

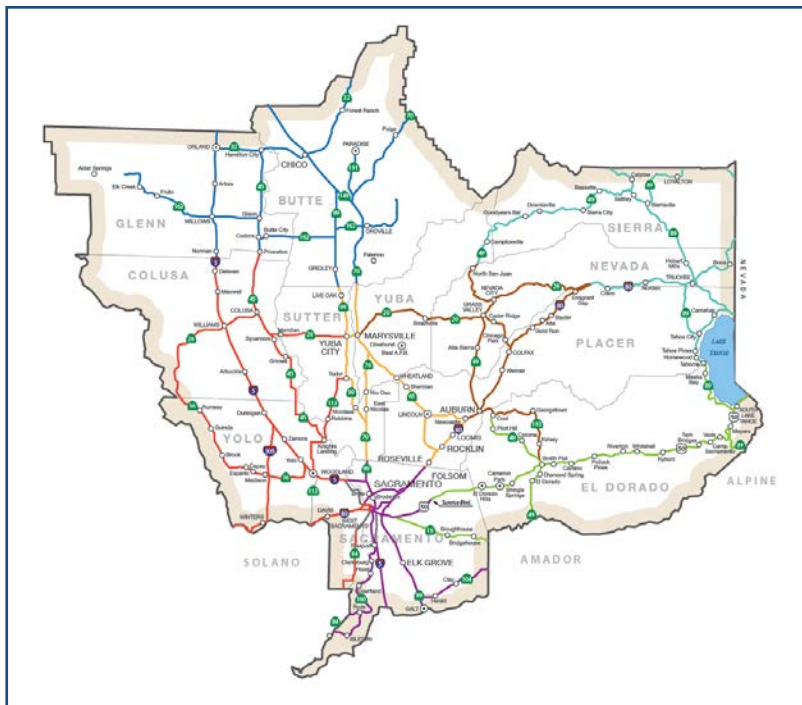
APPENDIX B-6-2: SACRAMENTO VALLEY

INTRODUCTION

Located in the heart of California and home to its Capitol, the Sacramento Valley region mimics the 11 Caltrans District 3 counties of Sacramento, Yolo, Colusa, Glenn, Butte, Sutter, Yuba, El Dorado, Placer, Nevada, and Sierra. This geographically-diverse northern Central Valley area is comprised of the Sacramento Metropolitan area to the south, the interior coastal range to the west, Sutter Buttes to the north, flat agricultural land across the valley, and foothills, river canyons, Sierra Nevada Mountains, and Lake Tahoe Basin to the east.



In 2010, nearly 2.7 million people lived in this region, with the heaviest concentration in Sacramento's downtown city core. With shrinking but vast fertile agricultural land, issues involving the transportation of food from farms to markets are of regional focus and concern. Trucking is and will continue to be the dominant freight transportation mode by tonnage for the region. International trade mainly comes into the area via the Sacramento International Airport, by ocean vessels from the San Francisco Bay Area, by trucks, or by trains.



IMPORTANCE OF GOODS MOVEMENTS AND ECONOMIC BENEFITS

According to the 2035 Sacramento Area Council of Governments (SACOG) Metropolitan Transportation Plan (MTP), the region's economic vitality is dependent upon its ability to transport consumer goods, which is critical to the viability of the manufacturing, distribution, and agricultural sectors. The 2014 San Francisco Bay Area Freight Mobility Study (SFBAFMS) reported that, in 2011, the San Francisco Customs District (which includes Sacramento County) was the second most important trade gateway in California, the third

most important gateway on the U.S West Coast, and the 10th largest international U.S. trade gateway in terms of value of two-way trade. The District 3 Goods Movement Study draft (anticipated completion in Fall 2014) revealed that the region has a higher than statewide concentration in two key economic

sectors that use transportation: construction (goods producing) and trade, transportation, and utilities (consumption).

