

**SEC. 1115. NATIONAL FREIGHT POLICY.****“(c) ESTABLISHMENT OF A NATIONAL FREIGHT NETWORK.—**

“(1) IN GENERAL.—The Secretary shall establish a national freight network in accordance with this section to assist States in strategically directing resources toward improved system performance for efficient movement of freight on highways, including national highway system, freight intermodal connectors and aerotropolis transportation systems.

“(2) NETWORK COMPONENTS.—The national freight network shall consist of—

“(A) the primary freight network, as designated by the Secretary under subsection (d) (referred to in this section as the ‘primary freight network’) as most critical to the movement of freight;

“(B) the portions of the Interstate System not designated as part of the primary freight network; and

“(C) critical rural freight corridors established under subsection (e).

“(d) DESIGNATION OF PRIMARY FREIGHT NETWORK.—

“(1) INITIAL DESIGNATION OF PRIMARY FREIGHT NETWORK.—

“(A) DESIGNATION.—Not later than 1 year after the date of enactment of this section, the Secretary shall designate a primary freight network—

“(i) based on an inventory of national freight volume conducted by the Administrator of the Federal Highway Administration, in consultation with stakeholders, including system users, transport providers, and States; and

“(ii) that shall be comprised of not more than 27,000 centerline miles of existing roadways that are most critical to the movement of freight.

“(B) FACTORS FOR DESIGNATION.—In designating the primary freight network, the Secretary shall consider—

“(i) the origins and destinations of freight movement in the United States;

“(ii) the total freight tonnage and value of freight moved by highways;

“(iii) the percentage of annual average daily truck traffic in the annual average daily traffic on principal arterials;

“(iv) the annual average daily truck traffic on principal arterials;

“(v) land and maritime ports of entry;

“(vi) access to energy exploration, development, installation, or production areas;

“(vii) population centers; and

“(viii) network connectivity.

“(2) ADDITIONAL MILES ON PRIMARY FREIGHT NETWORK.— In addition to the miles initially designated under paragraph

(1), the Secretary may increase the number of miles designated as part of the primary freight network by not more than 3,000 additional centerline miles of roadways (which may include existing or planned roads) critical to future efficient movement of goods on the primary freight network.

“(3) REDESIGNATION OF PRIMARY FREIGHT NETWORK.—Effective beginning 10 years after the designation of the primary freight network and every 10 years thereafter, using the designation factors described in paragraph (1), the Secretary shall redesignate the primary freight network (including additional mileage described in paragraph (2)).

“(e) CRITICAL RURAL FREIGHT CORRIDORS.—A State may designate a road within the borders of the State as a critical rural freight corridor if the road—

“(1) is a rural principal arterial roadway and has a minimum of 25 percent of the annual average daily traffic of the road measured in passenger vehicle equivalent units from trucks (FHWA vehicle class 8 to 13);

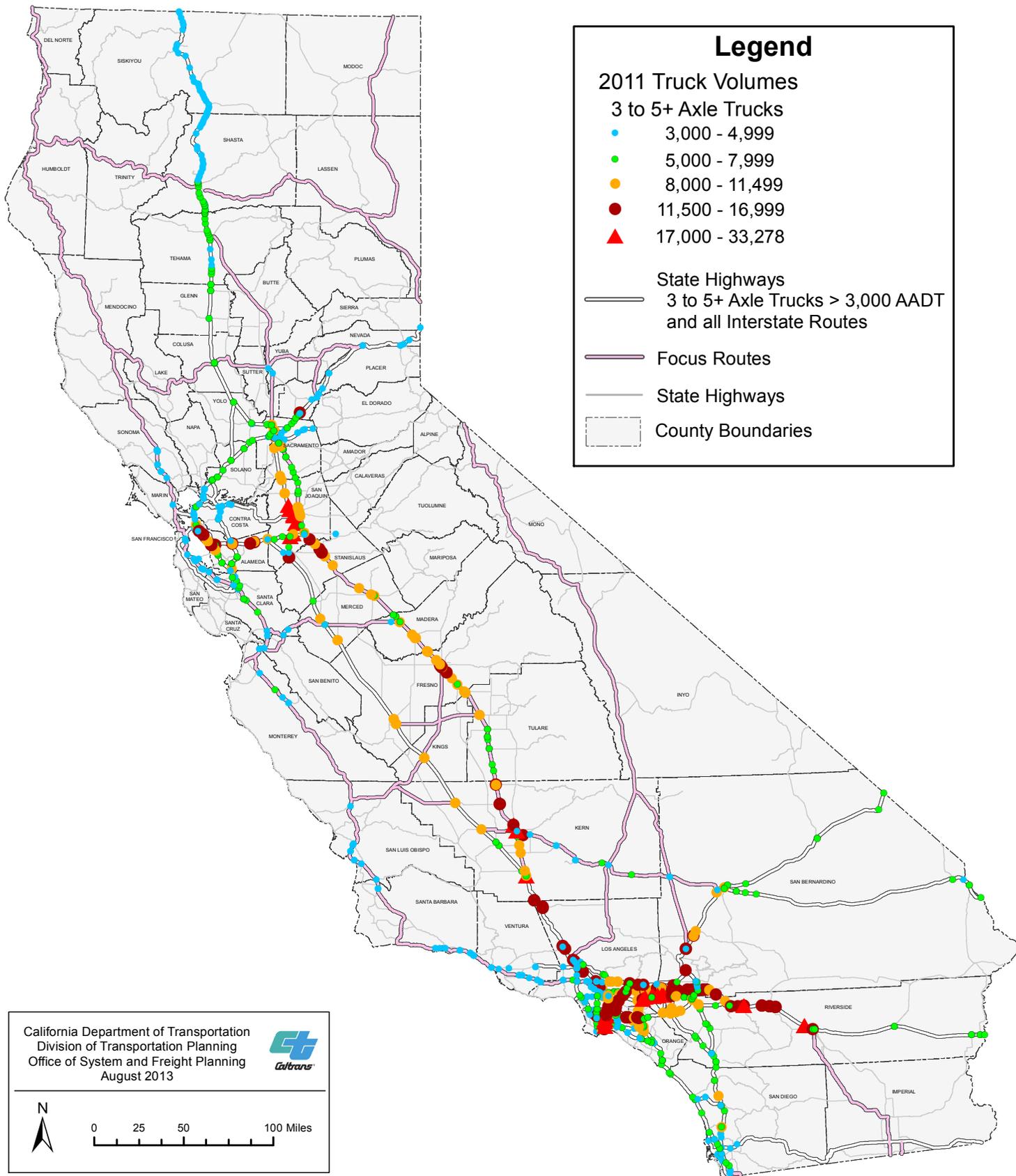
“(2) provides access to energy exploration, development, installation, or production areas;

“(3) connects the primary freight network, a roadway described in paragraph (1) or (2), or Interstate System to facilities that handle more than—

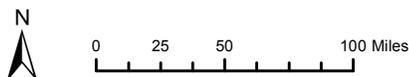
“(A) 50,000 20-foot equivalent units per year; or

“(B) 500,000 tons per year of bulk commodities.

