State and Federal Freight Network Proposals

STATE FREIGHT NETWORK

The State Freight Network Proposal is the network that will be utilized in the California Freight Mobility Plan. The attached maps (pgs. 2 and 4) provide details on the suggested state network facilities. Please review and provide comments on facilities that should or should not be included as part of the state network.

State Freight Network Proposal:

- State highway routes with 3,000+ Average Annual Daily Truck (AADT) volumes
- All interstate routes
- Focus routes as identified in the Interregional Transportation Strategic Plan
- California's twelve deepwater seaports
- California's twelve largest air cargo airports
- Key freight intermodal facilities
- Local connectors to freight facilities
- International ports of entry
- Railroad system as identified in the California State Rail Plan (includes UP, BNSF, and short line railroads)
- Navigation channels that provide access to the twelve deepwater seaports

FEDERAL FREIGHT NETWORK

The Federal Freight Network Proposal is the system that California would like to advocate to be included in the Federal Freight Network as identified by the United States Department of Transportation (USDOT). The attached map (pg. 3) provides details on the suggested highway facilities that Caltrans believes are consistent with federal guidelines regarding the designation of the primary freight network. This would be California's portion of the 27,000 centerline miles. If there are additional highway segments that you think should be added to the proposed primary freight network, please identify such segments as clearly as possible and explain why it should be included.

Federal Freight Network Proposal:

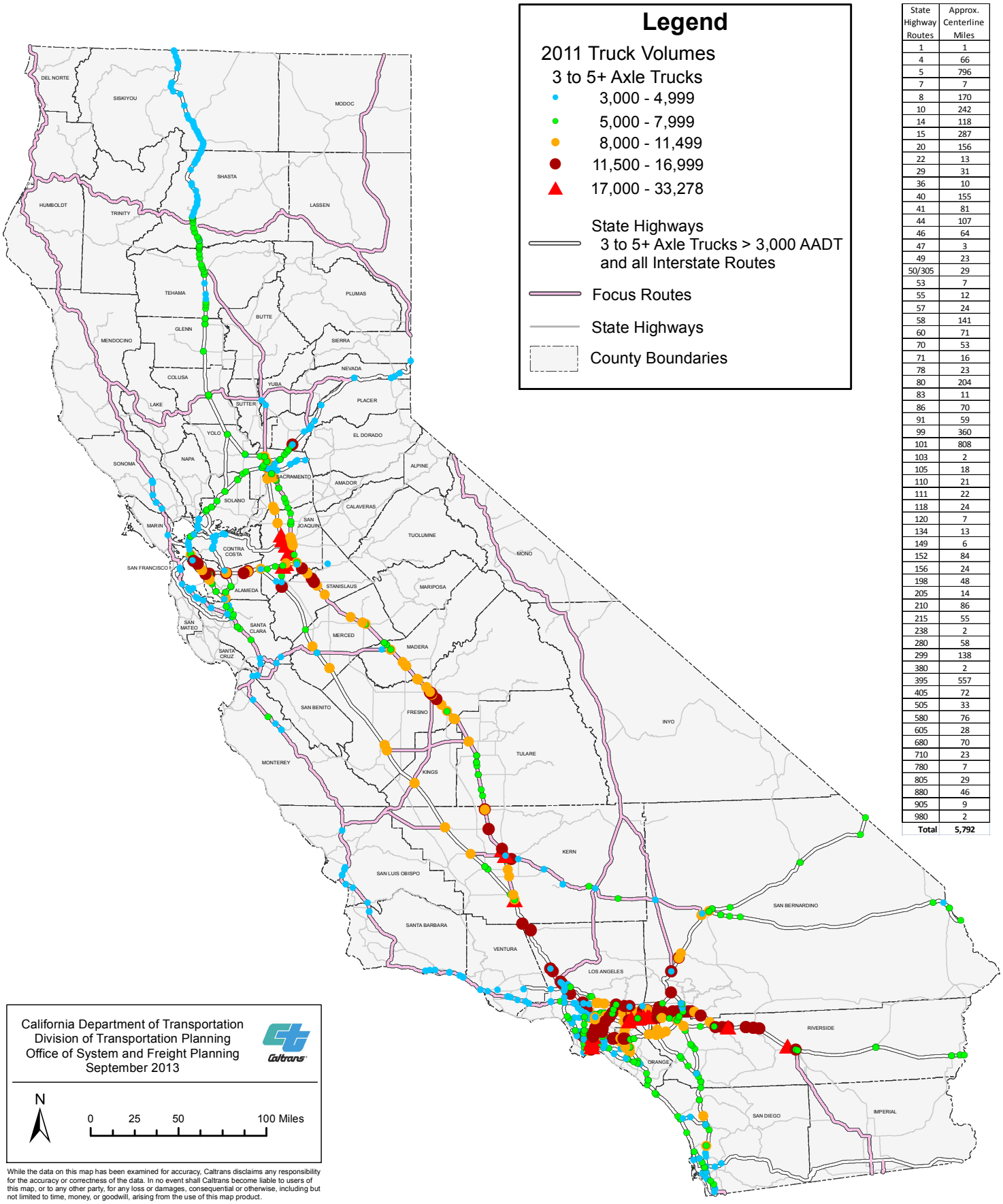
- State highway routes with 8,000+ AADT volumes
- All interstate routes
- Since Moving Ahead for Progress in the 21st Century (MAP 21) did not provide guidance on identifying a non-highway freight system, it is unclear if we will be able to propose the same non-highway freight facilities in the state network proposal for the federal system.

