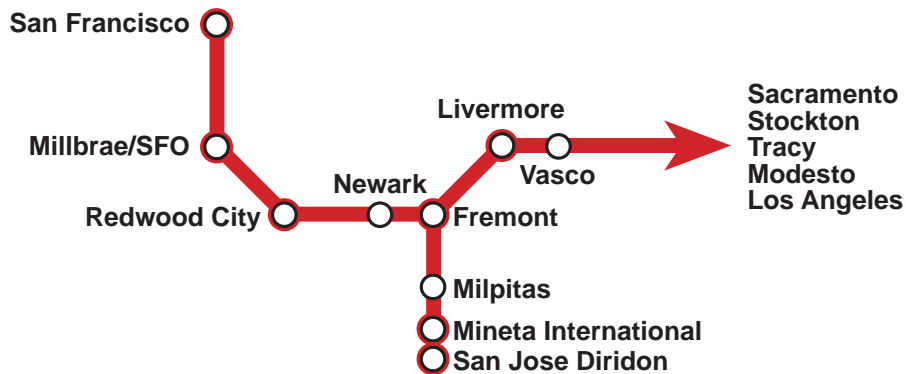


Bay Area High Speed Rail Service TRANSDEF / RAFT 2004 RTP



Overview for Modeling

The rail network proposed for inclusion in the RTP is based on the California High Speed Rail Authority's (CHSRA) standards for headway, operations, and fares. Detailed information to back up the plan presented here are available.

Two schedules have been provided for peak and off-peak service. The schedules show all trains, as anyone could utilize any of the trains for travel.

Fares and peak schedules are based on the CHSRA's *Independent Ridership and Passenger Revenue Projections for High Speed Rail Alternatives in California*.

"At each station, 2 or 4 trains per hour service could be provided for the three-hour A.M. and P.M. peak periods.....Fares were calculated based on a \$5.00 boarding charge plus 6.2 cents per mile traveled."

The alignment is based on an optimized version of the Altamont alignment.

Direct cross-platform timed transfers to BART are assumed at the Livermore and Fremont stations, via extensions to the existing BART system. Connection with BART is also possible at the Millbrae/SFO station.

Same platform transfers with Caltrain are available at Redwood City, Millbrae/SFO, and San Francisco Transbay.

Connections to the Capitol Corridor are at Fremont.

Connections to the VTA light rail are at Milpitas and San Jose.

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Schedules

The schedules below are based on CHSRA performance standards for the proposed HSR trains. All trains are assumed to be HSR stock and therefore of equal performance.

San Francisco / San Jose to Tracy onwards - Peak Hour

KM	Station	SAC	LAX	STN	LAX	MOD	LAX	LAX	MOD	LAX	SAC
147	San Francisco	:07		:15	:26		:37			:56	
123	SFO Airport	:21		:29			:51				
103	Redwood City	:32		:40	:47		:02		:10	:17	
86	Newark			:48					:18		
103	San Jose		:30			:50		:00			:09
97	SJC Airport		:36			:56		:07			:16
91	Milpitas					:02		:13			:22
75	Fremont		:47	:55	:00	:09		:25	:30*		:33*
56	Livermore	:51		:04		:18	:21	:28	:34		:43
47	Vasco			:10		:24		:40			:49
20	Tracy		:04	:21		:36	:33	:51			:01

San Francisco / San Jose to Tracy onwards - Non-Peak

KM	Station	LAX	LAX	SAC	LAX
147	San Francisco	:07	:37	:56	
123	SFO Airport	:21	:51		
103	Redwood City	:32	:02	:17	
86	Newark				
103	San Jose				:09
97	SJC Airport				:16
91	Milpitas				:22
75	Fremont	:45		:30*	:33*
56	Livermore		:21		:43
47	Vasco				
20	Tracy		:33		:57

