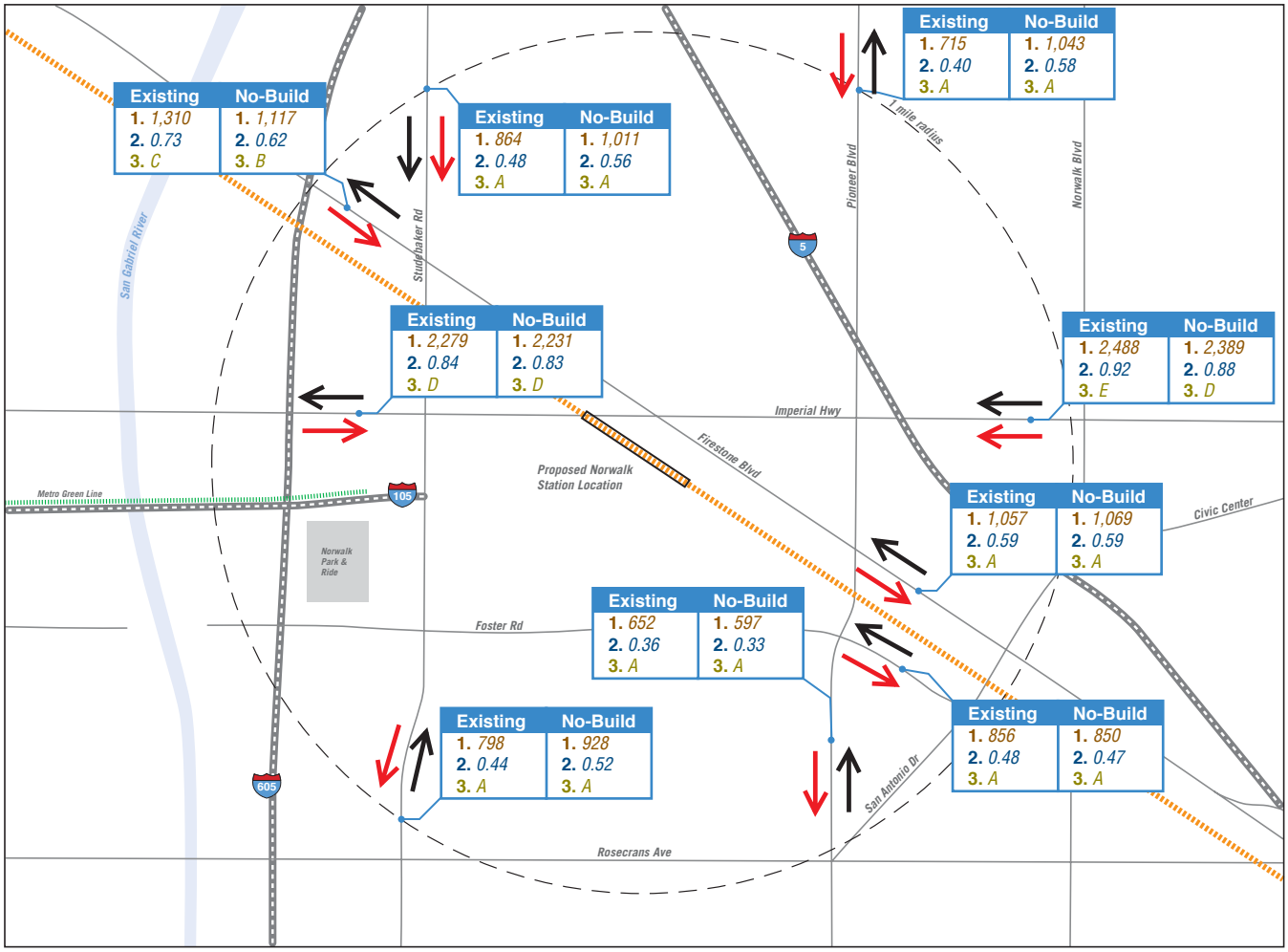
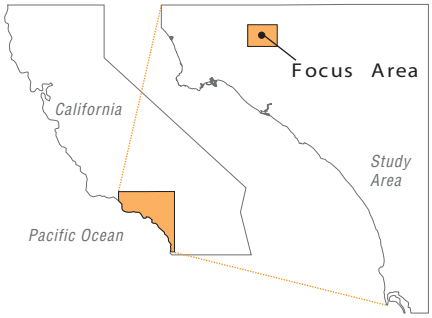