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

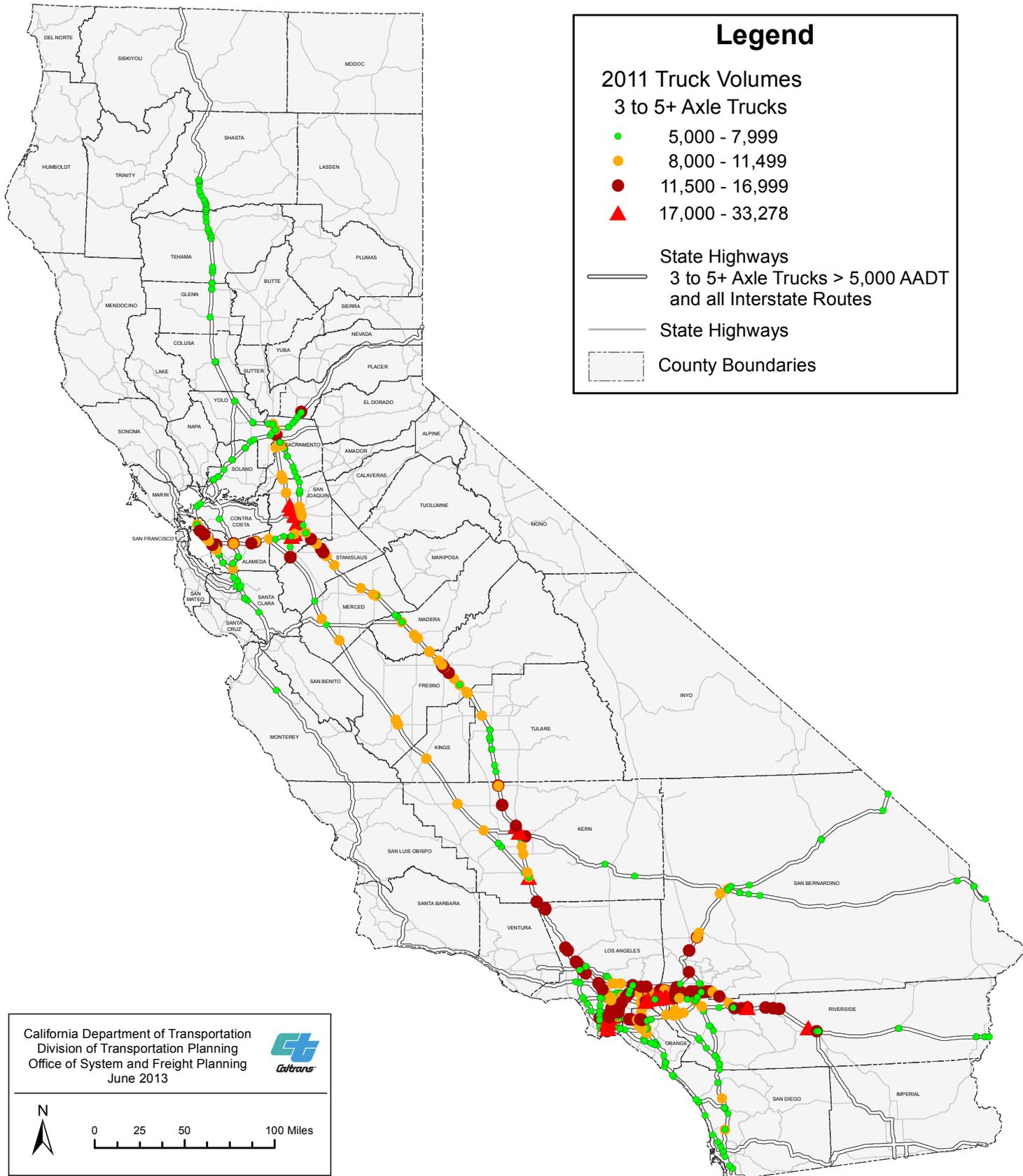


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# Statewide 2011 Annual Average Daily Truck (AADT) Volumes Three to Five+ Axle (greater than 5,000 AADT)



### Legend

2011 Truck Volumes  
3 to 5+ Axle Trucks

- 5,000 - 7,999
- 8,000 - 11,499
- 11,500 - 16,999
- ▲ 17,000 - 33,278

State Highways  
 — 3 to 5+ Axle Trucks > 5,000 AADT and all Interstate Routes  
 — State Highways

County Boundaries

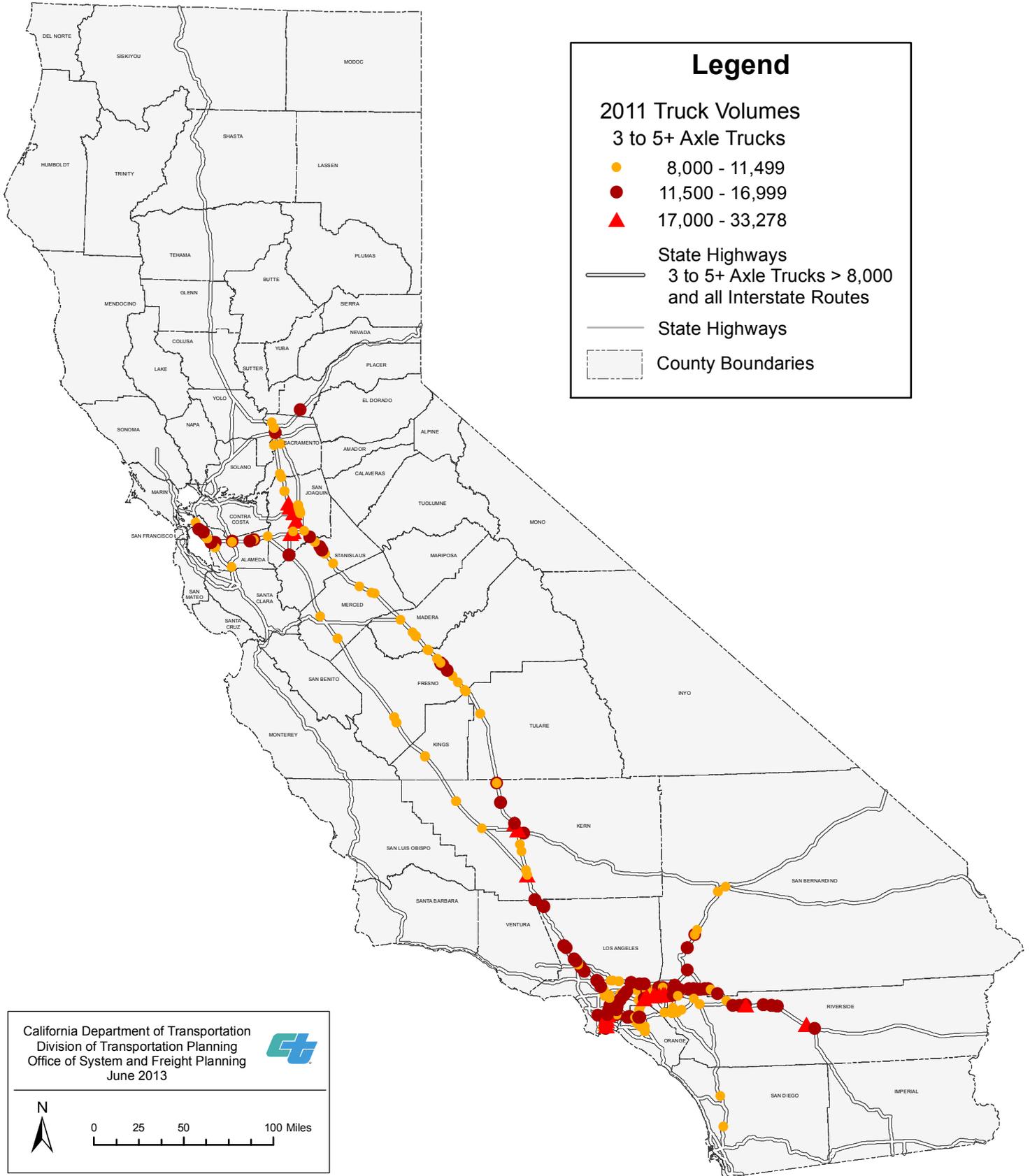
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N  
 0 25 50 100 Miles

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# Statewide 2011 Annual Average Daily Truck (AADT) Volumes Three to Five+ Axle (greater than 8,000)