REGIONAL OVERVIEW

COUNTIES	DISTINGUISHING CHARACTERISTICS
<i>Butte</i>	Elevations range from 60 to 8,100 feet and 14 percent of the land is federally-owned. Most freight is generated by online retail, manufacturers of canned fruits and vegetables, and fruit and vegetable growers.
<i>Colusa</i>	In this agriculture-dominant county, rice and almonds are the main crops. Growth in manufacturing, wholesale, and agriculture is expected.
<i>El Dorado</i>	Site of the first finding which sparked the gold rush, this county is also known for its recreational draw – including Lake Tahoe skiing. Otherwise, agriculture and logging are dominant industries.
<i>Glenn</i>	With over 1,188 farms, agriculture is the primary source of the county economy. Major commodities include rice, almonds, milk products, prunes, and livestock.
<i>Nevada</i>	Cattle, heifers, and steers accounted for one-third of the county’s agriculture production value in 2010. Pasture/rangeland, wine grapes, timber, and manufacturing are other major economic generators.
<i>Placer</i>	This county was home to the 1960 Winter Olympic Games. The Union Pacific J. R. Davis Yard, the largest classification rail yard on the West Coast, is located in Roseville. This county attracts many technical software and manufacturing companies such as Hewlett-Packard and Oracle. Top crops include rice, cattle, calves, nursery stock, walnuts, and timber.
<i>Sacramento</i>	Home to the State Capitol, this county is known as a government employment hub. Sacramento International and Mather airports are located there. Other major employment centers are in the healthcare industry. Wine grapes are the top crop based on value, then milk production. Other commodities in the county include poultry, field corn, pears, nursery stock, alfalfa hay, cattle, calves, aquaculture, and rice.
<i>Sierra</i>	Divided by the Pacific Crest, this rural county’s largest industries involve construction and wood products. Crops grown in the county include alfalfa hay, barley, Christmas trees, forestry, timber, hay, grass hay, meadow oats, and rye.
<i>Sutter</i>	Birthplace of the seedless grape and home to the Sutter Buttes, 13 percent of this county’s employment revolves around farming, with rice as the predominant crop. Growth in industrial production is expected. Leading agricultural commodities include rice, walnuts, dried plums (prunes), peaches (processing), tomatoes (processing), and nursery products.
<i>Yolo</i>	Agriculture is the leading industry which also depends upon warehousing, distribution, and food processing. The Port of West Sacramento is located in the county, as is the University of California, Davis. Tomatoes, wine grapes, rice, alfalfa hay, walnuts, and almonds are the top county commodities, with rice ranking the highest in value.
<i>Yuba</i>	Home to Beale Air Force Base, the county’s main industries involve steel and wood product manufacturing and publications. Agricultural production for the county includes walnuts, almonds, timber, fruit, nuts, cattle, calves, and milk. Rice has the highest crop value, then walnuts.

GOODS MOVEMENT GATEWAYS, CORRIDORS, HUBS, AND FLOWS

Many California freight modes connect with other states, nations, and globally. Whether goods are moved by ship, plane or train they must almost always travel the “last mile” to its destination by truck. According to Federal Highway Administration’s (FHWA’s) Freight Analysis Framework, the following are approximate regional flow characteristics:

- 29 percent of movements are entirely within the region (35 percent gravel and other non-metal mineral products, 20 percent gasoline and petroleum products, and 9 percent waste or scrap)
- 33 percent of movements come into the region from outside the region
- 22 percent of goods flow through the region
- 16 percent of the total flow volume is exports from the region (mostly agricultural, both fresh and processed)

According to the draft District 3 Goods Movement Study, the region is a net exporter of goods produced in the region, but is a major crossroads for through tons (mostly north to south). Most area inbound and outbound flows are with the San Francisco Bay Area. Presented below is more detailed freight information by mode.

