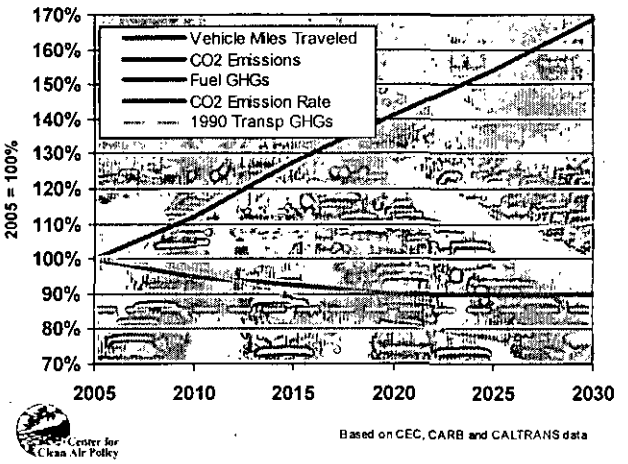
HIGH SPEED RAIL

SUPPLEMENTAL INFORMATION

CALIFORNIA HIGH SPEED RAIL & GREENHOUSE GAS REDUCTIONS

California is the twelfth largest source of greenhouse gas emissions in the world, and 41% of the state's emissions come from the transportation sector. And, transportation is responsible for 50% of all Bay Area greenhouse gas emissions.[1] California's landmark legislation, AB 32, requires greenhouse gases to return to 1990 levels.

Growth in Driving Outstrips GHG Emissions Improvements[2]



As the chart to the right shows, cleaner fuels and more efficient vehicles are not anticipated to lead to a reduction from today's levels. To achieve an absolute reduction from the transportation sector (blue line) we must also reduce vehicle travel.

A national study conducted last year found that a California High-Speed Train had tremendous greenhouse gas reduction potential; in fact, building a system in California would reduce emissions more than the reductions from nine other major regions combined! Strong ridership on the high speed train and associated emissions reductions are attributable to two factors: the train would attract travelers from the most highly-trafficked air corridor in the world -- Los Angeles to San Francisco. And, with 14 million more people in the state by 2030, the high-speed train would be an incredibly attractive and affordable alternative to highway congestion.

Preliminary calculations indicate that by 2030 the California High-Speed Rail system could reduce greenhouse gas emissions by nearly 8 million metric tons annually, when compared to travel without high-speed trains or other additional travel options.[3]

Additional emission reductions could be achieved by running the system on clean, renewable energy, higher air and auto costs, and companion land use policies. As explained in the table below and the narrative that follows.

High-Speed Rail, 2030	Annual Greenhouse Gas Reductions (metric tons/year)	Equivalency: Cars off the Road/Year[4]
Baseline Project	7.97 million	1.72 million
With clean, renewable electricity	8.107million	1.75 million

[1] Bay Area Air Quality Management District. 2007. *Source Inventory of Bay Area Greenhouse Gas Emissions.*

[2] Winkelman, Steve. Center for Clean Air Policy. 2007. Based on CARB, CALTRANS, CEC data.

[3] From Table 3.3-7,Potential Impacts on Air Quality Statewide—Existing, No Project, and HST Alignment Alternatives in the Draft Bay Area to Central Valley HST Program EIR/EIS. This does not include emissions savings as compared to an alternative that meets additional travel demand through airport and/or highway expansion.

[4] US Climate Technology Cooperation Gateway calculator: http://www.usctcgateway.net/tool/

To put these numbers into context, AB 32 implementation targets include 18 million tons of emission reductions targeted from smart land-use and intelligent transportation systems.[5]

Clean Energy

High-speed rail presents the opportunity for California to have the first truly zero emission high-speed train system in the world. Running the entire system on clean, renewable energy would be feasible and would not significantly increase the ongoing costs for the project. This would create an additional reduction of more than 167,000 metric tons of carbon dioxide emissions.

Increased Costs for Air and Vehicle Travel

Increased costs of air and car travel from higher fuel pricing, fees, insurance, and other costs would translate to even higher ridership rates and more emissions reductions for high-speed rail travel in California.

Land Use

The California High-Speed Rail Authority is developing companion land use policies that would link siting of high speed rail stations with adoption of land use policies that focus growth near the stations and protect open space in outlying areas. These policies would significantly increase the number of trips taken on high-speed trains and amplify the greenhouse gas reductions of the system. The impact of smart growth scenario will be modeled later in the process.

For more information on greenhouse gas reductions and California High-Speed Trains, contact Stuart Cohen or Carli Paine (stuart@transcoalition.org or carli@transcoalition.org); 510-740-3150 x315.

Contact the California High-Speed Rail Authority to stay updated about the project; email sschnaidt@hsr.ca.gov to sign up for e-newsletters.

Fact sheet produced by the Transportation and Land Use Coalition (TALC), a nonprofit organization based in Oakland, CA. TALC is working with the California High-Speed Rail Authority to conduct research and analysis on land use and environmental policies. TALC is also conducting outreach to environmental, social equity, and labor organizations.

[5] Total emissions reductions by 2020 are intended to be approximately 174,000,000 metric tons. Recent HSR projections go to 2030.

Business Leaders and Environmentalists Agree

"Locomotives and the intercontinental railroad brought commerce to California. High-speed trains will bring a stronger, more efficient economy and nearly a half-million new jobs. High-speed trains offer a way forward."

Al Smith
President, Chief Executive Officer, Greater Fresno Chamber of Commerce

"High-speed rail will build a stronger, more efficient economy that brings a half-million new jobs to California. The high-speed train network will help California's environment and provide a quality transportation alternative by improving our air quality and reducing global warming."

Bill Allayaud
State Legislative Director, Sierra Club, California Chapter

CALIFORNIA HIGH-SPEED RAIL AUTHORITY
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Sacramento, CA 95814
www.cahighspeedrail.ca.gov

High-Speed Train Endorsements*
(Partial List)

Business and Organizations

Antelope Valley Chamber of Commerce
Downtown Visalians and Alliance
Greater Fresno Area Chamber of Commerce
Menlo Park Chamber of Commerce
Merced Community College District
Merced County High-Speed Rail Committee
Mission Oaks Company
Los Angeles Chamber of Commerce
Pacific Friends Outreach Society
Rail Passenger Association of California (RailPAC)
Redwood City/San Mateo Chamber of Commerce
Sacramento Metropolitan Chamber of Commerce
San Francisco Chamber of Commerce
San Francisco Planning and Urban Research Association (SPUR)
Silicon Valley Leadership Group
Train Riders' Association of California (TRAC)
Tulare Kings Hispanic Chamber of Commerce
Visalia Chamber of Commerce
Winslow Properties
Yosemite Valley Railroad Company

