

# REPORT TO COUNCIL

## City of Sacramento

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915 I Street, Sacramento, CA 95814-2604  
[www. CityofSacramento.org](http://www.CityofSacramento.org)

**DISCUSSION CALENDAR**  
**August 10, 2010**

**Honorable Mayor and  
Members of the City Council**

**Title: Merced-Sacramento High-Speed Train and Altamont Corridor Rail Project  
Updates**

**Location/Council District:** Citywide

**Recommendation:** Receive and file.

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

**Presenters:** Dan Leavitt, California High-Speed Rail Authority; Brent Ogden, Merced-Sacramento Project Manager; Stacey Mortensen, Executive Director, ACE Rail

**Department:** Transportation

**Division:** Office of the Director

**Organization No:** 15001041

### **Description/Analysis**

**Issue:** The purpose of this agenda item is to provide an update on progress of the Merced–Sacramento Section of the California High-Speed Train (HST) Project and next steps in the planning process. The Merced to Sacramento section is approximately 110 miles long, extending north from the Merced Station to the planned Intermodal Facility at the Railyards. Intermediate HST Station stops are proposed to be located in Stockton and the Modesto area.

The Altamont Corridor Rail Project is being planned to connect to the Merced–Sacramento Section in the vicinity of Lathrop/Manteca. This would allow regional trains compatible with the HST system to operate between the Bay Area (via Tracy) and points north as far as Sacramento and south as far as Merced and vice versa when the Altamont Corridor is constructed to HST standards. Therefore, planning activities between these two corridors are being closely coordinated.

In addition, the San Joaquin Regional Rail Commission (SJRRRC), which operates the Altamont Commuter Express (ACE) rail services, is interested in providing regional service in this section. SJRRRC hopes to take advantage of the capacity available on the HST mainline north of Merced to operate intercity and commuter trains serving regional stops that would be developed in addition to the four identified HST stops (Sacramento, Stockton, Modesto and Merced).

The SJRRRC has established the Central Valley Rail Working Group to further investigate and plan the regional rail service and provide input on the Merced-Sacramento Environmental Impact Report/Environmental Impact Statement (EIR/EIS). Members of the City Council and City staff have participated actively in this process, which also includes representatives from the following jurisdictions and agencies:

- Sacramento Regional Transit District
- Caltrans Division of Rail
- California Partnership for the San Joaquin Valley
- City of Elk Grove
- City of Galt
- City of Lodi
- City of Modesto
- City of Turlock
- City of Merced
- Merced County
- Merced County Association of Governments
- Sacramento County
- Sacramento Area Council of Governments
- San Joaquin County Council of Governments
- Stanislaus County
- Stanislaus Council of Governments

The Merced-Sacramento and Altamont projects are in the early phases of development of their respective environmental impact reports and environmental impact statements. The City and High-Speed Rail Authority in August 2009 entered into a memorandum of understanding to help guide future cooperation between the agencies, ensuring that both parties will have a role in the planning of high-speed train service in the City.

**Policy Considerations:** The City shall consider a variety of transit types including high speed rail, inter-city rail, regional rail, light rail transit, bus rapid transit, trolleys (streetcars), enhanced buses, express buses, local buses, neighborhood shuttles, pedicabs, and jitneys to meet the needs of residents, workers, and visitors. (Sacramento 2030 General Plan Policy M 3.1.3)

The City shall encourage and promote passenger rail service to and through the Sacramento area. (Sacramento 2030 General Plan Policy M 3.2.1)

The City shall support and advocate extension of High Speed Rail service to Sacramento. (Sacramento 2030 General Plan Policy M 3.2.5)

**Environmental Considerations:** Under the California Environmental Quality

Act (CEQA) guidelines, Section 15378(b)(2), continuing administrative activities do not constitute a project and are therefore exempt from review.

**Sustainability Considerations:** Not applicable

**Other:** None

**Commission/Committee Action:** None

**Rationale for Recommendation:** Information only

**Financial Considerations:** None

**Emerging Small Business Development (ESBD):** Not applicable

Respectfully Submitted by: Francesca L. Halbakken  
Francesca L. Halbakken  
Operations Manager

Approved by: Jerry Way  
Jerry Way  
Director of Transportation

Recommendation Approved:

Gus Vina  
Gus Vina  
Interim City Manager

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- 2 Altamont Corridor PowerPoint Pg 17

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# California High-Speed Train

## *Merced to Sacramento Section*

### Project Update / Initial Alternatives

#### Sacramento City Council

August 10, 2010



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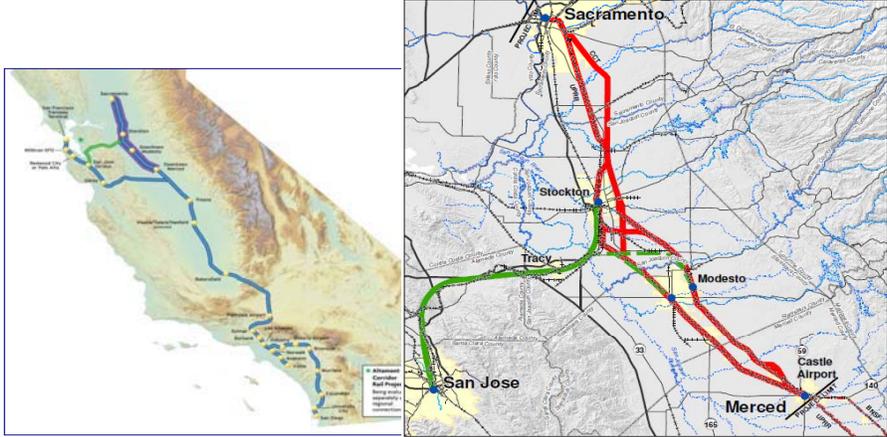


# Today's Presentation

- I. Project Update**
  - Section Location & Program Alignments
  - Regional Partner
  - Working Group
  - Scoping Process
  - Identification of Initial Alternatives
- II. Development of Alternatives**
  - Program Alternatives
  - Initial Alternatives
- III. Next Steps**

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## Location / Program Alignments



