Caltrans District 1

District Address

1656 Union Street, Eureka, CA 95501
P. O. Box 3700, Eureka, CA 95502

Goods Movement Contacts

District 1: Leishara Ward, Leishara_Ward@dot.ca.gov, 707-441-4693
HQ: Debbie Nozuka, Debbie_Nozuka@dot.ca.gov, 916-651-6012

Covering California's north coast, District 1 extends from the Oregon border south to the Mendocino-Sonoma County line and east to Clear Lake, covering the four counties of Del Norte, Humboldt, Mendocino, and Lake. Transportation planning is conducted by rural Regional Transportation Planning Agencies within each county.

Trucking

Primary Truck Routes

- US 101 (considered the "lifeline of the North Coast")
- SR 20, SR 29, SR 53, SR 197, US 199, and SR 299 are all part of the "High Emphasis"[1] and "Focus Route"[2] network

Trucking Issues

- The Caltrans Richardson Grove Realignment project proposes to adjust the alignment and slightly expand the roadway width on State Route (SR) 101 through Richardson Grove State Park to allow access for State Transportation Assistance Act (STAA) trucks. Lawsuits against Caltrans citing redwood tree harm and inadequate environmental review have been heard and ruling requirements fulfilled. Construction is expected to begin in 2014.
- The SR 197/US 199 corridor is an important goods movement route for Del Norte County. A series of four safety improvement projects are underway which will bring these routes up to STAA standards.
- SR 299 to the east is also important for Humboldt County. The Buckhorn Summit project underway in District 2 will improve truck movements and safety by adding a truck climbing lane and straightening curves.
- Limited roadway capacity, narrow lanes and shoulders, and lack of passing opportunities on many rural two-lane highways create advisories and truck restrictions based on length and weight.
- Several rural communities within the District have highways that also serve as local Main Streets, which may create more potential for auto and freight conflicts and congestion.
- Hazardous materials and waste restrictions exist on the SR 20 north shore near Clear Lake, but the rest of SR 20 is STAA-accessible.

Rail Lines

North Coast Railroad Authority (NCRA) owns the Northwestern Pacific (NWP) Railroad line from Korbel to Healdsburg and has an operating easement from Healdsburg to Lombard. In 1988, the Federal Rail Administration (FRA) ordered freight operations on the NWP line to cease because tracks and highway crossing signals had deteriorated to below minimum requirements.

Restoration of service on the NWP line requires rehabilitation to FRA Class I[3] track standards and lifting of the executive order by the FRA. Since 2006, NCRA has concentrated on rehabilitating the segment of track from Healdsburg to Lombard. In May 2011, FRA permitted freight trains to run on the 62-mile segment between Lombard (Napa County) and Windsor (Sonoma County) in District 4.

Rail Issues

Restoration of freight rail north of Willits is problematic due to environmental constraints within the Eel River Canyon in Mendocino County. Since 1996, the line has been washed out at several points in the Eel River Canyon.

Air Cargo Airports

The Arcata/Eureka Airport transports over 200 metric tons of cargo each year as passenger carrier belly cargo and in dedicated freighters.

Federal Express serves both Jack McNamara Field/Del Norte County Airport and Ukiah Airport. Cargo tonnage at Murray Field in Eureka exceeds 800 metric tons annually.

Seaports

The Port of Humboldt Bay is the only deep-water shipping port between San Francisco (225 nautical miles south) and Coos Bay, Oregon (156 nautical miles north), as well as California's northernmost deep-water port. The Humboldt Bay Harbor, Recreation, and Conservation District (HBHRCD) manages the port.

This northern port has the ability to accommodate large Panama Canal-class (Panamax) vessels. Forest products dominate both exports and imports; but petroleum products are also imported. Potential future trade includes coastal shipping (including barge), bulk cargo, and marine-dependent industrial opportunities.