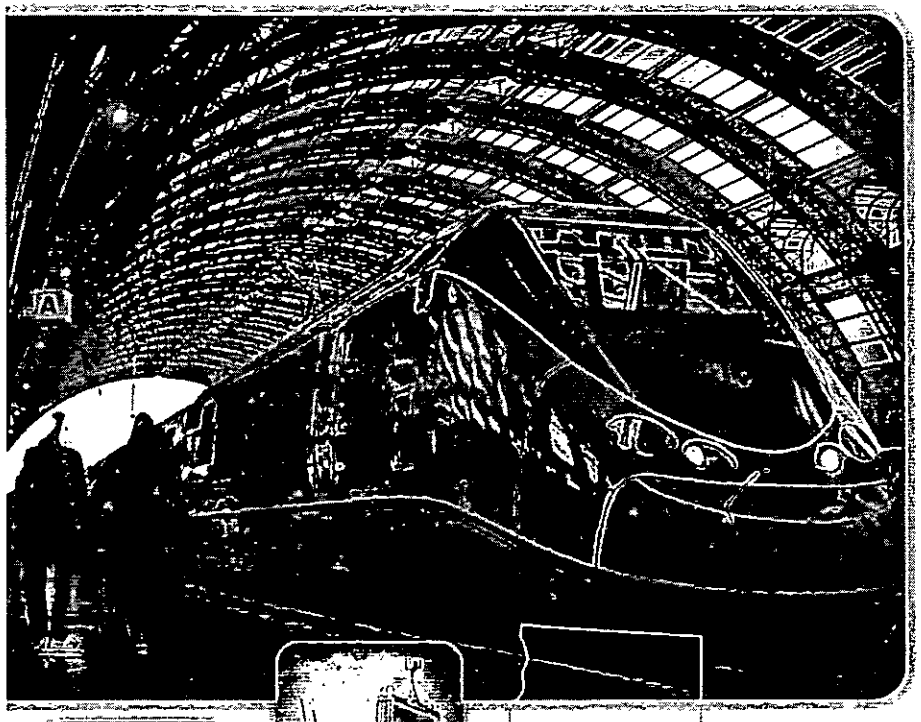
Federal/State/Local Agencies and Interests

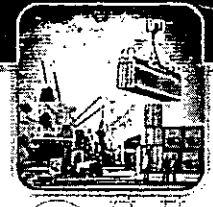
Amtrak
Bay Area Air Quality Management District
Bay Area Rapid Transit District (BART)
Brotherhood of Automotive Engineers and Trainmen
California Conference of Carpenters
Caltrain/Peninsula Joint Powers Board
Capitol Corridor Joint Powers Authority
Los Angeles-San Diego Rail Corridor Agency (LOSSAN)
Metropolitan Transportation Authority (MTA)
Metropolitan Transportation Commission (MTC)
North County Transit District
Operating Engineers Local Union 3
Orange County Transportation Authority (OCTA)
Sacramento Metropolitan Air Quality Management District
San Diego Association of Governments (SANDAG)
Santa Clara Valley Transportation Authority
Sierra Club
Silicon Valley High-Speed Rail Coalition
State Building Trades Council
Transbay Joint Powers Authority
U.C. Merced
United Transportation Workers, Local 1721

Cities and Counties

California State Association of Counties (CSAC)
City of Anaheim
City of Bakersfield
City of Escondido
City of Fresno
City of Fullerton
City of Gilroy
City of Irvine
City of Los Angeles
City of Merced
City of Milpitas
City of Morgan Hill
City of Oakland
City of Orange
City of Palmdale
City of Sacramento
City of San Diego
City of San Francisco
City of San Jose
City of Santa Clara
City of Sunnyvale
City of Visalia
Fresno County
Fresno County Council of Governments
Kern Council of Governments
Kern County
League of California Cities
Los Angeles County Board of Supervisors
Merced County
Merced County Association of Governments
Sacramento Area Council of Governments
San Bernardino Association of Governments
San Francisco Board of Supervisors
Town of Los Altos Hills

**As officially noted in the California High-Speed Rail Authority Program-Level Environmental Impact Report/Environmental Impact Statement or the official position of the entity*





CALIFORNIA

High-Speed Trains.

An environmentally-friendly transportation solution that makes perfect economic sense.

Relieve Traffic Congestion
Plan for the Future
Improve Our Economy
Protect Our Environment

Relieve Traffic Congestion. Plan for the Future. Improve Our Economy. Protect Our Environment.

Electrically propelled, **high-speed trains use one-sixth the energy of cars** in traffic and one-fourth the energy of airplanes.

High-speed trains would **eliminate the CO_2 emissions that cause global warming by 12.4 billion pounds per year** versus highway and air travel. That's equivalent to removing a million vehicles from roads, or 11 billion miles traveled each year.

High-speed trains will **reduce dependence on foreign oil** consumption by up to five million barrels per year.

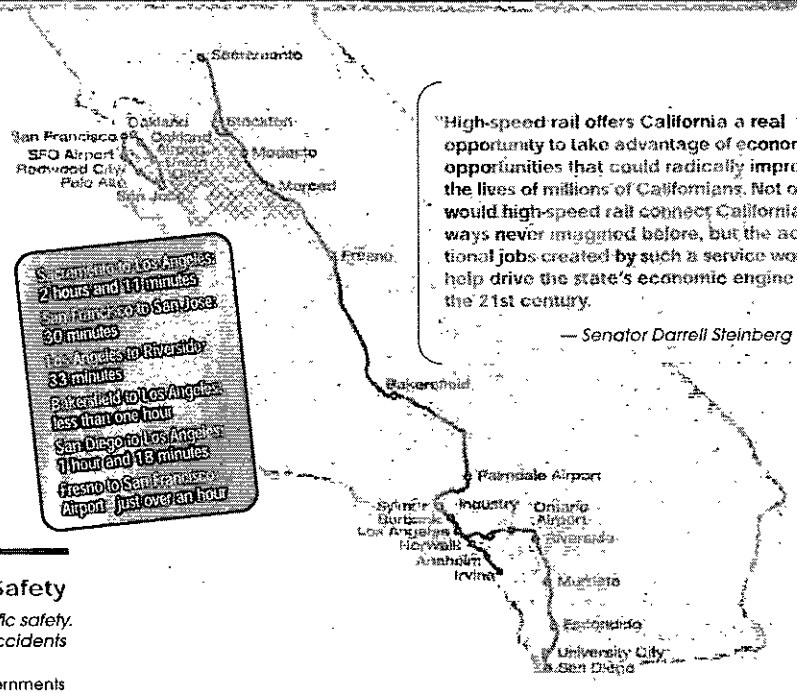
A Window of Opportunity

Voters overwhelmingly passed transportation bonds last year to expand our roads, improve local transit systems, improve goods movement and relieve traffic congestion. With these resources, new and improved railroad overpasses and underpasses (grade separations) are currently being planned. Rather than construct grade separations twice, a cost-effective approach is to lay the initial groundwork for high-speed rail now, while projects are getting underway.

An Engine for California's Economy

When compared to airports' expansions and new freeways, high-speed trains will move people and goods at half the cost, and offer greater environmental benefits plus increased safety. California's leading business and transportation stakeholders support high-speed trains because the planned system will reduce travel times and costly delays in the distribution of freight and the movement of people.

What's more, building and operating the system will strengthen California's economy, resulting in nearly a half-million new, good paying jobs.



"High-speed rail offers California a real opportunity to take advantage of economic opportunities that could radically improve the lives of millions of Californians. Not only would high-speed rail connect California in ways never imagined before, but the additional jobs created by such a service would help drive the state's economic engine in the 21st century.

