

APPENDIX B-6-1: NORTHERN CALIFORNIA

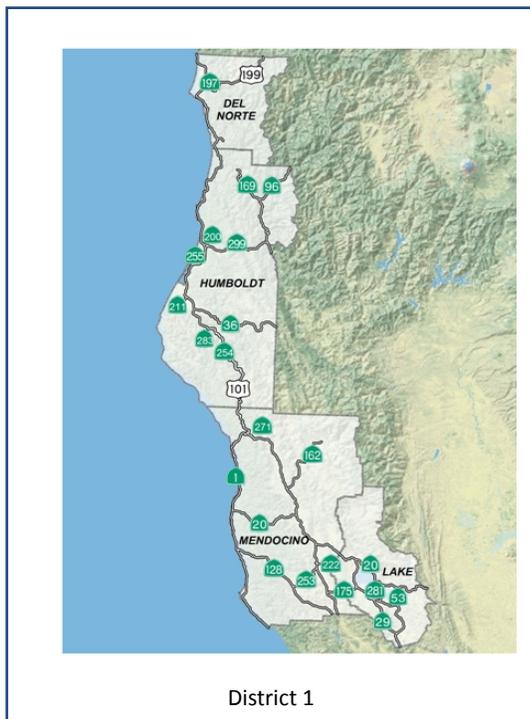
INTRODUCTION

The Northern California region abuts Oregon's southern border and the northwest edge of Nevada, follows the northern boundaries of both the Sacramento Valley and San Francisco Bay Area regions, and the western boundary follows the North Pacific coastline. It coincides with the combined Caltrans Districts 1 and 2, which include the 11 counties of Del Norte, Humboldt, Mendocino, Lake, Siskiyou, Modoc, Trinity, Shasta, Lassen, Tehama, and Plumas. Whether along the coast, or through the central or eastern sections, common characteristics of this region are rural areas with hilly, coastal, and/or mountainous terrain. Counties to the south with flatter terrains are able to cultivate land for agriculture.

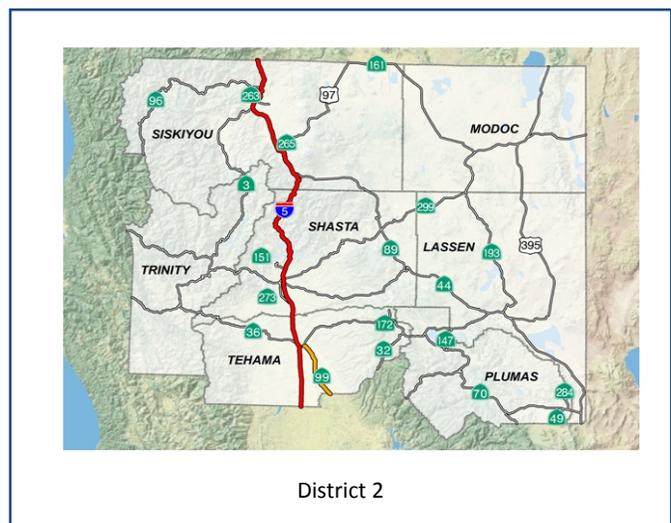


Mount Shasta

According to the U.S. Census Bureau, the 2010 population for the Northern region counties totaled 679,699. The most concentrated areas are scattered throughout the region in cities like, Redding, Red Bluff, Crescent City, Ukiah, Susanville, Eureka, Arcata, and Clearlake. Redding is the region's largest incorporated city with 89,861 residents in 2010. The next largest city is Eureka with a population of 27,191. There are no incorporated cities within Trinity County and no communities or cities within Plumas or Modoc Counties larger than 3,000. Natural forest and coastal lands dominate this region. Such steep and unpredictable terrain creates challenges for developing surface roads, which end up meandering along narrow, winding, steep passageways that are not ideal for large truck transport.



District 1



District 2

IMPORTANCE OF GOODS MOVEMENTS AND ECONOMIC BENEFITS

The 11 counties of this Northern California region together with the counties of Glenn, Colusa, Butte, Sierra, and Nevada formed a 16-county alliance called the North State Super Region to help identify common transportation, growth, and land use issues as well as formulate unified strategies that can be advocated to implementing agencies and the public. The following economic information was mainly extracted from the alliance’s [2013 North State Transportation for Economic Development Study](#).

