Port and Freight Infrastructure Program (PFIP) **2025 Annual Report**

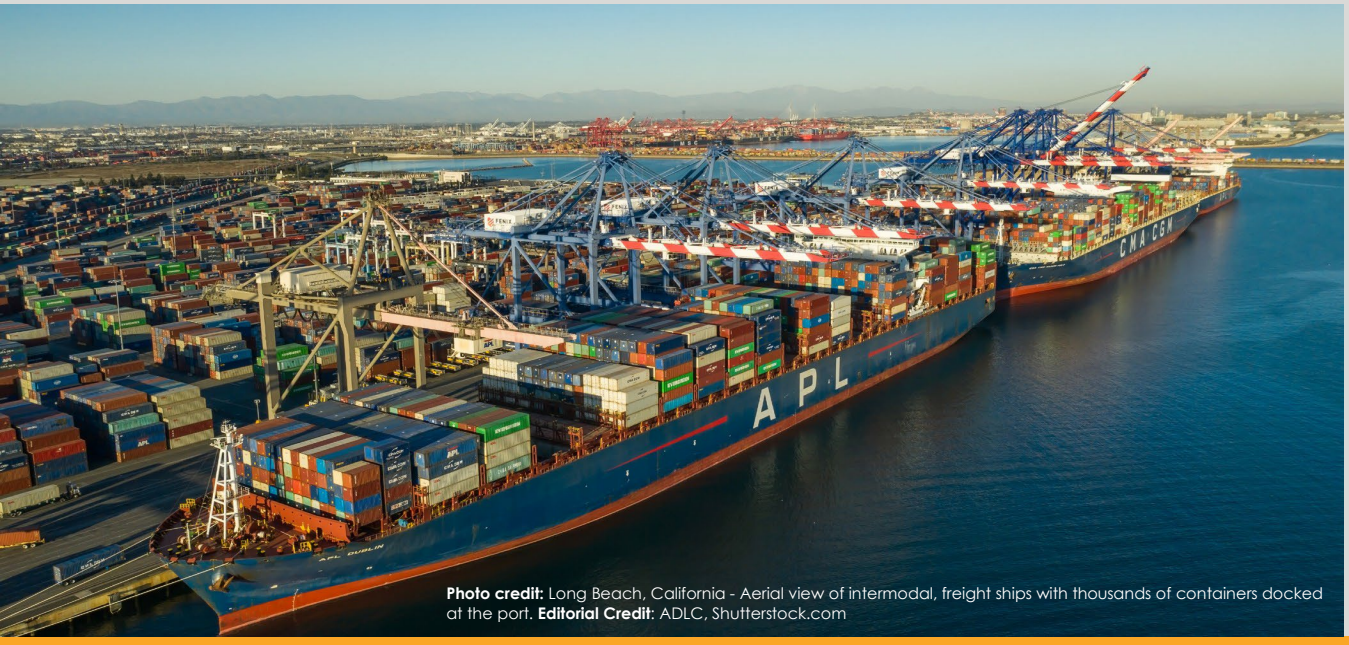

Photo credit: Long Beach, California - Aerial view of intermodal, freight ships with thousands of containers docked at the port. **Editorial Credit**: ADLC, Shutterstock.com

Reporting Period – November 1, 2024, through October 31, 2025

Completed by
California Department of Transportation

December 2025

"California's ports and freight corridors are the arteries of the global economy. Through the Port and Freight Infrastructure Program, we're not just upgrading infrastructure—we're accelerating a zero-emission future, strengthening our supply chain resilience and delivering cleaner air and good jobs for communities across the state."

Governor Newsom

"The Port and Freight Infrastructure Program (PFIP) is a cornerstone in our state's strategy to strengthen economic competitiveness through smart, sustainable investments in our ports and freight corridors. The enthusiastic response to this funding opportunity has sparked powerful collaborations between public agencies and private partners. Under Governor Gavin Newsom's leadership, CalSTA remains committed to leveraging PFIP and other forward-looking initiatives to drive multimodal freight solutions that deliver real benefits to communities across California."

California State Transportation Agency (CalSTA)
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01 EXECUTIVE SUMMARY

Background and Authority

In October 2021, Governor Newsom signed Executive Order N-19-21 to address global disruptions to the goods movement supply chain and directed California state agencies to take near and long-term actions to address national port congestion and supply chain challenges.

Governor Newsom proposed a $2.3 billion supply chain resilience budget package in January 2022, including one-time funding totaling $1.2 billion for port and freight infrastructure projects.

In June 2022, the California State Legislature enacted Governor Newsom's Port and Freight Infrastructure proposal through Senate Bill 198 (SB 198; Section 13 of Chapter 71, Statutes of 2022), which also provides policy direction for the California State Transportation Agency (CalSTA) to implement the Port and Freight Infrastructure Program (PFIP).

SB 198 requires CalSTA to provide an annual report to the Legislature that includes the following:

- The number of PFIP grants awarded, the dollar value of those awards, and the location of those awards.
- A description of the PFIP projects, including the specific improvements funded and the likely impact of those projects on the port with which they are associated.
- Any lessons learned from the implementation of PFIP, including opportunities for additional investments in California's multimodal freight transportation system.

PFIP Project Awards

CalSTA announced PFIP awards on July 6, 2023, and delegated administration of the Program to the California Department of Transportation (Caltrans). Seventy percent of the funds were awarded to support the Los Angeles and Long Beach areas, while 30 percent supports other areas of the State. Fifteen projects were awarded, totaling $1.176 billion.

Breakdown of Investments by Mode

PFIP investments can be classified by the following categories: Rail, Zero Emission (ZE), and Other. ZE includes vessels, vehicles, and related infrastructure. Other includes dock, wharf, and utility improvements. The dollar and percent breakdown of investments by mode are shown in Figure 01-1.

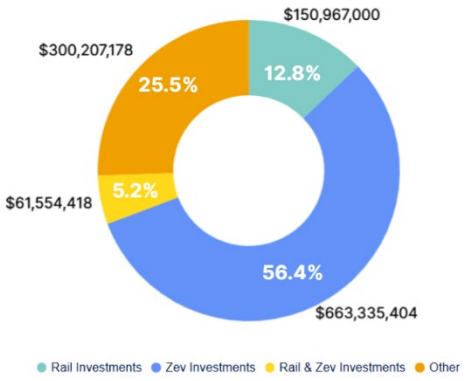


Figure 01-1. Breakdown of Investments by mode.

Purpose, Goals, and Objectives

PFIP seeks to improve the capacity, safety, efficiency, and resilience of goods movement to, from, and through California's maritime ports, while also reducing greenhouse gas emissions, air pollution, public health impacts, and negative economic impacts to communities adjacent to the corridors and facilities used for goods movement while promoting port, freight, and construction sector jobs. These improvements are critical to enhancing and modernizing the multimodal freight transportation system, transitioning to zero-emission freight transportation, growing the economic competitiveness of California's freight sector, promoting transportation equity and environmental justice, avoiding public health harms, moving toward zero freight-related fatalities and injuries on our roadways (including death or illness due to exposure to air pollutants), and improving system resilience by addressing infrastructure vulnerabilities associated with security threats, climate change, and natural disasters.

Additionally, PFIP seeks to advance the goals and objectives of the Climate Action Plan for Transportation Infrastructure (CAPTI 2.0), the National Highway Freight Program (NHFP), the California Freight Mobility Plan (CFMP), the California Sustainable Freight Action Plan (CSFAP), the California Transportation Plan (CTP) 2050, and the zero-emission vehicle Executive Order N-79-20.

PFIP improvements and appropriate mitigation measures were identified throughout the state, at and near the maritime ports, along rail and highway corridors (including grade crossing and interchange improvements), and at intermodal sites, transloading locations, storage yards for freight-related equipment, and warehousing facilities.

Allocations

Funds for PFIP projects are allocated by project phase, i.e., Project Approval/ Environmental Document (PA&ED); Plans, Specifications & Estimates (PS&E); Right of Way or Construction (CON). Funds must be allocated by CalSTA within the Fiscal Year (FY) programmed. Project development-phase expenditures must occur by the end of the second FY following allocation FY. Projects must be awarded within 6 months from CON allocation.

Allocations are contingent on the completion of key preconditions. Submission of required project-specific documentation, such as environmental clearances, submission of engineering designs, and the approval of programming amendments or resolution of interagency agreements. By addressing these requirements upfront, the program maintains transparency and accountability, paving the way for successful project delivery to ensure projects are fully prepared for implementation and align with the PFIP goals and guidelines.

While the current allocation for some projects is not listed in ***Section 03 Project Status***, awarded funds are expected to be allocated as project requirements are met and timelines progress.

Total PFIP Allocations through October 2025
$ 293.5 million

Total PFIP Expenditures through October 2025
$ 7.95 million

*Factors contributing to the lag between allocations and expenditures include the six-month period projects have to award a contract after funds are allocated, up to six months to submit invoices after award, and the State's 45-day invoice-processing window. In addition, some projects have requested time extensions due to issues affecting advertisement and award, which may prolong the expenditure timeline.

Total Leveraged Federal Funds
$717.5 million

Project Locations – Statewide Map

Figure 01-2. California statewide map outlining PFIP project locations and the California Rail and State Highway Networks.