— Senator Darrell Steinberg

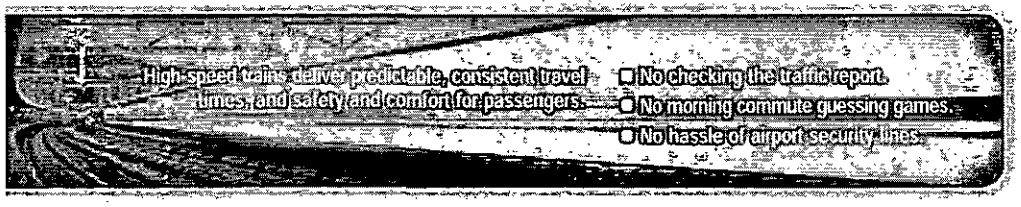
High-Speed Trains = Less Traffic & Increased Safety

"Fewer cars on the road reduces traffic congestion and increases traffic safety. Studies indicate that the train system will mean 10,000 fewer auto accidents on our roads and highways."

— Ronald E. Brummett, Executive Director, Kern Council of Governments

California's Planned 220 mph High-Speed Train System will:

- Increase mobility throughout California—both local commutes and long distance trips
- Boost our economy by moving people and goods quicker, safer and cheaper than we do now
- Operate without government subsidies
- Fight traffic congestion
- Cut air pollution and reduce greenhouse gas emissions that cause global warming
- Decrease our dependence on foreign oil

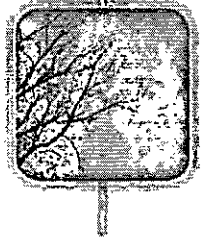


Key Taxpayer Safeguards

- Once built, California's system will not require an operating subsidy.
- Operations, maintenance and a portion of the construction costs will be paid for through affordable ticket fares.

Traffic Congestion Relief

California's population will grow to 50 million people in 20 years. Unless we find new transportation solutions, traffic will only get worse. High-speed trains offer a proven alternative.



"Quick Glance" Comparison of the Pacheco and Altamont Railway Alignment Paths

Regional Rail with High Speed Rail

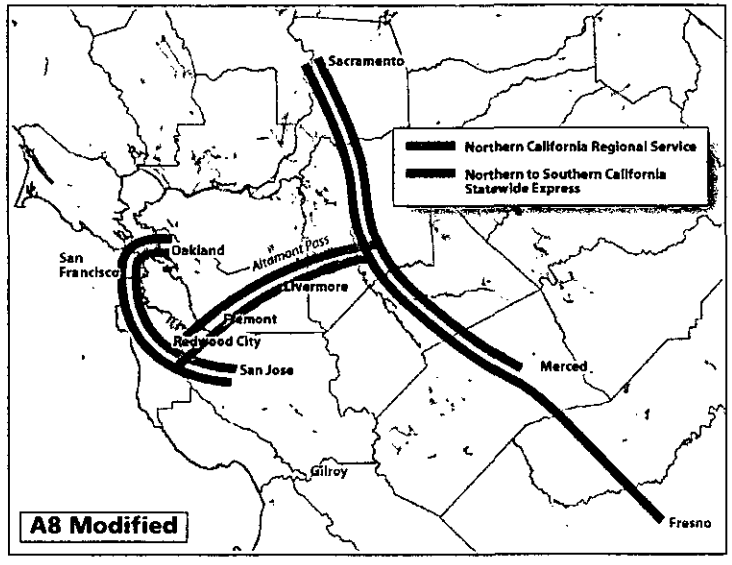
- The Regional Rail analysis identified numerous opportunities to operate regional "overlay" services across high speed lines within Northern California – these regional services would serve five distinct regional sub-markets including: Northern San Joaquin Valley, Altamont/Tri Valley, South Counties, East Bay and Peninsula. Implementation of these services would require provision of 4 tracks at regional stations as well as approaching and departing the regional stations.

- The Regional Rail plan evaluated eight alternative configurations for high speed lines connecting Bay Area metropolitan centers with the Central Valley and Southern California.

- Both Altamont and Pacheco options have similar total cost ranging from $16 – $18 billion (Year 2006) depending upon the configuration. These costs are generally about $1-billion higher to accommodate regional services, depending upon the alternative.

- An Altamont alignment with a Dumbarton Bridge crossing utilizing the Peninsula trackage to provide direct service to San Jose and San Francisco with a long term tunnel connection to Oakland would have generally higher ridership and generally lower cost than other alternatives. This alternative would be stageable from Phase 1 peninsula improvements.

San Francisco and San Jose via SF Peninsula with Oakland via Transbay Tube ("A8 Modified")

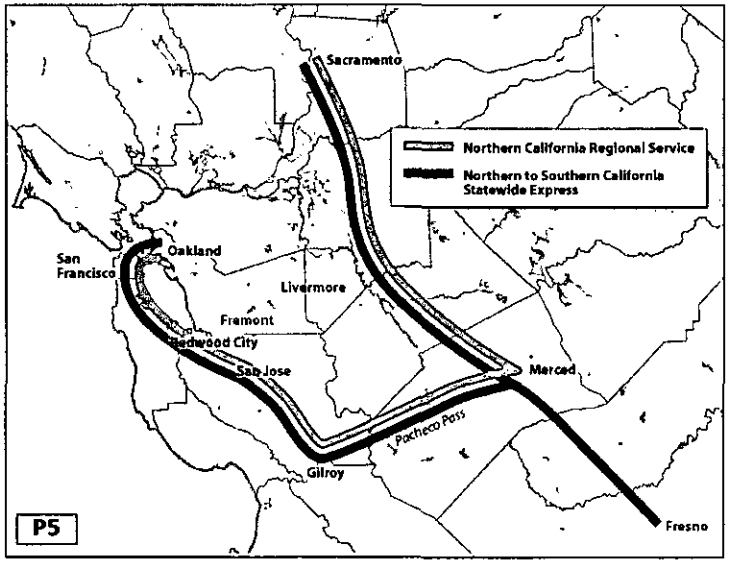


- Such an Altamont alternative would serve nearly 20-million Northern California regional trips (between points from Merced and to the north) in Year 2030.

- A Pacheco alignment using the Peninsula with a long-term tube connection to Oakland would have highest ridership and lower cost than an option which would require construction of a second line in the East Bay to reach Oakland.

- Such a Pacheco alternative would result in highest service levels to the major metropolitan centers as San Jose, San Francisco, and Oakland would be served by all trains.