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Stations

San Francisco Transbay Terminal - Share with Caltrain

SFO/ Millbrae - Share with Caltrain & BART

Redwood City - Share with Caltrain

Newark - see following map

San Jose - Share with Caltrain

SJC Airport - see following map

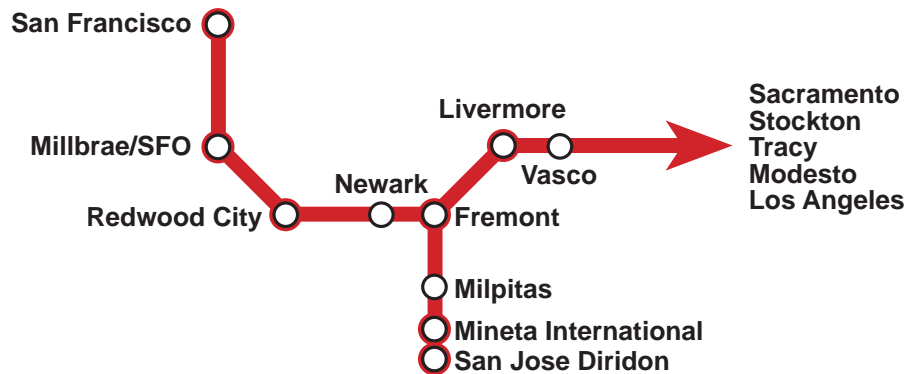
Milpitas - see following map

Fremont - - see following map

Livermore - see following map

Vasco - see following map

Detailed map for entire line to Stockton and Modesto available upon request.



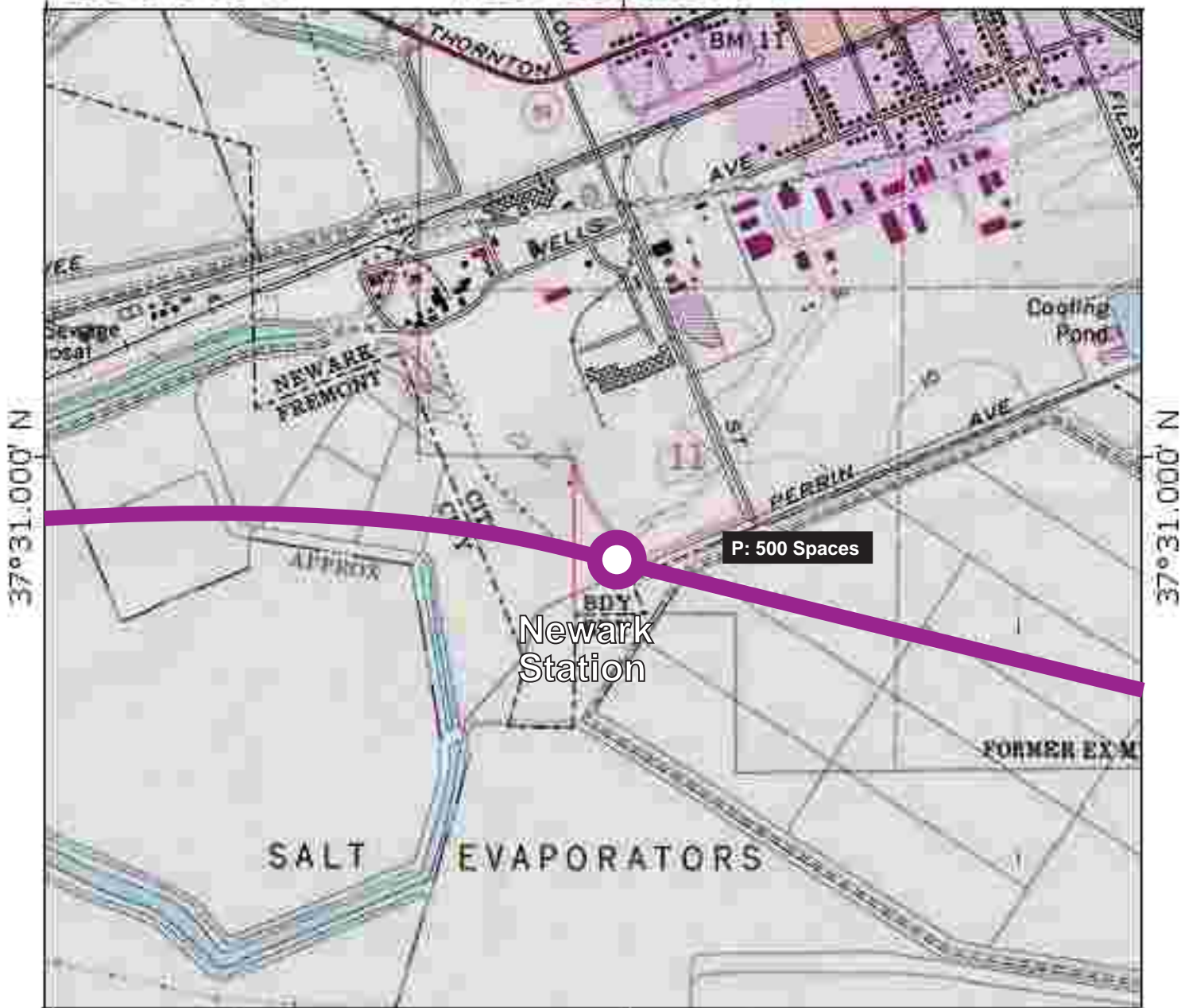
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Stations - Newark