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## Regional Partner



**SAN JOAQUIN  
REGIONAL  
RAIL COMMISSION**

- ❖ Operates Altamont Commuter Express (ACE)
- ✓ Signed MOU to partner with Authority
- ✓ Wants regional service
- ✓ Will provide local funds



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## Central Valley Rail Policy Working Group

- ❖ Partners with the Authority
- ❖ Provides guidance on local issues



Altamont Commuter Express – California Partnership for San Joaquin Valley – Caltrans Division of Rail – City of Elk Grove  
 City of Galt – City of Lodi – City of Merced – City of Modesto – City of Sacramento – City of Turlock – Merced County  
 Merced County Association of Governments – Sacramento Area Council of Governments – Sacramento County  
 Sacramento Regional Transit District – San Joaquin County Council of Governments – San Joaquin Regional Rail Commission  
 Stanislaus Council of Governments – Stanislaus County

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## Scoping Meetings

Meetings

- City of Stockton – January 20, 2010
- City of Merced – January 21, 2010
- City of Sacramento – January 27, 2010
- City of Modesto – January 28, 2010

Participation

- More than 350 participants
- More than 150 written comments

Summary of Comments Received

- ✓ Many comments in favor of project
- ✓ Some requested project be “fast-tracked”
- ✓ Program alignments generally confirmed
- ✓ Some requests for “loops” around smaller cities
- ✓ Many inputs received on station locations including regional stops

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## Identification of Initial Alternatives

- Project Team prepared Draft Scoping Report
- Project Team identified alignments and stations by area (North / Central / South)
- Options reviewed with City/County reps in March
- Initial Alternatives presented to Working Group in April

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California High-Speed Train Project



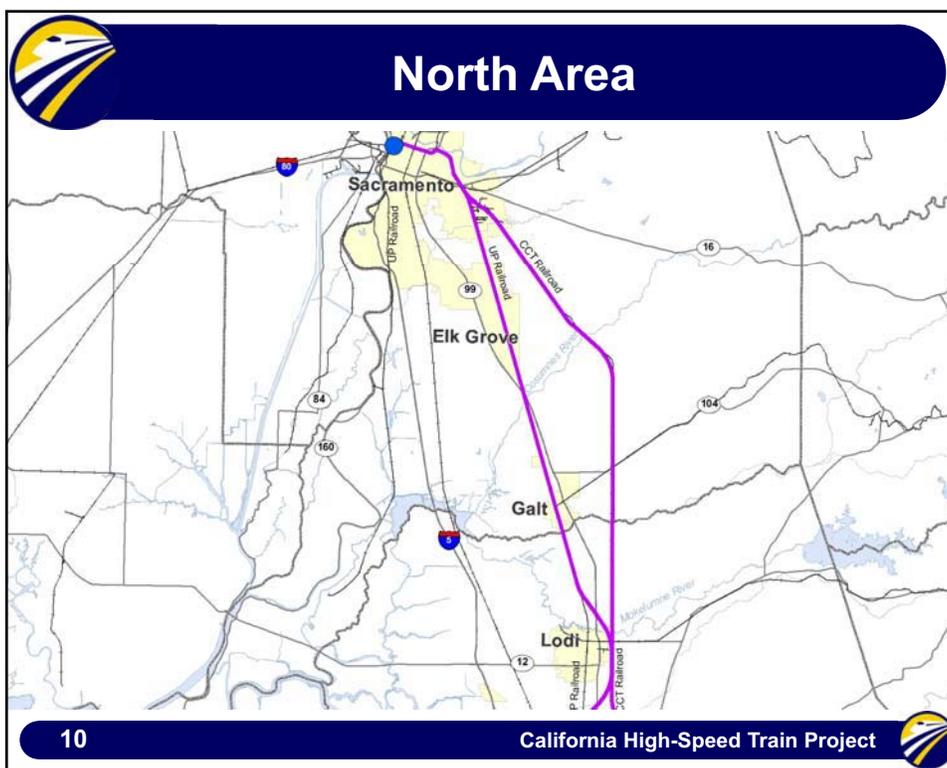
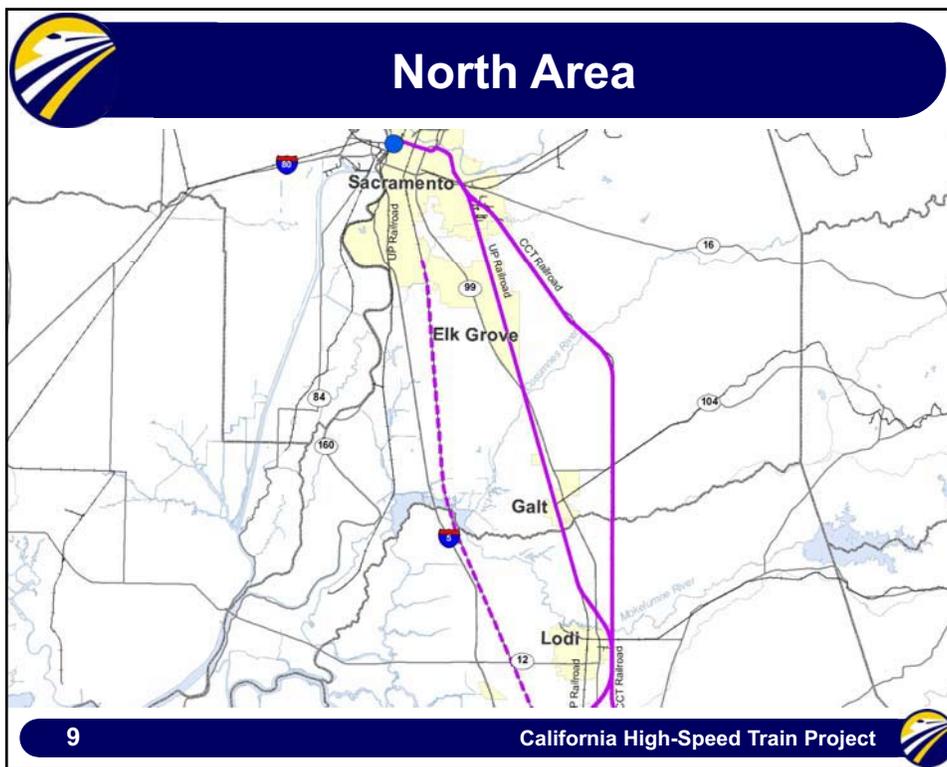
## North Area