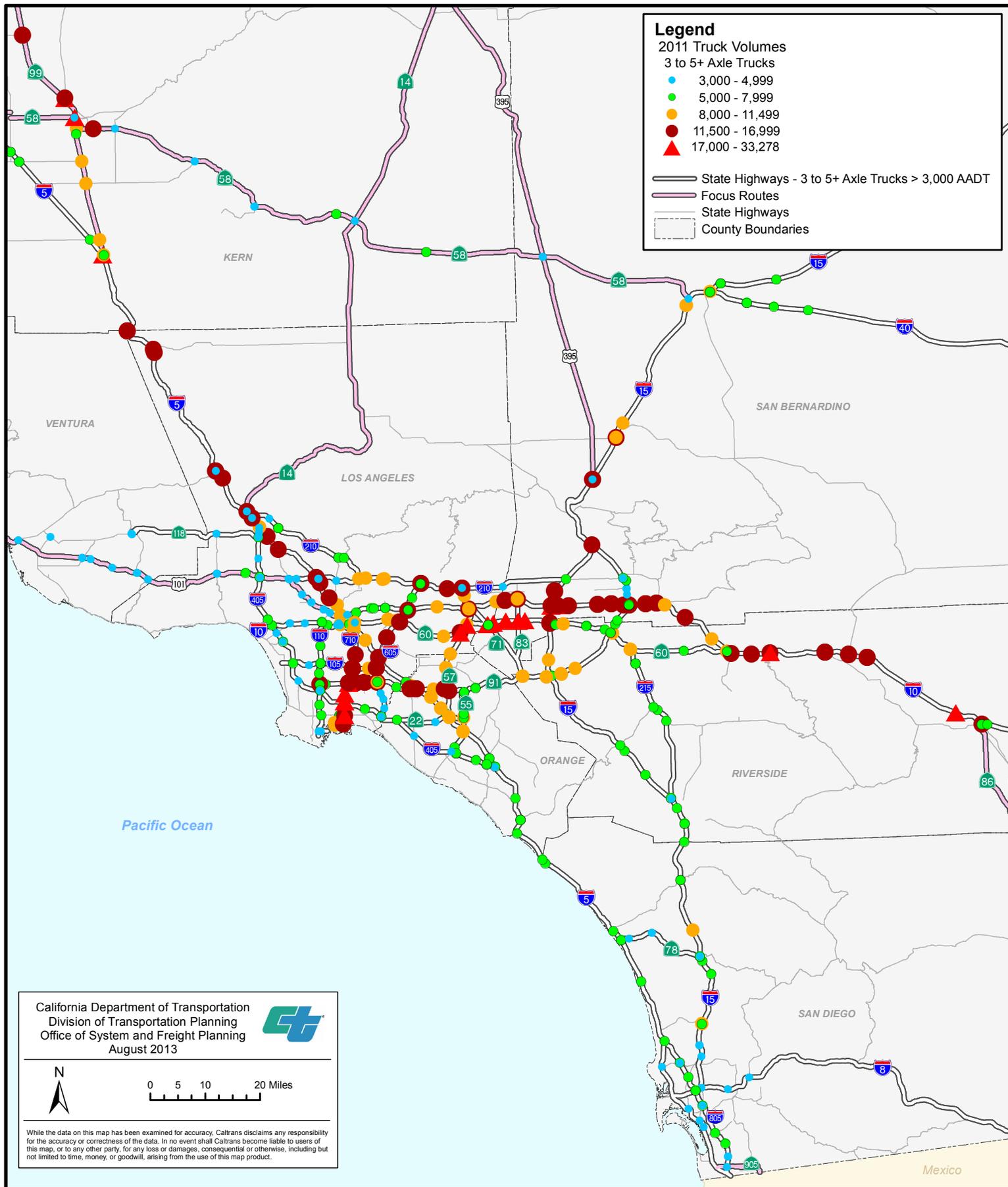
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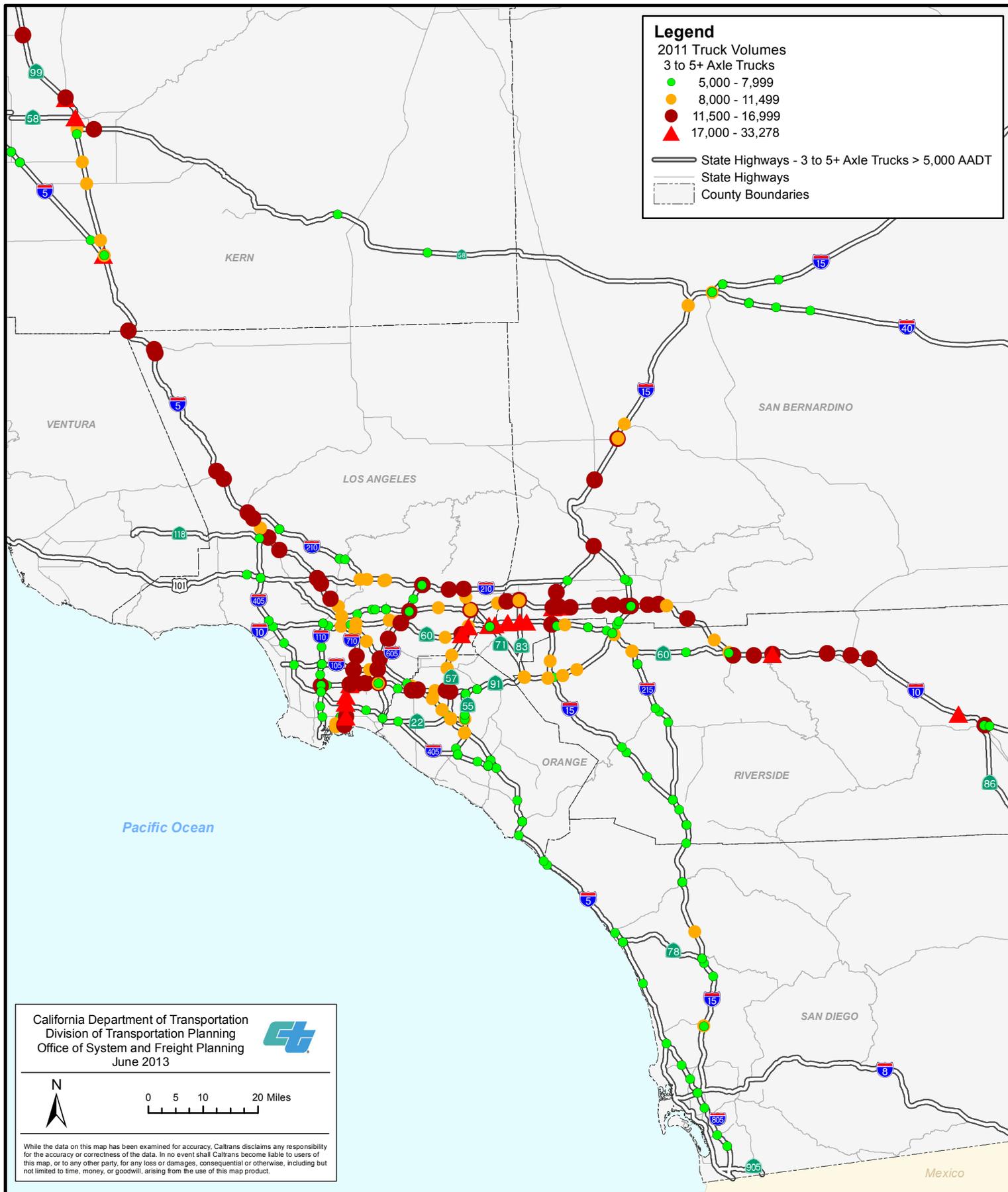
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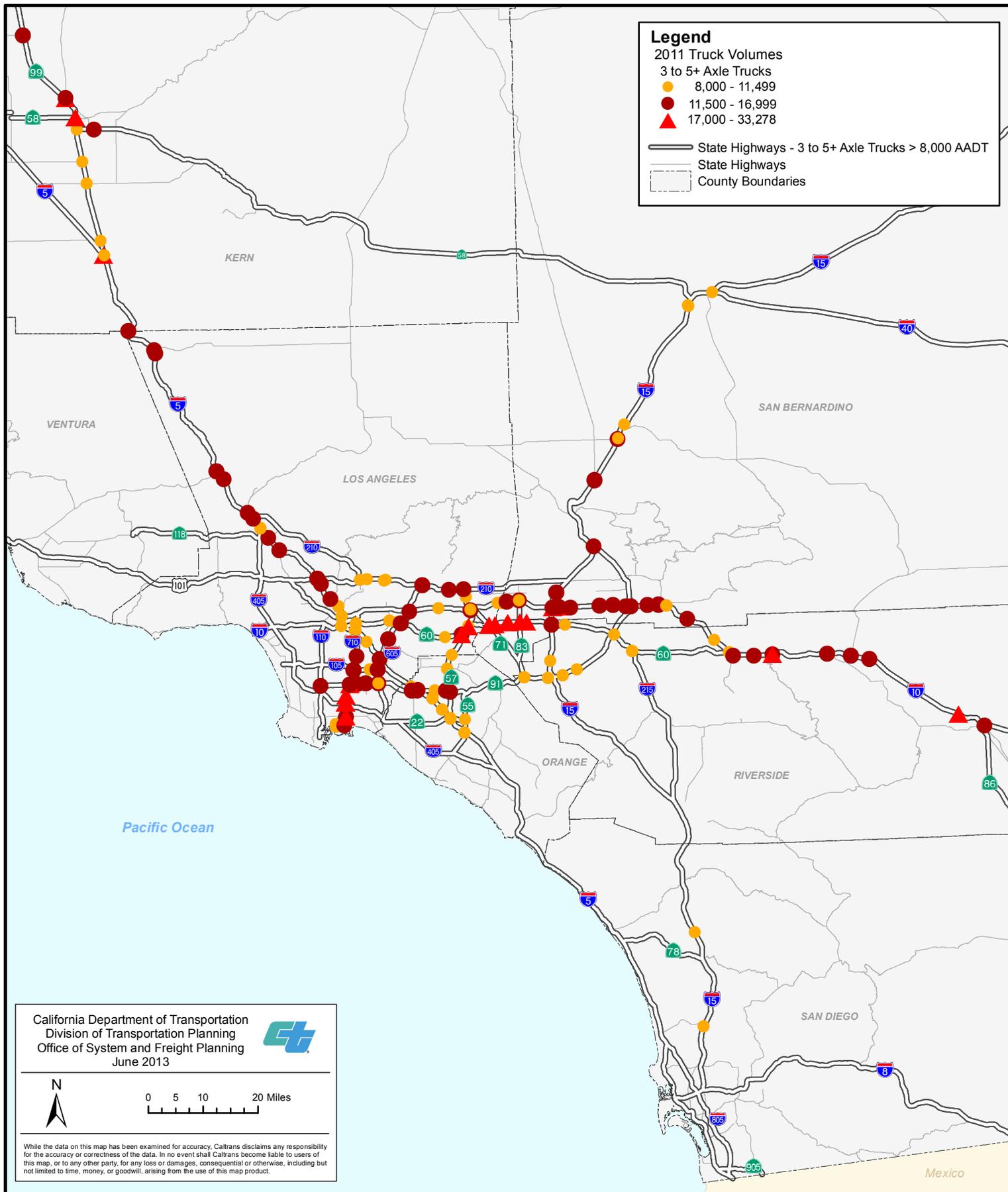
# Southern California 2011 Annual Average Daily Truck (AADT) Volumes Three to Five+ Axle (greater than 3,000 AADT)