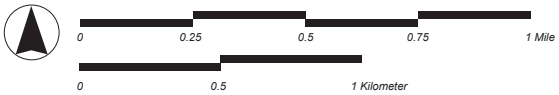
Baseline data provided by Southern California Association of Governments

May, 2003 *California High-Speed Train Program EIR/EIS*



Legend

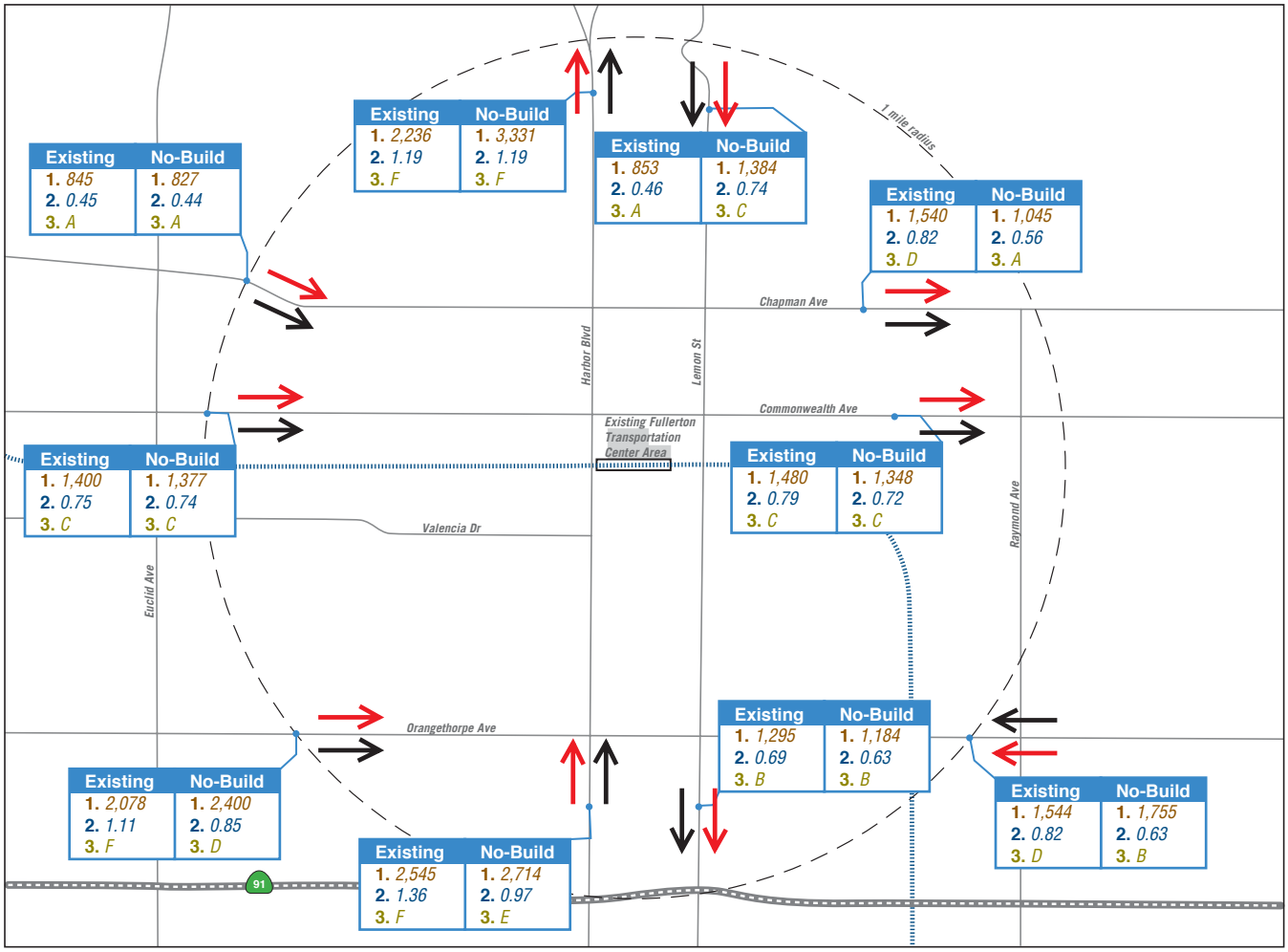
- DEDICATED HIGH SPEED TRAIN ALIGNMENT VIA UNION PACIFIC SANTA ANA BRANCH
- LACMTA METRO GREENLINE
- STATION PLATFORM AREA
- 1. *AM PEAK HOUR VOLUME BY DIRECTION*
- 2. *AM PEAK HOUR VOLUME TO CAPACITY RATIO BY DIRECTION*
- 3. *AM LEVEL OF SERVICE BY DIRECTION*
- *EXISTING PEAK TRAFFIC DIRECTION*
- *2020 PEAK TRAFFIC DIRECTION*