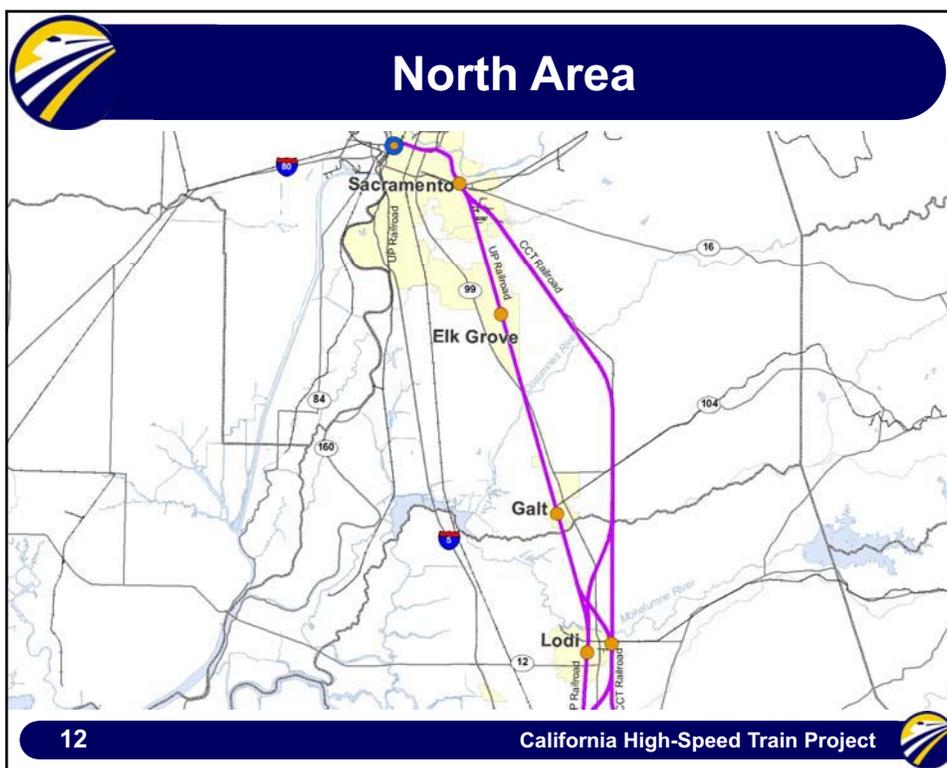
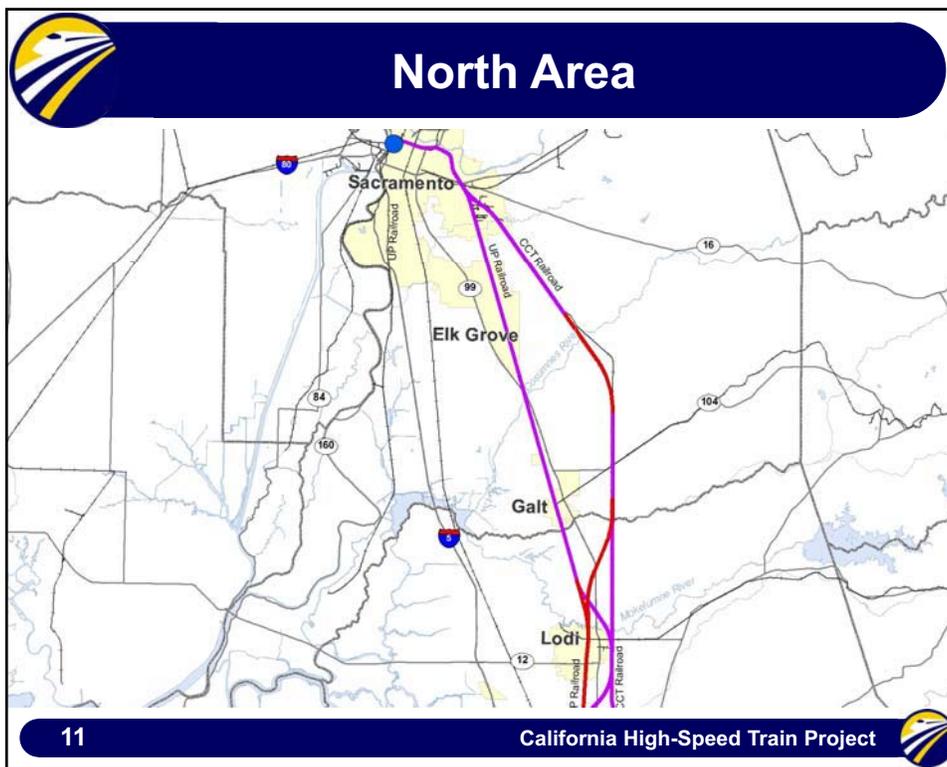


