Appendix A

Station Area and Airport Area Graphics

Legend:

- Station Area
- High Speed Train Lines
- Analysis Cordon Line

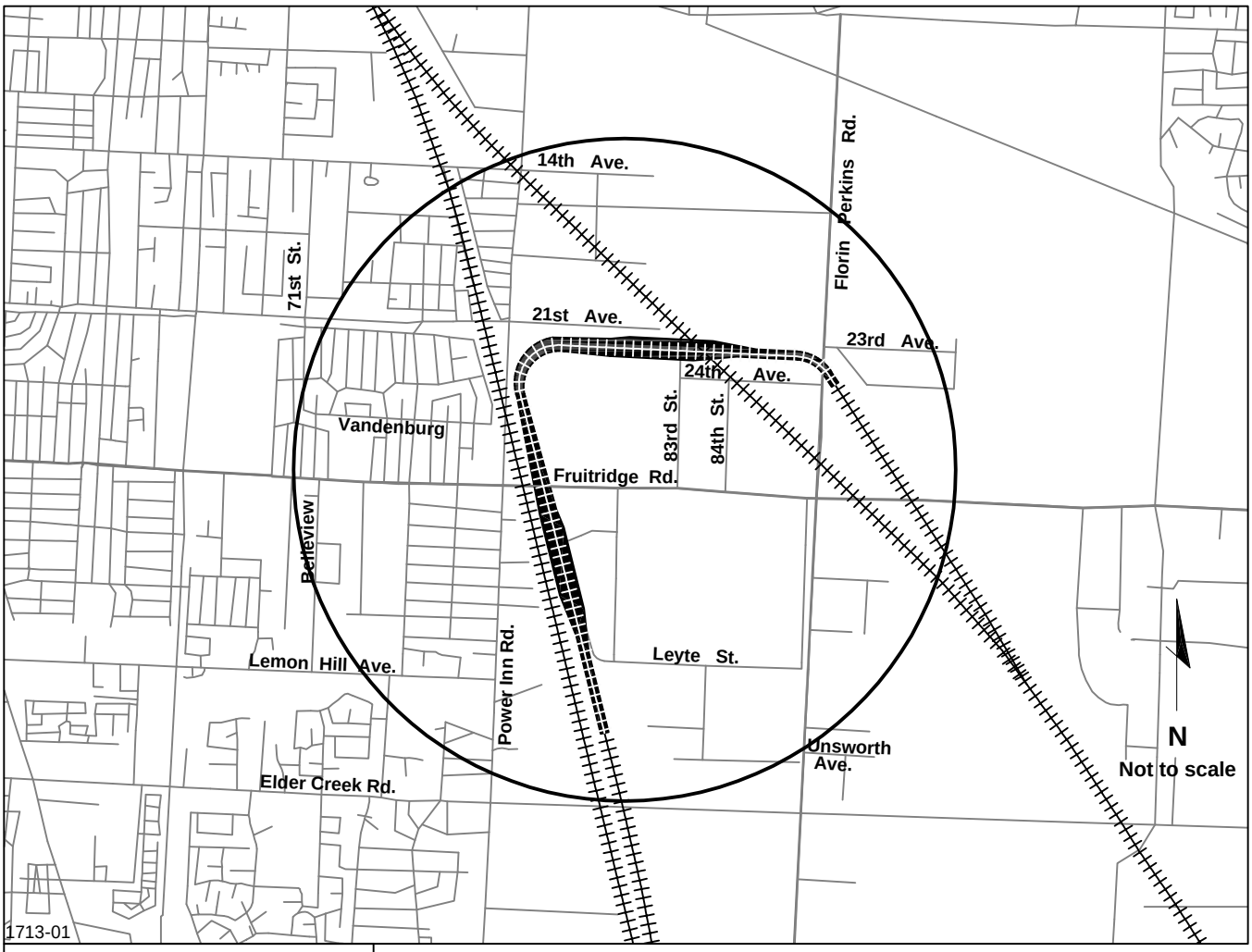
BOARDING PASSENGERS PERSON TRIP GENERATION					
Rail	Bus/ Shuttle	Taxi	Auto-Self Park	Auto Drop-Off	Ped
148	295	221	221	443	148

PEAK HOUR VEHICULAR TRIP GENERATION				
Inbound plus Outbound				
Bus/ Shuttle	Taxi	Auto-Self Park	Auto Drop-Off	TOTAL
42	178	232	932	1,384

CORDON ANALYSIS SUMMARY				
Scenario	Peak Hour Traffic	Capacity	Volume/ Capacity	Level of Service
EXISTING 2002**	46,154	72,200	0.61	B
2020 BASELINE	62,340	72,200	0.86	D
2020 WITH HIGH SPEED TRAIN	63,724	72,200	0.88	D
**EXISTING TRANSIT ROUTES SERVING AREA = 29				

FIGURE A-1 **SACRAMENTO INTERMODAL AMTRAK STATION**

April 2003



Legend:

- STATION AREA
- HIGH-SPEED TRAIN LINES
- ANALYSIS CORDON LINE

BOARDING PASSENGERS PERSON TRIP GENERATION					
Rail	Bus/ Shuttle	Taxi	Auto-Self Park	Auto Drop-Off	Ped
0	443	221	369	443	0

PEAK HOUR VEHICULAR TRIP GENERATION				
Inbound plus Outbound				
Bus/ Shuttle	Taxi	Auto-Self Park	Auto Drop-Off	TOTAL
64	178	388	932	1,560

CORDON ANALYSIS SUMMARY				
Scenario	Peak Hour Traffic	Capacity	Volume/ Capacity	Level of Service
EXISTING 2002**	17,116	20,800	0.79	C
2020 BASELINE	23,160	29,200	0.79	C
2020 WITH HIGH-SPEED TRAIN	24,720	29,200	0.85	D
**EXISTING TRANSIT ROUTES SERVING AREA = 2				

FIGURE A-2 **SACRAMENTO POWER INN ROAD**

April 2003

Legend:

- STATION AREA
- HIGH-SPEED TRAIN LINES
- ANALYSIS CORDON LINE

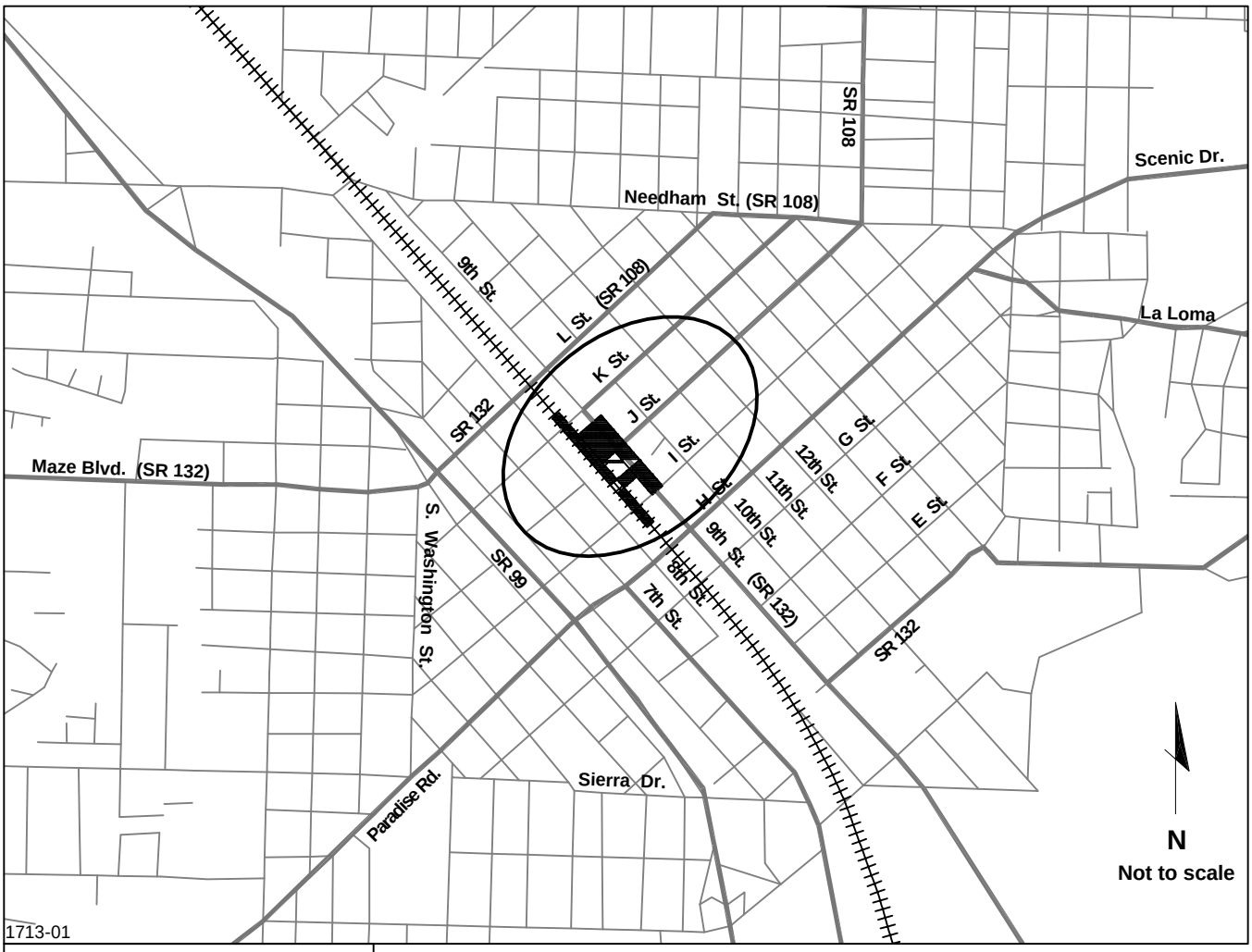
BOARDING PASSENGERS PERSON TRIP GENERATION					
Rail	Bus/ Shuttle	Taxi	Auto-Self Park	Auto Drop-Off	Ped
9	28	19	66	56	9

PEAK HOUR VEHICULAR TRIP GENERATION				
Inbound plus Outbound				
Bus/ Shuttle	Taxi	Auto-Self Park	Auto Drop-Off	TOTAL
4	16	70	118	208