Year 2020 No-Project

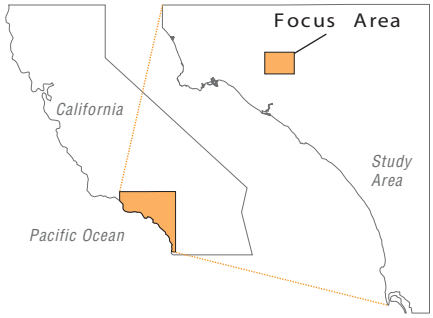
Peak Hour Automobile Trip Distribution - NORWALK (U.P.)

Figure 4.1-5



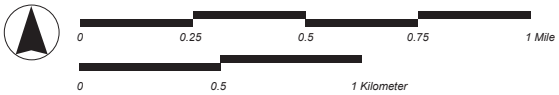
Baseline data provided by Orange County Transportation Authority

May, 2003 *California High-Speed Train Program EIR/EIS*



Legend

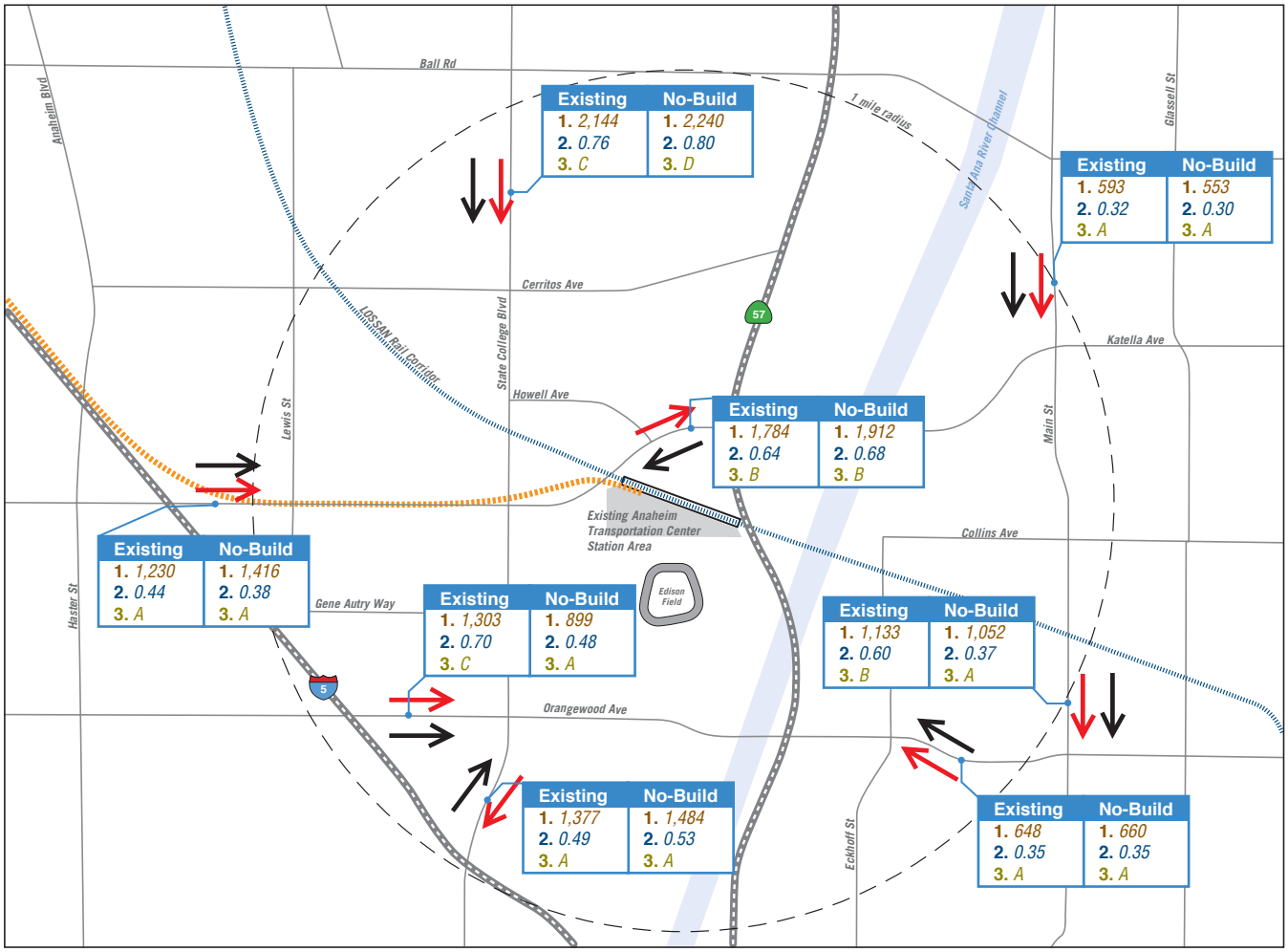
- LOSSAN RAIL CORRIDOR
- STATION PLATFORM AREA
- 1. *AM PEAK HOUR VOLUME BY DIRECTION*
- 2. *AM PEAK HOUR VOLUME TO CAPACITY RATIO BY DIRECTION*
- 3. *AM LEVEL OF SERVICE BY DIRECTION*
- *EXISTING PEAK TRAFFIC DIRECTION*
- *2020 PEAK TRAFFIC DIRECTION*