Project Locations – Maps by Region

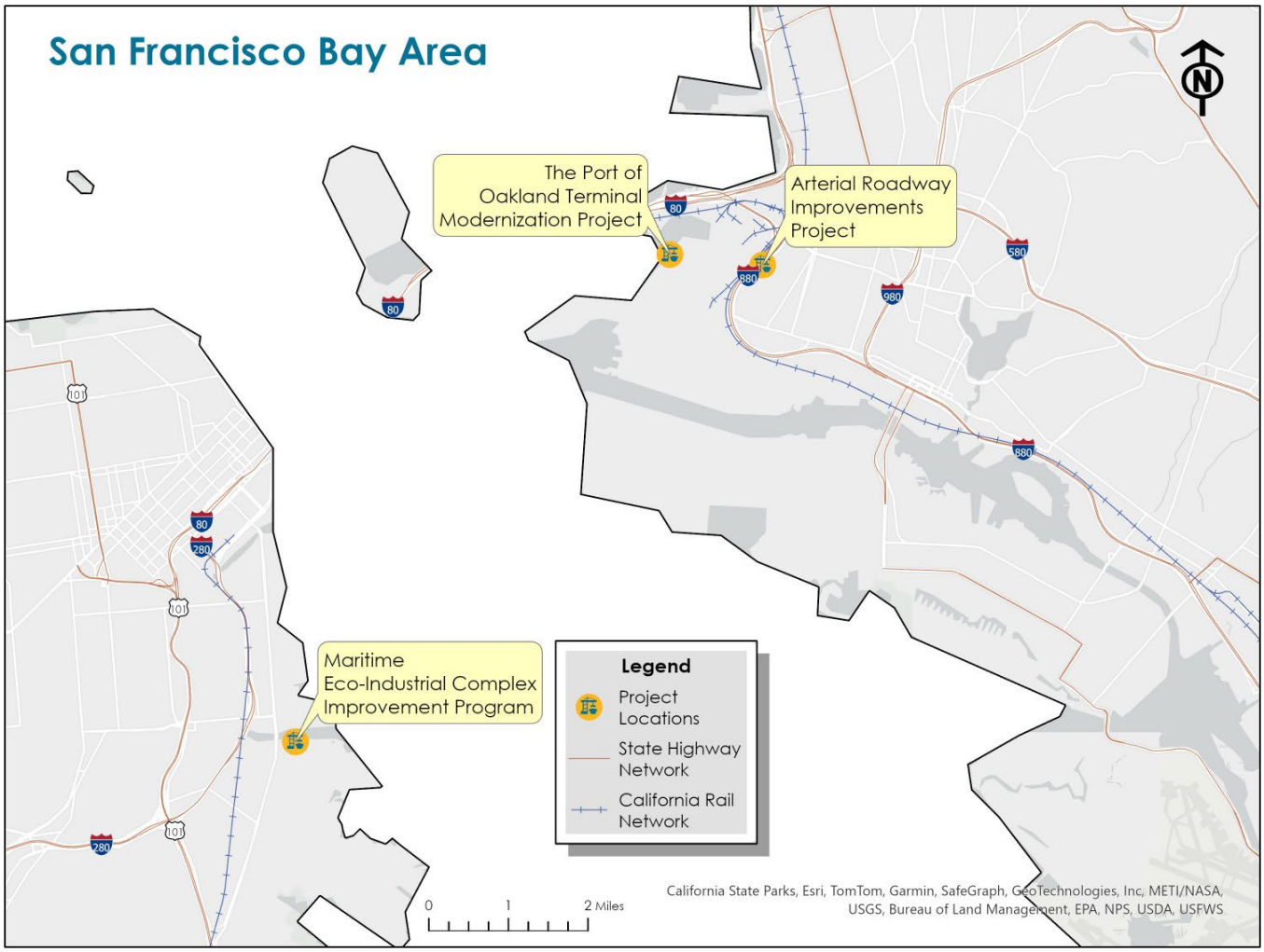


Figure 01-3. San Francisco Bay area map showing awarded PFIP Project locations.

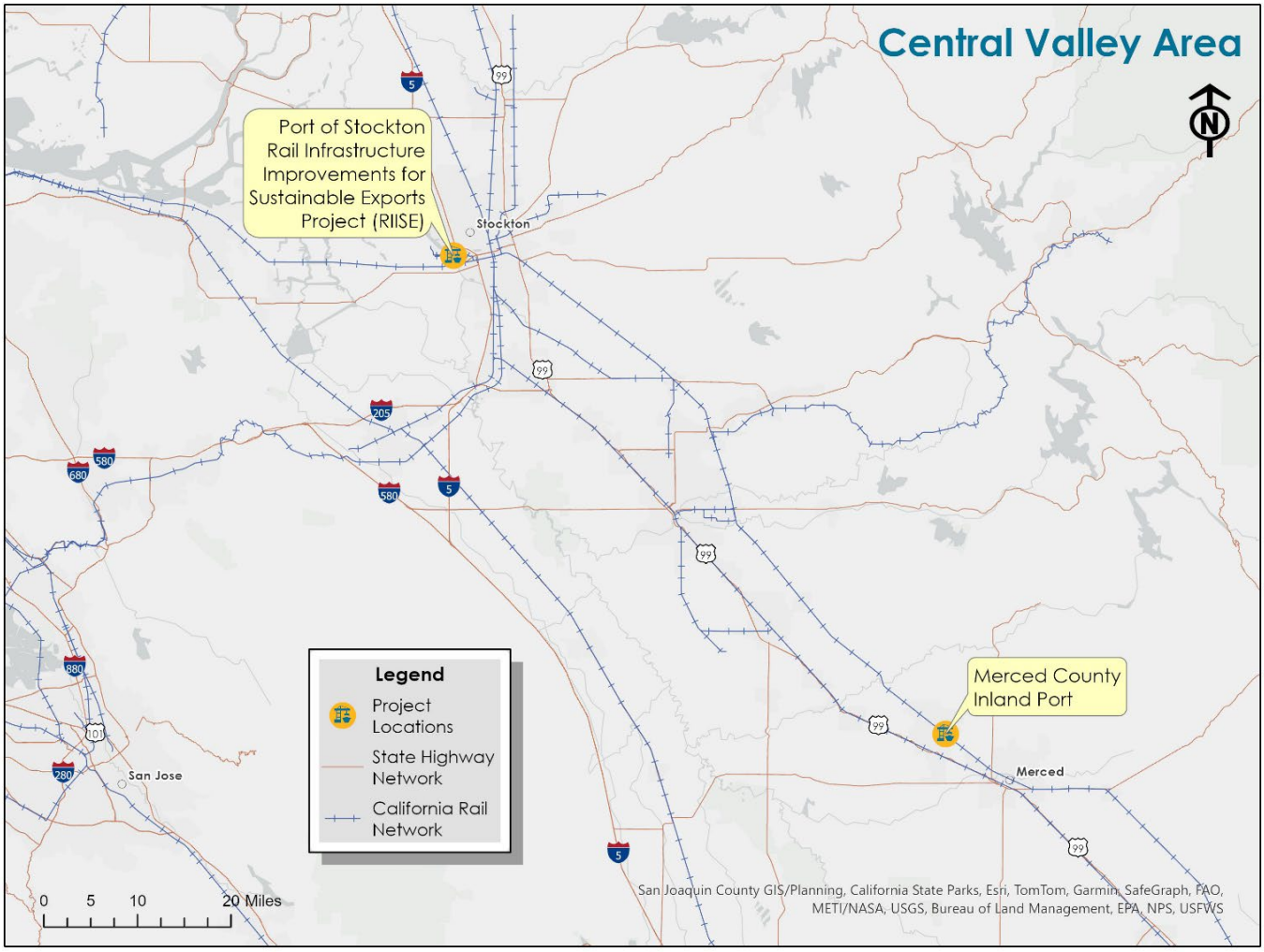


Figure 01-4. Central Valley area map showing awarded PFIP Project locations.

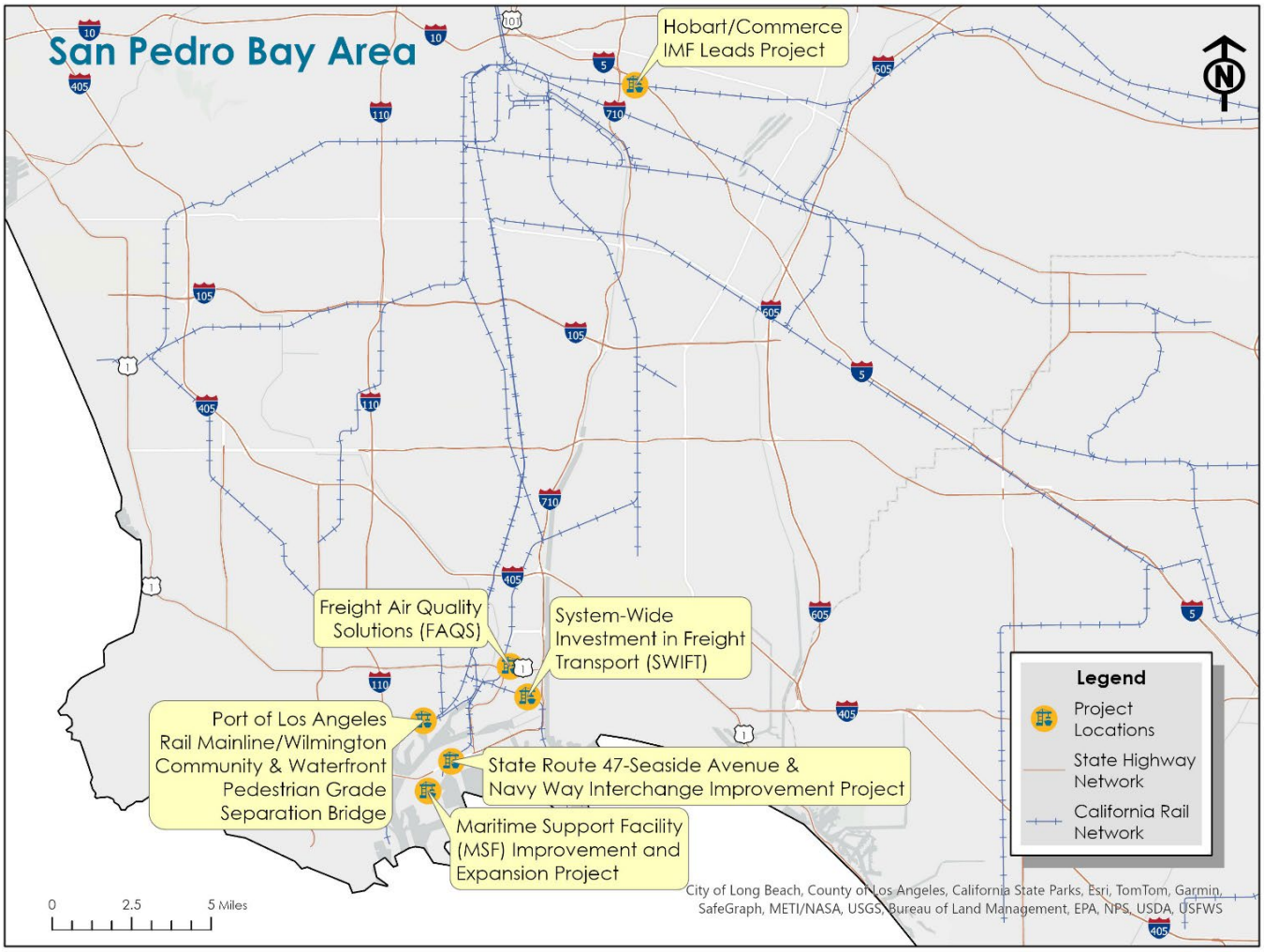


Figure 01-5. San Pedro area map showing awarded PFIP Project locations.