CORDON ANALYSIS SUMMARY				
Scenario	Peak Hour Traffic	Capacity	Volume/ Capacity	Level of Service
EXISTING 2002**	35,238	73,300	0.46	A
2020 BASELINE	45,040	73,300	0.61	B
2020 WITH HIGH-SPEED TRAIN	45,248	73,300	0.62	B
**EXISTING TRANSIT ROUTES SERVING AREA = 8				

FIGURE A-3 **STOCKTON - DOWNTOWN**

April 2003



Legend:

- STATION AREA
- HIGH-SPEED TRAIN LINES
- ANALYSIS CORDON LINE

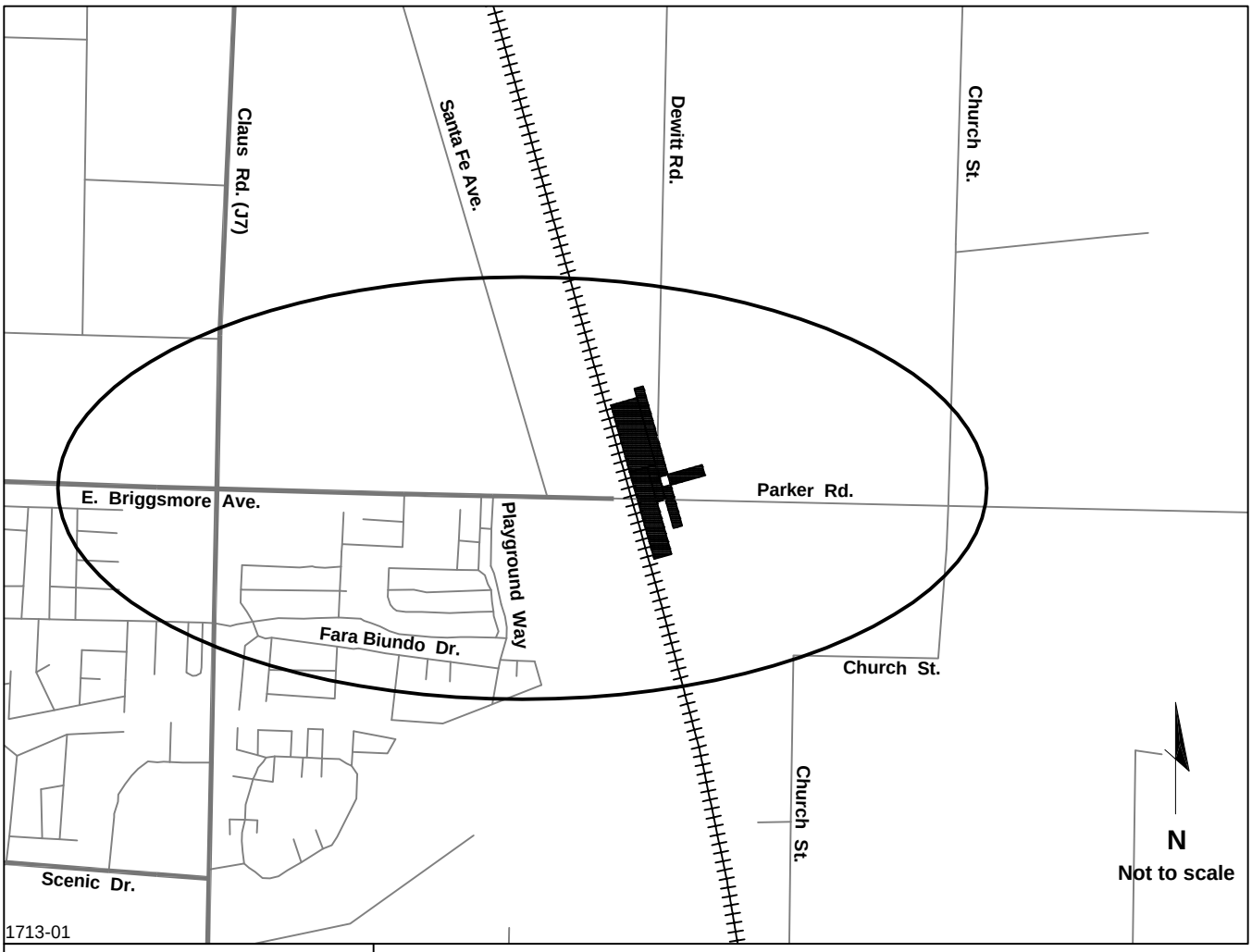
BOARDING PASSENGERS PERSON TRIP GENERATION					
Rail	Bus/ Shuttle	Taxi	Auto-Self Park	Auto Drop-Off	Ped
8	25	17	59	51	8

PEAK HOUR VEHICULAR TRIP GENERATION				
Inbound plus Outbound				
Bus/ Shuttle	Taxi	Auto-Self Park	Auto Drop-Off	TOTAL
4	14	62	106	186

CORDON ANALYSIS SUMMARY				
Scenario	Peak Hour Traffic	Capacity	Volume/ Capacity	Level of Service
EXISTING 2002**	12,409	25,000	0.48	A
2020 BASELINE	16,340	25,000	0.65	B
2020 WITH HIGH-SPEED TRAIN	16,526	25,000	0.66	B
**EXISTING TRANSIT ROUTES SERVING AREA = 16				

FIGURE A-4 **MODESTO DOWNTOWN**

April 2003



Legend:

- STATION AREA
- HIGH-SPEED TRAIN LINES
- ANALYSIS CORDON LINE

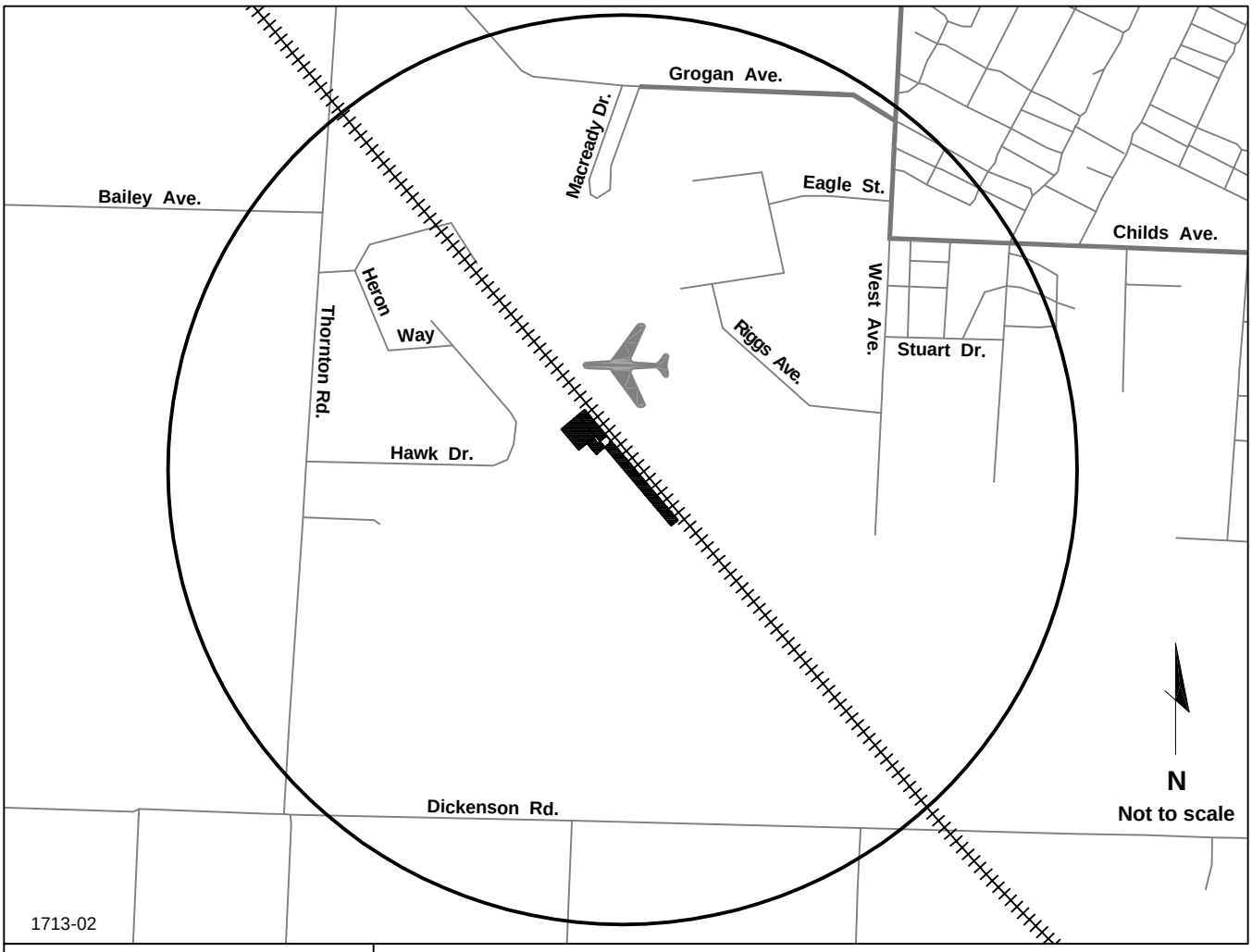
BOARDING PASSENGERS PERSON TRIP GENERATION					
Rail	Bus/ Shuttle	Taxi	Auto-Self Park	Auto Drop-Off	Ped
0	34	17	67	51	0

PEAK HOUR VEHICULAR TRIP GENERATION				
Inbound plus Outbound				
Bus/ Shuttle	Taxi	Auto-Self Park	Auto Drop-Off	TOTAL
4	14	70	106	196

CORDON ANALYSIS SUMMARY				
Scenario	Peak Hour Traffic	Capacity	Volume/ Capacity	Level of Service
EXISTING 2002**	7,032	12,700	0.50	A
2020 BASELINE	13,660	21,300	0.64	B
2020 WITH HIGH-SPEED TRAIN	13,856	21,300	0.65	B
**EXISTING TRANSIT ROUTES SERVING AREA = 2				

FIGURE A-5 **MODESTO BRIGGSMORE**

April 2003



Legend:

