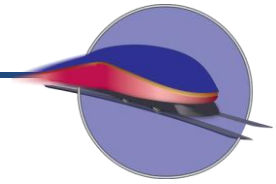
Corridor Service Name: CA-ALTAMONTCORRIDORRAIL-NEPA/CEQA *Date of Submission:* 10/01/2009 *Version Number:* 1

High-Speed Intercity Passenger Rail (HSIPR) Program



Track 2-Corridor Programs: Corridor Service Overview

Welcome to the Corridor Service Overview form for Track 2-Corridor Programs of the Federal Railroad Administration's (FRA's) High-Speed Intercity Passenger Rail (HSIPR) Program.

The purpose of the Corridor Service Overview is to (1) serve as a navigation tool for application(s) related to a particular corridor service, (2) allow applicants to present their comprehensive vision for the development of a corridor service, and (3) demonstrate regional coordination in the development of the corridor service.

Definition: For purposes of Track 2, a "corridor program" is "a group of projects that collectively advance the entirety, or a 'phase' or 'geographic section,' of a corridor service development plan." *(Guidance, 74 Fed. Reg. 29904, footnote 4).* **A corridor program must have independent utility and measurable public benefits.**

The Corridor Service Overview lists all the applications associated with a particular corridor service (including any Track 2 programs, as well as projects applied for under Tracks 1, 3, and 4). The Overview also lists potential applications for programs and projects supporting the same corridor service that are anticipated under future rounds of the HSIPR Program. For each corridor service, regardless of the number of applicants or applications involved, a Corridor Service Overview must be submitted. In addition to a Corridor Service Overview, an applicant must submit a Track 2 Application Form for each corridor program.

We appreciate your interest in the HSIPR Program and look forward to reviewing your Corridor Service Overview and Track 2 application(s). If you have questions about the HSIPR Program or the Application Forms and Supporting Materials for Track 2, please contact us at HSIPR@dot.gov.

Instructions for the Corridor Service Overview Form:

- Please complete this form electronically.
- In the space provided at the top of each section, please indicate the Corridor Service name, date of submission (mm/dd/yyyy) and an application version number assigned by the applicant. The distinct Corridor Service name should be less than 40 characters and adhere to the following convention: State abbreviation-route or corridor name that is the subject of the Corridor Service Overview (e.g., HI-Fast Corridor). If more than one State is involved in the corridor service, the State abbreviation should be that of the State that is submitting the overview; only one State abbreviation may appear in the Corridor Service name. If projects supporting the same Corridor Service were applied for under Tracks 1a, 1b, 3, or 4, the Corridor Service name must include the same "route or corridor name" that was used in those earlier applications.

- For completion of question 3, at least one corridor **program name** is required. This corridor program name must be the same name used in the Track 2 Application submitted for that program. The corridor program name must be less than 40 characters and must consist of the following elements, each separated by a hyphen: (1) the State abbreviation; (2) the route or corridor name, and (3) a corridor program descriptor that will concisely identify the program's focus (e.g., HI-Fast Corridor-Main Stem).
- For completion of question 3, one or more **project name(s)** may be required. In question 3 only list projects already submitted under another track, or exclusively utilizing funding sources other than HSIPR, or intended to be submitted in the future. (I.e., do not list projects that are exclusively components of a Track 2 Corridor Program application). When listing a project already submitted under another track, please use the exact same project name as provided in the original application. For projects not previously submitted, please use a distinct project name according to the following naming convention, each separated by a hyphen: (1) the State abbreviation; (2) the route or corridor service name; and (3) a project descriptor that will concisely identify the project's focus (e.g., HI-Fast Corridor- Wide River Bridge).
- For each question, enter the appropriate information in the designated gray box.
- Narrative questions should be answered within the limitations indicated.
- Applicants must upload this completed Corridor Service Overview as an attachment to each Track 2 Corridor Program application to which it pertains. The Overview, the applications, and all other application materials must be uploaded to www.GrantSolutions.gov by October 2, 2009 at 11:59 pm EDT.

