

VII. N.

Sacramento Area Council of Governments (SACOG)

EXISTING RAILROAD FACILITIES

----- Passenger Service (AMTRAK)

———— Freight Service

▲ AMTRAK Terminal*

■ Major Freight Terminal

● Major Freight Terminal With "Piggyback Yard"

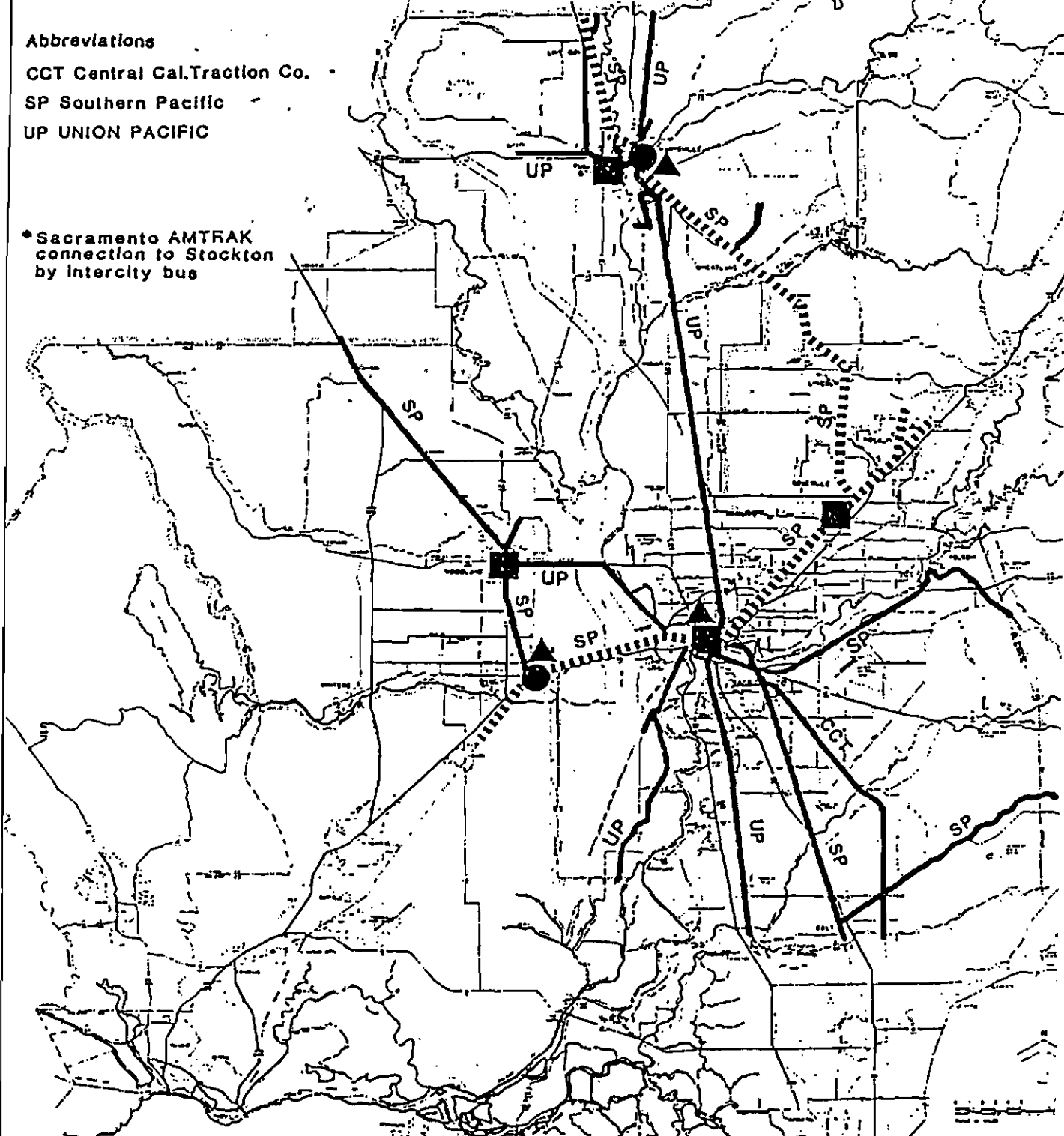
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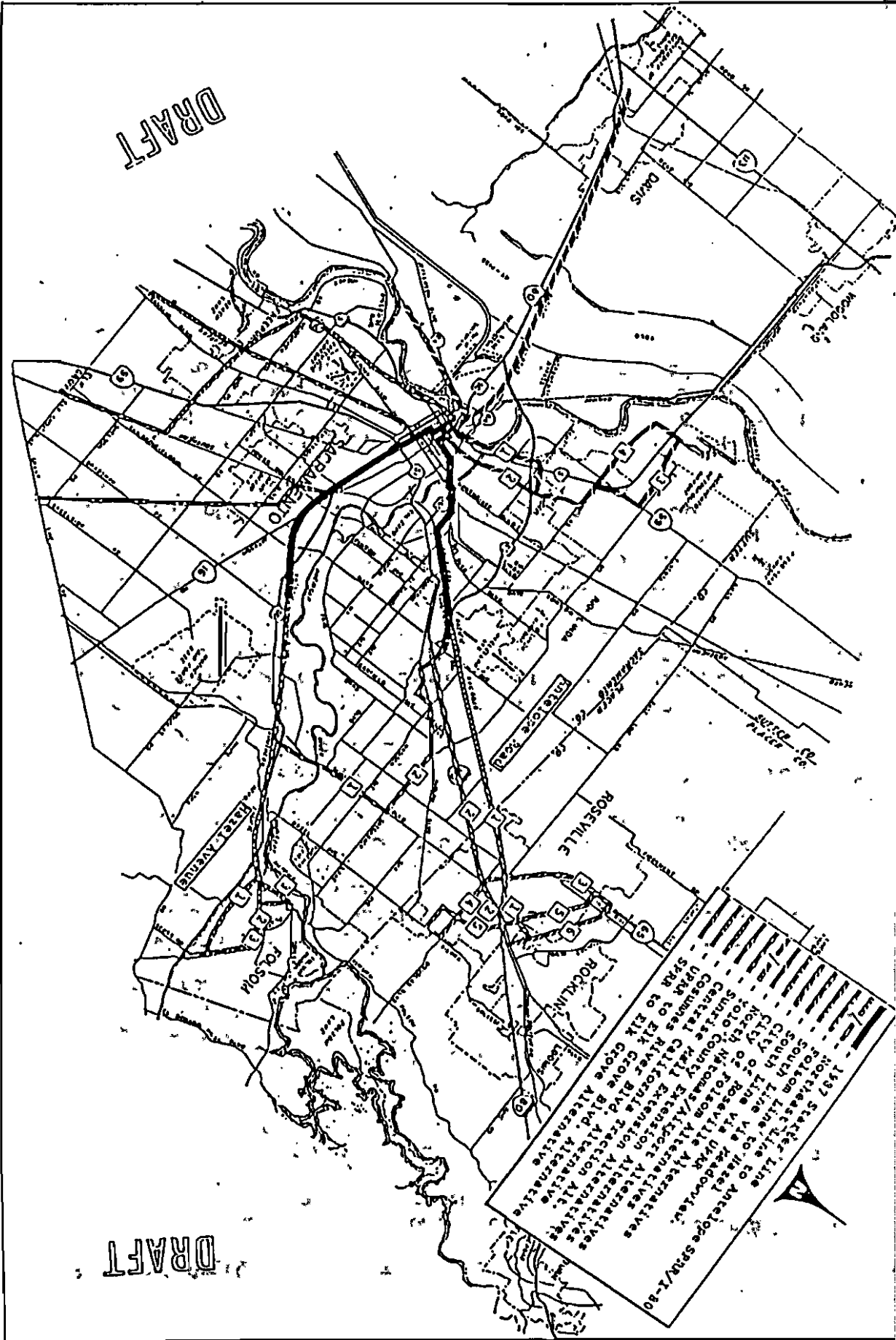
CCT Central Cal. Traction Co.