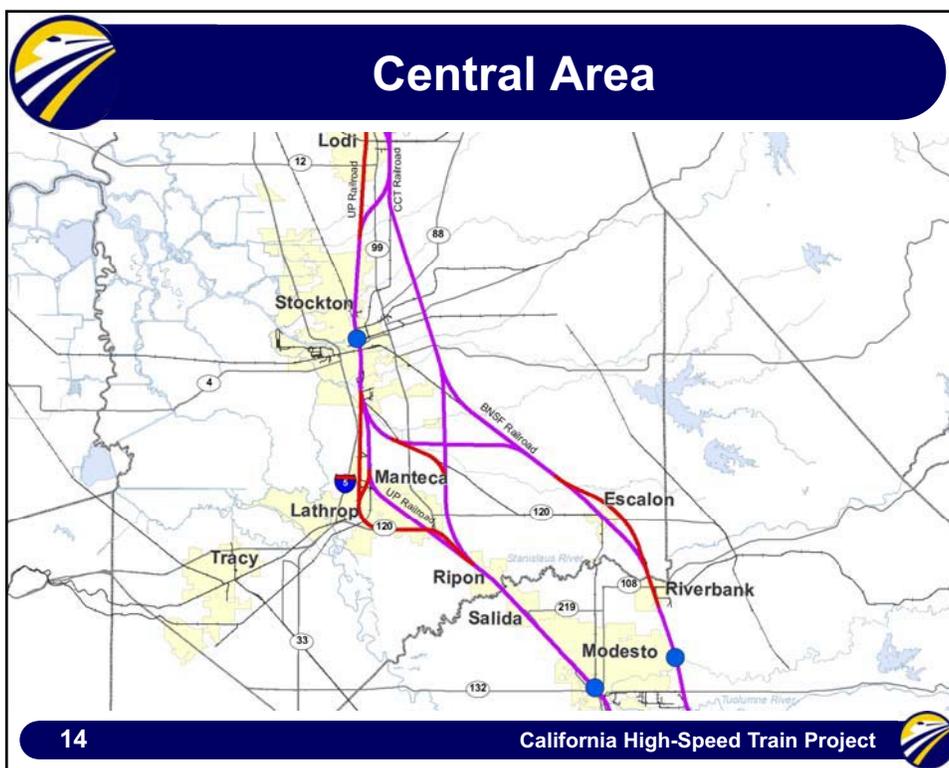
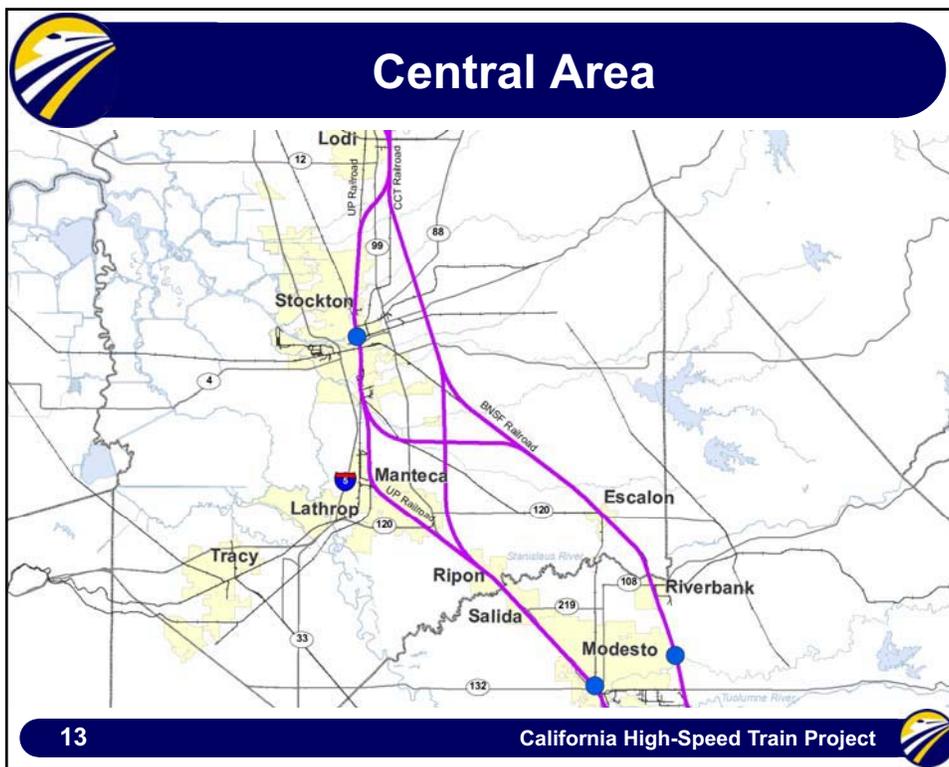
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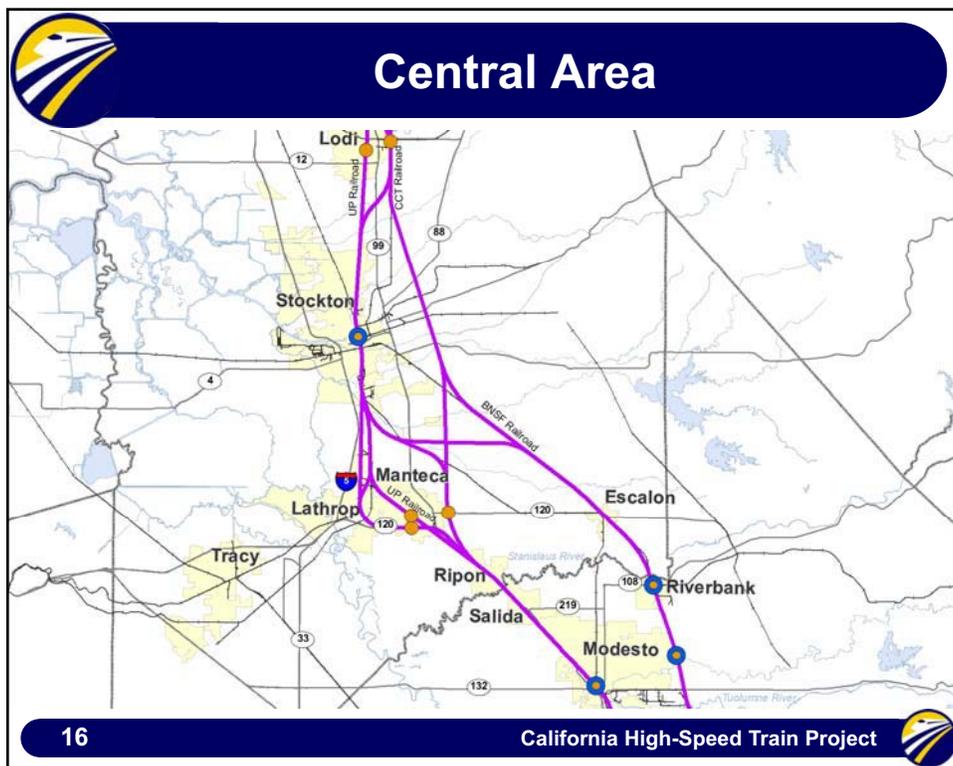
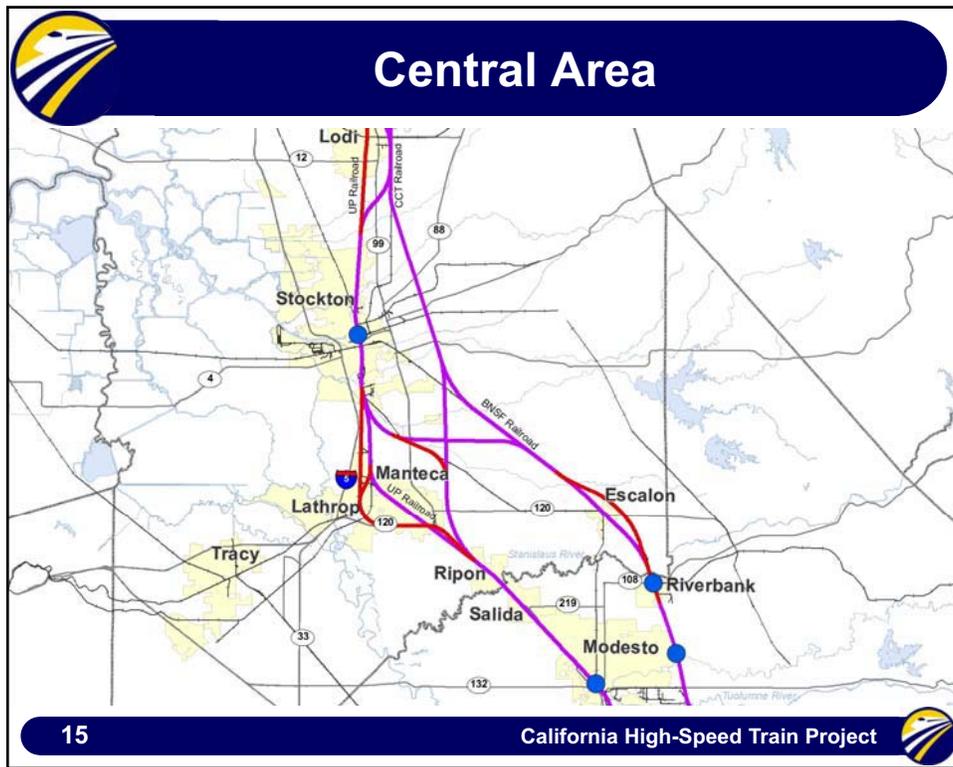
California High-Speed Train Project