San Jose, San Francisco & Oakland via Transbay Tube ("P5")

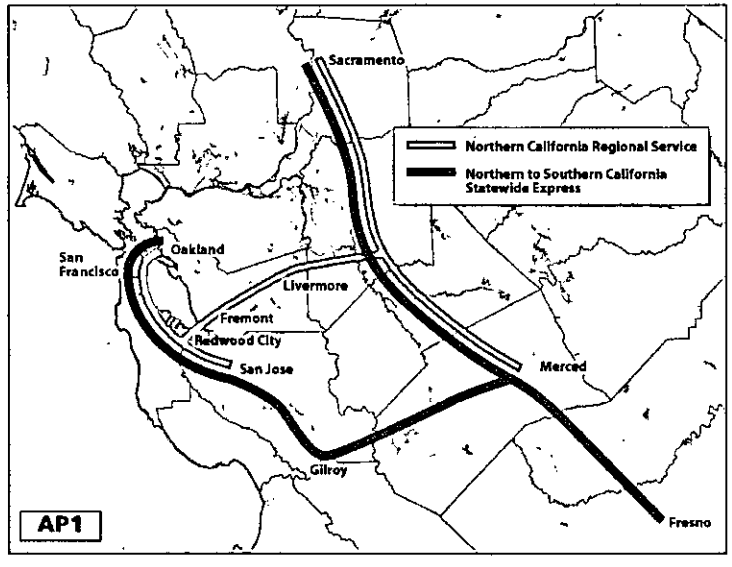


- Altamont and Pacheco alternatives have similar total regional ridership levels of approximately 54-million to 56-million Northern California trips in Year 2030 (including both intra-regional trips within Northern California as well as inter-regional trips to points south of Merced).

- An Altamont alignment would have higher regional ridership (between points located from Merced and north) of 20-million trips in Year 2030 vs. about 16-million trips for a Pacheco alignment – by contrast, a Pacheco alignment would have higher ridership between Northern California and Southern California (between points located from Fresno and south) of 40-million trips in Year 2030 vs. about 34-million trips for an Altamont alignment.

- If either Altamont or Pacheco were selected as the sole option, 4-track sections would be needed at regional stations as well as approaching and departing regional stops. These four-track sections would be required along the Altamont route between Fremont and Tracy and along the Pacheco route between San Jose and Gilroy. By contrast, with an Altamont + Pacheco option, two-track sections would suffice from San Jose to Gilroy and from Fremont to Tracy; additionally, a lower-cost bridge connection at the Dumbarton crossing could be developed thereby reducing the cost of a combination alternative by as much as $1-billion compared to simply building both of the alignments separately.

San Francisco & SJ via Peninsula plus Oakland via Transbay Tube ("AP1")



- The Altamont + Pacheco alternative would cost about $21-billion and would carry nearly 57-million Northern California riders (100-million statewide riders) in Year 2030. Numerous regional overlay routes could be provided while maintaining highest service levels between Southern California and the three Bay Area metropolitan centers. It would provide the fastest travel time between San Jose and points south as well as a faster travel time between San Jose and Sacramento compared to a Pacheco only alternative.
- Regardless of which Altamont or Pacheco options would be developed, an initial phase of investment in the Peninsula alignment between San Jose and San Francisco would help make Caltrain, with an express/limited stop ridership potential of 6.3-million riders per year in 2030 "high speed rail ready"

There are a number of ways in which various high-speed rail segments could be implemented within Northern California. A project of the magnitude of high-speed rail would take a number of years to deliver from the point of view of environmental clearance, permitting and construction, regardless of funding availability. Given these unknowns, as well as choices regarding specific route alternatives, it is difficult to specify a sequencing of segments at this point in time. Any sequencing which would be developed should, if possible, take into account the ability to utilize portions of the completed network as soon as possible, regardless of the availability of the entire network.

Initial Bay Area Segment

Clearly the San Francisco Peninsula is a location which could be improved with or without high-speed rail. In accordance with both the phasing policy of CHSRA as well as the recommended Regional Rail options is improvement of the Peninsula corridor to make it "high-speed ready" for operation as a grade-separated, higher speed alignment suitable for use of electric multiple unit equipment. High-Speed rail limited stop trains could serve Peninsula destinations as a regional overlay to the long distance trains along with continued operation of local services.

Possible Altamont Pass Improvements ("A8 Modified")

Early Elements

- Electrification of Dumbarton Service
- Separate Passenger Only Trackage Through Tri-Valley Area
- New High Speed Alignment over Altamont

Later Elements

- 4 Track Stations and Approach Tracks (Fremont – Tracy)
- Tracy Intermodal
- Tunnel Beneath Niles Canyon
- New High Bridge at Dumbarton
- BART Extension to Livermore Station

From Draft Bay Area to Central Valley High-Speed Train Program EIR/EIS

6 HST STATION AREA DEVELOPMENT

There would be great benefits to enhancing development patterns and increasing development densities near proposed HST stations. To provide maximum opportunity for station area development in accordance with the purpose, need, and objectives for the HST system, the preferred HST station locations would be multi-modal transportation hubs and would typically be in traditional city centers. To further these objectives, when making decisions regarding both the final selection of station locations and the timing of station development, the Authority would consider the extent to which appropriate station area plans and development principles have been adopted by local authorities.

In addition to potential benefits from minimizing land consumption needs for new growth, dense development near HST stations would concentrate activity conveniently located to stations. This would increase the use of the HST system, generating additional HST ridership and revenue to benefit the entire state. Reducing the land needed for new growth should reduce pressure for new development on nearby habitat areas and agricultural lands. Denser development allowances would also enhance joint development opportunities at and near the station, which in turn could increase the likelihood of private financial participation in construction related to the HST system. A dense development pattern can better support a comprehensive and extensive local transit system that can serve the local communities as well as provide access and egress to HST stations. The Authority's adopted policies would ensure that implementation of the HST in California would maximize station area development that serves the local community and economy while increasing HST ridership.

6.1 General Principles for HST Station Area Development

HST station area development principles draw on TOD strategies that have been successfully applied to focus compact growth within walking distance of rail stations and other transit facilities. Applying TOD measures around HST stations is a strategy that works for large, dense urban areas, as well as smaller central cities and suburban areas. TOD can produce a variety of other local and regional benefits by encouraging walkable compact and infill development. Local governments would play a significant role in implementing station area development by adopting plans, policies, zoning provisions, and incentives for higher densities, and by approving a mix of urban land uses. Almost all TOD measures adopted by public agencies involve some form of overlay zoning that designates a station area for development intensification, mixed land uses, and improvements to the pedestrian environment. TOD measures are generally applied to areas within one-half mile of transit stations, and this principal would be followed for HST stations.

Station area development principles that would be applied at the project-level for each HST station and the areas around the stations would include the following features:

- Higher density development in relation to the existing pattern of development in the surrounding area, along with minimum requirements for density.
- A mix of land uses (e.g., retail, office, hotels, entertainment, residential) and a mix of housing types to meet the needs of the local community.
- A grid street pattern and compact pedestrian-oriented design that promotes walking, bicycle, and transit access with streetscapes that include landscaping, small parks, and pedestrian spaces.
- Context-sensitive building design that considers the continuity of the building sizes and that coordinates the street-level and upper-level architectural detailing, roof forms, and the rhythm of windows and doors should be provided. New buildings should be designed in relation to public spaces, such as streets, plazas, other open space areas, and public parking structures.

- Limits on the amount of parking for new development and a preference that parking be placed in structures. TOD areas typically have reduced parking requirements for retail, office, and residential uses due to their transit access and walkability. Sufficient train passenger parking would be essential to the system viability, but this would be offered at market rates (not free) to encourage the use of access by transit and other modes.

6.2 Implementation of HST Station Area Development Guidelines

The statewide HST system is likely to have more than 20 stations. The Authority has the powers necessary to oversee the construction and operation of a statewide high-speed rail system and to purchase the land required for the infrastructure and operations of the system. The responsibility and powers needed to focus growth and station area development guidelines in the areas around high-speed stations are likely to reside primarily with local government.

