

Sacramento Regional Research Institute

Transportation

Interstate freeways, transcontinental railways, a deep-water shipping channel and two major airports give Placer County easy access to many major markets. Four major highways allow one-day freight delivery throughout California and parts of the West Coast, making Placer County an excellent location for warehouse and distribution facilities. Similarly, the Port of Sacramento provides access for deep-draft ships. The Greater Sacramento Area transportation advantages benefit the local economy and enhance Placer County's ability to reach and serve markets in the United States and abroad.

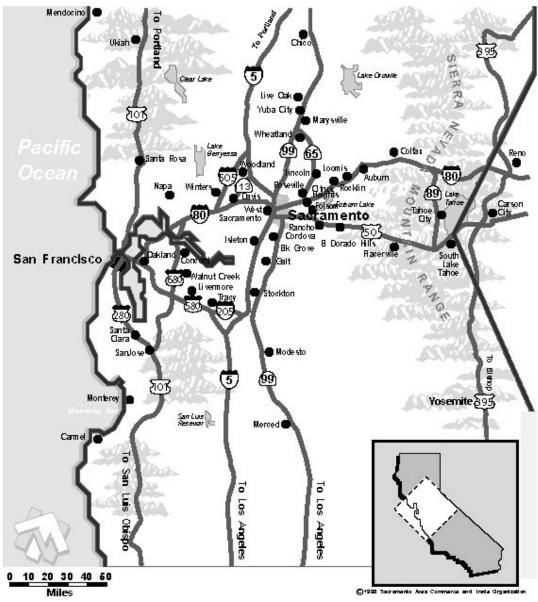
This section covers highways, airports, the Port of Sacramento, railroads, trucking and public transit.

Highways

Access via Interstate 80 and more than 820 miles of connecting highways permits rapid commutes to surrounding regions, placing cities such as San Francisco, Reno, Nevada and Salt Lake City within one day's travel from Placer County. Highway 65 provides access from Interstate 80 north to Lincoln and Marysville. Interstate 5 links Placer County with Oregon and Washington in the north, and Los Angeles, Orange and San Diego Counties in the south. Highway 99 travels north and south through the agricultural regions of the San Joaquin and Sacramento Valleys and nearby Highway 50 provides a direct connection to South Lake Tahoe and convenient access to all connecting freeways in the Greater Sacramento Area.

Figure 70 provides a view of the major transportation infrastructure in the Greater Sacramento Area and beyond.

FIGURE 70 TRANSPORTATION MAP



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Source: Sacramento Area Commerce and Trade Organization, Sacramento Regional Map

Airports

Three large airports serve the residents and businesses of Placer County: Sacramento International Airport, Reno/Tahoe International Airport, and Mather Airport. Figure 71 shows the traffic for each of these airports.

FIGURE 71 AIRPORT TRAFFIC

Airport	1998	1999	2000	2001	2002	2003	2004**
Sacramento Int'l Airport							
Passengers	7,201,378	7,554,892	7,923,999	8,012,581	8,510,924	8,778,163	7,158,346
Aircraft Operations	151.205	155.528	149.969	151.642	158.202	159.221	126,236
Air Freight (pounds)	123,061,569	102,131,390	101,676,554	105,129,404	133,134,658	133,004,390	95,711,271
Air Mail (pounds)	33,984,210	31,588,376	33,868,325	27,608,806	22,636,689	24,062,757	14,037,763
Mather Airport							
Air Freight (pounds)	121,643,622	156,559,629	148,742,644	129,297,510	123,610,668	120,249,435	93,170,831
Air Mail (pounds)	0	56,854,375	219,705,701	111,775,225	-	-	-
Reno/Tahoe Int'l Airport							
Passengers	6,663,125	6,104,086	5,626,034	4,932,648	4,510,992	4,586,027	3,905,777
Aircraft Operations	153,473	152,103	149,873	139,660	145,036	139,109	111,642
Air Freight (pounds)*	96,049,800	104,003,193	111,681,574	100,523,174	106,377,207	103,937,116	75,710,409