TRUCKING

Primary North-South Routes

- Interstate 5 (a “Corridor of the Future^{iv}”)
- SR-99/70/149 (a “Focus Routeⁱⁱⁱ” and “Farm to Marketⁱⁱⁱⁱ” corridor)

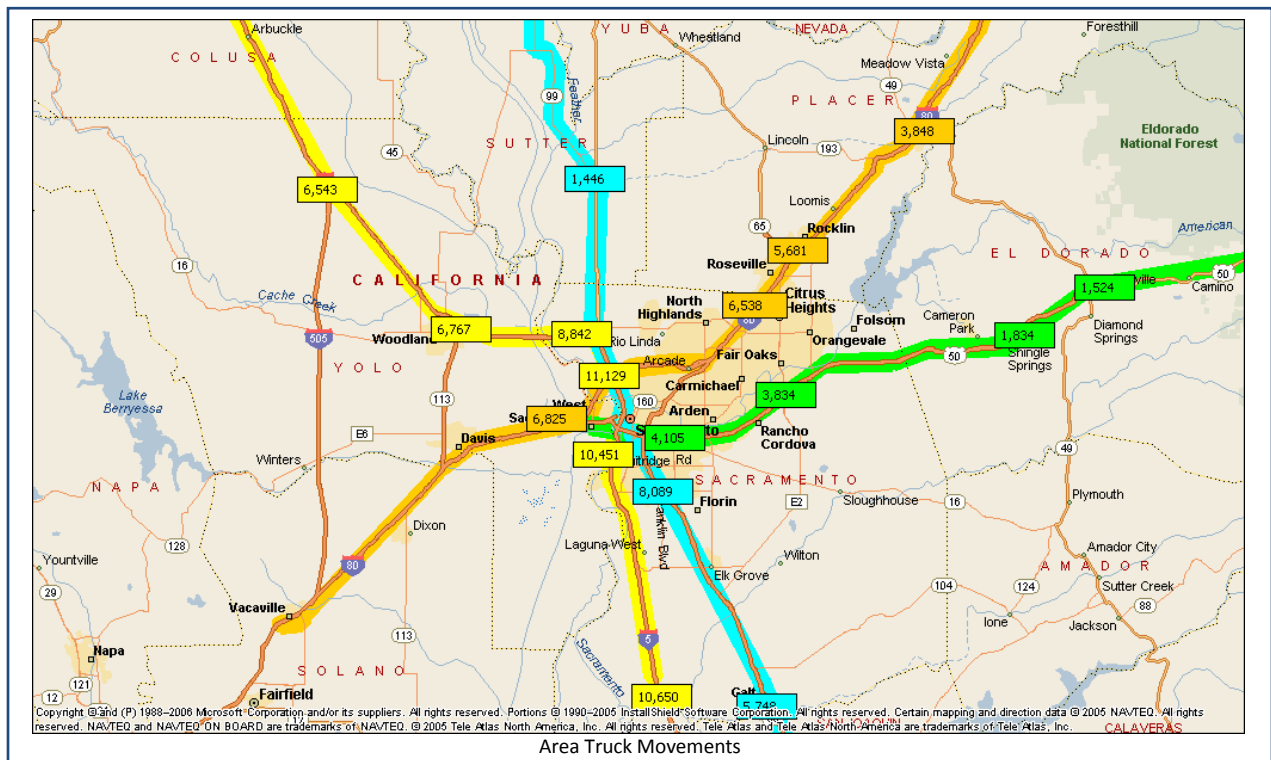
Primary East-West Routes

- Interstate 80 (part of a national freight corridor targeted for multi-state operations coordination efforts, including the I-80 Winter Operations Coalition)
- US 50 (traverses the nation from West Sacramento, California to Ocean City, Maryland)
- SR-20 (a “Focus Route”)

Interstate 5 (I-5) traverses the length of the state from the border with Mexico, through the Sacramento Valley on to Oregon, Washington, and Canada, and I-80 links global markets arriving in the San Francisco Bay Area with Nevada and across the entire country. Reflected in the 2006 SACOG Regional Goods Movement Study truck movement map on the next page, in 2004, weekday average truck volumes were about 3,000 on SR 70; 4,100 on US 50; 8,000 on SR 99 and I-80; and 10,650 on I-5. The SACOG MTP forecasts that commercial vehicle miles traveled are expected to increase by 38.3 percent between 2008 and 2035 to 13.2 million.

The trend of businesses to move into suburban areas with limited highway access has resulted in more truck trips internal to the region using arterial roads such as Power Inn, North Watt, and Sunrise. Since Congress began allowing heavier truck weights in 1997 without increasing maintenance funding, many rural roads and suburban arterials have significantly deteriorated.