SP Southern Pacific

UP UNION PACIFIC

*Sacramento AMTRAK connection to Stockton by Intercity bus





Sacramento Area Council of Governments (SACOG)

SACOG region includes four rail operators: SP, Union Pacific, Central California Traction Company, and Sacramento Regional Transit District.

Southern Pacific's line from downtown Sacramento to Reno and the Martinez line goes from downtown Sacramento to Davis, are both being evaluated for components of the ACR 132 (Hannigan) rail study.

Union Pacific Railway Company: The UP's Canyon line links the Marysville/Yuba City area with Sacramento and connects with Stockton. As such, it has the potential to be a commuter service line, providing the intensive freight service can be accommodated. The Canyon Line segment carries intensive freight service which could conflict.

UP's Woodland branch links Woodland and Sacramento. Currently, a number of regular commuter bus routes serve Woodland to Sacramento. In the future, bus service could be replaced by commuter rail service.

The UP Holland branch provides access from the Yolo County Delta area. Sparse population limits this branch potential for commuter service in the foreseeable future.

The Central California Traction Company: Is jointly owned by the AT&SF, SP and UP. Each uses track rights through operating agreements with the CCT.

The CCT operates 21 miles of railway. The CCT line intersects the SP Valley line. Because of this intersection, the CCT trackage is a strategic and potentially valuable piece of trackage that may be used for commuter service since it links the cities of Stockton and Sacramento on a single track line.

The Sacramento Regional Transit District (SRTD) is the principal provider of transit service within the Sacramento metropolitan area. SRTD operates a two-tier system of commuter and general public mass transportation. The RT Metro light rail system is becoming an increasingly important part of SRTD's operation. SRTD has undertaken a system's planning study identifying the following alignments of new RT Metro corridors:

SP rights-of-way from the Sacramento downtown area to Rocklin, Folsom, Elk Grove and Davis; UP rights-of-way from the downtown Sacramento to Elk Grove Boulevard; to the Sacramento/Sutter County line, and southwest to South Port in Yolo County; and the CCT right-of-way from Howe Avenue/Route 50 south-east to Grantline Road.

