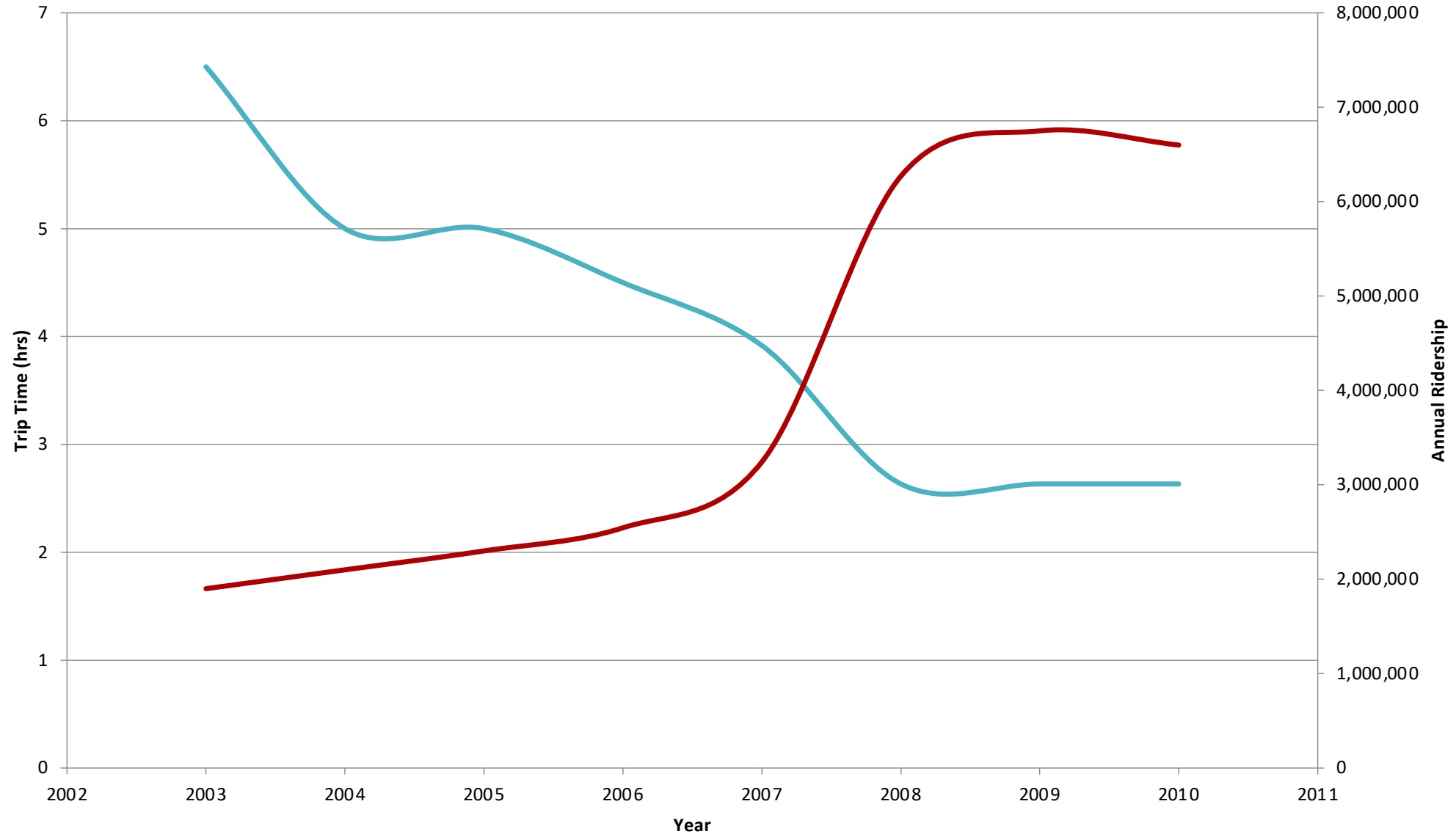




High Speed Rail Alliance

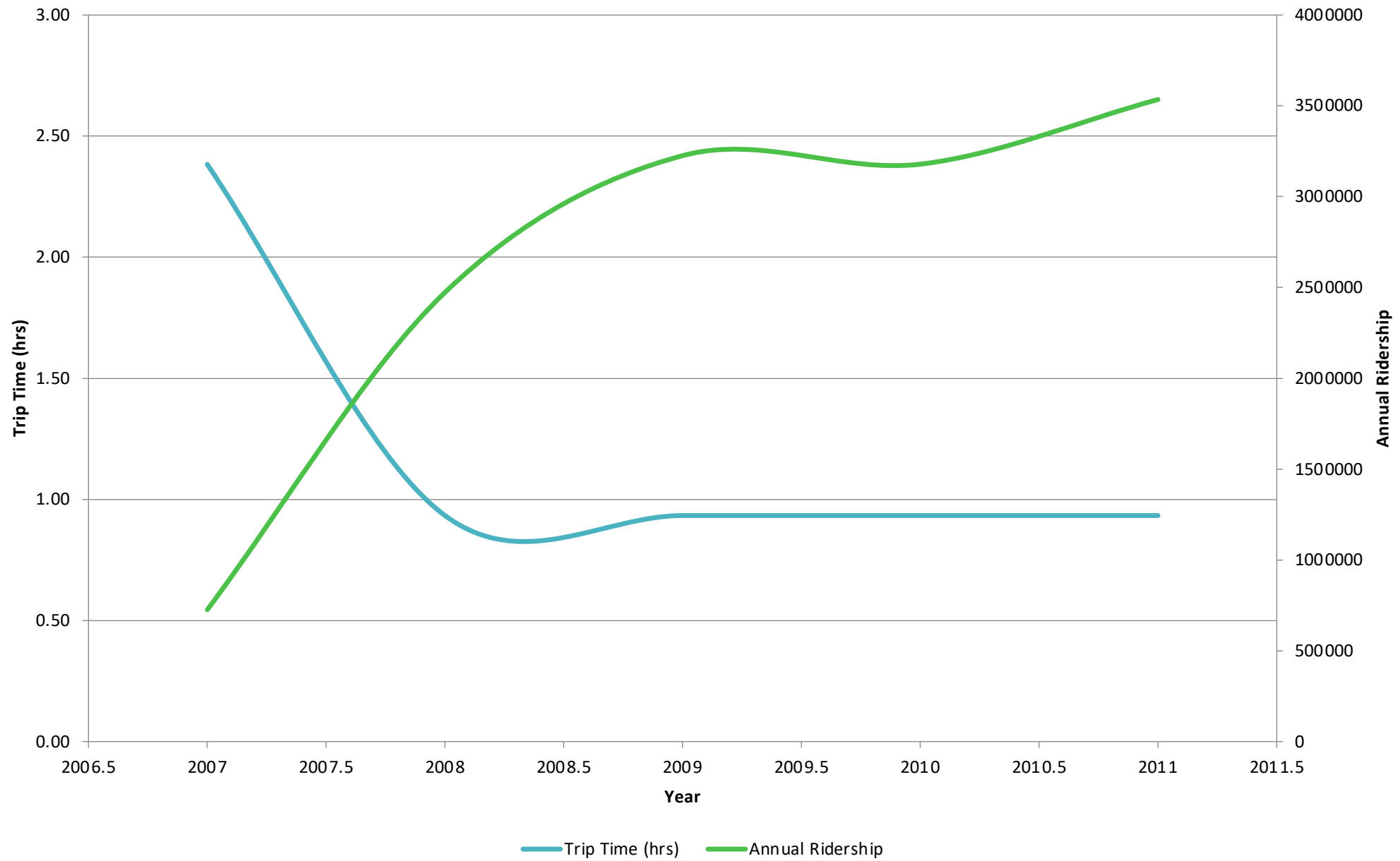
Integrated Network Approach

Madrid to Barcelona



