# Caltrans District 5

**District Address**

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San Luis Obispo, CA 93401-5415

**Goods Movement Contacts**

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District 5 covers five counties along California's Central Coast: Monterey, San Benito, San Luis Obispo, Santa Barbara, and Santa Cruz. Santa Barbara and Monterey Counties are the largest economic engines in the Central Coast region. The regions key freight-dependent industries are agriculture, manufacturing, and truck transportation/warehousing. There are no seaports in this district.

## Trucking

*Primary North-South Routes*
US 101, SR-1, SR-154, SR-227, SR-135, SR-33, SR-25, SR-152, SR-9, SR-35, SR-236, SR-217, SR-225, SR-192

*Primary East-West Routes*
SR-166, SR-58, SR-46, SR-41, SR-68, SR-246, SR-144, SR-198, SR-129

The primary artery running north-south through the region is U.S. 101, which provides direct connectivity to major markets and intermodal facilities in the Los Angeles and San Francisco Bay Area regions. The majority of goods in this region, in terms of tonnage, are moved by trucks.

State Routes 1 and 68 (the Monterey-Salinas Highway) provide primary ground access to the Monterey Peninsula Airport for both people and freight. In addition, a variety of east-west highways connect the region with Interstate 5 in the Central Valley, which is a key highway in the national freight network. The bulk of the Central Coast region's freight is either coming from or heading to other parts of California.

### *Key Warehousing and Distribution Centers*

*Santa Maria, Santa Barbara County*: Industrial commercial areas of Blosser and Betteravia Roads; products arrive from the farms or is manufactured and uses either SR 166 or Betteravia Road to access US 101.

*Salinas, Monterey County*: Distribution occurs from farms, greenhouses and various manufacturing.

*Watsonville, Santa Cruz County*: Distribution shares geography with manufacturing and agricultural processing and dominates south Watsonville, largely concentrating along SR 129 and SR 1.

## Rail Lines

*Class I Railroads*: The Central Coast is served by one Class I railroad, the Union Pacific (UP). The UP railroad has a line that runs north and south along the coast through District 5 and connects with their mainline trackage in the Los Angeles Basin and points east. Track is able to serve the Ports of Oakland and Los Angeles / Long Beach. Freight on this route is generally carload traffic rather than the intermodal variety. This rail route serves import and export traffic in California, Oregon, and Washington.

Several branch lines, including the Hollister Spur, Lompoc Spur, and Santa Cruz Branch Line, serve freight rail; speed limit is limited to 20 mph due to deteriorated rail.

### *Short Line Freight Railroads*

Santa Maria Valley Railroad is a 14-mile system of private line that connects to the UP Railroad in Guadalupe. The east-west spur connects to central Santa Maria while two north-south spurs serve Betteravia and the Santa Maria Airport area respectively.

## Air Cargo Airports

In 2010 the following three airports carried the most metric tons of cargo within the district:

- Santa Barbara (SBA) – 1,964 tons
- San Luis Obispo (SBP) – 1,211 tons
- Monterey Peninsula (MRY) – 511 tons

## Sources and Additional Information

Caltrans Office of Truck Services, http://www.dot.ca.gov/hq/traffops/trucks/
Monterey Bay Area Mobility 2035, http://www.ambag.org/pdf/monterey_bay_area_mobility_2035.pdf
Caltrans District 5 Goods Movement Website, http://www.dot.ca.gov/dist05/planning/goods_movement.htm
Central Coast California Commercial Flows Study, http://www.ambag.org/sites/default/files/documents/Central%20Coast%20CA%20Commercial%20Flows%20Study_Final_Revised%206-12-12.pdf