DEPARTMENT OF TRANSPORTATION
OFFICE OF THE DIRECTOR
P.O. BOX 942873, MS-49
SACRAMENTO, CA 94273-0001
PHONE (916) 654-6130
FAX (916) 653-5776
TTY 711
www.dot.ca.gov

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September 6, 2016

U.S. Department of Transportation
Docket Management Facility
West Building Ground Floor, Room W12-140
1200 New Jersey Avenue SE
Washington, DC 20590

To Whom It May Concern:

The California Department of Transportation submits the enclosed comments in response to the United States Department of Transportation Docket Number: DOT-OST-2016-0053, Establishment of Interim National Multimodal Freight Network.

If you have any questions, please contact Rahul Srivastava, Chief, Office of Freight Planning, Division of Transportation Planning, at (916) 651-6008 or rahul.srivastava@dot.ca.gov.

Sincerely,

Kome Ajise

for MALCOLM DOUGHERTY
Director

Enclosure: Interim National Multimodal Freight Network Comments by Caltrans

Interim National Multimodal Freight Network
California Department of Transportation
Division of Transportation Planning

The California Department of Transportation (Caltrans) has prepared the following comments in response to the United States Department of Transportation (US DOT) Docket Number: DOT-OST-2016-0053 on the establishment of a National Multimodal Freight Network (NMFN).

California is the nation's largest gateway for international trade and domestic commerce, with an interconnected system of ports, railroads, highways, and roads that allow freight from around the world to move throughout the State and the nation. This system is responsible for one-third of the State's economic product and jobs, with freight dependent industries accounting for over $740 billion in gross domestic product and over five million jobs in 2014. The State's transportation system is the most extensive, least polluting, highest capacity, and most technically advanced multimodal freight transportation system in the United States. It is with this perspective that Caltrans offers the following comments in response to the Interim NMFN.

Caltrans participated and coordinated our comments with various partner agencies including California regional planning agencies, seaports, the American Association of State Highway Transportation Officials (AASHTO), the Western States Freight Coalition, and California State agencies including the California Transportation Commission (CTC). Not all partner agencies and stakeholders had sufficient time to provide detailed feedback to Caltrans. Caltrans urges the US DOT to provide more time for collaborative exchange of information on these networks prior to finalizing the NMFN.

Caltrans Supports AASHTO's Comments

Caltrans participated in the preparation of AASHTO's comment letter. Consistent with the AASHTO nine principal comments, Caltrans urges the US DOT to:

1. Expand the highway portion of the NMFN, as now written it is insufficient, inadequate, and poorly connected to serve California's needs for critical national connectivity.
2. Avoid multiple announcements on the Freight Network. Multiple announcements have been confusing and hampered the coordination among states and other stakeholders.
3. Use the flexibility in the statute to overcome the mileage restriction on the addition of corridors, US DOT should provide states with the flexibility to designate facilities and/or add significant mileage.
4. Address emerging needs; the NMFN must remain flexible.
5. Include additional short line railroad mileage and Amtrak rail lines.
6. Include intermodal facilities to accomplish the NMFN's goal of network and intermodal connectivity; it is essential that intermodal facilities are included on the NMFN.
7. Consider the most current available data in developing the final NMFN; additional data measures should be considered.
8. Provide additional resources to improve mapping and description of NMFN and NHFN (National Highway Freight Network) to support flexible use of freight funds.
9. Allow more time for consultation between states and stakeholders, including any stakeholders that nominate corridors or facilities.

Lack of Clarity and Parallel Timelines of Multiple Efforts Requested by US DOT

- The establishment of the Final NMFN is a parallel effort unrelated to the National Highway Freight Program (NHFP). Whereas, the process of designating Critical Rural Freight Corridors (CRFC) and Critical Urban Freight Corridors (CUFC) is tied to NHFP funding, the establishment of a NMFN is not. These multiple efforts using similar terminologies has led to confusion.

- Commenting on this Interim NMFN will result in the Final NMFN. There are two different due dates listed in the federal register for US DOT to establish the Final NMFN. This has caused disagreement and confusion amongst stakeholders. Caltrans requests official announcement from US DOT to clarify the final deadline.
- The docket does not include nor properly describe the necessary requirements that State or other stakeholders need to provide to US DOT to include a future freight facility as part of the NMFN. Caltrans suggests that the US DOT engage the states to provide the necessary guidance.
- Additional time needed is to properly identify corridors within large states such as California, with multiple seaports, agricultural facilities, regional planning organizations, border crossings, and multiple agencies to coordinate with. Confusion over terminology and an incorrect deadline has resulted in an insufficient time frame for detailed and comprehensive coordination.

Implication for Freight Infrastructure Funding

- Further explanation is necessary to ensure that states and other stakeholders are aware of how US DOT will implement the NMFN. Specifically, clarification is required to address:
    - How the NMFN will be updated.
    - The necessity of states to develop a prioritized list of projects for federal funding.
    - The frequency for updates of the NMFN.
    - The funding implications, if any, for the routes included or excluded in the NMFN.
- Prior to finalizing the NMFN, the US DOT should recognize the importance and volume of the nation's freight dependence on California's freight infrastructure by comprehensively including California's critical freight routes. In addition, states should be allowed to designate additional freight routes, rail lines, ports, border crossings, airports, and to identify and address gaps in the freight network. The US DOT should also specify how the NMFN relates to FAST Act federal freight funding.

Interim NMFN–Caltrans' Overall Comments

- Caltrans suggests keeping the multimodal network broad and inclusive. All key freight railroads, rail yards, airports, maritime ports, routes, and border crossings, based on the 12 factors listed on the Federal Register should be included.
- All of the core freight elements listed in the 2014 California Freight Mobility Plan (CFMP) should be included as follows:
    - Twelve deep water seaports.
    - Twelve airports with major cargo operations.
    - Two Class-1 railroads and 26 short line railroads operating over 6,000 miles of railroad track.
    - Approximately 5,800 centerline miles of high-traffic volume interstate and State highways.
    - Three existing and one future commercial land border ports of entry (POE) with Mexico.
    - Numerous private port terminal facilities.
    - Numerous local connector roads that complete the "last mile."
    - Intermodal transfer facilities.
    - A vast warehousing and distribution sector.
    - Approximately 19,370 miles of hazardous liquid (includes crude oil, refined petroleum products, and other highly volatile liquids) and natural gas pipelines.

- Need to recognize that the ports of Los Angeles, Long Beach, and Oakland in California are major international gateways supplying goods (on all modes) to the rest of the nation passing through many of the western states.
- Need to allow flexibility to states to add newly built facilities to the NMFN since new facilities are being built on an ongoing basis. Ensure NMFN is comprehensive and allows states flexibility to designate freight facilities and corridors.
- The Federal Register does not define "corridor" and "route." A team of experts should be formed to define the terms. One suggestion from a multi-state coordination group was that "route" could be defined as a single modal path with bi-directional movement, and "corridor" could be defined as any number of modal routes that run parallel within one mile of the corridor centerline in urban areas or ten miles of the corridor centerline in rural areas, where "urban" and "rural" are designated by the US Census.

<u>The US DOT Request on Additional Factor</u>

The US DOT Request

- The US DOT seeks comments on corridors or facilities (across all modes) not included in the Interim NMFN that address one or more of the 12 factors noted in the register, including a discussion of why additional components should be considered for inclusion on the Final NMFN.

Caltrans' Comments

- Caltrans suggests adding consideration for "alternative routes in the event of major disruption" to be added to the list of 12 factors that are being considered while establishing the Final NMFN route miles and facilities, due to the following reasons:
    - Many of California's regions are largely rural and separated by distance and topography. Regional and interregional transportation networks are of vital importance to our economic health.
    - Although not the highest volume routes in the state, the transportation corridors in these areas are frequently impacted by weather events, such as landslides, wildfires, seismic movements, and other natural disasters. In most cases, no practical alternative routes exist. Therefore, it is necessary to have more network density (measured as intersections per square mile), for all modes, to have alternate routes in case of route closure due to disasters (natural or manmade).
    - The attached maps show potential alternative routes in California that could be included in the NMFN.

