

# Appendix A.2 California’s Freight Railroad System

**Table A.14: Class I Railroad Operating Characteristics<sup>5</sup>**

Name	Employees	Payroll (Millions of Dollars)	Route Miles Owned	Route Miles w/ Trackage Rights	Total Miles Operated	Originating Carloads	Terminating Carloads
UPRR	4,783	\$462.8	2,773 <sup>6</sup>	515 <sup>7</sup>	3,292	1,537,094,034	1,594,670
BNSF	3,655	\$283.8	1,149	965	2,114	1,948,082	1,982,279

## Rail Line Abandonments

This section describes rail infrastructure whose owners have filed for abandonment with the STB since 2005. With approval to abandon a line, the right-of-way can be freed for other uses, including rail banking (e.g., preservation for potential future use as a rail line), reversion to line-side property owners, or redevelopment as a trail or transit line. Rail lines are usually abandoned because they are unprofitable to operate due to declining traffic potential—either on the line alone, or in the larger region. Due to the declining traffic, these lines commonly suffer from deferred maintenance, which raises operating costs and further reduces their commercial viability. Because developable land is scarce and sold at a premium, abandoned rail lines and adjacent right-of-way offer one way to accommodate the need for passenger rail service, non-motorized transport, and recreational activity.

Table A.15 identifies rail line abandonment filings since 2005.

<sup>5</sup> Sources: UPRR *California Fact Sheet 2015*; BNSF *California Fact Sheet 2014*; 2013 *California State Rail Plan*

<sup>6</sup> Caltrans, *2013 California State Rail Plan*, 2013.

<sup>7</sup> Ibid.

**Table A.15: Rail Line Abandonment Filings with the FRA, 2005 to 2015<sup>8</sup>**

Owner/Line	Name	Year	Counties	City	Length
UPRR; Santa Clara Valley Transportation Authority		2013	Alameda		1.97
UPRR		2013	Riverside; San Bernardino		1.27
Alameda Belt Line Railroad		2012	Alameda		2.61
UPRR; Santa Clara Valley Transportation Authority		2012	Plumas; Lassen		8.95
BNSF		2012	Los Angeles		5.3
UPRR		2011	Riverside; San Bernardino		3.73
BNSF Railway		2011	Los Angeles		4.85
Almanor Railroad Co.		2010	Plumas, Lassen	Clear Creek	12.3
BNSF	Alameda Beltline RR	2010	Alameda		2.0
UPRR	Brea Chemical Industrial Lead	2010	Orange	Brea	1.2
UPRR	South San Francisco Industrial Lead	2010	San Mateo		0.6
SDIY		2009	San Diego	Escondido	1.4
Arizona and California Railroad Co.		2009	San Bernardino and Riverside		49.4
Tulare Valley RR Co.		2009	Tulare	Ducor	5.9
UPRR	McHenry Industrial Lead	2009	San Joaquin and Stanislaus		5.2
UPRR (Nevada-CA)	Lassen Valley Railway LLC	2009			22.3
UPRR	Lakewood Industrial Lead	2008	Los Angeles	Lakewood	0.3
San Joaquin Valley RR Co.	South Exeter Branch	2008	Tulare		30.6
San Joaquin Valley RR Co.	South Exeter Branch	2008	Tulare		9.2
UPRR	Santa Monica Industrial Lead	2008	Los Angeles	Los Angeles	0.4
Metro	Santa Monica Industrial Lead	2008	Los Angeles		0.3
UPRR	Loyalton Industrial Lead	2007	Plumas and Sierra		11.1
UPRR	Loyalton Industrial Lead	2007	Sierra	Loyalton	0.7
BNSF		2007	Riverside	Riverside	0.5

<sup>8</sup> Source: FRA Abandonment filings (this source was last modified Nov. 2015)



Owner/Line	Name	Year	Counties	City	Length
UPRR	Riverside Industrial Lead	2007	Riverside		0.3
UPRR (Nevada-CA)	Flanigan Industrial Lead	2006			21.8
UPRR (Nevada-CA)	Susanville Industrial Lead	2006	Wendal, Lassen		0.6
UPRR	Pearson Industrial Lead	2006	Yuba		4.8
Sunset Railway Co/ San Joaquin Valley RR	Sunset Subdivision	2005	Kern	Levee	0.2
McCloud RR Co.		2005	Siskiyou, Shasta		80.0
Los Angeles Junction Railway		2005	Los Angeles	Maywood	0.5
Santa Clara Valley Transportation Authority	Industrial Line	2005	Santa Clara		0.2
Santa Clara Valley Transportation Authority	Milpitas Line	2005	Alameda	Fremont	2.8
UPRR	Tustin Industrial Lead	2005	Orange	Orange	1.5
UPRR	Holtville Industrial Lead	2005	Imperial County		9.38

An alternative to abandonment is to cease service over a line without pursuing formal abandonment. This approach allows a carrier to reinstate service when conditions change, with little or no regulatory requirements. For example, a railroad may retain an out-of-service line that may have a viable potential traffic base, but requires costly improvements for which funding needs to be secured; or offers an alternative route that may be needed in the future to accommodate traffic growth. An example of the former is the former Northwestern Pacific Railroad line between Windsor and Eureka (now owned by the North Coast Rail Authority); of the latter, UPRR’s Mococo line between Tracy and Port Chicago (UPRR’s Tracy Subdivision).

### Major Rail Projects Funded under Section 130

There are 18 major rail projects funded under Section 130 along the State-supported intercity passenger rail corridors (*Capitol Corridor*, *San Joaquin*, and *Pacific Surfliner*). These projects are listed below by existing road crossing (city/county), in order from most improvements needed to least:

- **Rosecrans/Marquardt** (Santa Fe Springs / Los Angeles County)
- **Cutting Boulevard** (Richmond / Contra Costa County)
- **Washington Street** (San Diego / San Diego County)
- **La Palma Avenue** (Anaheim / Orange County)

- **Grand Ave/Santa Ana** (Santa Ana / Orange County)
- **Vineland Avenue** (Near Burbank / Los Angeles County)
- **Grand Avenue/Carlsbad** (Carlsbad / San Diego County)
- **Los Nietos Road** (Santa Fe Springs / Los Angeles County)
- **Ferry Street** (Martinez / Contra Costa County)
- **Mission Avenue** (Oceanside / San Diego County)
- **Church Avenue** (Fresno / Fresno County)
- **Hesperian Boulevard** (San Leandro / Alameda County)
- **Grape Street** (San Diego / San Diego County)
- **Hawthorn Street** (San Diego / San Diego County)
- **7th Street** (Hanford / Kings County)
- **Kansas Avenue** (Near Guernsey / Kings County)
- **11th Avenue** (Hanford / Kings County)
- **Bellevue Avenue** (Atwater / Merced County)