- STATION AREA
- HIGH-SPEED TRAIN LINES
- AIRPORT
- ANALYSIS CORDON LINE

BOARDING PASSENGERS PERSON TRIP GENERATION					
Rail	Bus/ Shuttle	Taxi	Auto-Self Park	Auto Drop-Off	Ped
0	8	3	26	15	0

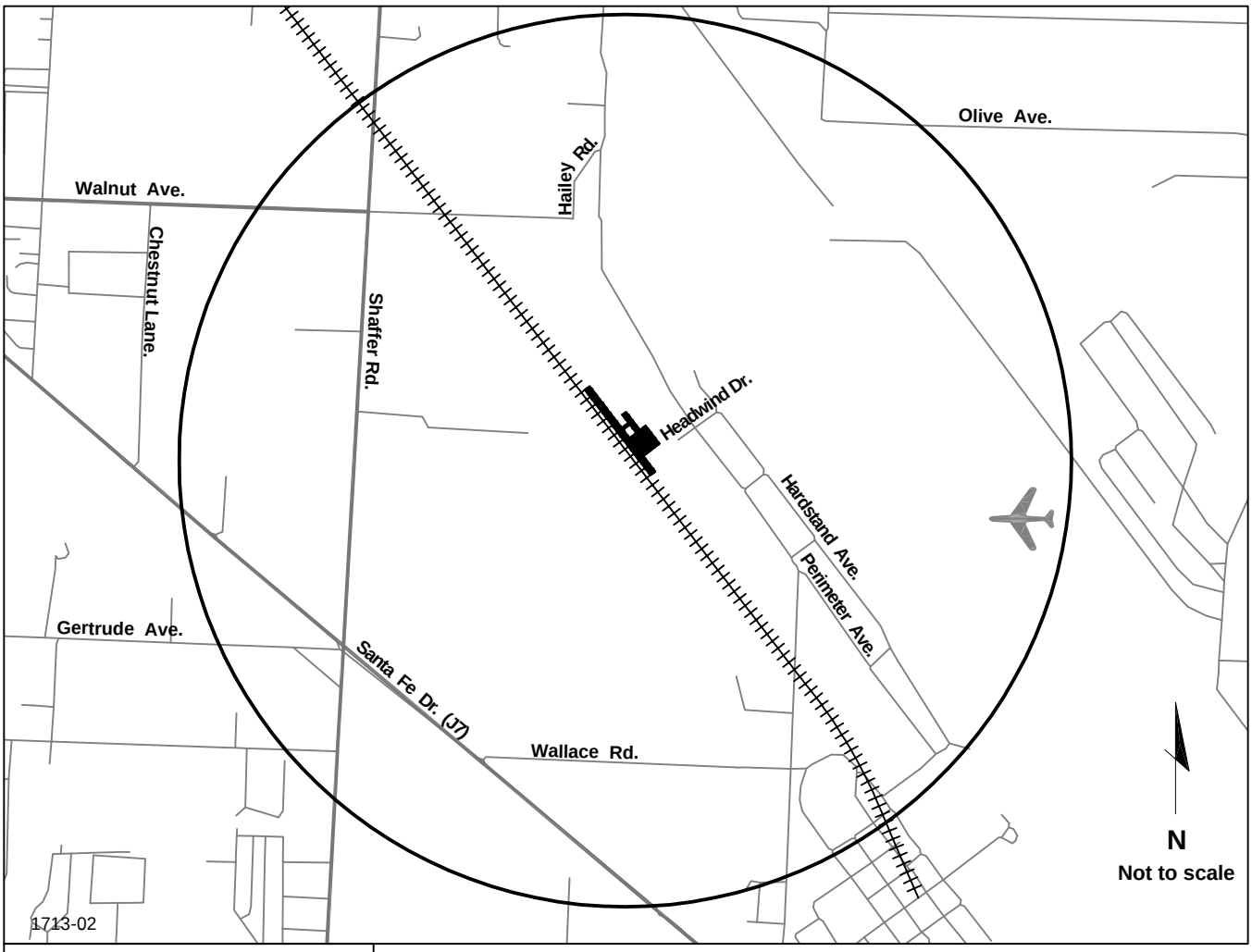
PEAK HOUR VEHICULAR TRIP GENERATION				
Inbound plus Outbound				
Bus/ Shuttle	Taxi	Auto-Self Park	Auto Drop-Off	TOTAL
2	2	28	32	62

CORDON ANALYSIS SUMMARY				
Scenario	Peak Hour Traffic	Capacity	Volume/ Capacity	Level of Service
EXISTING 2002**	1,253	5,500	0.21	A
2020 BASELINE	2,010	5,500	0.37	A
2020 WITH HIGH-SPEED TRAIN	2,072	5,500	0.38	A
**EXISTING TRANSIT ROUTES SERVING AREA = 3				

FIGURE A-6

MERCED MUNICIPAL AIRPORT

April 2003



Legend:

- STATION AREA
- HIGH-SPEED TRAIN LINES
- AIRPORT
- ANALYSIS CORDON LINE

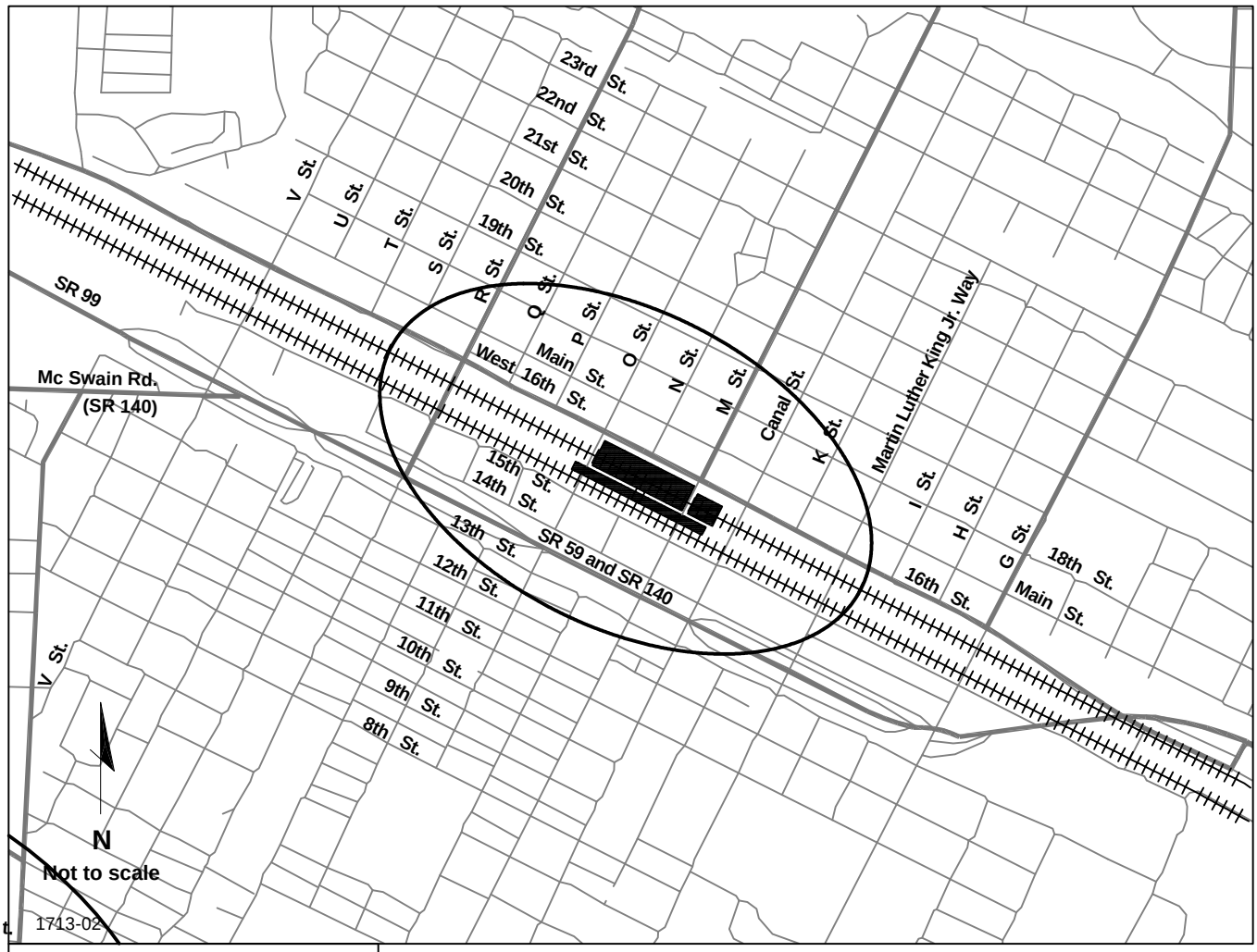
BOARDING PASSENGERS PERSON TRIP GENERATION					
Rail	Bus/ Shuttle	Taxi	Auto-Self Park	Auto Drop-Off	Ped
0	8	3	26	15	0

PEAK HOUR VEHICULAR TRIP GENERATION				
Inbound plus Outbound				
Bus/ Shuttle	Taxi	Auto-Self Park	Auto Drop-Off	TOTAL
2	2	28	32	62

CORDON ANALYSIS SUMMARY				
Scenario	Peak Hour Traffic	Capacity	Volume/ Capacity	Level of Service
EXISTING 2002**	6,069	14,800	0.40	A
2020 BASELINE	7,808	14,800	0.53	A
2020 WITH HIGH-SPEED TRAIN	7,870	14,800	0.53	A
**EXISTING TRANSIT ROUTES SERVING AREA = 3				

FIGURE A-7 **MERCED CASTLE AIR FORCE BASE**

April 2003



Legend:

