



Caltrans District 3

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District 3 covers a geographically diverse, 11-county area in the northern Central Valley, with the Sacramento Metropolitan area on the south, the interior coastal range on the west, flat agricultural land across the valley, and foothills, river canyons, the Sierra Nevada mountains, and the Lake Tahoe Basin on the east. The District includes the counties of Sacramento*, El Dorado*, Placer*, Yuba*, Sutter*, Yolo*, Glenn, Colusa, Butte, Sierra, and Nevada. [Asterisk (*) denotes counties represented by the Sacramento Area Council of Governments (SACOG).] Placer and El Dorado counties retain RTPA status up to the crest of the Sierra Nevada. The Tahoe Regional Planning Agency (TRPA) operates in the Tahoe Basin.

TRUCKING

Primary North-South Routes

- Interstate 5 (a “Corridor of the Future”¹)
- SR 99/70/149 (“Focus Routes”² and “Farm-to-Market”³ 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”)

Trucking Issues

- Corridors with elevated freight volumes, such as I-5 and I-80, have high truck pavement damage impacts.
- Oversized loads will be aided by reconstruction work over the Sierra and raising overpasses. The Raise 80 project is expected to be completed on November 2015.
- US 50 and I-5 in Sacramento have majority of the high priority levels for *distressed bridges*⁵ within the district.
- High mobility deficiency levels are centered in in the downtown Sacramento along I-5, SR 99, I-80, and US 50
- Operational and Intelligent Transportation Systems (ITS) improvements will help address anticipated increased congestion through Sacramento and Roseville.
- To improve Surface Transportation Assistance Act (STAA) truck access in rural areas, Caltrans has approved “terminal access” for parts of

SR 49 and SR 89 in Sierra County. Improvements on parts of SR 20 are necessary to provide a continuous STAA access on SR 20 throughout the district.

- Low Levels of Service (LOS) exist due to limited passing opportunities or physical restrictions such as sharp curves.
- High truck volumes combined with long and steep grades, narrow shoulders, and difficult winter driving conditions on I-80 Sierra Nevada can severely limit the operation of the facility. Additional truck climbing lanes will improve LOS and safety.
- Because a truck parking shortage exists, Caltrans works to accommodate parking through ramp and intersection design and advocacy with local partners. Long-term goal includes additional truck parking facilities.
- Geometric limitations such as short on-ramps (e.g. SR 99 and I-5), and difficult truck radial turns (e.g. I-80/SR 174 on-ramp).
- Region-wide problems exist with heavy trucks using non-STAA routes (e.g. SR 49 from Placerville to Auburn) and contributed to accelerated local roadway pavement deterioration.

RAIL LINES

Union Pacific (UP) is the primary Class I⁴ railroad in the area, with Burlington Northern Santa Fe (BNSF) Railway having some trackage rights. Two active short line railroads, Sierra Northern Railway and California Northern Railroad also serve the area. The largest rail facility on the U. S. West Coast, J. R. Davis

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Rail Yard in Roseville, can move 1,800 to 2,300 cars per day classification ability.

A Trade Corridor Improvement Fund (TCIF) project to move the existing UP mainline northward in the vicinity of the Sacramento Amtrak Depot (Sacramento Intermodal Facility Track Relocation) has some of the major components completed.

UP has completed the tunnels portion of the Donner (“Central Corridor”) Double Track, Tunnels Modification project identified in the 2007 State Rail Plan; the double track portion is yet to be completed.

Rail Issues

- Air quality/environmental issues exist in areas near the J. R. Davis Rail Yard.
- As with other areas nationwide, more mainline track miles are needed to keep up with anticipated demand, but rail infrastructure is expensive to build and maintain.

AIR CARGO AIRPORTS

- Sacramento International Airport (SMF) has room to expand.
- The plan for Mather Airport near US 50 is to create a major western regional air cargo center. It already has onsite warehousing and a long runway.
- McClellan Airport near I-80 has room to expand.