This packet includes:

- A map of the State Freight Highway Network Proposal with a list of routes and centerline miles (pg. 2)
- A map of the State's Proposed Federal Freight Highway Network with a list of routes and centerline miles (pg. 3)
- A map of the freight facilities with a list of those facilities (pg. 4)

For regional or navigation channel maps please see the Draft Freight Network map packet from the August 16, 2013 California Freight Advisory Committee meeting.

State Highway Network Proposal
Statewide 2011 Annual Average Daily Truck (AADT) Volumes
Three to Five+ Axle (greater than 3,000 AADT)



State Highway Routes	Approx. Centerline Miles
1	1
4	66
5	796
7	7
8	170
10	242
14	118
15	287
20	156
22	13
29	31
36	10
40	155
41	81
44	107
46	64
47	3
49	23
50/305	29
53	7
55	12
57	24
58	141
60	71
70	53
71	16
78	23
80	204
83	11
86	70
91	59
99	360
101	808
103	2
105	18
110	21
111	22
118	24
120	7
134	13
149	6
152	84
156	24
198	48
205	14
210	86
215	55
238	2
280	58
299	138
380	2
395	557
405	72
505	33
580	76
605	28
680	70
710	23
780	7
805	29
880	46
905	9
980	2
Total	**5,792**

California Department of Transportation
Division of Transportation Planning
Office of System and Freight Planning
September 2013