- STATION AREA
- HIGH-SPEED TRAIN LINES
- ANALYSIS CORDON LINE

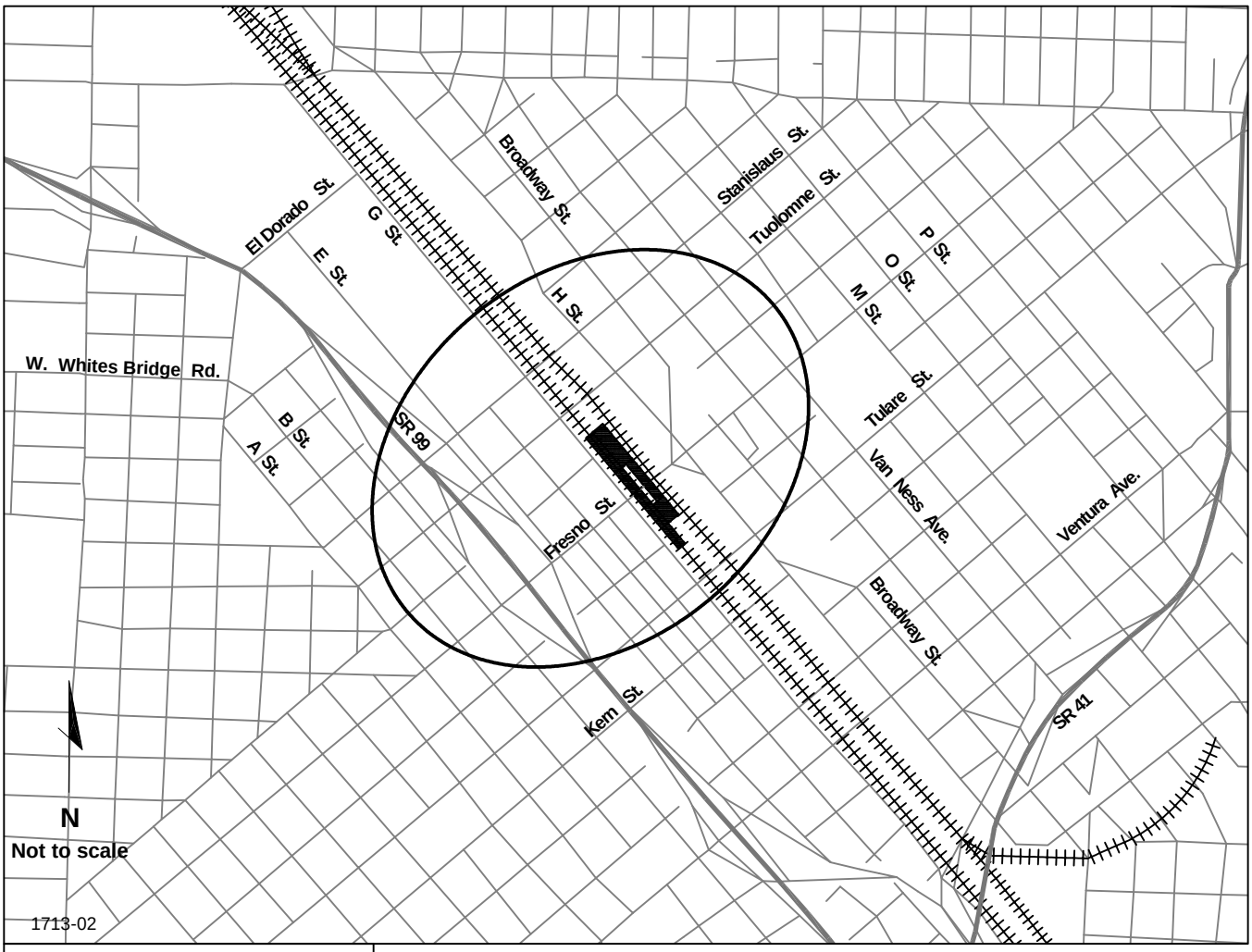
BOARDING PASSENGERS PERSON TRIP GENERATION					
Rail	Bus/ Shuttle	Taxi	Auto-Self Park	Auto Drop-Off	Ped
3	8	5	18	15	3

PEAK HOUR VEHICULAR TRIP GENERATION				
Inbound plus Outbound				
Bus/ Shuttle	Taxi	Auto-Self Park	Auto Drop-Off	TOTAL
2	4	18	32	56

CORDON ANALYSIS SUMMARY				
Scenario	Peak Hour Traffic	Capacity	Volume/ Capacity	Level of Service
EXISTING 2002**	29,446	34,000	0.85	D
2020 BASELINE	32,848	34,000	0.97	E
2020 WITH HIGH-SPEED TRAIN	32,904	34,000	0.97	E
**EXISTING TRANSIT ROUTES SERVING AREA = 8				

FIGURE A-8 **MERCED DOWNTOWN**

April 2003



Legend:

STATION AREA

HIGH-SPEED TRAIN LINES

ANALYSIS CORDON LINE

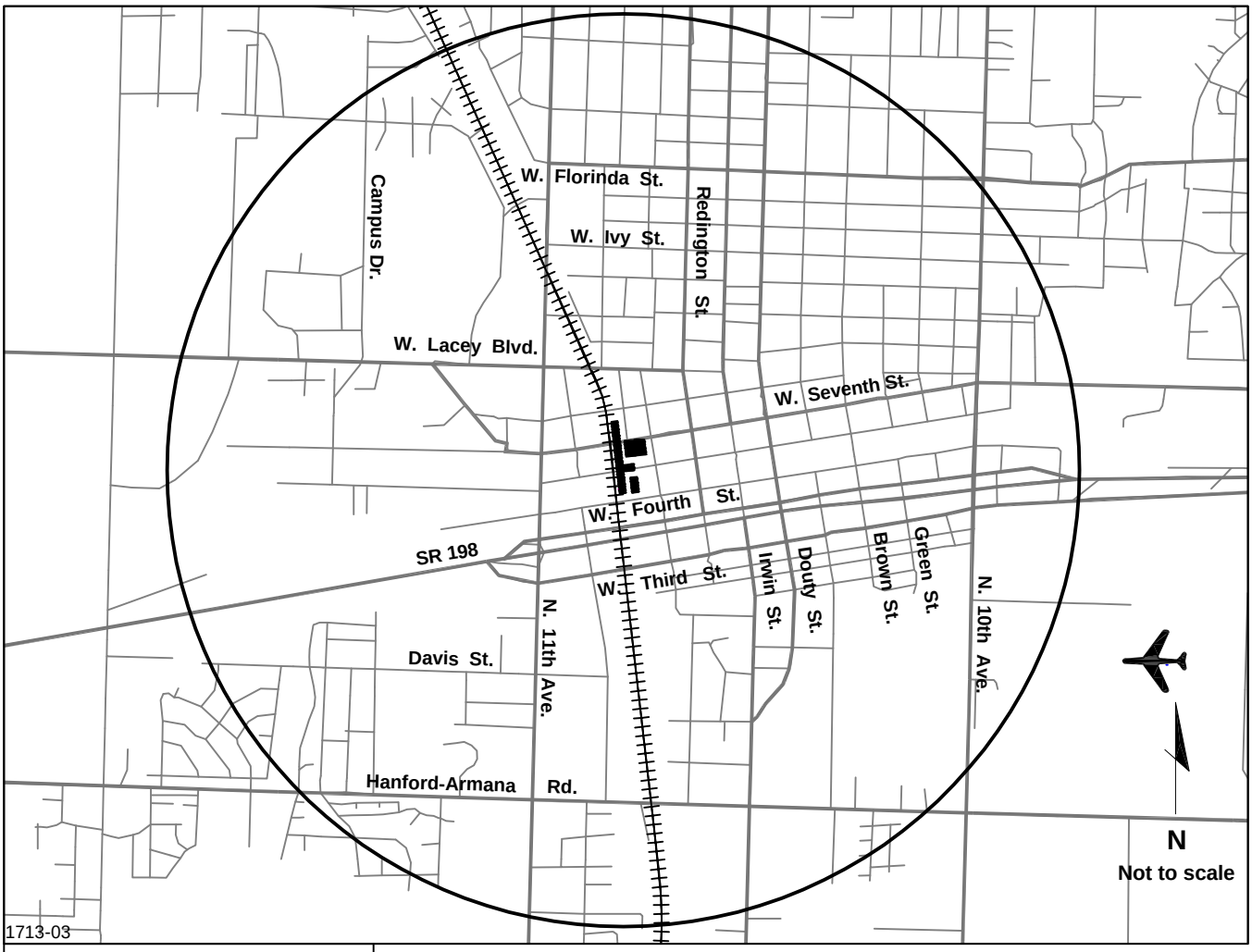
BOARDING PASSENGERS PERSON TRIP GENERATION					
Rail	Bus/ Shuttle	Taxi	Auto-Self Park	Auto Drop-Off	Ped
18	53	35	124	106	18

PEAK HOUR VEHICULAR TRIP GENERATION				
Inbound plus Outbound				
Bus/ Shuttle	Taxi	Auto-Self Park	Auto Drop-Off	TOTAL
8	28	130	224	390

CORDON ANALYSIS SUMMARY				
Scenario	Peak Hour Traffic	Capacity	Volume/ Capacity	Level of Service
EXISTING 2002**	26,077	68,200	0.35	A
2020 BASELINE	37,055	68,200	0.54	A
2020 WITH HIGH-SPEED TRAIN	37,445	68,200	0.55	A
**EXISTING TRANSIT ROUTES SERVING AREA = 8				

FIGURE A-9 **FRESNO - DOWNTOWN**

April 2003



Legend:

- STATION AREA
- HIGH-SPEED TRAIN LINES
- ANALYSIS CORDON LINE

BOARDING PASSENGERS PERSON TRIP GENERATION					
Rail	Bus/ Shuttle	Taxi	Auto-Self Park	Auto Drop-Off	Ped
0	2	1	8	5	1