A.Point of Contact and Overview Information

<table>
<tr><td colspan="3">(1) Corridor Service Point of Contact (POC) Name:
Mehdi Morshed</td><td colspan="3">POC Title:
Executive Director</td></tr>
<tr><td>Street Address:
925 L Street, Suite 1425</td><td>City:
Sacramento</td><td>State:
CA</td><td>Zip Code:
95814</td><td>Telephone Number:
916-324-1541</td></tr>
<tr><td colspan="2">Email: mmorshed@hsr.ca.gov</td><td colspan="3">Fax: 916-322-0827</td></tr>
<tr><td colspan="5">(2) Name of all States and organizations that are part of this corridor service: California High Speed Rail Authority and San Joaquin Regional Rail Commission (ACE)</td></tr>
</table>

Master List of Related Applications: Please detail each activity for which HSIPR funding is being requested, or which is directly related to the Corridor Service. Applicants should list submissions for all Tracks which are linked to this Corridor Service Overview. For example, if a related Track 1a Project application was already submitted, that application should be separately listed below. If the project covered by that same 1a application is also being submitted as an element of a Track 2 Program, indicate the program when listing the project.

Row No.	Corridor Program or Project	Applicant	Description	Application Track	Estimated Corridor Program or Project Cost (Millions of YOE* Dollars, One Decimal)	Funding Info

				1a	1b	2	3	4	**If a project":** Is this project also included in a corridor program ? If yes, indicate program's **row number**	Total Cost	Amount Applied For	
1	CA-Phase1HSRProgram-PE/NEPA/CEQA	California High Speed Rail Authority	PE/NEPA/CEQA for seven Phase 1 segments: (1) SF/SanJose; (2) SanJose/Merced; (3) Merced/Fresno; (4) Fresno/Bakersfield; (5) Bakersfield/Palmdale; (6) Palmdale/LA; (7) LA/Anaheim	☐	☐	☒	☐	☐		$388.0	$194.0	Currently requesting
2	CA-Phase2HSR-NEPA/CEQA	California High Speed Rail Authority	NEPA/CEQA for two Phase 2 segments: (1) Merced/Sacramento and (2) LA/San Diego	☐	☐	☒	☐	☐		$120.0	$60.0	Currently requesting
3	CA-SF/SanJoseHSR-Design/Build	California High Speed Rail Authority	Design and construction of 50 mile segment	☐	☐	☒	☐	☐		$1,960.0	$980.0	Currently requesting
4	CA-Merced/FresnoHSR-Design/Build	California High Speed Rail Authority	Design and construction of 50 mile segment	☐	☐	☒	☐	☐		$932.0	$466.0	Currently requesting
5	CA-Fresno/BakersfieldHSR-Design/Build	California High Speed Rail Authority	Design and construction of 98 mile segment	☐	☐	☒	☐	☐		$1,639.0	$819.5	Currently requesting
6	CA-LA/AnaheimHSR-Design/Build	California High Speed Rail Authority	Design and construction of 30 mile segment	☐	☐	☒	☐	☐		$4,375.0	$2187.5	Currently requesting
7				☐	☐	☐	☐	☐				Already submitted un
9				☐	☐	☐	☐	☐				Already submitted un
10				☐	☐	☐	☐	☐				Already submitted un
11				☐	☐	☐	☐	☐				Already submitted un
12				☐	☐	☐	☐	☐				Already submitted un
13				☐	☐	☐	☐	☐				Already submitted un
A.	**Total Costs for Corridor Programs and projects listed above (Unadjusted):**									$9,414.0	$4,707.0	N/A
B.	**Total costs for projects that are listed separately above (under Tracks 1a, 1b, 3, or 4) and that are included in a Corridor Program above:**									0	0	N/A
C.	**To eliminate double counting, subtract the total in B from the total in A (this is the adjusted total cost of Corridor Programs and projects envisioned for this corridor service):**									$9,414.0	$4,707.0	N/A

* Year-of-Expenditure (YOE) dollars are inflated from the base year. Applicants should include their proposed inflation assumptions (and methodology, if applicable) in the supporting documentation.