Airport Issues

At Mather, noise problems and encroaching development have been issues. The economic downturn has stalled a business park planned east of the SMF to support air cargo businesses.

SOURCES AND ADDITIONAL INFORMATION

Caltrans California Freight Mobility Plan: <http://dot.ca.gov/hq/tpp/offices/ogm/cfmp.html>

SACOG Regional Goods Movement Study, Phases I and II: <http://www.sacog.org/goodsmovement/study/>

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

Caltrans District 3 Goods Movement Study: <http://www.dot.ca.gov/dist3/departments/planning/goodsmovement.htm>

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

Caltrans District 3 District System Management Plan (DSMP) and Transportation Concept Report/Transportation

System Development Plan Source: <http://www.dot.ca.gov/dist3/departments/planning/systemplanning.html>

Regional/Metropolitan Transportation Plans for SACOG <http://www.sacog.org/mtp/2035/final-mtp>, and

counties of Butte <http://www.bcag.org/Planning/MTP--SCS/index.html>, Colusa, Sierra, Nevada

<http://www.nctc.ca.gov/Reports/Regional-Transportation-Plan/index.html>, and Glenn

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

Trade Corridors Improvement Fund (TCIF): <http://www.catc.ca.gov/programs/tcif.htm>

California State Rail Plan: http://californiastaterailplan.dot.ca.gov/docs/Final_Copy_2013_CSRP.pdf

Port of West Sacramento website: http://www.cityofwestsacramento.org/city/depts/cmo/port_of_west_sacramento/

SEAPORTS

The Port of West Sacramento specializes in bulk, break-bulk, agriculture, and construction cargo. In 2010, exports totaled \$145.2 million by value and imports, \$3.7 million. Rice handling brings in about \$2 million annually. In July 2013, the Port stopped directly operating the port’s terminals and became a land lord port leasing its maritime facilities to SSA Pacific, Inc. to a cargo handler, and exchanging the vagaries of cargo revenue for the stability of leasing.

The following two projects would allow barge services and fully loaded ships to use the Port:

- The Sacramento River Deep Water Channel Trade Corridors Improvement Fund (TCIF) project would increase the channel depth from 30 to 35 feet.
- A \$30 million federal grant was awarded to the ports of West Sacramento, Stockton, and Oakland to initiate a new “Marine Highway” barge container service. Barge service begun in summer of 2013 between the Port of Stockton and the Port of Oakland, but was temporarily suspended in 2014. It is uncertain when or whether the West Sacramento portion of the project will begin barge service.

Port Issues

- Encroaching residential development.
- Relatively small local market for heavy bulk goods.
- Major infrastructure improvements are needed to become more competitive.

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NOTES

1. **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).
2. **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.
3. **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.
4. **Class I:** A large freight rail carrier having annual operating revenues of \$250 million or more as annually adjusted for inflation by the Surface Transportation Board. This group includes the nation's major railroads.
5. **Distressed bridge:** Any bridge identified as needing major rehabilitation, replacement, seismic retrofit, or scour mitigation. Scour is erosion that can undermine a bridge's foundation. Bridge health is critical to freight movement because bridge closures can require trip redirection, lengthening travel time, wasting fuel, reducing efficiency, and delaying emergency deliveries and services. Caltrans currently measures bridge performance by reporting the number of "distressed" bridges. A distressed bridge without any proposed project to address the deficiency is identified as a high level priority in the Caltrans District 3 Goods Movement Study.

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TRUCK NETWORKS on California State Highways

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Map 3 of 12

Not to scale

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LEGEND (CLICK HERE FOR MORE DETAILED LEGEND)

- National Network (STAA)
- Terminal Access (STAA)
- 65' California Legal Route
- 65' Ca Legal KPRA* Advisory
- 30 KPRA* Advisory
- Port
- P Rest Area
- Airport

*KPRA = kingpin-to-rear-axle distance