<u>Highways</u>

The US DOT Requests

- The US DOT seeks input on both the size and composition of the highway portion of the Final NMFN.
- The US DOT is also looking for input on what should be the relevant factors for including a land border crossing and roads at the crossing; on whether to include the entire Strategic Highway Network (STRAHNET) or some subset of its routes, such as STRAHNET connectors; and which specific roadway segments (including intermodal connectors and border crossings) should be added to or deleted from the Interim NMFN, with a fact-based or data-driven rationale.
- The US DOT also seeks input on whether the 65,000-mile highway network included in the draft MFN released in October 2015 (as part of the NFSP)—with or without additional modification for STRAHNET (Strategic Highway Network), border crossings, urban or rural connectors, etc.–should be designated as the final highway portion of the NMFN instead of the highway portion of the Interim NMFN.

Caltrans' Comments

- Caltrans recommends continued coordination with State DOTs and Metropolitan Planning Organizations (MPO).
- Caltrans is pleased with the US DOT decision to replace the highway-centric Primary Freight Network (PFN) with a multimodal system. The PFN did not represent the most critical elements of the national freight system and lacked network continuity resulting from the statutory cap of 27,000 miles and an under-emphasis on rural and resource production regions. Furthermore, designation of the PFN was based on a general analysis of national-level datasets, which produced large gaps in the network and did not account for detailed state and local data. As a result, the limited network did not provide a full representation of typical interregional freight flows at the national scale.
- In October 2015, US DOT released a draft Multimodal Freight Network (MFN)–a 65,000-mile network, as part of the development of the National Freight Strategic Plan. Shortly thereafter, the US DOT established an Interim NMFN, based on the criteria given by Congress. Comparing the new Interim NMFN with the old Multimodal Freight Network (MFN), Caltrans found that California lost thousands of miles in its highway and rail freight networks. Caltrans is concerned that the draft 2015 MFN allocated 4,227.5 highway miles to California; whereas, in the 2016 Interim NMFN, California is receiving an allocation of only 3,053.71 highway miles, which is a significant loss of 1,173.89 miles to the State.
- For the roadway component of the NMFN Caltrans's first preference would be to include all of California's Interregional Road System (IRRS) as it includes all important north-south and east-west corridors. Second preference would be to include the old MFN (the 65,000-mile network), not the new Interim NMFN to designate the Final NMFN and include all STRAHNET and its connectors, and the all Tier 1, 2, and 3 networks of the CFMP, which was completed in December 2014, as a result of a collaborative statewide process. This adds various north-south and east-west connections at critical places to enhance goods movement through the state.
- The Interim NMFN does not provide a contiguous network nor does it represent the most critical elements of California's freight system.
- Caltrans has found that there are many line items in the NMFN tables that need to be updated and cleaned up (such as description of intermodal facilities and local connectors). There appears to be inconsistencies and the proposed connectors do not always reflect up-to-date truck routes to the NMFN intermodal facilities. There are no intermodal connectors proposed for border crossings. Additionally, there are proposed intermodal connectors that link to intermodal facilities that have not been included in the Interim NMFN (i.e. the connectors to the Port of Hueneme are included in the Interim NMFN; however, the port itself is not). Critical intermodal connectors are missing from both the draft MFN and the Interim NMFN. We encourage the US DOT to continue to collaborate with state DOTs as these important connectors are designated.
- Agricultural truck routes and seasonality of such truck counts: The attached IRRS map shows all such routes, and the Freight Tier Map shows the most important of those routes. Despite this performance, rural freight-dependent highways do not meet the performance thresholds typically used in national-scale analysis of aggregated data. Part of the reason for this stems from designation methodologies that only consider annual average traffic. Freight facilities in agricultural regions have high seasonal peak traffic during planting, harvesting, extraction, and processing. While these complex seasonal needs place a large demand on the transportation system, they are averaged out by lower volumes during non-peak seasons. This concern is recognized and understood at the statewide level, as indicated in the California State Transportation Agency (CalSTA) and CTC letters to the FHWA in 2014.

- Caltrans recommends that seasonal Agricultural Truck Traffic volumes be incorporated into the NMFN–the NMFN should incorporate routes that incur high seasonal truck volumes as a result of agricultural production. California's economy includes extractive industries such as forest products and mining. Throughout California the agricultural industry includes more than 400 commodities worth approximately $229 billion in value annually. Over a third of the country's vegetables and two-thirds of the country's fruits and nuts are grown in California. Many of these commodities are exported all over the world. Truck volumes particularly in the California's San Joaquin Valley and Central Coast increase dramatically during harvest season. Rather than annual volumes, states should be given the flexibility to incorporate routes into the NMFN that receive high seasonal truck traffic. The US DOT's desire to constrain our NMFN is understandable; however, if constraint only considers Average Annual Daily Traffic, then substantial impacts on these lower-volume facilities during agricultural production and harvest periods will be overlooked, when in fact they deserve serious consideration.

Railroads

The US DOT Requests

- The US DOT specifically requests comments related to the proposed rail network.
- The US DOT is seeking public comments on any other key factors that should be considered to better capture and identify freight moving on multiple modes.
- The US DOT seeks public input on Federal Railroad Administration's methodology to structure the rail component of the Final NMFN.
- The US DOT seeks what density levels should be used to determine those lines which should be included in the network. Commenters should also consider Class II and Class III lines with particular attention focused on the statutory language identifying those lines that are critical to interstate commerce.
- Commenters should also note what criteria are used for determining critical to interstate commerce.
- US DOT requests alternative methodologies and/or datasets to identify rail lines and the rail connection locations to construct a more robust rail component of the NMFN.

Caltrans' Comments

- Caltrans recommends continued coordination with state DOTs and the railroad companies.
- Caltrans comments are included in the attached Class I, Class II, and III appendices.
- The rail yard listing does not appear to be complete. The rail mileage for California in the MFN is 6,010; however, the Interim NMFN only accounts for 4,227 rail miles, a total loss of almost 2,000 miles of rail track. The criteria and the sources that are being used to compile the rail mileage for NMFN should be clarified. In addition, many of the rail yards are not named correctly per their formally recognized names as compiled by California's Air Resource Board.
- While some rail yards are not intermodal or may not meet the rail criteria as specified in the Federal Register, they are however, significant to California. For example, the Union Pacific Roseville (J.R. Davis) rail yard in Roseville, California is the largest rail yard in the Western U.S., and its omission is notable. The missing rail yards and their related connectors should also be included in the listing. There are many significant yards that are not listed on the interim NMFN listing.
- Rail yard names in the interim listing should be changed to reflect the named yards which were provided to the California Air Resources Board by the railroad companies. We encourage the US DOT to continue to collaborate with state DOTs as these important facilities are designated.

Airports and Connectors

The US DOT Requests

- The US DOT requests feedback regarding the most appropriate data to use when determining which airports to include in the Final NMFN.
- The US DOT seeks public input regarding what data specifically should be considered for the Final NMFN. Should US DOT use only the BTS data? Should DOT continue to combine the BTS data with the ACAIS data? The US DOT also requests comment on additional methodologies and data sources that have not been considered for the Interim NMFN.