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B. Corridor Service Narrative

(1) Corridor Service Name: CA-ALTAMONTCORRIDORRAIL-NEPA/CEQA

(2) Corridor Service Narrative. *Please limit response to 10,000 characters.*

Describe the main features and characteristics of the Corridor Service, including:

- The location and description of the benefiting Corridor Service, including the State(s) and relevant jurisdiction(s) (include a map in supporting documentation).
- The service objectives for the corridor, including a description of pertinent features of the service design.
- A description of how the component Corridor Program and project applications fit together within the framework of the overall Corridor Service.
- If more than one State or organization is involved in this corridor service, a description of how you will coordinate service development and operation.

This grant application covers Preliminary Engineering through 15% design and NEPA/CEQA documents for the Altamont Corridor Rail Project. The California High-Speed Rail Authority (Authority) and the Federal Railroad Administration (FRA) will jointly prepare a project Environmental Impact Report (EIR) and project Environmental Impact Statement (EIS) for the Altamont Corridor Rail Project from Stockton to San Jose via the Altamont Pass and Tri Valley area, connecting the Northern San Joaquin Valley and the San Francisco Bay Area. The project EIR/EIS will be prepared in compliance with relevant State and federal laws, in particular the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA).

The Authority, in conjunction with the San Joaquin Regional Rail Commission (SJRRC), is proposing to develop a dedicated intercity and regional rail corridor through Altamont Pass and the Tri Valley area capable of transforming the existing Altamont Commuter Express (ACE) service managed by SJRRC into a higher-speed intra-regional and commuter service not subject to freight railroad delays with an expanded operating plan providing service in both directions all day long. The corridor will potentially connect to the High-Speed Train (HST) mainline between Stockton and Modesto allowing the Altamont Corridor to serve as a feeder to the statewide HST system being planned and developed by the Authority.

The Altamont Corridor was evaluated by the Authority in the Bay Area to Central Valley High-Speed Train Environmental Impact Report / Environmental Impact Statement which was certified by the Authority in July 2008. Whereas that document identified the Pacheco Pass alignment as the preferred HST route between the Central Valley and Bay Area, it also indicated that the Authority would pursue a regional rail project in the Altamont Corridor as an independent project to satisfy a different purpose and need from the proposed HST system, yet which would accommodate HST service.

Subsequently, the Authority began to work with a regional partnership to plan a joint-use rail line through Altamont Pass that would support new regional intercity and commuter rail services operating in Northern California between Stockton and San Jose capable of accommodating electrified light weight passenger trains including selected HST service to statewide destinations.

Accordingly, the Authority, in conjunction with the SJRRC, is proposing to develop an improved intercity and regional rail corridor from Stockton to San Jose through Altamont Pass as well as eastern and southern Alameda County to improve connectivity and accessibility between the Northern San Joaquin Valley and the Bay Area. The development of the Altamont Corridor Rail Project, as a complement to the Statewide HST system is consistent with the Metropolitan Transportation Commission (MTC) Bay Area Regional Rail Plan, which identified the

Altamont Corridor as a key future Northern California regional rail route and also noted that development of this corridor in conjunction with implementation of the statewide HST system could provide greater benefits to the state and region.

The purpose of the Altamont Corridor Rail Project is to develop a joint-use regional intercity rail corridor for regional trains providing intercity and commuter services between Stockton and San Jose via Altamont Pass and the Tri Valley area capable of integrating service and providing connecting links with the operation of statewide HST trains to points within the corridor. This project implements the vision for the corridor identified in the MTC Regional Rail Plan of improving regional intercity and local travel and connectivity through the Altamont Pass gateway, providing an important regional link within the statewide HST network, and improving ACE to a faster, more frequent service with more trains per day and extended hours of operation.

