Rail Right-of-Way Inventory

for the

California Commuter and Intercity Transit

Right-of-Way Preservation Act

California Transportation Commission
Adopted November 1990

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ILLUSTRATIONS

Rail Right-of-Way Inventory for the California Commuter and Intercity Right-of-Way Preservation Act of 1989 (SB 1562, Presley)

I. INTRODUCTION

The California Commuter and Intercity Right-of-Way Preservation Act (Act) (SB 1562, Presley, 1989) requires that the State, federal government, local jurisdictions and private sector begin to plan and implement a program of rights-of-way preservation for future commuter rail and intercity rail transit in California. To accomplish this, the Act authorized that right-of-way inventory be prepared by the California Department of Transportation (Caltrans), regional transportation planning agencies, county transportation commissions, county transportation authorities, and the San Diego Metropolitan Transit Development Board and submitted to the California Transportation Commission. The Commission in turn would compile the Department's and the transportation planning agencies' inventories into a draft statewide inventory of all the potential acquisitions, conduct at least one public hearing, and adopt and transmit the inventory to the Governor and the Legislature. The inventory would be updated every two years.

The Department submitted to the Commission in May 1990, its "Intercity Rail Right-of-Way Inventory" which was prepared for the Department by Wilbur Smith and Associates. Twenty-seven transportation planning agencies submitted their commuter rail rights-of-way inventories by the end of June 1990. Seventeen Northern California agencies responded to the request for inventories:

Calaveras County Transportation Commission;
Council of Fresno County Governments;
Humboldt County Association of Governments;
Kern County Council of Governments;
Kings County Regional Planning Agency;
Lassen County Transportation Commission;
Mariposa County;
Mendocino Council of Governments;
Monterey County Transportation Commission;
Metropolitan Transportation Commission;
Placer County Transportation Commission;
Sacramento Area Council of Governments;
San Joaquin County Transportation Commission
San Mateo Transit District (Samtrans);
Santa Cruz County Transportation Commission; and
Tuolumne County and Cities Area Planning Council:
Tuolumne Park and Parkway Recreation District

Ten Southern California agencies submitted rail rights-of-way inventories:

Los Angeles Transportation Commission;
Metropolitan Transit Development Board;
Orange County Transportation Commission;
Palm Springs;
Riverside County Transportation Commission;
San Bernardino County Transportation Commission;
San Diego Association of Governments;

San Diego Trolley, Inc.;
Southern California Association of Governments; and
Tulare County Association of Governments Transportation Planning Agency

The Department submitted, in its intercity rail right-of-way inventory, a detailed analysis of the Los Angeles-San Diego corridor, the Los Angeles-Santa Barbara corridor, the Los Angeles-Fresno-San Francisco/Sacramento corridor, the Auburn-Sacramento-Oakland/San Francisco-San Jose corridor, the San Francisco-Santa Rosa-Eureka corridor, and other rail passenger service corridors. The Department also submitted information on intercity passenger rail service programs in other states and intercity passenger rail developments in other countries.

The Department's inventory included information on the communities served, levels of service, ridership and cost recovery, freight traffic, rights-of-way, station facilities, track characteristics, major structures, allowable operating speeds, signal systems, and planned improvements.

The information submitted by the local agencies was not as detailed. It identified rail rights-of-way, the potential for the rail corridor being used for intercity and commuter rail service, and ownership.

The Commission staff has prepared a draft statewide inventory of the potential acquisitions included in the inventory submitted by the Department and the transportation planning agencies. The submitted documents are incorporated by reference into this report. (The submitted documents are available for review at the Commission offices at 1120 N Street, Room 2225, Sacramento or at the offices of the responding agency).

The Commission is required to hold at least one public hearing on the draft California Commuter and Intercity Rail Right-of-Way Inventory. It is the intent of the Commission to hold two public hearings on this inventory. The Commission held a hearing in Riverside and held a second hearing at its regular Commission meeting in October.

II. INTENT OF THE LEGISLATION

The California Commuter and Intercity Rail Right-of-Way Preservation Act states that it is essential that the State, the federal government, local jurisdictions and the private sector plan and implement a program of rights-of-way preservation for future commuter rail and intercity rail transit system in California. The Legislature intended that this system of rights-of-way be planned at the earliest possible time and that this plan provide development of a passenger oriented, efficient and rational system that provides for a safe, reliable and convenient transit trip.

The Legislature also intended that the current users of the rights-of-way and public entities negotiate in good faith for the acquisition of right-of-way in the inventory to be adopted by the Commission. Lastly, the Legislature directed the Commission to give as much consideration to projects which have long-term benefits to the transportation system as it does to the projects in which transportation improvements occur in short term in allocating transportation funds.

III. RESPONSIBILITIES OF THE COMMISSION

In the Rail Right-of-Way Preservation Act, the Commission shall prepare, in consultation with the Department of Transportation and the California Public Utilities Commission, a draft statewide inventory encompassing all of the potential acquisitions included in each inventory submitted by the Department and the transportation planning agencies. The Commission shall then conduct at least one public hearing on the draft inventory, adopt the commuter and intercity rail right-of-way inventory and submit it to the Governor and the Legislature. Lastly, the Commission shall review and revise the inventory biennially beginning in 1993.

The original dates in the Act required that Caltrans submit an inventory by April 30, 1990, the transportation planning agencies by April 30, 1990, and the Commission adopt a draft rail right-of-way inventory by September 30, 1990. The respective dates for action by the responsible parties were changed to May 1990, June 1990 and November 1990.

The schedule was revised to accommodate the changed dates for the STIP adoption process, due to the Loma Prieta earthquake. A letter (May 24, 1990) from the author of the Rail Right-of-Way Preservation Act was sent to the Commission approving to the revised schedule request.

IV. METHODOLOGY FOR INVENTORY OF THE RAIL SYSTEM

A. Caltrans' Methodology for the Intercity Right-of-Way Inventory

For purposes of its right-of-way inventory, Caltrans defined "intercity rail passenger service" as that form of transportation operated by common carriers using fixed guideway technology, servicing interregional passenger travel oriented towards non-commute hours with provisions for personal carry on baggage and possibly with specialized cars for food service, sleeping accommodations, checked baggage, mail and package express.

Planning studies to upgrade existing passenger rail intercity services has provided information for the inventory. Other information was obtained from available railroad track records and charts, field reconnaissance and discussions with local officials. The California State Board of Equalization assessor's maps which provide extremely detailed information over short spans of tracks for all rail lines in California, were identified as an important data resource for further inventories of rail rights-of-way.

Caltrans' inventory differs slightly from what was requested in the Act. The Caltrans inventory assesses suitability of the rail corridors for developing or continuing the operation of intercity rail passenger service rather than assessing the potential for acquisition. The reason for this variation from the Act is that the State usually contracts with Amtrak. State trains run by Amtrak are authorized under Section 403(b) of the Amtrak Act of 1971, which gives Amtrak the right to use rail corridors for intercity rail service without purchasing the right-of-way. Amtrak, however, must negotiate with the rail companies for Amtrak service on each rail line, in terms of number of trains, frequency intervals and use of station facilities. In contracting with Amtrak for intercity rail service, the State need not purchase the right-of-way or obtain an easement. As part of its commitment to intercity train services, the State has funded major track improvements involving installation of welded rail, lengthening of passing sidings, and track relocations to reduce curvatures.

The Department's approach was to provide a practical overview of the existing conditions and potential for passenger service in each corridor, rather than a highly detailed catalog of technical facts or a traditional "real estate" inventory. In addition, information on intercity passenger service development plans in other states and countries was also reviewed.

In developing the inventory of right-of-way suitable for intercity rail developments, the Department had its consultant Wilbur Smith and Associates review all readily available information on all existing and potential intercity rail passenger service routes in the State and survey all rail corridors with existing service or with potential for such service. The Department considered the following corridors to be required by the legislation:

1. Los Angeles-San Diego
2. Los Angeles-Santa Barbara
3. Los Angeles-Fresno-San Francisco Bay Area/Sacramento
4. San Francisco Bay Area-Sacramento-Auburn
5. San Francisco-Santa Rosa-Eureka

In addition, the Department also surveyed the following secondary corridors:

6. San Francisco/Sacramento-Redding
7. Sacramento-Auburn-Tahoe-(Reno)
8. Los Angeles-Santa Barbara-San Francisco/Oakland (via the Coast route)
9. Los Angeles-Barstow-Las Vegas

10. Los Angeles-Barstow-Needles
11. Los Angeles-Palm Springs-(Yuma)

Each of these secondary corridors historically have had intercity rail passenger service which, in most cases, continued up until the time Amtrak was formed in 1971. All eleven corridors (with the exception of the San Francisco-Santa Rosa-Eureka corridor) still has intercity passenger rail service in each direction, either daily or on a triweekly basis.

The existing intercity passenger rail services operated in California by Amtrak include the following:

1. The *San Diegans* operate between San Diego, Los Angeles and Santa Barbara. This service is now extended to Santa Barbara. The *San Diegans* run eight times daily in each direction between San Diego and Los Angeles and two times daily between Los Angeles and Santa Barbara.

2. The *San Joaquins* operate between Oakland and Bakersfield via Martinez, Stockton and Fresno. The *San Joaquins* run three times daily in each direction.

3. The *Coast Starlight* operates between Seattle and Los Angeles via Redding, Sacramento and Oakland, and the coast route to Santa Barbara. This service runs one daily round trip .

4. The *Southwest Chief* operates between Los Angeles and Chicago via Needles. This service runs one daily round trip.

5. The *Desert Wind* operates between Los Angeles and Chicago via Barstow and Las Vegas. This service runs one daily round trip.

6. The *Sunset Limited* operates between Los Angeles and New Orleans via Palm Springs and Yuma, Arizona. This service runs in each direction on a triweekly basis.

7. The *California Zephyr* operates between Oakland and Chicago via Sacramento and Reno. This service runs one daily round trip.

B. Regional and Local Methodology for the Commuter Right-of-Way Inventory

Transportation planning agencies and other agencies were requested identify potential railroad rights-of-way acquisitions. In particular, the survey by the local agencies was to include actual commuter and intercity rail services that may occur.

The information submitted by local agencies generally conform to the legislative requirements, however, in some cases the information will need to be updated and expanded upon in the next update of this biennial inventory. Some submittals appear to lack coordination and information exchange among the local agencies themselves, as well as with the Department. This problem would be remedied during the next update by building upon this initial inventory and standardizing the information.

V. OUTSTANDING ISSUES

A. Policy Issues: A number of policy issues regarding the protection of rail corridors warrant further attention. Clearly, protection of these corridors is important. They are irreplaceable resources. When they are abandoned or sold, they may be lost for transportation purposes. Moreover, the ability to operate urban and commuter rail service in a given corridor may require a shift in ownership--under federal law, Amtrak has preemptive authority to operate intercity service in corridors owned by private railroads; however, no such guarantee is extended to urban and commuter passenger service. The lack of this preemptive guarantee being available to the State and local agencies means they may have to expend limited public funds for land acquisition.

Yet, as important as the protection of rail corridors is, caution must be taken. Public funding for rail services and improvements is limited. Every dollar spent on land acquisition is one dollar less that is available for developing actual rail service. State funding in particular is limited. All revenues from Proposition 108 and from two subsequent bond measures in 1992 and 1994 have already been programmed in the 1990 STIP; and of that amount, $2 billion remains contingent on future voter approval. The only other State funding available for rail rights-of-way is from Proposition 116; from the Transportation Planning and Development Account, which is constrained since it is part of the annual budget process and precludes its use for long-range planning and financing plans; and possibly from the Flexible Congestion Relief program. Acquisition of rail corridors could easily deplete these revenue sources, leaving little for passenger rail service.

Before the decision is made to acquire a rail corridor, several factors must be carefully considered. First, is the basis of the appraised value fair and reasonable, or has it been over-inflated? Second, does the local agency-buyer have the financial and institutional capacity to maintain and operate the corridor for transit service, and to accept the legal liabilities of ownership? Third, to what extent do toxic and hazardous wastes occur in the corridor, and who is responsible and who will pay for their removal? Fourth, what is the extent and nature of title to be transferred and can it be adequately documented? Fifth, are alternatives to full fee acquisition viable and more cost-effective? Sixth, have the financial terms been established for the private railroad company's continued use of the corridor, once it has been sold? All of these factors directly affect the value of a rail corridor and must be fully considered before proceeding with acquisition.

Because state funding is limited, the Commission has established a policy calling for an independent evaluation of a corridor's fair market value as a transportation corridor, in light of the above factors, before an allocation of state funding is approved. Moreover, to assure that state funding for passenger rail service actually yields rail service, the Commission's policy targets state funding for acquisition to those corridors that can be shown to be operating no later than the year 2000.

In addition to these measures, others may be needed. Criteria should be established for prioritizing the acquisition of competing rail corridors in the State and regions, given the constraints and uncertainties of state funding. Evaluations should be made of whether a particular rail corridor should be acquired and developed for passenger service, merely because the corridor is there--does the corridor serve existing or future commute patterns and does it benefit the regional or statewide rail system? The Transit Capital Improvement Program should be re-established on a multi-year basis to permit development of long-range plans and funding commitments that are not limited to one year at a time. Also, consideration should be given to when or if it is ever appropriate to acquire rail corridors with limited state funding, even if no rail service is foreseeable.

Another factor affecting acquisition of existing rail corridors is the state's long-range objectives for high speed rail. If a high speed rail system is to be established in California, it must be determined to what degree. State funds should be targeted to acquiring corridors that lend themselves to conversion to high speed rail.

Finally, another factor to consider is that additional corridors can be found for future rail rights-of-way. Freeway rights-of-way, utility rights-of-way, viaducts and other types of easements exist and are already in the public domain. The use of publicly owned rights-of-way would reduce the expenditure of public funds for land. The funds could then be used for capital rail improvements to provide rail transit service. The potential for joint use of freeway, utility and other types of rights-of-way as rail rights-of-way should be considered. Also, where commute patterns are already established such as on a freeway corridor, rail service as a joint use could help alleviate the existing congestion, since it would follow the commute pattern and provide an alternative travel mode. In determining its best course of action, the Commission should consider the availability of other rights-of-way as an option to acquiring rail rights-of-way with scarce State funds.

B. Technical Issues: The California Intercity and Commuter Rail Right-of-Way Inventory must be updated on a biennial basis. The next update would be enhanced if the information sought from the Department and from other transportation agencies were standardized, including identification and assessment of potential toxic and hazardous waste. A methodology might also be developed that allows the Department and local agencies to set priorities for rail right-of-way corridor acquisition perhaps on a regional or state basis. The Commission's Transit Capital Improvement Task Force could be most helpful in developing such standardized information and methodology for priority setting.

VI. CALTRANS INVENTORY OF INTERCITY RAIL RIGHTS-OF-WAY

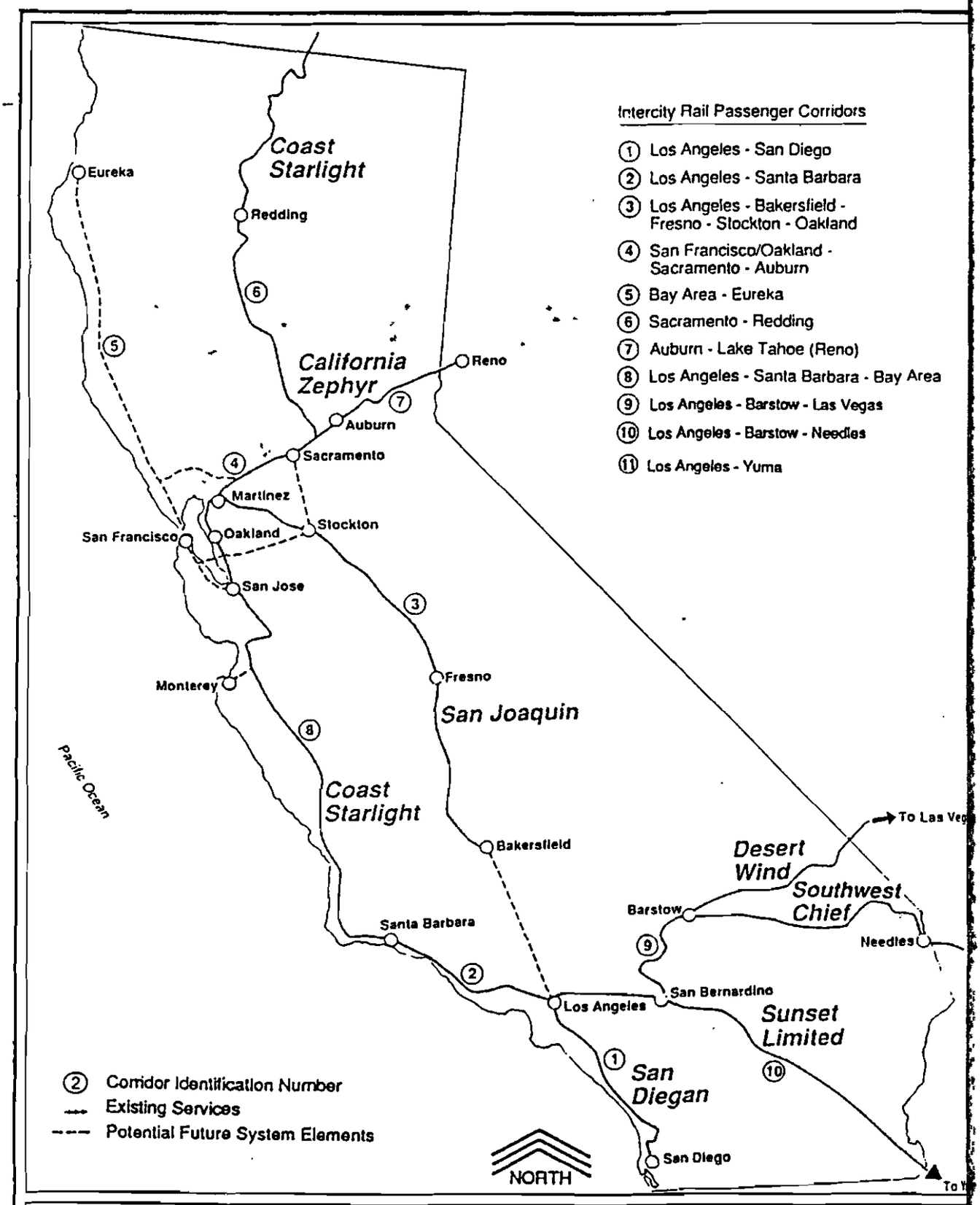
Information provided by the Department is quite extensive and detailed. The Department's information which was completed earlier in the year provides a very good basis for the consideration of statewide development and continuing operations of intercity rail service.

This section of the report summarizes the inventory of eleven corridors identified by the Department of Transportation:

a. Los-Angeles-San Diego
b. Los Angeles-Santa Barbara
c. Los Angeles-San Francisco Bay Area/Sacramento
d. Auburn-Sacramento-Bay Area-San Francisco
e. San Francisco-Santa Rosa-Eureka
f. San Francisco/Sacramento-Redding
g. Sacramento-Auburn-Tahoe-Reno
h. Los Angeles-Santa Barbara-San Francisco/Oakland (via the Coast route)
i. Los Angeles-Barstow-Las Vegas
j. Los Angeles-Barstow-Needles
k. Los Angeles-Parl Springs-Yuma

The last six intercity rail corridors (VI f-VI k) are secondary rail corridors, as identified by the Department of Transportation, and have some intercity passenger service provided. Detailed studies have not been done, but would be desirable.