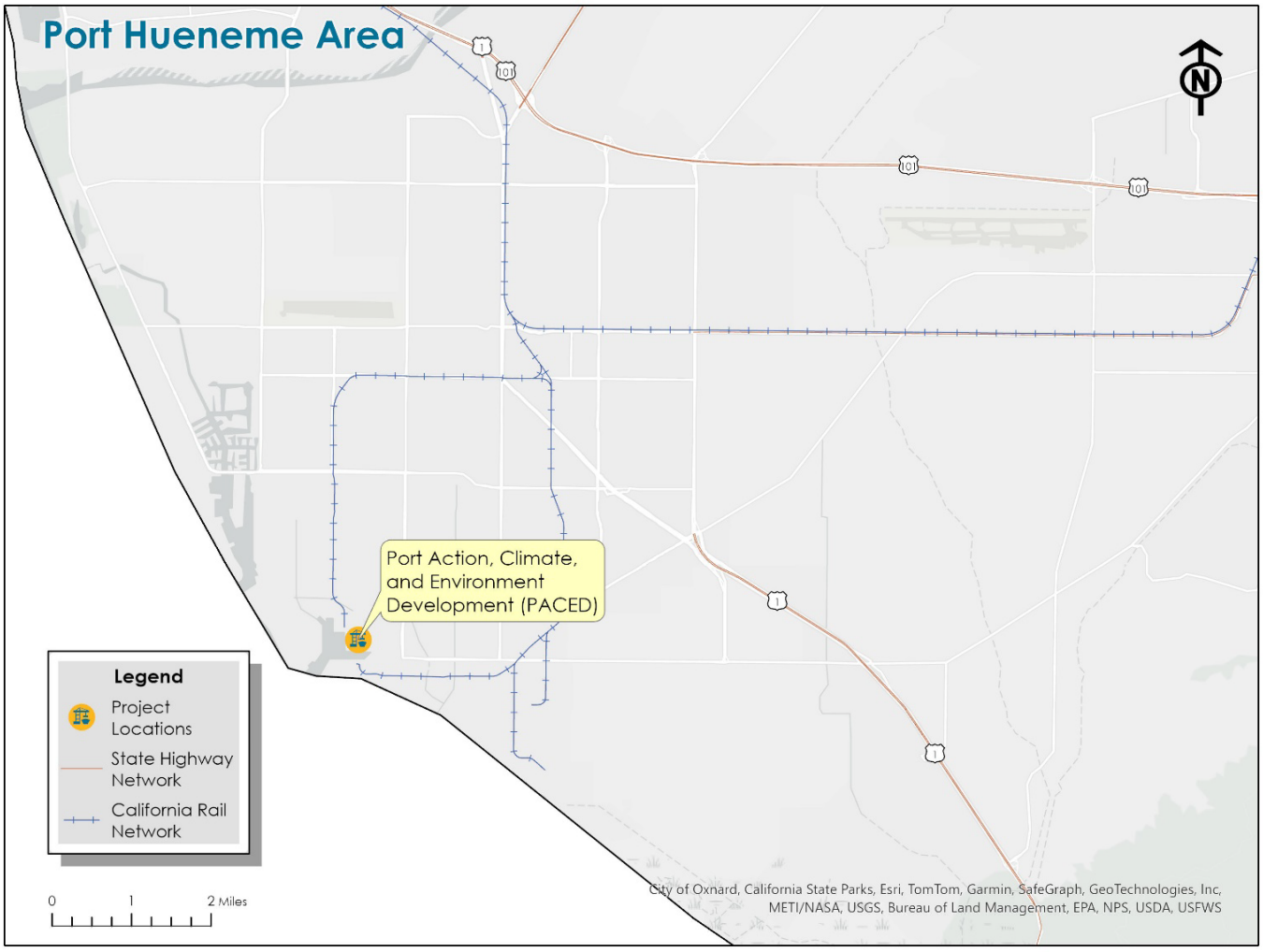


Figure 01-6. Hueneme area map showing awarded PFIP Project locations.

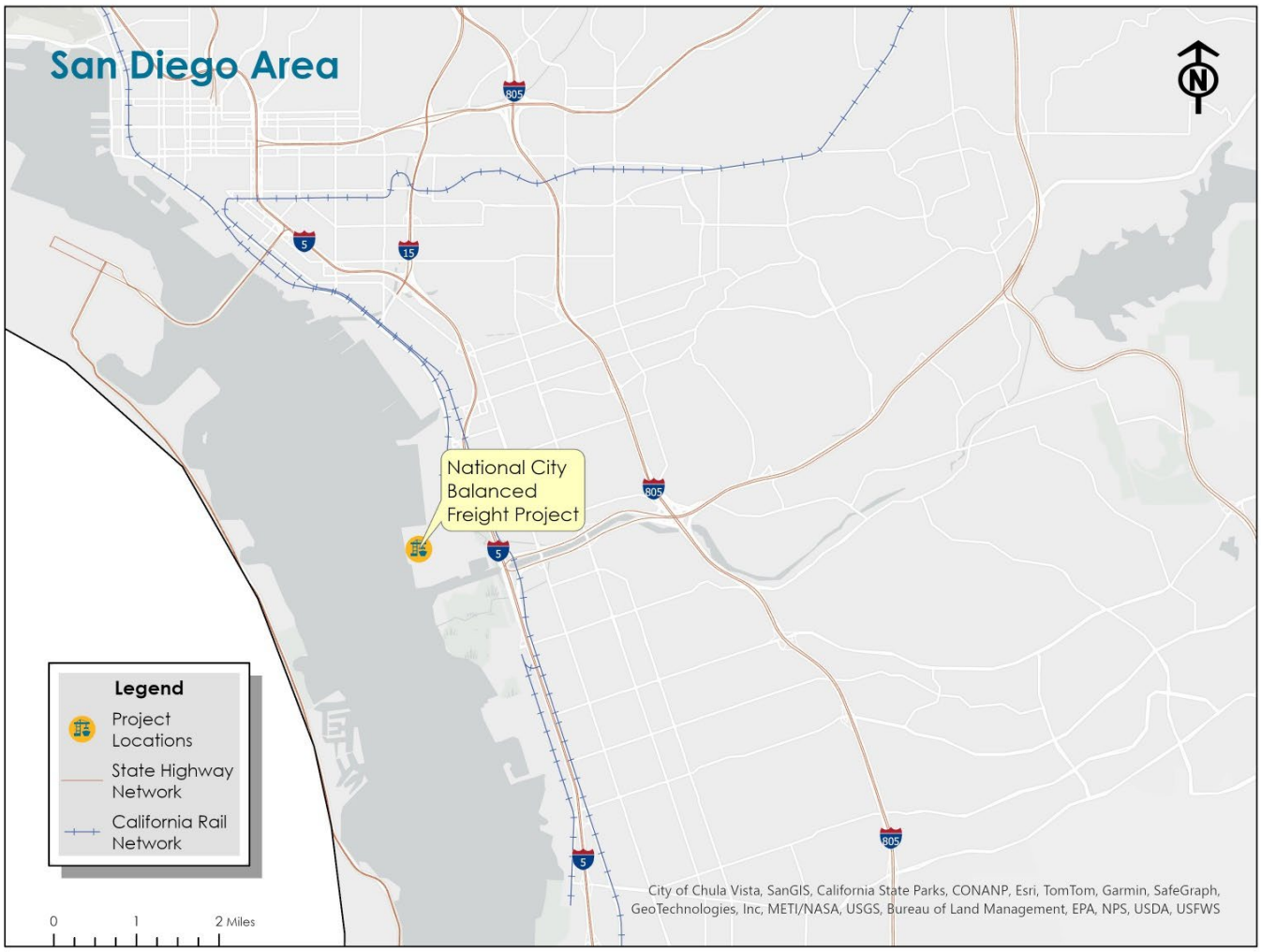


Figure 01-7. San Diego area map showing awarded PFIP Project locations.

02 PROGRAM STATUS

PFIP High Priority Grade Separation Projects Status

To address budget shortfalls, the 2024 Budget included General Fund solutions to achieve a balanced budget. This included a reduction of $200 million from the high priority grade separation program, as well as a shift of $75 million from the General Fund to the State Highway Account and a $75 million delay from FY 2025-26 to 2026-27.

In accordance with the transportation budget trailer bill (AB 173, Chapter 53, Statutes of 2024) CalSTA coordinated with Caltrans and the California Transportation Commission (CTC) to identify available funding in certain state transportation programs, as specified, that could be used to support grade separation projects that were previously awarded funding from PFIP but had funding reverted pursuant to the Budget Act of 2024.

CalSTA submitted the funding solutions report, on April 30, 2025, to the appropriate Legislative Budget subcommittees, Secretary of the Senate, Chief Clerk of the Assembly, and the Legislative Counsel in compliance with Government Code Section 9795. Those high-priority grade separation projects will no longer be tracked in this annual PFIP report. If you have questions on project status, please contact PFIP@calsta.ca.gov, and you will be directed to the appropriate program administration staff.

