

APPENDIX B-7-3: DISTRICT 3 - MARYSVILLE

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District 3 covers a geographically diverse, 11-county area in the northern Central Valley, with the Sacramento Metropolitan area to the south, the interior coastal range to the west, flat agricultural land across the valley, and foothills, river canyons, the Sierra Nevada mountains, and the Lake Tahoe Basin to 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 (I)-5 , (a “Corridor of the Future”¹)
- State Route (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)
- United States (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, experience significant pavement damage due to the high amount of heavy duty truck traffic.
- Oversized loads will be aided by reconstruction work over the Sierra and raising the height of overpasses.
- Operational and high occupancy vehicle (HOV) 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.

- Low Levels of Service (LOS) exist due to limited passing opportunities or physical restrictions such as sharp curves.
- Because a truck parking shortage exists, Caltrans works to accommodate parking through ramp and intersection design and advocacy with local partners.
- Region-wide problems exist with heavy trucks using non-STAA routes and causing damage to local roadway pavements.

RAIL LINES

Union Pacific Railroad (UP) is the primary Class I⁴ railroad in the area, with 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 US West Coast, J. R. Davis Rail Yard in Roseville, moves over 1,100 cars per day.

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

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 terminated direct port terminal operations and became a landlord port leasing its maritime facilities to SSA Pacific, Inc. to a cargo handler, and exchanging the uncertainty 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. “As needed” barge service is underway between the Port of Stockton and the Port of Oakland. The West Sacramento portion of the project is not yet providing service.

Port Issues

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

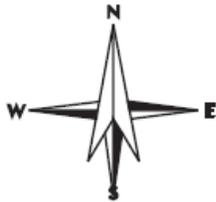
TRUCK NETWORKS on California State Highways

DISTRICT 3

Map 3 of 12

Not to scale

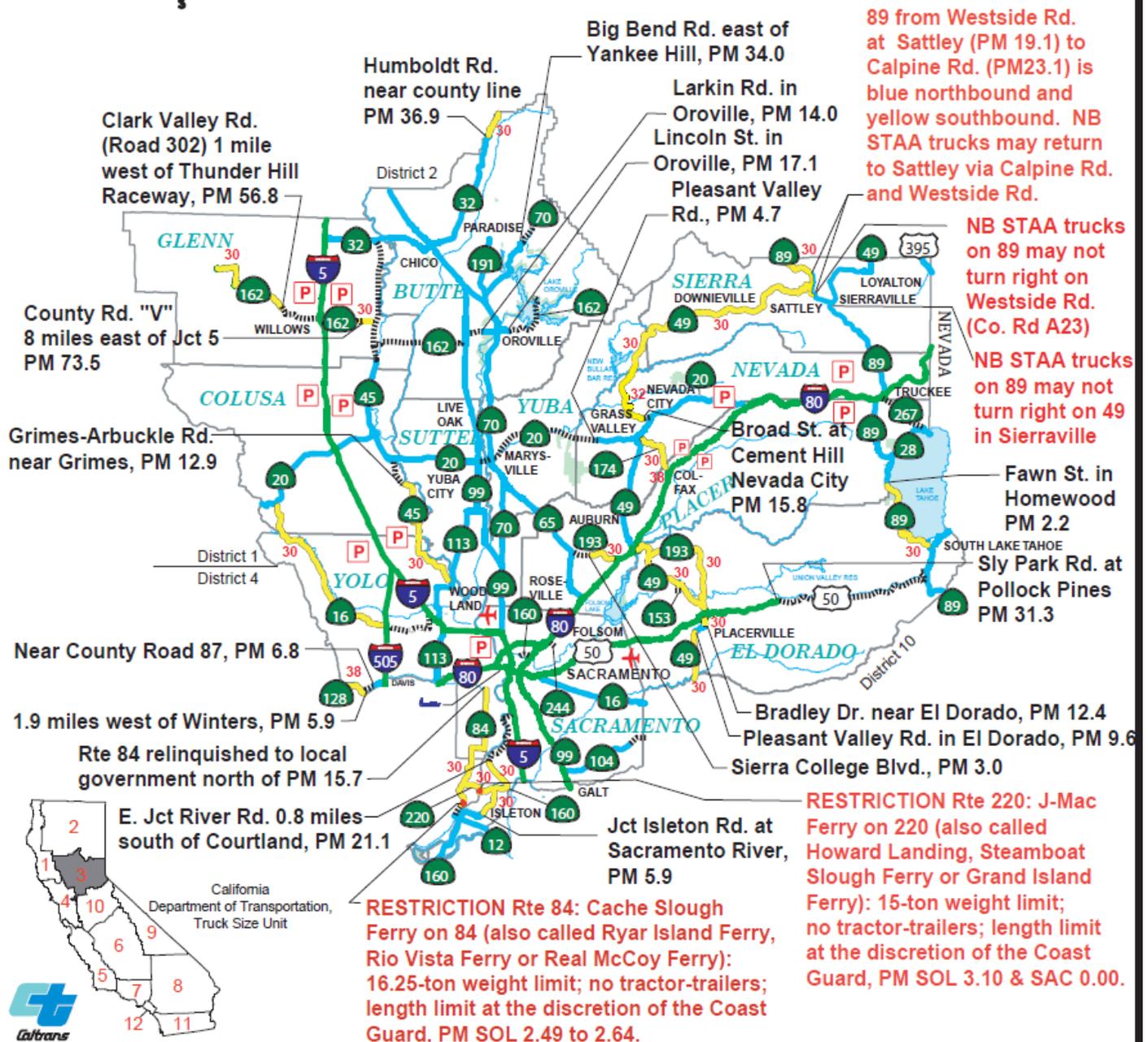
Last revised October 10, 2013



LEGEND (CLICK HERE FOR MORE DETAILED LEGEND)

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

*KPRA = kingpin-to-rear-axle distance



SOURCES AND ADDITIONAL INFORMATION

SACOG Regional Goods Movement Study, Phases I and II: [http://www.sacog.org/goodsmovement/study/Goods Movement Action Plan](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 Office of Truck Services: <http://www.dot.ca.gov/hq/traffops/engineering/trucks/>

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/

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.