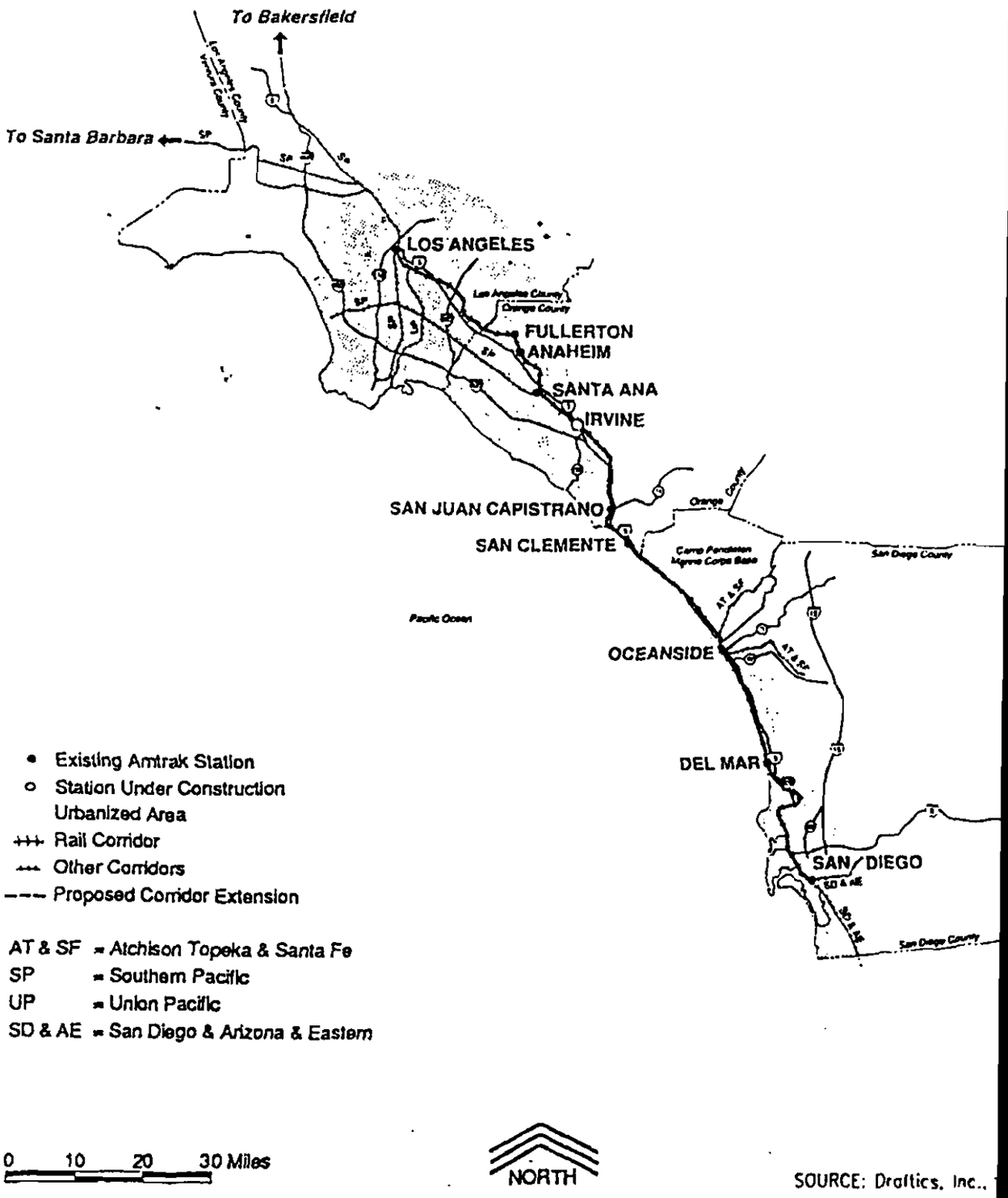
EXHIBIT 1



INTERCITY RAIL
PASSENGER SERVICE CORRIDORS IN CALIFORNIA

VI. A. Los Angeles-San Diego (LOSSAN) Corridor

EXHIBIT 2



LOS ANGELES - SAN DIEGO (LOSSAN)
RAIL CORRIDOR

Los Angeles-San Diego (LOSSAN) Corridor

The Los Angeles-San Diego (LOSSAN) intercity rail corridor extends between the downtown areas of Los Angeles and San Diego. The 128-mile corridor parallels the I-5 freeway and links three rapidly growing counties of Los Angeles, Orange and San Diego. This route has become one of the most successful rail passenger corridors in the United States. Recent data indicate that this corridor has a 108% farebox recovery ratio.

Communities Served: Nine communities, with a population of nearly five million, are served by the LOSSAN corridor intercity trains. They are Los Angeles, Fullerton, Anaheim, Santa Ana, San Juan Capistrano, San Clemente, Oceanside, Del Mar and San Diego. The LOSSAN corridor trains make eight daily round trips. The intercity passenger (Amtrak and state-supported trains) trains in the LOSSAN corridor carried over 1.7 million riders in FY 88-89 with over half that amount being carried on state-supported trains. This four-fold increase in ridership from 381,000 riders in FY 73-74 reflects the combined effects of growth and travel demand and related traffic congestion in the corridor, the addition of state-supported trains in the last few years, station improvements and a growing awareness and acceptance of the service by the residents in the LOSSAN corridor.

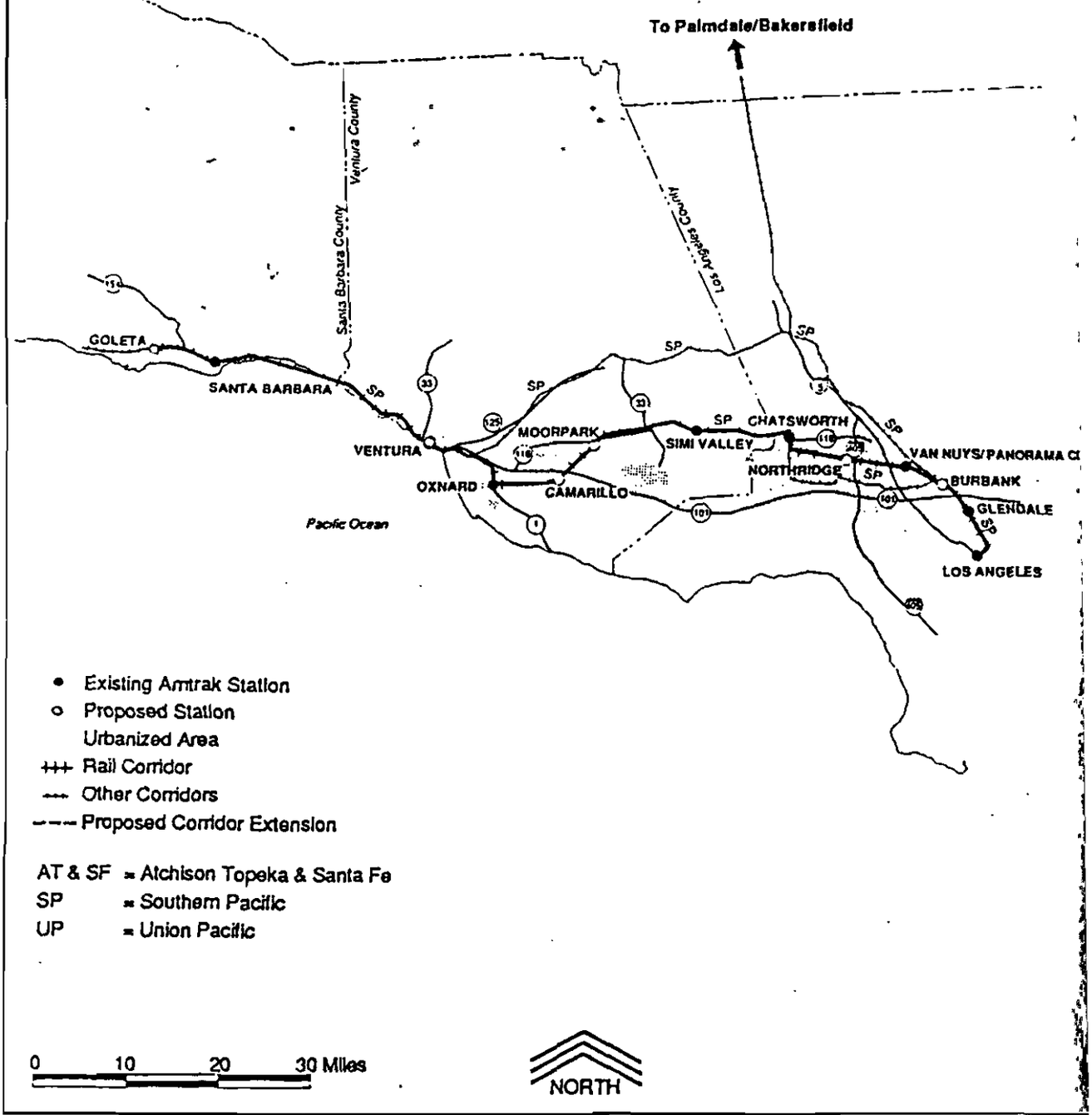
Freight Traffic and Track Characteristics: The Los Angeles-San Diego rail line has two significantly different segments of the Atchison, Topeka and Santa Fe (AT&SF) system. The 26-mile segment between Los Angeles and Fullerton is a heavily used freight line with major freight yards, rail sidings and spur tracks. Conflicts between passenger and freight rail operations which occur on the Los Angeles-Fullerton segment, cause unscheduled passenger train delays. The 102-mile segment from Fullerton to San Diego has very limited freight traffic use. Most of the traffic is Amtrak passenger trains. The Fullerton-to-San Diego segment consists of single trackage. The route from Los Angeles to Fullerton is mostly double track. The maximum operating speed ranges from 65 miles per hour (MPH) to 75 MPH in Los Angeles County segment of the corridor, to 90 MPH between Santa Ana and Sorrento, and a 79 MPH maximum authorized speed from Sorrento to San Diego.

Right-of-way and Station Facilities: Ownership of the rail right-of-way in the LOSSAN corridor is held by the AT&SF Railway Company. There are a number of existing stations in the corridor that are used by the LOSSAN service. The stations at Los Angeles, Fullerton, Anaheim, Santa Ana, Oceanside and San Diego are in good condition with adequate passenger handling and boarding facilities for existing needs. The stations at San Juan Capistrano, San Clemente and Del Mar, however, have inadequate platforms, platform space, track characteristics and access.

Planned Improvements: The California Legislature passed SB 1095 (1985) creating the LOSSAN Rail Corridor Study Group. This group was charged with identifying and placing in priority order improvements on the existing rail line that would reduce train running times, improve reliability, and allow for the operation of additional trains. After the final study report was submitted, the Los Angeles Rail Corridor Agency (LOSSAN RCA) was formed in 1989. Its role is to coordinate the existing and proposed intercity, commuter and freight services, in the corridor and to negotiate shared funding programs. The counties in the corridor are involved in negotiating for acquisition of right-of-way and easements in the Southern California area to provide rail transit services.

VI. B. Los Angeles-Santa Barbara Corridor

EXHIBIT 3



LOS ANGELES - SANTA BARBARA
RAIL CORRIDOR

Los Angeles-Santa Barbara Corridor

The Los Angeles-Santa Barbara rail corridor extends for 103 miles from Los Angeles Union Passenger Terminal (LAUPT) to the Amtrak station in Santa Barbara. The rail line forms the northern continuation of the Los Angeles-San Diego rail corridor. This corridor begins at the LAUPT and roughly follows the Los Angeles River northward through Glendale to Burbank. At Burbank the line turns northwest and into the San Fernando Valley. The route proceeds through a series of tunnels from the San Fernando Valley into the Simi Valley. The route then proceeds from the Simi Valley through Moorpark and into the Oxnard Plain. The track then turns west past Camarillo to Oxnard and continues in a northerly direction to Ventura and Santa Barbara.

Communities Served: The communities served by the intercity rail stations in this corridor are Los Angeles, Santa Barbara, Glendale, Van Nuys/Panorama City, Chatsworth, Simi Valley and Oxnard. The population in this portion of the rail corridor totals over 4.4 million. Additional stations are proposed at Burbank, Northridge, Moorpark, Camarillo, Ventura and potentially at Goleta.

In 1988, Amtrak extended two *San Diegan* trains between San Diego and Los Angeles to Santa Barbara. In addition, the two daily *Coast Starlight* trains between Seattle and Los Angeles serve many of the intercity train stations in the Santa Barbara corridor.

Freight Traffic and Track Characteristics: Freight activity in the Los Angeles-Santa Barbara corridors is extensive, with freight operations in the corridor receiving priority. Passenger-freight train interference between Oxnard and Goleta makes improvement of the signaling system and expansion of service capacity necessary. Interference with local freight trains may also occur on other parts of the rail corridor. Significant improvements would be needed on this rail corridor to meet expanded service.

The existing corridor generally consists of a single track with passing sidings between Santa Barbara and Burbank Junction and double tracks from Burbank Junction to Los Angeles. The double track is signaled for one-way operation on each track. The maximum authorized speed varies between 20 MPH to 70 MPH due to track and signal constraints and local ordinances.

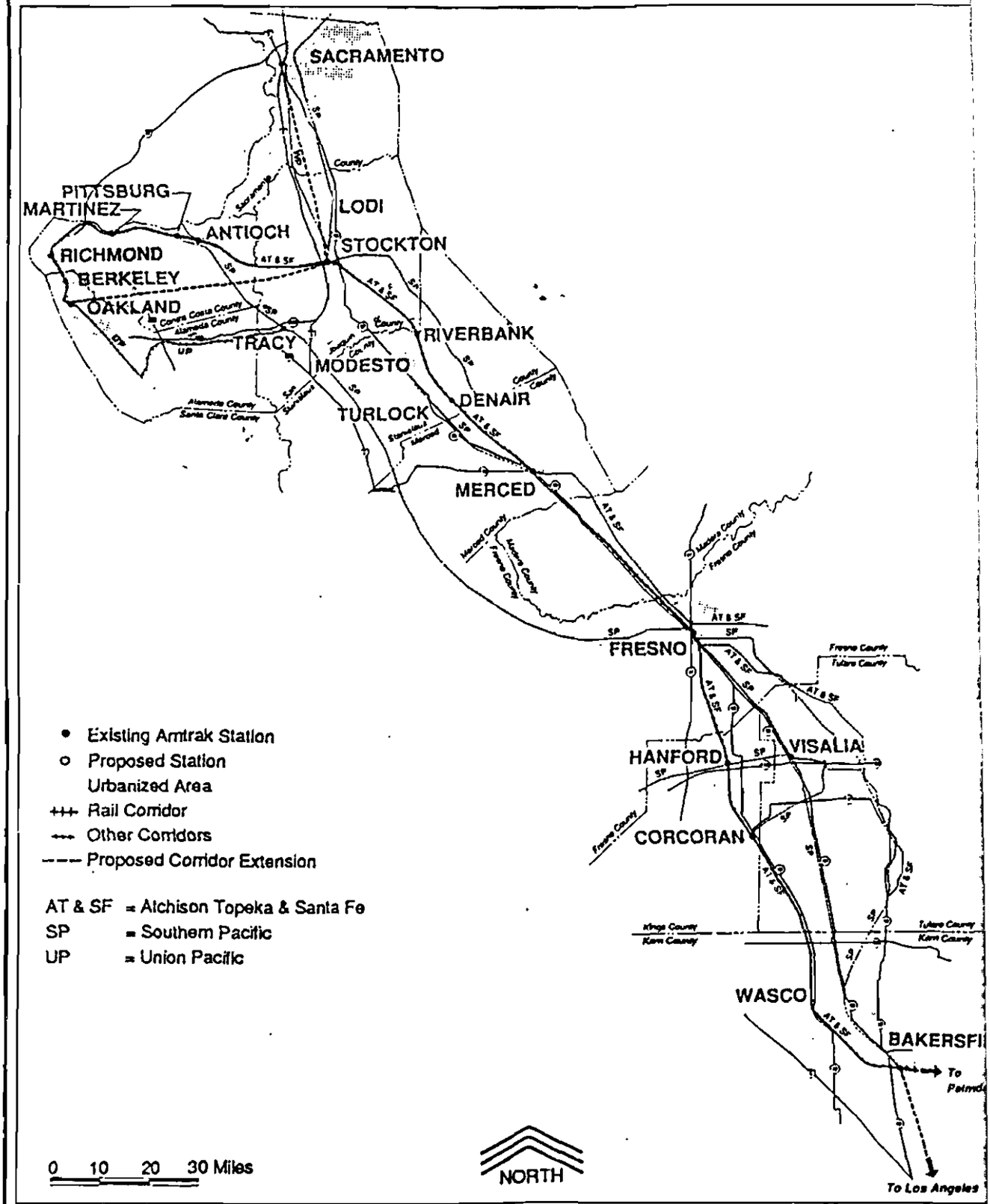
Right-of-Way and Station Facilities: Right-of-way for the Santa Barbara corridor is owned by the Southern Pacific (SP), except for a one-mile segment near the LAUPT which belongs to the Union Pacific (UP) Railroad. The approach to the LAUPT is jointly owned by the SP, UP, and AT&SF.

There are two discrete segments on this line that form the corridor. The segment from Santa Barbara to Burbank is identified as the Coast Line. At Burbank, the Coast Line joins the other Southern Pacific tracks coming from the San Joaquin Valley. From this point in the San Joaquin Valley on through to the LAUPT, the segment is known as the Southern Pacific Valley Line.

Planned Improvements: In 1989 the LOSSAN Rail Corridor Study Group recommended a capital improvement program for the expansion of intercity rail service to Santa Barbara to accommodate four extended *San Diegans*. The cost is estimated at $85 million and would include station improvements, new stations, rolling stock and storage-maintenance facility, and track and signal work. Additionally, siting improvements, double tracking, other track work and signalling improvements, including centralized traffic control were identified for improving overall service reliability in the corridor.

VI. C. Los Angeles-Fresno-Bay Area/Sacramento Corridor

EXHIBIT 4



LOS ANGELES - FRESNO - BAY AREA - SACRAMENTO
RAIL CORRIDOR

Los Angeles-Fresno-Bay Area/Sacramento Corridor

The Los Angeles-Fresno-Bay Area/Sacramento rail corridor extends from Los Angeles into the San Fernando Valley, and then goes northward across the Tehachapi Mountains into Bakersfield and through the San Joaquin Valley into the Stockton area and into Sacramento. Current rail service into the Bay Area is via a line that runs from Stockton to Martinez and then into Oakland. The Los Angeles-Fresno-Bay Area/Sacramento corridor bifurcates at Stockton. One leg goes into the Bay Area and the other to the Sacramento area. The Los Angeles-Fresno-Bay Area leg of the corridor is 482 miles long, while the Los Angeles-Sacramento leg is 451 miles long. The ridership in this corridor was estimated during FY 88/89 to be 370,000 people. Revenue from this rail service was over $9.5 million for FY 88/89, which was $2 million more than the previous fiscal year. All three trains on this route are state supported 403(b) trains and the farebox recovery ratio in FY 88/89 was almost 87%.

Communities Served: This corridor is a vital link between northern and southern California and is an important element in the statewide intercity rail system. Currently the *San Joaquins* make station stops at 15 communities along the route. Los Angeles, Sacramento and San Francisco define the length of the corridor but rail service runs only between Sacramento, Stockton and Bakersfield, bus connections are needed to complete the routes. Presently Amtrak only provides rail service between Bakersfield and Oakland. Bus connections are needed to complete the route from Los Angeles to Bakersfield, from Stockton to Sacramento, and from Oakland to San Francisco. The total population in the 15 communities directly served by the intercity rail train is approximately 1.7 million people.

The *San Joaquins* provide three daily round trips between Oakland and Bakersfield and connects with the *Southwest Chief* at Pasadena.

Freight Traffic and Track Characteristics: Freight traffic in this corridor is extensive. Between Sacramento and Bakersfield, SP operates seven to eight through freight trains daily in each direction. Local freight and switching operations along the main line also serve local shippers.

The overall freight activity on the SP line within the San Joaquin Valley is high even though the density of the through trains operations is not exceptionally high. This is because of the relatively heavy and long trains operating on these tracks.

The Santa Fe operates more through trains between Bakersfield, Stockton and the Bay Area then does SP. Currently the Santa Fe operates as many as ten trains each way between Fresno and Bakersfield. Local freight operations between Fresno and Bakersfield, however, is lower than in Northern California.

The Tehachapi Pass segment of the corridor between Bakersfield and the Mojave is one of the busiest single track freight lines in the West. This line is the main line for Southern Pacific from the Pacific Northwest and from Northern California to Southern California. Most SP freight traveling between the mid west or East Coast and California or Oregon also uses the Tehachapi Pass segment. The Santa Fe has trackage rights on the Tehachapi Pass line between the Kern Junction and the Mojave. All Santa Fe freight traffic between the mid west and San Joaquin Valley or the Bay Area passes over the Tehachapis.

Right-of-Way and Station Facilities: Currently the right-of-way ownership from Bakersfield to Port Chicago is held by the AT&SF and the SP owns the line between Port Chicago and Oakland. SP also owns the right-of-way that extends from Los Angeles through the San Joaquin Valley to Sacramento and into the Bay Area. SP lines could be used for passenger rail service on the entire length of this corridor extending rail service past the current termini in Bakersfield, Stockton and Oakland to Los Angeles, Sacramento and San Francisco. The UP

holds ownership for track which could be used in conjunction with SP lines to provide additional passenger service to the Bay Area via the Altamont Pass and the Dumbarton Rail Bridge.

The SP and the AT&SF own separate rail lines through the Central Valley. Presently Amtrak uses the AT&SF line between Bakersfield and Port Chicago and the SP lines between Port Chicago and Oakland. Rail corridor studies show a strong local interest in relocating the intercity service from the AT&SF line to the SP line between Fresno and Stockton extending service to Sacramento via the SP Line, and developing a high speed line between the Valley and the Bay Area via Altamont Pass.

There are 17 stations currently used for passenger service in this corridor. Most of the stations along this rail corridor require improvements, rehabilitation or total replacement in order to be effective as stations for the passengers using the Amtrak service.