In 2010 the Super Region produced roughly \$12 billion in commodities; of that amount, over \$6.8 billion was attributed to the Northern California region counties. It is estimated that the top two Northern California region commodities, agricultural or food products and wood products, produced about \$1.3 billion each. Approximately \$0.6 billion was generated by machinery and metal products, and the remaining portion by a variety of other commodities including chemicals and pharmaceuticals; petroleum, coal, and products; miscellaneous manufactured goods; and natural resource extraction.

Tourism in the region also performs well. Sharp declines in timber harvesting region-wide and commercial fishing along the coast have prompted several communities (some with several times the number of visitors than residents) to boost tourism and recreation as a means of economic improvement. Recently, local governments in the Super Region have had difficulty promoting economic development due to the Great Recession and passage of Assembly Bill X1 26 (2011), which dissolved redevelopment agencies.

REGIONAL OVERVIEW

COUNTIES	DISTINGUISHING CHARACTERISTICS
<i>Del Norte</i>	This county is known for giant Coastal Redwoods – some reaching over 350 feet. Crescent City, the county’s only incorporated city, is home to Crescent City Harbor and Pelican Bay State Prison. Cattle, milk, and nursery products are the county’s primary commodities.
<i>Humboldt</i>	Many tourists visit Humboldt County to enjoy the redwood trees. This county possesses the longest California coastline and is home to the Port of Humboldt Bay. It is the State’s largest timber-producing county. Other top commodities include cattle and calves, milk products, and nursery products.
<i>Lake</i>	This county is home to the largest freshwater lake (Clear Lake) and has the cleanest air in the State. The world’s largest complex of geothermal power plants resides there and it is the largest supplier of premium fresh pears in California. Other commodities include wine grapes, wine, English walnuts, cattle, and calves.
<i>Lassen</i>	Government agencies manage approximately 63 percent of the land and almost 30 percent of the population is incarcerated within the county’s three prisons. Diverse natural settings include: Lassen Volcanic National Park, Lassen National Forest, Sierra Nevada mountains, high desert areas, and several lakes. Eagle Lake is the second largest natural lake in California. Hay (primarily alfalfa) and livestock have long been the principal agricultural commodities, and some logging remains.
<i>Mendocino</i>	This county is known for its distinctive coastline and forest lands. Its main commodities are wine grapes, wine, timber, Bartlett pears, cattle, and calves.
<i>Modoc</i>	Approximately 90 percent of the land is national forest and wilderness. This county has a combination of high desert terrain, spectacular mountain ranges, green fertile valleys, wetlands, crystal clear lakes and streams, and the Warner Mountain Wilderness area. A very unique attraction is the Lava Beds National

	Monument with many lava tube caves. The principle crop is alfalfa hay.
Plumas	This county boasts 100-plus lakes, more than 1,000 miles of rivers and streams, and over a million acres of national forest – providing a multitude of outdoor adventure opportunities year-round. Top commodities include timber, livestock, and alfalfa and meadow hay.
Shasta	Recreation is the county’s primary economic activity, with the top tourist attractions being Shasta Lake, Lassen Volcanic National Park, Whiskeytown National Recreation Area, and the Sundial Bridge. Main commerce includes timber, cattle, hay, nursery stock, and wild rice.
Siskiyou	This county is in the Shasta Cascade Region, home to Mount Shasta (over 14,000 feet tall). More than 60 percent of the land is managed by federal and state agencies. Strawberry plants are the top commodity in this county, followed by timber, hay, steers and heifers, raspberry plants, and wheat.
Tehama	This county is bisected by Interstate 5 (I-5) and the Sacramento River. By far, the primary commodity is walnuts, followed by olive products, almonds, and prunes.
Trinity	The Klamath Mountains occupy a vast portion of the county. The top commodities include forest products as well as cattle and calves.

PRIMARY FREIGHT CORRIDORS AND FLOWS

Running through the heart of the Northern California region is I-5, the main north-south interstate highway that crosses the length of the state. Other smaller (many two-lane) state routes traverse the region providing links to other highways beyond the region and state. Rail lines play a similar role by serving local markets, connecting regions, and crossing state borders. The deepwater seaport at Humboldt Bay entertains ocean vessels, and small aircraft can be flown from almost any airport to link with the global marketplace.

