REPORT TO COUNCIL
City of Sacramento

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Staff Report
February 5, 208

Honorable Mayor and
Members of the City Council

Title: Altamont Commuter Express and High Speed Rail Presentation

Location/Council District: Citywide

Recommendation: Receive and File

Contact: Fedolia "Sparky" Harris, Senior Planner (916) 808-2996

Presenters: Carrie Pourvahidi, Deputy Director of the California High Speed Rail Authority and Phillip Pennino, Pennino and Assocciates

Department: Transportation

Division: Office of the Director

Organization No: 3416

Description/Analysis :

Issue: The High Speed Rail Authority and the Altamont Commuter Express are developing plans for rail transit that could ultimately come to the City of Sacramento. Both organizations have requested an audience with the City Council to share their concepts and solicit feedback.

In 1988, the San Joaquin Regional Rail Commission (SJRRC) started the Altamont Commuter Express (ACE). The ACE rail service transports people from the Central Valley, through the Livermore Valley, to the Silicon Valley and back. Since its inception seven million people have taken advantage of this transportation option.

Building upon the success of the ACE commuter service and seeking to leverage some of the ACE investment to benefit other potential services, the SJRRC approved a study to explore providing commuter service within the Central Valley. To help identify the feasibility of providing commuter service, it is the Commission's goal to examine the prospects, possibilities and potential benefits

of expanding the existing Altamont Commuter Express system from Merced through Stockton to Sacramento and vice-versa.

The California High-Speed Rail Authority has proposed high-speed train service for intercity travel in California between the major metropolitan centers of the San Francisco Bay Area and Sacramento in the north, through the Central Valley, to Los Angeles and San Diego in the South. The proposed high-speed train system is projected to carry as many as 68 million passengers annually by the year 2020.

The Authority adopted a Final Business Plan in June 2000 for an economically viable high-speed train system capable of speeds in excess of 200 miles-per-hour on a mostly dedicated, fully grade-separated track with state-of-the-art safety, signaling and automated train control systems

The California High-Speed Rail Authority and the Federal Railroad Administration have undertaken an environmental study to assess a proposed high-speed train system and other options for meeting future intercity travel demands. Alternatives for intercity travel were evaluated, generally from Sacramento and the San Francisco Bay Area, through the Central Valley, to Los Angeles and San Diego.

Policy Considerations: None

Environmental Considerations: None

Commission/Committee Action: None

Rationale for Recommendation: Not Applicable

Financial Considerations: None

Emerging Small Business Development (ESBD): Not Applicable

Respectfully Submitted by:_____
Francesca L. Halbakken
Operations Manager

Approved by: _____
Jerry Way
Director of Transportation

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Respectfully Submitted by: Francesca L. Halbakken

Francesca L. Halbakken
Operations Manager

Approved by: Jerry Way

Jerry Way
Director of Transportation

Recommendation Approved:

RAY KERRIDGE
City Manager

for

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ACE SERVICE EXPANSION STUDY

CENTRAL VALLEY CORRIDOR, MERCED-STOCKTON-SACRAMENTO

PRELIMINARY ANALYSIS

EXECUTIVE SUMMARY

JULY, 2007

In 1998, the San Joaquin Regional Rail Commission (SJRRC) started the Altamont Commuter Express, more commonly known as ACE. The ACE rail service transports people from the Central Valley, through the Livermore Valley, to the Silicon Valley and back. Since its inception seven million people have taken advantage of this transportation option.

Building upon the success of the ACE commuter service and seeking to leverage some of the ACE investment to benefit other potential services, the SJRRC approved a study to explore providing commuter service within the Central Valley. To help identify the feasibility of providing commuter rail service, it is the Commission's goal to examine the prospects, possibilities and potential benefits of expanding the existing Altamont Commuter Express system from Merced through Stockton to Sacramento and vice-a-versa.

While the study is in a preliminary phase, SJRRC feels it is important to provide the Advisory Committee and their respective organizations with an update on the progress of the commuter rail study.

Access to Existing Rail Lines.