According to the 2011 SACOG Rural Urban Connections Strategy (RUCS) booklet, around 70 percent of the region consists of agricultural land, forest, or other open space. Regional mobility conflicts and inefficiencies occur when slow-moving farm equipment and commercial trucks are combined with commute vehicles, especially along smaller state routes. The region has lost most of its processing facilities to San Joaquin County, forcing trucks to travel longer distances which increases mileage and emissions. In addition, when processing and packaging are complete, the finished products are then trucked back into the region for consumption. Farmland aside, along the vast winding country roads, narrow lanes and steep grades make it difficult for long, heavy trucks to negotiate.



Truck Issues

- Corridors with elevated freight volumes, such as I-5 and I-80, have high truck pavement damage impacts
- Oversized loads have difficulty negotiating the narrow, steep, windy Sierras and under overpasses
- Increased congestion through Sacramento and Roseville is anticipated
- For parts of SR-49 and SR-89 in Sierra County, improved Surface Transportation Assistance Act (STAA) truck access in rural areas is needed
- Low Levels of Service (LOS) exist due to limited passing opportunities or physical restrictions like narrow, winding roadways with steep grades and/or sharp curves
- Although Caltrans works to accommodate truck parking through ramp and intersection design and advocacy with local partners, a truck parking shortage for mandatory driver breaks exists
- Trucking issues would be exacerbated by acceptance of other states' longer STAA truck lengths and higher axle weights
- Increasingly, freight shipments are being carried by truck – a trend which is likely to continue, particularly as e-commerce continues to expand



FREIGHT RAIL

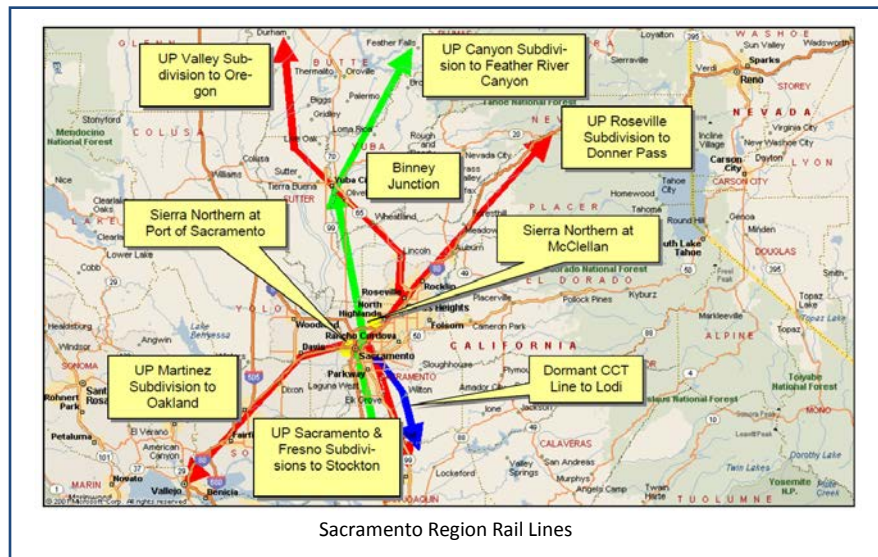
Class I Railroads

Rail lines play a similar role to highways by traversing both north and south and east and west within and beyond the State. Union Pacific (UP) is the primary Class I^{iv} railroad in the area, with BNSF Railway having some trackage rights. North-South connections exist from beyond the Oregon border through the region and past the California-Mexico border and East-West corridors run from the San Francisco

Bay Area through the region and beyond Nevada. Both UP and BNSF provide transcontinental rail service using either Donner or Tehachapi routes to ship freight to eastern destinations such as Chicago, Kansas City, and Memphis. UP's J. R. Davis Rail Yard in Roseville has the capacity to move up to 2,300 cars per day, and is the largest railyard in the Western U. S. It handles only non intermodal rail cars.