N

0 25 50 100 Miles

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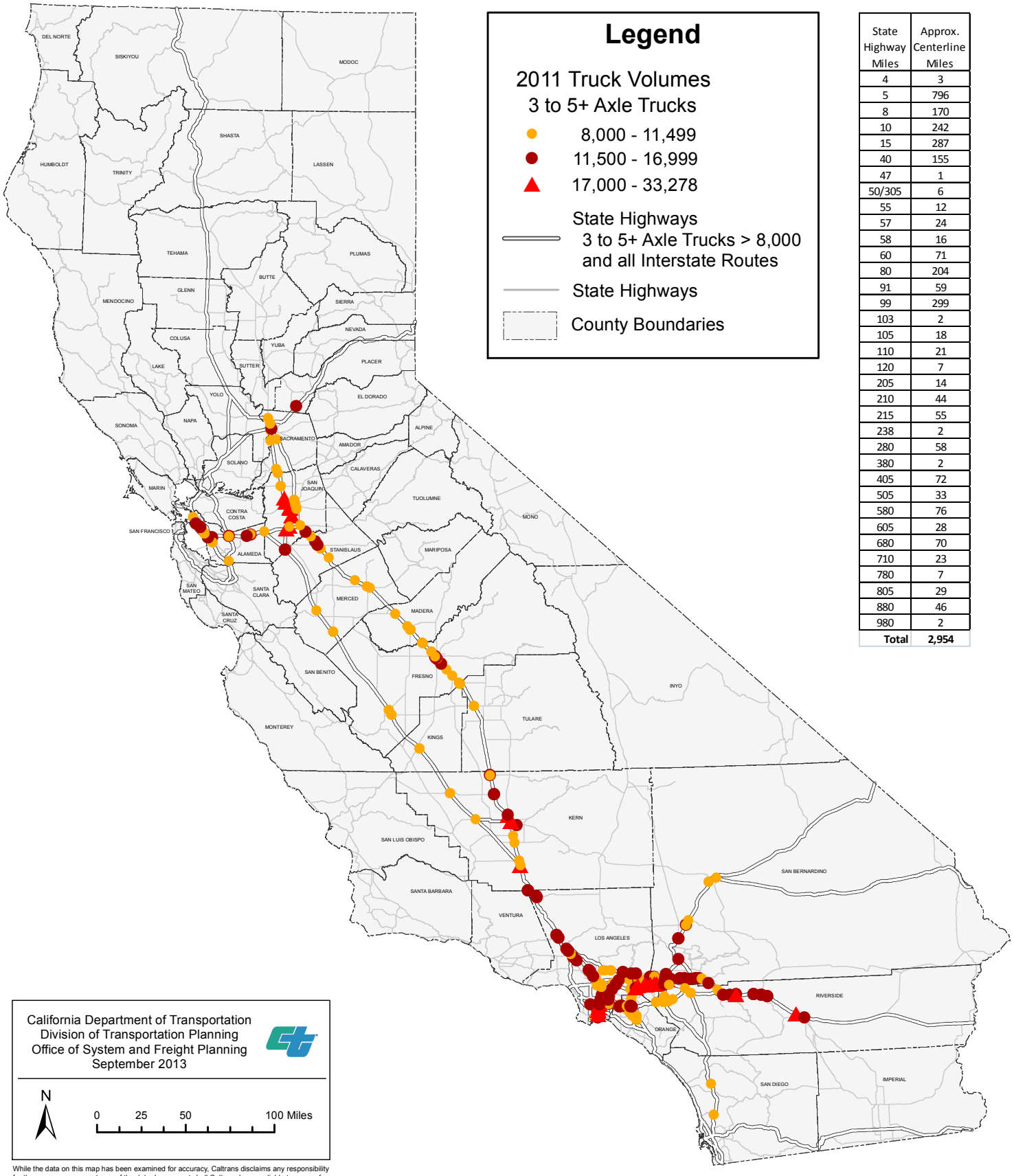
State's Proposed Federal Freight Highway Network
Statewide 2011 Annual Average Daily Truck (AADT) Volumes
Three to Five+ Axle (greater than 8,000)



State Highway Miles	Approx. Centerline Miles
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40	155
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80	204
91	59
99	299
103	2
105	18
110	21
120	7
205	14
210	44
215	55
238	2
280	58
380	2
405	72
505	33
580	76
605	28
680	70
710	23
780	7
805	29
880	46
980	2
Total	**2,954**

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N

0 25 50 100 Miles

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Legend

- Airports
- Freight Intermodal Facilities
- Ports of Entry
- Seaports
- BNSF Railway
- UP Railway
- Other Railways
- State Highways
- County Boundaries

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June 2013

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