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Data Source: Sacramento Department of Airports, Airport Properties & Business Development, Operations Reports

Reno/Tahoe International Airport

The newly remodeled Sacramento International Airport added 12 gates, doubling the terminal space. Sacramento International Airport is located 12 miles north of downtown Sacramento and 29 miles from Rocklin. Since September the 11th 2001, the airport has distinguished itself by adding four new airline carriers, and is currently served by fourteen airlines: Alaska, Aloha, America West, American, Continental, Delta, Frontier, Hawaiian, Horizon, JetBlue, Mexicana, Northwest, Southwest, and United. Offering over 150 scheduled departures daily these airlines provide travelers with nonstop or convenient connecting service to numerous destinations across the country and around the world. Commuter carrier United Express offers extensive service to smaller communities throughout California. In 2003, close to 8.8 million travelers used Sacramento International Airport. The airport's passenger traffic increased by 22 percent between 1998 and 2003 and grew by 10 percent between 2001 and 2003. Additionally, over 133 million pounds of air freight and over 24 million pounds of air mail were processed through the airport. Figure 72 shows many of the outgoing flights from Sacramento International Airport.

^{*}Note: Includes Air Mail

^{**}Note: Sacramento International Airport YTD September, Mather Airport & Reno/Tahoe International YTD December

FIGURE 72 SACRAMENTO INTERNATIONAL AIRPORT FLIGHTS

	One Stop or			
Nonstop	Connection	Destination	Nonstop	One Stop or Connection
Νοποιορ	Connection	Destination	Νοποιορ	Connection
0	1	Mazatlan, Mexico	0	7
0	14	McAllen, TX	0	8
0	93	Memphis, TN	0	20
0	6	Mexico City, Mexico	0	34
0	27	Miami, FL	0	48
	20	Midland, TX		1
		,		21
		•		63
				33
				21
		1 Total Control of the Control of th		14
				33
		- T		39
		, , , , , , , , , , , , , , , , , , , ,		42
				104
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				0
				7 21
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				48
		I		0
		The state of the s		21
		-		15
				52
				20
		*		21
				7
		•		0
				75
		,		7
		_		0
7	7	-		15
0	42		0	17
7	8	The state of the s	0	15
0	18		0	54
14			0	7
0			67	14
0	23	Spokane, WA	0	59
7	98	St. Louis, MO	0	70
68	15	Syracuse, NY	0	7
0	1	Tallahassee, FL	0	7
0	29	Tampa, FL	0	48
0	22	Toronto, Canada	0	27
0	7	Tucson, AZ	0	13
107	0	Tulsa, OK	0	28
0	21	Washington DC (Dulles)	14	72
0	28	Washington DC (National)	0	74
7	7	West Palm Beach, FL	0	29
		Wichita, KS	0	14
	0 0 0 0 14 0 0 0 13 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 14 0 93 0 6 0 27 0 20 14 75 0 74 0 121 0 8 13 14 0 21 64 0 0 7 0 29 0 12 0 42 0 74 28 56 0 33 0 63 0 7 0 66 0 1 0 13 42 34 0 16 49 28 0 34 0 27 0 27 0 27 0 27 0 7 0 27 0 7 0 23 7 98 68	0 14 McAllen, TX 0 93 Memphis, TN 0 6 Mexico City, Mexico 0 27 Miami, FL 0 20 Midland, TX 14 75 Milwaukee, WI 0 121 Monterey, CA 0 8 Monterrey, Mexico 13 14 Monter, QU, Canada 0 121 Nashville, TN 0 21 New Orleans, LA 64 0 New York, NY (Kennedy) 0 7 New York, NY (Newark) 0 7 Ontano, C.	0 14 McAllen, TX 0 0 93 Memphis, TN 0 0 6 Mexico City, Mexico 0 0 27 Miami, FL 0 0 20 Midland, TX 0 14 75 Milwalkee, WI 0 0 74 Minneapolis/ St. Paul, MN 14 14 75 Milwalkee, WI 0 0 121 Monterey, CA 0 0 121 Monterey, CA 0 0 121 Monterey, CA 0 0 121 Montreac, CA 0 0 121 Montreac, CA 0 0 121 Nordeac, CA 0 0 122 Norfolk, VA 0 0 27 New York, NY (Kennedy) 7 0 72 New York, NY (Kennedy) 7 0 73 New York, NY (Kenark) 0 0 74 New Yo