The primary ways in which the Authority can help ensure that the HST system becomes an instrument for encouraging maximizing implementation of station area development principles include:

- Select station locations that are multi-modal transportation hubs with a preference for traditional city centers.
- Adopt HST station area development policies and principals that require TOD, and promote value-capture at and around station areas as a condition for selecting a HST station site.
- Encourage local governments where potential HST stations may be located to prepare and adopt Station Area Plans and to amend City and County General Plans that incorporate station area development principles in the vicinity of HST stations.

6.2.1 Select Station Locations that Are Multi-Modal Transportation Hubs, Preferably in Traditional City Centers.

HST stations in California would be multi-modal transportation hubs. To meet the Authority's adopted objectives[1], the locations that were selected as potential HST stations would provide linkage with local and regional transit, airports, and highways. In particular, convenient links to other rail services (heavy rail, commuter rail, light rail, and conventional intercity) would promote TOD at stations by increasing ridership and pedestrian activity at these *hub* stations. A high level of accessibility and activity at the stations can make the nearby area more attractive for additional economic activity.

Most of the potential stations identified for further evaluation are located in the heart of the downtown/central city area of California's major cities. By eliminating potential *greenfield* sites[2], the Authority has described a proposed HST system that meets the objectives of minimizing potential impacts on the environment and maximizing connectivity with other modes of transportation. These locations also would have the most potential to support infill development and TOD.

6.2.2 Adopt HST Station Area Development Policies that Require TOD, and Promote Value-Capture at and around Stations as a Condition for Selecting a HST Station Site.

Through subsequent CEQA and NEPA processes, the Authority would determine where stations would be located and how many HST stations there would be. The Authority has identified transit-oriented

1 See the final statewide program EIR/EIS (California High-Speed Rail Authority and Federal Railroad Administration 2005), Section 1.2.1 "Purpose of High-Speed Train System."

2 Sites in rural areas with very limited or no existing infrastructure.

development and value-capture at and around stations sites as essential for promoting HST ridership. The Authority would work with local governments to ensure these policies are adopted and implemented.[3]

Local government would be expected to promote TOD and to use value-capture techniques to finance and maintain station amenities and the public spaces needed to create an attractive pedestrian environment. Because the HST stations would be public gathering places, value-capture techniques should be used to enhance station designs with additional transportation or public facilities. The Authority has also adopted a policy that parking for the HST stations would be provided at market rates (no free parking). The Authority would maximize application of TOD principles during the site-specific review of proposed station locations.

The Authority has prescribed the following criteria for HST station locations:

- Each station site must have the potential to promote higher density, mixed-use, pedestrian-oriented development around the station.
- As the HST project proceeds to more detailed study, local governments are expected to provide (through planning and zoning) for TOD around HST station locations.
- As the project proceeds to more detailed study, local governments are expected to finance (e.g., through value-capture or other financing techniques) the public spaces needed to support the pedestrian traffic generated by hub stations, as well as identifying long-term maintenance of the spaces.

The imperative to link transportation investments with supportive land use was made clear in a recent study by the MTC. The study showed that people who both live and work within a half mile of a rail stop use transit for 42% of their work trips, more than 10 times as much as others in the region.[4]

Both BART and MTC have adopted policies that link funding for transit expansion with land use. In July 2005, MTC adopted a TOD policy for regional expansion projects to help improve the cost effectiveness of regional investments. The TOD policy calls for a minimum threshold of housing within a half mile of new transit stations. For communities that do not meet the threshold, MTC provides grants to cities for community-based planning processes.

BART's Strategic Plan mandates that BART partner with communities to make investment choices that encourage and support TOD and increased transit use. BART's System Expansion Policy helps determine where new expansions will go, in part based on a commitment by the municipality to help generate new ridership with transit-supportive growth and development, as well as a high level of access by local transit, bicycle, and walking to the new station. The BART and MTC policies offer different approaches for TOD; one uses minimum thresholds for housing units and the other that focuses on a level of ridership provided. The Authority will analyze these policies and others like it throughout the country in developing specific TOD guidelines.

3 As part of the "Staff Recommendations" adopted at the January 26, 2005, Authority Board Meeting in Sacramento.

[4] Characteristics of Rail and Ferry Station Area Residents in the San Francisco Bay Area: Evidence from the 2000 Bay Area Travel Survey. Volume 1. MTC, September 2006.

6.2.3 Encourage Local Governments in which Potential HST Stations Would Be Located to Prepare and Adopt Station Area Plans, Amend City and County General Plans, and Encourage TOD in the Vicinity of HST Stations

Throughout future environmental processes and the implementation of the HST, the Authority would continue to work closely with the communities being considered for HST stations. It is important to understand HST as a system that will have regional as well as statewide ridership. It will provide an opportunity to improve and expand local transit systems leading to the HST stations and to have additional job and housing growth along those transit corridors.

There are a number of mechanisms that local governments can use to encourage higher density HST-oriented development in and around potential HST station locations and to minimize undesirable growth effects. These include developing plans (such as specific plans, transit village plans, regional plans, and greenbelts), development agreements, zoning overlays, and, in some cases, use of redevelopment authority.

Increased density of development in and around HST stations would provide public benefits beyond the benefits of access to the HST system itself. Such benefits could include relief from traffic congestion, improved air quality, promotion of infill development, preservation of natural resources, more affordable housing, promotion of job opportunities, reduction in energy consumption, and better use of public infrastructure. The Authority and local government working together would determine which mechanisms best suit each community and could be implemented to enhance the benefits possible from potential HST station development.

Most successful contemporary examples of urban development are the product of long-term strategic planning. For example, in France and Japan, where there has been considerable success guiding new development around HST stations, local governments typically prepare long-term plans that focus growth at each HST station area. Regional plans are also typically used to coordinate station area development with existing urban areas and reserves for parks, agriculture, and natural habitat.

Over the last 5 years, four of the major regions of California—Los Angeles, San Diego, Sacramento, and the Bay Area—have developed regional blueprints. Eight counties in the Central Valley are now conducting their own blueprint process. All of these blueprints focus on supporting the existing downtowns and increasing transit ridership as critical ways for future growth to be environmentally and economically sustainable. The HST could provide a major boost to these blueprints by greatly increasing access to the downtowns, directly supporting local and regional rail systems, and indirectly supporting bus and light rail systems with an infusion of additional riders.

A useful starting point for station area development is to work with the community to identify needs and missing assets they would like to see as part of any new development, such as parks, libraries, and food stores. Local government can also review the availability of land around potential station sites to achieve development that is of sufficient size to be economically viable. Then an illustrative site and phasing plan for a station area that is realistic from a market perspective can be developed and shared with the community. Finally, a station area plan[mh1] can be prepared, which would ensure the community and potential developers of a public commitment to promote compact, efficient, pedestrian-oriented development around station areas. Infrastructure improvements for station area development should be included in the station area plan.

Significant growth is expected in large areas of California with or without an HST system. The proposed HST system, however, would be consistent with and promote the state's adopted smart growth principles[5] and could be a catalyst for wider adoption of smart growth principles in communities near HST

5 As expressed in the Wiggins Bill (AB857, 2003), and in government code 65041.1.

stations. With strong companion policies and good planning, HST stations should encourage infill development, help protect environmental and agricultural resources by encouraging more efficient land use, and minimize ongoing cost to taxpayers by making better use of our existing infrastructure.