General information from the SACOG MTP reveals that railroads currently operate at near capacity and can only compete with trucks that haul goods for more than 700 miles. The 2020 outbound rail movement

forecast is 27,519 carloads at 1.9 million tons, and outbound at 48,518 carloads and 3.7 million tons (mostly to and from the Bay Area). Freight train miles are forecasted to double between 2020 and 2035 with very little new track added. It costs \$3.5 million to construct a mile of track and about \$500,000 annually to maintain.



Short Line Railroads

The following short line railroads also serve the area:

- **Sierra Northern Railway (SERA)** serves the Port of West Sacramento with about 75 miles of track, interchanging with both UP and BNSF. Commodities include lumber and lumber products, wallboard, gypsum, plastics, canned goods, chemicals, steel, grain and grain products, ethanol, and propane.
- **California Northern Railroad (CFNR)** operates 261 miles of track and interchanges with UP, Northwestern Pacific Railroad, and Napa Valley Railroad. Most commodities carried are food related, including tomato products, olives, rice, cheese, frozen foods, beer, wine, and wheat.
- **Sacramento Valley Railroad (SAV)** provides switching and other rail-related services within McClellan (airport) Business Park on seven (7) miles of rail line. SAV supports transloading (the operation of transferring cargo from one transportation mode to another) activities and interchanges with both UP and BNSF.

Rail Issues

- Air quality/environmental issues exist in areas near the J. R. Davis Rail Yard
- In general, railroads are not earning a high enough rate-of-return to significantly expand and maintain main-line track, which is needed to keep up with anticipated demand
- Freight railroads are privately owned and public sector jurisdiction influence may or may not be required for projects on their right of way which they privately fund.
- Government funding should be more flexible to help pay for public freight rail projects; this would also facilitate NEPA, CEQA and other reviews.

SEAPORTS

The seaport at West Sacramento intermingles with ocean-vessels via use of area waterways. The Port of West Sacramento, located just west of downtown Sacramento along the Sacramento River, is the region's only deepwater port. Conveniently located near I-5 and I-80, the port is served by UP and Sierra Northern Railway, and has a Foreign Trade Zone within the facility. It is the major launching point for rice grown in the region for export to Japan and Turkey, and also handles general bulk cargo and the occasional import shipment of project cargo (e.g., wind generation equipment).



Partnering with the Port of Oakland and Port of Stockton, a federal grant was awarded in 2010 to initiate a "Marine Highway" barge container service between the ports. The West Sacramento portion of the project is not yet providing service. SSA Marine has operated the Port's North Terminal cargo facilities since mid-2013.

Seaport Issues

- Lack of sustained channel maintenance to 30' and deepening to at least 35' hinders port use by fully-loaded ocean vessels.
- Facility maintenance and improvements are needed for the port to become more competitive.
- There is minimal product diversification and a relatively small local market for heavy bulk goods.

AIR CARGO

Goods can also be flown by aircraft to almost anywhere in the world from the region's international airport. The Sacramento Valley region is home to two of the top 12 air cargo airports in the State: Sacramento International Airport (SMF) and Mather Airport (MHR). The Sacramento County Airport System (SCAS), which owns and operates these airports, has designated MHR as the region's air cargo airport; however, most air cargo is still transported through SMF. Following is some additional information about these airports:

- **SACRAMENTO INTERNATIONAL AIRPORT (SMF)** is located just off I-5 with convenient access and connections to major interstate highways and currently has room to expand. FedEx has a sort facility at SMF and operates daily flights. Much cargo to/from the airport is transported in bellies of passenger aircraft. According to the SCAS, over 71,624 tons of freight was processed through SMF in 2013.
- **MATHER AIRPORT (MHR)** near SR 50 has onsite warehousing and one of its two



Sacramento International Airport

runways is very long (11,301 feet). It is home to the Federal Aviation Administration’s Northern California Terminal Radar Control (TRACON) facility. Main tenants are United Parcel Service (UPS) and businesses with perishable, medical, and high-technical related shipments. In 2013, the SCAS reported that Mather processed over 54,644 tons of freight.