Sacramento Regional Research Institute, December 2004

Data Source: Sacramento International Airport Flight Schedule, November 2004

The Reno/Tahoe International Airport, located in Reno, Nevada, provides the services of 10 major airlines and non-stop service to more than 50 North American markets. In 2003, the Airport served almost 4.6 million passengers. Recent improvements include parallel 9,000 foot and 11,000 foot concrete runways, an improved baggage claim area, and a 2,400 space parking structure. The largest regularly scheduled aircraft is the Boeing 757. The Airport, however, can accommodate aircraft as large as a Boeing 747.

Mather Airport began operations in May 1995, as an air cargo and general aviation facility. Mather includes two parallel runways, one of which is 11,300 feet long and capable of handling the largest, fully-loaded aircraft. The majority of air cargo companies have shifted their operations from Sacramento International Airport to Mather Airport, a facility that can meet their requirements more efficiently.

The Lincoln Regional Airport is a publicly—owned airport situated on 775 acres, 35 miles north of Sacramento International Airport. This airport is a regional center for general and corporate aviation, with an industrial and business park expanding on and around the facility. The airport has a single asphalt runway capable of landing most corporate jet aircraft. Facilities include 260 tie-downs, 46 portable hangars, 70 T-hangars, nine corporate hangars, and conventional hangar space for 26 aircraft. An Instrument Landing System also makes Lincoln Airport more accessible during inclement weather to the 200 aircraft and corporate jets ported at Lincoln.

The Truckee Tahoe Airport is located midway between the historic town of Truckee and the beautiful north shores of Lake Tahoe. A full range of airport services are available for corporate and private aircraft. The centralized location of the Truckee Tahoe Airport provides excellent access to skiing, boating, tennis, golf, swimming, and lodgings nestled in the majestic mountains and green valleys of the Sierra. Two paved runways, one 4,650 feet and the other 100 feet by 7,000 feet, complete runway lighting, 210 paved tie-downs, and 24-hour aircraft fueling are available.

The 210-acre Auburn Municipal Airport site is located within the city limits of Auburn. The paved runway is 3,700 feet long and 75 feet wide with one 30-foot wide parallel paved taxiway. A 40 by 40 foot public helipad is available and adjacent to a helipad that served the California Highway Patrol throughout most of 2003. The Auburn Municipal Airport provides automatic runway lights, 176 tie-downs and aviation fuel.

Port of Sacramento

In the Port of Sacramento's 2004 fiscal year, 779,000 short tons were handled. Figure 73 shows the historical tonnage for the Port of Sacramento.

FIGURE 73 PORT OF SACRAMENTO HISTORICAL TONNAGE (IN THOUSANDS)

	Tonnage	Percent
Fiscal Year	(Short Tons)	Change
4000	4.004	
1992	1,224	
1993	1,126	-8%
1994	1,368	22%
1995	1,009	-26%
1996	1,154	14%
1997	1,091	-5%
1998	1,033	-5%
1999	872	-16%
2000	833	-4%
2001	922	11%
2002	748	-19%
2003	878	17%
2004	779	-11%