Letter of No Prejudice

In July 2024, Governor Newsom signed Assembly Bill (AB) 173 (Chapter 53, Statutes of 2024) which authorizes CalSTA to adopt guidelines to establish a process to approve a Letter of No Prejudice (LONP) for PFIP. The intent of the LONP is to allow a PFIP awardee to expend their own funds on a project or project component and be eligible for future reimbursement from program moneys if certain conditions are met. This does not relieve the awardee from the applicable match or other requirements of the program. Awardees proceed at their own risk.

Completed, Ongoing, and Proposed Program Activities

Activity	Completion/ Proposed Completion Date	Status
Awardees updated Project Programming Requests (PPRs)	September – December 2023	Completed
CalSTA approved final PFIP Programming Document	December 2023	Completed
Caltrans sent Next Steps letters to awardees with fully funded projects	December 2023 – As needed	Ongoing
Awardees submitted Public Engagement Summaries	March 2024	Completed
Awardees submitted Communication Plans	June 2024	Completed
Awardees submitted requests for FY 2023-24 PFIP allocations	July 2023 – June 2024	Completed
Awardees submitted requests for FY 2024-25 PFIP allocations	July 2024 – June 2025	Completed
Awardees submit Project Change Requests (PCRs)/Time Extensions/Scope Changes	As needed	Ongoing
Caltrans executes Program Supplement Agreements	As needed	Ongoing
Awardees submit Project Progress Reports	Quarterly	Ongoing
Programming Document amendments	As needed	Ongoing
Caltrans hosts PFIP Office Hours as a forum for awardees to ask questions about the Program	Quarterly	Ongoing
Awardees submit requests for FY 2025-26 allocations	July 2025 – June 2026	Ongoing
Awardees submit requests for FY 2026-27 allocations	July 2026 – June 2027	Not Started

Table 02-1. Completed, Ongoing, or Proposed Program Activities

03 PROJECT STATUS

- **Caltrans** – High Desert Corridor Operational Efficiency Project
- **Caltrans** – Hobart/Commerce Intermodal Facility (IMF) Leads Project
- **Merced County** – Merced County Inland Port
- **Port of Hueneme (Oxnard Harbor District)** – Port Action, Climate, and Environment Development (PACED)
- **Port of Long Beach** – System-Wide Investment in Freight Transport (SWIFT)
- **Port of Los Angeles** – Maritime Support Facility (MSF) Improvement and Expansion Project
- **Port of Los Angeles** – Rail Mainline/Wilmington Community & Waterfront Pedestrian Grade Separation Bridge
- **Port of Los Angeles** – State Route 47-Seaside Avenue & Navy Way Interchange Improvement Project
- **Port of Oakland** – Arterial Roadway Improvements Project
- **Port of Oakland** – Terminal Modernization Project
- **Port of San Francisco** – Maritime Eco-Industrial Complex Improvement Program
- **Port of Stockton** – Rail Infrastructure Improvements for Sustainable Exports Project (RIISE)
- **Sacramento Metropolitan Air Quality Management District** – Sierra Northern Railway Proposal to Advance Domestic Hydrogen Rail Switcher Locomotive Conversion
- **San Diego Unified Port District** – National City Balanced Freight Project
- **South Coast Air Quality Management District** – Freight Air Quality Solutions (FAQS)

Project Name: High Desert Corridor Operational Efficiency Project

Lead Agency:

Caltrans

Award Type:

Support LA/Long Beach

Caltrans District: 8

County: San Bernardino

Assembly District: 34 / 39

Senate District: 21

Congressional District: 23

Total Project Cost:
$150,467,000

Awarded PFIP Funds:
$100,467,000

Allocation Expected by:
January 2026

See Executive Summary, PFIP Allocation section, Page 4.

Key Project Elements

The project will construct two freight rail staging tracks and add a third main track to extend the existing triple track by 11 miles on the Burlington Northern and Santa Fe (BNSF) Cajon Subdivision in San Bernardino County between railroad control points Martinez and Thorn. The project will increase freight efficiency in the Southern California region, and it received support from the Port of Los Angeles for potentially increasing goods movement capacity, safety, efficiency, and resilience to, from, and through the port.

Project Progress

- 90% of design (Track and Signal) is complete.
- Executed Restricted Grant Agreement between Caltrans and CalSTA (November 18, 2025).
- On track with securing environmental permits.
- Agreement between Caltrans and BNSF is pending BNSF legal review.

Project Title: High Desert Corridor Operational Efficiency Project | **Photo Credit:** *Burlington Northern and Santa Fe Railway (BNSF)*

Project Name: Hobart/Commerce Intermodal Facility (IMF) Leads Project

Lead Agency:

Caltrans

Award Type:

Support LA/Long Beach

Caltrans District: 7

County: Los Angeles

Assembly Districts: 54 / 64

Senate Districts: 26 / 30 / 33

Congressional District: 42

Total Project Cost:
$1,200,000,000

Awarded PFIP Funds:
$15,000,000

Allocation Expected by:
December 2025

See Executive Summary, PFIP Allocation section, Page 4.

Key Project Elements

The PFIP award will provide requested PA&ED and PS&E funding to support construction of improvements to the shared-use (both passenger and freight rail operations) rail corridor and to the lead tracks (connecting the mainline to the rail yard) and staging tracks in the adjacent Hobart IMF, Commerce IMF, as well as staging tracks at C-Yard. The San Pedro Bay ports support this project, citing its potential to release mainline rail capacity by improving the freight landing procedure and thereby increasing efficiency for goods movement in Southern California.

Project Progress

- PS&E dollars were reprogrammed to the PA&ED phase.
- PA&ED allocation has been extended to December 31, 2025.

Project Title: Hobart/Commerce Intermodal Facility (IMF) Leads Project | **Photo Credit:** *Burlington Northern and Santa Fe Railway (BNSF)*

Project Name: Merced County Inland Port

Lead Agency:

Merced County

Award Type:

Support LA/Long Beach

Caltrans District: 10

County: Merced

Assembly District: 21

Senate District: 12

Congressional District: 16

Total Project Cost:
$115,674,000

Awarded PFIP Funds:
$49,600,000

PFIP Funds Allocated to Date:
$1,350,000

PFIP Funds Expended to Date:
$3,405

Key Project Elements

This project contains three distinctive elements: Project I (a): development of 70 acres within Castle Commerce Center to support pre-shipment processing and intermodal cross-docking for Central Valley Growers; Project I(b): Rail expansion to a new staging and container laydown area, replacing the former "Alert Area" on the Center airport tarmac to support cross-docking and processing. Examples of proposed uses for this area include the decommissioning of wind blades, transloading of intermodal containers and container laydown space; and Project II: Evaluation, engineering, and planning for further expansion on existing land inside the Center. This will include identifying targeted inbound industries, additional unit train staging and cross-docking areas, a larger storage area for containers, and exploration of emerging opportunities to merge rail-air using Castle's existing active runway. The project was supported by the Port of Los Angeles for the creation of new off-port areas used for staging and transferring goods that may help decrease port backups and wait times and provide new access to the port for Central Valley growers and processors through the proposed processing and packaging facility.

Project Progress

- Request for Proposals (RFP) was completed for the Inland Port Study, and the County is working to contract with the successful consultant.
- RFP was completed and a contract was approved by the Board of Supervisors on October 21, 2025, for a program manager. A draft RFP for Engineering services is complete and should be posted by January 2026. The County has contracted with an environmental consultant to update an existing EIR.

Project Title: Merced County Inland Port | **Photo Credit**: *Merced County*

Project Name: Port Action, Climate, and Environment Development (PACED)

Lead Agency:

Port of Hueneme (Oxnard Harbor District)

Award Type:

Support Other State Areas

Caltrans District: 7

County: Ventura

Assembly District: 38

Senate District: 19

Congressional District: 26

Total Project Cost:
$216,592,920

Awarded PFIP Funds:
$79,820,475

PFIP Funds Allocated to Date:
$33,939,000

PFIP Funds Expended to Date:
$3,604,171

Key Project Elements

The Port of Hueneme's Port Action, Climate, and Environment Development (PACED) program serves as the overarching long-term capital development plan for the Port. This program consists of multiple components, each of which will be executed over the coming five years and beyond. Eight of the components will enhance the Port's container line of business. Four of the components will enhance the Port's automobile import/export line of business. The final three components will position the Port for an even more sustainable future by improving the Port's ability to manage stormwater, developing a port-wide programmatic Environmental Impact Report (EIR), and enhancing Port-led workforce development and training efforts.

Project Progress

- Demolition of an antiquated existing on-dock warehouse and construction of foundation slab, grading, and concrete paving at Warf 2 is nearing completion. The high mast lights delivery has been delayed, but the project is on schedule to be completed by February 2026.
- The Port was granted an 8-month time extension to award the construction contract for the demolition of seven existing buildings at the South terminal.
- Awarded construction contract to Manson Construction Company for the efficiency and safety improvements with fendering and wharf repairs on Wharf 1.
- A&E consultant was selected for the PA&ED phase of Wharf 2 pier enhancements that modernize the existing wharf to accommodate deeper draft vessels, mitigate the impact of a moderate seismic episode, incorporate future shore power infrastructure investments, and ultimately increase cargo handling capacity (C5). Notice of Approval provided to the CEQA consultant and activities have kicked off.
- The Port is currently negotiating with equipment vendors for the procurement of major switchgear components such as power logic controllers (PLCs), protection relays, inverters, backup batteries, human machine interface (HMI) monitors, temperature monitors, and main circuit breakers. These parts are necessary to continue safe operations of the shore power system that has been the single largest emissions reduction system in Ventura County during the past decade.

Photo Credit: Port of Hueneme, Oxnard Harbor District

Continued

Project Progress - continued

- Construction support phase has been sent out to bid for the South Terminal Shore Power System and proposals were received in October 2025. The construction project is going through permitting and bidding activities.
- The Port has finalized the CEQA Categorical Exemption (CE) and is moving forward with the procurement of zero emission utility tractor rigs (UTRs) and charging stations.
- Memorandum of Understandings with several partners have been executed for the workforce development and training for social equity and inclusion plan.