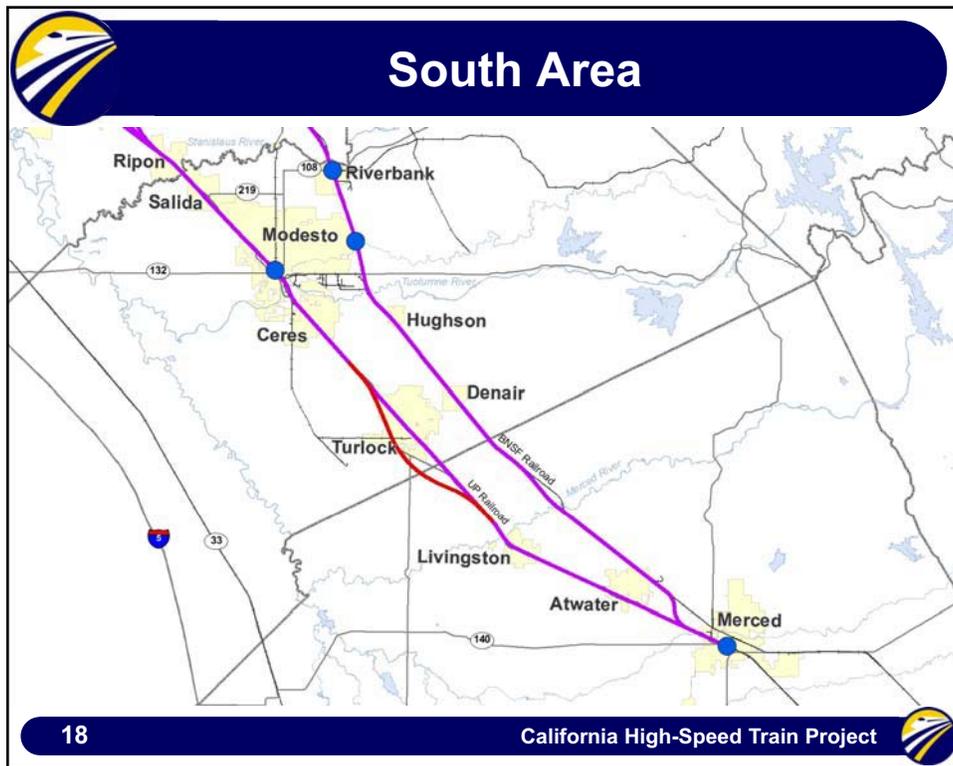
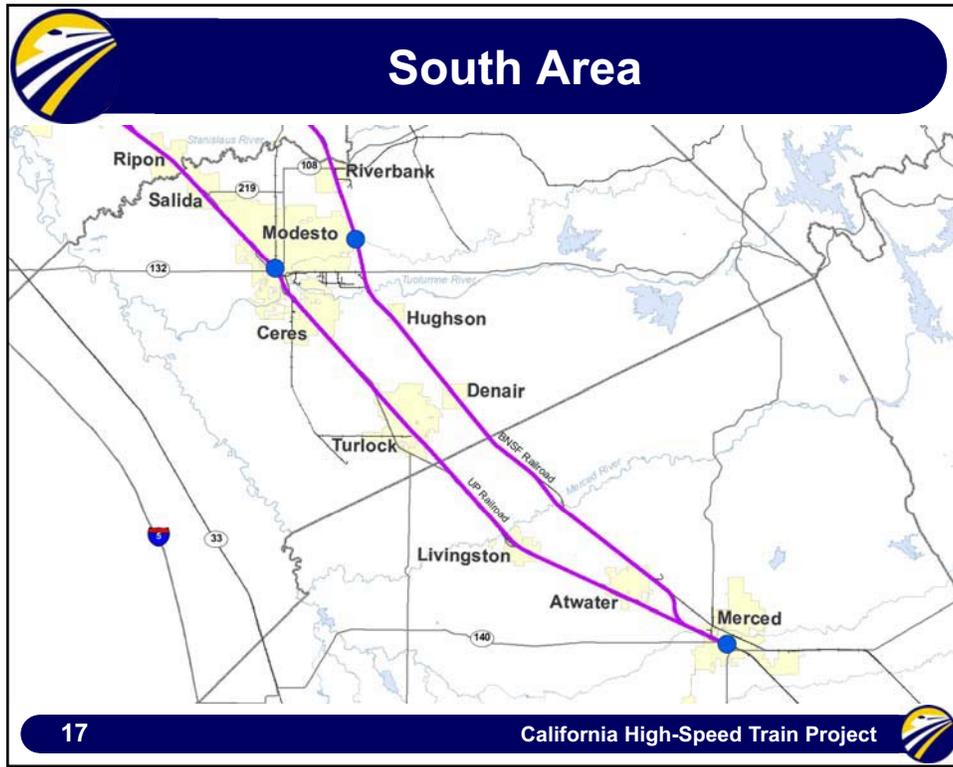