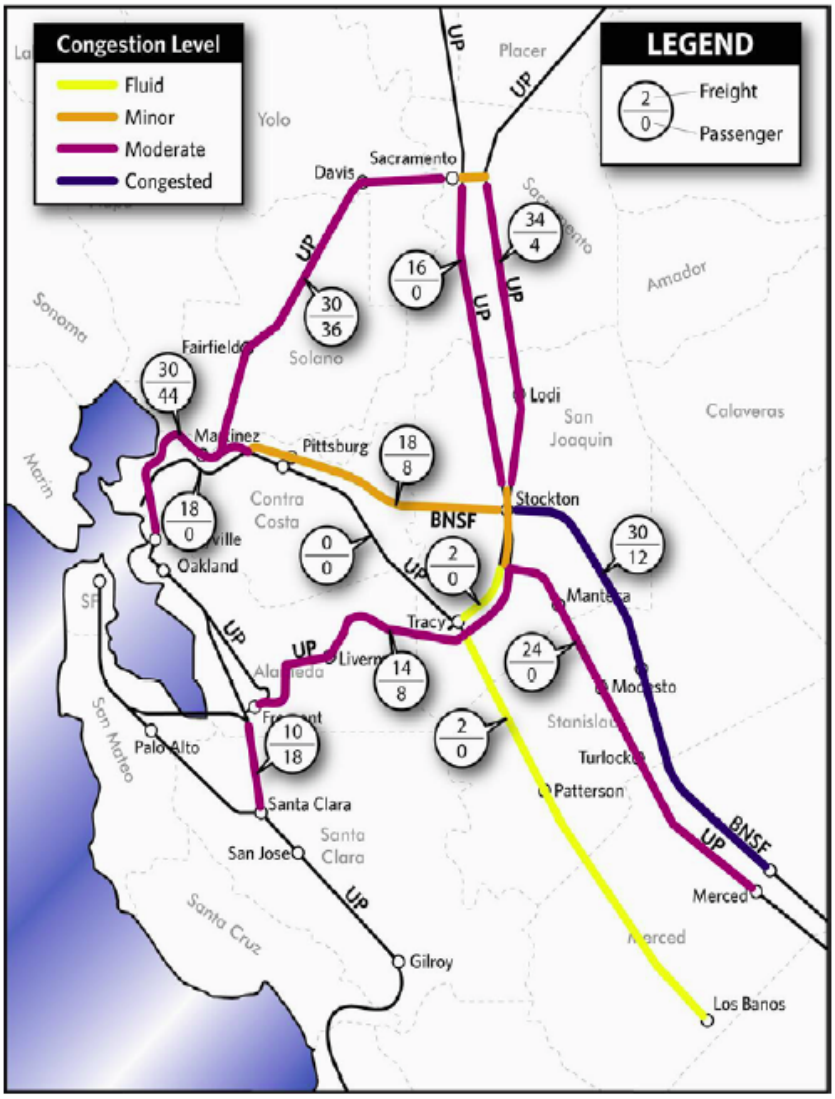
It is not unusual in the Western United States for three (3) cities with a population of over 250,000, and a little over 100 miles apart to have either no rail lines or just one rail line connecting the three (3) metropolitan areas. However, the Merced/Modesto, Stockton, and Sacramento corridor is uniquely located with two (2) rail lines running the entire distance. These two (2) rail lines give the opportunity for four possible combinations of routings for commuter rail service. Those four possibilities for commuter rail service include:

- Merced to Stockton on Burlington Northern Santa Fe (BNSF) track.
- Merced to Stockton on Union Pacific (UP) track.
- Stockton to Sacramento on former Southern Pacific (now UP) track.
- Stockton to Sacramento on former Western Pacific (now UP) track.

Beginning a new commuter rail service on any of these lines and/or pairings of lines has its own set of challenges and opportunities. Three of the lines have a significant amount of daily freight service. Two of them have some existing Amtrak Intercity passenger service (the "San Joaquin" service sponsored by Caltrans). The map shows the amount of freight traffic and commuter service currently on each section of the study area.

Obtaining access for operating a commuter rail service will require negotiating with either the Union Pacific (UP) and/or the Burlington Northern Santa Fe (BNSF) who owns freight railroads. Critical elements in the negotiation will include:

- The willingness of the freight railroad to grant access.
- The cost of operating on the rail lines.
- The current level of utilization and congestion on the line.
- The freight railroad's future prospects for growing the freight business on the line.
- The need for more capacity and the ability to add more capacity.
- Overall track and signal system condition and need for upgrade.