Stakeholder Engagement and Community Outreach

- PFIP project status is provided to the public on the Port of Hueneme website https://www.portofhueneme.org/pfip-program-dashboard/.
- A monthly Port Operator Group (POG) newsletter is sent to the labor union, stevedores, and cargo customers providing updates on the progress projects.

Data Updated Through
11/15/2025

Port Hueneme: Port and Freight Infrastructure Program
PACED Grants 2023

The Port of Hueneme
Oxnard Harbor District

Info and dates shown are tentative for planning purposes and subject to change

Project Name	Status	Programmed Funds	Project Start	Project Finish
C1. Demolition of Warehouse 1A, Grading, and Paving	Construction Phase (CON)	$5,128,000	10/29/24	02/27/26
C2. NCEL Building Removal	Design Phase (PS&E)	$1,879,000	07/15/26	12/18/26
C3: Electric Reefer Plugs	Environmental Phase (PA&ED)	$5,823,000	08/07/25	02/06/26
C4: South Terminal Dredging Preparation	Construction Phase (CON)	$6,246,000	09/05/25	07/03/26
C5: North Terminal Wharf 2 Improvements and Deepening	Environmental Phase (PA&ED)	$19,835,000	08/18/25	05/17/28
C6: South Terminal Shore Power System (Parts Procurement Only)	Planning Phase	$639,000	12/30/25	02/09/27
C7: Stormwater Filtration System	Environmental Phase (PA&ED)	$2,300,000	07/02/24	07/07/27
C8: Procurement of Bonnet Barge System to Achieve Zero Emissions	Planning Phase	$8,560,000	03/18/26	11/09/27
C10. Squid Offloading Relocation from the Port to Ventura Harbor	Design Phase (PS&E)	$16,301,000	12/26/24	04/03/28
C11. Procurement of Zero Emission Utility Tractor Rigs and Charging Stations	Planning Phase	$4,725,000	01/29/26	11/30/27
P1. Parking Structure Engineering to Increase Port Capacity, Efficiency and Zero Emission Vehicle Staging	Environmental Phase (PA&ED)	$4,884,000	09/29/25	02/23/29
Total		**$79,820,000**		

Projects C7, P2, and P3 are port-wide (not shown on map)

Project Name
- C1: Warehouse
- C2: NCEL
- C3: Electric Reefer
- C4: S Terminal Dredging
- C5: N Term Dredge Wharf
- C6: S. Term. Shore Power
- C7: Stormwater System
- C8: South Shore Power
- C10: Squid Offloading
- C11: Electric Charging
- P1: Parking Structure
- P2: Programmatic EIR
- P3: Workforce Dev.

Funding Agency
- Caltrans
- Caltrans & EDA
- Caltrans & MARAD (PIDP)
- CARB and Caltrans

Project Name: System-Wide Investment in Freight Transport (SWIFT)

Lead Agency:

City of Long Beach Harbor Department (Port of Long Beach)

Award Type:

Support LA/Long Beach

Caltrans District: 7

County: Los Angeles

Assembly District: 69

Senate District: 33

Congressional District: 47

Total Project Cost:
$2,167,673,910

Awarded PFIP Funds:
$383,346,997

PFIP Funds Allocated to Date:
$144,357,000

PFIP Funds Expended to Date:
$0

Key Project Elements

The System-Wide Investment in Freight Transport (SWIFT) proposal touches every part of the goods movement logistics chain in the Port of Long Beach by building a new rail facility that maximizes on-dock rail capacity and reduces the need for local truck trips and by deploying new human-operated zero-emission equipment and permanent infrastructure. PFIP will fund elements of three related SWIFT projects:

1. Rail Efficiency and Advancement Project, including Pier B On-Dock Rail Support Facility ($158.4 million) and Zero-Emission Locomotive Demonstration Program ($50 million),

2. Terminal Efficiency and Zero-Emission Transformation Project, including zero-emission terminal equipment demonstration projects (Long Beach Container Terminal (LBCT) Equipment Replacement/Charging, SSA Fuel-Cell Top Handlers, SSA Heavy Forklifts – Total: $73 million),

3. Vessel Continuity and Anchorage-Reduction Project, including zero-emission harbor craft and shore power demonstration projects (Crowley Battery Hybrid Tugboat, Tesoro T121, LBT and T2 Shore Power Demonstrations – Total: $44.5 million). PFIP will also partially fund a Zero-Emission Terminal Transformation / Harbor Craft Emission Reduction port-administered program ($57.4 million).

Project Progress

- Tesoro is in contract with the contractor for the PS&E design work for Shore Power at T121, LBT, and T2. Activities have progressed and design completion is on track December 2025.
- PS&E and right-of-way certifications are complete. Construction advertisement also occurred in September 2025.
- Final design was submitted to the Port in August for the Pier B on-dock rail support facility, Rail West Expansion. Project is on track to meet the PS&E milestone.
- Construction advertisement of the Pier B LA-04 Pump Station occurred in August 2025. Board approval process of the Conditional Award will begin in November 2025.
- Expect to award LBCT CHE infrastructure contractor in October 2025. Project team narrowing down equipment and charging specs in preparation for RFP submissions.
- The Board of Harbor Commissioners approved the selection of 10 vendors to repower or replace 39 marine engines and 15 vessels with cleaner or zero-emission options. On track with the contract award date in October 2025.

Stakeholder Engagement and Community Outreach

- Hosts quarterly Pier B On-Dock Rail Support Facility Stakeholder Outreach Meetings.
- September 2025, press release issued on selection of awardees for the Harbor craft emission reduction program. (See Press Release)

Continued

Port of Long Beach Accelerates Green Future – Press Release

Source: *Port of Long Beach Website*
September 9, 2025

More than $100 million to further zero-emissions operations transition
The Port of Long Beach is picking up the pace of progress toward cleaner air and reduced greenhouse gases by investing $102 million to purchase and sustain zero-emissions cargo-handling equipment, fund cleaner marine engines and plan for a zero-carbon future at terminals.

The equipment funding is part of the System-Wide Investment in Freight Transport (SWIFT), a pioneering initiative funded by the California State Transportation Agency's Port and Freight Infrastructure Program. SWIFT is a Port initiative designed to support goods movement efficiency and reduce environmental impacts on neighboring communities.

The bulk of the funding blitz, $93.4 million, will allow tenants to acquire 65 fully zero-emissions cargo-handling equipment units along with associated charging infrastructure, as well as for harbor craft operators to replace 37 marine engines with cleaner engines or zero-emission options. Additionally, the Port will invest $8.3 million in total to design zero-emissions infrastructure at SSA Terminals at Pier A and Pacific Container Terminal at Pier J. "The Port of Long Beach is on the road to zero emissions, leveraging demonstration projects, investments and grants to reach a greener future," said Port of Long Beach CEO Mario Cordero. "I'd like to thank Gov. Gavin Newsom, Transportation Secretary Toks Omishakin and the state Legislature for their commitment to investing in the future of the supply chain."

"This helps our industry partners invest in new, cleaner equipment so they can continue their work to efficiently move cargo at the nation's busiest port complex, while also laying out a path to zero emissions at two of our terminals."
All cargo handling equipment funded will be manually operated. Recipients will match at least 20% of the total project costs under the passthrough agreement for the grants approved by the Long Beach Harbor Commission on Monday.

Honors earned at annual Asian Freight, Logistics and Supply Chain Awards

Source: *Port of Long Beach Website*
September 5, 2025

The Port of Long Beach has been named the best West Coast seaport in North America for a seventh consecutive year in addition to being named the best green seaport by readers of the shipping trade publication Asia Cargo News.

The honors were announced during the Asian Freight, Logistics and Supply Chain Awards held September 3, 2025, in Hong Kong. Asia Cargo News hosts organize the awards ceremony yearly to recognize top seaports, shipping lines, and other logistics industry leaders.

"We are honored to be recognized by our customers for delivering the highest standard of service in addition to the environmental achievements gained through our landmark Green Port Policy adopted 20 years ago," said Port of Long Beach CEO Mario Cordero. "We could not have achieved this without the marine terminal operators, workers and supply chain partners who make the Port of Long Beach the most efficient and greenest gateway for trans-Pacific trade."

Project Name: Maritime Support Facility (MSF) Improvement and Expansion Project

Lead Agency:

Port of Los Angeles

Award Type:

Support LA/Long Beach

Caltrans District: 7

County: Los Angeles

Assembly District: 65

Senate District: 35

Congressional District: 44

Total Project Cost:
$198,250,000

Awarded PFIP Funds:
$149,330,000

Allocation Expected by:
June 2026

See Executive Summary, PFIP Allocation section, Page 4.

Key Project Elements

The Maritime Support Facility (MSF) is an existing important container terminal support facility located on Terminal Island, at the centroid of the Ports of Los Angeles-Long Beach (POLA-POLB). The existing MSF currently provides up to 30 acres of chassis and empty container storage, on a temporary surface that is inadequate for long-term use. The MSF will be improved and expanded to provide 71 net acres of chassis/empty container storage for all twelve container terminals located in the POLA-POLB complex. These terminals, combined, handle 35% of all waterborne containers entering and exiting the entire United States [in 2023]. The MSF has been critical in mitigating the recent U.S. supply chain crisis since mid-2020 and is also important for accommodating future cargo growth.

Project Progress

- The schedule for the environmental phase was pushed out to September 30, 2025, due to new possible uses for the site. This was due to responses from possible tenants. This will not affect the construction schedule.

Project Title: Maritime Support Facility (MSF) Improvement and Expansion Project | **Photo Credit**: *Port of Los Angeles*

Project Name: Port of Los Angeles Rail Mainline/Wilmington Community and Waterfront Pedestrian Grade Separation Bridge

Lead Agency:

Port of Los Angeles

Award Type:

Support LA/Long Beach

Caltrans District: 7

County: Los Angeles

Assembly District: 65

Senate District: 35

Congressional District: 44

Total Project Cost:
$57,910,000

Awarded PFIP Funds:
$42,080,000

PFIP Funds Allocated to Date:
$42,080,000

PFIP Funds Expended to Date:
$0

Key Project Elements

This project will construct a pedestrian bridge to connect the Wilmington community, which has eight schools within one mile, to the Port of Los Angeles' (POLA) Wilmington Waterfront area and Banning's Landing Community Center. Currently, two freight mainline tracks in the POLA bifurcate the Wilmington Waterfront with the Wilmington community itself. The rail tracks being grade separated move six percent of all United States (U.S.) waterborne containers. The project will provide a dedicated pedestrian/ cycling bridge over these freight rail tracks and connect to the State designated California Coast Trail.