Alternative Routes to the Bay Area: *There are three alternative routes that could be used to get* from Los Angeles to Sacramento. The first alternate route would use the SP line from Los Angeles to Sacramento. This corridor would extend from San Fernando Valley to the San Gabriel Mountains to Palmdale. At that point the route would go from Mojave through the Tehachapi Mountains to Bakersfield. The remainder of the route would be through the San Joaquin Valley to Stockton and Sacramento and then to the Bay Area.

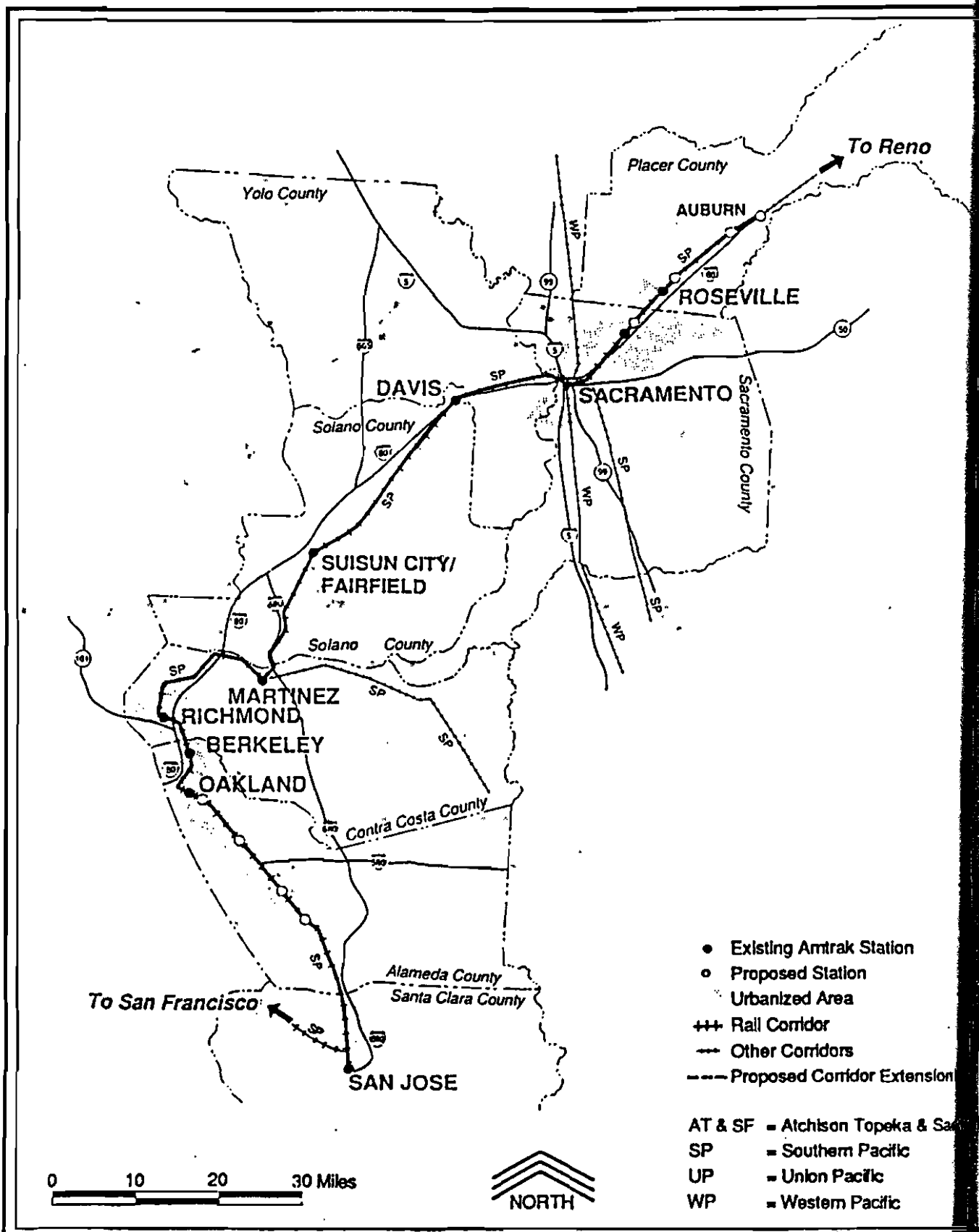
The second alternate route to the Bay Area would use the Union Pacific Railroad from Lathrop to Fremont via the Altamont Pass and then the Southern Pacific Line across the Dumbarton Rail Bridge to a connection with the Peninsula Commute Service at Redwood City, then on to San Francisco. *It should be noted that the route between Niles and San Francisco would* cross the Dumbarton Rail Bridge, which is presently out of service but is being evaluated as to its condition for future service.

The third alternate route is to take the SP line between Lathrop and Martinez via Tracy.

Planned Improvements: AB 971 (Costa, 1988) mandated the Los Angeles-Fresno-Bay Area/Sacramento High Speed Rail Corridor Study. The focus of the study was to develop incremental improvements necessary to increase speeds to the 110 to 125 MPH range. In response to the operational evaluations and the input from local jurisdictions, the following improvements were identified for implementation: 1) extend train service directly to Sacramento; 2) re-route the San Joaquin services onto the Southern Pacific line between Stockton and Fresno; and 3) add a fourth daily *San Joaquin* train and expand the Amtrak feeder bus network.

VI. D. Auburn-Sacramento-Oakland/San Francisco-San Jose Corridor

EXHIBIT 5



SAN JOSE - SAN FRANCISCO - OAKLAND -
SACRAMENTO - AUBURN
RAIL CORRIDOR

Auburn-Sacramento-Oakland/San Francisco-San Jose Corridor

The Auburn-Sacramento-Oakland/San Francisco-San Jose rail corridor extends for 167 miles between Auburn and San Jose via Sacramento and Oakland. The rail line parallels I-80 between Auburn and Oakland and I-880 between Oakland and San Jose. The rail corridor traverses seven counties and numerous communities along the route.

The corridor is composed of three major segments. The first segment between Auburn and Sacramento is mainly 35 miles of double track line which serves relatively heavy freight traffic and passes through mountainous terrain. The Sacramento-Oakland segment is 86 miles in length double tracked and passes through flat terrain with relatively light freight activity. The Oakland-San Jose segment consists of 46 miles of single track with the minimal freight traffic.

Communities Served: Amtrak is currently using nine stations to provide intercity service in this corridor. Stations are located at Roseville, Sacramento, Davis, Suisun City/Fairfield, Martinez, Richmond, Berkeley, Oakland and San Jose. Currently, there is no station stop in Auburn. The population served by this rail corridor is about 1.8 million people. If the total corridor is considered, then the total population is approximately 2.9 million people served.

Intercity rail service in the corridor is minimal. Amtrak currently operates two interstate rail passenger routes through the Sacramento-Oakland corridor segment. The *Coast Starlight* from Seattle to San Diego makes two daily trips. The *California Zephyr* from Chicago to Oakland also makes two daily trips.

There are also three existing state subsidized 403(b) trains, the *San Joaquins* which make three round trips daily between Oakland and Bakersfield. The subsidized trains operate in this corridor between Oakland and Martinez with intermediate stops at Berkeley and Richmond. Connections may be made to the *Coast Starlight* at Martinez. There are also bus connections furnished to off-rail points including Sacramento.

The annual ridership in this corridor for FY 1989 was approximately 15,000 riders. This low number is based on just those trips which have an origin and a destination at the rail stations within the corridor. In FY 1988, total ridership extending beyond the corridor was 531,000 riders.

Freight Traffic and Track Characteristics: A wide range of freight activity occurs daily in this corridor. Between San Jose and Oakland, through-freight traffic is minimal on the line. Between Oakland and Roseville there are three or four freight trains daily in each direction. In addition to those trains, trains from the San Joaquin Valley and/or Southern California use the corridor between Oakland and Martinez.

Between Sacramento and Roseville the main track sees extremely heavy through-freight operations 24 hours a day. This portion of the corridor is a part of SP's main east-west and north-south routes. East of Roseville the main line across the Sierra may handle six to eight trains on a daily basis in each direction. A number of these trains are expedited and therefore are given priority status along the route east of Roseville.

Right-of-Way and Station Facilities: SP owns and operates the right-of-way in the Auburn-Sacramento-Oakland/San Francisco-San Jose rail corridor.

The station facilities in Roseville, Sacramento, Davis, Martinez, Richmond, and Berkeley are in use at this time. There are proposals for some additional parking spaces and rehabilitation of some of the stations. The stations at Suisun City/Fairfield, Oakland and San Jose are in need of rehabilitation or replacement. The station facility in Auburn is no longer used by Amtrak.

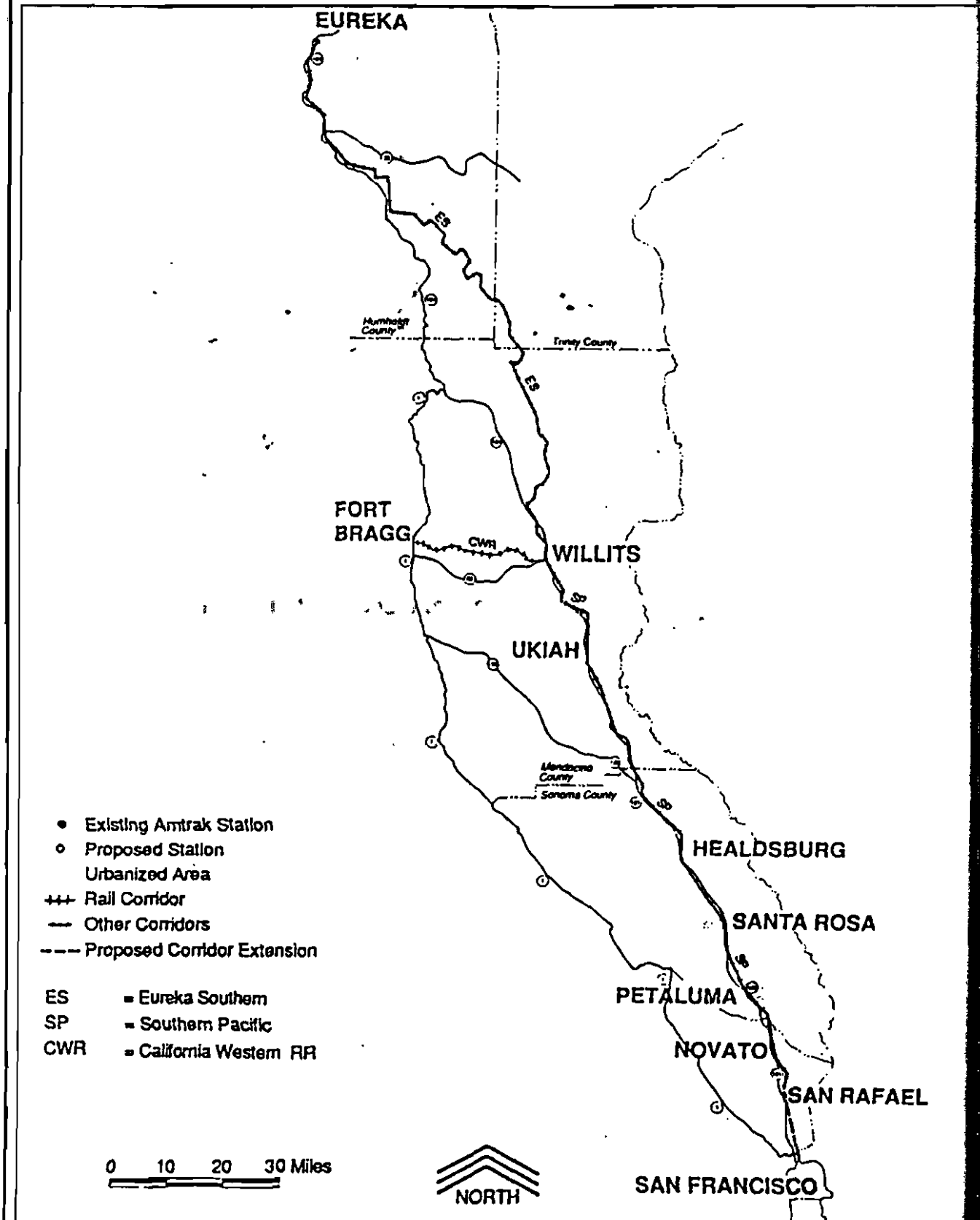
The overall average speed for the corridor is around 50 MPH. Track curvature has a significant impact on train operating speeds. Curves east of Roseville, Elvas, Davis and between Martinez and Pinole all decrease train operating speeds.

Planned Improvements: Assembly Concurrent Resolution (ACR) 132 (Hannigan, 1988) directed the Metropolitan Transportation Commission, the Sacramento Area Council of Governments and the Department of Transportation to undertake an intercity rail corridor study. ACR 132 called for the identification of short term improvements on the existing rail line which would facilitate the introduction of additional train frequencies, increase speeds and reduce train running times.

Long-term improvements call for an identification of high speed rail travel possibilities and the technologies needed to achieve them. Identification of additional rail stations and modification to existing stations were also considered. Several intercity rail upgrade scenarios representing a sequence of events for a long-range plan for corridor improvements are also being considered.

VI. E. San Francisco-Santa Rosa-Eureka Corridor

EXHIBIT 6



SAN FRANCISCO - SANTA ROSA - EUREKA
RAIL CORRIDOR

San Francisco-Santa Rosa-Eureka Corridor

The San Francisco-Santa Rosa-Eureka Corridor extends north from the San Francisco Bay Area to Eureka via San Rafael and Santa Rosa. The railroad tracks between San Rafael and Novato are considered abandoned. The rail line between from Novato to Eureka is 258 miles and generally follows State Route 101 and the Eel River.

This corridor connects with the San Jose-Sacramento-Auburn corridor between Novato and Suisun. The spur line could be used for passenger trains if an inter-corridor connection is desired. The potential for the San Francisco-Santa Rosa-Eureka corridor line is its location through Marin and Sonoma Counties and possibly in connection with the ferry services available at Larkspur.

Communities Served: The rail line serves the communities of Eureka, Willits, Ukiah, Cloverdale, Healdsburg, Santa Rosa, Rohnert Park, Petaluma and Novato. It could serve San Rafael and Sausalito if the abandoned right-of-way were restored. Population in the corridor is around one million.

Most of the existing passenger service is on the California Western Railroad that runs between Fort Bragg and Willits. The Eureka Southern rail service from Willits to Eureka is in receivership and passenger service has been halted by the Federal Railroad Administration, due to the unsafe track conditions.
Right-of-Way and Station Facilities: Right-of-way on this corridor currently belongs to two companies. The line between San Rafael and Willits is owned by SP. The portion of the corridor between Willits and Eureka is owned by the Eureka Southern Railroad Company. Right-of-way between San Rafael and Sausalito is abandoned and converted to a hiking trail.

Station facilities still being used for railroad operating purposes (but not for passenger services) exist at Eureka, Willits, Ukiah and Petaluma. Other station buildings are found at Fort Bragg, Hillsborough and San Rafael.

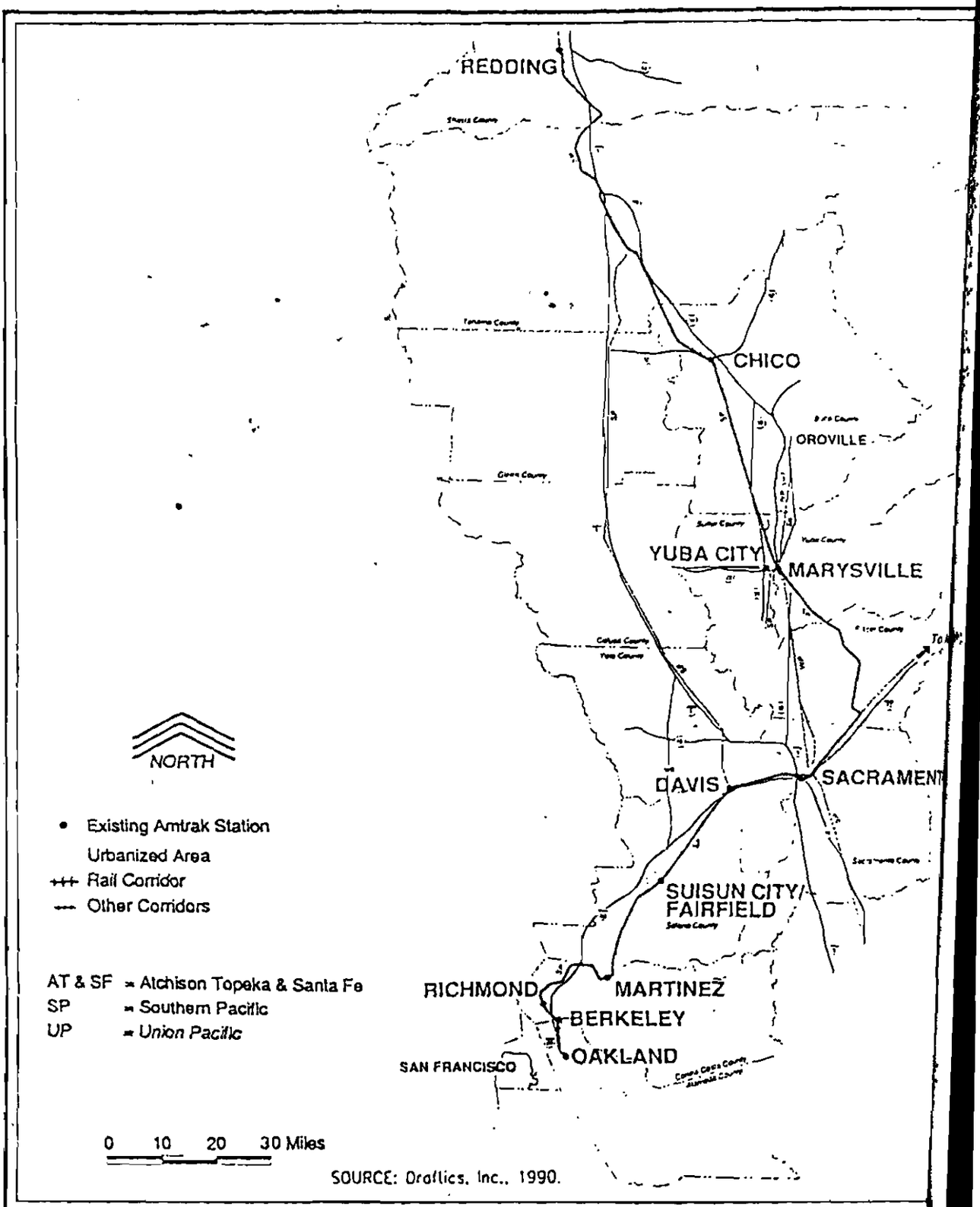
Freight Traffic and Track Characteristics: Freight traffic over most portions of the line is limited to one freight train per day in each direction. The corridor is a single rail track line. Historically, speeds for potential passenger trains are around 50 MPH and around 25 MPH in the Cloverdale to Ukiah area.

Planned Improvements: A number of proposals for using the corridor from Santa Rosa to San Rafael for commuter/intercity rail service, light rail, or high occupancy vehicle lanes. At this time, no specific plans have gained consensus for this portion of the corridor.

Implementation of rail passenger service in the corridor would require new passenger terminals, as well as facilities for servicing rolling stock.