Year 2020 No-Project

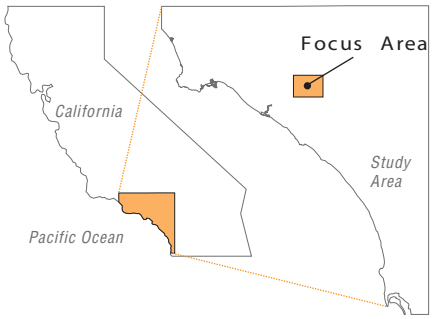
Peak Hour Automobile Trip Distribution - FULLERTON

Figure 4.1-6



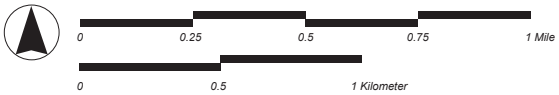
Baseline data provided by Orange County Transportation Authority

May, 2003 *California High-Speed Train Program EIR/EIS*



Legend

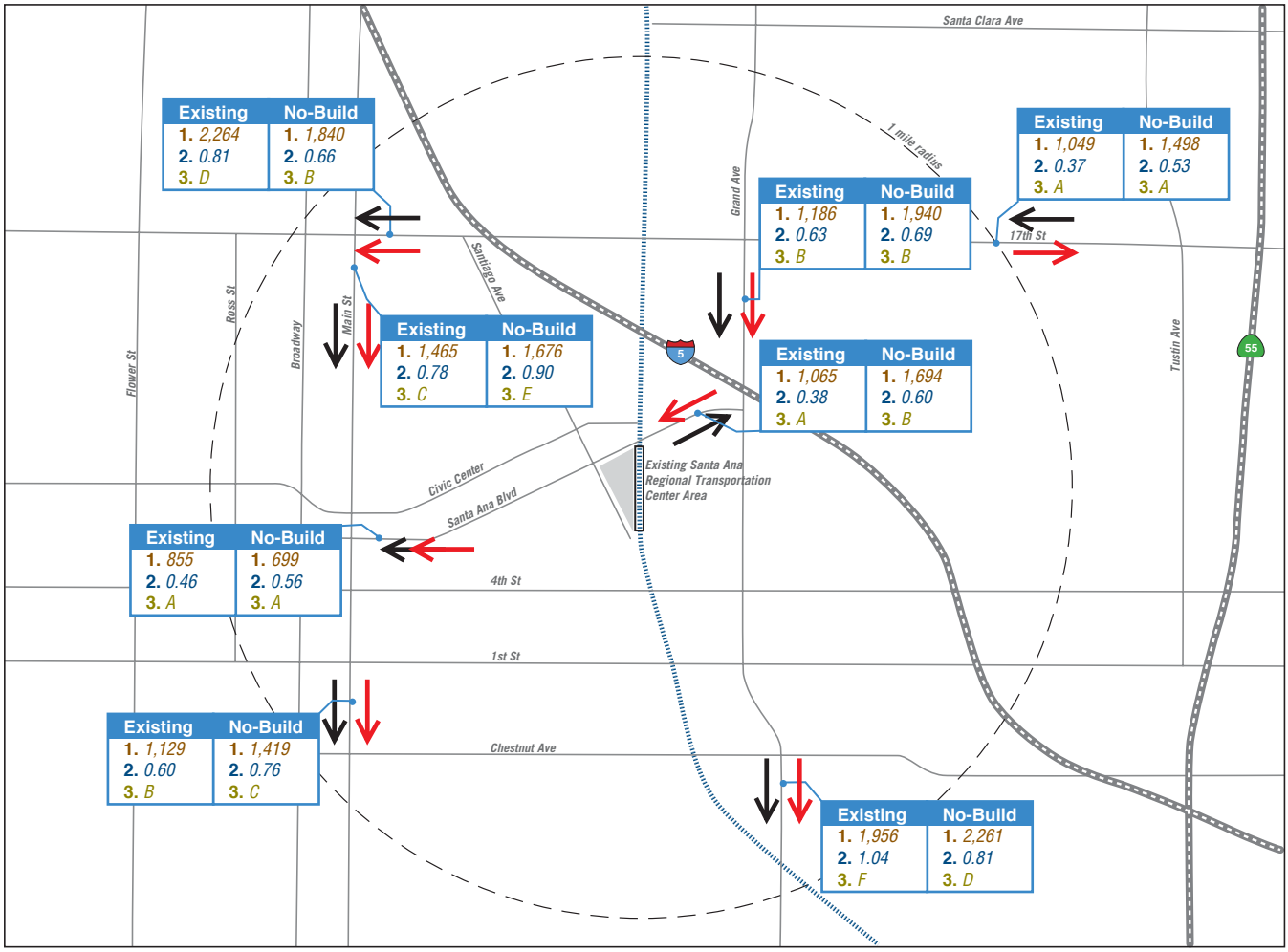
- DEDICATED HIGH SPEED TRAIN ALIGNMENT VIA UNION PACIFIC SANTA ANA BRANCH
- LOSSAN RAIL CORRIDOR
- STATION PLATFORM AREA
- 1. *AM PEAK HOUR VOLUME BY DIRECTION*
- 2. *AM PEAK HOUR VOLUME TO CAPACITY RATIO BY DIRECTION*
- 3. *AM LEVEL OF SERVICE BY DIRECTION*
- *EXISTING PEAK TRAFFIC DIRECTION*
- *2020 PEAK TRAFFIC DIRECTION*