Each of these issues are being explored on all four (4) of these rail lines. However, at the recent Advisory Committee meeting the elected officials and staff indicated the preferred alignment for the Central Valley Commuter service is the UP line running from Merced to Stockton <u>and the UP (formally SP) line running from Stockton to Sacramento.</u>

Level of Commuter Rail Service to be introduced.
The number of trains provided by a new service and when they are provided is obviously extremely important. If the new service is going to attract enough ridership to make it successful, it must provide the environmental and traffic mitigation benefits that are primary motivating factors in commuter service development.

Currently, simulated capabilities of the rail possibilities are being used to determine the optimum service levels that will need to be provided in order to attain the maximum possible ridership levels. While it is early in the study, we are anticipating that at least four (4) to six (6) trains in the peak direction in each weekday rush hour service period.

In addition, some level of midday service, will be necessary to make the new service attractive to potential riders. Midday service provides a "safety valve" factor for passengers (e.g., "what if I have to get home in the middle of the day?") and leads to ridership growth in the peak period. The current ACE service takes advantage of providing midday service which has been very successful for the commuters.

Capacity Enhancements to the Rail Lines.
To support the introduction of new commuter rail service, capacity enhancements are foreseen on each of the rail lines under investigation. As presented at the last Advisory Committee meeting, preliminary estimates with the magnitude of additional capacity may be required include:

- **BNSF, Merced to Stockton**: as much as 12-15 miles of new main track which allows for double-tracking a significant portion of this heavily-utilized line.

- **UP, Merced to Stockton**: up to 17 miles of new and/or upgraded track and/or siding extensions. The line currently has seven (7) sidings, most of them are short, i.e., less than two (2) miles in length. In planning commuter rail service, sidings of less than three (3) miles in length are seldom usable for trains to "meet" if the objective is to have the meet occur while both trains remain on the move, or what is known as a "rolling meet". This is much more preferable from a passenger's viewpoint.

- **UP (former SP), Stockton to Sacramento**: perhaps as little as four (4) miles of new second main track.

- **UP (former WP), Stockton to Sacramento**: at least five miles of new track, primarily to extend shorter sidings.

These are very preliminary estimates of capital improvements that may be required. BNSF and UP may feel that additional capital improvements are necessary to allow for the introduction of new commuter rail service, while protecting their ability to provide both current and future levels of freight service.

Estimate of Capital Costs.
Estimates of capital costs for the capacity enhancements are being prepared focusing on construction costs for new tracks, and infrastructure. All costs will be identified on a unit cost basis. This will allow the stakeholders to know all the values utilized and will be able to calculate incremental cost estimates should the freight railroads insist upon additional improvements.

Potential Station Locations.
Recently in discussion with the Advisory Committee, potential station locations were identified on all four corridors. They were:

- **BNSF, Merced to Stockton**:
  - Current Station
  - Denair
  - Eastern Ceres
  - Northern Modesto
  - Escalon
  - Stockton
- **UP, Merced to Stockton**:
  - Downtown Merced
    - Alternate site - Southern City Limits along Hwy 99
  - Downtown Turlock
  - Downtown Modesto
  - Ripon
  - Manteca
  - Lathrop – Transfer to ACE Corridor
  - Stockton
- **UP(former SP), Stockton to Sacramento**:
  - Stockton
  - Lodi
  - Galt
  - Elk Grove
  - California State University, Sacramento (65th Street/University Light Rail Station).
  - Downtown Sacramento (Sacramento Valley Station).
- **UP (former WP), Stockton to Sacramento**:
  - Stockton
  - North Stockton
  - Western side of Lodi (Hwy 12)
  - Thornton
  - Elk Grove
  - Southern Sacramento
  - Sacramento City College (Light Rail Station)

Passenger Rail Equipment for the New Service.
The amount of passenger rail equipment (i.e., locomotives, coaches and control cars) required to provide the levels of service will need to be determined. The specific types of locomotives, coaches and control cars to be utilized in the new service will be based on the equipment currently in use in the existing ACE service, with improvements and upgrades as they become available to the commuter rail industry. Currently the SJRRC is currently evaluating bio-diesel locomotives for use in their fleet.