— Trip Time (hrs) — Annual Ridership

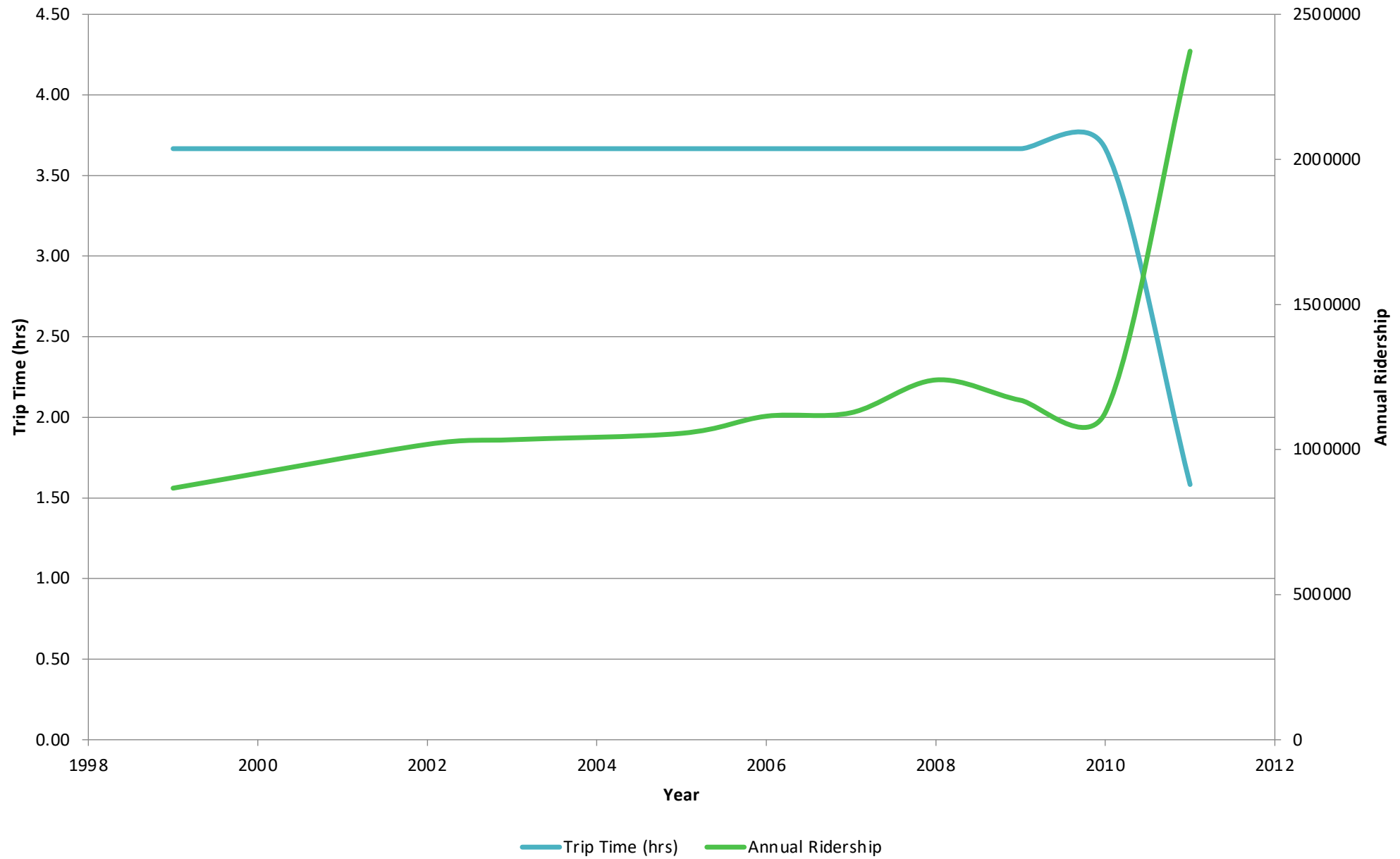
Madrid to Valladolid



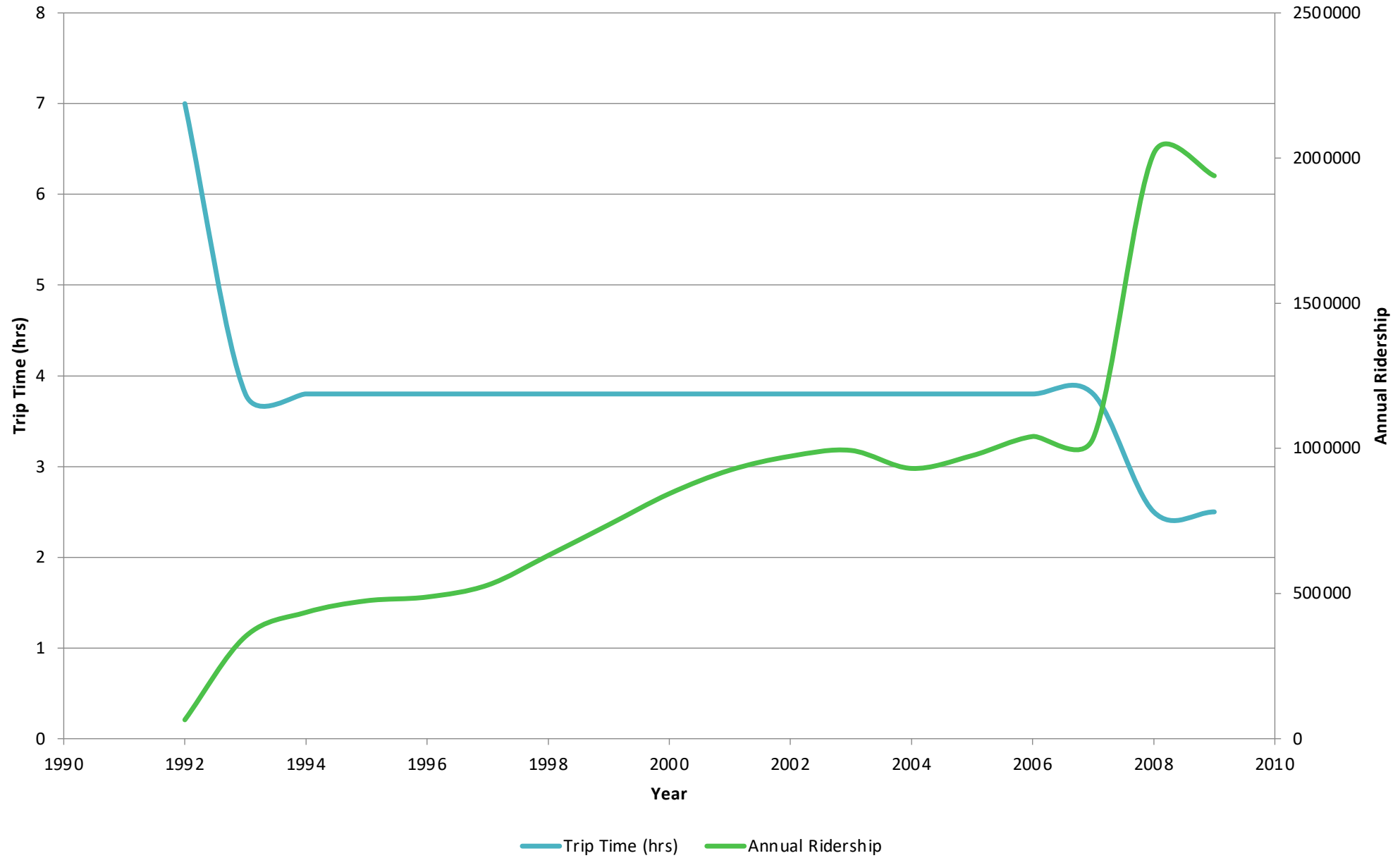
Madrid-Sevilla