Caltrans' Comments

- Caltrans recommends continued coordination with airports and state DOTs.
- Caltrans specific comments are included in the attached appendices.
- Goods shipped by aircraft are typically lightweight, have high value, must travel a significant distance and arrive in a short timeframe. Therefore, multimodal freight network airports should be determined by value and volume in addition to weight. Ranking airports by cargo value would also better reflect the economic significance of airports to the nation than tonnage.
- If accurate air cargo value information is unavailable, total cargo weight should be used to rank airports as opposed to only considering landed cargo weight. Departing cargo weight must be added to arriving cargo weight to more accurately reflect the nation's air cargo activity, this is particularly true for airports with substantial exports. It is recommended that multimodal freight network airports should be those either transporting cargo with the highest total value, or the highest total cargo weight including belly cargo and excluding aircraft weight.
- As proposed by both MAP-21 and the FAST Act, the following five California cargo airports qualify within the nation's top 50:
    - Los Angeles International Airport (LAX)
    - Oakland International Airport
    - Ontario International Airport
    - San Francisco International Airport
    - San Diego International Airport
- The California Multimodal State Freight System from the CFMP includes the 12 busiest major air cargo airports by volume. In total, these airports handle over 99 percent of the State's air cargo (by value and weight). The following list augments the list above to round out the State's top 12 airports:
    - Sacramento International Airport
    - Burbank Airport
    - Sacramento Mather Airport
    - Norman Y. Mineta San Jose International Airport
    - Long Beach Airport
    - John Wayne Airport
    - Fresno Yosemite International Airport
- Smaller and medium airports provide much needed redundancy and help during emergencies, so it is not ideal to exclude them.
- Caltrans found a discrepancy on the Highway Table for I-105. The Cargo locations at LAX are mostly in close proximity to the I-105 and Imperial Highway, but the map indicates a portion running along Sepulveda Boulevard, which is actually going towards the passenger terminals at LAX.

Maritime and Connectors

The US DOT Requests

- The US DOT requests public comment on the maritime component of the Interim NMFN.
- The US DOT seeks public input regarding the 2,000,000 short ton and strategic port standards that US DOT was required to use as the selection criteria for US ports in the Interim NMFN. Specifically, US DOT requests comment on whether this standard should be maintained in the Final NMFN or if there are other selection criteria that would more appropriately identify commercial ports that are critical to the NMFN.
- The US DOT requests assistance in identifying any ports that are unique in handling specialty cargoes critical to economic competitiveness and resilience.
- The US DOT requests public input as to whether navigable waterways included in the Interim NMFN sufficiently depict routes along which domestic waterborne freight is commonly transported.

Caltrans' Comments

- Caltrans recommends continued coordination with seaports and state DOTs.
- The US DOT should ensure key freight infrastructure in international gateway states is included in the NMFN. California serves as the nation's primary gateway to the Pacific Rim, linking our State to the national and global economies. States such as California that serve as international gateways and receive a high percentage of international cargo, should be assured that key freight routes, rail lines, intermodal terminals, etc., are included in the NMFN. Forty percent of the nation's trade with Asian countries passes through California. (CFMP 2014)
- The Interim NMFN uses a total annual foreign and domestic trade of at least 2 million short ton threshold for sea ports. There does not seem to be any justification for using this threshold. Caltrans recommends that all California ports should be included as part of the NMFN.
- All waterways and the first and last mile connectors should be part of the NMFN, as they provided critical linkage of seaports and national freight system.
- Smaller to medium size ports are key to maximizing global competitiveness. However, the requirements requisite to support small to medium size ports are often overshadowed by the larger port complexes. Small to medium size ports often experience more significant challenges meeting the financial obligations associated with new regulations or building or maintaining port infrastructure. For this reason it is important to have small to medium size ports recognized in the NMFN as key multimodal partners to create equity in access to federal funding. Small ports (such as the Port of Hueneme and San Francisco) provide resiliency in the state and US supply chain, especially if/when other larger ports are congested. Medium ports also offer a strategic point of entrance for high value perishable cargo that is unable to sustain long wait times at larger ports.

Border Crossings (both Railroads and Roadways)

The US DOT Requests

- The US DOT seeks public comment on intermodal facilities and border crossings that are not included on the Interim NMFN.

Caltrans' Comments

- Caltrans recommends continued coordination with border state DOTs and MPOs.
- Caltrans recommends the Calexico West POE intermodal facility/border crossing be included. Although Calexico West POE does not service trucks, it is an important crossing point for the railroad. The number of trains that cross the US-Mexico international border is comparable to those at the San Ysidro POE (which is included in the Interim NMFN). Freight movement in California depends on all modes of transportation and the network requires mode integration to deliver goods to its final

destinations. Caltrans is aware that all freight train crossings data for the Calexico West POE is reported as data for the Calexico East POE. However, the trains cross the international border physically through the Calexico West POE, not the Calexico East POE.

- Caltrans recommends the future Otay Mesa East POE and State Route 11 intermodal facility/border crossing should be included. As part of the criteria of the docket, US DOT is also considering future freight facilities. State Route 11/Otay Mesa East POE Project will provide fast, predictable, and secure crossings via tolled approach roads that connect directly to a new state-of-the-art POE serving both personal and commercial vehicles. Otay Mesa East can help generate a range of tangible benefits covering improved operations and security, lower costs for travelers (both personal and commercial), reduced environmental impacts, reduced negative impacts on adjacent communities, and, of course, increased economic activity for both the United States and Mexico. US DOT recently recommended SR-11 Segment 2 and Southbound Connectors to be awarded a Federal FASTLANE grant for Fiscal Year 2016.

CLOSING REMARKS

Thank you for the opportunity to provide these comments.

This comment letter addresses several high-level issues of concern brought to Caltrans' attention by various partner agencies. The appendices provide the detailed routes recommended by partner agencies to be included, with the cautionary note that not all partner agencies had sufficient time to provide detailed feedback to Caltrans.

Caltrans urges the US DOT to provide more time for collaborative exchange of information of these networks prior to finalizing the NMFN. Please contact Rahul Srivastava, Chief, Office of Freight Planning, at (916) 651-6008 or by email sent to rahul.srivastava@dot.ca.gov for any clarifications.

APPENDICES

- Proposed New Highway Facilities (A-1)
- Primary Highway Freight System (A-2)
- Intermodal Facilities and Connectors (A-3)
- Maritime and Connectors (A-4)
- Railroad Class I (A-5)
- Railroad Class II and III (A-6)
- Airports and Connectors (A-7)
- Highway Freight Network Tier Map (A-8)
- Interregional Road System (IRRS) Map (A-9)

Proposed New Highway Facilities

Route	Comment
SR 101	**Caltrans recommends that SR 101 should be designated as a critical rural corridor.** - Since 2013, Caltrans and our statewide freight partners have recommended designating US 101 in every major review of the national freight network designation process. **The Central Coast relies on US 101 as the primary transportation artery for the region and the area's major truck route.** - US 101 is vital to the national economy and food supply, connecting agricultural centers with rail, seaport, and airport hubs for commodity export. - It serves a strategic role in national defense, linking four military bases and the only west coast commercial spaceport at Vandenberg Air Force Base. - The route is integral to growing national and international demand for tourism. According to the FHWA Freight Analysis Framework, average weighted freight statistics on the corridor include 5,400 AADTT, 14,500,000 tons per year, and 14 percent trucks. These estimates are based on annual averages, and it is understood that daily truck usage can be much higher during peak agricultural production seasons. **US 101 is the only highway in the region designated as a Surface Transportation Assistance Act (STAA) National Network route.** - It is one of only three major north-south arterials in the State, and one of only two routes that span the entire State from border to border. **US 101 is identified by the Caltrans Interregional Transportation Strategic Plan (ITSP) as an interregional priority.** - US 101 also serves as the detour for all vehicles during closures to I-5, the only other north-south freight connection between Southern California and the rest of the State. This role is important for statewide freight system resiliency. - In northern California, along the north coast, US 101 has an annual average daily truck traffic of 1,340 trucks per day throughout the district, with segments varying between 385 and 2,840. Truck percentages on US 101 average 11.85 percent, and vary between 4.5 percent and 22 percent.
SR 299	SR 299 has an annual average daily truck traffic of 745 trucker per day, with segments varying between 255 and 1,115. Truck percentages on SR 299 average 11.95 percent, with segments varying between 6.8 percent and 16.4 percent.
SR 162	SR 162 in Glenn County from County Rd. 307 to Glenn/Butte County Line (PM GLE 37.648-84.590) for this designation.