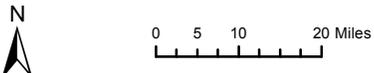
# Southern California 2011 Annual Average Daily Truck (AADT) Volumes Three to Five+ Axle (greater than 5,000 AADT)



# Southern California 2011 Annual Average Daily Truck (AADT) Volumes Three to Five+ Axle (greater than 8,000 AADT)

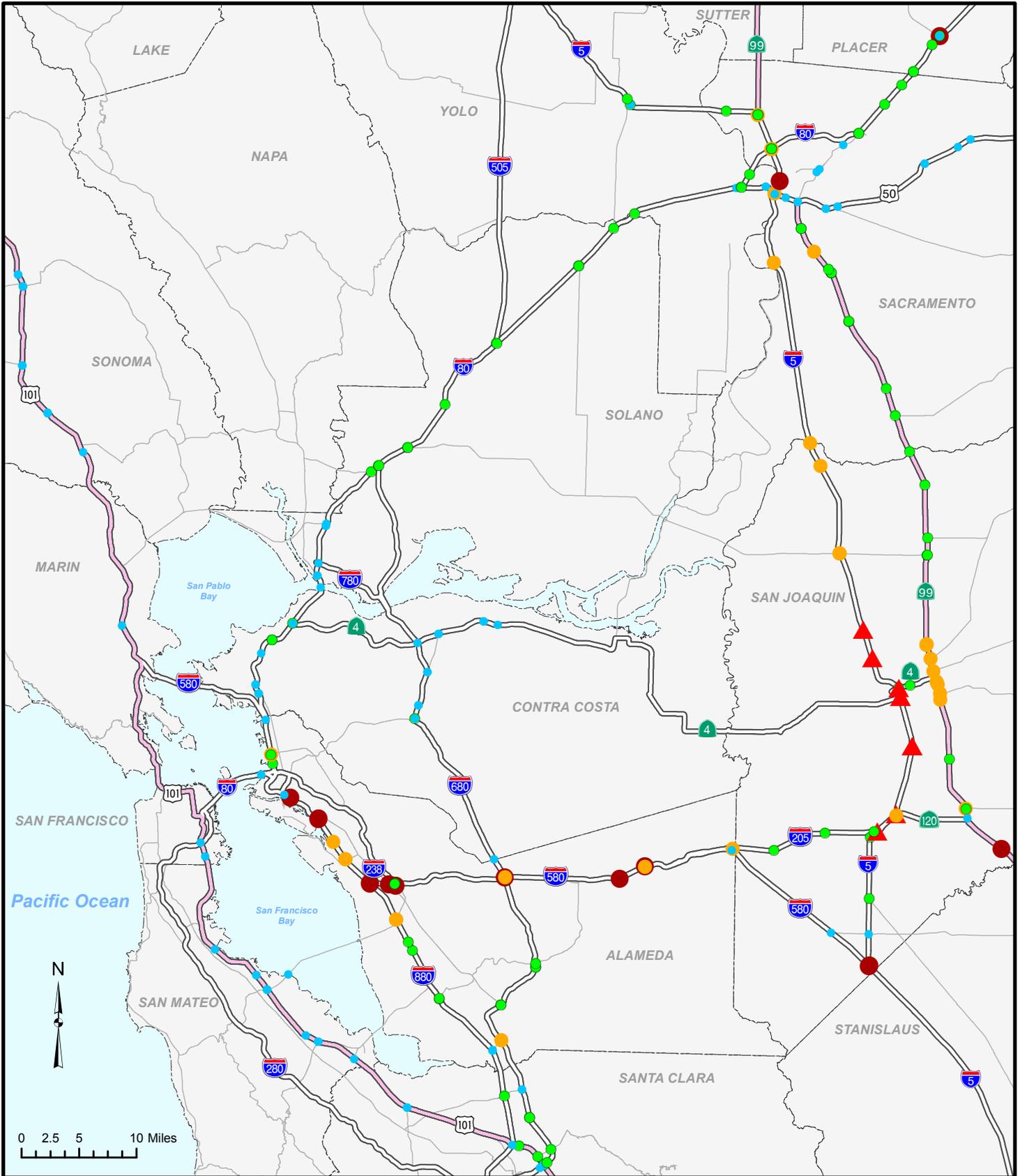


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# San Francisco Bay Area and Delta Region 2011 Annual Average Daily Truck (AADT) Volumes Three to Five+ Axle (greater than 3,000 AADT)



**Legend**

- 2011 Truck Volumes  
3 to 5+ Axle Trucks
- 3,000 - 4,999
  - 5,000 - 7,999
  - 8,000 - 11,499
  - 11,500 - 16,999
  - ▲ 17,000 - 33,278