TOPOI map printed on 07/05/04 from "Untitled.tpo"

122°04.000' W

WGS84 122°03.000' W

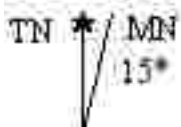


Newark
Station

P: 500 Spaces

122°04.000' W

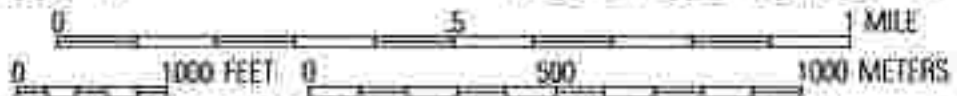
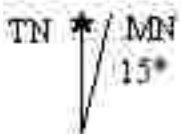
WGS84 122°03.000' W



Bay Area High Speed Rail Service TRANSDEF / RAFT 2004 RTP

Stations - SJC Airport

TOPOI map printed on 07/05/04 from "Untitled.tpo"
121°56,000' W WGS84 121°55,000' W

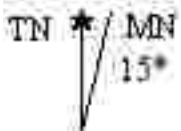
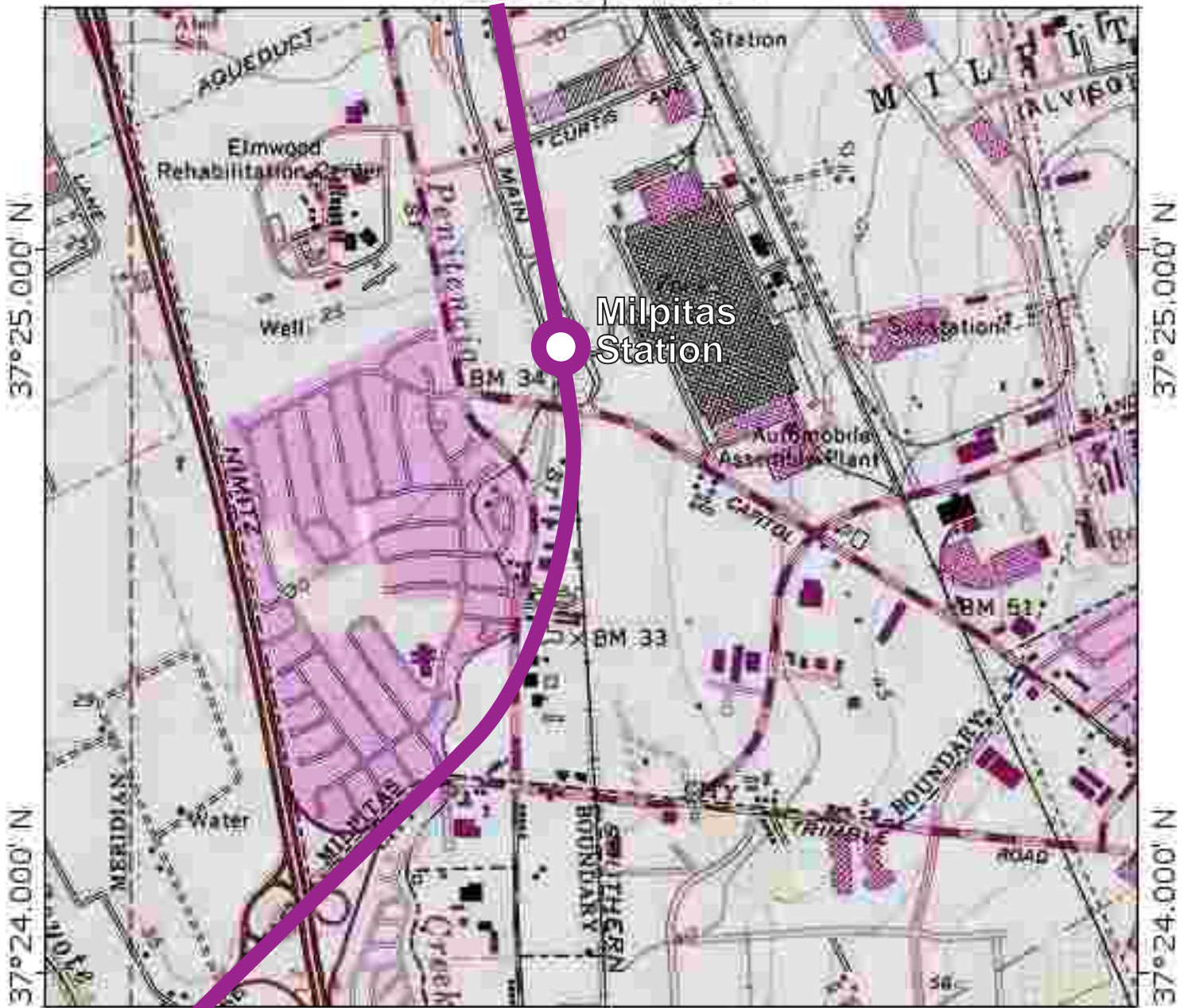


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Stations - Milpitas

TOPOI map printed on 07/05/04 from "Untitled.tpo"