The basic assumption underlying this part of the study is that the new service will employ the same type of equipment as the existing ACE service, i.e., push-pull trains with four-axle locomotives providing head-end power to bi-level coaches and control cars. This same utilization of ACE equipment will allow an ease of maintenance and a lower cost of maintaining and operating.

Estimate of Operating Expense.
Operating expense estimates will be developed using the existing the ACE service as the model. One of the key assumptions will be that the new service will be "provided" on the same basis as the existing ACE service, i.e., a contractor will be selected to provide personnel and management for the operation of the trains and maintenance of the equipment. The contractor will provide O & M services under the terms of a "cost-plus" contract administered by the SJRRC. Infrastructure access, infrastructure maintenance and train dispatching will be provided at cost levels to be negotiated by the freight railroad owning the line over which the service is operated.

Estimates of Potential Ridership.
Estimates for potential ridership are currently being developed by the consultant. Commuter data from the various Councils of Government is being used to calculate the potential ridership. Within the next ten years, job centers will be built throughout the Central Valley requiring people to travel to and from work. Using the data from the Councils of Government and by surveying large employers, ridership potential will be identified.

Smart Growth Principles

As the Central Valley grows over the next 20 years, commuter rail service will play a key role moving people from home to work or school, and back home. Common goals of smart growth principals include the revitalization of the central cities, support and enhancement for public transit, and promoting walking and bicycling. For the most part, the central valley rail corridor is ideally located in the core of the cities, which is a key element of the smart growth principles.

Another significant opportunity is the educational system that exists along the Hwy 99 corridor. Starting in the South and going north, there is the University of California, Merced, California State University, Stanislaus, in Turlock, University of the Pacific in Stockton, and California State University, Sacramento. These educational institutions along with the several local Junior Colleges, makes this corridor unique in providing commuting alternatives to the automobile.

NEXT STEPS

Establishing successful commuter rail service requires a significant stakeholder's participation and capital investment. Listed below is a list of a few next steps:

- In order to develop a cost effective commuter rail service within the Central Valley, it is important to get stake holders feedback. During the next two months, we would appreciate the opportunity to provide a overview to the City Councils, Boards of Supervisor, Staffs, and appropriate organizations. Information from these meetings will then be brought back to the Advisory Committee to help provide direction to the SJRRC in September.
- The SJRRC Staff and Consultant team will continue to
    - Determine the potential ridership
    - Evaluate the estimated cost of operation
    - Continue our preliminary discussions with the railroad operators.
    - Develop a public relations element to keep stakeholders informed.

Attachment 2

High Speed Rail

A plan to Fly California

...without ever leaving the ground.

Highlights of the

Final Program Environmental Impact Report/Environmental Impact Statement (EIR/EIS) **for the *proposed* California High-Speed Train System**

A STUDY BY THE CALIFORNIA HIGH-SPEED RAIL AUTHORITY AND THE FEDERAL RAILROAD ADMINISTRATION

Choices

How will you travel from Southern California to the Bay Area in 2020?

High-speed trains could be in your future

San Francisco
SFO
Oakland
Oakland Airport
Redwood City/
Palo Alto
San Jose
Union City
Fremont
Stockton
Modesto
Sacramento
Merced
Fresno
Bakersfield
Palmdale
Sylmar
Burbank
Los Angeles
Norwalk
Anaheim
Irvine
East San Gabriel Valley
Ontario Airport
Riverside
Temecula
Escondido
University City
San Diego

Californians will face a massive challenge by the year 2020:

Up to 98 million more intercity* trips – and 11 million more people will mean a greater demand on the state's infrastructure, resulting in more traffic congestion, reduced safety, more air pollution, longer travel times, less reliability and less predictability in intercity travel.

The California High-Speed Rail Authority (Authority) and the Federal Railroad Administration (FRA) have undertaken an environmental study to assess a proposed high-speed train system and other options for meeting future intercity travel demands. Alternatives for intercity travel were evaluated, generally from Sacramento and the San Francisco Bay Area, through the Central Valley, to Los Angeles and San Diego.

The alternatives for serving existing and future intercity trips...