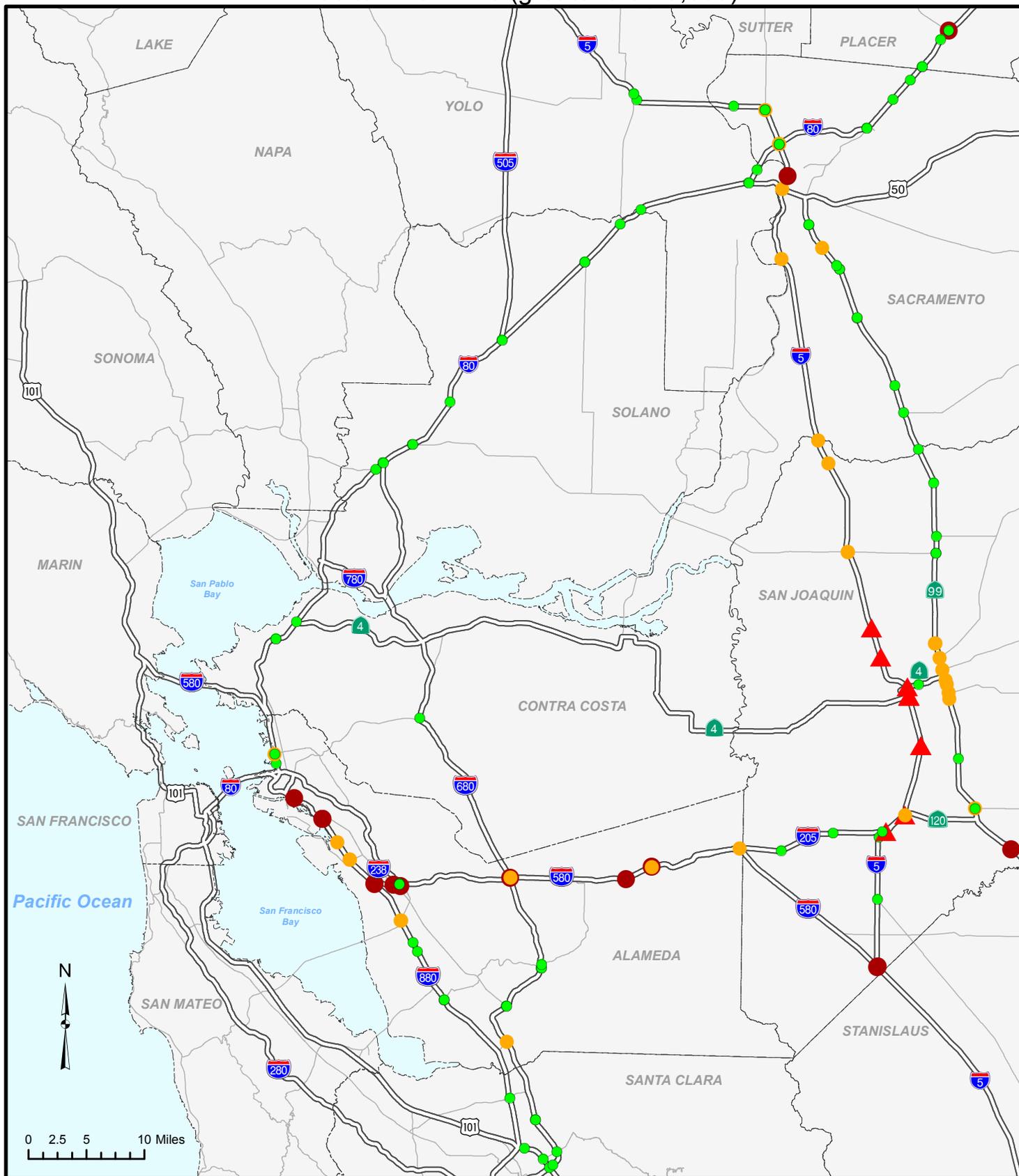
- State Highways - 3 to 5+ Axle Trucks > 3,000 AADT
- Focus Routes
- State Highways
- - - County Boundaries

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# San Francisco Bay Area and Delta Region 2011 Annual Average Daily Truck (AADT) Volumes Three to Five+ Axle (greater than 5,000)



**Legend**

2011 Truck Volumes  
3 to 5+ Axle Trucks

- 5,000 - 7,999
- 8,000 - 11,499
- 11,500 - 16,999
- ▲ 17,000 - 33,278

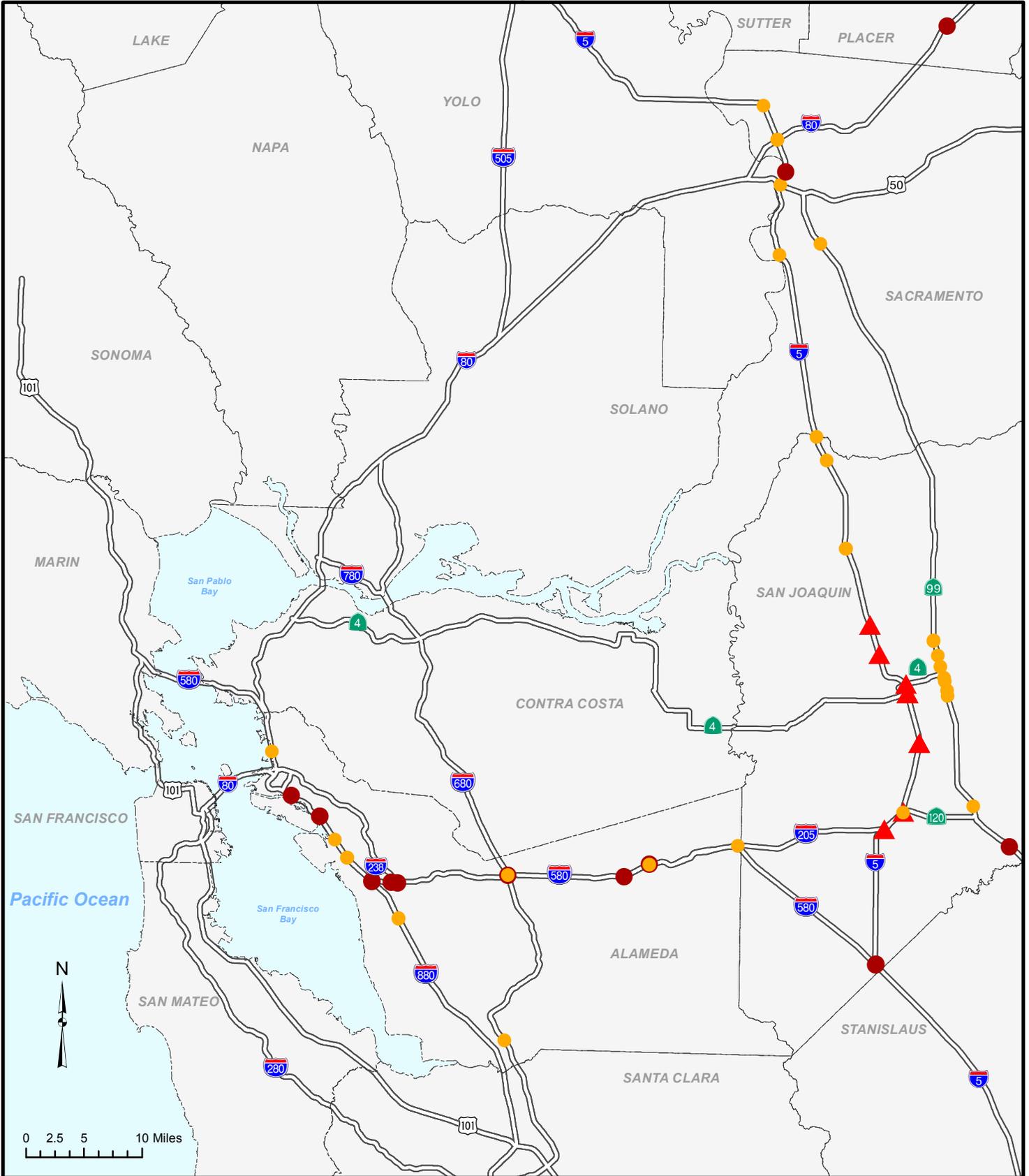
- State Highways - 3 to 5+ Axle Trucks > 5,000 AADT
- State Highways
- - - County Boundaries

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# San Francisco Bay Area and Delta Region 2011 Annual Average Daily Truck (AADT) Volumes Three to Five+ Axle (greater than 8,000)



### Legend

2011 Truck Volumes  
3 to 5+ Axle Trucks

- 8,000 - 11,499
- 11,500 - 16,999
- ▲ 17,000 - 33,278

- State Highways - 3 to 5+ Axle Trucks > 8,000 AADT
- State Highways
- County Boundaries

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# Statewide Major Freight Facilities



## Legend

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

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# Southern California Major Freight Facilities