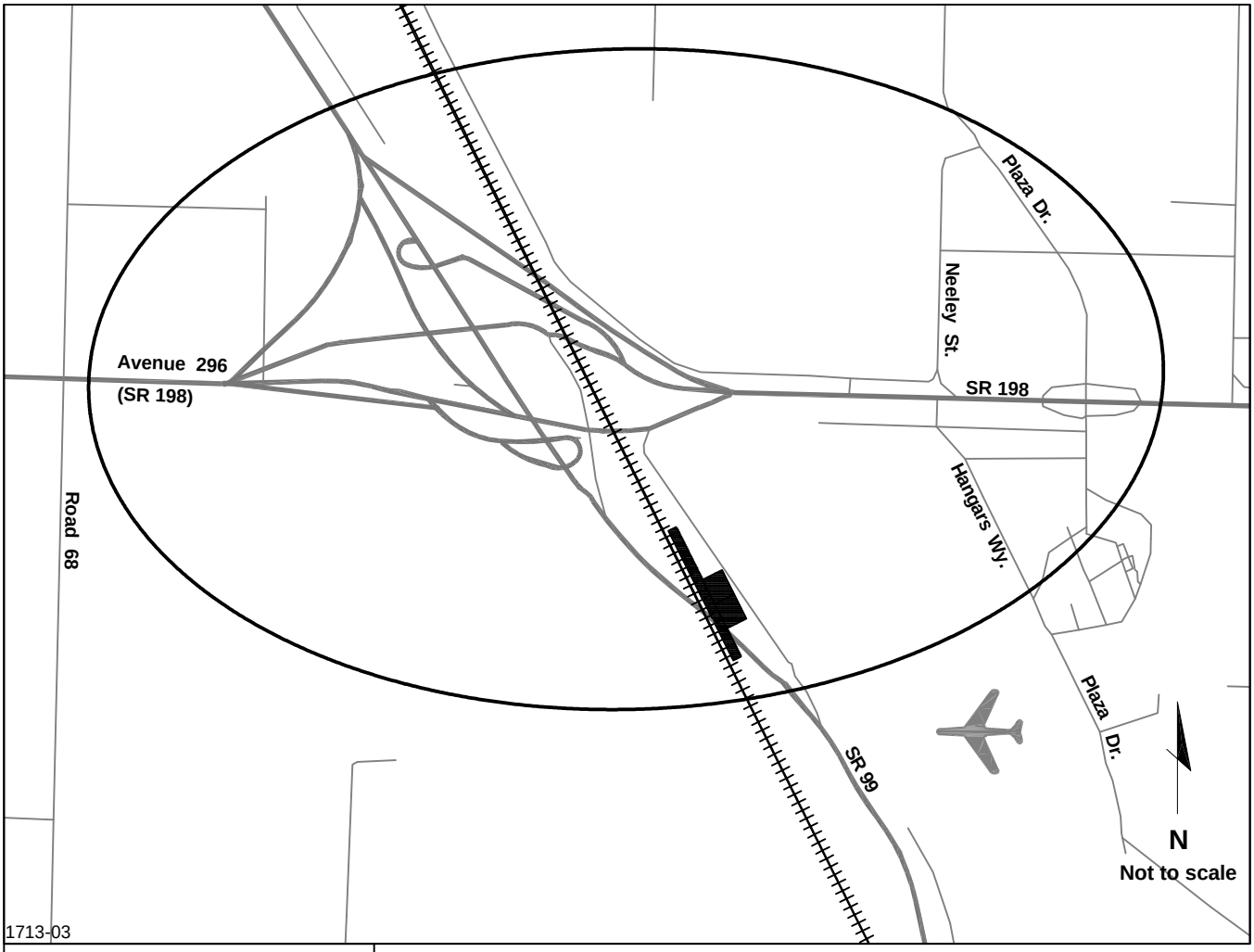
PEAK HOUR VEHICULAR TRIP GENERATION				
Inbound plus Outbound				
Bus/ Shuttle	Taxi	Auto-Self Park	Auto Drop-Off	TOTAL
0	0	8	10	18

CORDON ANALYSIS SUMMARY				
Scenario	Peak Hour Traffic	Capacity	Volume/ Capacity	Level of Service
EXISTING 2002**	13,965	30,400	0.41	A
2020 BASELINE	19,199	30,400	0.63	B
2020 WITH HIGH-SPEED TRAIN	19,217	30,400	0.63	B
**EXISTING TRANSIT ROUTES SERVING AREA = 5				

FIGURE A-10

HANFORD

April 2003



Legend:
- STATION AREA
- HIGH-SPEED TRAIN LINES
- AIRPORT
- ANALYSIS CORDON LINE

BOARDING PASSENGERS PERSON TRIP GENERATION					
Rail	Bus/ Shuttle	Taxi	Auto-Self Park	Auto Drop-Off	Ped
0	2	1	8	5	1

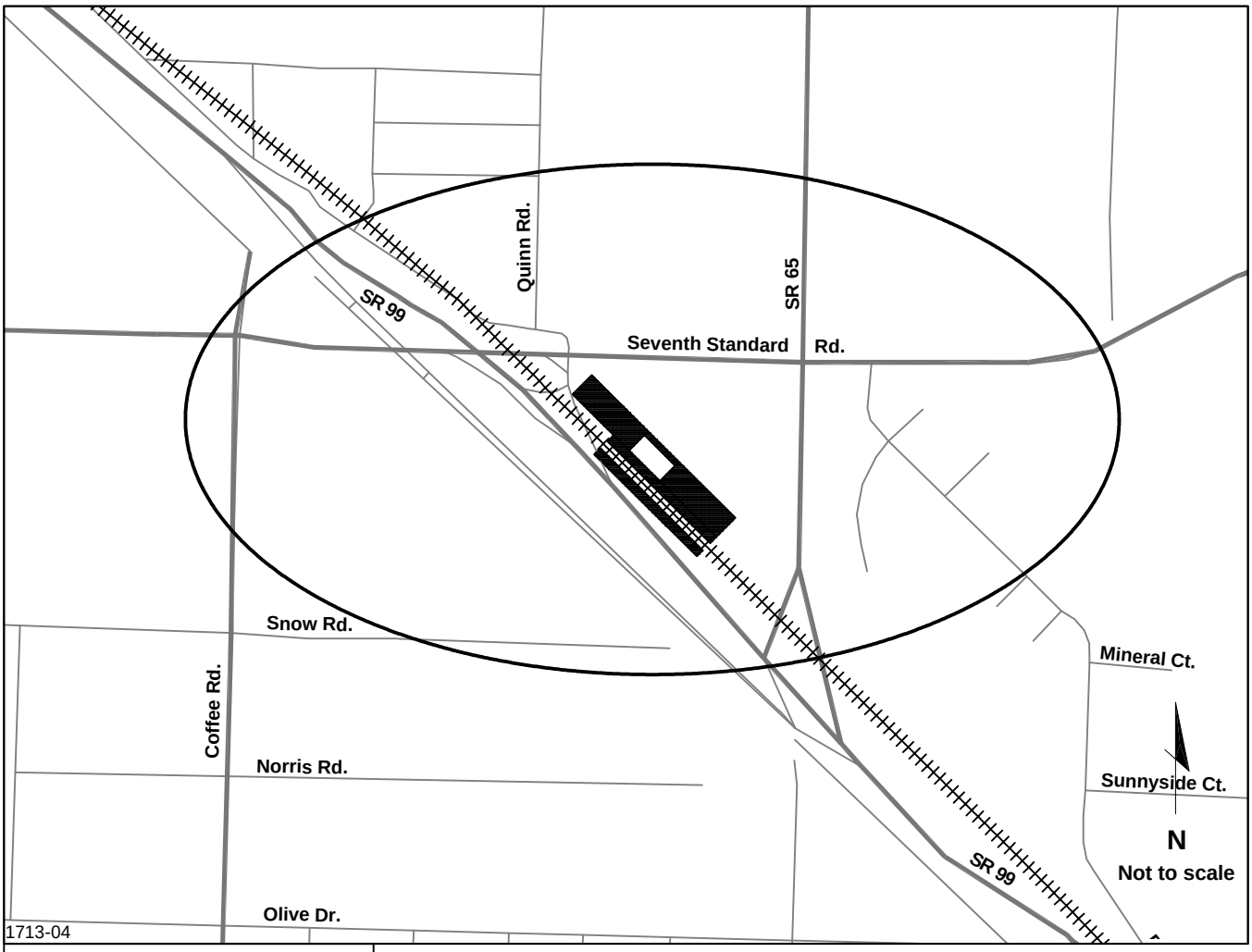
PEAK HOUR VEHICULAR TRIP GENERATION				
Inbound plus Outbound				
Bus/ Shuttle	Taxi	Auto-Self Park	Auto Drop-Off	TOTAL
0	0	8	10	18

CORDON ANALYSIS SUMMARY				
Scenario	Peak Hour Traffic	Capacity	Volume/ Capacity	Level of Service
EXISTING 2002**	13,924	32,200	0.38	A
2020 BASELINE	29,630	46,400	0.64	B
2020 WITH HIGH-SPEED TRAIN	29,648	46,400	0.64	B
**EXISTING TRANSIT ROUTES SERVING AREA = 2				

FIGURE A-11

VISALIA

April 2003



Legend:

STATION AREA

HIGH-SPEED TRAIN LINES

ANALYSIS CORDON LINE

BOARDING PASSENGERS PERSON TRIP GENERATION					
Rail	Bus/ Shuttle	Taxi	Auto-Self Park	Auto Drop-Off	Ped
0	75	37	150	112	0