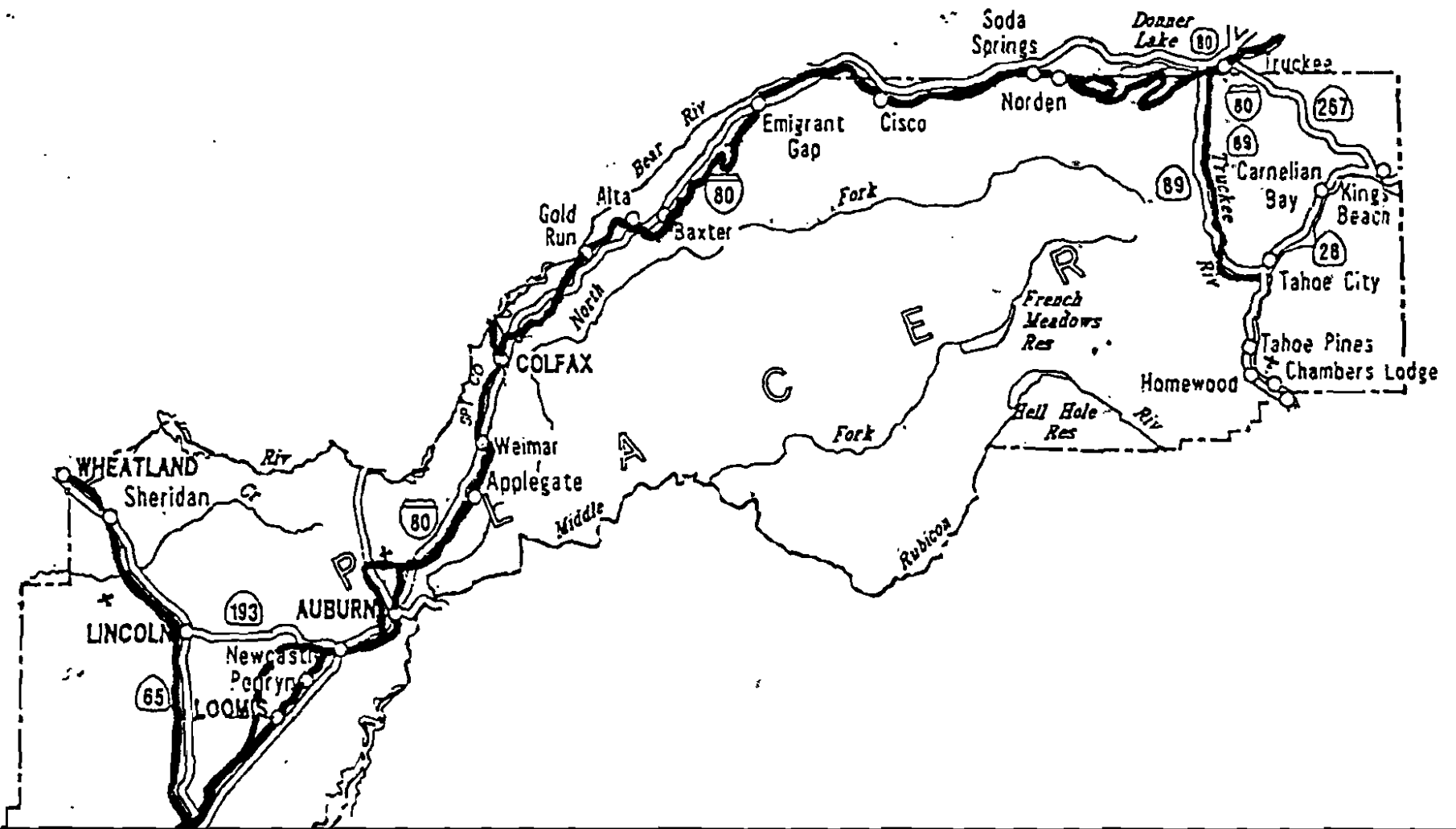


VII. O.

Placer County Transportation Commission

PLACER COUNTY

RAILROADS —



Placer County Transportation Commission

The Placer CTC has identified five rail corridors. Two SP lines, a UP line, the Nevada County Narrow Gauge line and an abandoned SP alignment between Truckee and Tahoe City.

The principal SP rail line in Placer County runs from the Sacramento County line to Truckee generally following I-80. The eastbound and westbound tracks are on different alignments for a substantial portion of their routes. This rail line is a major east-west SP line in Northern California. It also provides regular Amtrak service between Sacramento and Reno. A portion of the line from Auburn south to Sacramento is being considered for intercity rail passenger service under the ACR 132 Hannigan study. The Placer County Transportation Commission is expanding the study to include a stop at Colfax and commuter rail service between Auburn and Sacramento.

SP also owns the line from Roseville to the Yuba County line. No rail transit service has been identified for this line.

The UP Rail line enters from the south and crosses into Placer County. It is only lightly used for freight. The Placer CTC reports that the line has potential for commuter rail use in the future.