According to commodity flow data from the Super Region study, about 15 percent of the commodities produced within the 16-county region are consumed there, while around 70 percent flow throughout the nation and the remaining 15 percent are exported to other countries. Many products are exported in raw form by truck to the Sacramento and San Francisco Bay regions and southern Oregon. The North State’s closest economic competitor is southern Oregon, which has no sales tax and more accessible rail freight service.

Presented next is more detailed freight information by mode.

TRUCKING

Primary Truck Routes

- I-5 (National Highway System and “Corridor of the Future^{iv}”), State Route (SR) 70, SR 139, SR 197, and United States (US) 97 and 199 are all “High Emphasis Routes^{iv}”
- In addition to being “High Emphasis Routes”, the following highways are also “Focus Routesⁱⁱⁱ”: US 101 (considered the “lifeline of the North Coast”), SR 20, SR 29, SR 53, SR 99, SR 299/44/36, and US 395
- All of the above routes, in addition to portions of SR 1, SR 89, and SR 128, are part of the Interregional Road System (IRRS)



Goods moved by ship, plane or train almost always travel the “first and last mile” by truck. Within California’s northern region, trucking will continue to be the primary freight transportation mode. However, the region’s vast swaths of rugged forest and coastal land, tall mountains, and wild-flowing rivers, paired with slow-moving agricultural, timber, construction, and quarry equipment, and large commercial and recreational vehicles traversing along narrow, steep, windy lanes, create a challenge for moving goods.

According to Caltrans traffic counts, I-5 is the region’s main freight highway with the heaviest truck traffic occurring in Shasta County (with segments consisting of over 30 percent trucks) and around Red Bluff in Tehama County (where annual average daily truck counts for 5-plus axle truck counts reach over 6,000 trucks). Some corridors in the region provide the shortest and best freight movement routes between Nevada/Arizona and the Pacific Northwest. Weather-related road closures create havoc for freight transportation. Because SR 70 has the lowest elevation of any trans-Sierra crossing, it is an important alternate highway freight corridor during snow conditions. Other routes lack viable alternatives when closures occur.

Damage from heavy truck traffic and limited maintenance funding has adversely impacted pavement conditions within the region. Since Congress began allowing heavier truck weights in 1997 with no maintenance funding increase, many rural roads and suburban arterials have significantly deteriorated. The 2012 Statewide Transportation System Needs Assessment identifies Lake and Mendocino counties as having a “poor” Pavement Condition Index rating and the region’s remaining nine counties in the “at risk” category. Funding levels for bridge maintenance, repair, and replacement has also dwindled to the point of diminishing returns, leaving many bridges throughout the region with maintenance concerns or without meeting current Federal Highway Administration (FHWA) design criteria standards. More than 36 bridges along I-5 do not meet the new minimum vertical clearance standard of 16 feet above roadway and over 24 lack weight capacity for full permit loads.

Truck Issues

- Construction for the Richardson Grove Realignment Project, which will adjust the alignment and slightly expand the roadway width on US 101 through Richardson Grove State Park to allow access for State Transportation Assistance Act (STAA) trucks, is currently on hold due to litigation.
- Four safety improvement projects along the SR 197/US 199 corridor, which will bring these important freight movement routes up to STAA standards, have also been delayed due to litigation.
- The 299/44/36/395 Focus Route corridor is important because it provides the only continuous east/west transportation facility in Northern California for moving freight between US 101 and US 395. This corridor currently has barriers hindering STAA trucks between I-5 and US 101. A series of projects are planned to eliminate barriers along the “Buckhorn Grade.” Strategies are in place to remove the remaining barriers by 2020.
- For goods movement north of Redding, SR 299 and 89 provide a detour around the Siskiyou Mountains and Sacramento River Canyon during closures and inclement weather; however, during severe snow events, tractor trailers and semi trucks are advised not to use this alternative.
- Low Levels of Service exist where there are limited passing opportunities or physical restrictions like narrow, unforgiving vertical and horizontal road alignments.
- In the many rural communities where State highways also serve as local “Main” Streets and in busy tourist and recreation areas, high turning volumes and road curvatures that limit sight distances create potential safety issues as well as vehicle congestion.
- Only six passing lanes exist along a 65 mile stretch of SR 299, including a 52-mile gap between Oregon Mountain and Willow Creek; however, some residents may not want the additional traffic that improvements may generate.