According to the 2006 SACOG Goods Movement Study, the air cargo growth rate at both SMF and MHR is expected be 1.8 percent from 2006-2016, slow to 1.2 percent between 2016 and 2032, and decrease to 0.8 percent between 2032 and 2050.

Most of the region’s air cargo is inbound, consisting of goods to meet the needs of the local population. As very little freight is manufactured in the region, there is considerably less demand for outbound air cargo. McClellan Airport is another cargo-carrying airport in Sacramento. It has both truck/rail access and expansion potential. Air cargo-related truck traffic in this region mainly consists of small delivery trucks with only a few larger 53’ trucks.

Airport Issues

- Encroachment of incompatible land uses (like housing) is a big issue at many airports. At Mather, noise problems abound, which threaten the viability of the airport due to restrictions that reduce efficiency. Planned improvements to accommodate more air cargo at Mather have stalled due to litigations over noise issues.
- Although Mather has been designated the region’s air cargo facility, cargo operators are reluctant to leave SMF because of the large volume of international cargo transported and access to other carrier belly cargo space.
- Until the instrument landing system is upgraded, aircraft cannot land at Mather when visibility is low
- The economic downturn has stalled plans for an Aerotropolis-like business complex east of SMF to support air cargo activity.



Small, rural towns also have goods movement needs (Colfax in Placer County)

SYSTEM PERFORMANCE AND FREIGHT INFRASTRUCTURE NEEDS

The Sacramento Valley region will remain an important area for freight movement due to its central location and great connections throughout the State, the Nation, and globally. Trucks will continue to be the dominant mode for freight transport because of their time and maneuvering flexibility and need for other modes to use them for “the first and last mile.” Funding to maintain rural roads handling heavy trucks and equipment in adequate condition is critical. Roadway congestion will continue to deteriorate, and although high occupancy vehicle lanes will help with freight movement, they are not on par with dedicated truck lanes. Need for truck parking for mandatory breaks remains.

As the economy picks up, more single and double-stacked freight rail container movements are anticipated through the region. Neighborhood complaints about negative environmental impacts of the J. R. Davis Rail Yard are also likely to increase. Most infrastructure improvements will continue to be paid for by either UPS or BNSF in addition to cooperative projects like grade separations. Upon

completion, the Donner Double Track project will likely be the most effective for improving regional rail mobility.

A successful Marine Highway barge service would help the local economy, alleviate truck traffic on the highways up to the region, as well as reduce emissions.

A critical, universal need exists for on-going goods movement project funding. Available revenues do not come close to covering costs for needed freight infrastructure improvements and maintenance. A balance needs to be struck between fees and taxes (to raise revenue and attract business). Perhaps regional or state funding (like bonds and measures) could help address local impacts. In the future, federal reauthorization will hopefully include a dedicated goods movement fund.

Emphasis on urban infill encourages older freight facilities to sell large centrally-located parcels and move to cheaper remote locations – ones with no rail access, which could result in more vehicle miles travelled, emissions, and overall congestion.

If these challenges are not addressed in the long term, the economic boost that goods movement brings would decrease, quality of life would diminish, and adequate infrastructure for general mobility would be impossible to revive. Aging infrastructure needs to be preserved and improved; otherwise, the delay, congestion, wear and tear on vehicles and roads in addition to negative health consequences will be felt by all who live in the area and use the system.

ENVIRONMENT

Several state and federal laws and requirements exist to protect the environment. According to the California Air Resources Board (CARB), the transportation sector was the largest source of greenhouse gas (GHG) emissions (gases that trap heat in the atmosphere) in 2011, with 37.6 percent of the inventory. Recognizing that global warming will have wide-spread detrimental statewide effects, Assembly Bill (AB) 32 requires reduction of GHG emissions to 1990 levels by 2020.

Due to the Sacramento Valley region topography, and under certain meteorological conditions, air pollutants become trapped within the basin. In addition to pollutants generated within the Valley, depending on weather conditions, San Francisco Bay Area emissions are also carried into the region by Delta breezes.