No Project – reliance on the state's existing transportation systems

Modal Development – improvements to existing highway and air travel networks

High-Speed Trains – a new statewide train system, over 700 miles in length, capable of travel at speeds up to 220 mph

Based on the Final Program EIR/EIS, high-speed trains

Would be two-to-three times less costly than expanding highways and airports to serve similar travel demands

Would improve intercity transportation reliability

Are projected to carry as many as 68 million passengers annually by 2020 – with the capacity to carry about twice that many passengers

Would be the most energy efficient of the alternatives

Would have quick travel times

Would provide low passenger costs per mile

Would be safer and more reliable than highway and air travel

High-speed trains could

Offer a new choice in intercity travel

Connect to existing airports and transit terminals along high-speed train corridors

Ease the growing demand on existing highways and airports through 2020 and beyond

* "Intercity" means region-to-region trips, not including daily commute trips

one

No Project Alternative

The state's existing transportation systems with planned improvements

No Project Alternative

This alternative consists of the state's intercity transportation system (highway, air and conventional rail) as it existed in 1999-2000, and as it would be in 2020 with the addition of transportation projects currently programmed for implementation (already in funded programs/financially constrained plans), including:

- State Transportation Improvement Program
- Regional Transportation Plans for highways and public transit
- Airport improvement plans
- Intercity passenger rail plans

Study Results

Would not meet intercity travel needs projected for 2020 as population continues to grow

- Highway capacity would be insufficient to accommodate projected intercity travel growth in the regions that would be served by the proposed high-speed train system
- Many of the state's airports already are at or near capacity and could become severely congested under this alternative
- Highway congestion and airport delays would continue to increase, hindering the economy and eroding California's quality of life

Would contribute to environmental degradation

- There would be negative impacts on traffic: increased congestion, decreased mobility and reduced reliability and safety
- Degradation of air quality and increased energy demand

Total "door-to-door" travel time from Los Angeles to San Francisco

- Highway travel time would increase by one hour in 2020
- Air travel time would increase by 30 minutes in 2020
- Existing conventional rail travel time 10:05 (requires two bus transfers)

ESTIMATED TOTAL TRAVEL TIMES "DOOR-TO-DOOR" BETWEEN CITIES BY AUTO, AIR AND HIGH-SPEED TRAIN IN 2020

CITY PAIRS DOWNTOWN TO DOWNTOWN	AUTO NO PROJECT ALTERNATIVE	AIR NO PROJECT ALTERNATIVE		HIGH-SPEED TRAIN ALTERNATIVE OPTIMAL EXPRESS TIMES	
	TOTAL	LINE HAUL*	TOTAL	LINE HAUL*	TOTAL
LOS ANGELES TO SAN FRANCISCO	7:57	1:20	3:32	2:35	3:30
LOS ANGELES TO FRESNO	4:30	1:05	3:02	1:22	2:33
LOS ANGELES TO SAN DIEGO	2:49	0:48	3:00	1:13	2:16
LOS ANGELES TO SAN JOSE	6:50	1:00	3:14	2:06	3:02
SACRAMENTO TO SAN JOSE	2:40	NO SERVICE	NO SERVICE	0:50	1:53

*ACTUAL TIME IN PLANE OR TRAIN

2

Modal Alternative two

Modal Alternative

Additional improvements to existing highway and air travel systems

This alternative consists of potentially feasible improvements to existing highways and airports sufficient to serve at least 68 million person trips annually. While these improvements are not proposed or recommended, they represent theoretically feasible options and include:

- 2,970 additional lane-miles on intercity highways statewide, which would include at least two and sometimes four additional highway lanes along selected intercity highways
- Over 90 new gates and five new runways statewide – equivalent to two new Ontario International Airports
- No increased transportation choices or improved connectivity
- Little or no sustainable capacity beyond the 68 million trips

Study Results

Would help to meet the need for intercity travel into the future, but with significant disadvantages

- Would be less safe and less reliable than the proposed high-speed train alternative
- Congestion would still increase on highways and at airports compared to existing conditions as well as congestion and travel delays on streets and highways leading to and from airports
- Highway and air transportation improvements would result in reduced travel times and congestion as compared to the No Project Alternative
- As compared to the No Project Alternative, employment would be expected to increase by 250,000 and urbanized area by 65,000 acres between 2002 and 2035
- Would cost over $82 billion (2003 dollars) – more than two times more expensive than the high-speed train alternative