The Maritime Administration (MARAD) awarded two Marine Highway Initiative grants to the Port. The West Coast Hub-Feeder initiative is for short-sea shipping market analysis for the M-5 Marine Highway Corridor along the coasts of Washington, Oregon, and California, including Humboldt Bay. The Golden State Marine Highway initiative is to explore proposed services along the California Coast – calling on the thirteen ports between Crescent City and San Diego.

Crescent City owns and maintains a harbor with a commercial fishing fleet and public-access docks.

Port Issues

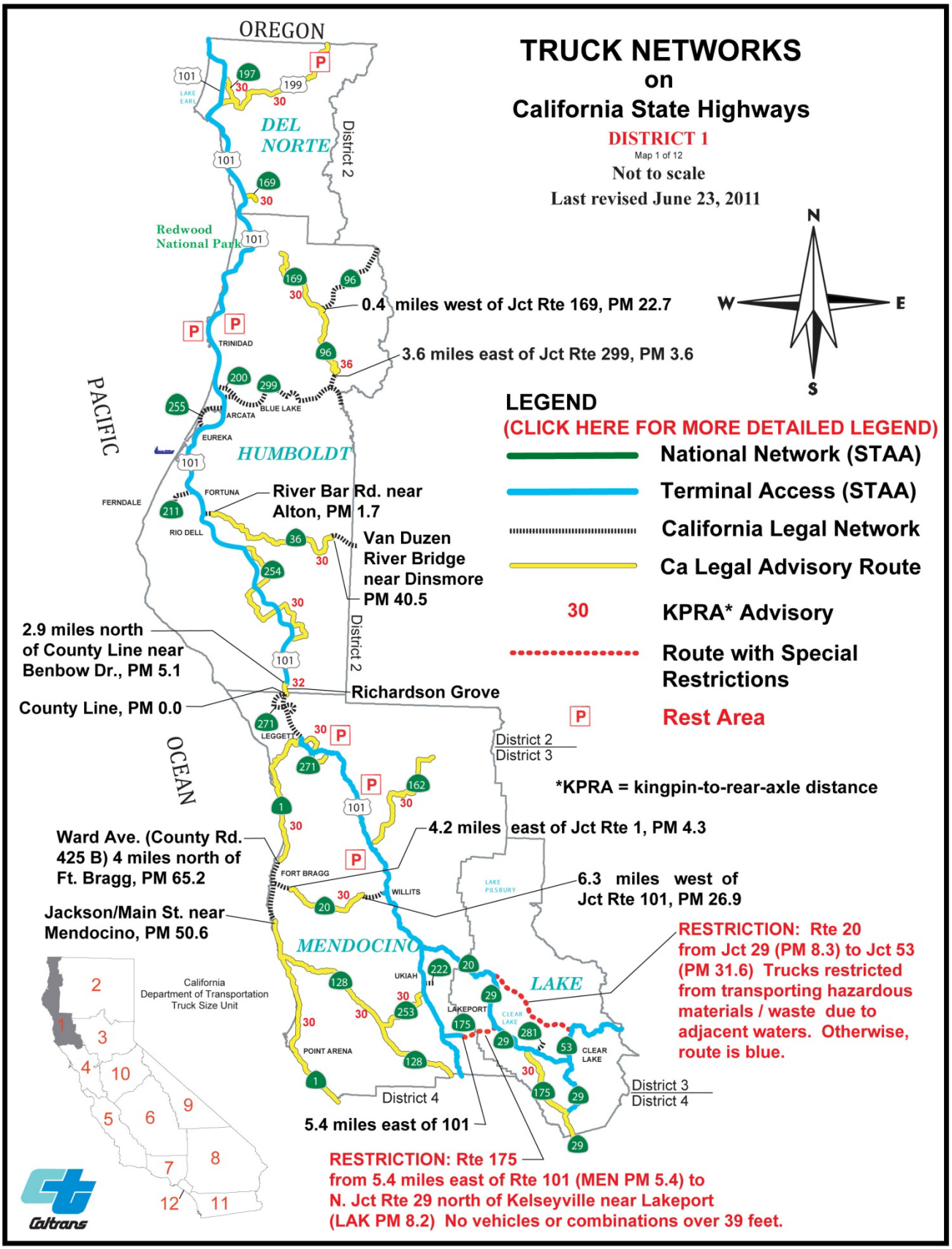
- Humboldt County's small population and economic base generates little inbound freight for consumption (small market size).
- Shoaling, sedimentation, and deferred dredging are substantial constraints to deepwater shipping.
- Cargo handling facilities are in disrepair.
- Remote area with rugged terrain and limited truck and rail connectivity.