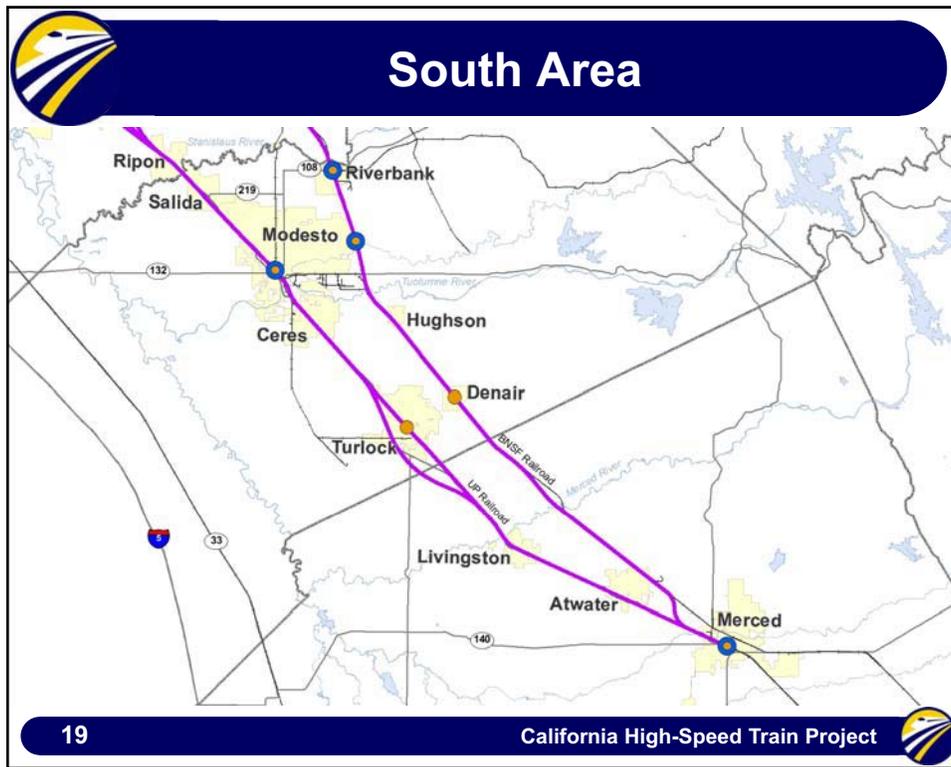












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- Next Steps (Next 6 Months)**
- ❖ Commence Alternatives Analysis
  - ❖ Meet with Resource Agencies
  - ❖ Work with Caltrans on Highway 99 Interface
  - ❖ Work with Cities & Counties on Alignment & Station Locations
  - ❖ Prepare Preliminary Alternatives Analysis
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# Questions & Answers



FLY CALIFORNIA

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The slide features a dark blue header with a white and yellow logo on the left. The main content area is white with the title "Questions & Answers" in a large, bold, black serif font. Below the title is a photograph of a blue and yellow high-speed train in motion, with the text "FLY CALIFORNIA" on its side. The footer is a dark blue bar containing the number "21", the text "California High-Speed Train Project", and a small version of the logo on the right.



## Back up material for Q/A

- EXTRA SLIDES

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The slide features a dark blue header with a white and yellow logo on the left. The main content area is white with the title "Back up material for Q/A" in a bold, black sans-serif font. Below the title is a single bullet point: "• EXTRA SLIDES". The footer is a dark blue bar containing the number "22", the text "California High-Speed Train Project", and a small version of the logo on the right.

## Typical Sections Along Alignment

**At-Grade Section**: Shows a cross-section of tracks with dimensions: 10'-8" for Emergency Walkway, 16'-6" for HST, and 10'-8" for another Emergency Walkway. Labels include ROW, Intrusion Detection, and HST.

**Shared Highway Corridor**: Shows tracks adjacent to a highway. Dimensions include 10'-8" for Emergency Walkway, 16'-6" for HST, and 10'-8" for another Emergency Walkway. Labels include ROW, Intrusion Detection, Highway Barrier, and Highway. A note indicates a distance of "less than 30'" between the tracks and the highway.

**Aerial Structure**: Shows tracks supported by a central pier. Dimensions include 10'-8" for Emergency Walkway, 16'-6" for HST, and 10'-8" for another Emergency Walkway. Labels include ROW and Emergency Walkway.

**Twin Single Track Tunnels**: Shows two tunnels with a total width of 65.5'. Each tunnel has a diameter of 24.0'. Labels include ROW, Emergency Walkway, and Fire Safe Door.