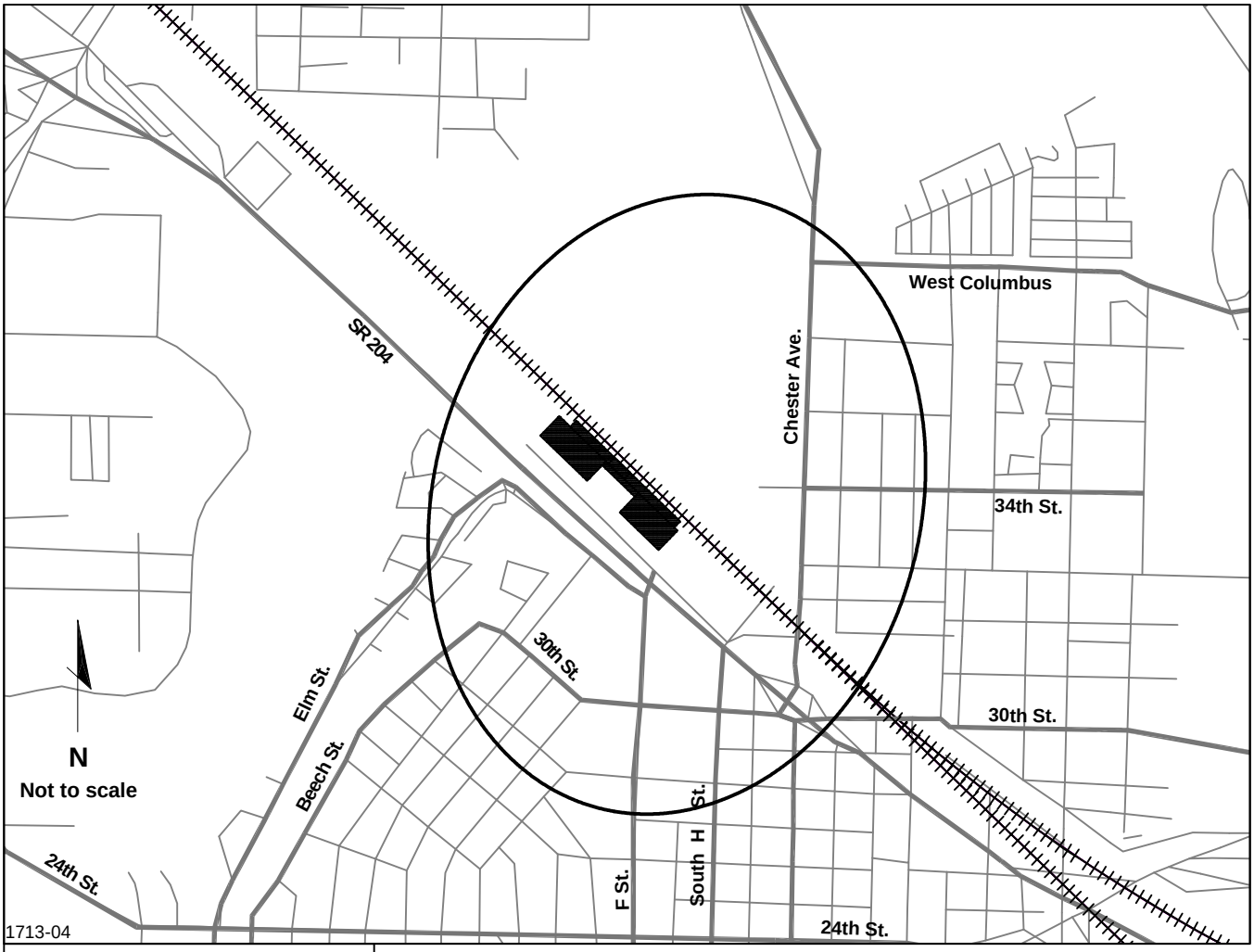
PEAK HOUR VEHICULAR TRIP GENERATION				
Inbound plus Outbound				
Bus/ Shuttle	Taxi	Auto-Self Park	Auto Drop-Off	TOTAL
10	30	158	236	434

CORDON ANALYSIS SUMMARY				
Scenario	Peak Hour Traffic	Capacity	Volume/ Capacity	Level of Service
EXISTING 2002**	17,965	31,160	0.58	A
2020 BASELINE	34,070	40,660	0.84	D
2020 WITH HIGH-SPEED TRAIN	34,504	40,660	0.85	D
**EXISTING TRANSIT ROUTES SERVING AREA = 4				

FIGURE A-12

BAKERSFIELD - AIRPORT

April 2003



Legend:

STATION AREA

HIGH-SPEED TRAIN LINES

ANALYSIS CORDON LINE

BOARDING PASSENGERS PERSON TRIP GENERATION					
Rail	Bus/ Shuttle	Taxi	Auto-Self Park	Auto Drop-Off	Ped
19	56	37	131	112	19

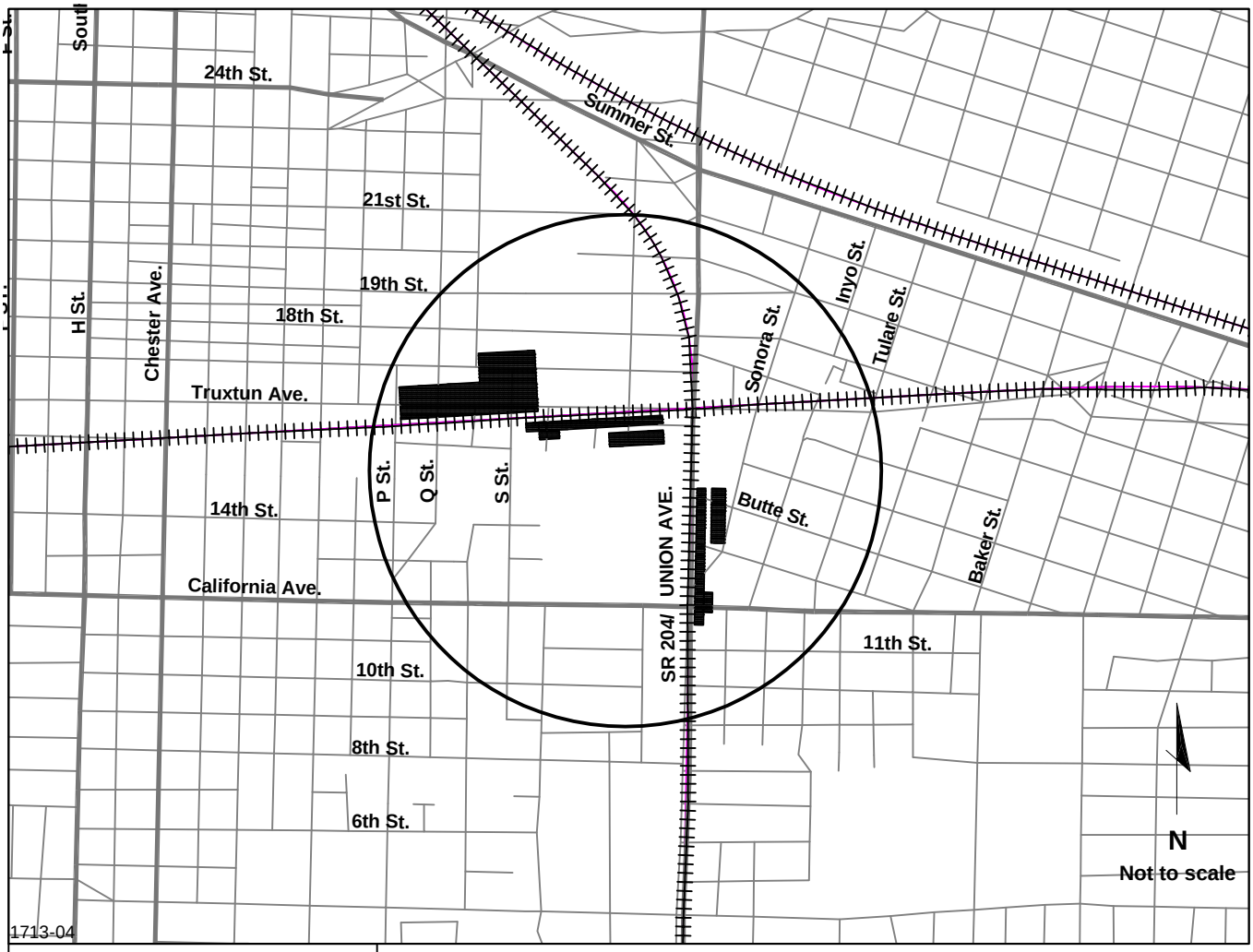
PEAK HOUR VEHICULAR TRIP GENERATION				
Inbound plus Outbound				
Bus/ Shuttle	Taxi	Auto-Self Park	Auto Drop-Off	TOTAL
8	30	138	236	412

CORDON ANALYSIS SUMMARY				
Scenario	Peak Hour Traffic	Capacity	Volume/ Capacity	Level of Service
EXISTING 2002**	13,191	23,680	0.56	A
2020 BASELINE	25,830	28,140	0.92	E
2020 WITH HIGH-SPEED TRAIN	26,242	28,140	0.93	E
**EXISTING TRANSIT ROUTES SERVING AREA = 10				

FIGURE A-13

BAKERSFIELD - GOLDEN STATE - DOWNTOWN

April 2003



Legend:

- STATION AREA
- HIGH-SPEED TRAIN LINES
- ANALYSIS CORDON LINE

BOARDING PASSENGERS PERSON TRIP GENERATION					
Rail	Bus/ Shuttle	Taxi	Auto-Self Park	Auto Drop-Off	Ped
19	56	37	131	112	19

PEAK HOUR VEHICULAR TRIP GENERATION				
Inbound plus Outbound				
Bus/ Shuttle	Taxi	Auto-Self Park	Auto Drop-Off	TOTAL
8	30	138	236	412

CORDON ANALYSIS SUMMARY				
Scenario	Peak Hour Traffic	Capacity	Volume/ Capacity	Level of Service
EXISTING 2002**	13,765	34,000	0.40	A
2020 BASELINE	22,610	34,000	0.67	B
2020 WITH HIGH-SPEED TRAIN	23,022	34,000	0.68	B
**EXISTING TRANSIT ROUTES SERVING AREA = 4				

FIGURE A-14

BAKERSFIELD - TRUXTUN - DOWNTOWN

April 2003

Legend:

AIRPORT

BOARDING PASSENGERS PERSON TRIP GENERATION					
Rail	Bus/ Shuttle	Taxi	Auto-Self Park	Auto Drop-Off	Ped
6	11	8	14	17	0

PEAK HOUR VEHICULAR TRIP GENERATION				
Inbound plus Outbound				
Bus/ Shuttle	Taxi	Auto-Self Park	Auto Drop-Off	TOTAL
2	6	14	36	58

CORDON ANALYSIS SUMMARY				
Scenario	Peak Hour Traffic	Capacity	Volume/ Capacity	Level of Service
EXISTING 2002**	2,389	3,600	0.66	B
2020 BASELINE	3,180	3,600	0.88	D
2020 WITH HIGH-SPEED TRAIN	2,272	3,600	0.63	B
2020 WITH MODAL ALTERNATIVE	3,238	3,600	0.90	D
**EXISTING TRANSIT ROUTES SERVING AREA = 1				

FIGURE A-15 **SACRAMENTO INTERNATIONAL AIRPORT (SMF)**

Legend:

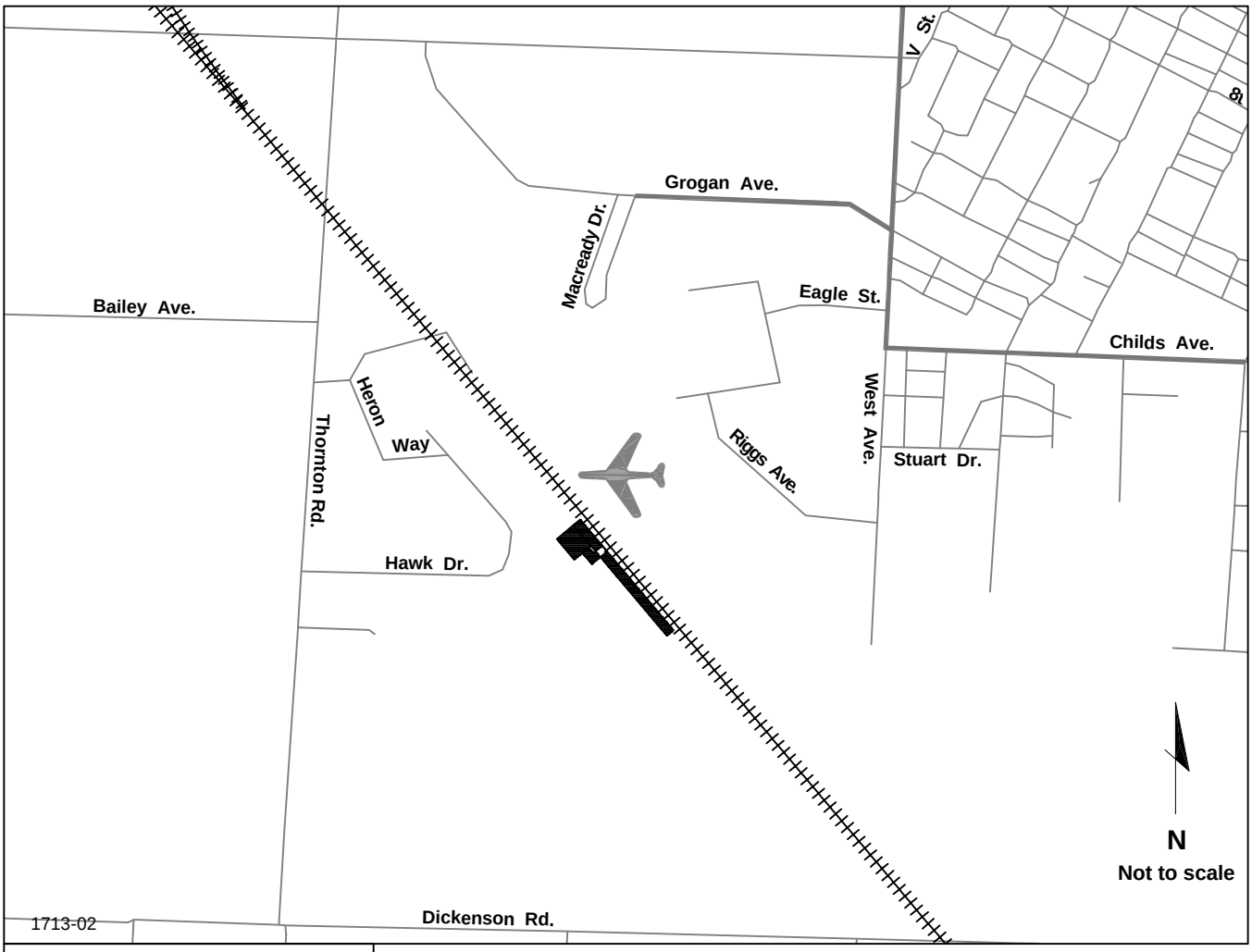
AIRPORT

BOARDING PASSENGERS PERSON TRIP GENERATION					
Rail	Bus/ Shuttle	Taxi	Auto-Self Park	Auto Drop-Off	Ped
0	1	1	3	2	0

PEAK HOUR VEHICULAR TRIP GENERATION				
Inbound plus Outbound				
Bus/ Shuttle	Taxi	Auto-Self Park	Auto Drop-Off	TOTAL
0	0	2	4	6

CORDON ANALYSIS SUMMARY				
Scenario	Peak Hour Traffic	Capacity	Volume/ Capacity	Level of Service
EXISTING 2002**	5,601	7,200	0.76	C
2020 BASELINE	6,573	7,200	0.91	E
2020 WITH HIGH-SPEED TRAIN	6,459	7,200	0.90	D
2020 WITH MODAL ALTERNATIVE	6,579	7,200	0.91	E
**EXISTING TRANSIT ROUTES SERVING AREA = 1				

FIGURE A-16 **MODESTO MUNICIPAL AIRPORT (MOD)**



Legend:

STATION AREA

HIGH-SPEED TRAIN LINES

AIRPORT

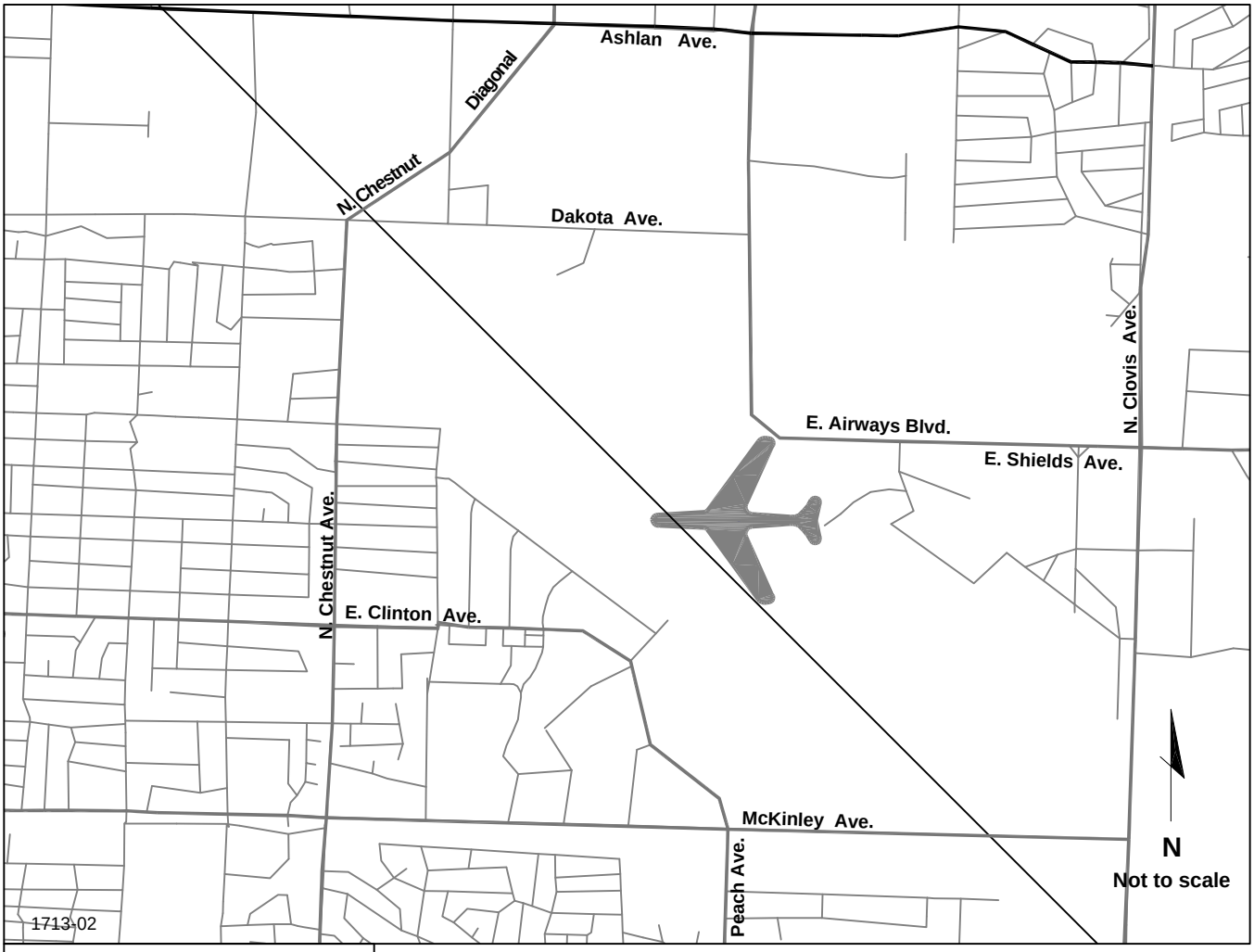
BOARDING PASSENGERS PERSON TRIP GENERATION					
Rail	Bus/ Shuttle	Taxi	Auto-Self Park	Auto Drop-Off	Ped
0	0	0	1	1	0

PEAK HOUR VEHICULAR TRIP GENERATION				
Inbound plus Outbound				
Bus/ Shuttle	Taxi	Auto-Self Park	Auto Drop-Off	TOTAL
0	0	2	2	4

CORDON ANALYSIS SUMMARY				
Scenario	Peak Hour Traffic	Capacity	Volume/ Capacity	Level of Service
EXISTING 2002**	255	2,000	0.11	A
2020 BASELINE	610	2,000	0.31	A
2020 WITH HIGH-SPEED TRAIN	572	2,000	0.29	A
2020 WITH MODAL ALTERNATIVE	614	2,000	0.31	A
**EXISTING TRANSIT ROUTES SERVING AREA = 0				

FIGURE A-17 **MERCED MUNICIPAL AIRPORT (MCE)**

April 2003



Legend:

AIRPORT

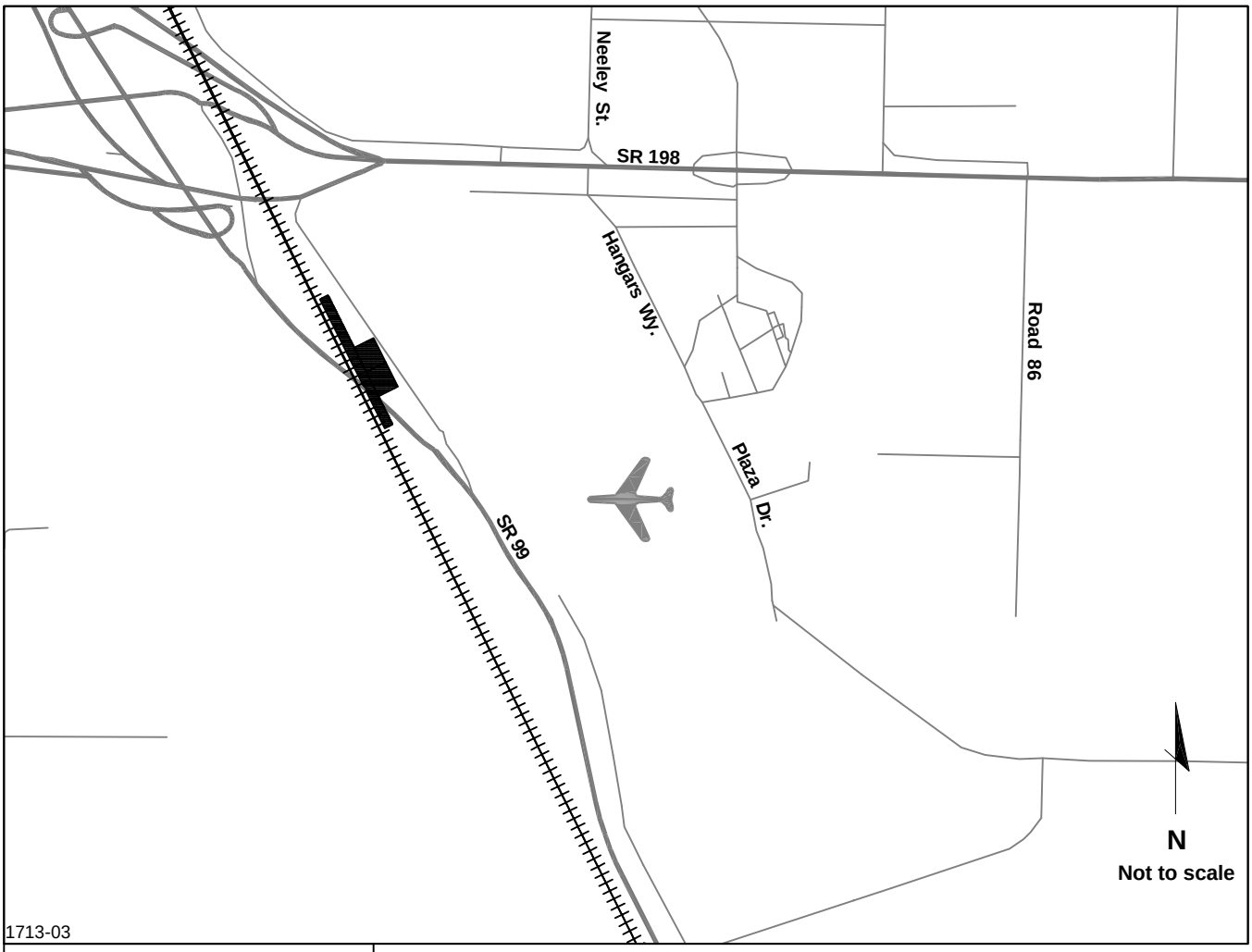
BOARDING PASSENGERS PERSON TRIP GENERATION					
Rail	Bus/ Shuttle	Taxi	Auto-Self Park	Auto Drop-Off	Ped
0	3	1	5	4	0

PEAK HOUR VEHICULAR TRIP GENERATION				
Inbound plus Outbound				
Bus/ Shuttle	Taxi	Auto-Self Park	Auto Drop-Off	TOTAL
0	2	6	8	16

CORDON ANALYSIS SUMMARY				
Scenario	Peak Hour Traffic	Capacity	Volume/ Capacity	Level of Service
EXISTING 2002**	1,244	6,000	0.17	A
2020 BASELINE	2,237	6,000	0.37	A
2020 WITH HIGH-SPEED TRAIN	1,995	6,000	0.33	A
2020 WITH MODAL ALTERNATIVE	2,253	6,000	0.38	A
**EXISTING TRANSIT ROUTES SERVING AREA = 2				

FIGURE A-18 **FRESNO YOSEMITE INTERNATIONAL AIRPORT (FYI)**

April 2003



Legend:

STATION AREA

HIGH-SPEED TRAIN LINES

AIRPORT

BOARDING PASSENGERS PERSON TRIP GENERATION					
Rail	Bus/ Shuttle	Taxi	Auto-Self Park	Auto Drop-Off	Ped
0	0	0	0	0	0

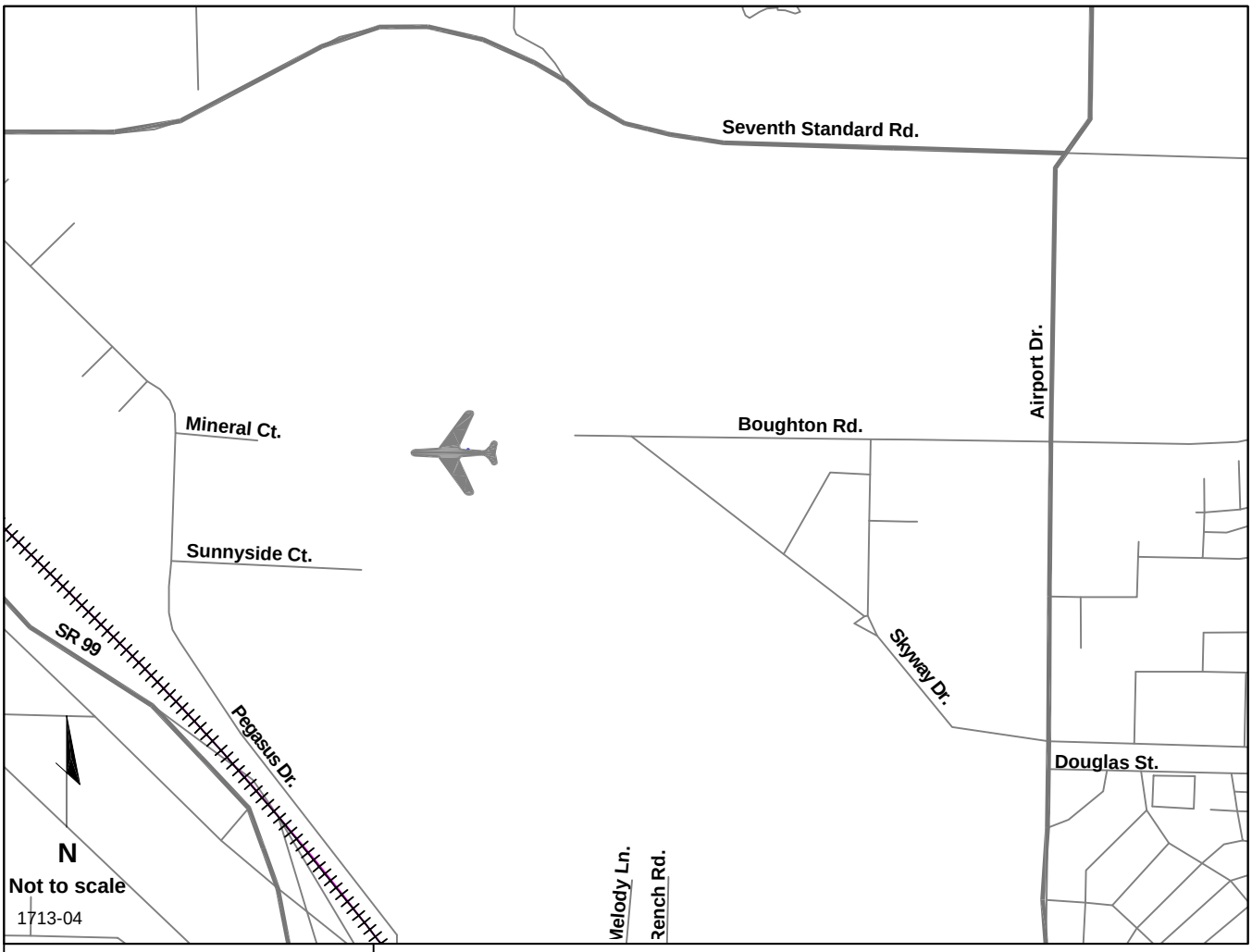
PEAK HOUR VEHICULAR TRIP GENERATION				
Inbound plus Outbound				
Bus/ Shuttle	Taxi	Auto-Self Park	Auto Drop-Off	TOTAL
0	0	0	2	2

CORDON ANALYSIS SUMMARY				
Scenario	Peak Hour Traffic	Capacity	Volume/ Capacity	Level of Service
EXISTING 2002**	6,778	16,500	0.36	A
2020 BASELINE	14,045	22,500	0.62	B
2020 WITH HIGH-SPEED TRAIN	14,033	22,500	0.62	B
2020 WITH MODAL ALTERNATIVE	14,047	22,500	0.62	B
**EXISTING TRANSIT ROUTES SERVING AREA = 0				

FIGURE A-19

VISALIA AIRPORT (VIS)

April 2003



Legend:

AIRPORT

HIGH-SPEED TRAIN LINES

BOARDING PASSENGERS PERSON TRIP GENERATION					
Rail	Bus/ Shuttle	Taxi	Auto-Self Park	Auto Drop-Off	Ped
0	3	1	6	4	0

PEAK HOUR VEHICULAR TRIP GENERATION				
Inbound plus Outbound				
Bus/ Shuttle	Taxi	Auto-Self Park	Auto Drop-Off	TOTAL
0	2	6	8	16

CORDON ANALYSIS SUMMARY				
Scenario	Peak Hour Traffic	Capacity	Volume/ Capacity	Level of Service
EXISTING 2002**	2,677	8,000	0.33	A
2020 BASELINE	8,680	8,000	1.09	F
2020 WITH HIGH-SPEED TRAIN	8,424	8,000	1.05	F
2020 WITH MODAL ALTERNATIVE	8,696	8,000	1.09	F
**EXISTING TRANSIT ROUTES SERVING AREA = 1				

FIGURE A-20

BAKERSFIELD AIRPORT (BLF)

April 2003