Madrid-Valencia



Madrid-Malaga



Building Blocks Towards Speed

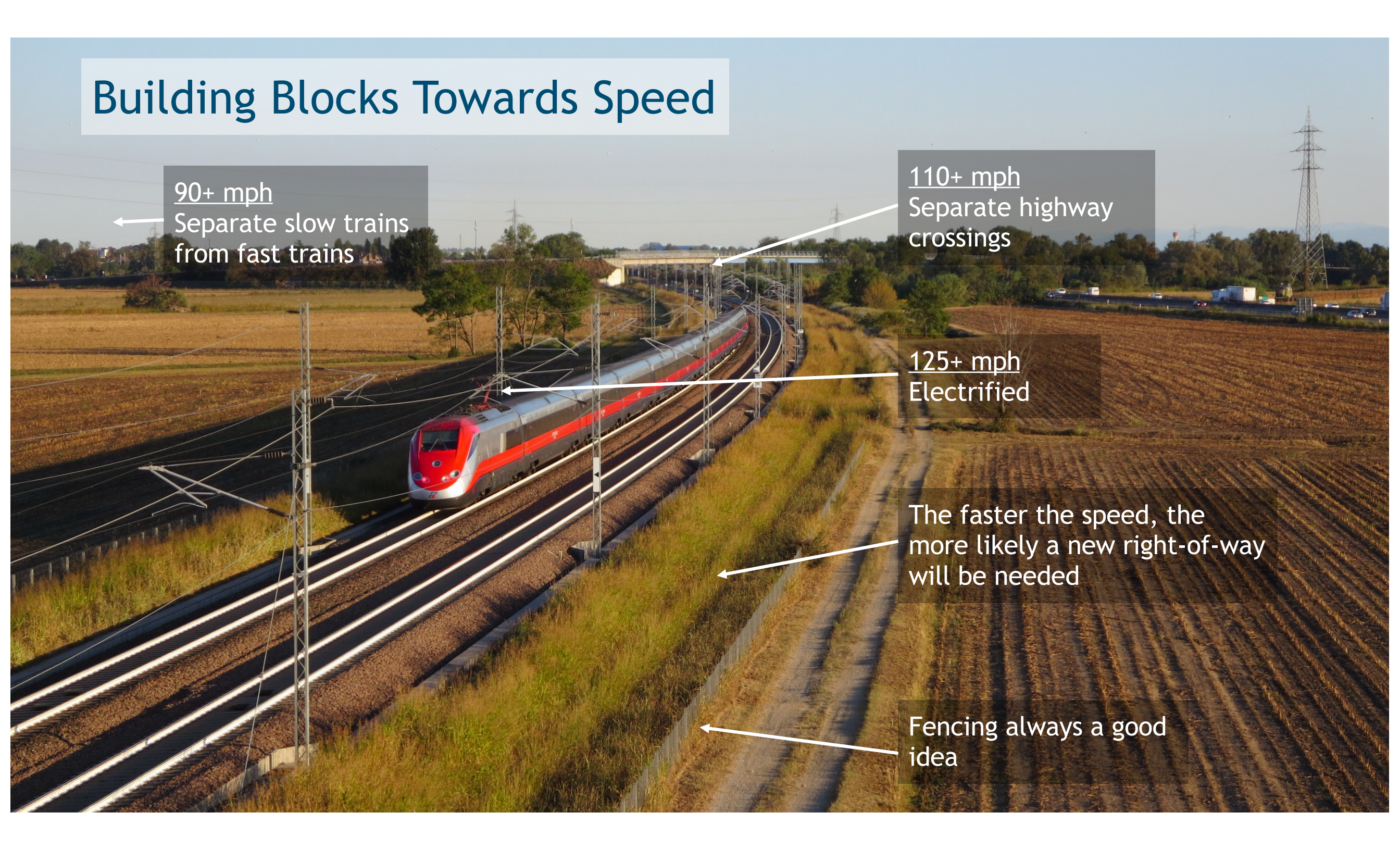
90+ mph
Separate slow trains
from fast trains

110+ mph
Separate highway
crossings

125+ mph
Electrified

The faster the speed, the
more likely a new right-of-way
will be needed

Fencing always a good
idea



Three Types of Track Connecting Regions

Shared-Use Lines



Up to 110 mph (90 max preferred)
Mostly privately owned
Many highway crossings
Mostly diesel
35-ton axle loading