VI. F. San Francisco/Sacramento-Redding Corridor

EXHIBIT 7



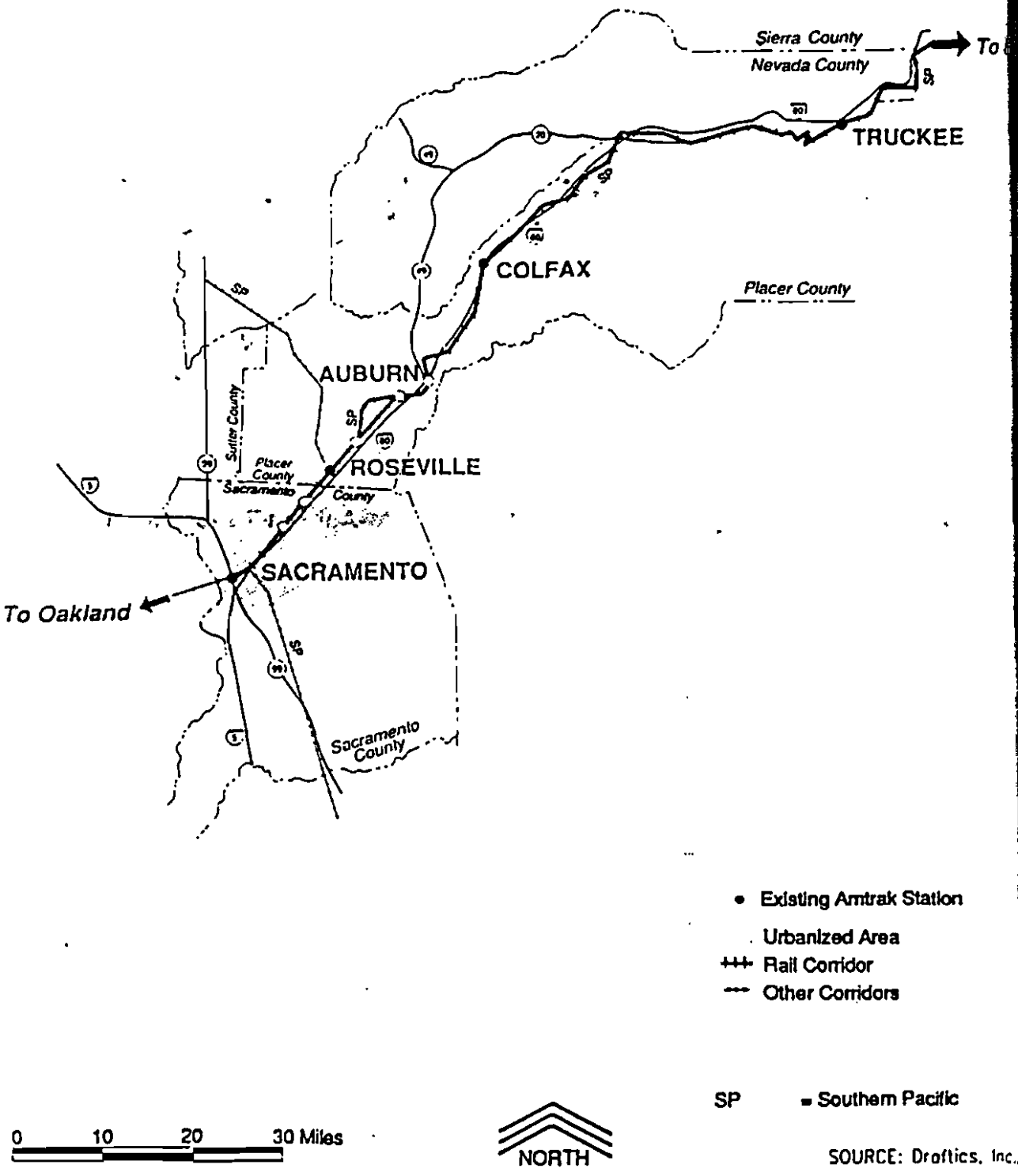
SAN FRANCISCO - SACRAMENTO - REDDING
RAIL CORRIDOR

San Francisco/Sacramento-Redding Corridor

The San Francisco/ Sacramento-Redding rail corridor extends from Oakland to Sacramento via Martinez on SP-owned track. Once the line passes Sacramento, it heads north at Roseville and continues northerly through Marysville and Chico to Redding. This route is 255 miles long. There is an overlap with the San Jose-Sacramento-Auburn corridor of approximately 105 miles. The segment between Roseville and Redding is 150 miles long. The stations within this corridor are at Oakland, Richmond, Martinez, Davis, Sacramento, Marysville, Chico and Redding. Combined population of the communities between Roseville and Redding is approximately 200,000 people. Ridership is very low and there is only one daily passenger trip in each direction on Amtrak's *Coast Starlight* (Seattle to Los Angeles).

VI. G. Sacramento-Auburn-Tahoe-Reno Corridor

EXHIBIT 8



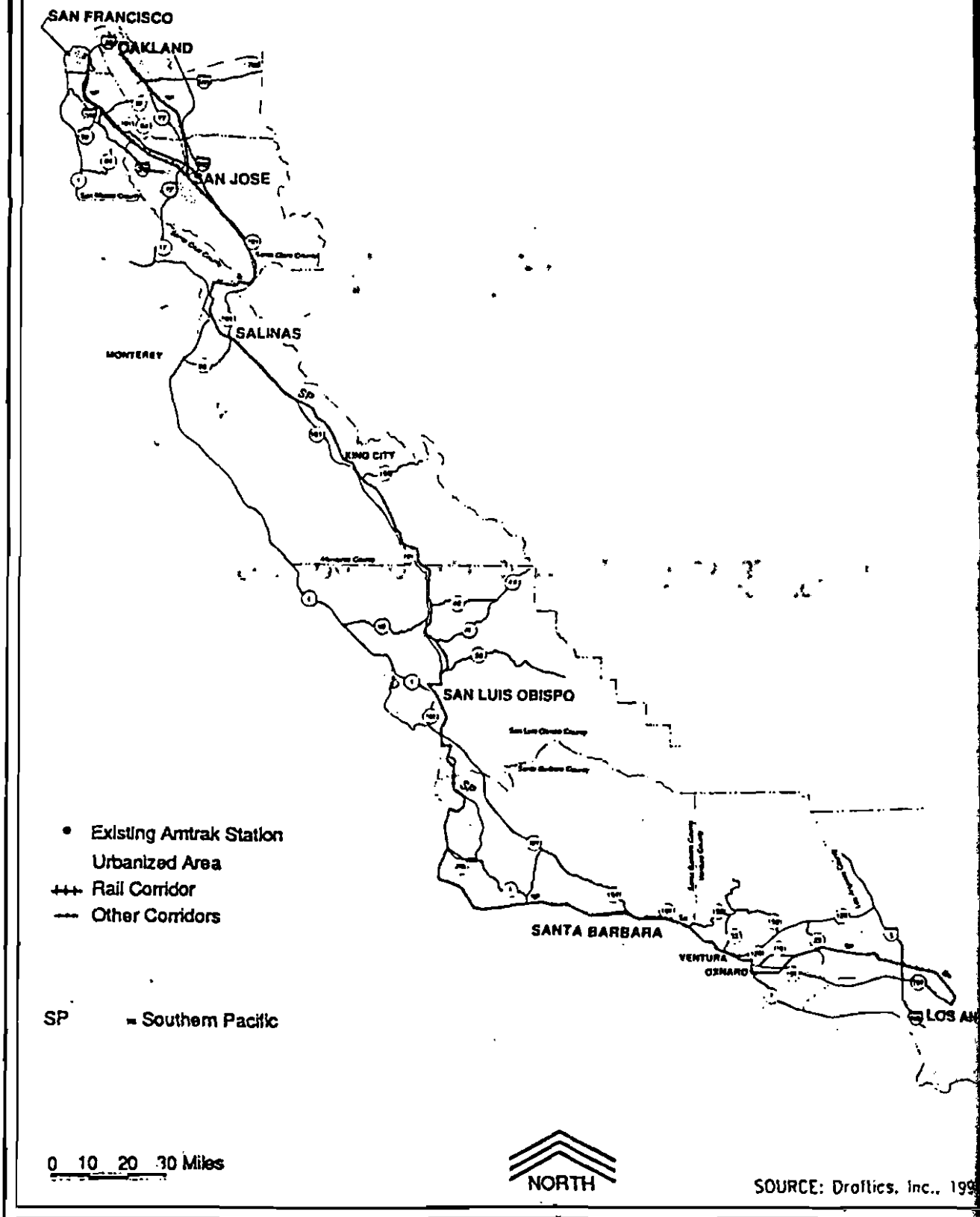
SACRAMENTO - AUBURN - TAHOE - RENO
RAIL CORRIDOR

Sacramento-Auburn-Tahoe-Reno Corridor

This rail corridor follows I-80 from Sacramento to Reno. The line extends for 104 miles with stations located at Sacramento, Roseville, Colfax, Truckee and Reno. The line represents an extension of the Auburn-Sacramento-Oakland-San Francisco-San Jose rail corridor. Rail passenger service is provided by Amtrak's *California Zephyr*, which operates between Chicago and Oakland on a daily basis, ridership is low on this route. Freight operations on this corridor are moderate to heavy. The rail corridor is an important route for its freight from the West Coast to Nevada in the mid west.

In terms of improving operations and shortening travel times on this route, one must take into account the geography of the area. With the mountainous terrain and valleys, major funding may be required to construct more tunnels and/or bridges to improve this route. Installation of centralized traffic control for the entire route would increase the flexibility that is offered by this signalling system.

VI. H. Los Angeles-Santa Barbara-San Francisco/Oakland Coast Line Corridor



LOS ANGELES - SANTA BARBARA - SAN LUIS OBISPO - SALINAS - SAN JOSE - SAN FRANCISCO/OAKLAND RAIL CORRIDOR

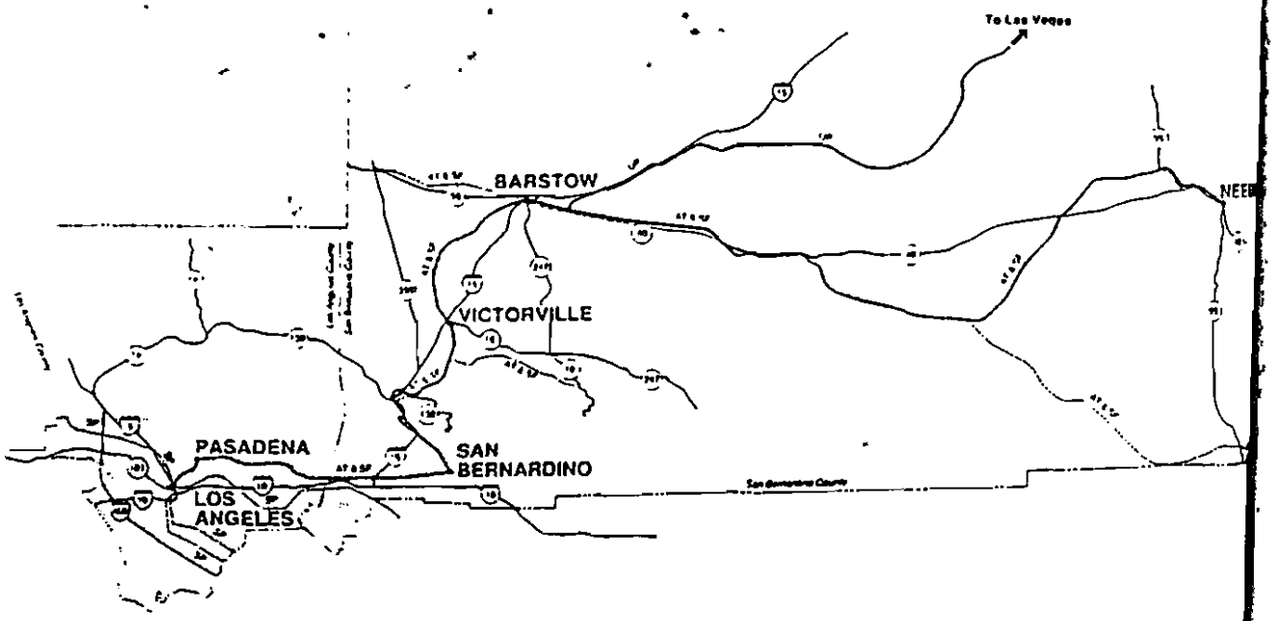
Los Angeles-Santa Barbara-San Francisco/Oakland Coast Line Corridor

This corridor follows the Pacific Coast from the Los Angeles to the San Francisco Bay Area. The distance covered is approximately 480 miles and covers a wide variety of terrain and geography. Presently, nine stations within the corridor provide rail passenger service: Los Angeles, Glendale, Simi Valley, Oxnard, Santa Barbara, San Luis Obispo, Salinas, San Jose and Oakland. Amtrak's *Coast Starlight* operates one daily train in each direction. Ridership tends to be low. Freight traffic infrequently uses this route as it is a secondary route. Most freight traffic tends to use the Central Valley line.

SP owns and maintains the trackage within this corridor. Most of this route is single track. The calculated average passenger train speed over the entire route would only be 47 MPH due to track conditions, topography, and signalization.

VI. I. Los Angeles-Barstow-Las Vegas Corridor

EXHIBIT 10



- Existing Amtrak Station
- Proposed Station
- Urbanized Area
- Rail Corridor
- Other Corridors
- Proposed Corridor Extension

AT & SF = Atchison Topeka & Santa Fe
SP = Southern Pacific
UP = Union Pacific

0 10 20 30 Miles

NORTH

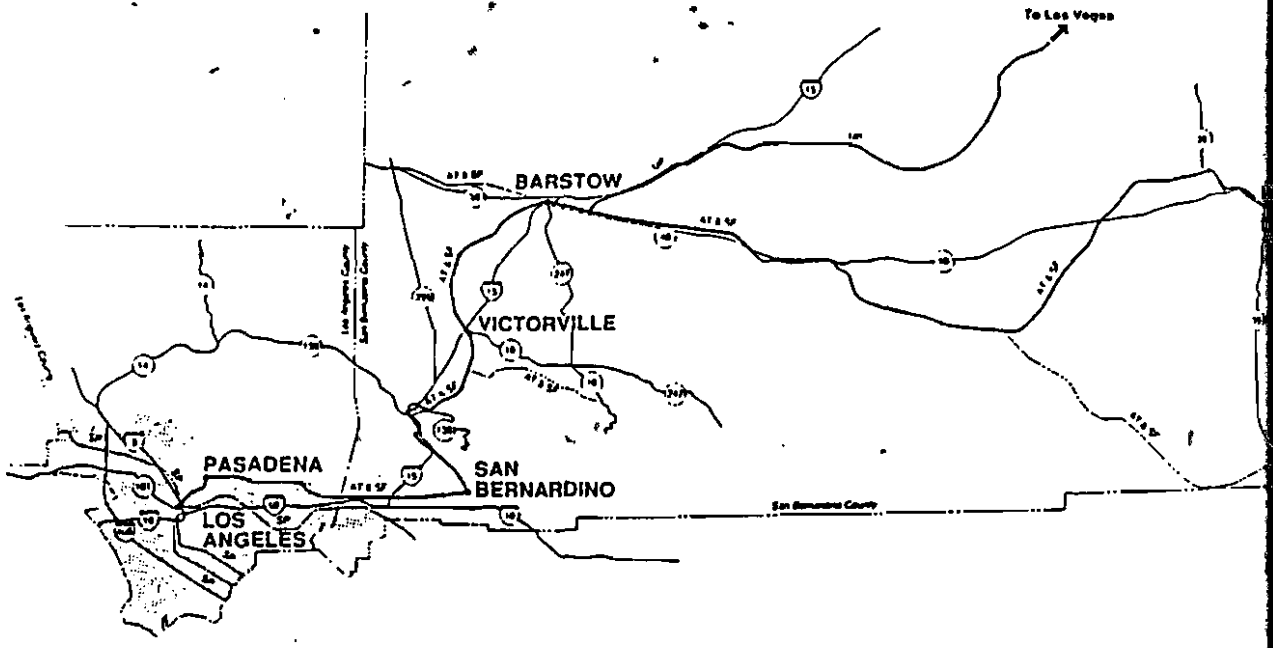
LOS ANGELES - BARSTOW - LAS VEGAS
RAIL CORRIDOR

Los Angeles-Barstow-Las Vegas Corridor

This rail corridor extends eastward from Los Angeles to San Bernardino then north through Victorville to Barstow. From Barstow the rail corridor proceeds to Las Vegas in a northeasterly direction. The total length of the corridor is approximately 340 miles. Within the corridor there are passenger stations at Los Angeles, Fullerton, San Bernardino, Barstow and Las Vegas. Currently, the *Desert Wind* operates over this route on a daily basis between Los Angeles and Salt Lake City, Utah. The primary use of this route is for numerous freight trains between Riverside and Barstow.

Two rail companies own and operate the rights-of-way used for passenger service. The AT&SF owns the line from LAUPT to Barstow, which is 163 miles long. From Barstow to Las Vegas the line is 184 miles long and is owned by Union Pacific Railroad.

VI. J. Los Angeles-Barstow-Needles Corridor



- Existing Amtrak Station
- Urbanized Area
- Rail Corridor
- Other Corridors

AT & SF = Atchison Topeka & Santa Fe
SP = Southern Pacific
UP = Union Pacific

0 10 20 30 Miles

NORTH

SOURCE: Draftics, Inc.

LOS ANGELES - BARSTOW - NEEDLES RAIL CORRIDOR

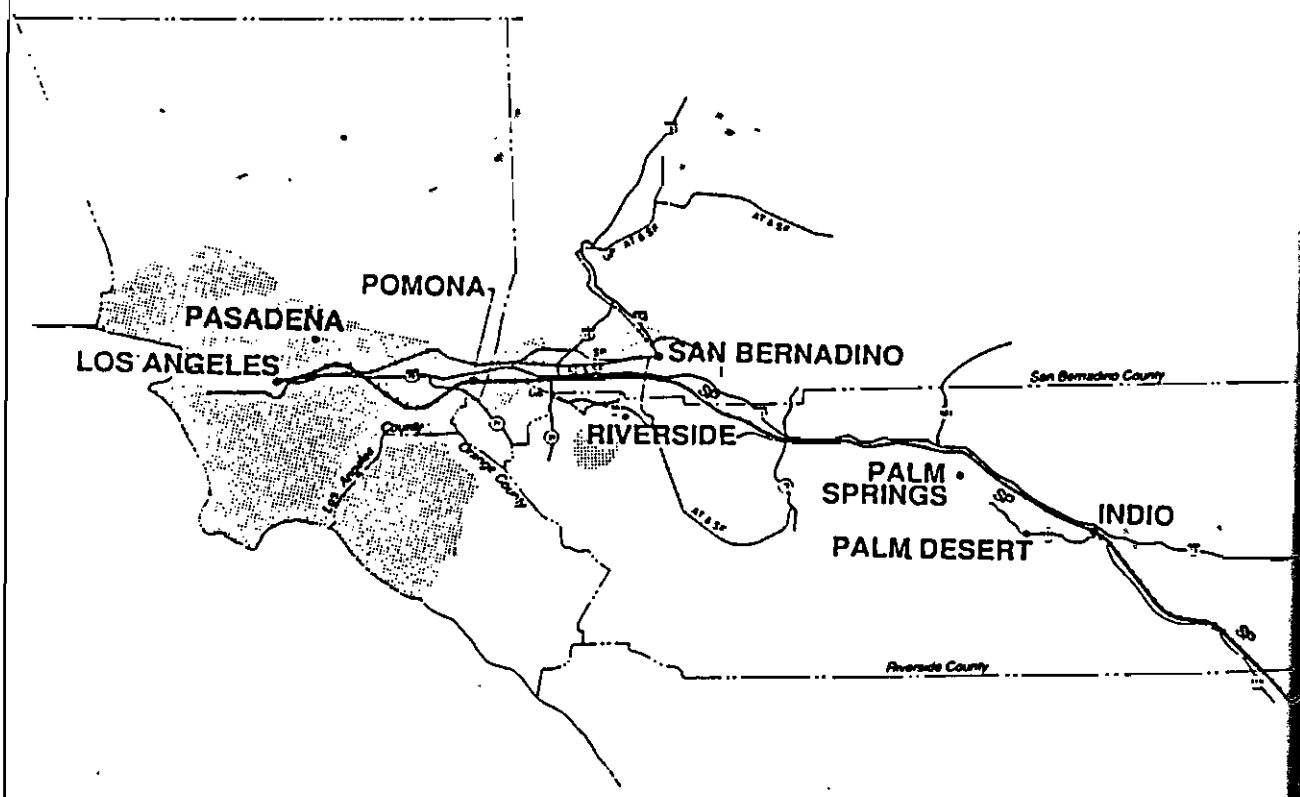
Los Angeles-Barstow-Needles Corridor

This corridor is comprised of three rail segments, mostly within San Bernardino County. The first segment extends from Los Angeles to San Bernardino. The second segment is Cajon Pass to Barstow and the third is from Barstow to Needles.

Stations providing rail passenger service are located at Los Angeles, Pasadena, Pomona, San Bernardino, Barstow and Needles. The corridor is 310 miles long. Daily rail passenger service on this line is provided by Amtrak's *Southwest Chief*. This corridor experiences moderate to heavy freight traffic. The line is owned and operated by the AT&SF.

VI. K. Los Angeles-Palm Springs-Yuma Corridor

EXHIBIT 12



- Existing Amtrak Station
- Urbanized Area
- +++ Rail Corridor
- --- Other Corridors

AT & SF = Atchison Topeka & Santa Fe
SP = Southern Pacific
UP = Union Pacific

0 10 20 30 Miles

NORTH

SOURCE: Droftics, In

LOS ANGELES - PALM SPRINGS (YUMA)
RAIL CORRIDOR

Los Angeles-Palm Springs-Yuma Corridor

This corridor goes from Los Angeles through Pasadena and Pomona and then continues southeasterly toward Palm Springs, Indio and Yuma. The overall length of this corridor is 250 miles long. There is Amtrak service on a triweekly basis. This route is an important trunk line for freight operations from the west coast to Arizona, New Mexico and the Gulf Coast in the mid west. The corridor is owned and operated by Southern Pacific.

VII. REGIONAL AND LOCAL RAIL RIGHTS-OF-WAY INVENTORIES

A total of 26 regional and local agencies responded to the Commission's inquiry about the rail right-of-way inventory. Four of the responses indicated there were not any potential commuter or urban rail right-of-way in their area. These include: 1) Lassen County Transportation Commission; 2) County of Mariposa; 3) Tuolumne County and Cities Area Planning Council; and 4) City of Palm Springs.

