

Interregional Transportation

SACRAMENTO REGION
MTP2035
METROPOLITAN TRANSPORTATION PLAN
THE NEXT STEP IN BLUEPRINT

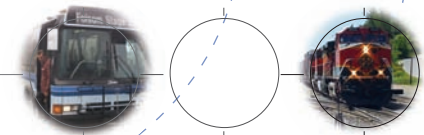
ISSUE BRIEF

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The MTP2035
must consider:

- How adequate are the Sacramento region's interregional connections for passenger and goods movement?
- How does local travel affect interregional connections and through traffic?
- How do improved interregional connections impact the region and its growth?
- What can be done to make interregional transportation work effectively while minimizing impacts within the region?

This brief highlights the interregional transportation issues being studied for the MTP2035. For the complete Interregional Transportation Issue Paper visit www.sacog.org/mtp/2035



Interregional connections—roads, rails, rivers and airports—are important for sustaining and enhancing the economy and lifestyle for those who live, work, visit and do business in the region, and for people and freight traveling through the region.

Capacity, Service and Access

Almost 400,000 people travel to, from and through the region daily, with nearly 90 percent traveling by auto, 9 percent by air, and about 1 percent by train and bus. Interregional freight to, from, and through the region is equivalent to 75,000 truckloads daily, with 60 percent by truck, 40 percent by rail and a small fraction by air and sea.

Interstates 5 and 80, Route 99 and Highway 50 all experience up to 15 miles of congestion during morning and afternoon commute times, meaning 15 to 30 minutes of trip delay. This is trivial for long-distance trucking, but can affect time-sensitive local deliveries. Interregional traffic affects local commute congestion on Friday evenings, when pass-through recreational traffic tends to be concentrated.

Local traffic far outweighs both interregional traffic and truck traffic at critical congestion areas in the urban core. Interregional traffic comprises about 16 percent of daily traffic on Interstate 5 through downtown Sacramento, and about 12 percent on Interstate 80 through Roseville.



Amtrak operates four routes serving the region, including the Capitol Corridor, which offers commuter service from the Bay Area to several stops within the region. Expansion of passenger rail service requires cooperation with the railroads, who give priority to freight trains. Attempts to expand service have made little progress.

Travel to or from the region is fragmented and confusing for those not traveling by auto. Yolobus is the only transit option serving Sacramento International Airport. The Sacramento Valley Intermodal Station connects intercity and commuter rail, but has no direct connection to air or bus travel, and poor parking.

INTERREGIONAL PASSENGERS daily by mode

passengers

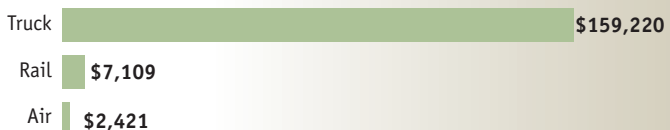


INTERREGIONAL FREIGHT annual values

freight tonnage in thousands



freight value in millions





Travel and Shipping Decisions

Cost influences most travelers to go by car when more than one person is traveling, though time makes air a more common choice for trips longer than 400 miles. Shippers choose routes based on cost, time, reliability and cargo type, resulting in most shipments of less than 700 miles going by truck (except for some heavy bulk goods), with other modes used for longer distances.

Blueprint Considerations

By 2032, we expect auto travel to, from and through the region to grow by 40 percent. The combination of commuter and recreational traffic will overload carpool lanes on Friday afternoons, and eventually general congestion even at midday may hamper through trucking. The Blueprint would yield growth in local vehicle miles traveled, preserving some capacity on the region's freeways for interregional travel growth. This region wants to avoid extensive interregional commuting that results from failure to provide a balance of affordable housing and jobs.

Economic Considerations

Interregional truck trips will increase 60 percent by 2032, driven by increasing imports of consumer goods and growth in international and interstate trade. We must consider this increase as we plan our transportation future.

The regional economy depends significantly on interregional connections for importing consumer products and exporting agricultural and technology products, lumber and construction materials, and other goods.

Options and Funding for Improvements

Caltrans and the region must work together to identify lower-cost improvements to keep freeways functioning through urban Sacramento. The region must look to Caltrans to fund the major share of state highway improvements beyond the urban area for interregional travel and commerce. Federal funds help pay for interregional highway improvements, and Congress has increased funding for intercity passenger and freight rail



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improvements. But the main responsibility for railroad investment falls to the private railroads.

High costs of expanding highways make it difficult to keep main routes operating efficiently in the long-term, despite federal and state funds.

Federal aviation funds and aircraft fees cannot be used outside airport property for ground access improvements. Despite airport land-use planning to restrict development in airport safety and noise zones, community complaints about noise make expanded air traffic more difficult.

The Port of Sacramento provides a maritime transportation link to the Bay Area and beyond. The strategic alliance recently established between the Ports of Sacramento and Oakland is one reflection of this interregional link. Two recent studies have examined the feasibility of operating a barge service between the Port of Sacramento and the Bay Area, although both determined that such a service would cost more than utilizing existing truck or rail service. A limited charter passenger service also operates between the Ports of Sacramento and San Francisco. Future technologies may help make better use of the Port.