Project Progress

- CEQA clearance documents completed.
- NEPA was obtained in May 2025 as part of federal grant requirements.
- Non-proportional spending plan was approved in March 2025.
- CPUC permit has been obtained in March 2025.
- Right of way certification was obtained in June 2025.
- Plans have been finalized and signed in August 2025.
- The Port received construction allocation approval in August 2025.
- Advertised construction contract in August 2025 and bids opened in October 2025.

Stakeholder Engagement and Community Outreach

- Coordination with utility companies and stakeholders is ongoing.
- Southern California Gas Company, AT&T, and nearby pipeline owners have been contacted to coordinate and communicate construction plans and schedule.

Project Title: Port of Los Angeles Rail Mainline/Wilmington Community & Waterfront Pedestrian Grade Separation Bridge, Map | **Photo Credit**: *Port of Los Angeles*

Project Name: State Route 47-Seaside Avenue and Navy Way Interchange Improvement Project

Lead Agency:

Port of Los Angeles

Award Type:

Support LA/Long Beach

Caltrans District: 7

County: Los Angeles

Assembly District: 65

Senate District: 35

Congressional District: 44

Total Project Cost:
$62,980,000

Awarded PFIP Funds:
$41,790,000

Allocation Expected by:
June 2027

See Executive Summary, PFIP Allocation section, Page 4.

Key Project Elements

The project augments an existing partial interchange at State Route (SR) 47/Seaside Avenue/Navy Way and entails the following: removal of last traffic signal and at-grade intersection on Terminal Island/SR 47, between I-110 and I-710, which is at the apex of the largest port complex in the Western Hemisphere; new westbound auxiliary lane on SR 47, between Pier S Avenue and Navy Way; new eastbound, 2-lane collector-distributor road, all within the existing facility and Right of way, between Ferry Street interchange eastbound on-ramp and Pier S Avenue interchange eastbound off-ramp; channelization improvements at Navy Way/Terminal Way intersection, and new 5th leg/westbound off-ramp termini. The project will improve safety, reduce emissions, and increase cargo flow through the port complexes. SR 47 and Navy Way are Primary Highway Freight System (PHFS) routes.

Project Progress

- Los Angeles Board of Harbor Commissioners approved the final Initial Study/Mitigated Negative Declaration at the August 14, 2025, board meeting.
- September 2025 time extension request approved by CalSTA.
- Utility coordination and field investigations remain in progress. Utility "B" letters were sent to utility companies.

Stakeholder Engagement and Community Outreach

- Continued stakeholder coordination meetings with the City of Los Angeles, Bureau of Engineering, to discuss Right of way dedications and future maintenance agreements between the Port of Los Angeles and the City of Los Angeles.
- Conducted stakeholder coordination via virtual meetings with Port of Long Beach, focusing on the project's critical milestones, initial plan review of projects phasing and signage plans.
- Initiated stakeholder coordination with the Los Angeles Department of Transportation to review the signage plans.

Project Name: Arterial Roadway Improvements Project

Lead Agency:

Port of Oakland

Award Type:

Support Other State Areas

Caltrans District: 4

County: Alameda

Assembly District: 18

Senate District: 9

Congressional District: 13

Total Project Cost:
$38,965,889

Awarded PFIP Funds:
$17,343,178

PFIP Funds Allocated to Date:
$2,197,000

PFIP Funds Expended to Date:
$0

Key Project Elements

The project will improve aging roadway infrastructure serving the Port and improve the capacity and resiliency to meet the growing demand for freight movement in the region. PFIP will fund two components of the project to improve arterial streets serving the Port: improvements to and near Adeline Street and the 3rd Street Truck Corridor. These project components will rehabilitate Adeline Street between 3rd Street and 7th Street, rehabilitate 5th Street between Union Street and Adeline Street, and rehabilitate 3rd Street between Market Street and Broadway. The project will better accommodate heavy-duty freight vehicles and improve bike and pedestrian safety.

Project Progress

- Design is progressing. The engineering firm performed several studies and issued reports such as Existing Conditions Report, Design Criteria Report, Tree Survey, and Existing Utilities Survey.
- Produced different concept layouts and presented to various stakeholders and updated layouts according to feedback received.
- The Port surveyed truck turns at key intersections to make sure the sidewalk layout wouldn't prevent any truck turn movements.
- The consultant analyzed intersection controls and produced Stop Control Warrant Memos for the Ports review.
- Consultant provided 35% drawing submittal to the Port on September 19, 2025.

Stakeholder Engagement and Community Outreach

- Port and City staff met multiple times to coordinate on PFIP projects as well as other local roadway projects.
- Met one-on-one with business owners on 3rd St (Green Planet 21, Markus Supply, Mr. Espresso, Line 51 Brewery).
- Presented at public meetings with various stakeholders (City of Oakland Community Advisory Committee, Port Efficiency Task Force, Oakland Maritime Access, Sustainability, and Trade group, Jack London Business Improvement District).

Project Name: The Port of Oakland Terminal Modernization Project

Lead Agency:

Port of Oakland

Award Type:

Support Other State Areas

Caltrans District: 4

County: Alameda

Assembly District: 18

Senate District: 9

Congressional District: 13

Total Project Cost:
$357,298,847

Awarded PFIP Funds:
$102,335,929

PFIP Funds Allocated to Date:
$28,311,000

PFIP Funds Expended to Date:
$1,906,759

Key Project Elements

PFIP will fund PA&ED and PS&E for wharf-related infrastructure improvements (Segment 1) and fully fund the rest of the project (Segments 2-4), which will improve underutilized and dilapidated marine terminal infrastructure, promote innovative technologies (including zero-emission equipment and infrastructure), and generally modernize marine terminal assets while furthering the Port's commitment to reduce emissions and potential adverse effects on the environment and surrounding communities.

Project Progress

- Held a mini-compete among the Port's on-call consultants and selected a firm for the design of the B24-26 wharf modernization components (crane rail girder strengthening and converting the crane power system from bus bar to cables). The Port is close to having a contract in place (Segment 1).
- Design consultant (COWI) submitted 90% level design drawings for review, with the 100% package expected Oct 10, 2025, for the leveling and integration of Backlands at Berth 33/34. The Port expects to advertise the construction bid package in December 2025 (Segment 2).
- There are no commercially available hydrogen top handlers for the Matson Terminal segment. Developing a Project Scope Change Request for CalSTA's review/approval to switch to battery-electric top handlers and delineate charging infrastructure (Segment 3A).
- Granted by CalSTA a time extension to February 2026 for the construction phase allocation for the procurement and installation of electric yard tractors and charging equipment. There will be no changes to the end of construction date (Segment 3B).

Stakeholder Engagement and Community Outreach

- Port staff met with impacted tenant (Everport Terminal) multiple times to discuss 60% and 90% design plans, construction phasing, and striping plans. Port staff met with neighboring tenant (TraPac) to keep them advised about the project and the minimal impacts it may have during construction for the B24-26 wharf modernization components.
- Port Efficiency Task Force meets quarterly to engage industry stakeholders, including terminal operators and shipping lines.
- Community Electrification Taskforce meets monthly. Attendees include US EPA, Union of Concerned Scientists, UC Berkeley School of Public Policy, Earthjustice, Ava Community Energy, West Oakland Environmental Indicators Project, and Bay Area Air Quality Management District.
- Trucker Working Group meets every two months to engage marine terminals, trucking companies, chassis pools, independent owner operators, and truck parking companies.

Project Name: Maritime Eco-Industrial Complex Improvement Program

Lead Agency:

Port of San Francisco

Award Type:

Support Other State Areas

Caltrans District: 4

County: San Francisco

Assembly District: 17

Senate District: 11

Congressional District: 12

Total Project Cost:
$58,762,500

Awarded PFIP Funds:
$21,582,000

PFIP Funds Allocated to Date:
$21,582,000

PFIP Funds Expended to Date:
$42,819

Key Project Elements

PFIP funds will support marine fendering and mooring improvements at Pier 80 that will accommodate larger ocean-going vessels for greater goods movement. The essential project for drainage and subsidence improvements at Pier 80 will maximize roll-on/roll-off (also known as RO/RO) throughput and improve mobility. PFIP will also support roadway improvements along Amador Street to advance the flow of goods in the Port's jurisdiction and for the national supply chain. PFIP will also fund a Truck Fleet Zero Emissions Pilot Demonstration.

Project Progress

- Construction for the Pier 80 Marine Fendering and Mooring project was advertised on March 24, 2025, and awarded to Manson Construction on May 13, 2025. A Notice to Proceed was issued on August 11, 2025, with substantial completion anticipated by August 30, 2026.
- The Port is updating the PPR to reflect scope refinements, including demolition of the existing fendering system and optimized installation of 17 mooring bollards and 27 fenders to improve vessel operations.
- The Pier 80 Drainage and Subsidence project reached 100% design completion in May 2025, with construction advertisement approved by the Port Commission on October 7, 2025.
- Construction for the Pier 96 Clean Trucking project began on March 17, 2025, two weeks ahead of schedule, with the contractor mobilized to the field on July 1, 2025.
- An updated PPR reflecting revised project budgets and funding contributions is in progress.

Stakeholder Engagement and Community Outreach

- Zero Emissions Pilot Demonstration, Tenant fleet electrification roadmaps were sent out on July 27, 2027.