The inventory for the remaining 21 regional and local jurisdictions is arrayed first by region and then by individual agencies within the region. The inventory begins in southern California and proceeds northward as follows:

a. San Diego Association of Governments (SANDAG)
   - o Metropolitan Transit Development Board (MTDB)
   - o San Diego Trolley, Inc.

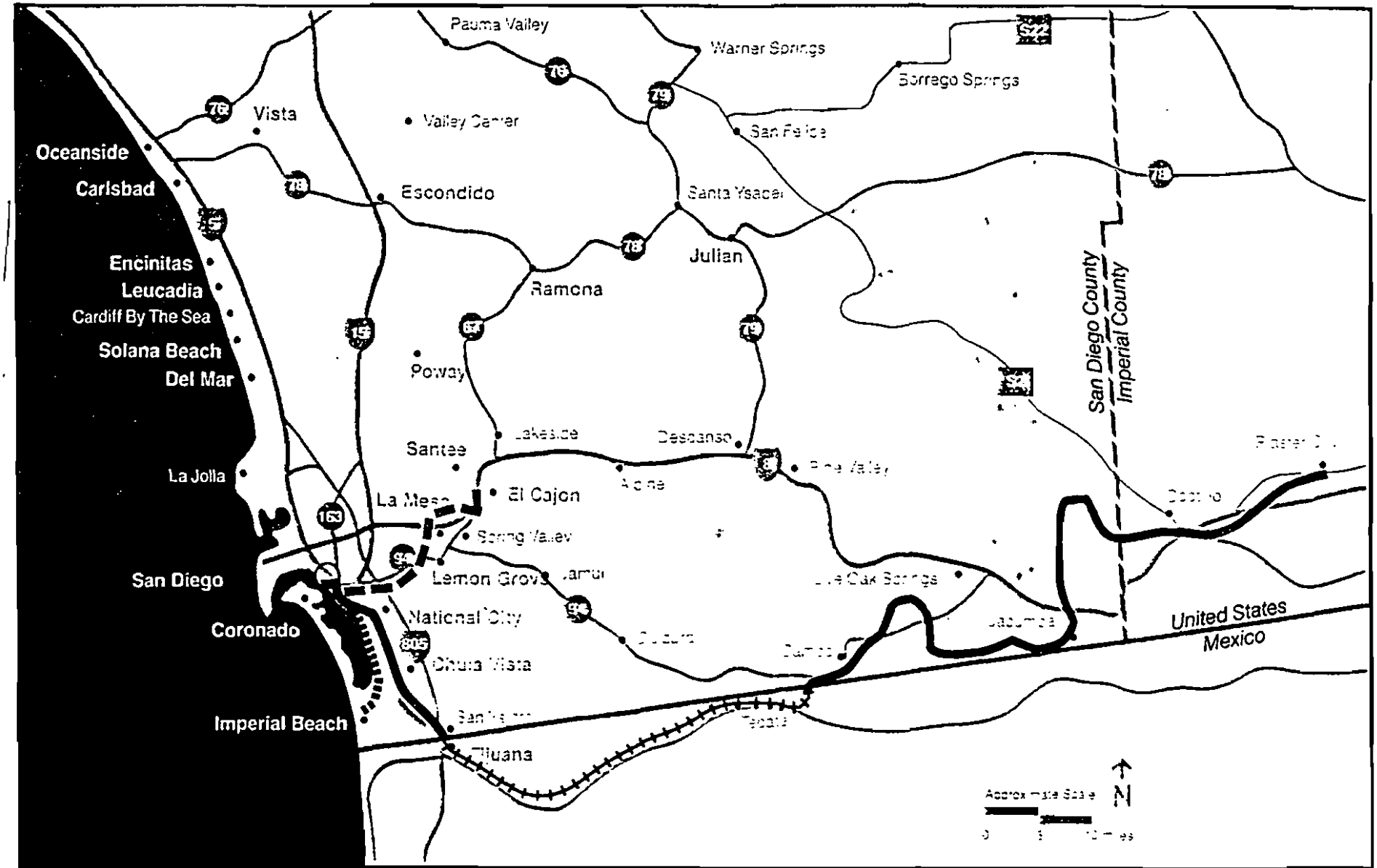
b. Southern California Association of Governments (SCAG)
   - o Los Angeles County Transportation Commission (LACTC)
   - o Orange County Transportation Commission (OCTC)
   - o San Bernardino Association of Governments (SANBAG)
   - o Riverside County Transportation Commission (RCTC)

c. Kern County Council of Governments (Kern COG)
d. Tulare County Association of Governments
e. Kings County Regional Planning Agency
f. Council of Fresno County Governments (COFCG)
g. San Joaquin Council of Governments
h. Calaveras County Transportation Commission
i. Tuolumne County and Cities Area Planning Council
   - o Tuolumne Park and Parkway Recreation District

j. Monterey County Transportation Commission
k. Santa Cruz County Transportation Commission
l. Metropolitan Transportation Commission (MTC)
m. San Mateo County Transit District (Samtrans)
n. Sacramento Area Council of Governments (SACOG)
o. Placer County Transportation Commission
p. Mendocino County Council of Governments
q. Humboldt County Association of Governments (HCAG)

The information presented below is based upon the responses received from the 21 regional and local agencies.

VII. A. San Diego Association of Governments (SANDAG)



MTDB (Metropolitan Transit Development Board)

San Diego & Arizona Eastern Railway

- Main Line
- La Mesa Branch
- Coronado Branch
- Desert Line
- Mexico Line

EXHIBIT 13

San Diego Association of Governments (SANDAG)

San Diego Association of Governments (SANDAG) is currently negotiating for the purchase of right-of-way from the Atchison, Topeka and Santa Fe. The rail rights-of-way being considered are the Main Line and the Escondido line.

The AT&SF Main Line extends north-south along the coastal section of San Diego County beginning at the Orange/San Diego County line and ending at Crosby Street in San Diego. The total length of this rail right-of-way is approximately 61 miles.

The AT&SF Escondido line extends east to west beginning at the Main Line junction in the City of Oceanside and extends approximately 21 miles to the City of Escondido.

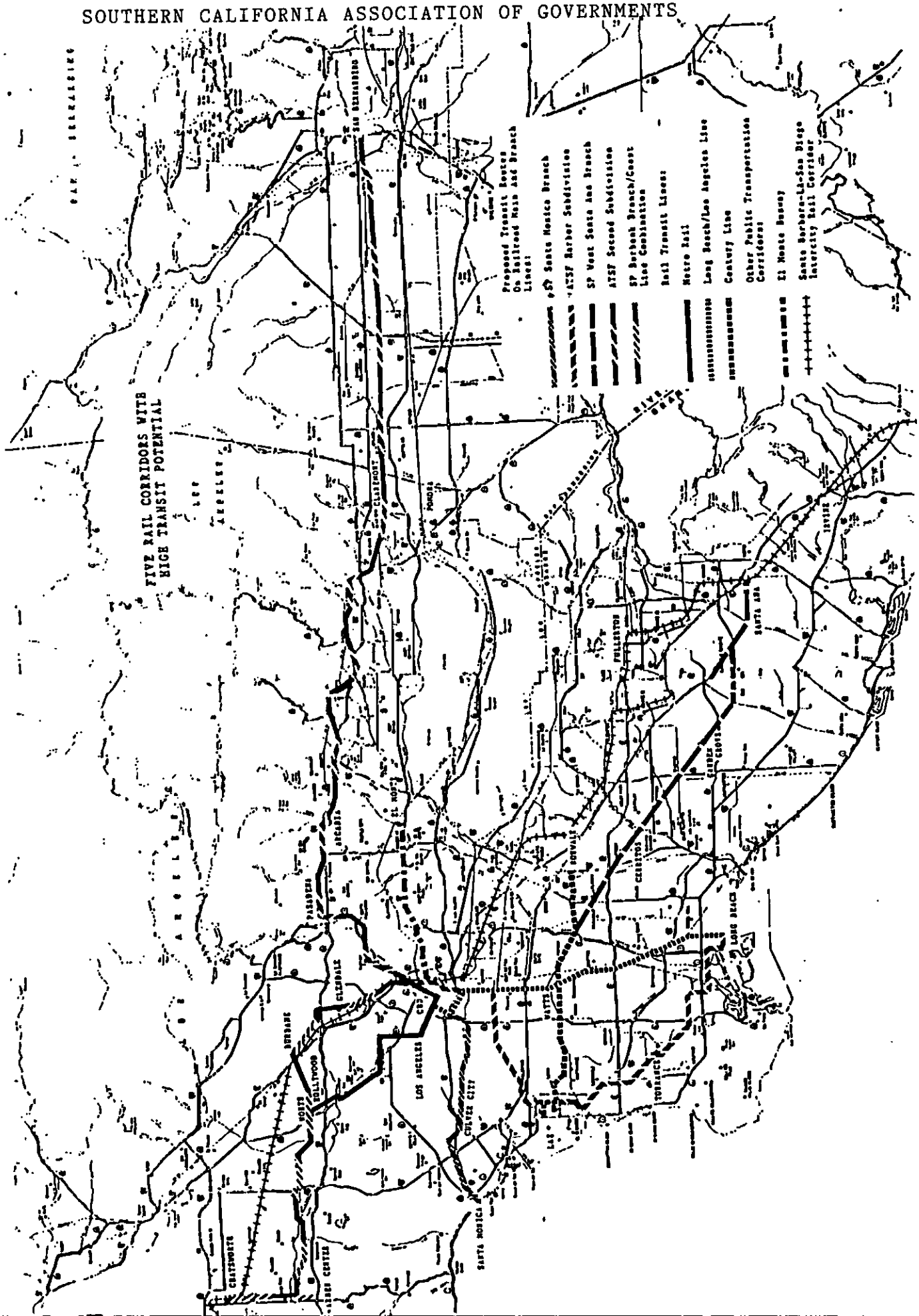
- Metropolitan Transit Development Board: The Metropolitan Transit District Board (MTDB) is the owner and operator of the San Diego and Arizona Eastern Railway Company (SD&AE). The SD&AE consists of four lines totalling approximately 108 miles. The main line starts in San Diego and goes south to San Ysidro/International Border 15.5 miles away. The line crosses over into Mexico where it is owned by the Mexican National Railroad. It connects with the Desert line of the SD&AE approximately 45 miles east of San Ysidro when it recrosses the border. The Desert line extends north and east for 70 miles, to Plaster City but it is closed due to damage to the tracks, tunnels and bridges. The La Mesa Branch from downtown San Diego to El Cajon is 16 miles. The Coronado Branch from National City south to Otay City is 7.2 miles.

  Amtrak also provides intercity rail passenger service between Centre City San Diego and downtown Los Angeles. The service is operated on the AT&SF right-of-way within the MTDB jurisdiction. MTDB plans to use portions of the AT&SF right-of-way corridor for future light rail and commuter rail service.

- San Diego Trolley, Inc.: The San Diego Trolley, Inc. runs on the SD&AE Main Line on the La Mesa Branch seven days a week between the hours of 5 a.m. and 1 a.m. Freight service operates in the same line between 1 a.m.. and 5 a.m.

VII. B. Southern California Association of Governments (SCAG)

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS



Southern California Association of Governments (SCAG)

Southern California Association of Governments has prepared a railroad right-of-way evaluation project report. The intent of the report was to evaluate railroad rights-of-way for transportation purposes. The SCAG region has an extensive network of railroad lines belonging primarily to the Southern Pacific Transportation Company, the Atchison Topeka and Santa Fe Railroad and the Union Pacific Railroad. Additionally, there are rights-of-way available from the former Pacific Electric Railway (Red Car) that are still partially intact, as well as some rights-of-way from the Los Angeles (Yellow Car) Railways.

Although SCAG's railroad right-of-way evaluation project report was started in 1987, many of the objectives of this study were the same as the Rail Right-of-Way Preservation Act (SB 1562, 1989). The SCAG region is comprised of six counties, five of the six have their own transportation commissions or council of governments. The Los Angeles County Transportation Commission, Orange County Transportation Commission and the San Bernardino Associated Governments and the Riverside County Transportation Commission have indicated that they consider the SCAG railroad right-of-way evaluation project report as their effort in complying with the 1989 Right-of-Way Preservation Act. These agencies have also provided information about rail right-of-way which they wish to be considered for the inventory.

The four transportation commissions, the counties of Los Angeles, Orange, Riverside and San Bernardino, are also required by SB 1402 (Presley, 1990) to jointly develop a program for regional transit services. In developing this program the four transportation commissions shall consult with SCAG, the California Transportation Commission, the LOSSAN Rail Corridor Agency and the South Coast Air Quality Management District (SCAQMD).

The program shall include: a plan and map of all regional transit services; an implementation plan and schedule for new regional services including construction and procurement; an implementation plan and schedule to coordinate technologies, fares, and services to enhance transfers among counties and regional services; and an operations program for the efficient and convenient regional transit services. The program shall also consider the specialized transportation needs of elderly and handicapped persons. The first draft regional transit services program is due by December 1, 1990, and the first update of this program in two years shall include inter-county rail and bus service. The adopted program would then serve as the basis for a coordinated application from the four agencies for funds allocated by the California Transportation Commission.

According to the SCAG report, LACTC plans to implement a 150-mile rail transit system along at least 13 corridors. LACTC is currently working on the Métro Rail project and has recently completed the Los Angeles to Long Beach light rail line. LACTC is also working on the Norwalk-El Segundo line, the Coastal Corridor light rail line and Pasadena light rail line.

The SCAG report identifies five railroad corridors with high prospects for providing transit services. These lines are either lightly used for freight service, are expected to be abandoned, or have become redundant. The five lines are the SP Santa Monica Branch, the Santa Fe Harbor Subdivision, the SP West Santa Branch, the Santa Fe Second Subdivision, and the SP Burbank Branch.

The Southern Pacific Santa Monica Branch is currently in the process of being abandoned and is for sale. This rail branch serves major commercial areas of West Los Angeles, Santa Monica, the University of Southern California (USC), and the Los Angeles central business district. One potential transit route extends from Santa Monica to USC using the railroad right-

of-way along Exposition Boulevard and beyond to the Los Angeles central business district via the Harbor Freeway/Flower Street. SCAG does not view the Santa Monica Branch line as competing with the western extension of the LACTC Metro Rail project. Another option includes using the eastern segment to Alameda Street and the west bank of the Los Angeles River to access the east side of downtown Los Angeles at the LAUPT.

The Santa Fe Harbor Subdivision could provide a diagonal link between the Los Angeles central business district and the Los Angeles International Airport (LAX) area, accessing LAX as well as other commercial and passenger activity centers. The Harbor Subdivision could also serve employment, residential and retail centers between Inglewood and the South Bay. Transit service along the Harbor subdivision would provide congestion relief on the heavily travelled I-405 freeway. The middle segment of the right-of-way has been incorporated by LACTC into its coastal corridor transit line. The right-of-way is the only freight route to the seaports, creating potential conflict with passenger rail service.

The Southern Pacific West Santa Ana Branch extends from Lynwood into Los Angeles County southeast of the City of Santa Ana in Orange County. The segments south and east of Stanton to Santa Ana have already been abandoned and have been purchased by Orange County Transportation District. Southern Pacific is currently proposing to sell the remainder of the right-of-way to public agencies for transit purposes. The West Santa Ana Branch is of particular interest as it provides a parallel route to I-5 and the I-405 freeways.

The Santa Fe Second Subdivision extends from the Los Angeles central business district northeast to Pasadena. From Pasadena it goes eastward toward the San Gabriel Valley to Claremont/Montclair and then continues onward to San Bernardino. Although it is currently a main line for the Santa Fe, the railroad company has proposed to abandon the Santa Fe Second Subdivision and consolidate all of its through traffic on the AT&SF Third Subdivision via Riverside and Fullerton. A transit route following the Santa Fe Second Subdivision would relieve traffic demand on Route 710, I-10 and the I-210 freeways. This corridor would serve major employment, commercial, educational and activity centers in Pasadena. Different sections of the Santa Fe Second Subdivision have been proposed for light rail and commuter rail.

The Southern Pacific Burbank Branch combined with parts of the SP Coast Line is a candidate for conversion to transit services. This branch was one of two alignments under study for the light rail or Metro Rail in the San Fernando Valley. Extensions of this branch are also possible to Chatsworth and Burbank, where a connection can be made with the former Red Car rights-of-way, the recently abandoned Union Pacific Glendale Branch, the SP Coast Line, and SP's old Taylor Yard site. Another link can be made with Metro Rail at Universal City using the Vineland Avenue Pacific Electric right-of-way and the Hollywood Freeway.

Rights-of-Way Acquisitions: The railroad industry is looking toward more efficient operations and the need to sell unproductive lines for equipment and financial reasons. It is likely that a number of additional lines will become available for public transit use in the future.

Currently, the Southern California Commuter Rail Coordinating Council is looking into the potential of expanding the current rail services provided to the counties in Southern California. Four of the counties (Riverside, Orange, Los Angeles and San Bernardino) in SCAG and San Diego County are currently negotiating with the AT&SF and the Southern Pacific Transportation Company for either easements or rail rights-of-way for commuter rail services. The California Transportation Commission has reserved $330 million in state funds for commuter rail services in those counties of which a portion can be used to purchase easements or rights-of-way. Purchase of the rail rights-of-way will likely occur during the next several years. The California Transportation Commission has conditioned this use of state

funds for right-of-way acquisition upon demonstration that transit service occurs not later than the year 2000 and upon independent review of appraisals, toxic reports and title for the properties in question.

o Los Angeles County Transportation Commission

Los Angeles County Transportation Commission (LACTC) has adopted the SCAG right-of-way evaluation project report as its intercity and commuter right-of-way inventory. LACTC has also identified the following rights-of-way which are of most concern to it. They are the AT&SF Second Subdivision from LAUPT through Claremont; SP Coast Main line; SP Saugus line; SP Exposition Branch line; SP State Street Branch line; SP Baldwin Park line; SP West Santa Ana Branch line; SP Burbank Branch line; SP Azuza Branch line; and SP Alla Branch line. LACTC regards these ten lines as the most important of the thirty lines running through that County.

o Orange County Transportation Commission

Orange County Transportation Commission (OCTC) has identified ten rail corridors from the SCAG report as being of high interest to Orange County.

Lines owned by SP include: Stanton Branch; Tustin Branch; Santa Ana Branch; West Santa Ana Branch; La Habra Branch; and Los Alamitos Branch. Orange County Transit District (OCTD) already owns the southeast section of the West Santa Ana Branch.

Lines owned by AT&SF include: the Olive Subdivision; the San Diego Subdivision; and the San Bernardino Subdivision.