Proposed New Highway Facilities

Route	Comment
SR 46	**SR 46 is the most viable east-west corridor connecting the Central Coast to the San Joaquin Valley (SJV), and then ultimately the nation via connections with I-5 and two Class I rail lines.** - SR 46 supports the annual movement of $7 billion of goods shipments between the regions, accounting for 575,000 jobs in the region. - SR 46 supports connectivity for national defense and ensures the efficient movement of troops and equipment for Vandenberg Air Force Base spaceport and additional military bases along the coast. - The Central Coast and SJV play a major role in the production and distribution of agriculture, construction materials, and energy products throughout the United States. The combined agricultural production of the Central Coast and the SJV totals $17 billion annually, representing 16 percent of regional employment. Trucks comprise from 20 to 40 percent of SR 46 traffic, a minimum of 4,000 trucks per day, making SR 46 the most active link connecting these regions. - Agricultural products from the Central Coast are moved by truck on SR 46 to SJV for final processing and shipment throughout California and beyond. - Trucks also rely on SR 46 for final distribution and delivery to communities, retail shopping, distribution centers, and intermodal facilities. The economic importance of SR 46 has been recognized at multiple levels. - SR 46 is also identified as an interregional priority in the ITSP, which designates SR 46 as one of the Primary Interregional Highways that make up the Central Coast – Central Valley East/West Connector Strategic interregional Corridor. - SR 46 is also identified in the CFMP as a Tier 3 facility. Regionally, SR 46 is discussed in the D5 DSMP as well as the CCCCFS. Regional Transportation Plans for San Luis Obispo Council of Governments and Kern County Council of Governments also identify SR 46 as a route of regional significance.

Proposed New Highway Facilities

Route	Comment
SR 156	**Similar to SR 46, SR 156 serves as a crossroads for large scale interregional mobility for California's most productive farm industries shipping, both nationally and globally, produce to include lettuce, broccoli and strawberries.** - This agricultural output ships via trucks to processing centers in the San Joaquin Valley, heavily utilizing the SR 156 corridor through San Benito County. - The final destination for this produce is in grocery stores across California, the nation and international markets abroad. **SR 156 links the major parallel north-south freight corridors of US 101 and I-5.** - It provides regional connectivity, linking the cities of San Juan Bautista and Hollister, as well as interregional connectivity, linking the Central Coast, Silicon Valley and San Joaquin Valley. - The significance of this route to goods movement in California, and the importance of the SR 156 Improvement Project of maintaining mobility, is reflected in state, regional, and local plans. - Specifically, the ITSP identifies SR 156 as a state Major Interregional Facility and Strategic Interregional Corridor. - SR 156 is also identified as a CFMP Tier 3 freight network facility and is essential to the regional, state and national economies. - The US 101 Central Coast California Freight Strategy identifies truck volumes on SR 156 at the US 101 junction to be one of the highest in the Central Coast (22,000 average daily trucks, or 22 percent of overall volume).

Primary Highway Freight System (PHFS)

Route	Comments
I 10	Need clarification/correction: There is a gap between I 5 and I 710. What is the rationale behind the gap between both routes? Start Point should be S 1 and the end point CA/Arizona state border line.
I 210	Need clarification/correction: Between the I-5 and I-10 with a distance of 48.79 miles, would that be the I-10 East in the Redlands or Pomona?
I 105	Need clarification/correction: The map indicates a portion running along Sepulveda Blvd., which is actually going towards the passenger terminals at LAX. In reality, cargo locations at LAX are mostly in close proximity to the I-105 and Imperial Highway.
SR 118 and SR 23	Need clarification/correction: What is the rationale behind the gap between both routes?
SR 71	Need clarification/correction: Gap between SR 60 and I 10. What is the rationale behind the gap between both routes?
SR 57	Need clarification/correction: Going from I-5 and terminating at I 10. SR-57 should extend to I-210. (Note: recent change in route designation due to I-210 development)
SR 14	Need clarification/correction: SR-14 should not end at Acton, it needs to go all the way to SR-58 (Both SR-14 and SR-58 serve as alternate truck routes to I-5 during incidents, etc.).
SR 134	Need clarification/correction: SR 134 should continue to I 210
SR 152	Need correction/addition: Include SR 152. Primary West Bound route expressway within District 6 connecting the Center Valley to SR99, I5, SR59, SR165, US101, and SR1 to West Coast.
I 15	Need correction: Start point should be I 5
I 5	Need clarification/correction: The rest of I-5 is not segmented at all until the Oregon border line. Therefore, I-5 should not be segmented at the Port of San Diego, entire route should be designated under NMFN from CA/OR Line to Mexico Border (or at least SR-905).
I 8	Need clarification/correction: NMFN map shows entire Interstate 8 , which it should be due to the freight volumes, and should not be segmented just past SR-67.
Miramar	Need correction: Should be Miramar Road, which is the infrastructure to MCAS Miramar (Marine Corp Air Station).

Primary Highway Freight System (PHFS)

Route	Comments
SR 111	Need correction: Should be officially SR78/SR86, so we don't exclude the newly built Brawley Bypass.
SR 86	Need correction: End point should be I 10.
SR 58	Need correction/addition: Include SR 58. Primary West to East route expressway within District 6 connecting the Center Valley to US101, I5, SR99, SR14, US395, and I40 to East Coast via other routes. SR 58 new alignment: 1) Add revised SR 58 (revised route scheduled to be re-designated in 2018) between I-5 and SR 99 (Stockdale Hwy, Westside Pkwy, Mohawk St, Rosedale Hwy) to the National Multimodal Freight Network (NMFN). 2) Add revised SR 58 and the Centennial Connector to the National Highway System (NHS) as an unbuilt NHS route by December 31, 2016 (this route is scheduled to be completed by 2021). 3) Add Centennial Corridor West new freeway alignment (Heath Rd to I-5) as an unbuilt NHS route to the National Hwy System by December 31,2016. (this route is scheduled to be completed after 2040). 4) Add 2) and 3) above to the National Multimodal Freight Network. Unbuilt routes to be shown on the NMFN must be on the National Highway System or in the process of being added to the NHS by December 31, 2016. 5) Remove existing SR 58 from I-5 to Mohawk St, only if items 1-4 above are executed successfully.
SR 41	Need correction/addition: Include SR 41. Secondary alternative route South to North within District 6 connecting the Central Valley from Morro Bay, SR1, US101, I5, SR198, SR99, SR49, and SR140 within Yosemite National Park.
SR 198	Need correction/addition: Include SR 198. Secondary alternative route West to East within District 6 connecting the Central Valley to US101, SR33, I5, SR41, SR43, SR99, and SR63 to Sequoia National Park.
I 215	Need correction/addition: The segment between Highland Ave and I 15 (north) needs to be part of the PHFS.
I 210	From I 5 to SR 57
SR 210	From SR 57 to I 10
SR 60	From 215 to I 10
SR 85	From SR 78 to I 10