The Authority's selection of station locations and the timing of station development would consider adherence to the principles in the section. The Authority would encourage the local government authority with development jurisdiction at and around potential HST stations to take the following steps:

- In partnership with the Authority, develop a station area plan[6] for all land within a half mile of the HST pedestrian entrance that adheres to the station area development principles (described above).
- Use a community planning process to plan the street, pedestrian, bicycle environment, parks and open spaces, and other amenities.
- Incorporate the station area plan through amendment of the city or county general plan and zoning.
- Use community planning processes to develop regional plans and conform amendments to general plans, which would focus development in existing communities and would provide for long-term protection of farmland, habitat, and open space.

6 Such a plan could take the form of a specific plan pursuant to California Government Code sections 65450–65457 or a Transit Village Development Plan pursuant to California Government Code sections 65460–65460.10, which specify the content for such a plan, or another form as determined appropriate by local government.

West Oakland Station Fact Sheet

Station Description

- Existing Station Facilities: The West Oakland BART station located at 1452 7th Street is wheelchair accessible and has 8 bicycle lockers. Monthly reserved permit, daily fee, single day reserved permit, extended weekend, and midday parking is available in surface lots.
- Current City Plans: The General Plan acknowledges a possible future connection to the Capitol Corridor train. It also includes policies (e.g. Policy T2.1) encouraging transit oriented development around the West Oakland transit node. One such development, the Mandela Gateway, offers 168 affordable apartments, 20,000 square feet of commercial space and 14 town homes. Completed in 2005 and located at Seventh Street and Mandela Parkway, it is viewed as a potential catalyst for improving the overall character of the surrounding neighborhood.