The one line owned by the UP is the Anaheim Branch.

o Riverside County Transportation Commission

Riverside County Transportation Commission (RCTC) has adopted the SCAG railroad right-of-way evaluation project report. RCTC is interested in acquiring the Santa Fe Third Subdivision for commuter services. RCTC is also interested in purchasing the AT&SF San Jacinto Branch and is jointly purchasing with the San Bernadino Associated Governments the AT&SF Redlands Branch.

o San Bernardino Associated Governments

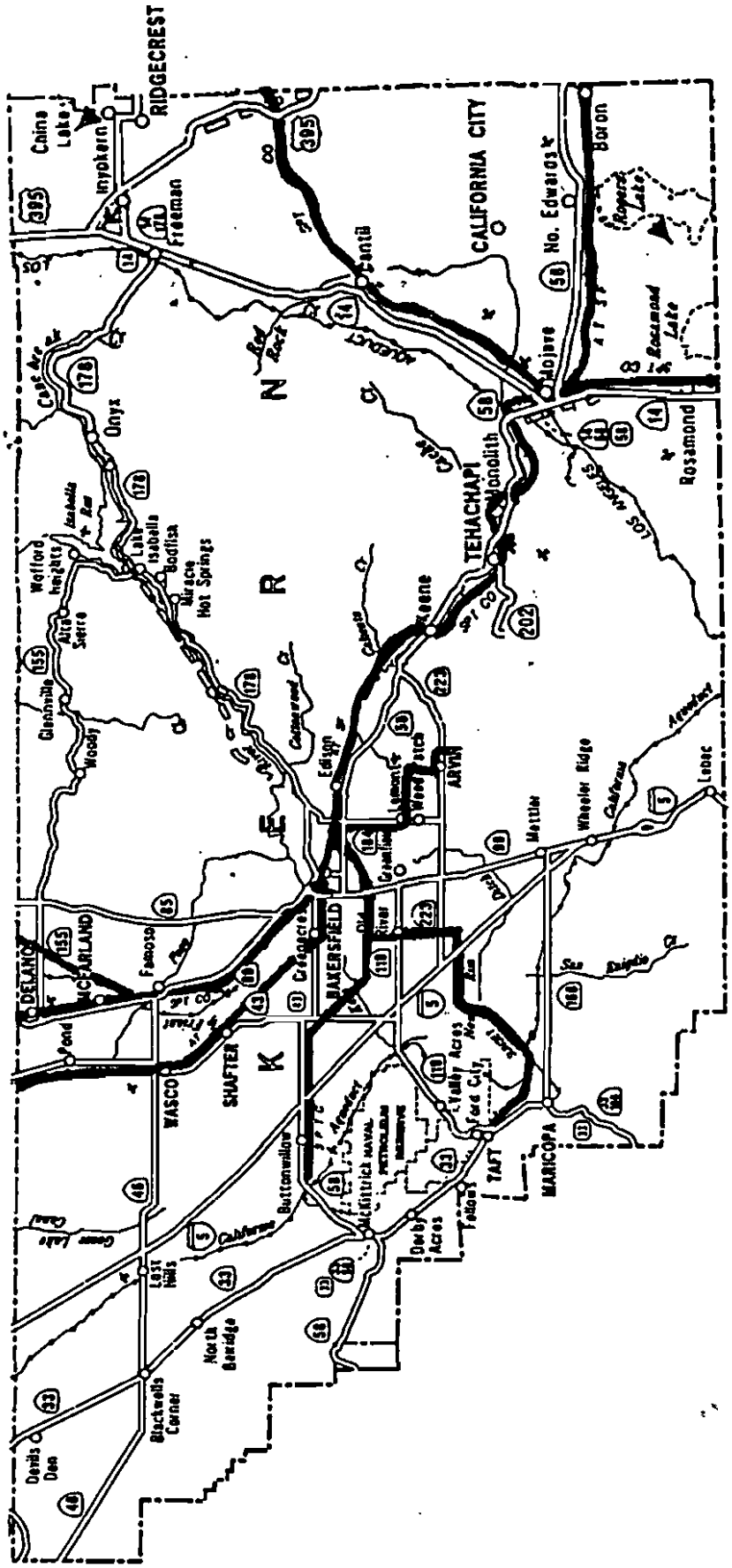
San Bernardino Associated Governments (SANBAG) has also adopted the SCAG railroad right-of-way evaluation project report as its adopted intercity and commuter right-of-way inventory. SANBAG points out that they and the LACTC are actively considering the acquisition of Southern Pacific Baldwin Park Branch and the Santa Fe Second Subdivision for potential commuter rail service between San Bernardino and Los Angeles. SANBAG is also interested in jointly acquiring with RCTC the AT&SF Redlands Branch. In addition, SANBAG, RCTC, and Orange County are assessing the use of the Santa Fe Third Subdivision for commuter rail service.

VII. C. Kern County Council of Governments (COG)

EXHIBIT 15

KERN COUNTY

RAILROADS



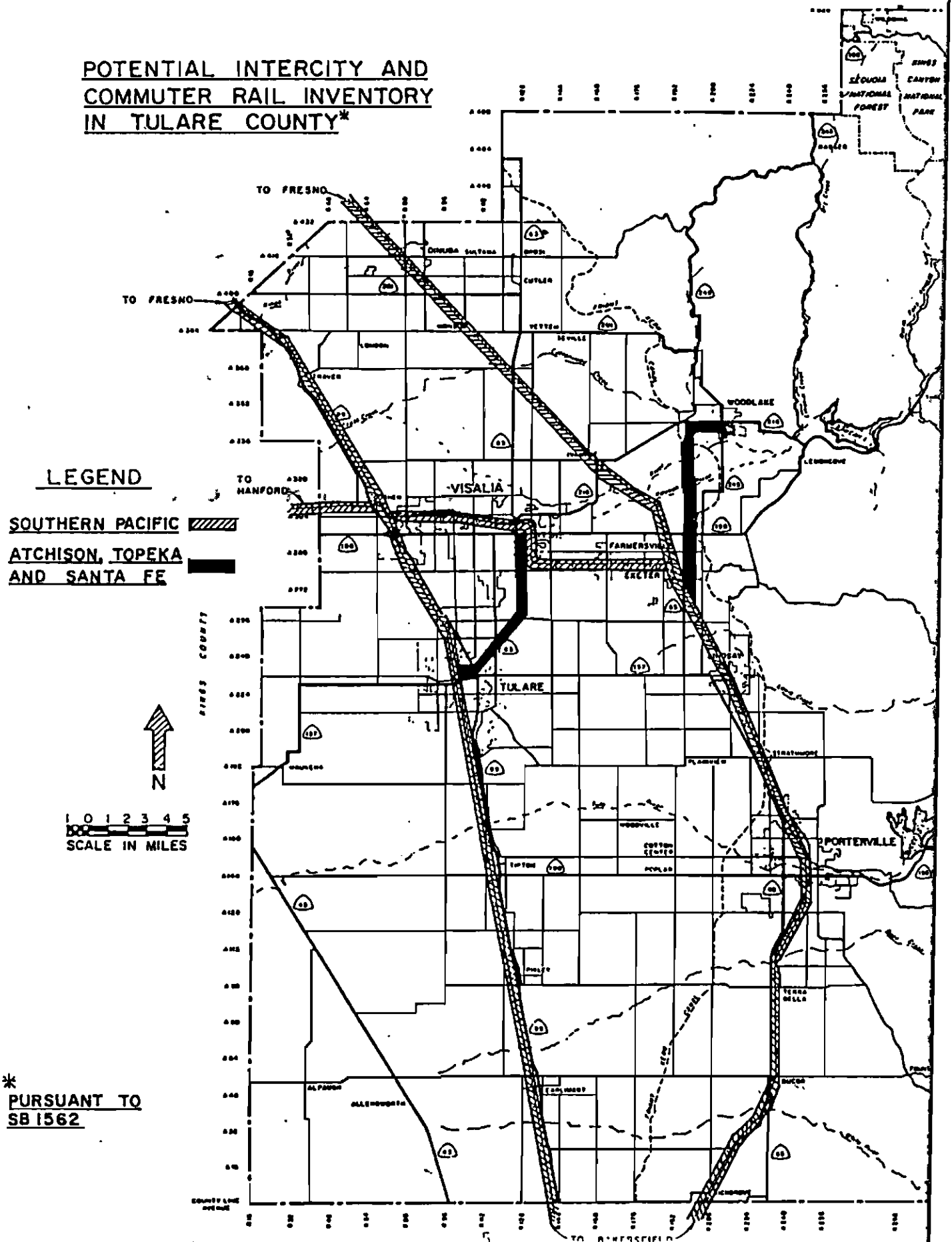
Kern County Council of Governments (COG)

Kern County is a part of the Los Angeles-Fresno-San Francisco Bay Area/Sacramento rail corridor. The Kern Council of Governments has identified Bakersfield as a railroad hub for the southern San Joaquin Valley. The Kern Council of Governments identified the following rail rights-of-way within the City of Bakersfield for preservation. The AT&SF yard just north of California Avenue and east of Route 99; the spurs of the AT&SF main line between L Street Union Avenue; the SP spur north of Route 178 turning northward to the parallel Union Avenue on the west; the SP spur branching south from the main line between "R" and "B" Streets; and the SP yard in East Bakersfield. All of these major rail yards and spurs are located within the City of Bakersfield.

VII. D. Tulare County Association of Governments

EXHIBIT 16

POTENTIAL INTERCITY AND COMMUTER RAIL INVENTORY IN TULARE COUNTY*



* PURSUANT TO SB 1562

Tulare County Association of Governments

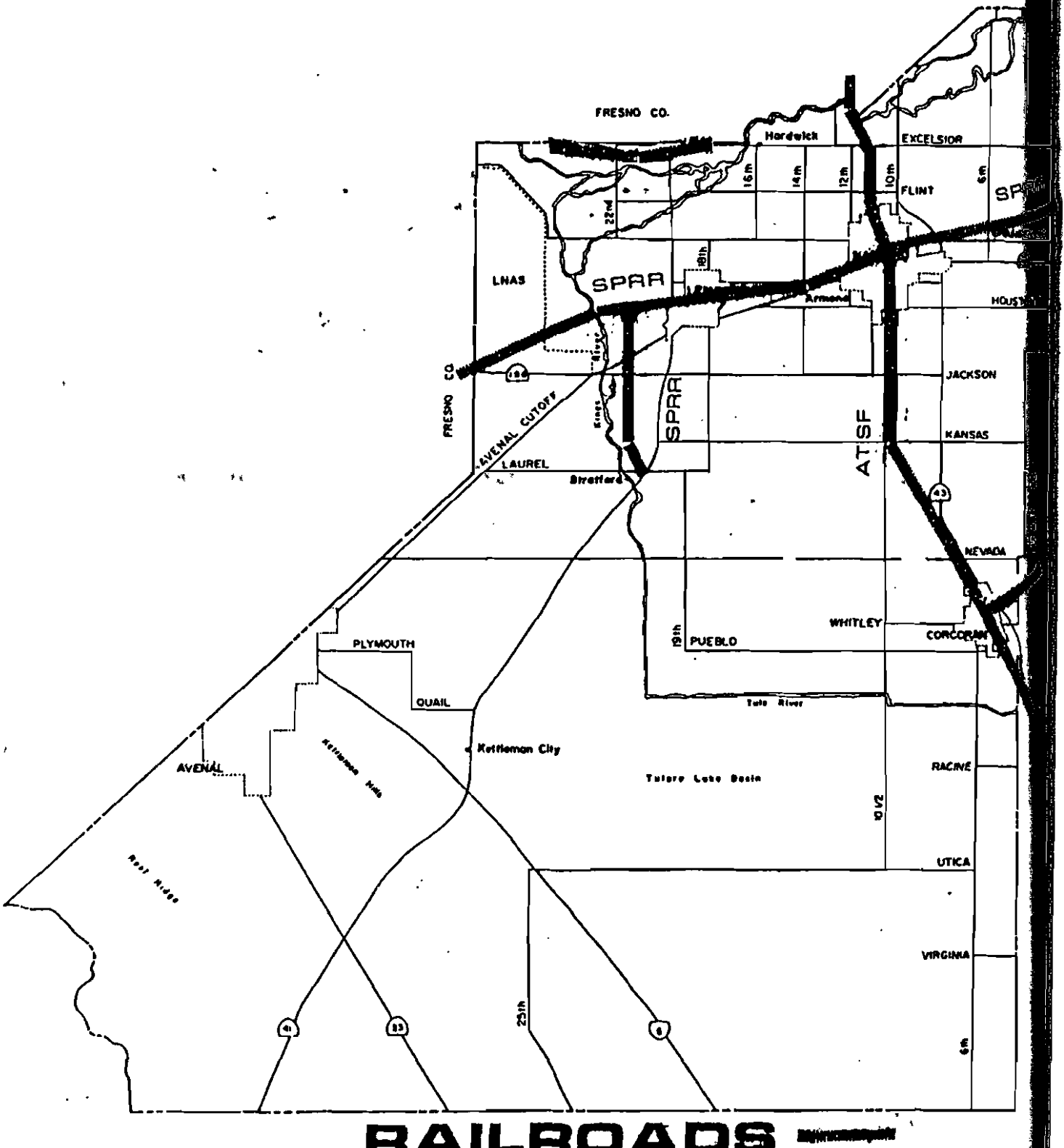
Rail lines in Tulare County fall within the Los Angeles-Fresno-Bay Area/Sacramento rail corridor. AT&SF and SP provide branch line service for various agricultural and commercial enterprises and for the main line freight. There are approximately 300 miles of rail in Tulare County.

Amtrak serves Tulare County with bus feeder service connecting in Visalia and Porterville to the Hanford Station in Kings County.

The Tulare County Association of Governments reports the SP property carries a higher potential for transit service than the Santa Fe property, with the exception of a small segment of Santa Fe rail line between Visalia and Tulare that could serve those two population centers. Light rail could run on the SP line without jeopardizing the freight service. By using SP's north-south trunk lines for transit, the Santa Fe lines are still available for agricultural shipping.

VII. E. Kings County Regional Planning Agency

EXHIBIT 17


FRESNO CO.
Hardwick
EXCELSIOR
FLINT
LNAS
SPRR
Armona
HOUSTON
JACKSON
KANSAS
FRESNO CO.
AVENAL CUTOFF
LAUREL
Stratford
ATSF
NEVADA
WHITLEY
CORCORAN
PUEBLO
PLYMOUTH
QUAIL
Kettleman City
Tulare Lake Basin
RACINE
AVENAL
UTICA
VIRGINIA
RAILROADS
KINGS COUNTY
NORTH
0 2 4 6 8

Kings County Regional Planning Agency

Kings County is a part of the Los Angeles-Fresno-San Francisco Bay Area/Sacramento rail corridor. The rail lines in Kings County consist of 67 miles of operating main and branch line rights-of-way.

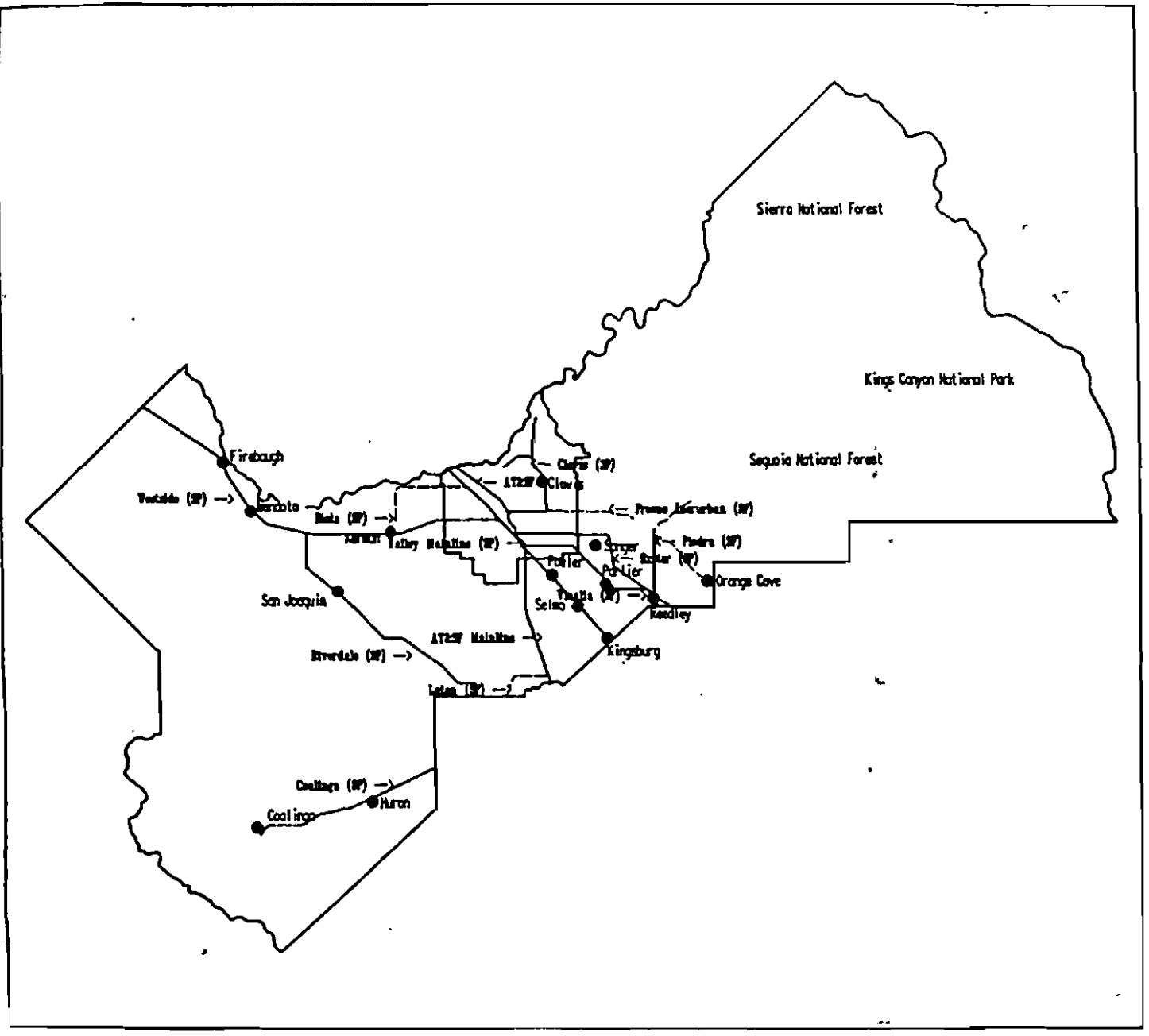
The *San Joaquins* serve Kings County on the AT&SF Main Line, with three daily round trip trains, which stop in Corcoran and Hanford. Dedicated Amtrak bus service connects the Hanford Amtrak station to Tulare County.

Three AT&SF lines traverse Kings County: the Main line; the Visalia Branch line and the Laton Branch line. The Kings County Regional Planning Agency has identified the Visalia Branch line for a potential commuter rail service.

Two SP branch lines run through Kings County: the Coalinga Branch line and the Stratford spur line. The regional planning agency identified the Coalinga Branch line as the most likely for intercity and/or commuter rail service. This Coalinga line also offers a connection to Amtrak's *San Joaquin*. Tulare County and Kings County have identified the Coalinga Branch line as a potential passenger rail line, Fresno County has not.

Kings's County Regional Planning Agency reported that the SP's Stratford spur line does not have the population density suitable for commuter rail, yet they request that the line be protected for future long-term commuter service.

VII. F. Council of Fresno County Governments (COFCG)



Regional Transportation Plan 1988-2008

Regionally Significant Railroad Facilities

- Mainline
- Branchline
- Abandonded Line

NORTH

03/01/88

Council of Fresno County Governments

EXHIBIT 18

Council of Fresno County Governments (COFCG)

Fresno County is a part of the State's Los Angeles-Fresno-San Francisco Bay Area/Sacramento rail corridor.

Passenger rail service in Fresno County is via Amtrak's *San Joaquin*, which runs three trains daily between Bakersfield and Oakland. Amtrak also provides bus service connecting the rail stations of Corcoran and Hanford in Fresno County with cities in Kings County and Kern County that are not directly served by the *San Joaquin* trains.

The COFCG reports that the potential use of rail rights-of-way for urban or commuter rail service is currently unlikely because projected ridership does not meet the Urban Mass Transportation Administration (UMTA) feasibility threshold standard of 15,000 trips per day. However, the COFCG reports that urban commuter rail service may be feasible in five to ten years. The COFCG has also identified the following rail branches for preservation: Exeter Branch (SP) line, Clovis Branch (SP) line, Biola Branch (SP) line, Visalia Branch (AT&SF) line, Fresno Inter-urban Branch (AT&SF) line, and Minkler Branch (AT&SF) line.

The rail network in Fresno County consists of approximately 280 miles of operating main and branch line rights-of-way. SP operates two main lines and five branch lines which either pass through or end within the Fresno County. AT&SF operates one main line and five branch lines which either pass through or are completely within Fresno County. The major lines owned by SP are described below.

The SP Valley Main line parallels Route 99 and serves the industrial corridor between SR 99 and the City of Fresno, with 20 to 30 freight trains daily. There is no passenger service on this line, but it is a candidate for Amtrak services in the future.