Regional Lines



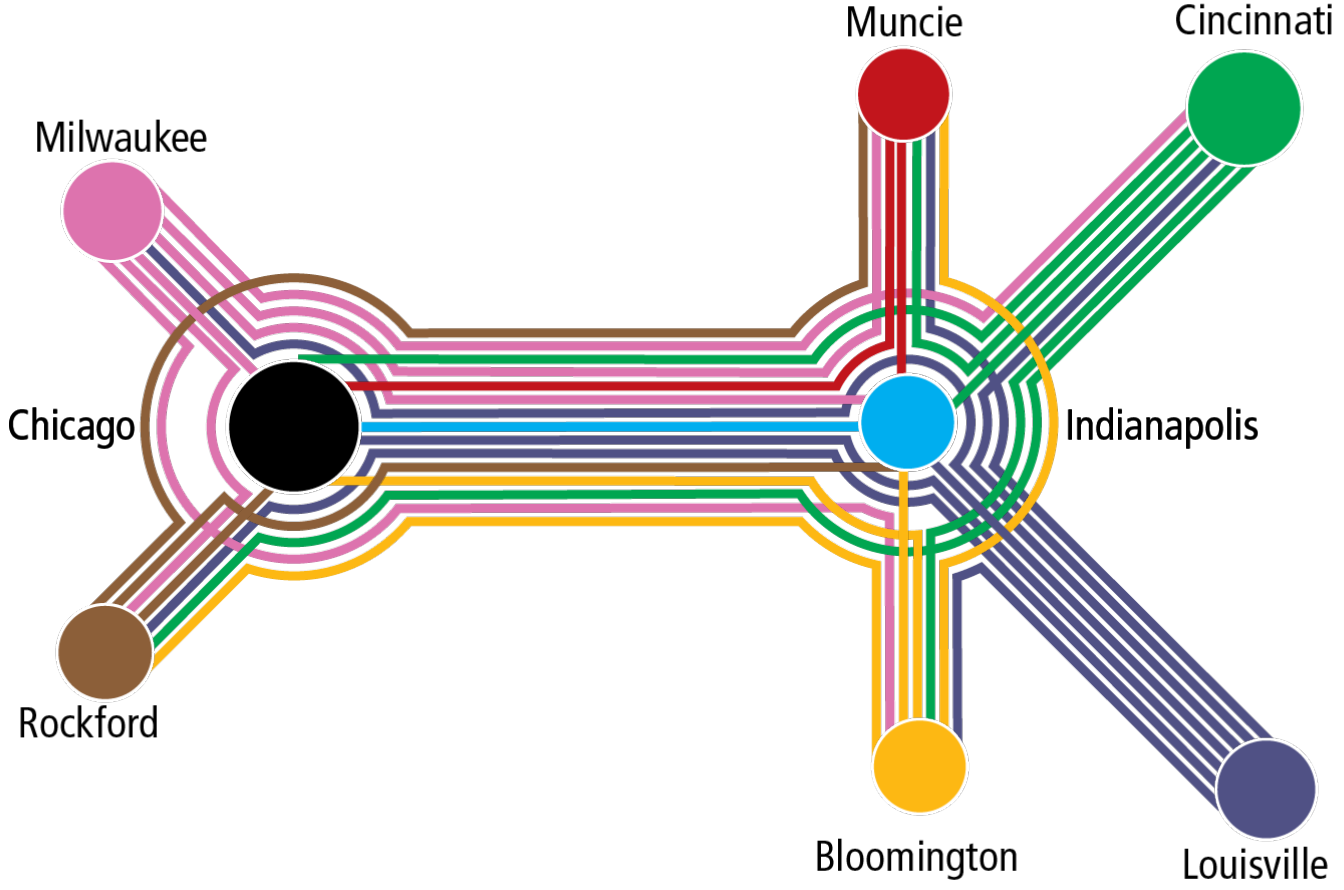
Up to 160 mph
Mostly government owned
Few highway crossings
Electric preferred
35-ton axle loading