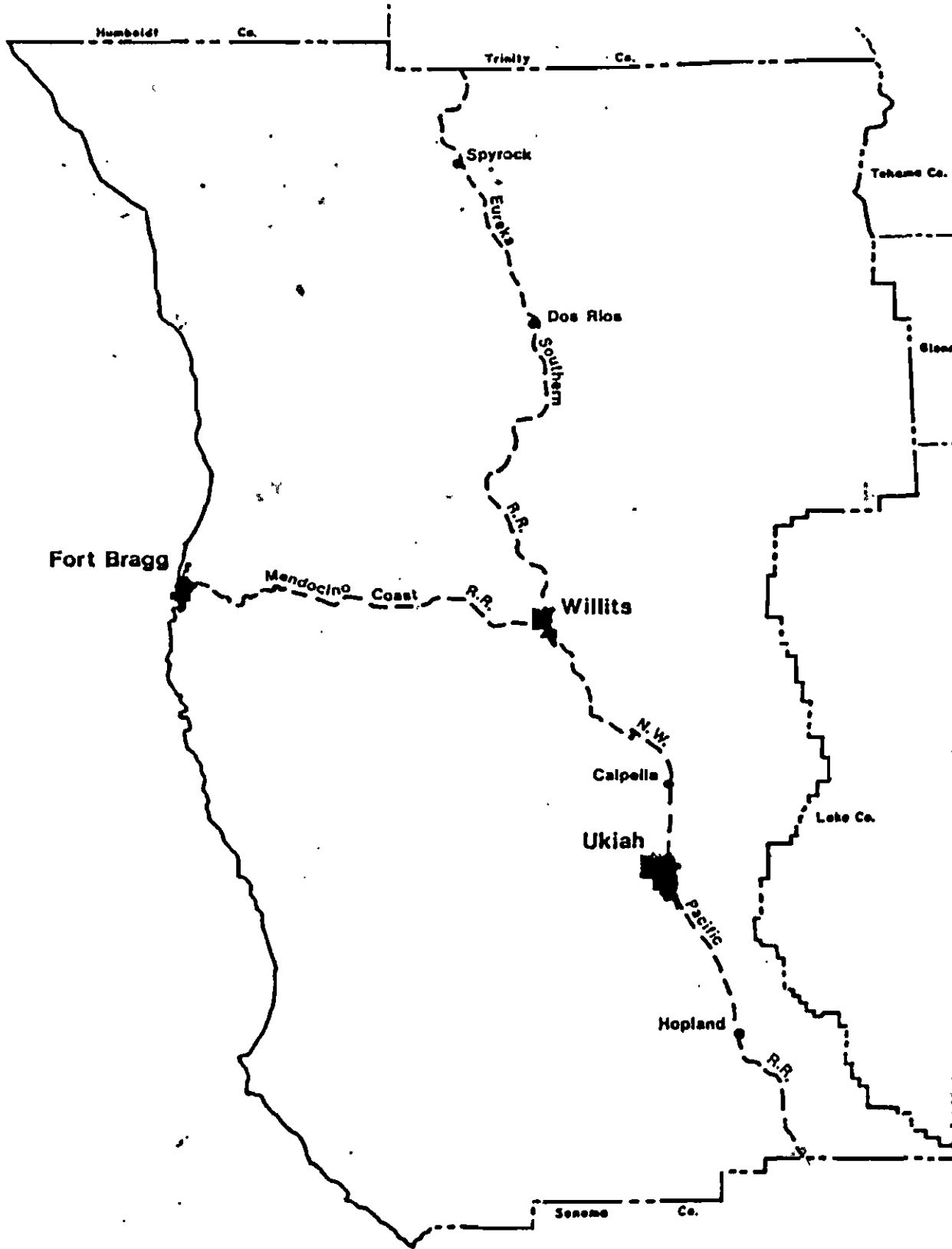
The Nevada County Narrow Gauge line is an old narrow gauge alignment between Colfax, near the SP line, and Grass Valley, generally following Route 174. The Placer County Transportation Commission reports that this line could be used for passenger service.

The rail line from Truckee to Tahoe City down the Truckee River Valley has been abandoned by SP to Tahoe City. Tracks have been removed, but the rail bed still exists on portions of the original line. No rail transit use has been identified for this line.

VII. P.

Mendocino County Council of Governments

Mendocino County Railroads



Mendocino County Council of Governments

Mendocino County Council of Governments has reported three railroads in the county which may qualify for the right-of-way inventory. The first railroad is run by the Northwestern Pacific Railroad Company and is a wholly-owned subsidiary of SP. There are approximately 53.5 miles of right-of-way in Mendocino County between the Sonoma County line and Willits. Limited passenger service is provided for tourism and recreational use. Freight traffic runs one daily round trip.

The second railroad is owned and operated by the California Western Railroad Company, a subsidiary of Kyle Railways. The line runs west to east between Fort Bragg and Willits and is 40 miles long. Passenger service is mainly for tourism with some freight service.

The third railroad is owned and operated by the Eureka Southern Railroad Company, which is currently in receivership. The 145-mile rail line starts in Willits (Mendocino County), goes northward to Eureka (Humboldt County). Passenger service has been suspended by the Federal Railroad Administration due to the unsafe track conditions. Freight traffic operates six days per week, primarily for the lumber industry.