Intermodal Facilities and Connectors	
Facility	**Comment**
CA29P	Need correction: Should be Santa Fe.
CA36P	Need correction: Rice Avenue instead of Las Posas Road.
CA61R	Need change/correction: Long Beach Rail Yard- (Intermodal Container Transfer Facility (ICTF).
CA64R	Need change/correction: Los Angeles Transportation Center (LATC).
CA66R	Need change/correction: A Burlington Northern Santa Fe (BNSF) Hobart Rail Yard.
CA32P	Need change/correction/addition: Extend Grand Avenue from Maritime Street to I-80 and include the connection from EB I-80 to EB I-880.
CA7A	Need change/correction/addition: Add Hawthorn Street from N. Harbor Drive to I-5 to be thorough.
CA29	Need change/correction: Ocean Boulevard from City/Port LA Boundary to SR-710 (including Gerald Desmond Bridge and SR-710 connector ramps, and ramps to/from Pico Boulevard)...(the remaining segments are ok).
CA30	Need change/correction/addition: Seaside Avenue from City/Port of Long Beach boundary to SR 47 (Vincent Thomas Bridge east approach), Vincent Thomas Bridge (including east approach, and ramps to/from Harbor Boulevard/Front Street...).
Port of Hueneme	Need change/correction/addition: Include Port of Hueneme and: a) Ventura County Route 101 Corridor -Widen Rose Avenue, Rice Avenue, Central Avenue b) Hueneme Road from Port of Hueneme to Rice Avenue c) Rice Avenue d) 126 Connector
CA37P	Need change/correction/addition: Include Harbor Drive between Park Boulevard and Civic Center Drive (3.7) and Bay Marina Drive between I-5 northbound ramp and Tidelands Avenue (0.44 miles). Harbor Drive is a surface intermodal connector that connects two San Diego marine cargo terminals, a cruise ship terminal, San Diego's major working waterfront industrial facilities, and the San Diego Regional airport to the regions' highway network.

Intermodal Facilities and Connectors

Facility	Comment
CA5A	Need change/correction: • Archibald Avenue (Airport to SR-60) • Vineyard Avenue (Airport to SR-60) • Haven Avenue (Airport to Mission Avenue to I-10)
Otay Mesa Port of Entry	Need change/correction/addition: <u>Otay Mesa Southbound route:</u> • La Media Road (Entrance to SB truck route) • Southbound Truck Route (Truck lane designated for loaded trucks only) • Druckers Lane (Truck lane designated for empty trucks only) <u>Otay Mesa Northbound route</u>: • Frontera Internacional • Enrico Fermi Drive • Siempre Viva Road
Otay Mesa East Port of Entry	Need change/correction/addition: • Siempre Viva Road (Major Road Circulation Element, San Diego County GP) • Enrico Fermi Drive (Major Road Circulation Element, San Diego County GP)
Calexico East Port of Entry	Need change/correction/addition: • Menville Rd (SR-7 – SR-98) • Carr Rd (East of SR-7)

Maritime

Maritime Facilities	Comments
Port of Oakland	Need change/correction/addition: Include both Inner and Outer harbor deep water shipping channels for the Port of Oakland.
Port of Benicia	Need change/correction/addition: Include Port of Benicia.
Port of San Francisco	Need change/correction/addition: Include Port of San Francisco and waterway shipping channel connector.
Port of Hueneme	Need change/correction/addition: Port of Hueneme should be part of NMFN. The Port of Hueneme by virtue of location is part of the southern California maritime infrastructure serving niche markets in international trade and facilitating movement of freight in the region. Small to medium size ports are key to maximizing global competitiveness. However, the requirements requisite to support small to medium size Ports are often overshadowed by the larger port complexes. The Port of Hueneme contributes directly to the regional and national economy. It has unique and specific challenges in maintaining its role as a regional economic asset. For this reason the Port of Hueneme and ports of similar size in other states should be part of the freight network designated under the NMFN.

Rail Class I

State	Route	Facility Name	IHS Connector Facility Description	Previous FHWA IHS Connector Length (Miles)	Comments	Add, Change/ Correct, Delete	Change FHWA HIS Connector Length
CA	CA60R	Fresno TOPC Rail Yard	North Ave.(Facility to Rt.99).	0.5	**a)** This rail yard should be correctly named as the **BNSF Fresno Rail Yard**, per BNSF. **b)** There are multiple Class I rail yards in Fresno. **c)** IHS Connector length should be **0.64** miles per the Interim NMFN map.	Change	0.64
CA	CA61R	Long Beach (Carson)Rail Yard	Sepulveda Blvd. (Facility to Rt. 47).	0.7	**a)** This rail yard should be correctly named as the **UP ICTF Rail Yard**, per Union Pacific. **b)** There are multiple Class I rail yards in the area. **c)** IHS Connector length should be **0.85** per the Interim NMFN map.	Change	0.85
CA	CA62R	Oakland Rail Yard	Middle Harbor Rd (7th St to I-880).	1.18	**a)** This rail yard should be correctly named as the **UP Oakland Railport Rail Yard**, per Union Pacific. **b)** There are multiple Class I rail yards at the Port of Oakland. **c)** IHS Connector length should be **1.49** miles per the Interim NMFN map. **d)** Adeline Street from I 880 should be **added** to this IHS Connector to form one continuous connector. This would **add 0.30** miles making the total length **1.79** miles.	Change plus Add	1.79
CA	CA63R	Lathrop Rail Yard	E Roth Rd (Lathrop Rlyd IFC Airport Wy to I-5), Airport Wy (E Roth Rd to French Camp Rd), French Camp Rd (Airport Wy to Rte 99).	4.21	**a)** This rail yard should be correctly named as the **UP Lathrop Rail Yard,** per Union Pacific. **b)** IHS Connector length should be **6.14** miles per the Interim NMFN map.	Change	6.14
CA	CA64R	LA (Nr. Union Station)	Lamar St (State on to N Main), N Main St (Lamar to Daly), Daly St (N Main to N Mission), Mission Rd (Daly to I-5). Ave 20 (N Main to N Broadway), N Broadway (Ave 20 to I-5).	1.54	**a)** This rail yard should be correctly named as the **UP LATC Rail Yard**. **b)** There are multiple Class I rail yards in the immediate vicinity. **c)** This route and mileage do not match either the Interim MMFN map or the previous IHS connector map. **d)** The previous mileage to this facility was 1.28 miles and the current NMFN Interim map is **1.30** miles. Not sure about the 1.54 mileage number.	Change/ Correct	?
CA	CA65R	Richmond Rail Yard	Canal Blvd. (Facility to Rt. 580).	0.18	**a)** This rail yard should be correctly named as the **BNSF Richmond Rail Yard**. **b)** Recommend extending the IHS Connector all the way to Canal Blvd. to the (Richmond Parkway) north, making it **0.20** miles from I 580 to that point.	Change/ Add	0.2