Would have the potential for significant negative environmental impacts

- Increased energy use and dependence on petroleum
- Increased emissions of air pollutants
- Impacts on property and land uses
- Increased suburban sprawl
- Impacts to wetlands and biological resources
- Effects on cultural resources, such as historic sites
- Impacts on water quality
- Impacts on park lands

Total "door-to-door" travel time from Los Angeles to San Francisco

- Highway travel time would increase from the existing 6:57 in 2000 to 7:16 in 2020
- Air travel time would increase from the existing 3:02 in 2000 to 3:27 in 2020

three

High-Speed Train Alternative

A new statewide transportation network capable of traveling at 220 mph connecting California's major metropolitan areas

This alternative consists of a new high-speed train system over 700 miles long that would deliver predictable, consistent and competitive intercity travel.

- State-of-the-art electrically powered high-speed steel-wheel-on-steel-rail technology with automatic train control
- Up to 68 million passengers a year by 2020
- Exclusive tracks for most of the system, fully grade-separated, either in an open trench or tunnel, at-grade, or on an elevated guideway, depending on terrain and physical constraints
- Most alignments within or adjacent to existing rail or highway right-of-way
- New and upgraded stations, with connections to major airports

Study Results

Would help to meet the need for intercity travel into the future

- Safer, more reliable than highway or air travel
- A new mode of transportation that would increase connectivity and accessibility to existing transit systems and airports
- Quick, predictable, consistent travel times that would be sustainable over time
- Improved travel options in parts of the state with limited bus, rail and air transportation service
- Employment opportunities expected to increase by 450,000 over the No Project Alternative; however, urbanization decreases by 2,600 acres compared to the No Project Alternative between 2002 and 2035
- Congestion would still increase on highways and at airports as compared to existing conditions
- Reduction of total travel times for all transportation modes as a result of traffic diversion to high-speed trains
- Cost to construct the entire system – over $33 billion (2003 dollars)
- Passenger cost lower than auto or air travel for the same intercity markets
- Diverting trips to high-speed trains would reduce congestion on highways and for air travel

Would have the potential for significant negative environmental impacts

- Impacts on property and land uses
- Impacts to wetlands and biological resources
- Impacts to cultural resources, such as historic sites
- Noise and vibration impacts
- Impacts to farmlands
- Impacts to park land and water quality

Would provide environmental benefits compared with the No Project and Modal Alternatives

- Decreased energy consumption
- Reduced air pollutant emissions and improved air quality
- Would use less land than would be needed to expand existing highways and airports
- Would provide opportunities to plan for transit-oriented growth to meet future demands
- Fewer environmental impacts overall on sensitive habitats and water resources (floodplains, streams and wetlands) than the Modal Alternative
- For longer distance intercity travel, high-speed trains would provide "door-to-door" travel times comparable to air transportation and less than one-half as long as highway travel times
- For intermediate intercity markets such as Fresno to Los Angeles, high-speed trains would provide considerably quicker "door-to-door" travel times than either air or highway transportation options
- Would provide additional capacity for future generations

Total "door-to-door" travel time from Los Angeles to San Francisco

- Highway travel time would increase from the existing 6:57 in 2000 to 7:36 in 2020
- Air travel time would increase from the existing 3:02 in 2000 to 3:26 in 2020
- High-speed train travel time would be 3:30 in 2020

EIR/EIS Prepares Way For Meeting California's Transportation Needs

220-mph train system would link major California cities

The California High-Speed Rail Authority (the Authority) has proposed high-speed train service for intercity travel in California between the major metropolitan centers of the San Francisco Bay Area and Sacramento in the north, through the Central Valley, to Los Angeles and San Diego in the south. The proposed high-speed train system is projected to carry as many as 68 million passengers annually by the year 2020.

The Authority adopted a Final Business Plan in June 2000, for an economically viable high-speed train system capable of speeds in excess of 200 miles per hour on a mostly dedicated, fully grade-separated track with state-of-the-art safety, signaling and automated train control systems.

To comply with the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA), a Final Program EIR/EIS has been prepared. The Authority is both the project sponsor and the lead agency for purposes of the state CEQA requirements. The Federal Railroad Administration (FRA) is the federal lead agency for compliance under NEPA.