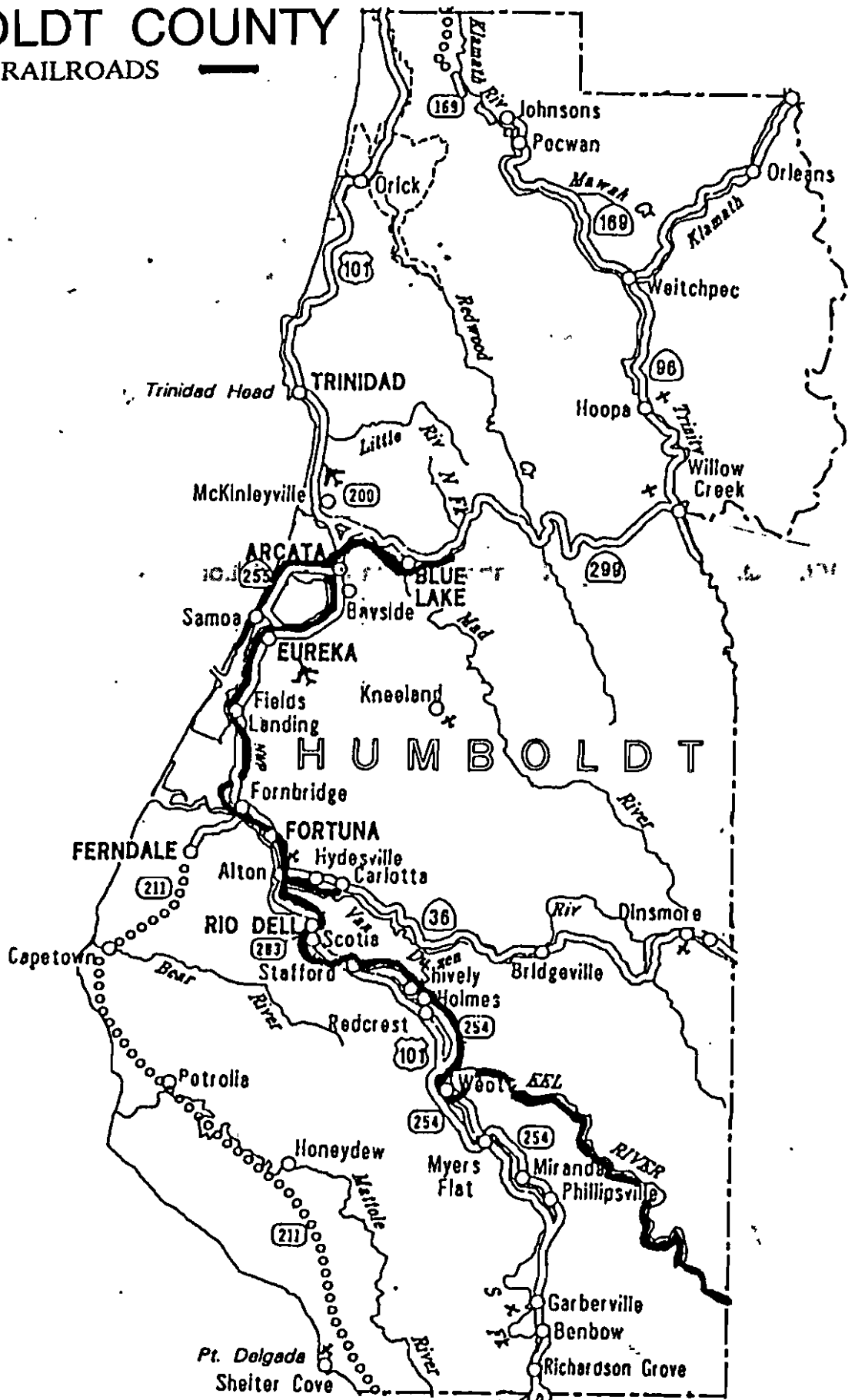
The potential for commuter rail service according to the Mendocino Council of Governments is low at this time. It is anticipated that the corridor between Santa Rosa and Ukiah can expect to see increased use by commuters as population density and housing prices increase in Sonoma County.

VII. Q.

Humboldt County Association of Governments (HCAG)

HUMBOLDT COUNTY

RAILROADS



Humboldt County Association of Governments (HCAG)

Humboldt County is a part of the San Francisco-Santa Rosa-Eureka corridor. In Humboldt County the main corridor runs in a southeasterly direction through Humboldt County to the Trinity County line and then northwesterly to Eureka. Rail service over this line is provided by the Eureka Southern Railroad, a private operator. The Humboldt County Association of Governments (HCAG) also included several railroad local lines in its inventory. One line extends from Eureka north to Arcata and southwest along Humboldt Bay to Fairhaven. The other line extends from Arcata north and then eastward to Blue Lake and Corbel. Finally, a third line runs from Route 101/Route 36 east to Carlotta.

In HCAG's opinion, the commute potential does not currently exist between Eureka and the San Francisco terminus. They do believe that the potential does exist for local rail service around the Humboldt Bay region and they believe that these local lines may be abandoned due to the deregulation of the railroads by the federal government, and should be considered for inclusion in the Commission inventory.

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