Year 2020 No-Project

Peak Automobile Trip Distribution - ANAHEIM

Figure 4.1-7

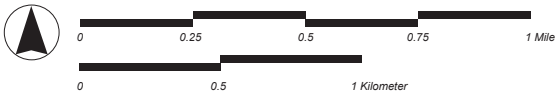


Baseline data provided by Orange County Transportation Authority

May, 2003 *California High-Speed Train Program EIR/EIS*

Legend

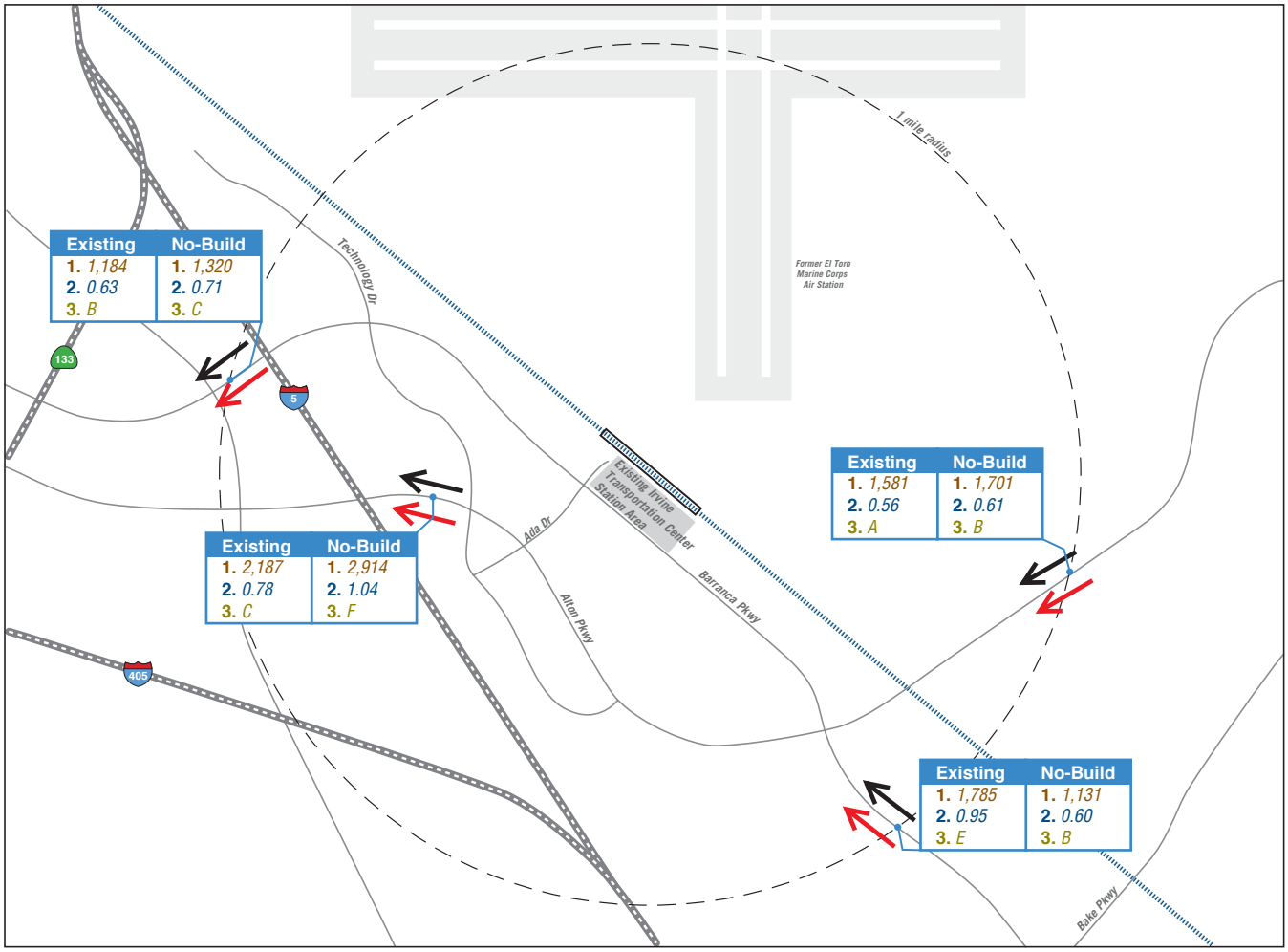
- LOSSAN RAIL CORRIDOR
- STATION PLATFORM AREA
- 1. *AM PEAK HOUR VOLUME BY DIRECTION*
- 2. *AM PEAK HOUR VOLUME TO CAPACITY RATIO BY DIRECTION*
- 3. *AM LEVEL OF SERVICE BY DIRECTION*
- *EXISTING PEAK TRAFFIC DIRECTION*
- *2020 PEAK TRAFFIC DIRECTION*