High-Speed Lines

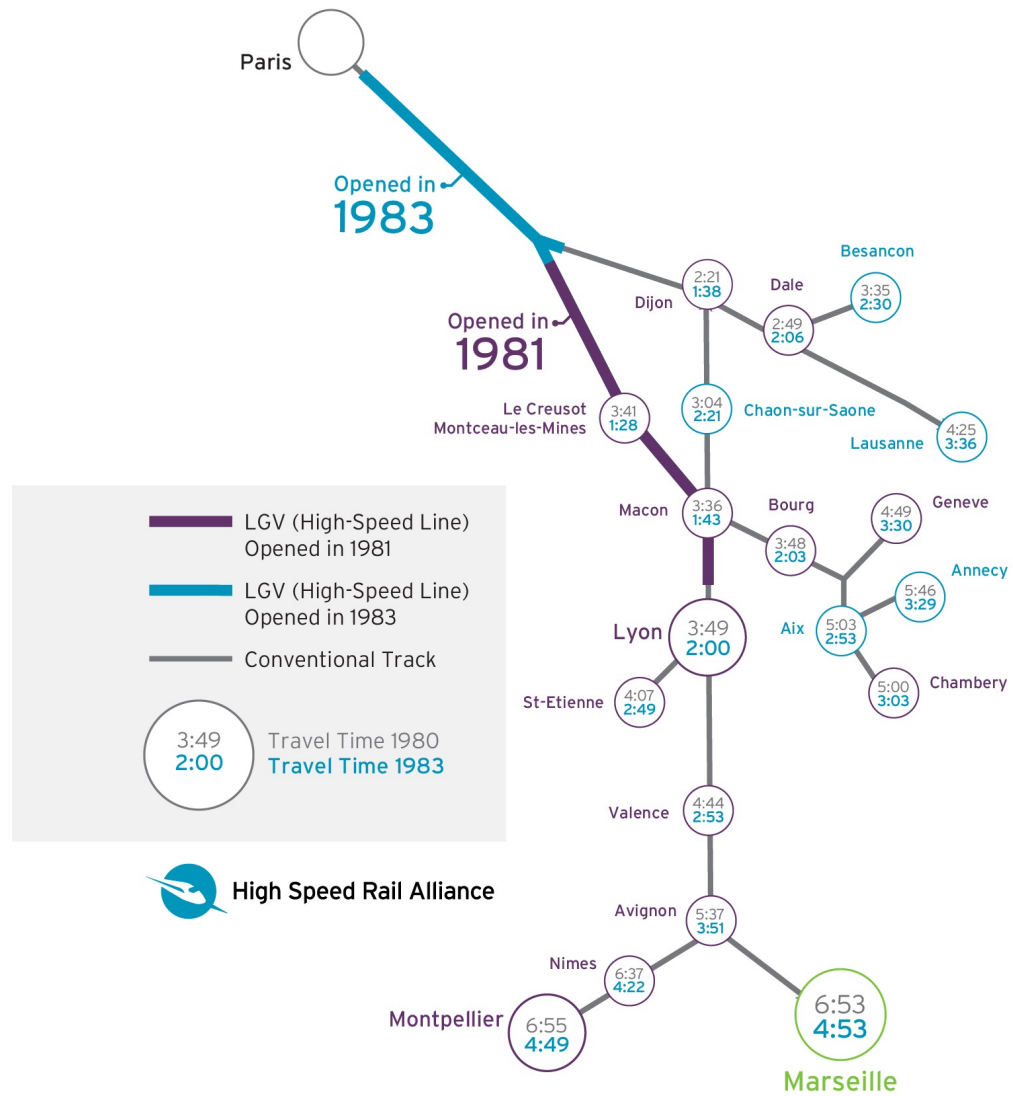


Up to 250 mph
Mostly government owned
Zero highway crossings
Electric above 125 mph
17-ton axle loading

Network planning is critical



TGV Sudest Network 1983





1

Train
Connections at
Los Angeles to:
Southern
California via
Pacific Surfliner
East via
Southwest Chief
Sunset Limited
Texas Eagle

Connection

46350
SERVICE TO

LOS ANGELES

VAN HOOB

46350

Amtrak California

Amtrak California *Your train connection*

12729

PLEASE WATCH
YOUR STEP

Private Coach Sightseeing Tours and Charters, Inc.
100 Red Hill Road, Alhambra, CA 91801

California's Existing Train and Thruway Bus Network



California's Cutting-Edge Integrated Rail Plan



Integrated Plan drives huge boost in usage

Note: Fresno is a busy station by current standards but doesn't show up at this scale

County-to-County Ridership Demand

2010 Existing

- Del Norte
- Modoc
- Siskiyou
- Shasta
- Lassen
- Humboldt
- Trinity
- Tehama
- Plumas
- Butte
- Glenn
- Sierra
- Mendocino
- Nevada
- Yuba
- Colusa
- Lake
- Placer
- Sutter
- El Dorado
- Yolo
- Alpine
- Sonoma
- Napa
- Sacramento
- Amador
- Solano
- Calaveras
- Marin
- Tuolumne
- San Joaquin
- Contra Costa
- Mono
- San Francisco
- Alameda
- Mariposa
- Stanislaus
- San Mateo
- Santa Clara
- Madera
- Merced
- Santa Cruz
- Fresno
- San Benito
- Inyo
- Monterey
- Tulare
- Kings
- San Luis Obispo
- Kern
- San Bernardino
- Santa Barbara
- Ventura
- Los Angeles
- Riverside
- Orange
- Imperial
- San Diego

2040 Stand-Alone Projects

- Del Norte
- Modoc
- Siskiyou
- Shasta
- Lassen
- Humboldt
- Trinity
- Tehama
- Plumas
- Butte
- Glenn
- Sierra
- Mendocino
- Nevada
- Yuba
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- Monterey
- Tulare
- Kings
- San Luis Obispo
- Kern
- San Bernardino
- Santa Barbara
- Ventura
- Los Angeles
- Riverside
- Orange
- Imperial
- San Diego

