



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 (along with District 8). 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 4,000 total lane-miles of highway.

Primary North-South Routes

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

Primary East-West Routes

- SR 299/44/36 ("High Emphasis" and "Focus Routes")
- SR 89 (between SR 44 and I-5)

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 are subject to truck size restrictions and advisories.
- Many bridges throughout the district are either structurally deficient or functionally obsolete.
- For goods movement north of Red Bluff, there are no viable alternatives to I-5, the primary north-south truck route on the West Coast extending from Mexico to Canada.
- The 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 on the "Buckhorn Grade." Several projects are programmed in the 2010 State Highway Operation and Protection Program (SHOPP) to eliminate these barriers by 2020 and bring SR 299 up to STAA standards.
- 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.
- In some areas, there is a need for specific truck routes, with potential to use information technology (IT) to direct trucks.

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

The California Northern Railroad (CFNR) operates on 261 miles of track and interchanges with the UP at four locations in addition to the short lines of Napa Valley Railroad and Northwestern Pacific Railroad.

Freight Planning Fact Sheet

Major commodities shipped include tomato products, olives, rice, cheese, frozen foods, beer, wine, and wheat with some stone, petroleum products, and chemicals.

The Central Oregon and Pacific Railroad (CORP) is a Class II⁵ railroad operating between Northern California and Eugene, Oregon. 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

- The Feather River Canyon route previously served intermodal cargo to and from the Port of Oakland (Port), but now serves manifest cargo with fewer trains per week. The Donner Pass route currently serves as the primary intermodal route for the Port and UP. Tunnel notching and siding improvement projects were funded and constructed by the UP.
- 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.

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.

SEAPORTS

The Port of Humboldt Bay (in District 1), is the only northern California deep-water port. A recent harbor deepening project better facilitates 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. Projects are programmed in District 2 to eliminate these barriers by 2020.

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/trucks/>

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

299/44/36/395 Focus Route Corridor Management Plan: <http://www.dot.ca.gov/dist2/planning/conceptrpts.htm>

Interstate 5 Transportation Concept Report: <http://www.dot.ca.gov/dist2/planning/conceptrpts.htm>

Port of Humboldt Bay website: <http://www.humboldtport.org/portofhumboldtport/>

RailAmerica: <http://www.railamerica.com/home.aspx>

Union Pacific Railroad, California Profile: http://www.uprr.com/aboutup/usguide/attachments/state_factsheets/ca.pdf

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

Shasta County Regional Transportation Planning Agency (TRPA): <http://www.scrtpa.org/>

Lassen County RTP: <http://www.lassentransportation.org/a/transportation-planning-documents.php>

Tehama County RTP: http://tehamacountypublicworks.ca.gov/Transportation/planning_documents.htm

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

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. **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