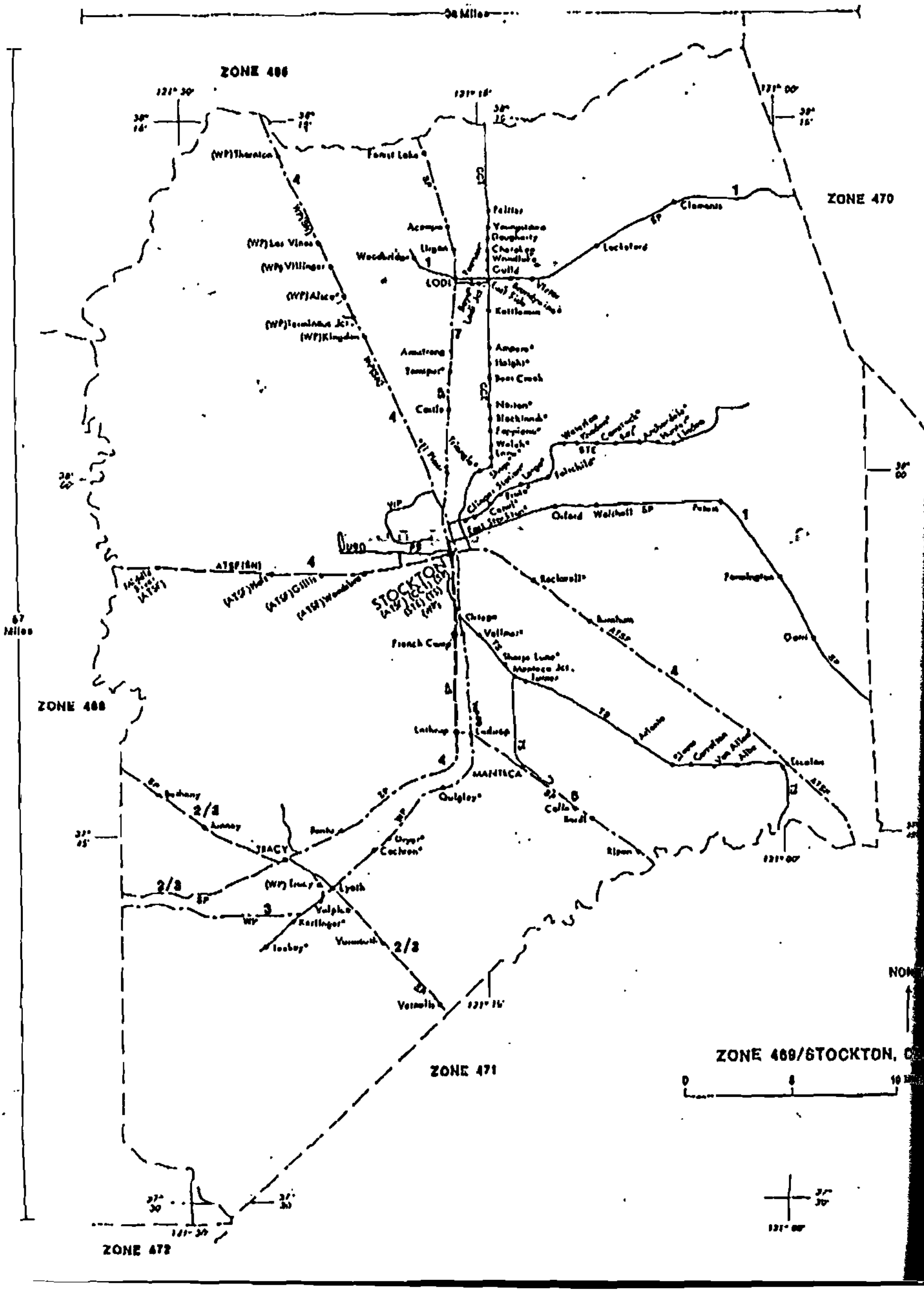
The SP Westside Main line runs roughly east to west entering from Merced County and connecting with the Valley Main Line in the City of Fresno. This 53 miles of track serves agriculture in Fresno County. Although the Westside Main line does not currently have the population densities suitable for local commuter rail, the COFCG has identified this line as a potential high speed rail corridor.

SP's Riverdale Branch and Coalinga Branch were not considered to be suitable for potential commuter rail service because of the low population density around the branches.

Atchison, Topeka and Santa Fe's main line enters Fresno County from the north and passes through the City of Fresno. Currently the Amtrak San Joaquin service is on the AT&SF main line. The Council of Fresno County Governments has indicated that this main line may be suitable for future commuter rail service; however, it might interfere with freight operations.

VII. G. San Joaquin County Council of Governments

SAN JOAQUIN COUNCIL OF GOVERNMENTS



San Joaquin County Council of Governments

San Joaquin County is a part of the Los Angeles-Fresno-San Francisco Bay Area/Sacramento rail corridor. The SP, the AT&SF, and the Union Pacific railroad lines run through San Joaquin County. There are three short-haul railroads located within San Joaquin County. The Central California Traction company, the Stockton Terminal & Eastern Railroad, the Tidewater Southern Railroad, according to the COG's report, are used primarily for local freight service. None of the short-haul lines have been identified as potential commuter lines. Intercity rail service is provided by the Amtrak *San Joaquin*. There is approximately 314 miles of rail right-of-way in San Joaquin County.

SP's Mococo line connects the SP main line in Stockton to the Bay area via Tracy to Antioch. SP's main north-south line comes south from Sacramento and goes through Stockton southward to Fresno, Tulare and Bakersfield. This single track line parallels most of Route 99 and passes directly through the downtown areas of several of the cities in the Valley. SP owns the West Valley line, which goes through an area with very low population density. It may be a candidate for a high speed rail service between Fresno and San Francisco.

The Santa Fe main line goes west from Stockton through Martinez to the Bay area and south from Stockton to Bakersfield. It is a single track line and can operate potential passenger rail service at 90 MPH with the installation of automatic train controls.

The Santa Fe main line is used by Amtrak. Two factors have influenced Amtrak's choices: the good condition of the tracks and Santa Fe's willingness to let Amtrak operate passenger trains on these lines. The principal disadvantage of the Santa Fe line is that it misses most of the important population centers in the valley. There are ten freight trains daily between Stockton and Bakersfield. Amtrak's *San Joaquin* operates three trains daily.

The UP links Oakland from Tracy through Niles Canyon. The Union Pacific line is a single track line. The UP line has connections on the west with the SP line over the Dumbarton Rail Bridge to San Francisco. On the east the Union Pacific line connects with the SP line near Tracy. It is the only existing rail line that provides direct service into San Francisco. The parallel lines and the track- age rights which were owned by SP have been assigned over to the UP.

VII. H. Calaveras County Transportation Commission

Calaveras County Transportation Commission

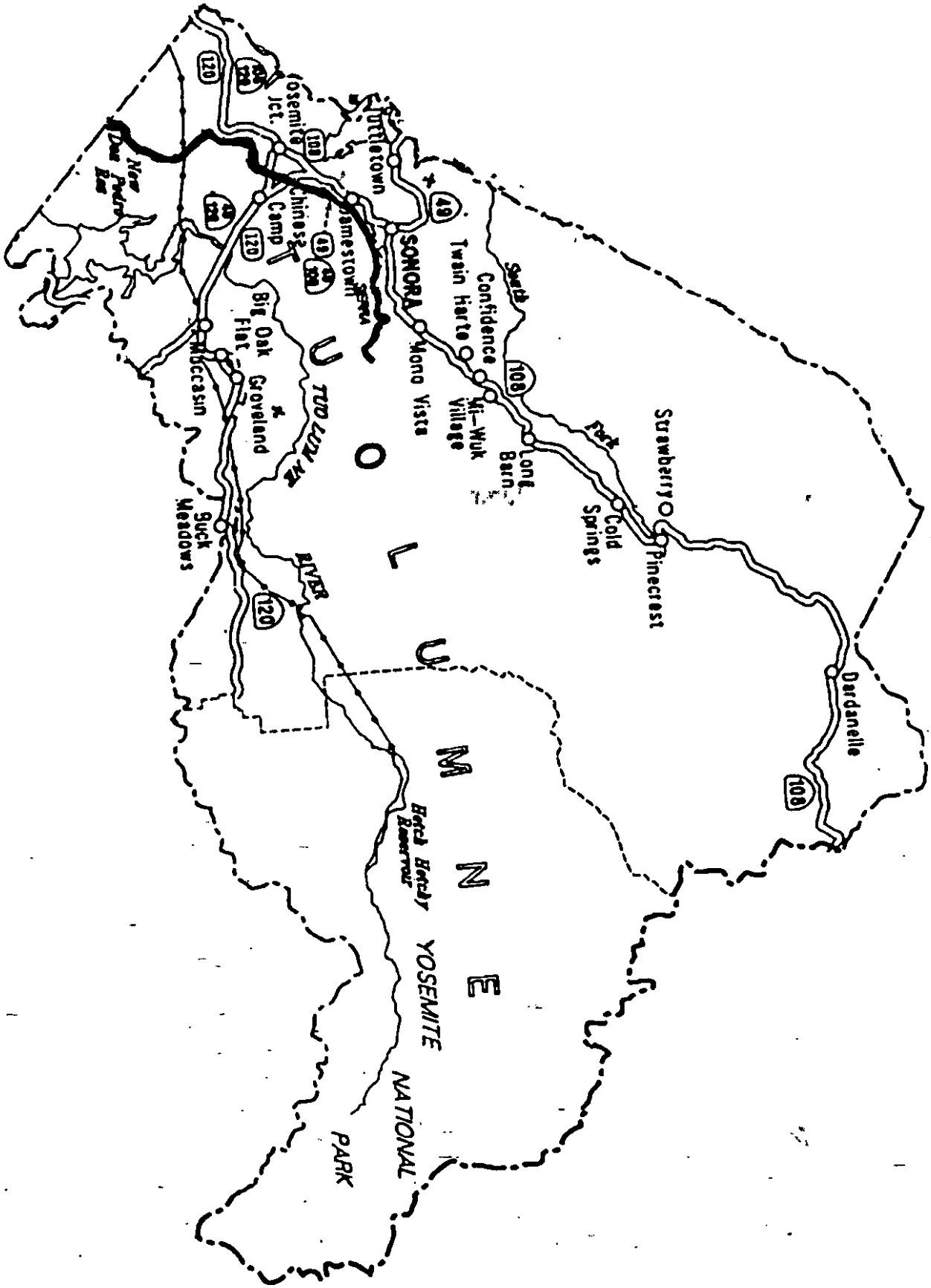
The Calaveras County Transportation Commission has identified the SP line between the City of Stockton and the town of San Andreas, and that it should be protected for future growth. The line is inactive and there are indications that the SP is considering sale or abandonment.

VII. I. Tuolumne County And Cities Area Planning Council

EXHIBIT 20

TUOLUMNE COUNTY

RAILROADS



Tuolumne County And Cities Area Planning Council

The Tuolumne County and Cities Area Planning Council (TC/CAPC) has reported that no rail rights-of-way acquisition projects within the county meet the Act's definitions for commuter and intercity rail. TC/CAPC's response is reported because the Tuolumne Park and Parkway Recreation District (TPRD) has indicated that potential rail rights-of-way exists for transportation purposes. This difference in perspective is a local matter which must be resolved between the local park agency, several interest groups, and the designated transportation planning agency (TC/CAPC) and its resolution reported to the Commission for the next biennial inventory update.

TC/CAPC's response was based upon its "1986 Sierra Railroad Railway Study" and its 1986 Regional Transportation Plan (RTP). Both documents state that the passenger rail service is not cost effective and lacks general feasibility. The RTP further states that the Sierra Railroad Company owns 49 miles of track from Oakdale (Stanislaus County) in the Central Valley eastward to Standard (Tuolumne County) in the Sierra foothills. The Sierra Railroad Company accesses the SP and AT&SF lines in Oakdale. Excursion rail service terminates at the Fibre Board lumber plant three miles before Standard. The rail line from Standard to Tuolumne, eight miles further east of Standard, is no longer in service due to poor rail and tie conditions and overgrown vegetation on the tracks.

Maximum operating speeds are 30 MPH or lower where the track is in poor condition. The 1985 annual freight traffic was 1200 carloads, a decline from the mid- to late-1970s annual average volume of 2667 carloads. The RTP states that rail line has been in service since 1896, but the rail line has not been used since 1939 for passenger service and only recently by recreational excursion trains. The line is also used by the movie and television industry as a film set. The rail line currently ends at Standard based upon a 1982 agreement between the State and the railroad, when it bought Railtown 1897 for a historic State Park. Further, the Fibre Board lumber plant prohibits passenger, excursion and movie trains past the western edge of the plant, since non-freight operations would present operational, safety and increased liability problems to freight operations at the plant.

o Tuolumne Park and Parkway Recreation District

The TPRD has reported that the Historic Sierra Railroad Line between the City of Oakdale (Stanislaus County) and the town of Tuolumne (Tuolumne County) as a rail transportation corridor of significance for future growth; also that the abandoned but mostly intact railroad rights-of-way be included as possible transportation corridors for future growth.

VII. J. Monterey County Transportation Commission

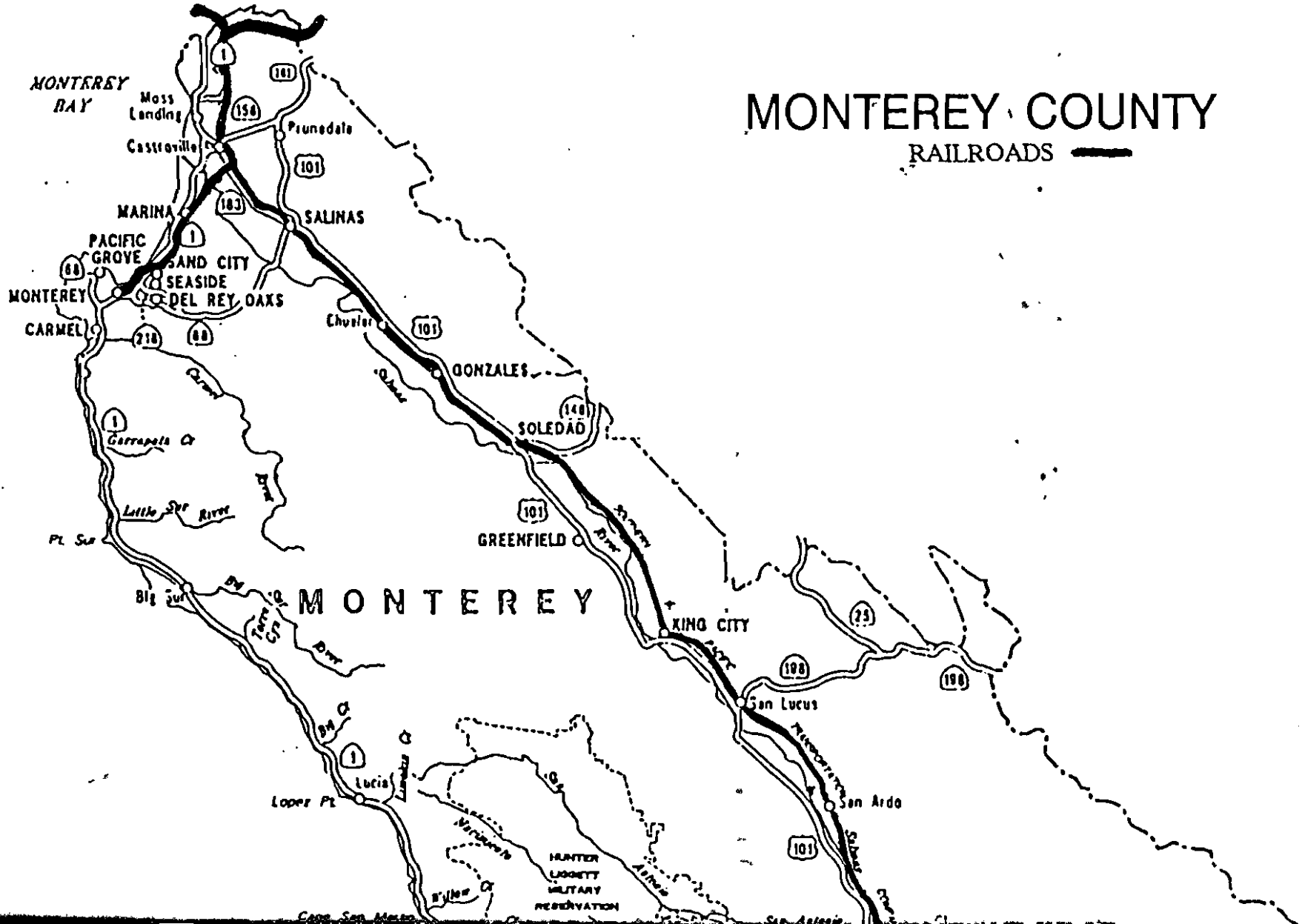

MONTEREY COUNTY
RAILROADS
MONTEREY BAY
Moss Landing
Castroville
Prunedale
MARINA
SALINAS
PACIFIC GROVE
SAND CITY
SEASIDE
MONTEREY
DEL REY OAKS
CARMEL
Chualar
GONZALES
SOLEDAD
GREENFIELD
KING CITY
San Lucas
San Ardo
Carmel R.
Carmel Valley
Carmel Valley Rd.
Carmel Highlands
Garrapata Cr.
Little Sur River
Pt. Sur
Big Sur
Big Sur R.
Pfeiffer Big Sur State Park
Partington Cr.
Lucia
Lucia Cr.
Lopez Pt.
Nacimiento R.
Nacimiento-Fergusson Rd.
HUNTER LIGGETT MILITARY RESERVATION
Arroyo Seco
Salinas R.
Salinas River
Paraiso Springs
Jolon
Cape San Martin
MONTEREY
1
101
156
183
68
218
146
25
198

EXHIBIT 21

Monterey County Transportation Commission

Monterey CTC submitted a 1981 Caltrans study, on "Feasibility of Rail Passenger Service from San Francisco to Monterey." SP owns the branch line from Watsonville Junction to Monterey. At the time of the study in 1981, the section of the Monterey Branch between Monterey and the Seaside city limits was abandoned. The rest of the rail right-of-way is still owned by SP according to the 1981 Department of Transportation report. The study proposed three new Monterey peninsula stations and at least one daily round trip between San Francisco and Monterey for commuter and tourist rail service.

VII. K. Santa Cruz County Transportation Commission

EXHIBIT 22

SANTA CRUZ COUNTY TRANSPORTATION COMMISSION

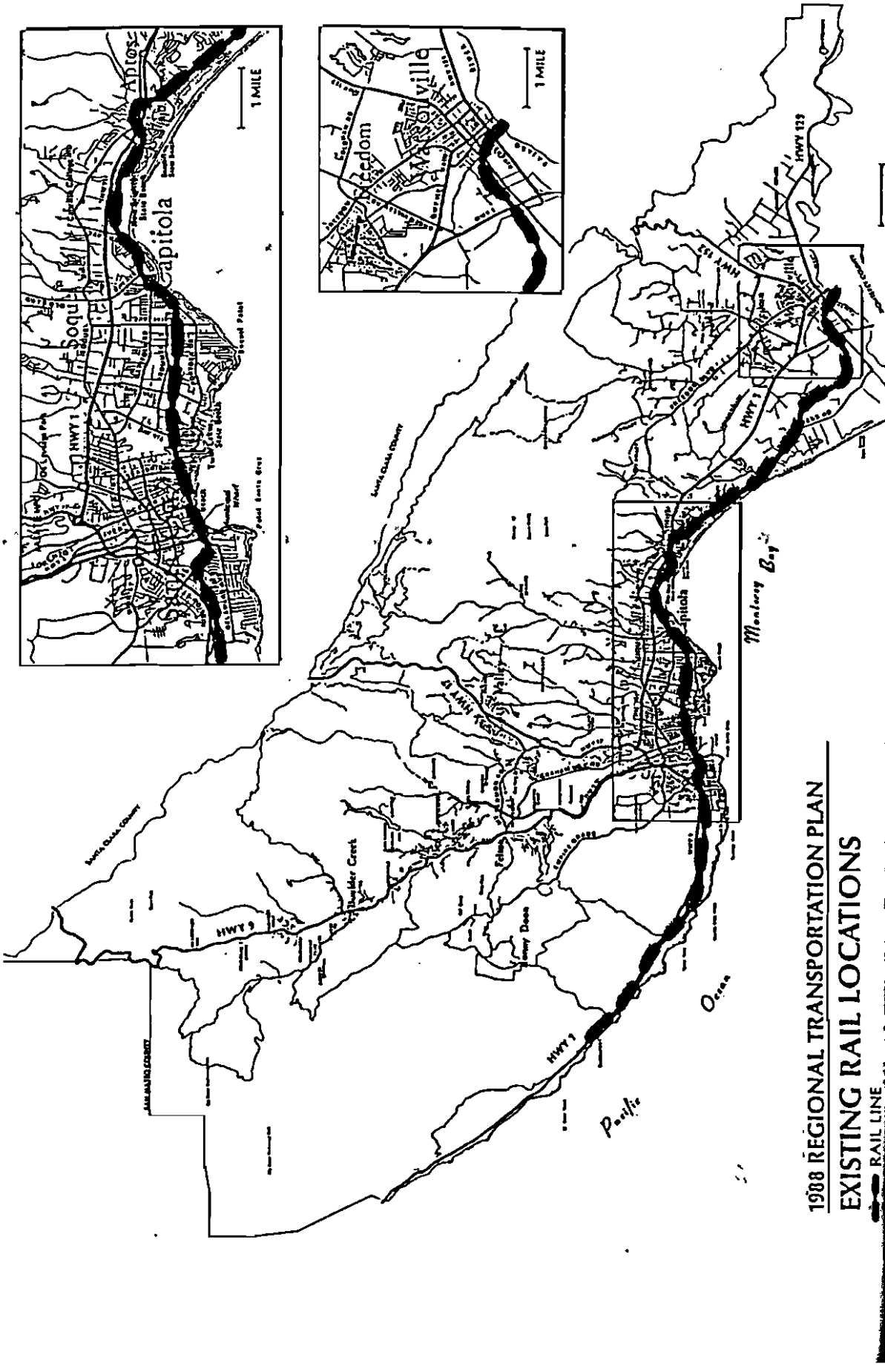
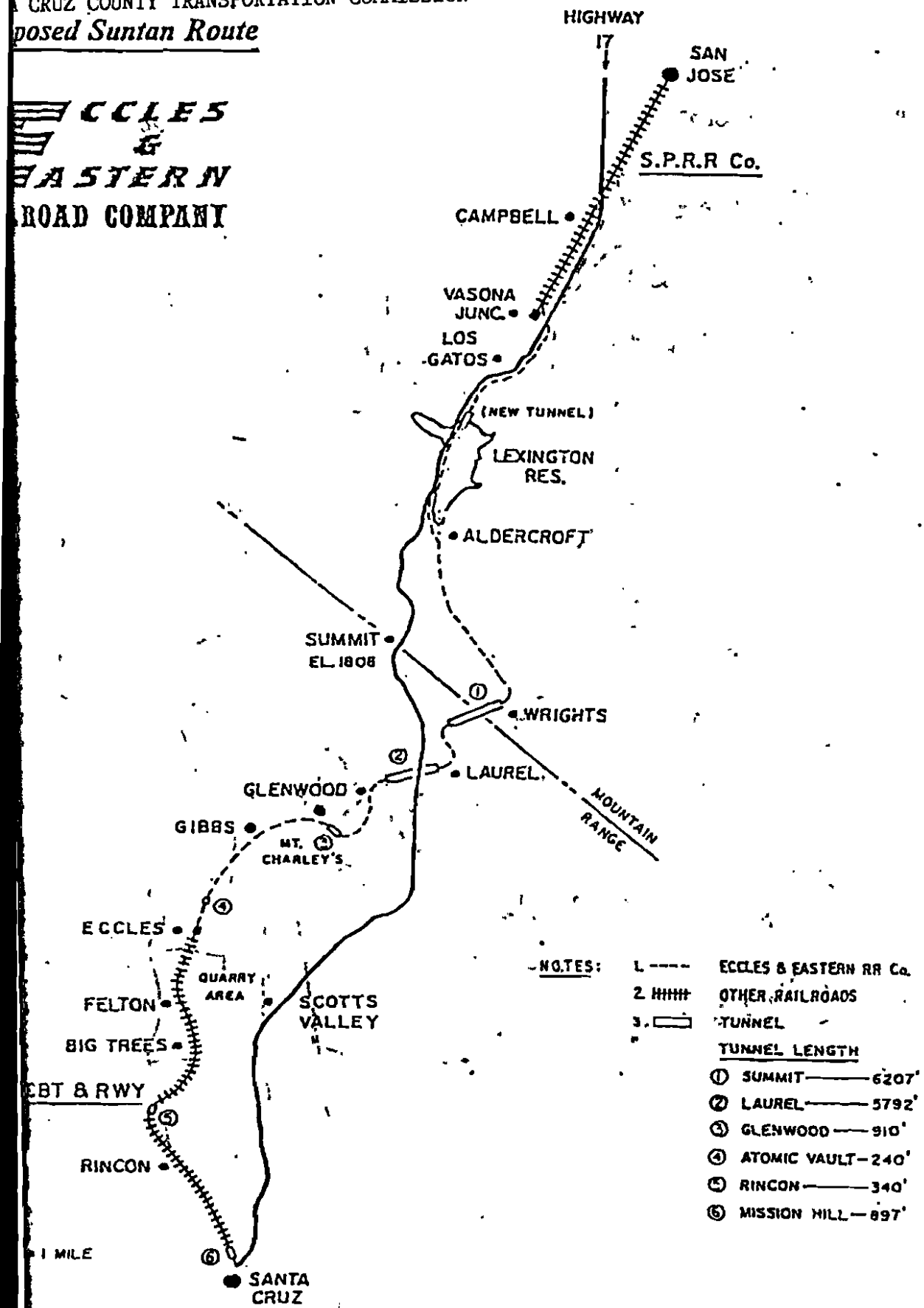