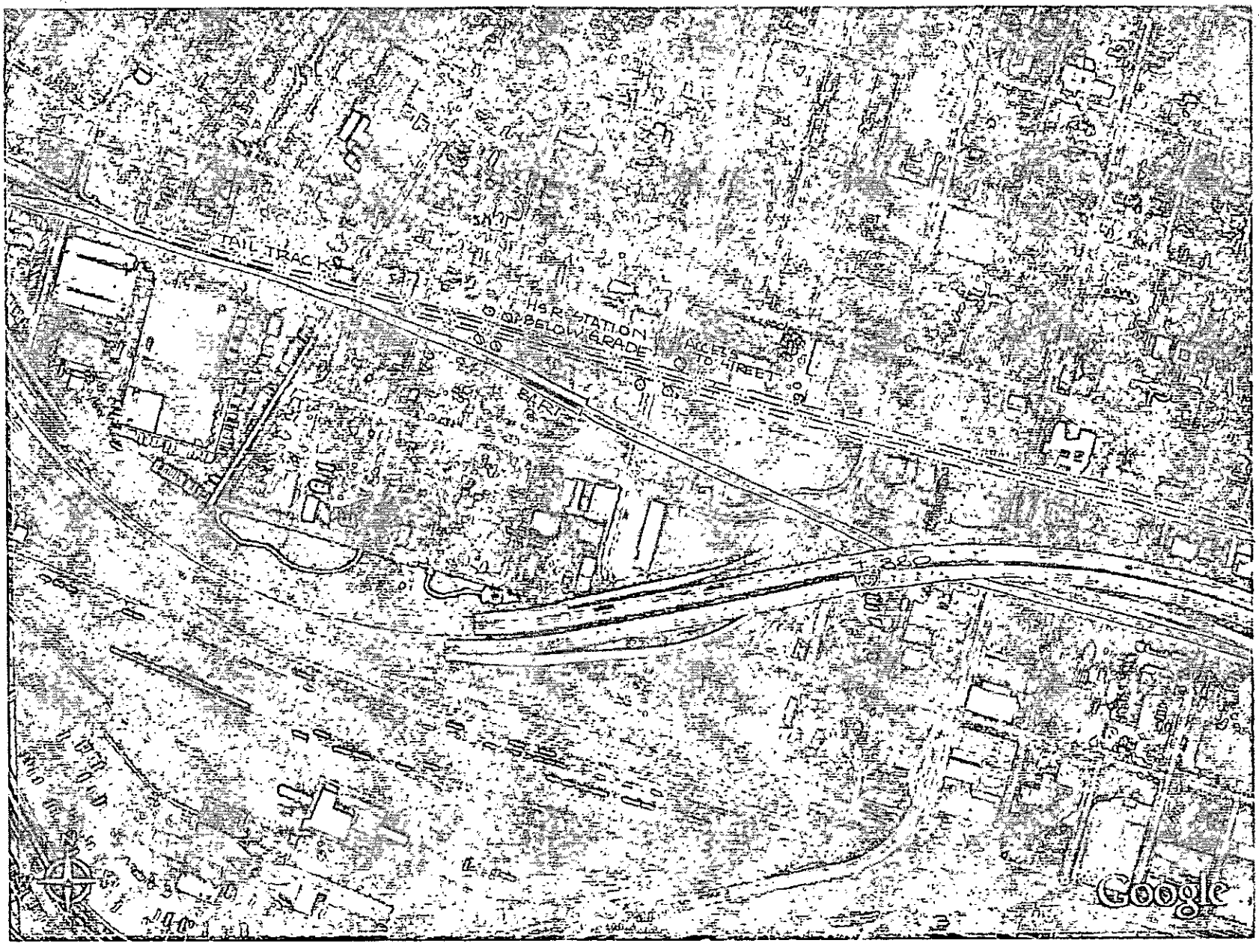
Proposed High Speed Rail Station Use

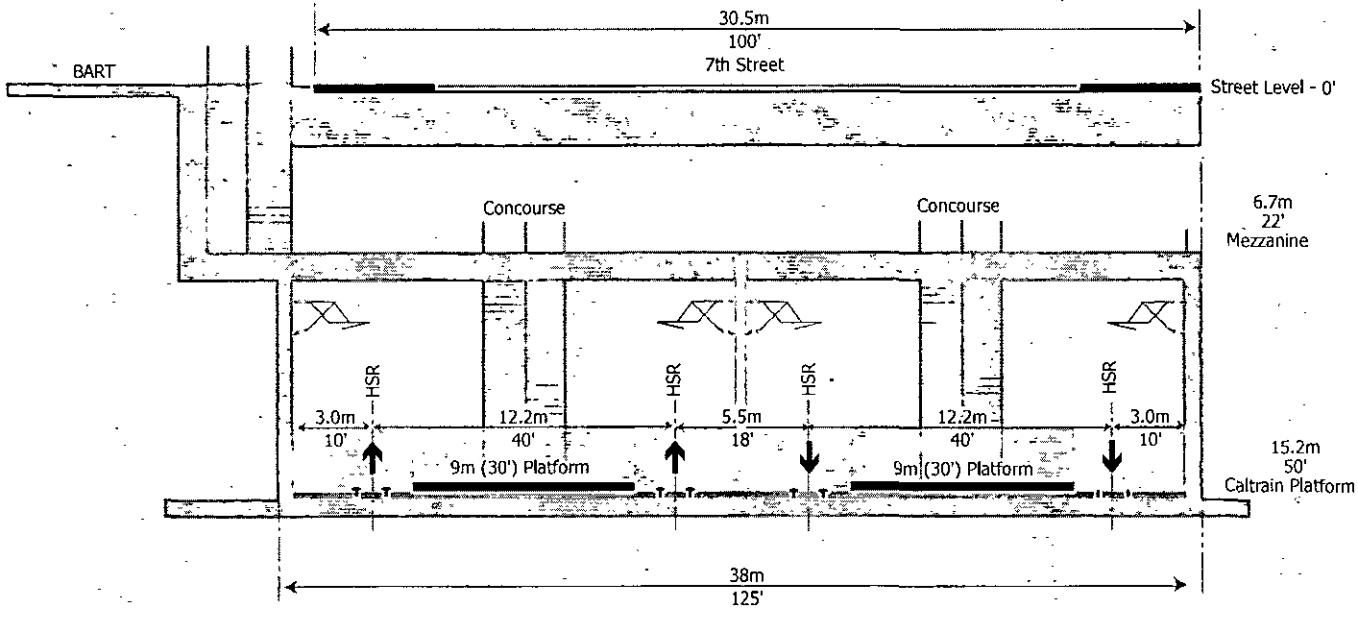
- Proposed Station Site: The proposed underground station site is on 7th Street between Henry Street and Mandela Parkway, adjacent to the existing aboveground BART station. The surrounding land uses include a mix of surface parking lots, residential development and industrial lots.
- Station Layout: The proposed underground station has 4 high-speed rail tracks served by two center platforms. All four tracks would be for high speed rail service. The platforms are connected by a below-ground concourse above the track level. As the northernmost station of the Niles Subdivision Line, this proposed station includes tail tracks which extend to the west under 7th St.
- Parking: The existing West Oakland BART station is surrounded by fee and permit surface parking lots.
- Access: Access to this station would be provided at the intersection of 7th & Chester Streets and 7th & Mandela Parkway
- Intermodal Connections: Passengers at the proposed West Oakland high speed rail station could connect to BART and AC Transit buses.

References

- BART http://www.bart.gov/stations/stationguide/stationoverview_woak.asp
- *City of Oakland General Plan* (1998) http://www.oaklandnet.com/government/ceda/revised/planningzoning/StrategicPlanningSection/default.html

WEST OAKLAND





California High-Speed Train Program EIR/EIS

Oakland to San Jose
Niles Subdivison Line to I-880
West Oakland Station

Oakland Coliseum Station Fact Sheet

Station Description

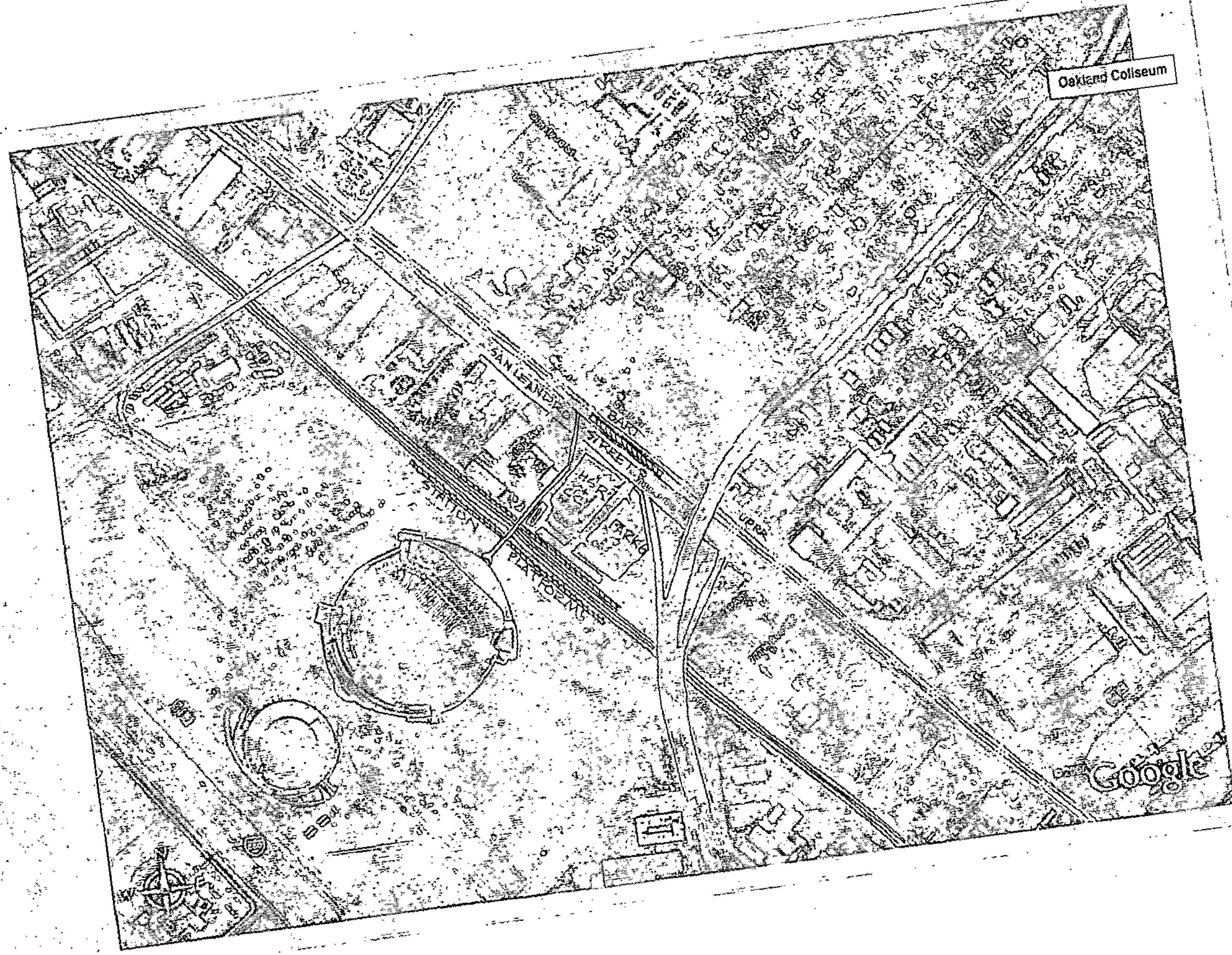
- Existing Station Facilities: The existing Oakland Coliseum BART/Amtrak station is located at 73rd Ave and San Leandro St. A pedestrian overpass links the BART and Amtrak Capital Corridor platforms. The BART station is wheelchair accessible and has 2 bicycle lockers, ticket vending machines, and public telephones while the Amtrak is unmanned and offers no ticket sales or baggage handling services. Parking is available in a surface lot east of the station across Snell Street.
- Current City Plans: The *City of Oakland General Plan* envisions the Coliseum Complex at the center of a regional shopping, entertainment and recreation district. Shops and restaurants will be mixed with movies and places for fun and recreation, encouraging Coliseum patrons to stay in the district for more than just the event, and adding life to the area when the complex is not in use. The General Plan designates the Coliseum area for large-scale Commercial development and includes policies (e.g. Policy T2.1) encouraging transit oriented development around this transit node.