The following counties within the Sacramento Valley region are designated in non-attainment for the listed criteria pollutants:

- Ozone (O₃) – Butte, El Dorado (part), Nevada, Placer (parts), Sacramento, Yolo
- Particulate Matter 2.5 (PM_{2.5}) – Butte
- Particulate Matter 10 (PM₁₀) – All eleven counties
- Carbon Dioxide (CO₂) – none
- Nitrous Oxides (NO_x) – none
- Sulfur Dioxide (SO₂) – none
- Lead – none

A list of pollution control districts has been included under the resource section.

REGIONAL TRANSPORTATION PLANNING

Regional transportation planning organizations are important decision-making bodies responsible for preparing long-range regional plans, programs, applications, and studies. Designated Metropolitan Planning Organizations (MPOs) are responsible for meeting specific urban transportation planning

requirements established by federal law. Some of these agencies take on more responsibility in their regions such as supporting Transportation Management Associations (TMAs), housing and analyzing census and other statistics, and administering local transportation sales tax programs.

Within the Sacramento Valley region, SACOG is the Regional Transportation Planning Agency (RTPA) for Sacramento, Sutter, Yolo and Yuba counties and the MPO for Placer and El Dorado counties in addition to those just mentioned. Placer County Transportation Planning Agency and El Dorado County Transportation Commission retain RTPA status up to the Sierra Nevada crest, Tahoe Regional Planning Agency (TRPA) and Tahoe Metropolitan Planning Organization (TMPO) operate in the Tahoe Basin, and Butte County Association of Governments serves as both the RTPA and MPO. Transportation Commissions for Glenn, Colusa, Sierra, and Nevada counties are all non-MPO RTPAs.

PLANS AND STUDIES

Regional transportation planning documents provide pieces of the complex multimodal transportation puzzle. For example, the MTP states that the amount of freight generated by a location is a function of many factors including: the volume of commerce in the region, the economic health of particular business sectors, technology changes, trade agreements, the climate for business production and innovation, and government policies, programs, and regulations. The primary freight document for this area is the SACOG Regional Goods Movement Study Phases 1 and 2, completed in 2006 and 2007. Caltrans District 3 is in the process of developing a regional Goods Movement study and will soon be embarking on a Truck Parking study. Some other planning documents can be found below.

RESOURCES AND ADDITIONAL INFORMATION

The following websites provide additional information pertaining to the Sacramento Valley region.

Regional Transportation Planning Sites

Sacramento Area Council of Governments (SACOG): <http://www.sacog.org/>

- SACOG Regional Goods Movement Study, Phases 1 and 2: <http://www.sacog.org/goodsmovement/study/>
- Metropolitan Transportation Plans for SACOG: <http://www.sacog.org/mtp/2035/final-mtp>
- Sacramento Region Preferred Blueprint Scenario: <http://www.sacregionblueprint.org/adopted/>
- SACOG Rural Urban Connections Strategy (RUCS):
<http://www.sacog.org/rucs/pdf/RUCS%20Booklet%202011%20Web.pdf>

Butte County Metropolitan Transportation Plan (MTP): <http://www.bcag.org/Planning/MTP--SCS/index.html>

Nevada County Regional Transportation Plan (RTP): <http://www.nctc.ca.gov/Reports/Regional-Transportation-Plan/index.html>

Glenn County RTP: <http://www.gcppwa.net/resources.aspx#Planning>

Placer County Transportation Planning Agency RTP: <http://pctpa.net/regional-planning/>

El Dorado County Transportation Commission: <http://www.edctc.org/>

Tahoe Regional Planning Agency RTP: <http://www.trpa.org/regional-plan/regional-transportation-plan-2/>

Tahoe Metropolitan Planning Organization: <http://www.tahoempo.org/>

Butte County Association of Governments: <http://www.bcag.org/About-BCAG/index.html>

Glenn County Transportation Commission: <http://gcppwa.net/divisions.aspx>

Colusa County Transportation Commission: <http://www.countyofcolusa.org/index.aspx?nid=19>

Sierra Local Transportation Commission: <http://www.sierracounty.ca.gov/index.aspx?NID=321>