Project Title: Maritime Eco-Industrial Complex Improvement Program | **Photo Credit**: *Port of San Francisco*

Project Name: Port of Stockton Rail Infrastructure Improvements for Sustainable Exports Project (RIISE)

Lead Agency:

Port of Stockton

Award Type:

Support Other State Areas

Caltrans District: 10

County: San Joaquin

Assembly District: 13

Senate District: 5

Congressional District: 9

Total Project Cost:
$371,223,580

Awarded PFIP Funds:
$45,908,418

PFIP Funds Allocated to Date:
$1,863,000

PFIP Funds Expended to Date:
$0

Key Project Elements

The Port of Stockton Rail Infrastructure Improvements for Sustainable Exports Project (RIISE) supports building new infrastructure to enhance rail capacity, accommodate increased freight tonnage and train frequencies, mitigate potential service disruptions, and reduce long-term repair and maintenance costs. PFIP will fund elements of this project, including a replacement of the San Joaquin River rail bridge; expansion of the Port's long lead track to two tracks; and procurement of a zero-emission electric railcar mover.

Project Progress

- Delivery of the Zero Emission Railcar Mover is expected by the end of 2025.
- Engineering design is 90% complete and awaiting responses to stakeholder comments. Design progress has been slower than expected due to infrastructure feasibility concerns and compliance requirements identified during review.
- Right of way activities are behind schedule. Plat maps and legal descriptions are complete, and appraisals have been finalized. Offer packages have been sent to owners, with one pending Board approval and others awaiting tenant or Port action to amend lease agreements.
- Permitting remains on schedule; the Tidelands lease is complete, and flood protection board permits are no longer required.
- Agreement negotiations, initiated in September 2024, continue alongside other submittals. BNSF confirmed adherence to the current maintenance agreement for the new double lead track.
- Utility investigations are complete, and findings have been incorporated into the final design.
- Due to increased project costs, the Port is evaluating a scope change to focus on another component that will deliver similar benefits at reduced cost and within the grant timeline.

Stakeholder Engagement and Community Outreach

- The Port continues to provide PFIP project updates during monthly Port Outreach Committee meetings to keep stakeholders informed and engaged.

Project Name: Sierra Northern Railway (SNR) Proposal to Advance Domestic Hydrogen Rail Switcher Locomotive Conversion

Lead Agency:

Sacramento Metropolitan Air Quality Management District

Award Type:

Support Other State Areas

Caltrans District: 3

County: Sacramento

Assembly District: 7

Senate District: 3

Congressional District: 6

Total Project Cost:
$19,561,100

Awarded PFIP Funds:
$15,646,000

PFIP Funds Allocated to Date:
$15,646,000

PFIP Funds Expended to Date:
$2,392,236

Key Project Elements

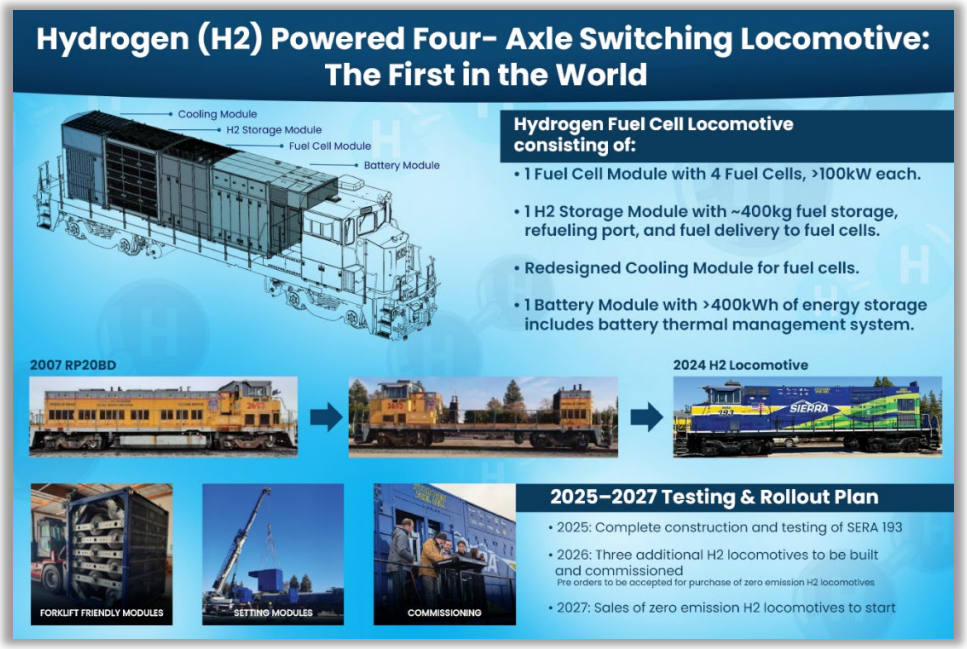
The project is a public-private partnership to expand on Sierra Northern Railway's (SNR) current efforts and develop, demonstrate, and test three additional hydrogen-fueled, zero-emission switcher locomotives on to-be-constructed test track in SNR's West Sacramento rail yard. The Project includes the construction of approximately 2,000 feet of 10,906 ancillary test trackage, conversion of three locomotives, and development of refueling infrastructure and protocols. The molecular hydrogen gas (H2) locomotive technology advances SNR's desire to convert 50% of its own locomotives to H2 technology in the next decade, while simultaneously commercializing the technology and encouraging other short lines to do the same. The project will potentially reduce harmful emissions and benefit the port of West Sacramento and adjacent disadvantaged communities.

Project Progress

- The locomotives test track has been completed.

Stakeholder Engagement and Community Outreach

- SNR hosted a ribbon cutting ceremony for the first hydrogen fuel cell locomotive, which was made possible through a public-private partnership. The California Energy Commission awarded $4 million to design and demonstrate the prototype.



Project Title: SNR Proposal to Advance Domestic Hydrogen Rail Switcher Locomotive Conversion, H2 Powered Four-*Axle Switching Locomotive PDF* | **Photo Credit**: *Sierra Northern Railway, Sacramento Metropolitan Air Quality Management District*

Continued

Ribbon Cutting Ceremony

On September 4, 2025, Sierra Northern Railway (SNR) unveiled the nation's first four-axle, hydrogen-powered, zero-emission switcher locomotive, designed, built, and tested in West Sacramento.

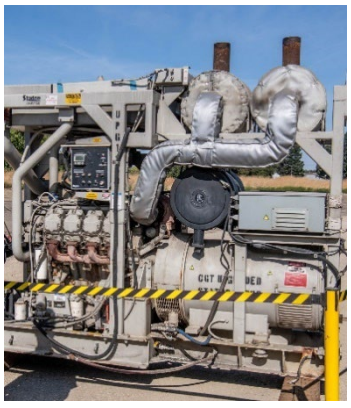
The locomotive, developed with Railpower, Inc., is the first in the United States built specifically for freight rail. Sierra Northern's prototype replaces about 10,000 gallons of diesel annually. Statewide, California's 260 switcher locomotives each consume an average of 50,000 gallons per year, according to industry estimates. Converting them to hydrogen power could cut more than 12 million gallons of diesel annually — the equivalent of removing nearly 20,000 cars from the road.

"This is a milestone not only for Sierra Northern but for the future of freight in California and beyond," said Kennan H. Beard III, president and CEO of Sierra Northern Railway. "Hydrogen locomotives offer a proven, scalable way to deliver cleaner air while keeping goods moving efficiently."

The project was made possible through a public-private partnership. The California Energy Commission awarded $4 million to design and demonstrate the prototype. In 2023, the California State Transportation Agency and the Sacramento Metropolitan Air Quality Management District provided $19.5 million to expand the fleet with three additional locomotives. Technology partners include GTI Energy, OptiFuel Systems, Railpower Tech, Ballard Power Systems, Velocity Strategies and the University of California, Riverside.

Project Title: Sierra Northern Railway, SERA 193 Hydrogen Fuel Cell Switcher Locomotive
Photo Credit: *California Department of Transportation*

Left: First-generation Sierra Energy's FastOX™ system turns waste into hydrogen to power zero-emission trains. | **Right:** Ribbon Cutting group | **Photo Credit:** *California Department of Transportation*



Left: Sierra Northern Railway, SERA 193 Hydrogen Fuel Cell Switcher Locomotive ribbon cutting event attendees | **Right:** Diesel engine removed for conversion to zero-emission, cutting major pollutants.
Photo Credit: *California Department of Transportation*

Project Name: National City Balanced Freight Project

Lead Agency:

San Diego Unified Port District

Award Type:

Support Other State Areas

Caltrans District: 11

County: San Diego

Assembly District: 80

Senate District: 18

Congressional District: 52

Total Project Cost:
$55,000,000

Awarded PFIP Funds:
$35,500,000

Allocation Expected by:
June 2026

See Executive Summary, PFIP Allocation section, Page 4.

Key Project Elements

This project will reconfigure maritime and commercial uses within the National City bayfront to balance the anticipated future market demands for those uses, while also increasing public access to bayfront amenities. The proposed project requests funds for five critical elements within the National City Marina District Balanced Plan:

- Berth 24-3 and 24-4 Rehabilitation
- Realignment of Marina Way
- Rail Connector Track Construction
- Reconfiguration of the First Point of Rest (FPR) adjacent to Pepper Park
- Lighting Upgrade in Warehouse 24-A

Project Progress

- The San Diego Unified Port District (Port) continues monthly coordination with the Maritime Administration (MARAD) regarding the National Environmental Policy Act (NEPA) certification for shore power (not PFIP-funded but concurrent with berth rehabilitation) and the pending MARAD grant agreement. The Port has been advised that the MARAD funds require additional administrative review under the new federal Administration, delaying finalization of the agreement and the subsequent amendment of this PFIP project to expand scope and match funding.
- NEPA requirements for the federal Port Infrastructure Development Program (PIDP) match funds have been satisfied, and the Port remains engaged in grant negotiations with MARAD.
- Construction activities remain on hold pending approval of an amendment to the Port Master Plan by the California Coastal Commission. Certification is now anticipated in late 2025. Delays with the Port Master Plan amendment combined with federal funding issues has created some challenges.
- The Port, Pasha Automotive Services, and BNSF continue collaboration on project design and cost estimates. BNSF has advised that construction costs are higher than initially projected; the Port is developing a strategy to reconcile scope, schedule, and available funding for the next project phase.
- In coordination with CalSTA, the Port has proposed reallocating $2 million from the FPR Reconfiguration element to the Marina Way Realignment project to better align resources with achievable outcomes.