Year 2020 No-Project

Peak Hour Automobile Trip Distribution - SANTA ANA

Figure 4.1-8

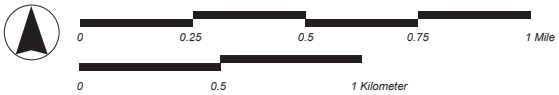


Baseline data provided by Orange County Transportation Authority

May, 2003 *California High-Speed Train Program EIR/EIS*

Legend

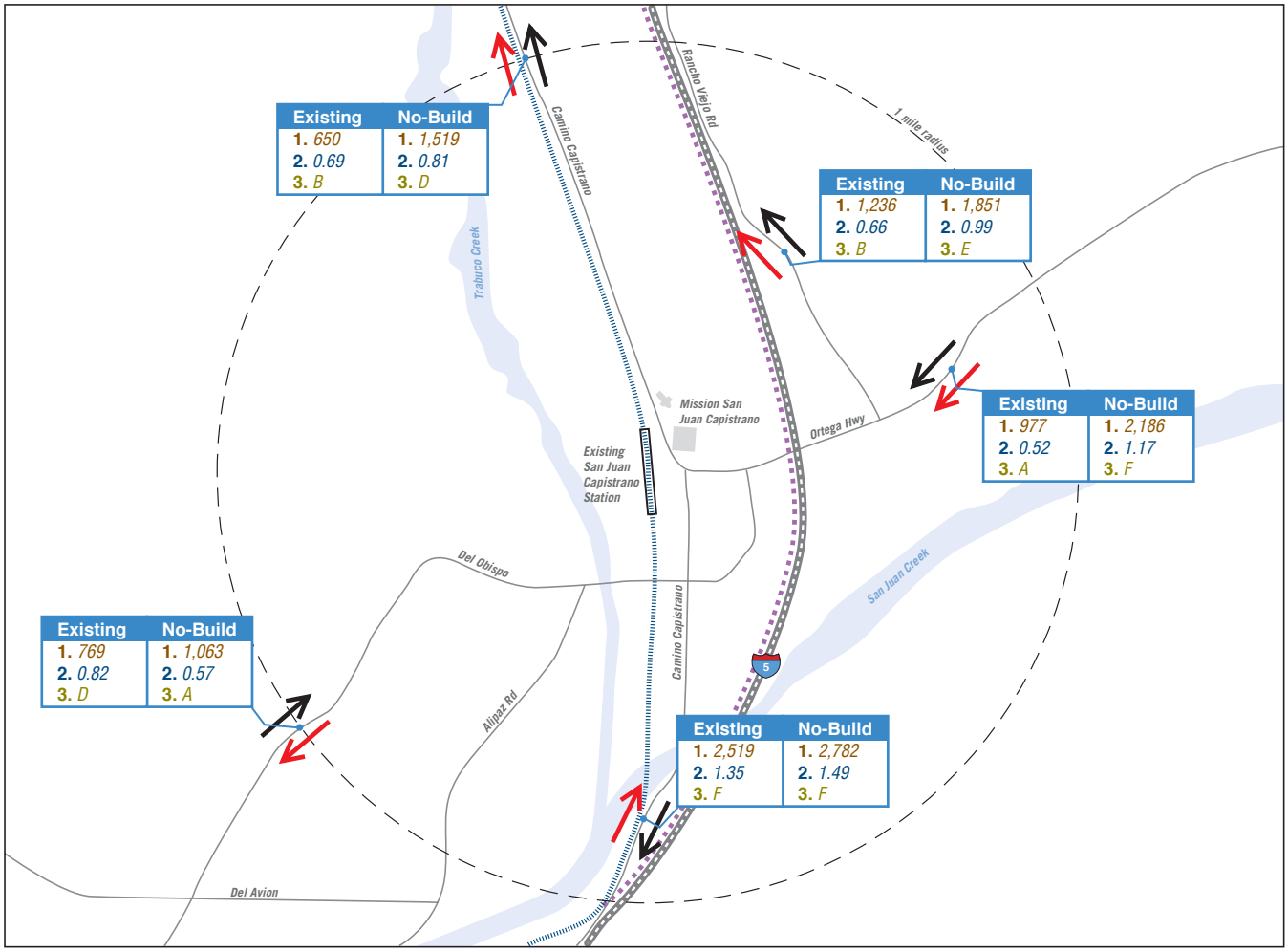
- LOSSAN RAIL CORRIDOR
- STATION PLATFORM AREA
- 1. *AM PEAK HOUR VOLUME*
- 2. *AM PEAK HOUR VOLUME TO CAPACITY RATIO*
- 3. *AM LEVEL OF SERVICE*
- *EXISTING PEAK TRAFFIC DIRECTION*
- *2020 PEAK TRAFFIC DIRECTION*



Year 2020 No-Project

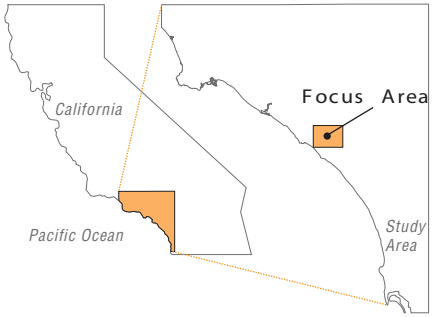
Peak Hour Automobile Trip Distribution - IRVINE

Figure 4.1-9



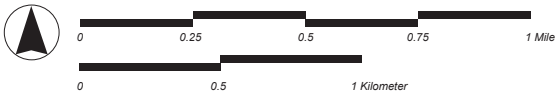
Baseline data provided by Orange County Transportation Authority