Nevada County Transportation Commission: <http://www.nctc.ca.gov/>

Caltrans Sites

Office of System and Freight Planning: <http://www.dot.ca.gov/hq/tpp/offices/ogm/index.html>

- Air Cargo Mode Choice and Demand Study (TranSystems 2010):
<http://onramp.dot.ca.gov/hq/tpp/offices/ogm/aircargo.html>

Trade Corridors Improvement Fund (TCIF): <http://www.catc.ca.gov/programs/tcif.htm>
California Corridor Mobility (System Planning documents): <http://www.dot.ca.gov/hq/tpp/corridor-mobility/>
District 3: <http://www.dot.ca.gov/dist3/>
Office of Traffic Engineering Truck Information: <http://www.dot.ca.gov/hq/traffops/engineering/trucks/truck-length-routes.htm>
Aviation Capital Improvement Plan:
http://www.dot.ca.gov/hq/planning/aeronaut/documents/casp/casp_2013_cip2014-2023.pdf

Other Resources

Trucking

California Trucking Association: <http://caltrux.org/>

Seaport

Port of West Sacramento: http://www.cityofwestsacramento.org/city/depts/cmo/port_of_west_sacramento/
Sacramento-Yolo Port District: <http://www.yolocounty.org/government/yolo-lafoo/special-district-directory/river-port-district>

American Association of Port Authorities (AAPA): <http://www.aapa-ports.org/home.cfm>

Marine Highway Program: http://www.marad.dot.gov/ships_shipping_landing_page/mhi_home/mhi_home.htm

Rail

California State Rail Plan: <http://californiastaterailplan.dot.ca.gov/>

Union Pacific (UP): <http://www.up.com/>

BNSF Railway: <http://www.bnsf.com/>

Sierra Northern Railway: <http://www.sierranorthern.com/>

J. R. Davis Rail Yard: <http://www.uprr.com/aboutup/facilities/davis.shtml>

Aviation

Sacramento County Airport System: <http://www.sacairports.org/>

Sacramento International Airport Master Plan: http://www.sacramento.aero/scas/about/planning_design/

Mather Airport: <http://www.sacramento.aero/mhr/>

Air Cargo World: <http://www.aircargoworld.com>

Environmental

California Air Resource Board (CARB): <http://www.arb.ca.gov>

- CARB and Business, Transportation and Housing Goods Movement Action Plan (2007):
<http://www.arb.ca.gov/gmp/docs/gmap-1-11-07.pdf>

Sacramento Metropolitan Air Quality Management District (SMAQMD): <http://airquality.org/index.shtml>

Colusa County Air Pollution Control District: <http://www.colusanet.com/apcd/>

El Dorado County Air Quality Management District: <http://www.edcgov.us/AirQualityManagement/>

Feather River Air Quality Management District: <http://www.fraqmd.org/>

Glenn County Air Pollution Control District: http://www.countyofglenn.net/govt/departments/air_pollution/

Northern Sierra Air Quality Management District (Nevada and Sierra Counties): <http://www.myairdistrict.com/>

Placer County Air Pollution Control District: <http://www.placer.ca.gov/Departments/Air.aspx>

Yolo-Solano Air Quality Management District: <http://www.ysaqmd.org/>

ⁱ **Corridor of the Future:** One of the first six interstate routes identified by the U.S. Department of Transportation in 2007 to participate in a federal initiative to develop multi-state corridors to help reduce congestion (Interstates 5, 10, 15, 69, 70, and 95).

ⁱⁱ **Focus Route(s):** Identified in the Interregional Transportation Strategic Plan (ITSP), this subset of the *High Emphasis Routes* highlights the State's highest priority routes that, when complete, will connect all urban areas and geographic goods movement gateways, as well as link rural and small urban areas to the trunk system.

ⁱⁱⁱ **Farm to Market:** The U.S. Department of Transportation has defined the California Farm to Market Corridor, SR 99 from south of Bakersfield to Sacramento, as a High Priority Corridor on the National Highway System.

^{iv} **Class I:** A large freight rail carrier generating more than \$433.2 million in annual operating revenues. This group includes the nation's major railroads.