Preparation of the Final Program EIR/EIS by the Authority and the FRA has involved more than six months of public review of the Draft Program EIR/EIS, plus seven public hearings. The Authority and the FRA responded to thousands of comments, made appropriate changes and incorporated additional analysis in preparation of this Final Program EIR/EIS.

The Final Program EIR/EIS document includes:

- A full description of the alternatives
- Evaluation of potential environmental impacts for each alternative
- Identification of general mitigation strategies for the proposed high-speed train alternative
- Discussion of preferred high-speed train alignments and station locations

The Final Program EIR/EIS identifies high-speed trains as the preferred alternative that could shape California's intercity transportation future:

- **A completely new and separate intercity transportation alternative to augment existing air, highway and conventional rail travel**
- **Quick travel times**
- **Better for the environment than only expanding highways and airports**
- **Proven, 22-year safety record in Europe and Japan**
- **Capable of carrying 68 million passengers a year by 2020**
- **Low passenger travel cost per mile**

California's New High-Speed Train

Bringing California closer together

The Final Program EIR/EIS identifies preferred alignments and station locations

Preferred Alignments and Station locations include:

Northern Mountain Crossing

A broad corridor containing a number of feasible route options has been identified for further study. This broad corridor is generally bounded by (and includes) the Pacheco Pass (SR-152) corridor to the south, the Altamont Pass (I-580) corridor to the north, the BNSF corridor to the east, and the Caltrain to the west. Alignment options through Henry Coe State Park and station options at Los Banos would not be pursued. Further study will be conducted to identify a preferred route within the identified corridor.

Southern Mountain Crossing

Through the Tehachapi Mountain Range between Los Angeles and Bakersfield via a crossing through Palmdale and the Antelope Valley.

Bay Area

Service to the Bay Area along the Peninsula to San Francisco and the East Bay to Oakland.

Central Valley

Service along or near the Highway 99 corridor (primarily BNSF alignment) from Bakersfield to Sacramento and the Bay Area.

Service to San Diego (Inland)

Through the Inland Empire via the I-215/ I-15 corridor to downtown San Diego.

Service to Orange County

Direct service from Los Angeles to Orange County via the LOSSAN rail corridor.

Shared Use and Intermodal Connections

Service to the urban centers on shared tracks with other passenger rail services at moderate speeds in heavily urbanized areas (i.e., San Jose to San Francisco and Los Angeles to Orange County).

Stations in close proximity to San Francisco Intl Airport, Oakland Metropolitan Intl Airport, Burbank-Glendale-Pasadena Airport, Ontario Intl Airport, Palmdale Airport, Los Angeles Intl Airport, San Jose Intl Airport and San Diego Intl Airport.

Station connections at major transit hubs in California's metropolitan areas. Each station site would have higher-density, mixed-used, pedestrian-oriented development around station.

Next Steps

Next Steps in the Environmental Process for the Proposed High-Speed Train System

- **The Authority certifies that the Final Program EIR/EIS complies with the California Environmental Quality Act, and the Federal Railroad Administration (FRA) issues a Record of Decision for compliance with National Environmental Protection Act.**
- **The Authority and FRA prepare a program level environmental review for the "Bay Area–Central Valley" segment to select a preferred alignment and station locations.**
- **The Authority determines whether to advance individual segments of the high-speed train system to project-specific environmental review.**
- **The Bay Area Metropolitan Transportation Commission's statewide ridership/revenue study is completed and used to update the high-speed train system's business plan.**
- **The Authority begins working with local governments, transportation agencies and private parties on right-of-way preservation and protective advance acquisition consistent with state and federal requirements.**

Check out the California High-Speed Rail Authority's Web site
for the Draft and Final Program EIR/EIS and related technical reports.
www.cahighspeedrail.ca.gov