The need for the Altamont Corridor Rail Project is based on social and economic ties that exist between the Northern San Joaquin Valley, the Tri Valley and the South Bay Area as well as high levels of existing and future anticipated growth, travel demand, and congestion that will cause environmental degradation and higher risks to safety if not addressed. This need cannot be met by the existing ACE service which has significant operating limitations including:

- Use of a single track for much of its route – The existing 85-mile route contains significant extents of single-track sections including a portion of the Coast Subdivision north of Alviso, a segment through Niles Canyon between Fremont and Pleasanton, portions of the Altamont crossing between Livermore and Tracy, and portions of the route through Lathrop between Tracy and Stockton.

- Slow average operating speeds – The existing alignment includes a large number of tight curves concentrated in the vicinity of Niles Canyon and over the Altamont Pass. The tight curves over the Altamont are exacerbated by the fairly steep profile and there are speed restrictions as well such that speeds are as low as 35 miles per hour in an area where trains are operating well away from station stops and could be developing significant time savings compared to the congested highway route.

- Reliance on dispatching by a third party – The Union Pacific Railroad (UPRR) owns and dispatches the Oakland and Coast subdivisions over which the passenger trains operate. The UPRR sometimes requires passenger trains to sit on sidings which are too short to accommodate freight trains to allow opposing freight traffic to clear, which results in delays to the passenger trains hindering service reliability.

- Service limitations – Due to freight service in the corridor, ACE service is currently limited to four trains per day each way. As a result, trains are operated primarily during commuter hours and service is provided inbound to the Bay Area in the morning and outbound to the San Joaquin Valley in the evening which limits the service to commuter traffic.

All of these factors combine to severely limit the ridership potential of the existing regional service.

At this time, no specific alignments have been identified for the Altamont Corridor Rail Project; however, the Working Group has agreed that the corridor limits are between Stockton and San Jose, which are the terminal stations for the current ACE service. Specific alignments and station locations will be identified along this corridor and evaluated through the preparation of this project environmental document. The Altamont Corridor Rail Project Alternative will include a potential branch east of Tracy to allow operation of trains between the Bay Area and points north including Stockton and Sacramento as well as points south including Modesto and beyond within the statewide HST system. The project alternative will provide intermodal connections to the Bay Area Rapid Transit (BART) to serve the Oakland Airport, the cities of Oakland and San Francisco as well as other East Bay and South Bay locations via BART. Intermodal connections to BART would be provided in the Livermore vicinity, should the Dublin/Pleasanton BART line be extended, as well as in the Fremont/Union City vicinity, either meeting the existing Fremont line or the Warm Springs/San Jose extension. The Altamont Corridor Rail Project may also accommodate a future connection to the Dumbarton rail service in the Fremont/Union City vicinity as well as an intermodal connection to the Valley Transportation Authority (VTA) light rail network in Santa Clara County. Additionally, the project will accommodate feeder and connecting bus services providing access to proximate market areas and interfacing with regional bus links where appropriate.

A Tier 1 Environmental Review was completed by the Authority in the Statewide Program Environmental Impact Report/Environmental Impact Statement in 2005. Subsequently, in 2008 the Authority re-evaluated the corridor in the Bay Area to Central Valley HST EIR/EIS. In the Bay Area to Central Valley program EIR/EIS, the Authority designated the Pacheco Pass via Gilroy as the preferred route to connect the main line of the HST network in the Central Valley with the Peninsula and San Francisco.

Next Steps

The next steps include:

- Complete the environmental reviews
- Secure the FRA and CPUC waivers
- Secure funding for design, construction, ordering rolling stock, commissioning
- Complete the PE to 30% design and prepare camera-ready bid documents
- Bid and award Design/Build infrastructure and systems contracts
- Contract with the Regional Rail operator (presumably SJRRC – ACE)
- Order the initial Regional Rail rolling stock and HST trainsets
- Complete infrastructure construction including electrification and other systems
- Take delivery of the initial Regional Rail rolling stock and HST trainsets and commence testing
- As the construction is nearing completion, start integrated testing and commissioning of the infrastructure, systems and rolling stock
- Once the testing and commissioning is complete, obtain FRA and CPUC approval to commence revenue service