- Some areas do not have an energy source to power Intelligent Transportation (IT) system equipment to direct/assist truck movements. In addition, it is difficult to maintain communication with remote ITS equipment in northern California.
- On SR 175 from 5.4 miles east of US 101 to North Junction Route 29 near Kelseyville, no vehicles or those with combinations over 39 feet are allowed.
- Deteriorated roadway conditions exist.
- Demand for truck parking exceeds available truck accommodations on a number of routes, especially during inclement weather.

FREIGHT RAIL

Class I^{iv} Railroads

Two Class I railroads, Union Pacific (UP) and BNSF Railway (BNSF), provide most freight rail service within the region. The main UP route runs north and south through District 2, paralleling the I-5 corridor and connecting service with main east-west corridors at Seattle, Portland, Oakland, and Los Angeles. BNSF has a route (using some UP trackage rights^v) in District 2 that serves primarily unit and manifest (mixed car/cargo) freight. Major commodities shipped in the region include tomato products, olives, rice, cheese, frozen foods, beer, wine, and wheat with some stone, petroleum and lumber products, and chemicals.

Short Line^{vi} Railroads

The North Coast Railroad Authority (NCRA) owns the Northwestern Pacific (NWP) Railroad short line (which partially parallels US 101) from Korbel (Humboldt County) to Healdsburg (Sonoma County) and has an operating easement from Healdsburg to Lombard (Napa County). In 1998, the Federal Rail Authority (FRA) ordered freight operations on the NWP line to cease due to the deterioration of tracks and highway crossing signals to below minimum requirements. Since 2006, NCRA has concentrated on rehabilitating the segment of track from Healdsburg to Lombard. In May 2011, the FRA permitted freight trains to run along the 62-mile segment in District 4 between Lombard and Windsor (Sonoma County).

Other rail service in the region includes:

- Service in Tehama County, provided by the California Northern Railroad (CFNR) and UP, is focused on heavy or bulky freight materials produced locally and shipped regionally.
- Rail tracks from Lassen County transport lumber products and perlite to Oregon.
- Several rail spurs in Shasta County exist for freight loading/unloading.
- The Central Oregon and Pacific Railroad (CORP) is a Class II^{vii} railroad out of Eugene, Oregon that interfaces with the UP at Black Butte and Montague in California. Lumber and related products are its primary carload business.
- Although the Skunk Train between Fort Bragg and Willits is currently exclusively passenger service, it could resume freight service in the future.

Rail Issues

- Rail infrastructure is expensive to build, repair, and maintain – especially in geologically challenging terrain. Resumption of service on the NWP line would require rehabilitation to FRA Class I or II track standards and lifting of the FRA executive order along the remaining unpermitted track segments.
- Lack of freight rail service demand has led to rail track abandonment and removal. For example: the McCloud Railway Company could provide freight service in Shasta County; however, it is in the process of abandoning and removing rail lines east of McCloud in Siskiyou County, which includes the railway serving Burney; an abandoned rail spur from Crescent Mills to Chester is being removed, and; some abandoned tracks are being converted to bike/pedestrian trails. Once tracks are removed, the likelihood of replacement for future economic rail activity is remote.

- In the Tehama region, if the need for a new at-grade rail crossing is proposed, the railroad insists that an existing one be identified for potential closure and removal.
- A diverse group of stakeholders, led by the City of Eureka, is seeking funds for a feasibility study to explore at least three possible east-west routing alternatives between the national rail system and Humboldt Bay.

SEAPORTS

Maritime facilities exist in all three coastal counties of Del Norte, Humboldt, and Mendocino. The once-bustling Port of Humboldt Bay is California’s northernmost deepwater shipping port and the only port between San Francisco (225 nautical miles south) and Coos Bay, Oregon (156 nautical miles north). Over the years, logging restrictions, natural events, and competition have dramatically lowered the port’s activity levels. Canada and China are the port’s main trading partners.