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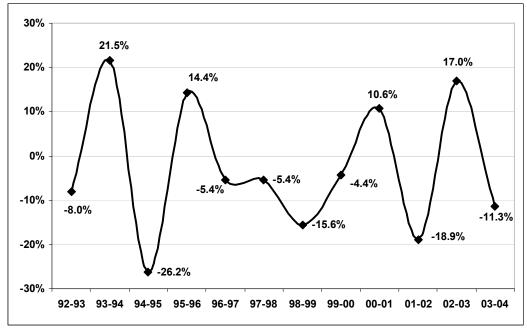
Data Source: Port of Sacramento

The Port of Sacramento is an operating port that offers a complete line of services to both shippers and receivers of cargo. A variety of bulk and break-bulk cargos move through the port's five berths. Major commodities are wood chips, rice, wheat, fertilizers, cement lumber, and animal feeds. Its location near Interstates 80 and 5 give trucks easy access. Major transcontinental railways also serve the Port, operating on the Port's own track system and 200-car marshalling yard.

Located 79 nautical miles northeast of the San Francisco Bay, the inland Port of Sacramento provides environmental protection, enabling it to handle many sensitive cargoes. Ship loaders, warehouses, and enclosed conveyor systems are equipped with dust collection equipment. A total of 309,960 square feet of covered storage is available for break-bulk cargo and general storage. The Port also has outside bulk paved storage for 650,000 tons. Inside, covered bulk storage areas provide space for almost 200,000 tons. In addition, the Port has approximately 3,000 acres of land on either side of the 47-mile long ship channel. Some of this land is suitable for development.

The annual shipping volume is highly volatile, as seen in Figure 74. The volatility is due to the sensitivity of the port operation to local, state, national and international economic events.

FIGURE 74 PORT OF SACRAMENTO TONNAGE GROWTH RATES



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Data Source: Port of Sacramento

Railroads

Placer County is on the main east-west Union Pacific Railway lines. For over 80 years, a major switching yard has operated in Roseville. Union Pacific's 600-acre Roseville site is the largest rail yard on the west coast providing transcontinental "piggyback" services. The yard has handled an increasing volume of freight every year since it was designed as a piggyback hub in 1983. In addition, siding and tie-ins are provided at company facilities, affording direct access to railcars.

As a result of the 1996 merger of the Union Pacific with the Southern Pacific, Placer County has access to Burlington Northern Santa Fe Railway, giving the County service by both major Western railroads. Union Pacific's major freight classification facility for Northern California, Nevada and Oregon continues to remain in Roseville.

Amtrak provides daily passenger service from Placer County to locations in and out of California. In addition, an Amtrak train that travels the length of the Central Valley is linked by bus to Stockton, 50 miles to the south. The Capitol Corridor system provides high speed commuter rail service from Roseville to San Jose. The Capitol Corridor system is currently planning to expand the number of high speed trains serving Roseville to as many as ten during the next ten years.

Trucking

The valley's reputation as a leading agricultural center is supported by a trucking service that moves the majority of produce from the fields to processing plants, and market destinations throughout the United States. The trucking industry also supports the Greater Sacramento Area's manufacturing base by transporting goods produced by industries in the region. Trucks serve other businesses that send and receive daily shipments, making it clear that trucking is a major component in the network of transportation services available to Placer County.

Public Transit

Greyhound Bus Lines provides passenger and small freight services in Placer County. Roseville Dial-A-Ride (RADAR) offers local bus service to Roseville residences while Placer County transit supplies bus service to the South Placer area. The Roseville Commuter Service operates an express commuter bus service between Roseville and Sacramento.

The cities of Auburn and Lincoln operate local bus service within their respective communities. The Consolidated Transportation Services Agency (CTSA) runs specialized transit services for elderly and disabled persons in Placer County.

The Tahoe Area Regional Transit (TART) operates along 30 miles of Lake Tahoe shoreline and includes a shuttle between Tahoe City and Truckee via Highway 89, several times daily. TART bus service is operated by the County of Placer Department of Public Works and funded on the Nevada side by the Regional Transportation Commission of Washoe County. On the Truckee side, the service is partially funded by the Town of Truckee.