Project Name: Freight Air Quality Solutions (FAQS)

Lead Agency:

South Coast Air Quality Management District (SCAQMD)

Award Type:

Support LA/Long Beach

Caltrans District: 7

County: Los Angeles

Assembly Districts: 46 / 50 / 53 / 54 / 65 / 69

Senate Districts: 20 / 22 / 23 / 26/ 33 / 35

Congressional Districts: 29 / 32 / 33 / 34 / 35 / 37 / 38 / 42 / 43 / 44

Total Project Cost:

$240,394,401

Awarded PFIP Funds:

$76,250,003

PFIP Funds Allocated to Date:
$2,181,000

PFIP Funds Expended to Date:
$0

Key Project Elements

This project includes the deployment of Direct Current Fast Chargers (DCFC) and hydrogen refueling dispensers at seven (7) locations to support zero-emission (ZE) drayage fleets. A total of 376 DCFC ports will be installed, as well as 19 hydrogen refueling dispensers, all with Battery Electric Storage Systems (BESS) and on-site linear power generation. The project also includes a short line hydrogen fuel cell locomotive demonstration operating in and around Southern California that will support the largest container Ports in the United States (U.S.) and use the development of the locomotive to later demonstrate this technology in long haul operations.

Project Progress

- South Coast Air Quality Management District (SCAQMD) holds monthly project management meetings with Prologis to discuss the Zero Emission (ZE) fueling infrastructure project, refine project schedules, confirm eligible activities, and review portfolio milestones. As part of the scope change process, each site is being reassessed to address location updates, infrastructure refinements, and permitting requirements to ensure continued project viability. Site development activities are advancing in parallel to expedite implementation, and CEQA exemptions are being secured for each site, either under a Class 3 Exemption or as Ministerial actions, depending on the applicable city jurisdiction.
- SCAQMD engaged with CalSTA to discuss a zero emission tugboats deployment as a replacement for the Hydrogen Fuel Cell Locomotive Demonstration project (with defined performance metrics and risk mitigation measures). SCAQMD received conditional approval from CalSTA and is engaging Caltrans staff to start the scope change process.

Stakeholder Engagement and Community Outreach

- SCAQMD met with public agencies, planning departments, and utilities and continues to engage with stakeholders and community engagement partners on the ZE fueling infrastructure.

Project Title: Freight Air Quality Solutions (FAQS) | **Photo Credit**: *South Coast Air Quality Management District*

04 OPPORTUNITIES FOR FUTURE MULTIMODAL FREIGHT INVESTMENT

Lessons Learned

Schedule flexibility in extenuating circumstances:

In 2025, the federal government enacted three Congressional Review Act Resolutions related to California's Clean Air Act waivers. As a result, California MPOs experienced a "conformity lockdown," during which the required air quality analyses necessary to advance transportation projects were precluded, resulting in potential delays to project schedules. MPOs are no longer in a "conformity lockdown", however it could have been problematic, potentially causing delays affecting timely progression from PA&ED to PS&E phases.

CalSTA continues to track PFIP projects impacted by these federal actions and work with affected awardees to find pathways to project advancement.

Adaptation and communication in project delivery:

Projects involving private-sector developers highlighted the need for clear and early review of partner readiness, especially related to CEQA initiation, design finalization, and construction oversight responsibilities. For example, Caltrans oversight requirements, detailed in the Local Assistance Procedures Manual, needed to be evaluated and tailored for zero-emission infrastructure projects. This adaptation will benefit other programs delivering zero-emission infrastructure projects via Caltrans, such as the National Electric Vehicle Infrastructure and Trade Corridor Enhancement Programs.

Opportunities for Future Multimodal Freight Investment

Climate Bond

SB 867 (Chapter 83, Statutes of 2024) which enacts the Safe Drinking Water, Wildfire Prevention, Drought Preparedness, and Clean Air Bond Act of 2024, appeared on the November 2024 ballot as Proposition 4. As approved by the voters, Proposition 4 authorizes the issuance of $10 billion in bonds to finance projects for safe drinking water; drought, flood, and water resilience; wildfire and forest resilience; coastal ranches, working lands, park creation and outdoor access; and clean air programs.

Of this amount, $475 million will be available to support activities related to the development of offshore wind generation. These activities include construction of publicly owned port facilities for manufacturing, assembly, staging, and integration of entitlements and components for offshore wind generation; expansion and improvement of public port infrastructure to accommodate vessels involved in the installation, maintenance, and operation of offshore wind generation; and upgrades to port facilities.

Just as California's ports play a vital role in our state and nation's goods movement, they are poised to contribute to the future clean energy economy as an integral part in the offshore wind supply chain.

Opportunities for Future Multimodal Freight Investment - *Continued*

Freight Needs

The California Freight Mobility Plan 2023 forecasts the total tonnage of California domestic mode shipments to increase from 1.3 trillion kilotons (in 2023) to 1.8 trillion kilotons (in 2050). Meeting this growing demand will require substantial investments in freight infrastructure to enhance efficiency, sustainability, and resilience of the network.

Freight infrastructure needs have been further detailed in other assessments, such as in the SB 671 (Chapter 769, Statutes of 2021) Clean Freight Corridor Assessment that was adopted in 2023 by the California Transportation Commission, which primarily identified freight infrastructure needs to support the deployment of zero-emission vehicles, emphasizing the importance of clean energy solutions in freight mobility.

The demand for investment is underscored by the program's oversubscription. PFIP received 32 applications requesting a total of $2.6 billion in funding — approximately 220 percent more than available funds. Ultimately, 15 PFIP projects were awarded a combined total of $1.176 billion.

The demand for PFIP funding and the identified infrastructure needs clearly demonstrate significant opportunities for future multimodal freight investment through the program. California's freight system is not only critical to the state's economic vitality but also key to advancing environmental goals by fostering a more efficient and cleaner freight network. Continued strategic investments will ensure California maintains its leadership in sustainable freight mobility while meeting the needs of a growing economy.

PFIP has revealed significant freight infrastructure needs, particularly the need to address regional disparities. While major hubs like the Los Angeles and Long Beach ports receive considerable resources, smaller ports and inland regions often face connectivity and capacity challenges. Directing more investments in these underserved areas is essential for building a more equitable and efficient freight network. Addressing these disparities will not only improve statewide connectivity but also support economic development in regions that play an important role in California's freight system.

The program has also highlighted the value of collaborations in modernizing freight infrastructure and accelerating the transition to zero-emission technologies. Collaboration between public agencies and private stakeholders can unlock innovative financing solutions and align investments with industry needs. For instance, partnerships that co-invest in electric and hydrogen-powered trucks and locomotives can help achieve California's climate goals while reducing freight bottlenecks. Additionally, leveraging state funds to attract federal grants or private investments multiplies the impact of PFIP resources, making it critical to prioritize projects that can secure additional funding.

Local and regional partnerships have proven essential in addressing freight needs and implementing effective solutions. These collaborations ensure that state investments are aligned with regional priorities and that community input is considered early in the planning process. To support these efforts, stakeholders and the Legislature should focus on reducing regional disparities, incentivizing PPPs, and fostering regional collaboration. By doing so, California can build a resilient, sustainable, and equitable freight transportation network that meets the needs of diverse regions while supporting economic and environmental goals.

05 LIST OF ABBREVIATIONS, FIGURES, AND TABLES

List of Abbreviations

The following list defines acronyms or abbreviations used throughout this report. All terms are listed alphabetically and defined at first appearance.

Abbreviation	Description
AB	Assembly Bill
ADLC	Advanced Diesel Locomotive Conversion
BESS	Battery Energy Storage System
BNSF	Burlington Northern Santa Fe Railway
CAPTI	Climate Action Plan for Transportation Infrastructure
CA	California
CalSTA	California State Transportation Agency
Caltrans	California Department of Transportation
CEO	Chief Executive Officer
CEQA	California Environmental Quality Act
CFMP	California Freight Mobility Plan
CON	Construction Phase
CPUC	California Public Utilities Commission
CSFAP	California Sustainable Freight Action Plan
CTC	California Transportation Commission
CTP	California Transportation Plan
DCFC	Direct Current Fast Charger
DOT	U.S. Department of Transportation
EIR	Environmental Impact Report
EPA	U.S. Environmental Protection Agency
FAQS	Freight Air Quality Solutions

List of Abbreviations - *continued*

Abbreviation	Definition
FHWA	Federal Highway Administration
FPR	Freight Project Reconfiguration
FY	Fiscal Year
GTI	Gas Technology Institute
HMI	Human-Machine Interface
IMF	Intermodal Facility
LA	Los Angeles
LBCT	Long Beach Container Terminal
LBT	Long Beach Transit
LONP	Letter of No Prejudice
MARAD	U.S. Maritime Administration
MSF	Marine Support Facility
NEPA	National Environmental Policy Act
NHFP	National Highway Freight Program
PACED	Port Advanced Clean Energy Demonstration
PA	Project Agreement
PFIP	Port and Freight Infrastructure Program
PHFS	Primary Highway Freight System
PIDP	Port Infrastructure Development Program
POLA	Port of Los Angeles
POLB	Port of Long Beach
POG	Port Operations Group
PPR	Project Programming Request
PS	Project Segment
RFP	Request for Proposals
RFQ	Request for Qualifications
RIISE	Rail Infrastructure Improvements for Sustainable Exports Project

List of Abbreviations – *continued*

Abbreviation	Description
RO	Right of Occupancy
SB	Senate Bill
SCAQMD	South Coast Air Quality Management District
SERA	Sustainable Energy Rail Application
SNR	Sierra Northern Railway
SR	State Route
SSA	Stevedoring Services of America
SWIFT	Sustainable Waterfront Infrastructure Freight Transition
ZE	Zero Emission
US	United States
UC	University of California

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