EXHIBIT 23

CRUZ COUNTY TRANSPORTATION COMMISSION

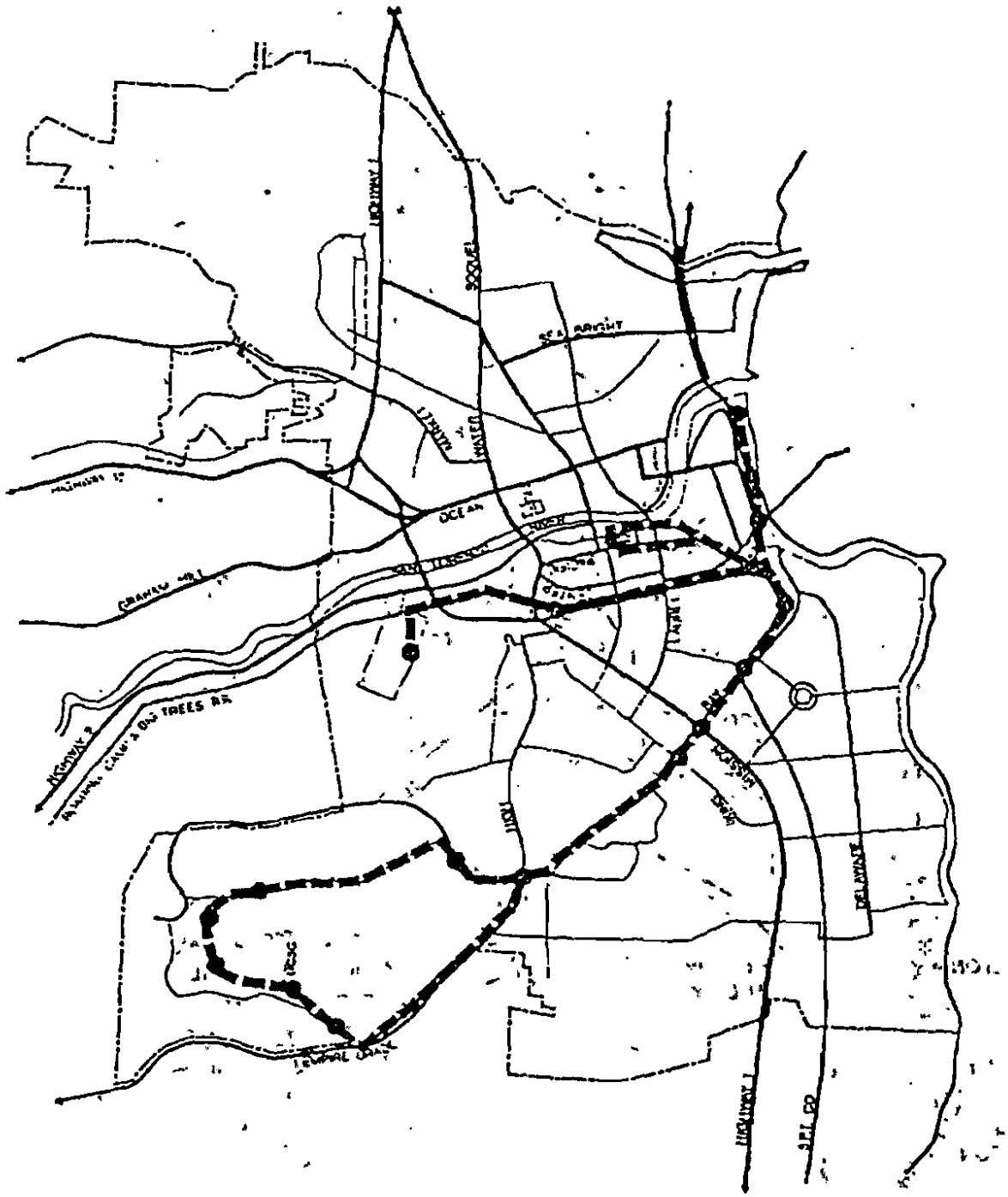
posed Suntan Route

CCLES
G
ASTERN
ROAD COMPANY



EXHIBIT

SANTA CRUZ COUNTY TRANSPORTATION COMMISSION



Light Rail Alignment

Santa Cruz County Transportation Commission

Santa Cruz CTC has identified three corridors for the rail right-of-way inventory: the Davenport-Watsonville-San Jose corridor; the Santa Cruz-Felton-Los Gatos corridor; and the University of California-Santa Cruz Beach/Boardwalk corridor.

The Davenport-Watsonville corridor is an existing SP Branch line. It carries freight service three times a week and is used by the local industries within the City of Santa Cruz. The SP has been upgrading the line in recent years. This line has been identified for potential use as a light rail service line. A proposed new spur line to Cabrillo College would require additional rights-of-way, all of which is publicly owned.

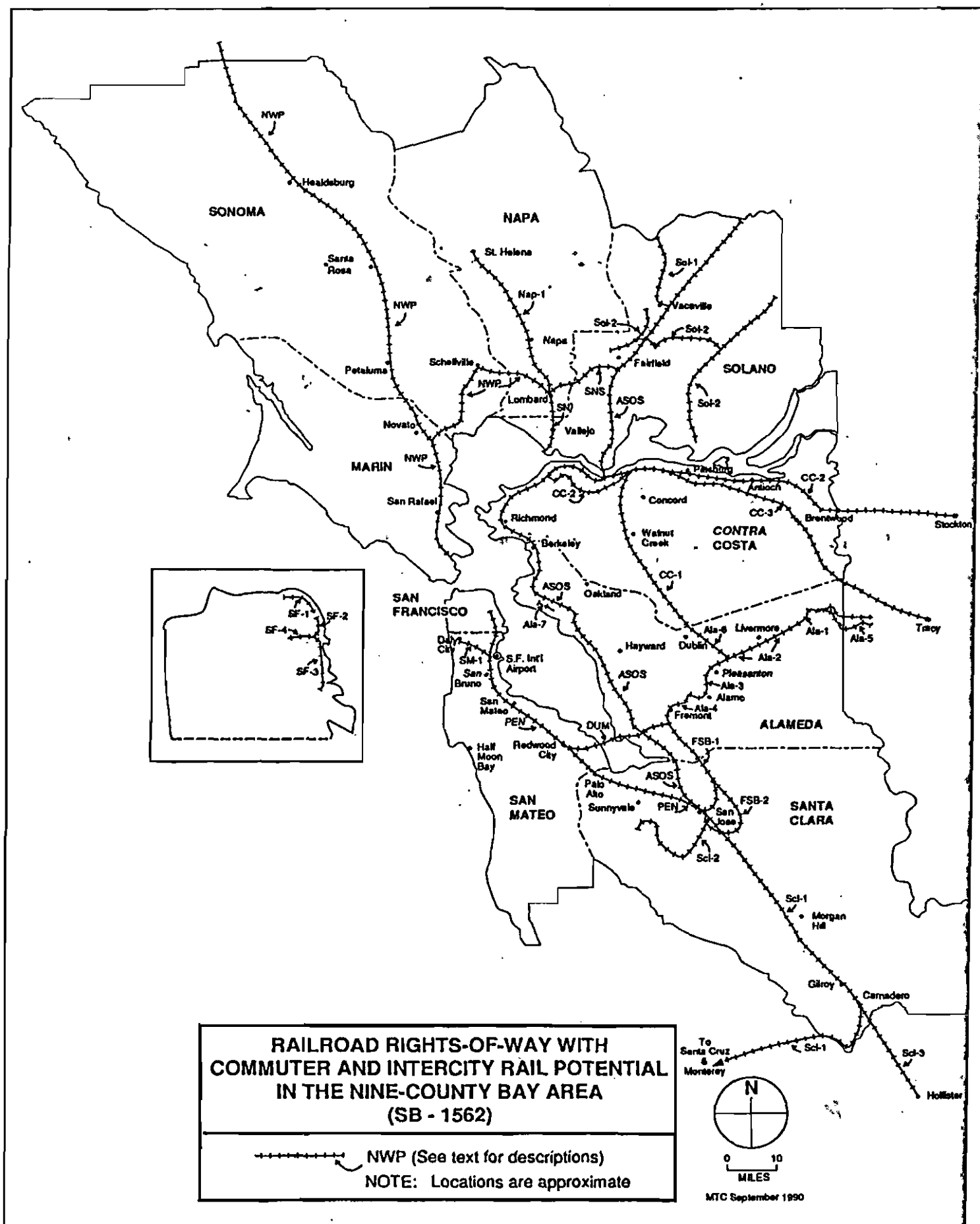
The Santa Cruz-Felton-Los Gatos corridor has been identified by a private rail operator, the Eccles and Eastern Railroad, as a potential rail line for freight service as well as passenger service. The Eccles and Eastern Railroad is acquiring the abandoned railroad line between Eccles and Los Gatos. The Santa Cruz Big Trees segment serves tourism and recreational passenger service. No service runs between Big Trees and Eccles, due to three sealed tunnels. The City of Santa Cruz segment of the Santa Cruz-Felton-Los Gatos corridor belongs to SP, Santa Cruz, and the Big Trees and Pacific Railway. The Santa Cruz-Eccles segment belongs to Santa Cruz and the Big Trees and Pacific Railway, and the Eccles-Laurel segment belongs to thirteen property owners.

The University of California-Beaches/Boardwalk corridor includes a combination of street and railroad rights-of-way for proposed light rail service to the university, the residential neighborhoods in West Santa Cruz, downtown Santa Cruz, North Santa Cruz and the Beach/Boardwalk area. The Beach/Boardwalk-University corridor is comprised of three segments: the Beach/Boardwalk-University Branch; Harvey West Branch; and Metro Center Loop. Ownership of the Beach/Boardwalk-University Branch is split among SP, City of Santa Cruz, County of Santa Cruz, and the University of California. The Harvey West Branch has its ownership split among the SP, County of Santa Cruz, Big Trees and Pacific Railway Company, and City of Santa Cruz. The Metro Central Loop is owned by the City of Santa Cruz.

VII. L. Metropolitan Transportation Commission (MTC)

EXHIBIT 25

METROPOLITAN TRANSPORTATION COMMISSION



RAILROAD RIGHTS-OF-WAY WITH COMMUTER AND INTERCITY RAIL POTENTIAL IN THE NINE-COUNTY BAY AREA (SB - 1562)

NWP (See text for descriptions)

NOTE: Locations are approximate

Metropolitan Transportation Commission (MTC)

SP, AT&SF, Northwestern Pacific Railroad, and UP all own rail rights-of-way within the MTC region.

SP owns that portion of the Auburn-Sacramento-Oakland-San Jose rail corridor ends within the MTC region. The rail corridor currently carries freight and Amtrak passenger rail service. The corridor is under study pursuant to ACR 132 (Hannigan) for intercity passenger rail service. The two segments of Davis-to-Auburn and Martinez-to-San Jose have been identified as potential commuter rail service.

The rail lines identified below are candidates for urban or commuter rail service.

The SP San Ramon Branch line (Ala-6, CC-1) has been abandoned and purchased by Contra Costa and Alameda as a commuter way (i.e. roads or railway) in Contra Costa County and for possible use as a rail transit corridor in Alameda County. Current Contra Costa policy precludes use of the abandoned right-of-way south of Rudgear Road (Walnut Creek) to the county line for transit use. The ultimate development of the corridor in Alameda County may be influenced by Contra Costa County's policy actions by ultimate modal selection.

The SP Mococo Branch line (CC-3) is currently used for freight.

The SP Tracy Branch line has been partially abandoned by SP. The Altamont segment (Ala-3), is owned by Alameda County. It is identified either for light rail transit or high speed rail connecting the Central Valley to the Bay area. The Pleasanton-to-Livermore (Ala-2), Sunol-to-Pleasanton (Ala-3), and the Niles Canyon (Ala-4) segments are abandoned and are owned by Alameda County.

The SP Niles to San Jose Branch line is currently used for freight service. BART is evaluating its potential, along with the parallel UP line, for the Warm Springs extension. The Santa Clara County segment has also been identified as a high priority rail corridor within that county.

In the City of Alameda, SP has abandoned two segments (Ala-2), but still owns the Main Street segment. SP also abandoned the Atlantic Avenue segment now owned by the United States Navy. Both segments would require connections with the East Bay public transportation system to be useable.

The Gilroy Branch line (SCC-1) in Santa Clara County carries freight and Amtrak service while the Hollister Branch line (SCC-3) carries only freight. The Gilroy Branch line is being considered for the potential extension of CalTrain from San Jose to Gilroy. The Gilroy Branch line is identified in the MTC New Rail Starts Program, the AB 971 High Speed Rail Study, and in Proposition 116 as a route for commuter rail service.

The SP Vasona Branch line (SCL-2) in Santa Clara County carries limited freight service. It is being evaluated for light rail transit and a busway.

The SP Peninsula Branch line carries the Peninsula Commute Service from Fourth and Townsend Streets in San Francisco to the Cahill station in San Jose (Pen-1). SP uses this route for freight service. Ownership of the right-of-way is divided as follows: SP owns the right-of-way and the Cahill and Palo Alto stations, the Santa Fe Pacific Realty Co. owns the Fourth and Townsend station, and Caltrans owns the remaining stations and rolling stock on this corridor.

Currently, the Peninsula Joint Powers Board (JPB) is negotiating with SP for the right-of-way as well as the abandoned San Bruno Branch (SM-1), Dumbarton Rail Bridge Branch line (Dum), and Moffitt Branch line in the San Mateo, San Francisco, and Santa Clara counties. Funding is identified in Proposition 116 for capital improvements and acquisition of right-of-way. CalTrain service has been identified in MTC's New Rail Starts Program. The Peninsula corridor has also been identified in the AB 971 (Costa, 1988) study as a segment of a potential high speed rail connection between the Central Valley and Los Angeles.

The SP Dumbarton Rail Bridge Branch line (Dum) connects Fremont and Redwood City. It is currently owned by SP and has been studied by the JPB for its potential as a cross-bay commuter service. The bridge structure may need some repairs if commuter service is to be feasible. This bridge branch line has also been identified in the AB 971 (Costa, 1988) study as a potential segment for intercity rail service between Los Angeles and the Bay Area.

SP's Schellville Branch line (SNS), Vallejo Branch line (SN), and Winters Branch line (Sol-1) are identified as having very limited potential for commuter rail service.

AT&SF is Franklin Canyon line (CC-3) from Richmond to Port Chicago runs through northwestern Contra Costa County. The line is used for freight service and not for rail passenger service. It could carry passenger service if the freight service is relocated on the SP Mococo Branch line.

UP's Altamont-Fremont Branch line (Ala-5 and FSB-1) through Niles Canyon in eastern Alameda County is heavily used for freight service posing potential conflict for passenger service.

UP's Niles to San Jose Branch line (FSB-2), runs from Fremont and Warm Springs through central San Jose. It is heavily used for freight service, and as a result, it is unlikely that it can be used for passenger service.

The Northwestern Pacific (NWP), a subsidiary of SP, has a branch line from Corte Madera in Marin County northward through Sonoma County to Mendocino County. The line is used infrequently for freight service by SP between Novato and Willits. Abandonment has been proposed from Novato to Corte Madera and also north of Novato. The right-of-way between Corte Madera and Novato Creek has been purchased by the Golden Gate Bridge Highway and Transportation District, while the rest of the corridor is still under SP ownership.

Many studies have been done on the NWP rail corridor and a wide range of transportation uses have been identified. Sonoma and Marin Counties have agreed to use the right-of-way for passenger rail service. Both counties have included acquisition of the NWP rail in their November transportation sales tax measures.

Napa Valley corridor (Nap-1) in Napa County between Napa and St. Helena carries tourist services (The Wine Train) and limited freight services.

The Sacramento Northern corridor (Sol-2) in Solano County runs from Collinsville north paralleling Route 113 to Vacaville and then south to Rockville. This line is principally owned by UP and small segments by the City of Fairfield. The segment in Collinsville is used by the California Rail Museum. It is unlikely that this right-of-way can be developed for passenger rail service.

Four rail segments in San Francisco include: the F-Embarcadero segment (north of Market) (SF-1), the Mission Bay/Embarcadero segment (SF-2), the Bayshore/Third Street segment (SF-3), and the Division street segment (SF-4). The first two segments, the F-Embarcadero

and the Mission Bay/Embarcadero are owned by the Port of San Francisco. The F-Embarcadero segment is abandoned, while a portion of the Mission Bay/Embarcadero segment is still being used by the Port of San Francisco. The second two segments, the Bayshore/Third Street segment and the Division Street segment are owned by the City of San Francisco, SP, AT&SF and by private owners. The Bayshore/Third Street segment is used to service the Port of San Francisco. The Division Street segment is used for some freight traffic, while other portions of it are abandoned.

The F-Embarcadero segment and the Mission Bay/Embarcadero segment have been reviewed by Muni for use as a historic street car service connecting most of Market Street transit corridor and Fisherman's Wharf. Muni has also considered using the Bay Shore/Third Street segment for light rail transit service. Muni considers the Division Street segment to have limited potential for either commuter use or for light rail service.

VII. M. San Mateo County Transit District (Samtrans)

San Mateo County Transit District (Samtrans)

Samtrans is located in San Mateo County, which is a member of the Peninsula Corridor Study Joint Powers Board (JPB), and is part of the MTC region. The JPB is currently negotiating with SP for the right-of-way between Fourth and Townsend in San Francisco and the Lick Junction in San Jose. The rail right-of-way is described further in the MTC inventory.