freight Mobility Plan and the 2024 California Central Coast Sustainable Freight Study)

Purpose

- Provide a regional forum to discuss freight opportunities, challenges, as well as share information.
- Identify emerging needs and opportunities to support safe, efficient, sustainable freight movement.
- Provide information regarding potential funding opportunities, as well as providing letters of support for eligible projects that align with Caltrans goals.
- Communicate regional perspectives to statewide freight planning efforts.
- Encourage coordination among agencies and industry partners, including sharing information on funding programs and opportunities.
- Coordinating to approach and address common freight needs within our region.

Guiding Themes

Provide

- Provide a voice for the freight community in regional transportation planning.

Share

- Share information, discuss concerns, and serve as an advocate for local freight operations and improvements for freight and goods movement.

Identify & Prioritize

- Identify and prioritize needs and investments to promote the safe, efficient, cost-effective, and environmentally responsible movement of freight.

Educate

- Educate policy makers on interdependence of freight and passenger systems.

Implement

- Implement regional congestion and intermodal management programs.

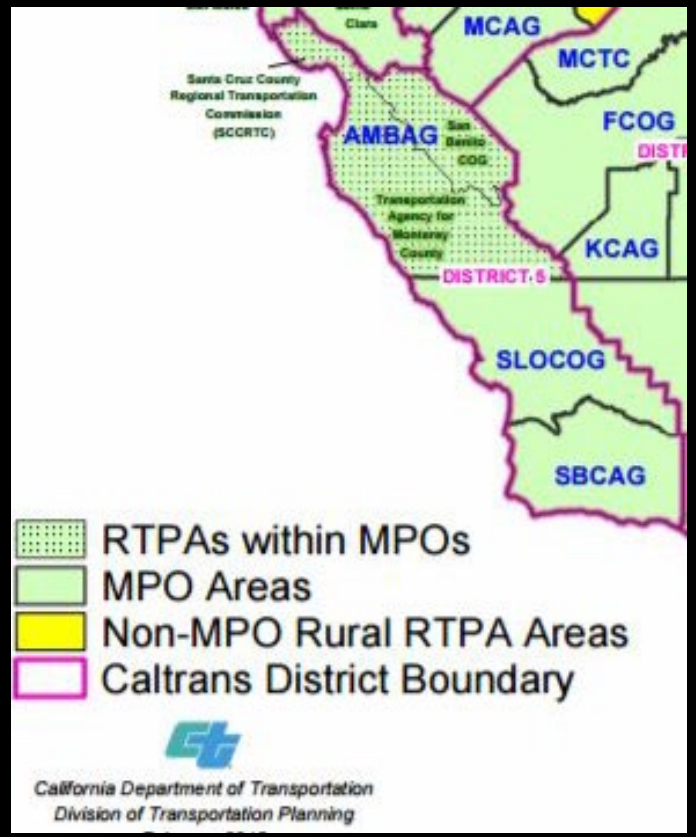
Promote

- Promote economic development.

Improve

- Improve data/technology sharing for freight analyses and planning.

Public Agencies & Municipalities within District 5



- Caltrans D5
- AMBAG
- SBCOG
- TAMC
- SCCRTC
- SLOCOG
- SBCAG
- Local Counties and Cities
- LOSANN
- CalFire
- CHP

Benefits of including Private Sector within Public Planning Process

Help establish freight planning goals and objectives

Identify problems and issues affecting freight mobility

Mutual understanding about planning processes and freight mobility needs

Generate support for investments in transportation improvements

Learn private sector data and information that can be used to help identify needs/potential projects to meet stakeholder needs.

Develop transportation plans and improvement programs that address the needs of their customers.

Next Steps

- Sign Up using the QR Code to stay informed on the Working Group
- Working Group Kickoff meeting will get scheduled for Fall/Winter 2026.
- Meeting frequency will be determined during our initial kickoff meeting.



Contact Information

Adam Cuellar

Caltrans District 5; Freight and System Planning

Email: Adam.Cuellar@dot.ca.gov

Phone: 805-903-3072



FREIGHT PLANNING
DIVISION OF TRANSPORTATION PLANNING

Central California
Regional Freight Forum

Question and Answer Session

Open Discussion

FREIGHT PLANNING
DIVISION OF TRANSPORTATION PLANNING

Central California
Regional Freight Forum

Thank you

Kelly Eagan
Central California Freight Program Manager
Office of Technical Freight
Division of Transportation Planning
California Department of Transportation
(916) 639-6373, Kelly.Eagan@dot.ca.gov