Rail Class I

State	Route	Facility Name	IHS Connector Facility Description	Previous FHWA IHS Connector Length (Miles)	Comments	Add, Change/ Correct, Delete	Change FHWA HIS Connector Length
CA	CA66R	LA ATSF Rail Yard	Washington Blvd (Hobart Yard to I-710). Shelia St (Arrowmile to Atlantic), Atlantic Blvd (Shelia to Bandini), Bandini Blvd (S Downey to I-710) - Connector 2 is proposed).	1.41	**a)** This rail yard should be correctly named as the **BNSF Hobart Rail Yard,** (ATSF was part of another railroad that was merged with BNSF 20 years ago.) **b)** It is across the street from the UP East Commerce Rail Yard. **c)** Previous mileage to this facility was 1.41 miles, Interim NMFN map is **1.64** miles.	Change	1.64
CA	CA67R	Stockton Rail Yard	Anderson St (Facility to Diamond St), Diamond St (Anderson to Mariposa Rd), Mariposa Rd (Diamond St to Rte 99), Charter Wy (Diamond St to Rte 99).	1.59	a) This rail yard should be correctly identified as the **BNSF Stockton Rail Yard,** per BNSF. **b)** BNSF also has the Stockton (Mariposa) Intermodal Rail Yard in the area, nearby. **c)** Mileage from SR 99 on Charter Way, to Diamond Street, to Jefferson street is **1.92** miles, per the Interim MMFN map. **d)** This rail yard is not an intermodal facility, and probably not as significant as the BNSF Mariposa Intermodal Rail Yard, which is not in this listing.	Change	1.92
CA	CA68R	San Bernardino Rail Yard	Rialto Ave (Mt Vernon to Sidewinder Mountain Rd).	1.73	**a)** This rail yard should be correctly named as the BNSF San Bernardino Rail Yard. **b)** Route description seems unclear. Route appears to be from I 215, to 5th, to Mt. Vernon, to 4th.	Change/ Correct	?
CA	CA69R	City of Industry Rail Yard	Azusa Ave (Anaheim-Puente Rd to SR 60), (Anahein-Puneta Rd to Arenth Ave). Fullerton Rd (Arenth Ave to SR 60).	0.9	**a)** This rail yard should be named the **UP City of Industry Rail Yard**. **b)** Mileage per the Interim map is **0.68** miles, and does not appear to extend all the way into the facility.	?	?
CA	CA78R	UPS Richmond Terminal	Atlas Rd (Facility to Richmond Pk), Richmond Pkwy (Atlas to I-80).	1.83	**a)** This is not a rail yard but rather a rail served customer of BNSF. **b)** UPS is a shipper, not a rail operator. **c)** This facility is not part of the BNSF Richmond Rail Yard but rather its own facility.	Delete	
CA		**BNSF Stockton Intermodal (Mariposa) Rail Yard**	SR 99 to Arch Road east, into terminal.	2.4	**a)** This rail yard is not in the California listing yet it is one of the **most** significant intermodal yards in the Western US. http://www.bnsf.com/customers/pdf/intermodal/intermodal-facility-guide.pdf **b)** It should be **added** to the California list. **c)** **2.4** miles of IHS Connector length should be added to Interim NMFN map.	Add	2.4

Rail Class I

State	Route	Facility Name	IHS Connector Facility Description	Previous FHWA IHS Connector Length (Miles)	Comments	Add, Change/ Correct, Delete	Change FHWA HIS Connector Length
CA		**BNSF Oakland International Gateway (OIG)**	Middle Harbor Rd (7th St to I-880).	1.49	**a)** Both Class I railroads operate at the Port of Oakland, in separate facilities, very close to each other. This is not included in the California listing. **b)** Mileage is comparable to the UP Oakland Railport Rail Yard, same route is used to access this rail yard. **c)** BNSF will be expanding the footprint of this intermodal facility. **d)** It should be **added** to the California list. **e)** **1.49** miles of IHS Connector length should be added to Interim NMFN map. http://www.bnsf.com/customers/pdf/intermodal/intermodal-facility-guide.pdf	Add	1.49
CA		**UP Los Angeles (Commerce) Rail Yard**	Washington Blvd (Hobart Yard to I-710). Shelia St (Arrowmile to Atlantic), Atlantic Blvd (Shelia to Bandini), Bandini Blvd (S Downey to I-710) - Connector 2 is proposed).	1.41	**a)** This rail yard is directly across the street from the BNSF Hobart Rail Yard and uses the same access route. Entrances are approximately directly across from each other. This is not included in the California listing. **b)** Significant national intermodal rail facility. **c)** It should be **added** to the California list. **d)** **1.41** miles of IHS Connector length should be added to Interim NMFN map. https://www.up.com/customers/intermodal/intmap/losangeles/e-washington/index.htm	Add	1.41

Rail Class II and Class III

Railroad	Track Owner	Address	Miles	Website
Arizona & California	Genesee and Wyoming Inc.	1301 California Avenue, Parker, AZ 85344	82 (in California)	https://www.gwrr.com/operations/railroads/north_america/arizona_california_railroad
California Northern	Genesee and Wyoming Inc.	1166 Oak Avenue, Woodland, CA 95695	261	https://www.gwrr.com/operations/railroads/north_america/california_northern_railroad
Central California Traction Company	Union Pacific/BNSF Railway	221 W. Washington Street, #12, Stockton, CA 95203	16	http://www.cctrailroad.com/
Central Oregon and Pacific	Genesee and Wyoming Inc.	333 S.E. Mosher, PO Box 1083, Roseburg, OR 97470	55 (in California)	https://www.gwrr.com/operations/railroads/north_america/central_oregon_pacific_railroad
Lake Railway	Union Pacific	337 Grain Terminal Road, Burbank, WA 99323	60	https://www.up.com/customers/shortline/profiles_l-p/lc/lry
Los Angeles Junction Railway	BNSF	4433 Exchange Avenue, Los Angeles, CA 90058	64	https://customer.bnsf.com/_layouts/Bnsf.SharePoint.Shortline/ShortlineDetail.aspx?SLNID=84
Modesto & Empire Traction Company	Beard Industrial Park	530 Eleventh Street, Modesto, CA 95354	43	http://www.metrr.com/index.php
Northwestern and Pacific Railroad	Union Pacific	250 Cambridge Avenue, Suite 250, Palo Alto, CA 94306-1554	61	https://www.up.com/customers/shortline/profiles_l-p/nwp/index.htm
Pacific Harbor Line	Port of Los Angeles/Port of Long Beach	705 N. Henry Ford Avenue, Wilmington, CA 90744	59	http://www.anacostia.com/railroads/phl
Pacific Sun Railroad	BNSF	2103 S. El Camino Real, Room 105B, Oceanside, CA 92054	62	https://www.watcocompanies.com/services/rail/pacific-sun-railroad-psrr/
Richmond Pacific Railroad	BNSF/Union Pacific	402 Wright Avenue, Richmond, CA 94804	11	https://customer.bnsf.com/_layouts/Bnsf.SharePoint.Shortline/ShortlineDetail.aspx?SLNID=137
Sacramento Valley Railroad	McClellan Business Park	4144 Dudley Blvd. Bldg. 412, McClellan, CA 95652	7	https://www.up.com/customers/shortline/profiles_q-s/sav/index.htm
San Francisco Bay Railroad	City and Port of San Francisco	100 Cargo Way @ Port of San Francisco, San Francisco, CA 94124	5	https://www.up.com/customers/shortline/profiles_q-s/sfb/index.htm
San Diego & Imperial Valley Railroad	Genesee and Wyoming Inc.	1501 National Ave. Suite 200, San Diego, CA 92113	18	https://www.gwrr.com/operations/railroads/north_america/san_diego__imperial_valley_railroad