**Legend**

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

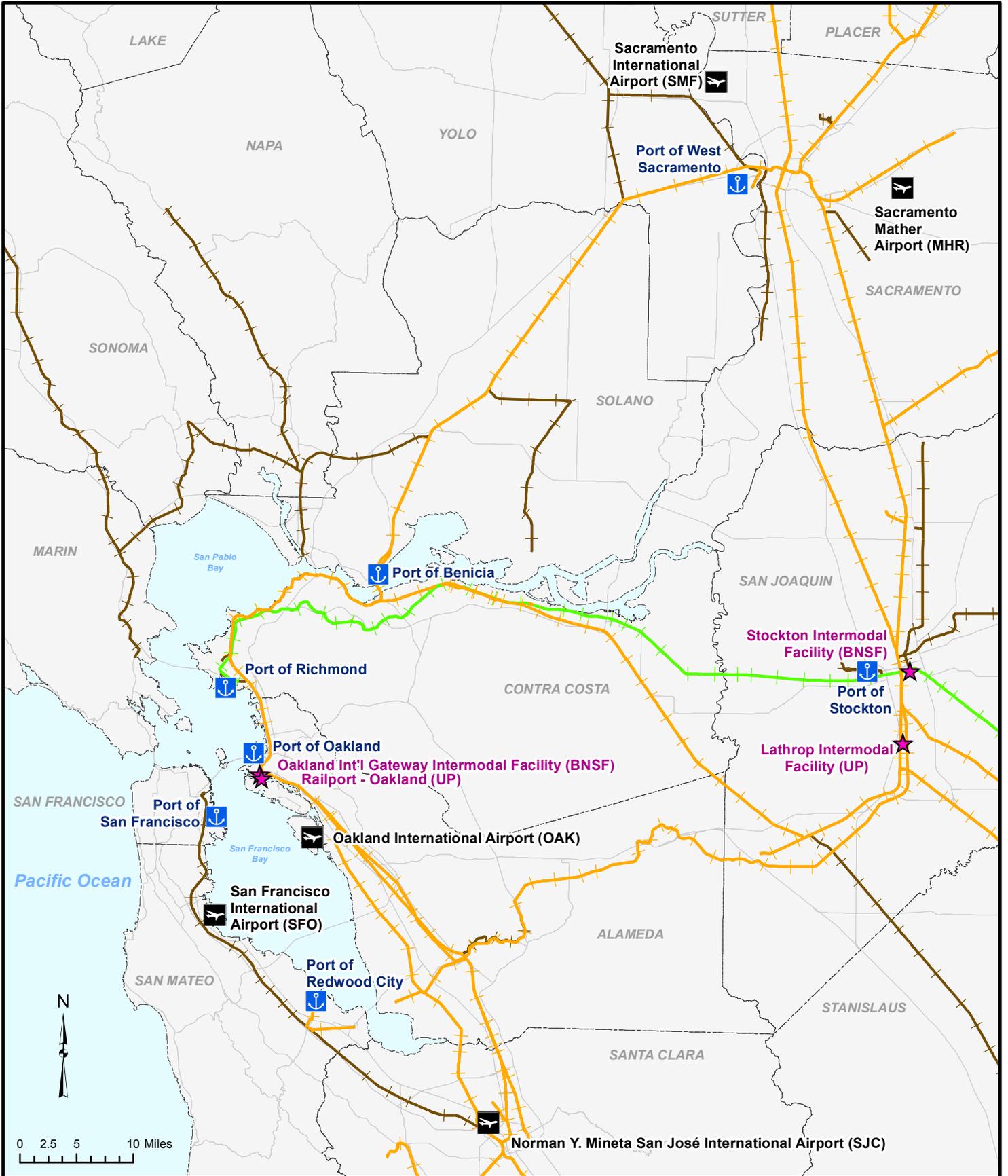
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0 5 10 20 30 Miles

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# San Francisco Bay Area and Delta Region - Major Freight Facilities



## Legend

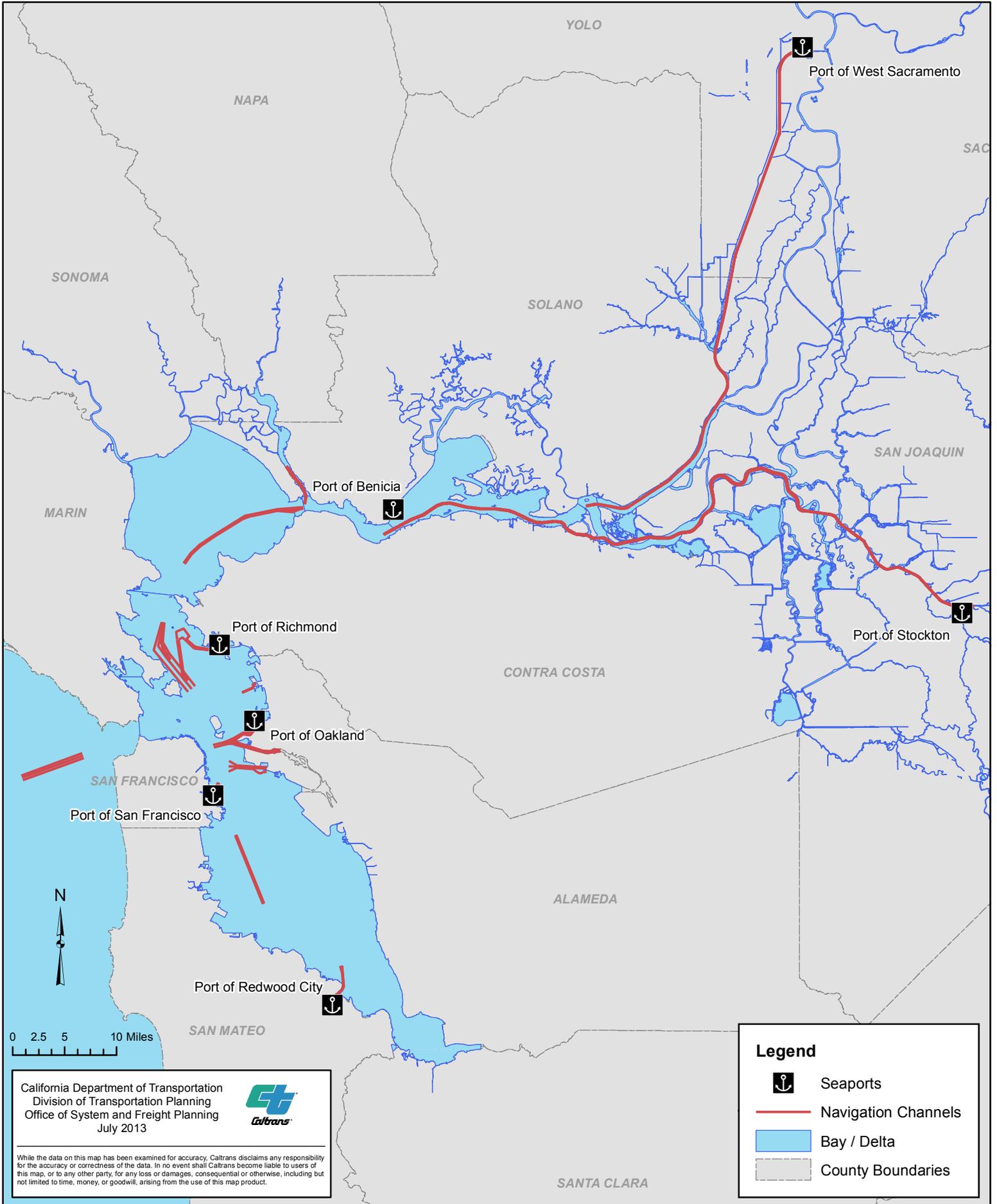
- Airports
- Freight Intermodal Facilities
- Seaports
- County Boundaries
- BNSF Railway
- UPRR Railway
- Other Railways
- State Highways

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# San Francisco Bay Area and Delta Region United States Army Corp of Engineers Navigation Channels