Sources and Additional Information

Goods Movement Action Plan (2007), California Air Resource Board and Business, Transportation and Housing: http://www.arb.ca.gov/gmp/docs/gmap-1-11-07.pdf
Caltrans Office of Truck Services: http://www.dot.ca.gov/hq/traffops/signtech/trucks/truck-length-routes.htm
Del Norte Local Transportation Commission: http://www.dnltc.org/mission.html
Humboldt County Association of Governments, including 2014 Regional Transportation Plan: http://www.hcaog.net/documents/regional-transportation-plan-rtp-201314-update-vroom
Mendocino Council of Governments (MCOG) Regional Transportation Plan: http://www.mendocinocog.org/reports_projects-RTP.shtml
North Coast Railroad Authority: http://www.northcoastrailroad.org/index.html
Port of Humboldt Bay website, including the Humboldt Bay Management Plan (2007): http://www.humboldtbay.org/
Lake County/City Area Planning Council, including the Draft 2010 Lake County Regional Transportation Plan: http://lakeapc.org/index.asp

Notes

1. **High Emphasis:** "High Emphasis" routes are highways having the State's highest priority for programming to meet freeway/expressway standards or otherwise designated for their critical importance to interregional travel. These routes were first recognized in the 1990 Interregional Road System Plan.
2. **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.
3. **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.


TRUCK NETWORKS
on
California State Highways
DISTRICT 1
Map 1 of 12
Not to scale
Last revised June 23, 2011
N
W
E
S
OREGON
DEL NORTE
District 2
Redwood National Park
0.4 miles west of Jct Rte 169, PM 22.7
3.6 miles east of Jct Rte 299, PM 3.6
TRINIDAD
ARCATA
BLUE LAKE
EUREKA
HUMBOLDT
PACIFIC
FERNDALE
FORTUNA
RIO DELL
River Bar Rd. near Alton, PM 1.7
Van Duzen River Bridge near Dinsmore PM 40.5
2.9 miles north of County Line near Benbow Dr., PM 5.1
County Line, PM 0.0
Richardson Grove
LEGGETT
District 2
District 3
OCEAN
*KPRA = kingpin-to-rear-axle distance
4.2 miles east of Jct Rte 1, PM 4.3
Ward Ave. (County Rd. 425 B) 4 miles north of Ft. Bragg, PM 65.2
FORT BRAGG
WILLITS
LAKE PILSBURY
6.3 miles west of Jct Rte 101, PM 26.9
Jackson/Main St. near Mendocino, PM 50.6
MENDOCINO
UKIAH
LAKEPORT
CLEAR LAKE
LAKE
POINT ARENA
District 4
District 3
District 4
5.4 miles east of 101
RESTRICTION: Rte 20 from Jct 29 (PM 8.3) to Jct 53 (PM 31.6) Trucks restricted from transporting hazardous materials / waste due to adjacent waters. Otherwise, route is blue.
RESTRICTION: Rte 175 from 5.4 miles east of Rte 101 (MEN PM 5.4) to N. Jct Rte 29 north of Kelseyville near Lakeport (LAK PM 8.2) No vehicles or combinations over 39 feet.
LEGEND
(CLICK HERE FOR MORE DETAILED LEGEND)
National Network (STAA)
Terminal Access (STAA)
California Legal Network
Ca Legal Advisory Route
30 KPRA* Advisory
Route with Special Restrictions
Rest Area
California Department of Transportation Truck Size Unit
Caltrans