

APPENDIX B-3-11: SACRAMENTO INTERNATIONAL AIRPORT

Airport Address	6900 Airport Boulevard Sacramento, CA 95837
Air Cargo Contact	Jeff Frye, FryeJ@saccounty.net 916-874-0922
Caltrans Contacts	District 3: Florigna Feliciano, Florigna_Feliciano@dot.ca.gov , 530-741-5455 HQ: Debbie Nozuka, Debbie_Nozuka@dot.ca.gov , 916-651-6012

Sacramento International Airport (SMF), located 12 miles northwest of the State’s Capitol, is northern California’s inland gateway to the world. Nestled at the north end of the Central Valley in Sacramento County, SMF has become a vibrant hub since it was built in 1967. Owned and operated by the Sacramento County Airport System (along with Sacramento Mather Airport, Executive Airport and Franklin Field) within Caltrans District 3, SMF is one of the State’s top 12 cargo airports.

OPERATIONS

SMF is open 24 hours a day, 7 days a week and is able to provide domestic as well as international cargo service. Preferential Runway procedures are in place between 9:45 p.m. and 7:45 a.m. to minimize aircraft noise exposure in the community.

FACILITIES AND SERVICES

- The 2007 Airport Master Plan identifies cargo as occupying 134 of the 2,600 acres of airport property.
- The closest Foreign Trade Zone is located about 15 miles away next to the Port of West Sacramento.
- Landing fees are the same for SMF and Mather Field.

AIRPORT TRADE CHARACTERISTICS

- Federal Express (FedEx) has a sort facility at SMF, and operates several daily flights.
- Much of the cargo at SMF is transported in the bellies of passenger aircraft by carriers such as Southwest Airlines, Alaska/Horizon Airlines,



American Airlines, United Airlines, and Delta Airlines.

- A United States Postal Service (USPS) facility is located at SMF transporting mail and packages.

SURFACE TRANSPORTATION NETWORK

TRUCKING

Primary North-South Routes

- I-5 and SR 99

Primary East-West Routes

- I- 80 (western leg of a national freight corridor) and US 50

Located just off I-5, SMF offers convenient access and connections to other major interstate highways.

US 50 changes from a Surface Transportation Assistance Act (STAA) route to part of the California

Legal Network east of Sly Park Road at Pollock Pines (post mile 31.3).

Average daily truck traffic volumes in the Sacramento region reach between 10,000 and 19,999. The majority of bottlenecks occur around downtown Sacramento and not in the vicinity of the airport.

SEAPORTS AND RAIL LINE ACCESS

- To the west of downtown Sacramento and south of SMF is the deepwater Port of West Sacramento.
- Both Union Pacific (UP) and BNSF Railway, provide transcontinental rail service near SMF using either Donner or Tehachapi routes to ship freight to eastern destinations such as Chicago, Illinois; Kansas City, Kansas; and Memphis, Tennessee.
- Short line railroads are also in the vicinity.

PROGRAMMED AND PLANNED PROJECTS

- The programmed Metro Air Parkway Project is located at the SMF interchange with I-5. It includes the first construction phase of a five-lane partial clover interchange with a three lane overcrossing facility, bike lanes, and a sidewalk on the west side.
- An Airport Master Plan (AMP) update is underway which is anticipated to be finalized by December 2014. It will include a review of the planned extension of runway 16L/34R to 11,000 feet.
- Also in 2016, construction improvements to increase capacity for seasonal passenger and air cargo diversion aircraft are scheduled.

OTHER AIRPORT FACTS

- Over 71,624 tons of freight was processed through SMF in 2013.
- A Wildlife Hazard Management Program is in place to reduce aircraft and wildlife interactions.

CONSTRAINTS AND ISSUES

- Environmental considerations present limitations on large scale development around and even on airport property.

- Truck traffic on area highways sometimes causes delays.
- More international flights would encourage more global belly cargo.
- SMF is challenged by pressure from the private sector to develop properties around the facility for residential and commercial use. This presents potential issues with the noise contours which could adversely impact overall operations over the long-term.

CALTRANS FOCUS AREAS

- Implement ways to alleviate highway bottlenecks along truck routes.
- Encourage compatible land uses around the airport.

TRANSPORTATION PLANNING PARTNERS

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

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

SOURCES

Air Cargo Mode Choice and Demand Study (2010), prepared for Caltrans by TranSystems: http://www.dot.ca.gov/hq/tpp/offices/ogm/key_reports_files/Air_Cargo_Mode_Choice_&Demand_Study_080210.pdf

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

Goods Movement Action Plan (Phase I, 2005 and Phase II, 2007), California Air Resource Board and Business, Transportation and Housing (Agency): <http://www.arb.ca.gov/gmp/docs/gmap-1-11-07.pdf>

California Air Cargo Groundside Needs Study (2013), prepared for Caltrans by System Metrics Group, Incorporated: http://www.dot.ca.gov/hq/tpp/offices/ogm/air_cargo/PartI_Air_Crgo_Grd_Side_Needs_Stdy_Fnl_2013_October_21.docx

Sacramento International Airport: <http://www.sacramento.aero/smf/>