Proposed High Speed Rail Station Use

- Proposed Station Site: The proposed station site is between 71st Avenue and 73rd Avenue, along the existing Amtrak railroad tracks. The surrounding land use is industrial and recreational facilities (Oakland/Alameda County Arena and McAffe Coliseum) with the nearest residential development a quarter of a mile to the east. The location for the proposed high speed rail and Amtrak station and parking is currently an industrial site.
- Station Layout: A new station and parking areas would be constructed along 73rd Avenue between San Leandro Street and the railroad right-of-way. The station would consist of four at-grade tracks with two outside platforms. The center two tracks would be for express service while the two outside tracks adjacent the platforms would be for local service.
- Parking: In addition to the existing BART station parking along Snell Avenue, two new surface parking lots on either side of 73rd Avenue would provide parking for approximately 95 automobiles.
- Access: Station access would be provided from 73rd Avenue and San Leandro Street.
- Intermodal Connections: Passengers at the Oakland Coliseum Station can transfer to BART, Amtrak, AC Transit, and the AirBART shuttle to Oakland Airport.

References:

- Amtrak- The Capital Corridor http://www.capitolcorridor.org/stations/oakland_coliseum.php
- BART Station Overview http://www.bart.gov/stations/stationguide/stationoverview_colis.asp
- *City of Oakland General Plan* (1998) http://www.oaklandnet.com/government/ceda/revised/planningzoning/StrategicPlanningSection/default.html


Oakland Coliseum
SAN LEANDRO STREET
BART
STATION
PLATFORMS
UPRR
Google

Oakland 12th St Station Fact Sheet

Station Description

- Existing Station Facilities: The existing underground BART station is located at 1245 Broadway. This station has no parking facilities or bicycle lockers.
- Current City Plans: Oakland's General Plan includes policies (e.g. Policy T2.1) encouraging transit oriented development around this transit node. As part of the Downtown Transit-Oriented District, mixed use commercial, office, and residential development will all be welcome.

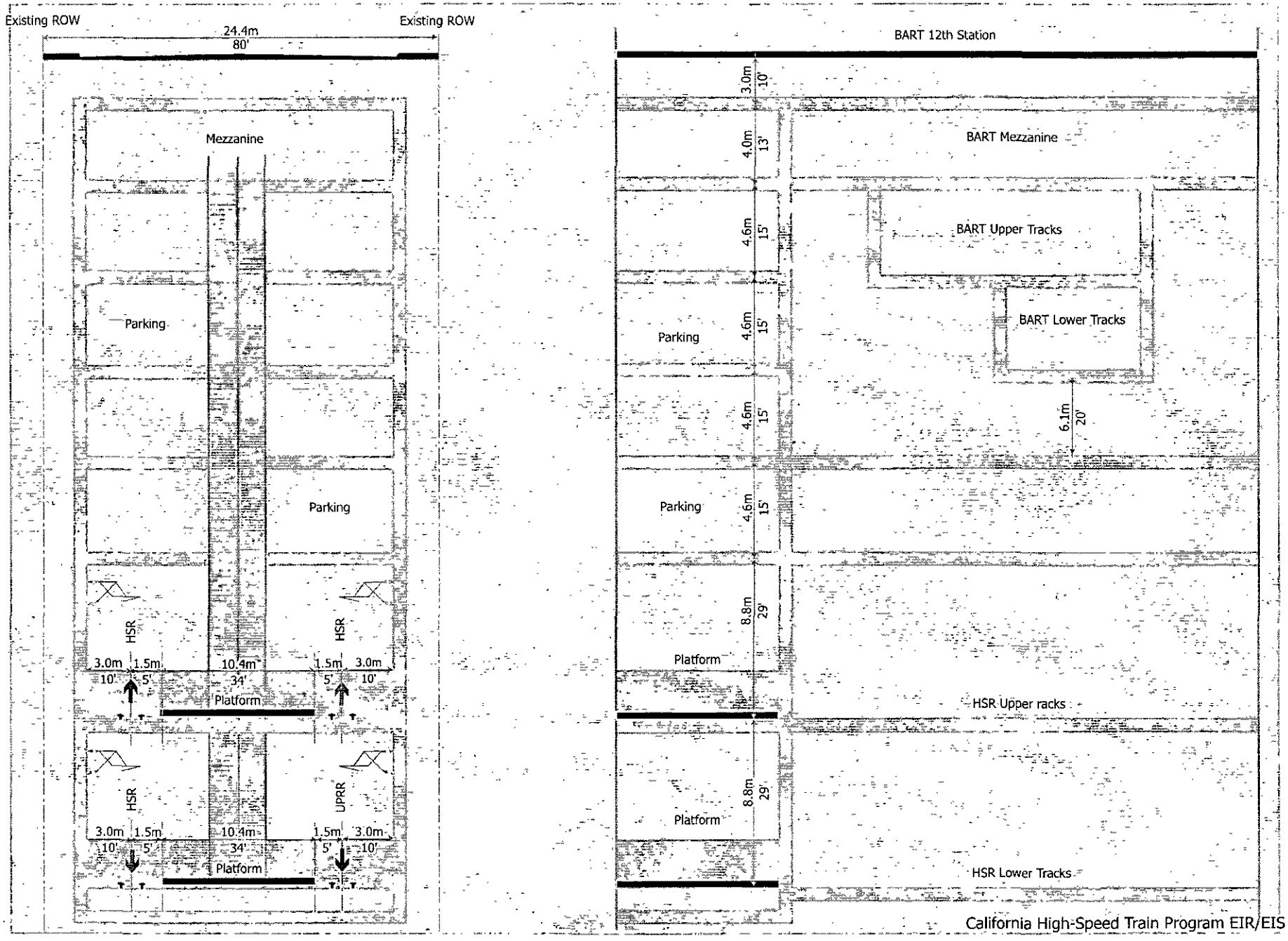
Proposed High Speed Rail Station Use

- Proposed Station Site: The proposed underground station site is along 12th Street between Broadway and Martin Luther King Junior Way. The station site is located in the City Center district, an urban commercial area that is the seat of government and home to many services and professional businesses
- Station Layout: The proposed underground station includes two levels of HSR tracks below a BART/HSR mezzanine and 4 levels of parking. The upper and lower HSR levels each have two tracks served by a center platform. Tail tracks extend east of the station from Martin Luther King Junior Way to I-980.
- Parking: This proposed station includes 4 levels of underground parking.
- Access: Station access would be provided at the corner of 12th Street & Jefferson Street and 12th Street and Broadway.
- Intermodal Connections: Passengers at the Oakland 12th Street Station can transfer to BART and AC Transit.

References:

- BART http://www.bart.gov/stations/stationGuide/stationOverview_12ST.asp
- *City of Oakland General Plan* (1998) http://www.oaklandnet.com/government/ceda/revised/planningzoning/StrategicPlanningSection/default.html


Oakland 12th Street
TAIL TRACK
STATION
PLATFORM
HSR
PARKING
OAKLAND CITY CENTER
BART
12TH STREET
BROADWAY
Google



Niles Subdivision Line
12th Street/City Center Station

Figure S-15