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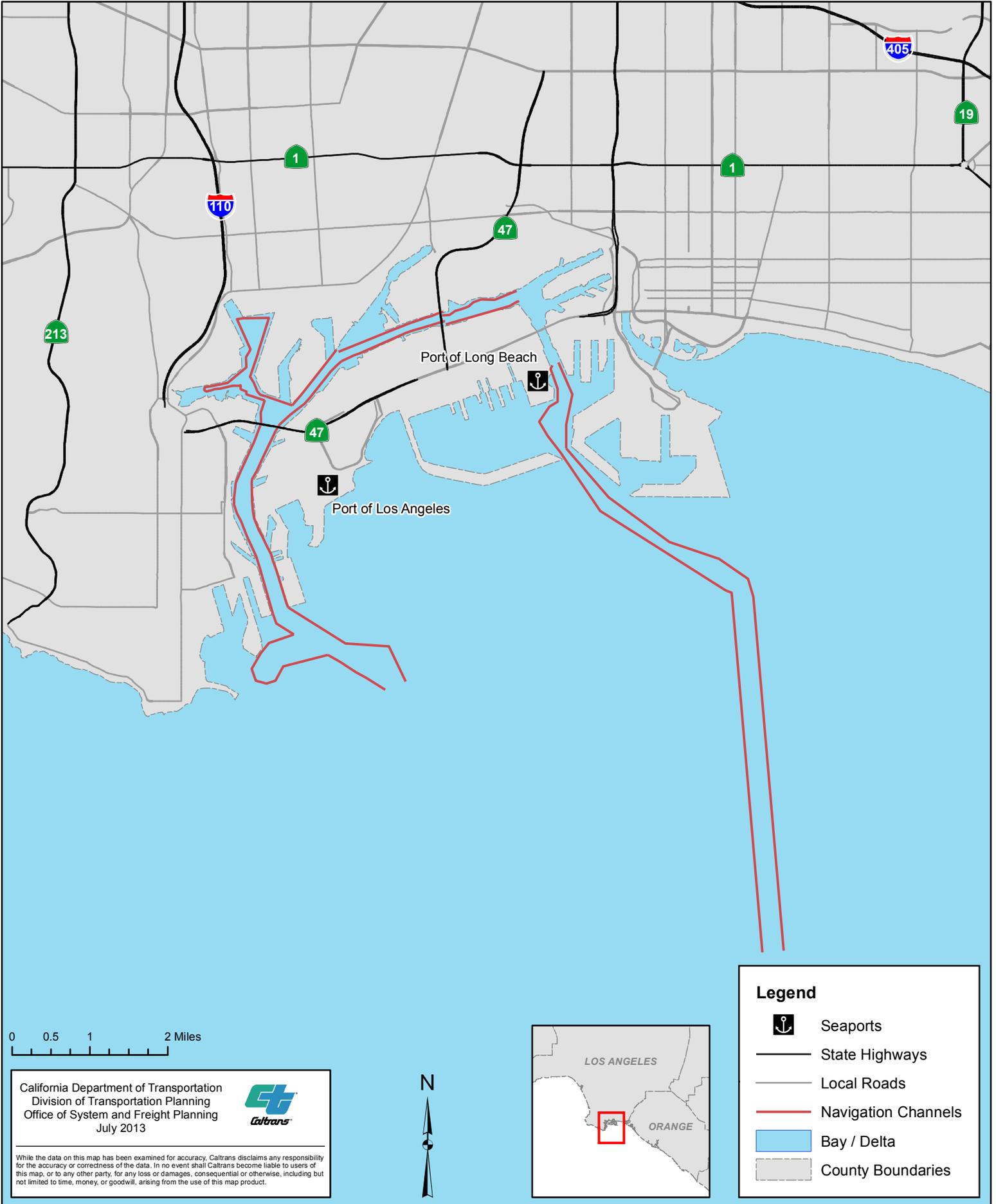


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**Legend**

-  Seaports
-  Navigation Channels
-  Bay / Delta
-  County Boundaries

# Ports of Los Angeles and Long Beach United States Army Corp of Engineers Navigation Channels



0 0.5 1 2 Miles

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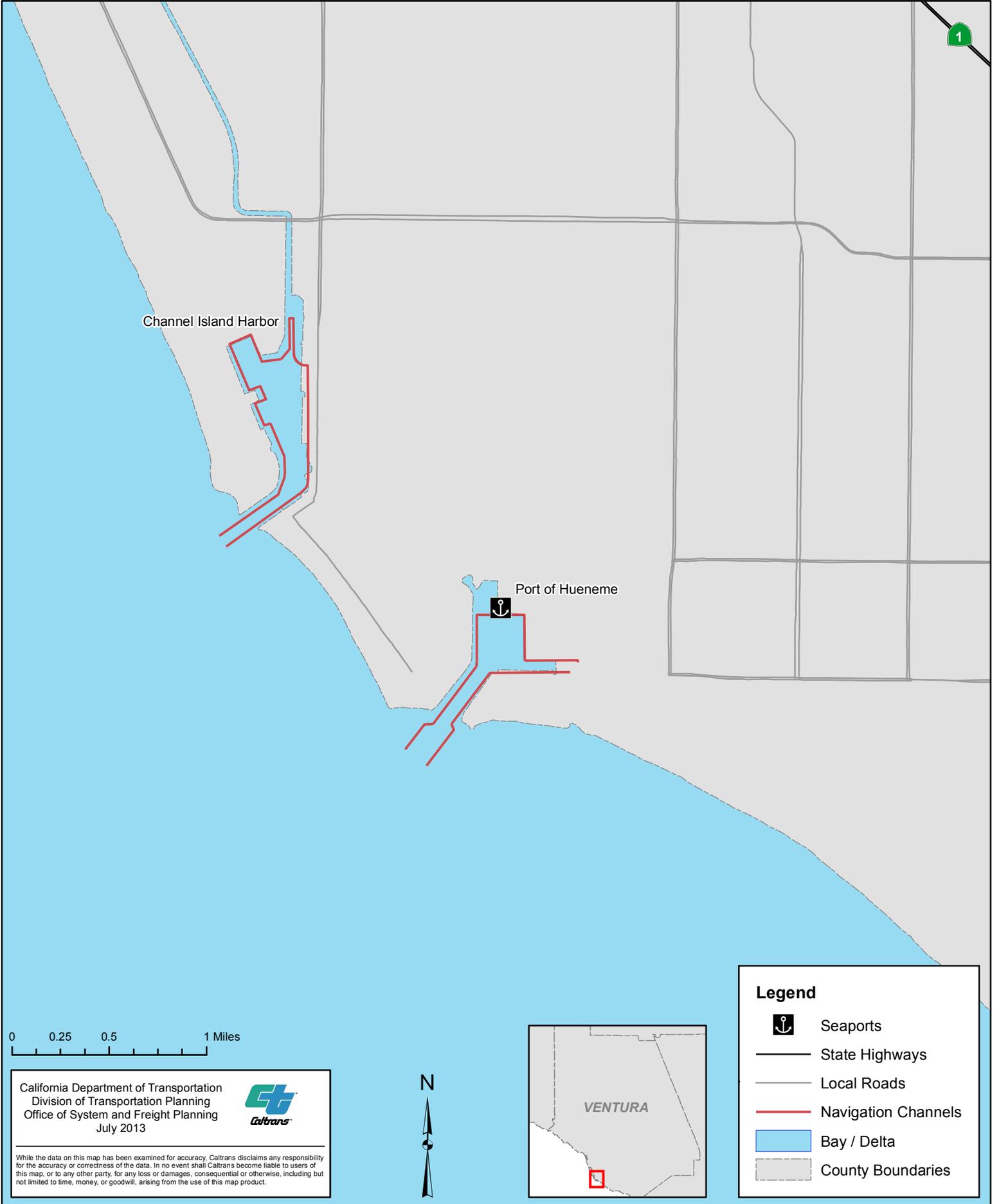


**Legend**

-  Seaports
-  State Highways
-  Local Roads
-  Navigation Channels
-  Bay / Delta
-  County Boundaries