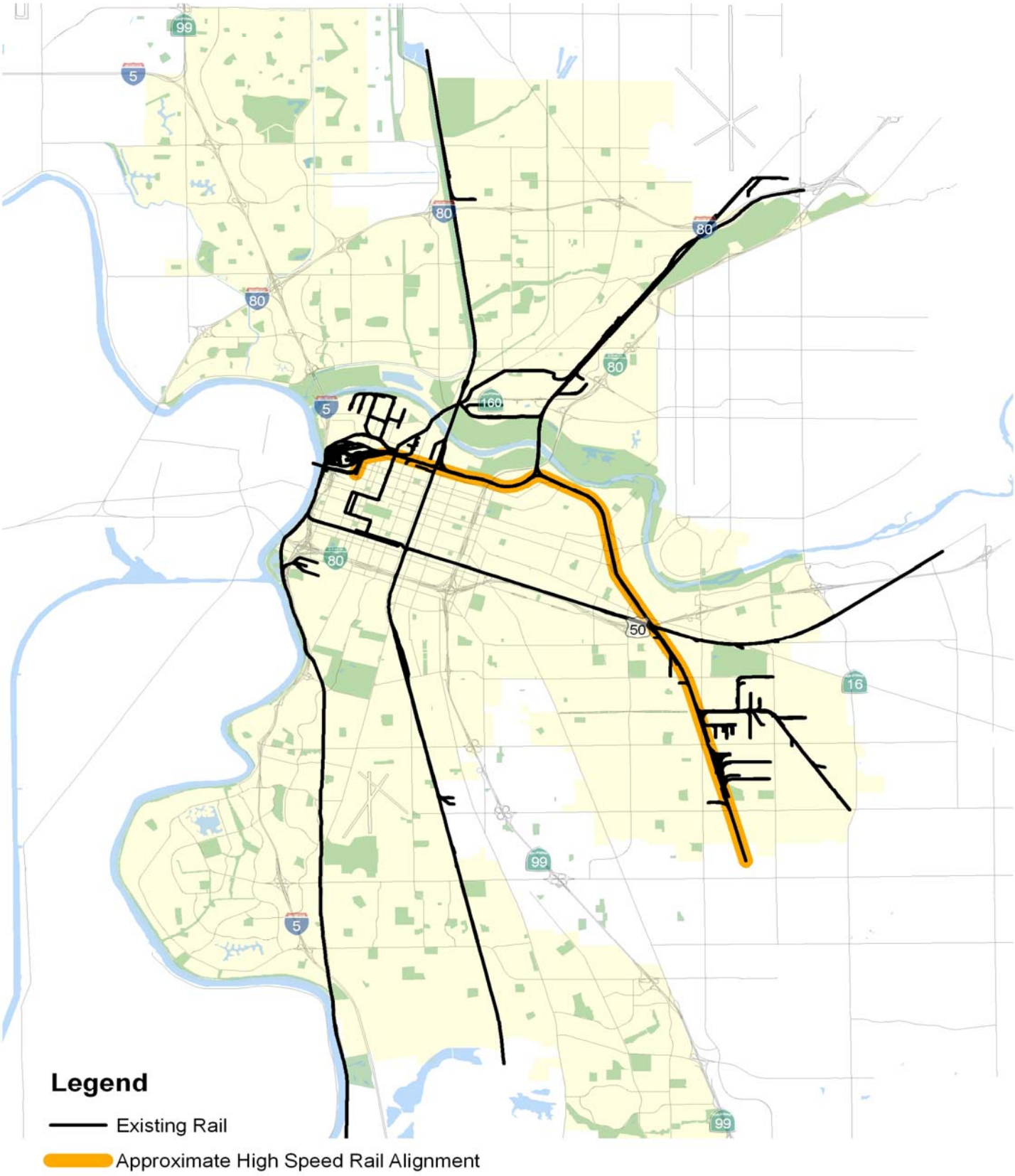
List of cities where libraries will have document available:

Anaheim	Gilroy	Norwalk	Riverside	San Jose
Bakersfield	Irvine	Oakland	Sacramento	Santa Clarita
Burbank	Los Angeles	Oceanside	San Clemente	Stockton
Escondido	Merced	Ontario	San Diego	Sylmar
Fremont	Modesto	Palmdale	San Francisco	Temecula
Fresno	Mountain View	Palo Alto	San Gabriel	Tulare

The Final Program EIR/EIS is available for viewing in libraries
and can be obtained on CD by contacting the
California High-Speed Rail Authority
at (916)324-1541

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

U.S. Department of Transportation
Federal Railroad Administration

Attachment 3

Existing Rail System and Proposed High Speed Rail Alignment