2040 Coordinated Network

- Del Norte
- Modoc
- Siskiyou
- Shasta
- Lassen
- Humboldt
- Trinity
- Tehama
- Plumas
- Butte
- Glenn
- Sierra
- Mendocino
- Nevada
- Yuba
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- Santa Barbara
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- Riverside
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- San Diego

California High Speed Rail Status by Segment



Central Valley segment:

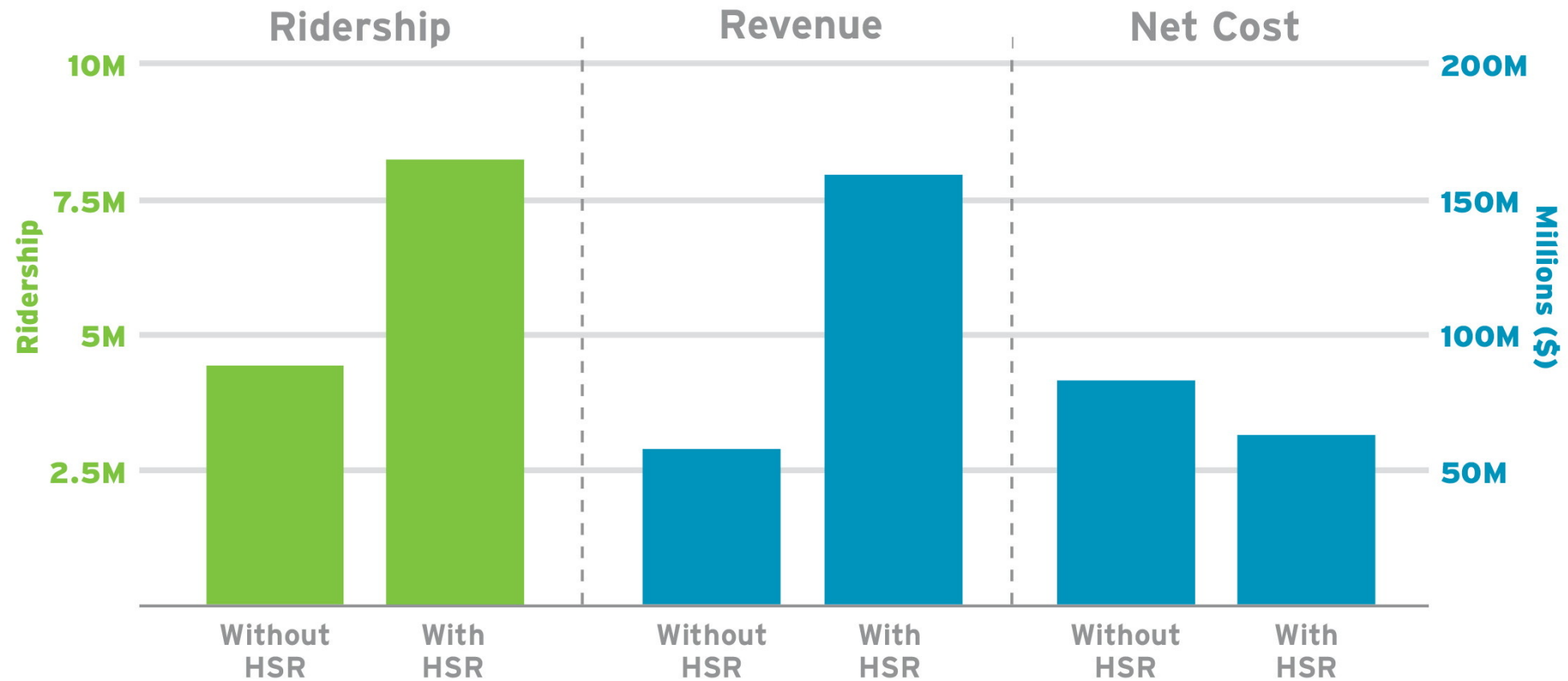
90 minutes cut from the middle

Frequency at least doubled



High-Speed Line Boosts Volume

Improvements to San Joaquin and connecting routes with Central Valley High-Speed Line





Caltrain – The First Modern Regional Line