



Caltrans District 2

District Address

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Located in the northeast corner of the state bordering Oregon to the north and Nevada to the east, at 27,307 square miles, District 2 is one of Caltrans' largest districts. Encompassing the counties of Lassen, Modoc, Plumas, Shasta, Siskiyou, Tehama, and Trinity, the district is almost entirely rural, with a diverse terrain of valleys, foothills, and mountain ranges. Transportation planning is conducted by one Metropolitan Planning Organization in Shasta County and Regional Transportation Planning Agencies in each of the other counties within the district.

TRUCKING

Almost all freight in District 2 is transported along the district's nearly 4,000 total lane-miles of highway.

Primary North-South Routes

- Interstate 5 ("Corridor of the Future"¹)
- US 395 ("High Emphasis"² and "Focus Route"³)
- SR 99
- US 97

Primary East-West Routes

- SR 299/44/36 ("High Emphasis" and "Focus Route")

Trucking Issues

- Truck/recreational traffic causes congestion problems on many two-lane highways due to limited roadway capacity, narrow lanes and shoulders, lack of passing opportunities, and vertical and horizontal road alignments. Several routes have truck size restrictions and advisories.
- Bridges on I-5: More than three dozen bridges do not meet minimum vertical clearance of 16 feet over roadway, and over two dozen bridges lack weight capacity for full permit loads.
- In District 2, there are no continuous alternatives to I-5, the primary north-south truck route on the West Coast extending from Mexico to Canada. Two partial detours are: SR 299/SR 89 around the Siskiyou Mountains and Sacramento River Canyon (used if this part of I-5 is closed due to incidents or weather), and US 97 from the City of Weed north into Oregon.

- The SR 299/44/36/395 Focus Route corridor is an important goods movement route which provides the only continuous east/west transportation facility in the north state for goods movement between US 101 and US 395.
- SR 299 currently has barriers hindering Surface Transportation Assistance Act (STAA) trucks between I-5 and US 101. Several projects are programmed in the 2010 State Highway Operation and Protection Program (SHOPP) to eliminate the barriers on the "Buckhorn Grade" section by 2020.
- SR 44 currently has barriers hindering STAA trucks between I-5 and SR 89. STAA trucks must use SR 299 to SR 89 to SR 44 to travel east to connect with SR 36 near Susanville.
- SR 70 has the lowest elevation of any trans-Sierra crossing, making it an important alternate highway freight corridor during snow conditions.
- Roadway damage from heavy truck traffic and limited maintenance funding has adversely impacted roads.
- Demand for truck parking exceeds available truck accommodations on a number of routes.

AIR CARGO AIRPORTS

Redding Municipal Airport, the only commercial airport in Shasta County, handles most of the regional cargo. Federal Express (FedEx), United Parcel Service (UPS), and United States Postal Service (USPS) serve this airport using heavy and light trucks, airfreight, and charter air services.

Freight Planning Fact Sheet

RAIL LINES

Two Class I⁴ railroads, Union Pacific (UP) and Burlington Northern Santa Fe (BNSF) provide freight service. The main route runs north and south through District 2, parallels the I-5 corridor, and connects service with main east-west corridors at Seattle, Portland, Oakland, and Los Angeles.

Short Line Freight Railroads

Although the Central Oregon and Pacific Railroad (CORP) operates over 325 track miles between Northern California and Eugene, Oregon, the 60-mile California portion generates less than a Class II⁵ railroad revenue threshold. Lumber and related products are the primary carload business of the CORP. The railroad interfaces with the UP at Black Butte and Montague in California.

Rail Issues

- Through a series of tunnel improvements (notching, lowering the floor, etc.) made by UP, double-stacked, intermodal trains are now able to travel the tunnels through the Donner route to the south. It has replaced the Feather River Canyon route moving cargo through a

shorter, faster, more efficient route from the Port of Oakland. The route through District 2 now serves manifest cargo with fewer trains per week.

- BNSF Railway occasionally uses the Feather River Canyon route to reposition containers between the Pacific Northwest and California seaports. BNSF has a route in District 2 that serves primarily unit and manifest freight along with trackage rights on UP routes.
- In Tehama County, many locations would benefit from railroad crossing improvements.

SEAPORTS

The Port of Humboldt Bay (in District 1), is the only northern California deep-water port. Harbor deepening has better equipped the port for international shipping. According to the Harbor District, the port's primary limitation to expanded use is the constrained access of goods movement on SR 299 due to existing STAA trucking barriers, which hinder connections to I-5. A series of projects are under development to address these barriers.

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>

Caltrans District 2: <http://www.dot.ca.gov/dist2/>

299/44/36/395 Focus Route Corridor Management Plans and Interstate 5 Transportation Concept Report :

<http://www.dot.ca.gov/dist2/planning/conceptrpts.htm>

Union Pacific Railroad, California Profile:

http://www.up.com/cs/groups/public/documents/up_pdf_natedocuments/pdf_california_usguide.pdf

BNSF Network Map: <http://bnsf.com/customers/where-can-i-ship/>

Shasta Regional Transportation Agency (SRTA): <http://www.srta.ca.gov/>

Lassen County RTP: <http://www.envisionlassencounty.com/wp-content/uploads/2013/03/RTP-2012-Update.pdf>

Tehama County RTP: http://www.tehamacountypublicworks.ca.gov/Transportation/documents/RTP/RTP_all.pdf

Trinity County RTP: <http://www.trinitytransportation.org/pg/Transportation-Planning-Documents.php>

NOTES

1. **Corridor of the Future:** One of six interstate routes identified by the U.S. Department of Transportation to participate in a federal initiative to develop multi-state corridors to help reduce congestion (Interstates 5, 10, 15, 69, 70, and 95).
2. **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.
3. **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.
4. **Class I:** A large freight rail carrier having annual operating revenues of \$250 million or more as annually adjusted by for inflation by the Surface Transportation Board. This group includes the nation's major railroads.
5. **Class II:** A mid-sized freight rail carrier having operating revenues of less than \$250 million but more than \$20 million, as annually adjusted by for inflation by the Surface Transportation Board.

Freight Planning Fact Sheet