Harbor deepening projects allow the port to accommodate large Panamax vessels^{viii}. Forest products dominate both exports and imports; but petroleum products are also imported. Approximately 90 percent of Humboldt County’s gasoline and diesel, as well as about 70 percent used by Del Norte, Trinity, and Mendocino counties, is imported into Humboldt Bay. Over half of the fresh oysters consumed in California are grown in the bay. The port also serves cruise ships, Navy vessels, the U.S. Coast Guard, and commercial fishing.

In Del Norte County, Crescent City owns and maintains a harbor with a commercial fishing fleet and public-access docks. The Crescent City Harbor cannot accommodate large container ships, but it is the only “harbor of refuge” between Humboldt Bay and Coos Bay. Most docks at Crescent City Harbor were destroyed by surges from the March 10, 2011 Japan tsunami. A tidal gauge was installed in the Crescent City boat basin in 1934. Since its installation, Crescent City has been hit by 34 tsunamis, large and small. In Mendocino County, maritime services for commercial fishing, the U.S. Coast Guard, and private vessels are provided by Noyo and Point Arena Harbors.

Port Issues

- With regard to Humboldt Bay, shoaling, sedimentation, and need for regular dredging are issues for deepwater shipping.
- Due to the huge timber industry decline in Humboldt Bay since its heyday, many former milling facilities have sat idle and fallen into disrepair.
- Humboldt County has a small local market size (population and economic base) which generates little inbound freight for consumption. The other maritime sites also possess small markets.
- According to the Humboldt Bay Harbor Recreation, and Conservation District, the port’s primary limitation to expanded use is the constrained access of goods movement on SR 299 due to existing STAA trucking barriers, which hinders connections to I-5.
- Humboldt Bay is in a remote area with rugged terrain resulting in limited connectivity issues with truck and rail.
- Events such as tsunamis and sea level rise are risks to Northern California seaports and coastal regions

AIR CARGO

Although the smaller airports of the Northern California region do not have the same economic impact as the large Southern California and San Francisco Bay Area airports (which move more than 90 percent of the state’s airborne freight), they do play an important role by handling cargo like mail and parcels for remote rural communities. Rural airports connect smaller communities to larger global markets as well as play other vital roles – especially when quick reactions are needed (e.g., critical medicine and organ transport and disaster response). Uncharacteristic of traditional truck, sea, and rail freight, commodities

transported by aircraft tend to be light-weight, of high-value, time-sensitive, and travelling a long distance.

There are fifty public use airports spread throughout the region, but only three scheduled service commercial airports – Redding Municipal, Jack McNamara, and Arcata. The closest international airports are Sacramento International Airport in California, Rogue Valley International-Medford Airport in Oregon, and the Reno-Tahoe International Airport in Nevada. Virtually all airports move light cargo and/or serve as delivery transfer locations; however, the following list contains the more prominent cargo-carrying airports in the region.

- **Redding Municipal Airport** handles most of the regional cargo and is at the center of airfreight and package movement activity. Federal Express (FedEx), United Parcel Service (UPS), and United States Postal Service (USPS) serve this airport using heavy and light trucks, airfreight, and charter air services.
- **Jack McNamara Field/Del Norte County Airport** is served by FedEx and SkyWest, making it an important cargo hub for the area.
- Both **Murray Field** and **Arcata-Eureka Airports** are run by Humboldt County Public Works. In 2013, Murray Field transported over 860 metric tons of cargo and Arcata-Eureka carried over 190 metric tons. Primary carriers at both airports were West Air and AmeriFlight.
- **Ukiah Airport** provides recreational flying, pilot training, charter, fuel, maintenance, corporate, small business, air freight (scheduled FedEx and UPS flights), and courier services.

Air Cargo Issues

- Siskiyou County Airport has the only Instrument Flight Rule (IFR) approach between Redding and Medford, Oregon.
- Migratory flocks of waterfowl during Spring and Fall may cause conflicts such as bird strikes and wildlife hazards to aircraft.
- Obstacles such as mountains, rising terrain and fog (in some locations) create navigational challenges.