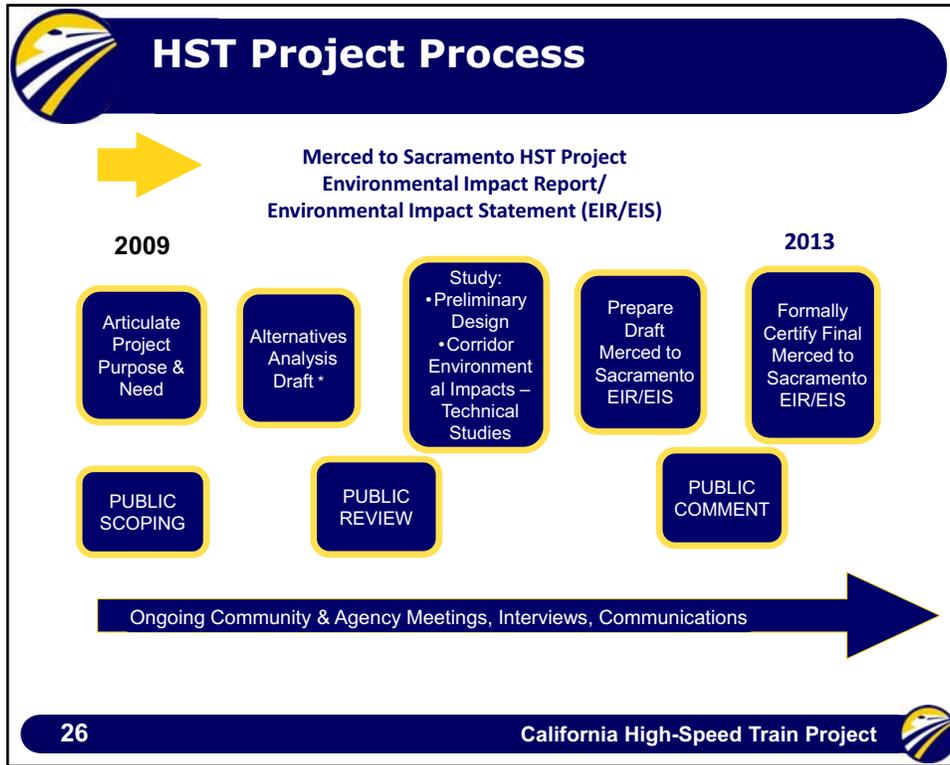
- Portions of the alignment will need special structures to fit into built environment
- Structures could include:
  - Aerial Structures (bridges)
  - Embankments
  - At grade
  - Tunnels

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## Potential Stockton HST Station Location

The map shows an aerial view of Stockton, California. A red line indicates the "Proposed HST Alignment" running north-south. A yellow circle highlights a potential station location near the intersection of the alignment and the Sacramento-San Joaquin River Delta. Labels include "Stockton Station (ACE Station)", "Stockton Station (ACE Station)", and "Proposed HST Alignment". A scale bar at the bottom indicates 0, 100, and 200 feet.

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## Contact Information

**California High-Speed Rail Authority**  
916-324-1541  
[www.cahighspeedrail.ca.gov](http://www.cahighspeedrail.ca.gov)

**Dan Levitt, Deputy Director**  
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**Gene Endicott**  
Public Outreach Team, 916-719-7214  
[gene@endicottcommunications.com](mailto:gene@endicottcommunications.com)

**Multi-Lingual Project Information Line**  
800-881-5799

CALIFORNIA HIGH-SPEED RAIL AUTHORITY      U.S. Department of Transportation Federal Railroad Administration

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## Altamont Corridor Partnership Working Group

### Activities

- Partners with the Authority throughout the project development process
- Guidance on local issues, development plans, and policies
- Assist in developing and evaluating alternatives
- Develop consensus regarding project goals, objectives and major elements
- Participation in public involvement activities and events
- Liaisons to local communities