Rail Class II and Class III

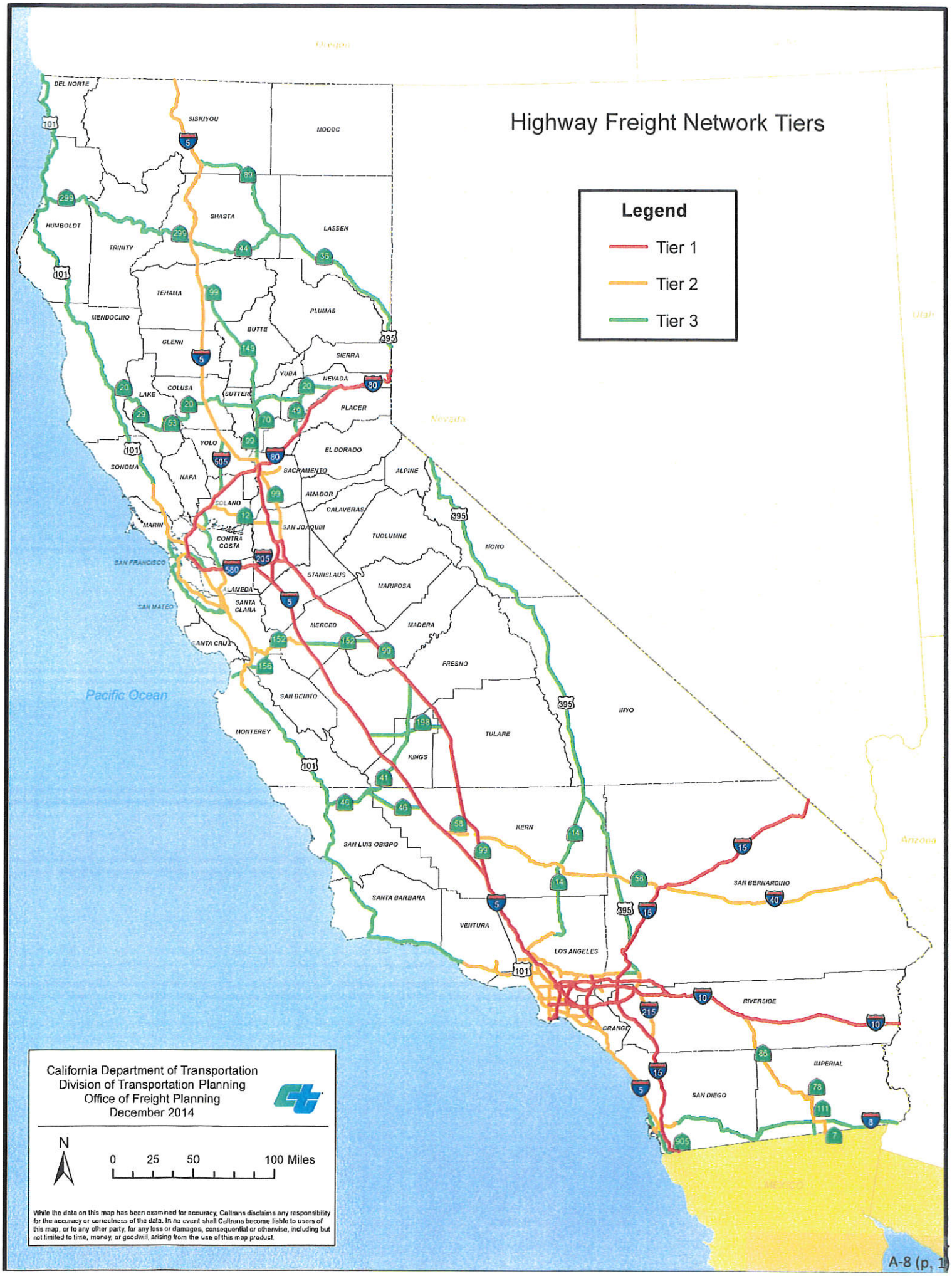
Railroad	Track Owner	Address	Miles	Website
San Joaquin Valley Railroad	Genesee and Wyoming Inc.	221 North F Street, PO Box 937, Exeter, CA 93221	417	https://www.gwrr.com/operations/railroads/north_america/san_joaquin_valley_railroad
Santa Cruz & Monterey Bay Railway	Santa Cruz County Regional Transportation Commission	11 Alexander St., Suite H, Watsonville, Ca 95076	32	http://www.iowapacific.com/railroads/santa-cruz-monterey-bay-railway/
Santa Maria Valley Railroad	Coast Belle Rail Corporation	1599 A Street, Santa Maria, CA 93455	14	http://www.smvrr.com/
Sierra Northern Railway	Sierra Northern Railway/Union Pacific	1550 Harbor Blvd. Ste. 201A, West Sacramento, CA 95691	105	https://www.up.com/customers/shortline/profiles_q-s/sera/index.htm
Stockton Terminal & Eastern Railroad	Omnitrax	1330 North Broadway Avenue, Stockton, CA 95205	25	http://omnitrax.com/our-company/our-railroads/stockton-terminal-and-eastern-railroad/
Trona Railway	Searles Valley Minerals	13068 Main Street, Trona, CA 93562	30.5	https://www.up.com/customers/shortline/profiles_t-z/tro/index.htm
Ventura County Railway/Port Hueneme	Genesee and Wyoming Inc./Union Pacific	333 Pomona Street, PO Box 849, Port Hueneme, CA 93401	17	https://www.gwrr.com/operations/railroads/north_america/ventura_county_railroad
West Isle Railroad	BNSF	P.O. Box 148, Alpaugh, CA 93201	6	https://customer.bnsf.com/_layouts/Bnsf.SharePoint.Shortline/ShortlineDetail.aspx?SLNID=188
Yreka Western Railroad	Union Pacific	300 East Miner St, Yreka, CA 96097	8.86	https://www.up.com/customers/shortline/profiles_t-z/yw/index.htm

Airports and Connectors

State	Route	Facility Name and Air Cargo Connectors	IHS Connector Facility Description	Previous FHWA IHS Connector Length (Miles)	Estimated Connector Length (Miles)	Justification/Discussion	Recommendation
CA		Sacramento International Airport	Lindbergh Drive/Airport Boulevard (Terminal to I-5)	NA	1.38	Sacramento International Airport has been identified in the California Freight Mobility Plan by the California Freight Advisory Committee as a key freight facility having critical freight importance. It is both an origin and destination of freight movement within, to, and from the United States, creating access to multiple domestic and international destinations; it adds significant economic value and is considered the Northern California inland gateway to the World; higher-value and perishable goods are transported by aircraft; air cargo is intermodal in nature, requiring connectors for mode shifts which link air cargo to the State and national highway system; air cargo provides access to global and domestic supply chains like no other surface transportation mode can.	Add Airport and Add connectors
CA	CA1A	Bob Hope (Burbank) Airport	(Connectors are already included in interim NMFN)	0.88	0.88	Bob Hope (Burbank) Airport has been identified in the California Freight Mobility Plan by the California Freight Advisory Committee as a key freight facility having critical freight importance. It provides access and is an origin and destination for freight movement within, to, and from California; it adds economic value, especially through FedEx and United Parcel Service; higher-value goods are transported by aircraft; it facilitates the distribution of California's diverse array of goods throughout the nation; air cargo is intermodal in nature, requiring connectors for mode shifts which link air cargo to the state and national highway system; air cargo provides access to domestic supply chains like no other surface transportation mode can.	Add Airport, Keep connectors
CA		Sacramento Mather Airport	Old Placerville Road (MacReady Avenue to Rockingham Drive); Rockingham Drive (Old Placerville Road to Mather Field Road); Mather Field Road (Rockingham Drive to US 50)	NA	1.23	Sacramento Mather Airport was identified in the California Freight Mobility Plan by the California Freight Advisory Committee as a key freight facility. It is an origin and destination for freight movement within, to, and from California; it adds economic value, as higher-value goods are typically transported by aircraft; air cargo is intermodal in nature, requiring connectors for mode shifts which link air cargo to the state and national highway system; air cargo provides access to specialty supply chains unlike other surface transportation modes; it has nearby access to an international airport, transcontinental rail yard, intra- and inter-state highways, and a deep-water seaport.	Add Airport and Add connectors
CA		Norman Y. Mineta San Jose International Airport	Airport Parkway (Airport Boulevard to Matrix Boulevard); Matrix Boulevard (Airport Parkway to US 101)	NA	1.04	The California Freight Mobility Plan, sanctioned by the California Freight Advisory Committee, identified San Jose International Airport as a key freight facility. As an international airport in the Silicon Valley, it is an origin and destination for freight movement creating access within, to, and from the United States and beyond; it adds economic value as higher-value goods are transported by aircraft; it facilitates the distribution of California's diverse array of goods and agricultural products nationwide and to the world; air cargo is intermodal in nature, requiring connectors for mode shifts, linking to the vast highway system and providing global and domestic supply chain access like no other surface transportation mode.	Add Airport and Add connectors