WGS84 121°54.000' W



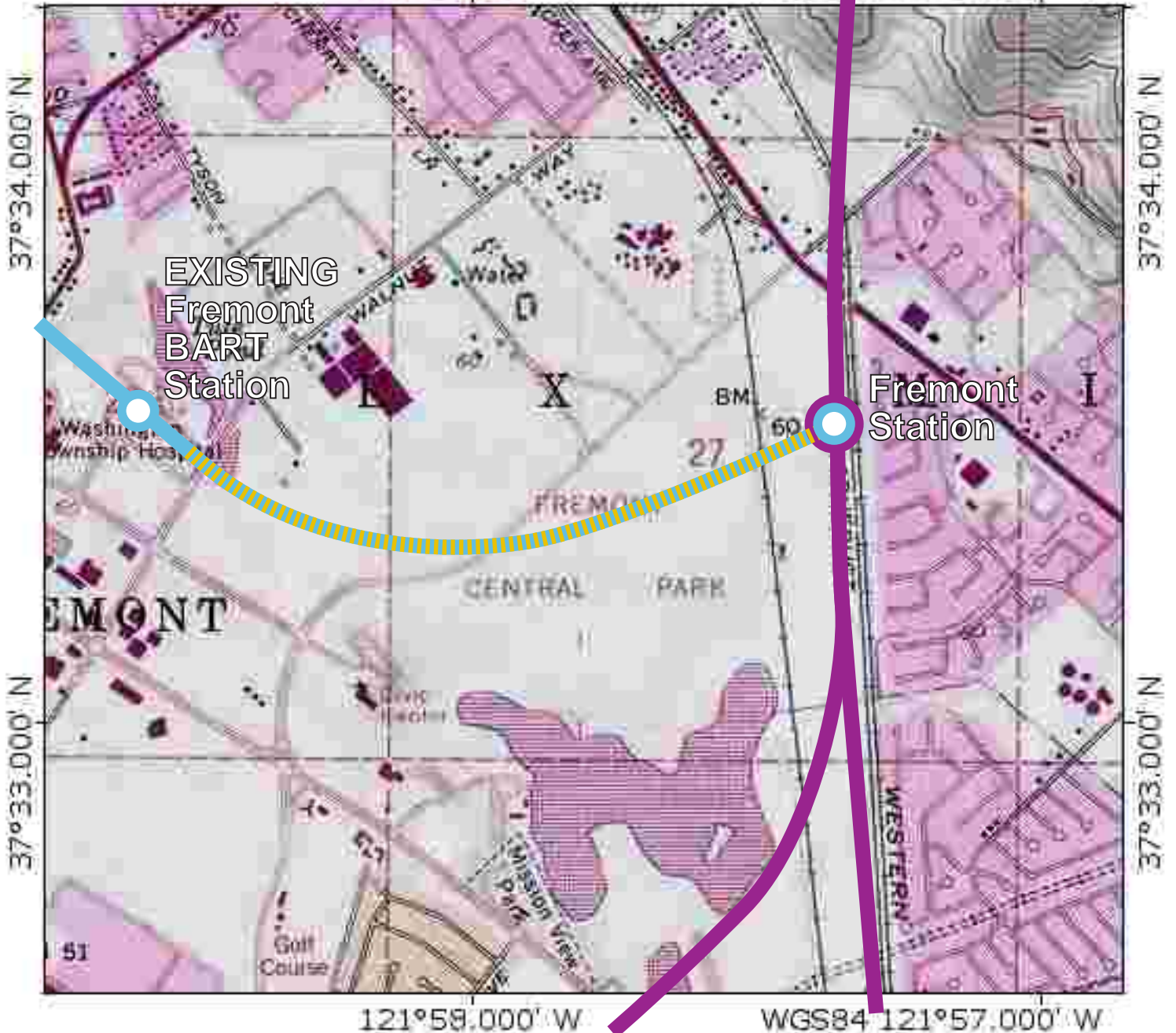
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Stations - Fremont

TOPOI map printed on 07/05/04 from "Untitled.tpo"

121°58.000' W

WGS84 121°57.000' W



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Stations - Livermore



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Stations - Vasco Road

TOPOI map printed on 07/05/04 from "Untitled.tpo"

121°44.000' W

WGS84 121°43.000' W



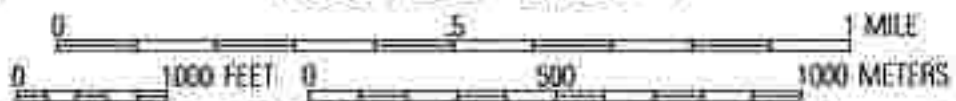
Vasco
Station

P: 500 Spaces

121°44.000' W

WGS84 121°43.000' W

TN * MN
15°



Map created with TOPOI © 2003 National Geographic (www.nationalgeographic.com/topo)

Bay Area High Speed Rail Service TRANSDEF / RAFT 2004 RTP

Fares

Fares and peak schedules are roughly based on the CHSRA's *Independent Ridership and Passenger Revenue Projections for High Speed Rail Alternatives in California*.

"Fares were calculated based on a \$5.00 boarding charge plus 6.2 cents per mile (\$0.04/km) traveled."

It is assumed that the subsidy to pass holders would be paid for with the existing subsidies to the ACE train, which will be discontinued.

Using Monthly Pass:

per ride (one way)	
Within any Zone:	\$3.00
Two Adjacent Zones:	\$5.00
Any Three Zones:	\$7.00
Any Four Zones:	\$11.00

Single Ride:

per ride (one way)	
Within any Zone:	\$6.00
Two Adjacent Zones:	\$9.00
Any Three Zones:	\$12.00
Any Four Zones:	\$17.00