SYSTEM PERFORMANCE AND FREIGHT NEEDS

The rural Northern California region will continue to be an important thoroughfare for freight, with trucks being the dominant mode due to their flexibility and need for other modes to use them for the “first and last mile.” Several projects to ease horizontal and vertical roadway alignments, allowing State Transportation Assistance Act (STAA) access and to expand trade opportunities within and beyond the state are planned or underway. It is also critical to find stable funding to maintain roadways that handle heavy trucks and equipment in adequate condition.



Most freight rail activity will continue to be agricultural, timber, and mined products through and within the region and with Oregon and Nevada/Utah. Due to declines in timber activity and the Northwestern Pacific Railroad’s cease-operation order by FRA, meaningful service along the west coast rail corridor is not anticipated in the near future. The best chance for freight rail improvement would be to provide support for retention (not abandonment) of track, use of existing spurs, and future resumption along the NWP line.

The challenge of a drastically-reduced timber industry, competition from other seaports, continued expense of dredging, and deteriorating infrastructure make it difficult for Humboldt Bay to reclaim a thriving status. Businesses which will entice imports and create wanted exports would increase demand for port services. Should business be revived, truck and port rail access would also need attention.

Although Northern California is largely rural and less densely populated than other regions, it will continue to play an important role in freight movement. The resounding issue of deferred maintenance due to lack of funding cannot be ignored much longer because it costs much more to replace than repair freight infrastructure. Ensuring that all main freight highways are STAA compliant would result in enhanced regional livelihood and increased competitiveness.

ENVIRONMENT

Several state and federal laws and requirements exist to protect the environment. Of the fifteen California Air Basins, counties within the Northern California region belong to the following five: North Coast, Northeast Plateau, Sacramento Valley, Mountain Counties, and Lake County. Air districts within the region are listed below.

- North Coast Unified Air Quality Management District
- Siskiyou County Air Pollution Control District
- Modoc County Air Pollution Control District
- Shasta County Air Quality Management District
- Lassen County Air Pollution Control District
- Tehama County Air Pollution Control District
- Mendocino County Air Quality Management District
- Lake County Air Quality Management District
- Northern Sierra Air Quality Management District (Plumas)

California's air emission standards are more stringent than the nation's. A chart with detailed information regarding ambient air quality standards can be found on the California Air Resources Board website at <http://arb.ca.gov/research/aaqs/aaqs2.pdf>.

Lake is the only county to uphold 2013 State ambient air quality standards across all criteria pollutants [ozone, particulate matter (PM) 2.5 (micrometers), PM10, carbon monoxide, nitrogen dioxide, sulfur dioxide, and lead]. Jurisdictions within the region which exceeded the State air quality standard levels and are in nonattainment for ozone were Shasta and Tehama counties. All counties in the region, with the exception of Plumas and Tehama, are in attainment for fine PM2.5. The only counties in attainment for PM 10 were Del Norte, Lake, Siskiyou, and Trinity – all other counties in the region were in nonattainment. The following seven counties were designated as unclassified for carbon monoxide: Del Norte, Lassen, Modoc, Shasta, Siskiyou, Tehama, and Trinity – the remaining were in attainment. Within this region, nonattainment for many pollutants is typically attributed to controlled burns, wood stoves, wind-blown dust, and wildfires – not transportation.

REGIONAL TRANSPORTATION PLANNING

Regional transportation planning organizations are important decision-making bodies responsible for preparing applications, programs, studies, and long-range regional plans. Designated Metropolitan Planning Organizations (MPOs) are responsible for meeting specific urban transportation planning requirements established by federal law. (The population threshold for an MPO is 50,000.) Some regional agencies take on additional responsibilities such as supporting Transportation Management Associations (TMAs), housing and analyzing census and other statistics, and administering local transportation sales tax programs.

Within the Northern California region, the Shasta Regional Transportation Agency (SRTA) is the only MPO. Other regional agencies in the area include:

- Del Norte Local Transportation Commission
- Humboldt County Association of Governments
- Mendocino Council of Governments
- Lake County/City Area Planning Council
- Siskiyou County Transportation Commission
- Modoc County Transportation Commission
- Trinity County Transportation Commission
- Lassen County Transportation Commission
- Tehama County Transportation Commission
- Plumas County Transportation Commission



PLANS AND STUDIES

Regional transportation planning documents provide pieces of the complex multimodal transportation puzzle. In addition to the aforementioned *North State Transportation for Economic Development Study*, in 2007, the Del Norte Local Transportation Commission (DNLTC) prepared a position paper called *Achieving STAA Route Status for the SR 197/US 199 Corridor: A Goods Movement Action Plan* (found at <http://www.dnltc.org/planningdocs/GoodsMovementActionPlan.pdf>). It set the stage for corridor improvements, making salient points. Several projects are currently underway that will bring that corridor up to STAA standards. Links to some of the county Regional Transportation Plans are included in the next section.