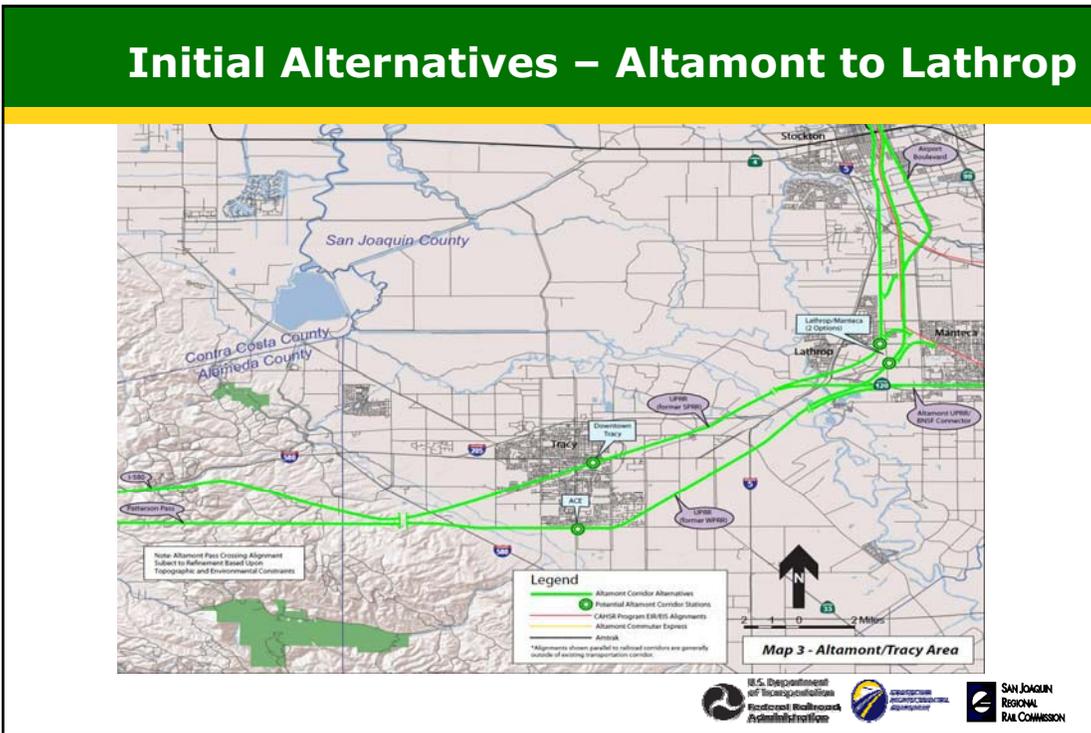
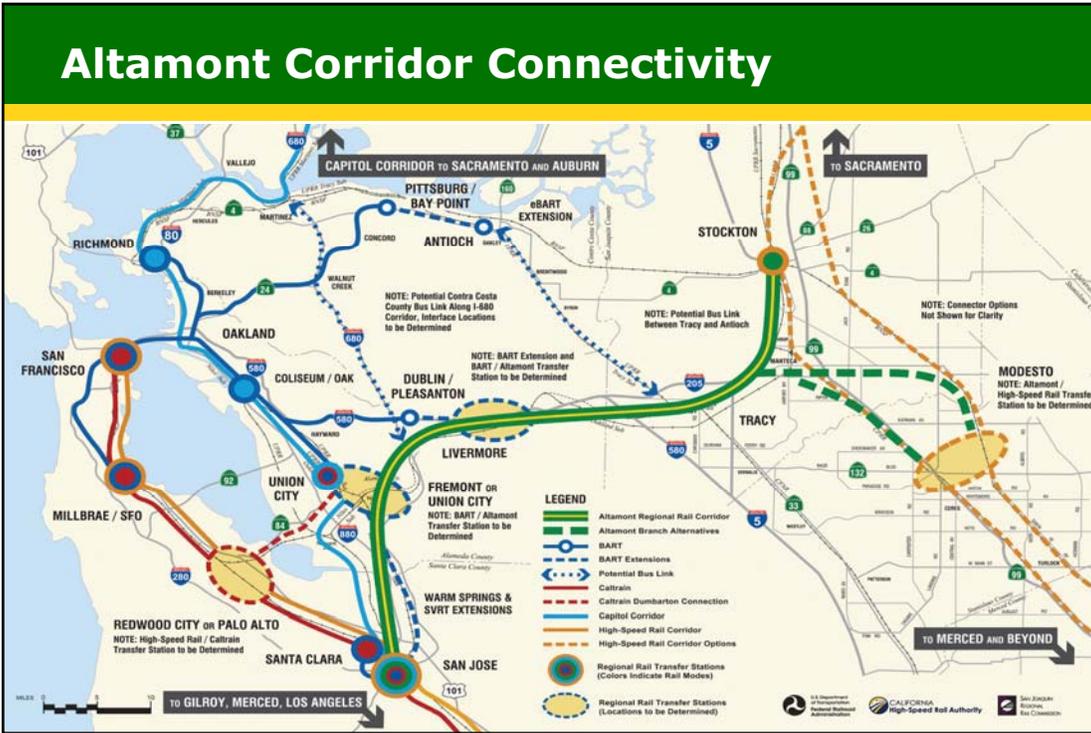


San Joaquin Regional Rail Commission / Altamont Commuter Express – Bay Area Rapid Transit District / BART  
 Capitol Corridor Joint Powers Authority – San Mateo County Transit District / Caltrain  
 Alameda County Congestion Management Agency – California Partnership for San Joaquin Valley  
 Metropolitan Transportation Commission – Sacramento Area Council of Governments  
 Stanislaus Council of Governments – Tri Valley Policy Advisory Committee

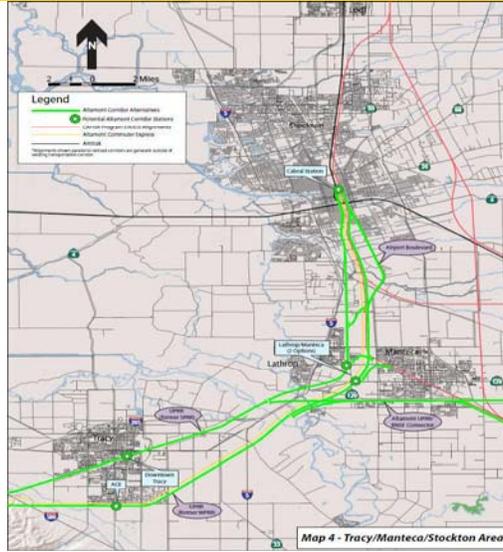


## Project Corridor





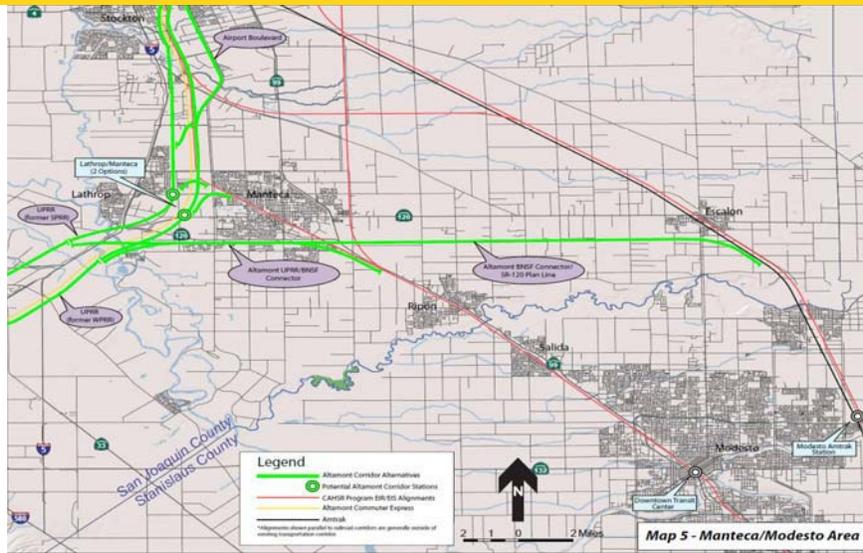
### Initial Alternatives – Tracy to Stockton



Map 4 - Tracy/Manteca/Stockton Area



### Initial Alternatives – Manteca to Modesto



Map 5 - Manteca/Modesto Area