# Port of Hueneme

## United States Army Corp of Engineers Navigation Channels



Channel Island Harbor

Port of Hueneme

0 0.25 0.5 1 Miles

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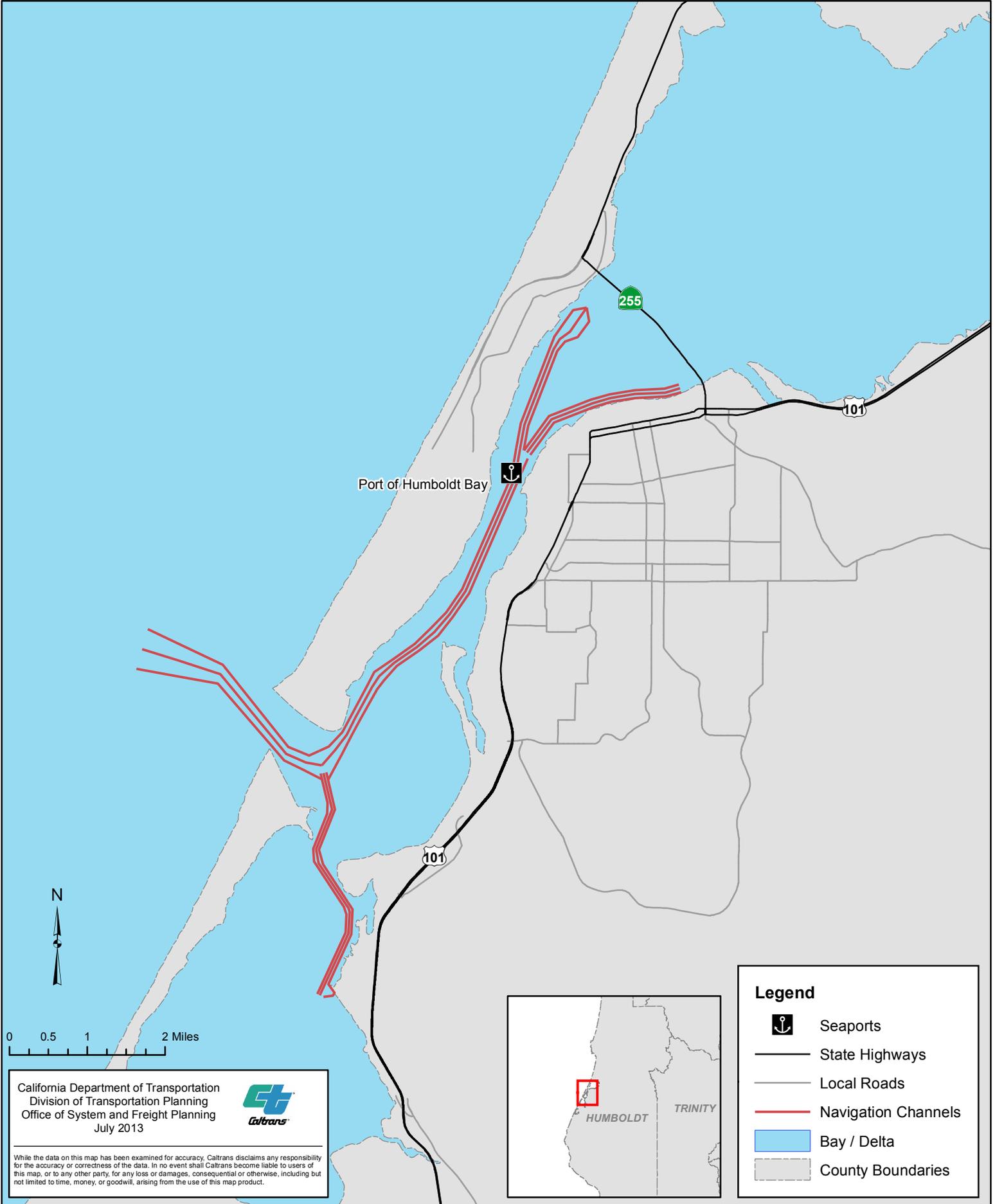
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### Legend

-  Seaports
-  State Highways
-  Local Roads
-  Navigation Channels
-  Bay / Delta
-  County Boundaries

# Port of Humboldt Bay United States Army Corp of Engineers Navigation Channels



0 0.5 1 2 Miles

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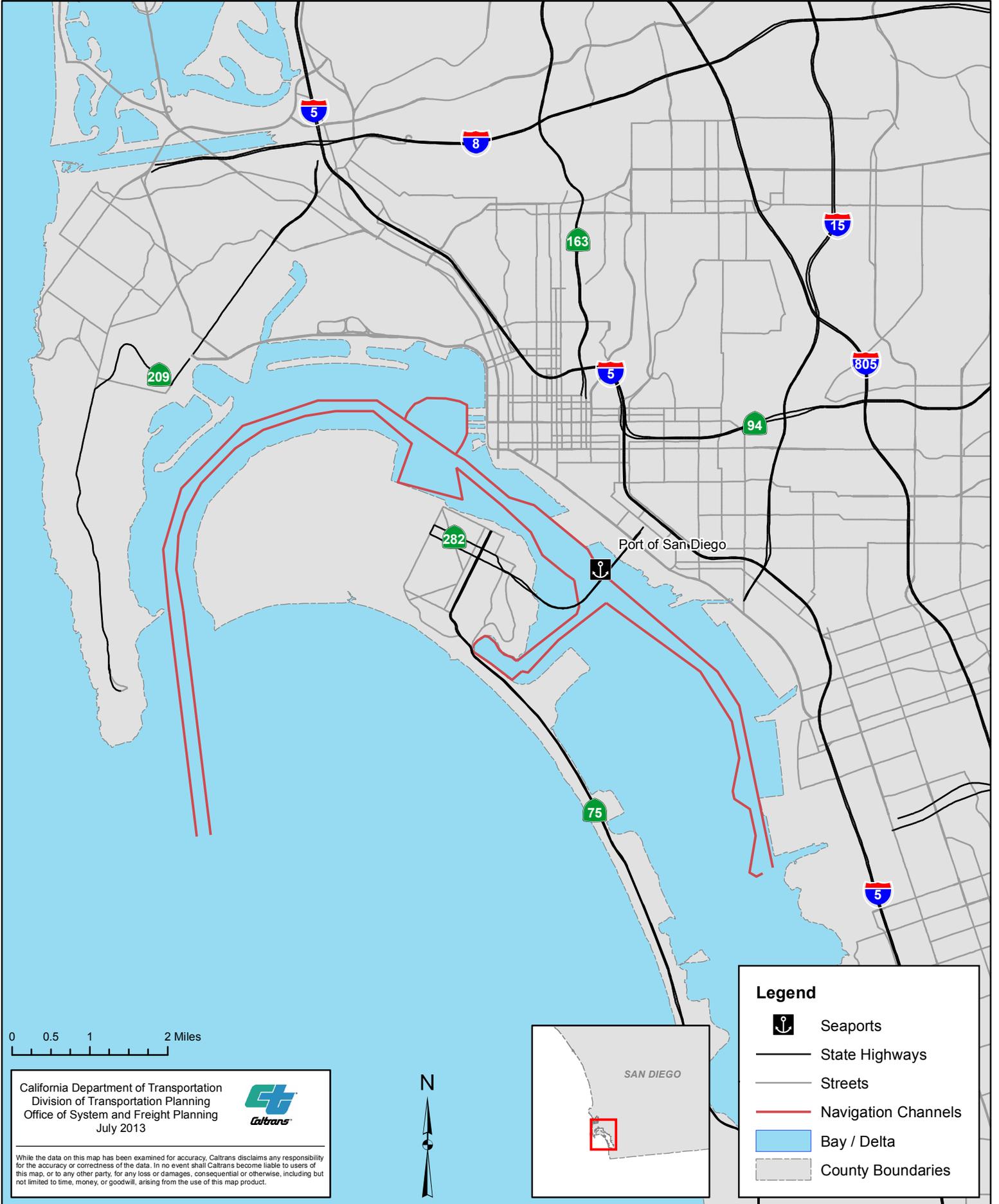
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### Legend

-  Seaports
-  State Highways
-  Local Roads
-  Navigation Channels
-  Bay / Delta
-  County Boundaries



# Port of San Diego United States Army Corp of Engineers Navigation Channels



0 0.5 1 2 Miles

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**Legend**

-  Seaports
-  State Highways
-  Streets
-  Navigation Channels
-  Bay / Delta
-  County Boundaries