RESOURCES AND ADDITIONAL INFORMATION

The following selected internet websites provide additional information pertaining to the Northern California region, including regional transportation planning agencies, Caltrans offices, and other organizations that handle freight-related matters.

Regional Transportation Planning Sites

Del Norte Local Transportation Commission: <http://www.dnltc.org/mission.html>

Humboldt County Council of Governments, including 2008 Regional Transportation Plan: <http://www.hcaog.net/>

Lake County/City Area Planning Council, including the 2010 Lake County Regional Transportation Plan: <http://lakeapc.org/index.asp>

Lassen County Transportation Commission:

<http://www.lassencounty.org/govt/dept/transportation/Transportation.asp>

Mendocino Council of Governments (MCOG) Regional Transportation Plan:

http://www.mendocinocog.org/reports_projects-RTP.shtml

Modoc County Transportation Commission: <http://modoctransportation.com/>

Plumas County Transportation Commission: <http://www.countyofplumas.com/index.aspx?NID=1967>

Shasta Regional Transportation Agency: <http://www.srta.ca.gov/>

Tehama County Transportation Commission:

<http://www.tehamacountypublicworks.ca.gov/Transportation/index.htm>

Trinity County Transportation Commission: <http://www.trinitytransportation.org/>

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 1: <http://www.dot.ca.gov/dist1/>

District 2: <http://www.dot.ca.gov/dist2/>

Legal Truck Access Information: <http://www.dot.ca.gov/hq/traffops/engineering/trucks/>

Other Resources

Research and Innovative Technology Administration of the Bureau of Transportation Statistics (2010):

http://www.transtats.bts.gov/airports.asp?pn=1&Airport=ACV&Airport_Name=Eureka/Arcata,%20CA:%20Arcata/Eureka

Trucking

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

Seaport

Port of Humboldt Bay: <http://humboldtbay.org/port-humboldt-bay>

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

Rail

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

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

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

North Coast Railroad Authority: <http://www.northcoastrailroad.org/index.html>

Aviation

Redding Municipal Airport: <http://ci.redding.ca.us/transeng/airports/index.htm>

Arcata-Eureka Airport: <http://co.humboldt.ca.us/aviation/default.asp>

Del Norte County Regional Airport/Jack McNamara Field Airport: <http://flycrescentcity.com/>

Environmental

Air Resource Board (ARB): <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>

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- 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 new federal initiative to develop multi-state corridors to help reduce congestion (Interstates 5, 10, 15, 69, 70, and 95).
- ⁱⁱ **High Emphasis Route:** Highways having the State’s highest priority for programming to meet freeway/expressway standards or otherwise designated for their critical important to interregional travel. It was first recognized in the 1990 Interregional Road system Plan (Caltrans).
- ⁱⁱⁱ **Focus Route:** 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.
- ^{iv} **Class I:** A large freight rail carrier generating annual operating revenues (in 2011 dollars) of \$433.2 million or more as defined by the U.S. Surface Transportation Board (STB). This group includes the nation’s major railroads.
- ^v **Trackage rights:** An arrangement where the company that owns the line retains all rights, but allows another company to operate over certain sections of its track.
- ^{vi} **Short line:** An independent or subsidiary railroad that operates over a relatively short distance; generally a Class III railroad.
- ^{vii} **Class II:** A freight rail carrier having annual operating revenues (in 2011 dollars) of less than \$433.2 million but more than \$34.6 million. They are considered “regional railroads” by the Association of American Railroads.
- ^{viii} **Panamax vessel:** Ocean-going ship with dimensions of the maximum size possible to pass through the Panama Canal (roughly 295 meters, by 32.25 meters by 13.5 meters).