Caltrans District 3

District Address

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Goods Movement Contacts

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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.
- 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 (UP) is the primary Class I[4] 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 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) is underway. 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 SR 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.

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 decided to stop directly operating the port's terminals becoming 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 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

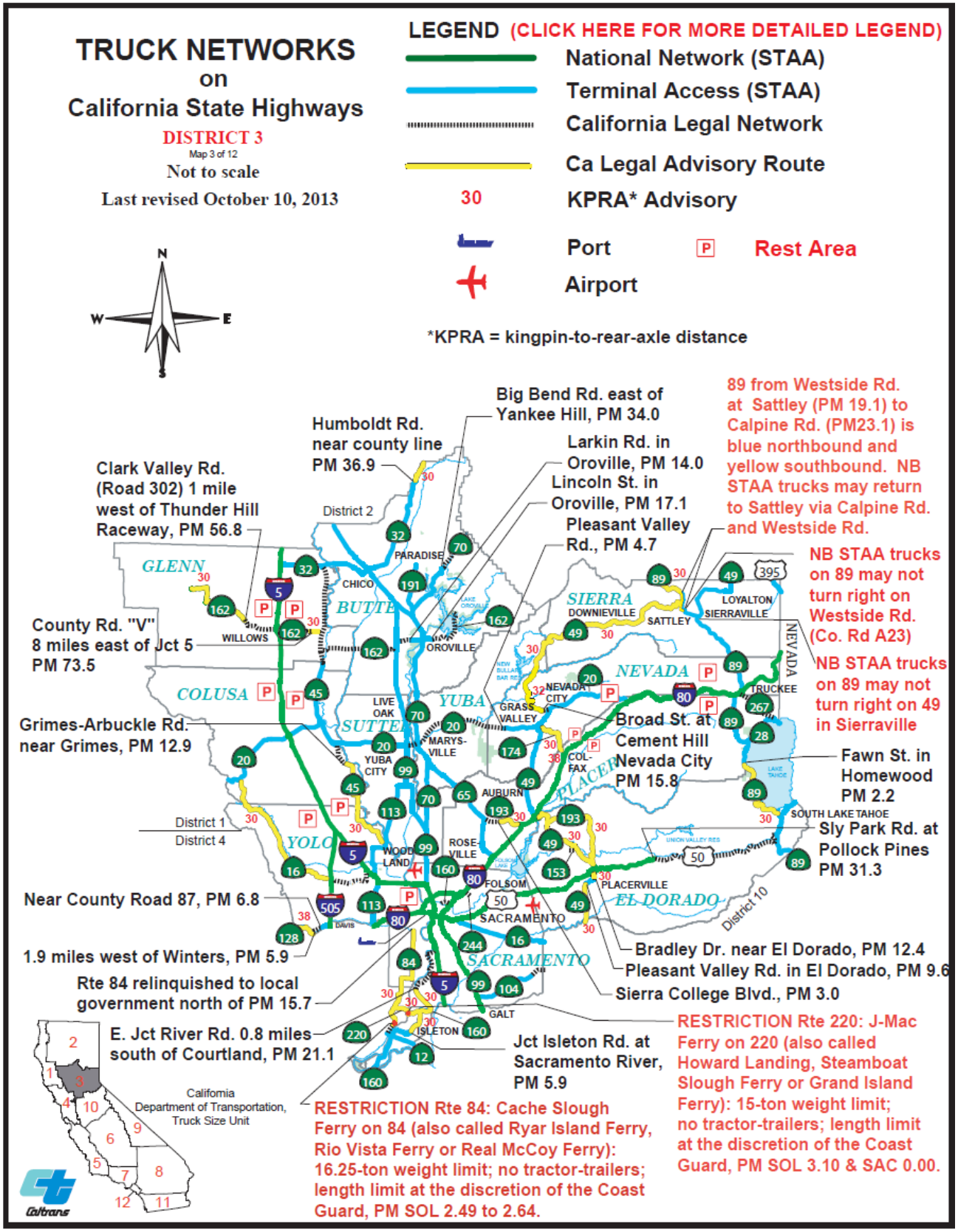
- Encroaching residential development.
- Relatively small local market for heavy bulk goods.
- Major infrastructure improvements are needed to become more competitive.

SOURCES AND ADDITIONAL INFORMATION

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 Office of Truck Services: http://www.dot.ca.gov/hq/traffops/signtech/trucks/truck-length-routes.htm
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/2012-MTP/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.


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
30
KPRA* Advisory
Port
P
Rest Area
Airport
*KPRA = kingpin-to-rear-axle distance
N
W
E
S
Big Bend Rd. east of Yankee Hill, PM 34.0
Humboldt Rd. near county line PM 36.9
Larkin Rd. in Oroville, PM 14.0
Lincoln St. in Oroville, PM 17.1
Pleasant Valley Rd., PM 4.7
Clark Valley Rd. (Road 302) 1 mile west of Thunder Hill Raceway, PM 56.8
County Rd. "V" 8 miles east of Jct 5 PM 73.5
Grimes-Arbuckle Rd. near Grimes, PM 12.9
Broad St. at Cement Hill Nevada City PM 15.8
Fawn St. in Homewood PM 2.2
Sly Park Rd. at Pollock Pines PM 31.3
Near County Road 87, PM 6.8
1.9 miles west of Winters, PM 5.9
Rte 84 relinquished to local government north of PM 15.7
E. Jct River Rd. 0.8 miles south of Courtland, PM 21.1
Jct Isleton Rd. at Sacramento River, PM 5.9
Bradley Dr. near El Dorado, PM 12.4
Pleasant Valley Rd. in El Dorado, PM 9.6
Sierra College Blvd., PM 3.0
89 from Westside Rd. at Sattley (PM 19.1) to Calpine Rd. (PM23.1) is blue northbound and yellow southbound. NB STAA trucks may return to Sattley via Calpine Rd. and Westside Rd.
NB STAA trucks on 89 may not turn right on Westside Rd. (Co. Rd A23)
NB STAA trucks on 89 may not turn right on 49 in Sierraville
RESTRICTION Rte 220: J-Mac Ferry on 220 (also called Howard Landing, Steamboat Slough Ferry or Grand Island Ferry): 15-ton weight limit; no tractor-trailers; length limit at the discretion of the Coast Guard, PM SOL 3.10 & SAC 0.00.
RESTRICTION Rte 84: Cache Slough Ferry on 84 (also called Ryar Island Ferry, Rio Vista Ferry or Real McCoy Ferry): 16.25-ton weight limit; no tractor-trailers; length limit at the discretion of the Coast Guard, PM SOL 2.49 to 2.64.
District 2
District 1
District 4
District 10
GLENN
BUTTE
COLUSA
SUTTER
YUBA
YOLO
SIERRA
NEVADA
PLACER
EL DORADO
SACRAMENTO
NEVADA
PARADISE
CHICO
WILLOWS
OROVILLE
LIVE OAK
MARYS-VILLE
YUBA CITY
GRASS VALLEY
NEVADA CITY
COL-FAX
AUBURN
ROSE-VILLE
WOOD LAND
DAVIS
FOLSOM
SACRAMENTO
PLACERVILLE
GALT
ISLETON
DOWNIEVILLE
SATTLEY
LOYALTON
SIERRAVILLE
TRUCKEE
SOUTH LAKE TAHOE
California Department of Transportation, Truck Size Unit
Caltrans