Figure 75 illustrates the annual ridership for the TART bus service. The ridership has had some fluctuations over the past ten years, however it has remained fairly constant for many years. The largest growth in ridership was seen between 1999 and 2000 with 13 percent growth in riders.

FIGURE 75 TART ANNUAL RIDERSHIP

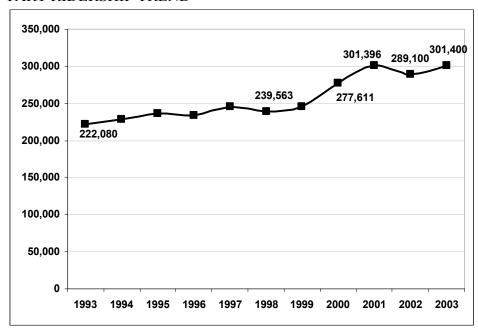
		Percent
Fiscal Year	Ridership	Change
1992	224,690	
1993	222,080	-1.2%
1994	229,077	3.2%
1995	235,850	3.0%
1996	233,692	-0.9%
1997	245,032	4.9%
1998	239,563	-2.2%
1999	245,269	2.4%
2000	277,611	13.2%
2001	301,396	8.6%
2002	289,100	-4.1%
2003	301,400	4.3%

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Data Source: Tahoe Area Regional Transit

Figure 76 provides a graphical depiction of the TART ridership since 1993. The graph demonstrates the fairly stable ridership over the past ten years. 2001 and 2003 figures represent the highest ridership numbers between 1993 and 2003 at about 301,400 passengers annually.

FIGURE 76 TART RIDERSHIP TREND

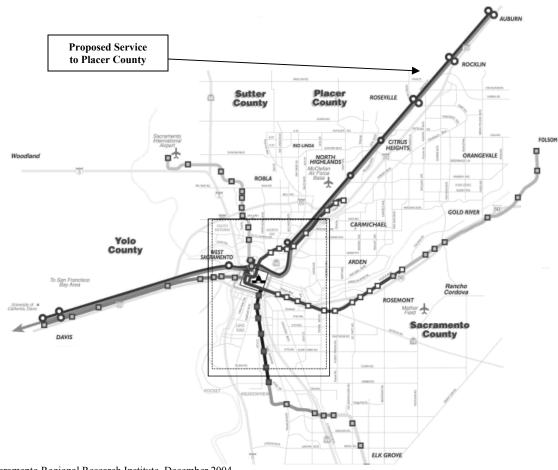


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Data Source: Tahoe Area Regional Transit

Figure 77 graphically shows the Sacramento Regional Transit District's ten-year expansion proposal. The light rail system represents an essential part of the regional transportation infrastructure and presently consists of 27-mile track linking Sacramento's downtown area with its eastern and western suburbs, a 6.3-mile extension to south Sacramento completed in 2003, and a 2.8-mile extension from Mather Field to the Sunrise Light Rail Station completed in 2004. The future extension plans include an extension to Folsom, a 13-mile extension between downtown Sacramento, Natomas and the Sacramento International Airport, and a further (phase two) South Line extension to Cosumnes River College in the Elk Grove area. Phase two of the South Sacramento Line is planned to be completed between 2007 and 2010. Additionally, Regional Transit is adding an extension from downtown Folsom to the downtown Sacramento Amtrak station. The Folsom extension is scheduled to be completed in 2005 and will add 6,000 daily passengers to the light rail system. As shown in the map, there are also plans to extend the rail service to Roseville, Rocklin, and Auburn.

FIGURE 77 SACRAMENTO REGIONAL TRANSIT DISTRICT TEN-YEAR SYSTEM EXPANSION PROPOSAL MAP



Sacramento Regional Research Institute, December 2004 Source: Sacramento Regional Transit District