



District 3 Goods Movement Fact Sheet

District Address

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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.

TRUCKING

Primary North-South Routes

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

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 to Ocean City, MD)
- 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.
- Remote sensing technology is used to gauge road-base thickness, to determine resistance to damage, on older multi-lane highways.
- Careful design and distribution of day-by-day detour updates has helped achieve low incidences of problems around construction sites.
- Reconstruction work over the Sierra and raising overpasses will help address oversized loads.
- 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.
- Hazardous materials/waste restrictions exist on SR 20 near Clear Lake.
- Low Levels of Service exist due to limited passing opportunities or physical restrictions like sharp curves.
- Improvements to narrow, winding roadways with steep grades and/or sharp curves may result in slight travel speed improvements and possible lifting of truck length restrictions.
- Because a truck parking shortage exists, Caltrans works to accommodate parking through ramp and intersection design and advocacy with local partners.

- Trucking issues would be exacerbated by acceptance of other states’ longer STAA truck lengths and higher axle weights.

RAIL LINES

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

Three main airports serve most of the demand:

- Sacramento International Airport (SMF) has international connectivity and ability to expand.
- Mather Airport near SR 50 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 which is intended to support air cargo related business.

* These counties are represented in some capacity by the Sacramento Area Council of Governments (SACOG). Placer and El Dorado counties retain RTPA status up to the crest of the Sierra Nevada Mountains and Tahoe Regional Planning Agency (TRPA) operates in the Tahoe Basin.