Airports and Connectors

State	Route	Facility Name and Air Cargo Connectors	IHS Connector Facility Description	Previous FHWA IHS Connector Length (Miles)	Estimated Connector Length (Miles)	Justification/Discussion	Recommendation
CA		Long Beach Airport	Lakewood Boulevard (E. Wardlow Road to I- 405)	NA	0.95	A key freight facility named in the California Freight Advisory Committee-sanctioned California Freight Mobility Plan, Long Beach Airport handles much of Southern California's FedEx and UPS packages. As such, it is an origin and destination of freight movement within, to, and from the United States; boasting five runways and being centrally located, it adds economic value and creates access to multiple distant destinations; higher-value goods are transported by aircraft; airports facilitate the distribution of California's diverse array of goods nationwide; as air cargo is intermodal in nature it requires connectors for mode shifts that link air cargo to the highway system; air cargo provides quick, long distance access to supply chains like no other surface transportation mode.	Add Airport and Add connectors
CA		John Wayne Airport	MacArthur Boulevard (Airport to I-405)	NA	0.87	In the California Freight Advisory Committee-sanctioned California Freight Mobility Plan, John Wayne Airport is identified as a key freight facility. It is an origin and destination of freight movement within, to, and from the United States, Mexico, and Canada; it adds economic value as higher-value goods are transported by aircraft; airports facilitate the distribution of California's diverse array of goods nationwide; intermodal in nature, airports require connectors that link air cargo to the State and national highway system; air cargo provides speedy access to distant global and domestic supply chains like no other surface transportation mode.	Add Airport and Add connector
CA		Fresno Yosemite International Airport	N. Clovis Avenue (E. Airways Boulevard to SR 180); SR 180 (N. Clovis Avenue to SR 99); SR 41 (SR 180 to SR 99)	NA	11.07	Identified by the California Freight Advisory Committee in the California Freight Mobility Plan, Fresno Yosemite International Airport is a key freight facility. Located in the fertile Central Valley, it provides economic value and freight access to California's diverse array of goods to multiple domestic and international destinations; the multimodal nature of airports requires solid connectors to the state and national highway system; air cargo provides speedy access to distant global and domestic supply chains like no other surface transportation mode.	Add Airport and Add connectors
CA	CA3A	Los Angeles International Airport	S. Sepulveda Boulevard (W. Century Boulevard to Imperial Highway); W. Imperial Highway (Pershing Drive to I-405)	1.02	4.52	A national top 50 airport	Keep Airport, Replace connectors
CA	CA4A	Oakland International Airport	Airport Road (Ron Cowan Parkway to 98th Avenue); Doolittle Drive (Hegenberger Road to Davis Street); Davis Street (Doolittle Drive to I-880); 98th Avenue (Airport Road to I-880); Hegenberger Road (Doolittle Drive to I-880)	1.04	4.19	A national top 50 airport	Keep Airport, Replace connectors
CA	CA5A	Ontario International Airport	(Connectors are already included in interim NMFN)	1.06	1.06	A national top 50 airport	Keep Airport and Keep Connectors
CA	CA8A	San Francisco International Airport	(Connectors are already included in interim NMFN)	0.61	0.61	A national top 50 airport	Keep Airport and Keep Connectors
CA	CA7A	San Diego International Airport	(Connectors are already included in interim NMFN)	1.56	1.56	A national top 50 airport	Keep Airport and Keep Connectors


Highway Freight Network Tiers
Legend
Tier 1
Tier 2
Tier 3
DEL NORTE
SISKIYOU
MODOC
HUMBOLDT
TRINITY
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California Department of Transportation
Division of Transportation Planning
Office of Freight Planning
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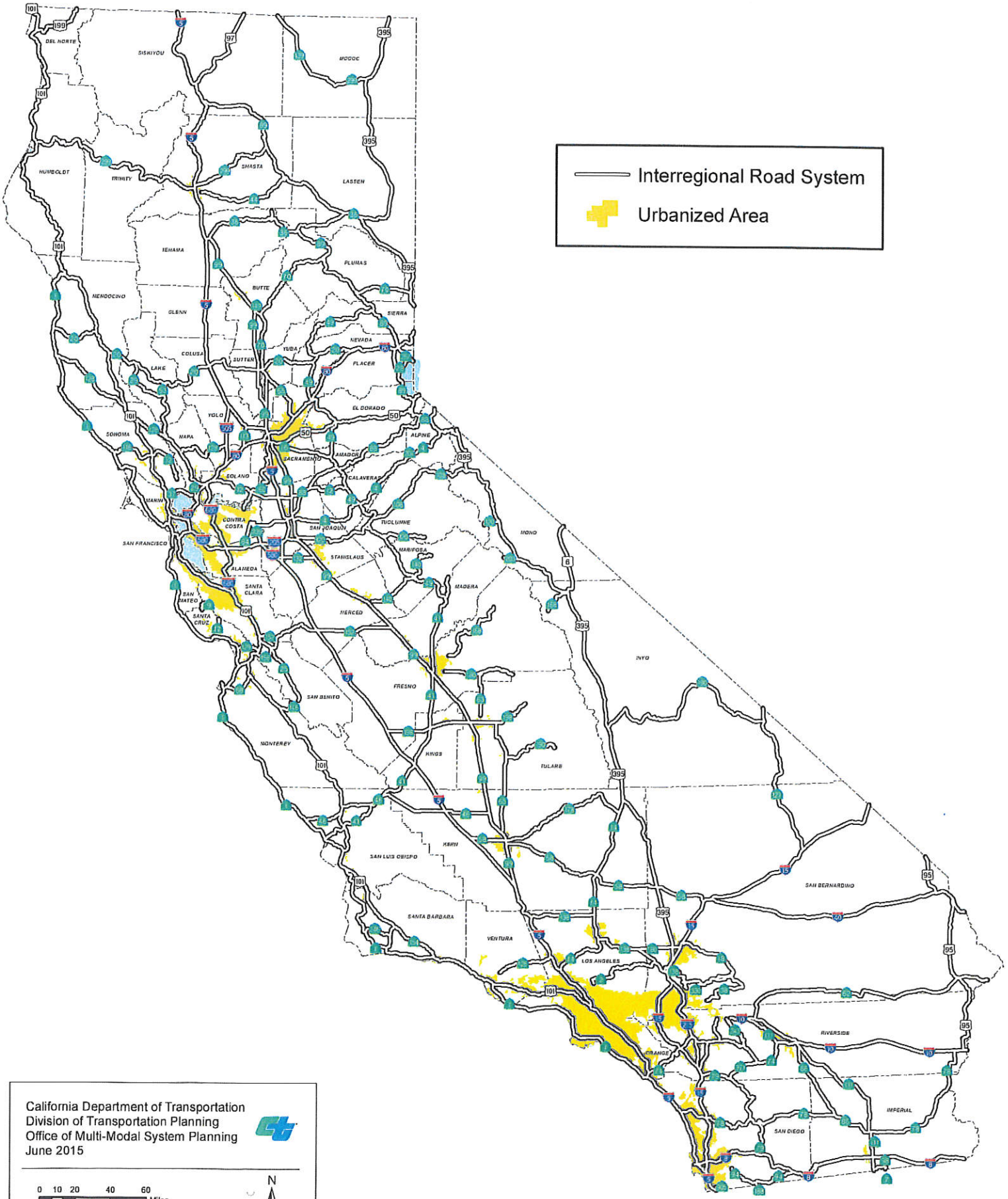
Interregional Road System (IRRS)

(Streets and Highway Code, Section 164.10 - 164.20)



California Department of Transportation
Division of Transportation Planning
Office of Multi-Modal System Planning
June 2015

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