May, 2003 *California High-Speed Train Program EIR/EIS*



Legend

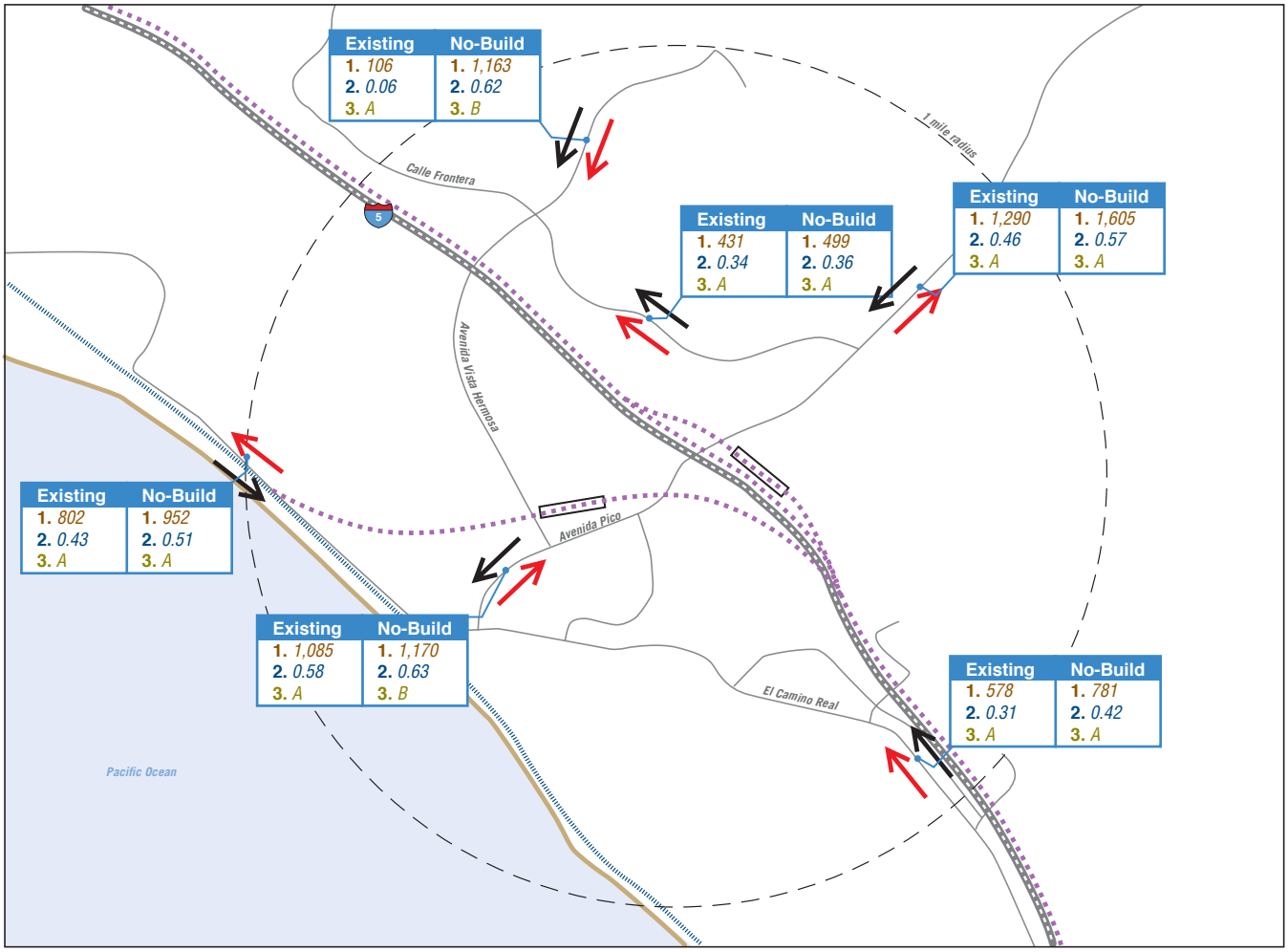
- LOSSAN RAIL CORRIDOR
- POTENTIAL IMPROVEMENTS
- STATION PLATFORM AREA
- 1. *AM PEAK HOUR VOLUME BY DIRECTION*
- 2. *AM PEAK HOUR VOLUME TO CAPACITY RATIO BY DIRECTION*
- 3. *AM LEVEL OF SERVICE BY DIRECTION*
- *EXISTING PEAK TRAFFIC DIRECTION*
- *2020 PEAK TRAFFIC DIRECTION*



Year 2020 No-Project

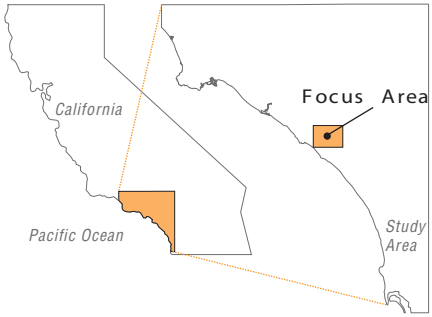
Peak Hour Automobile Trip Distribution - SAN JUAN CAPISTRANO

Figure 4.1-10



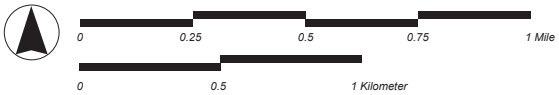
Baseline data provided by Orange County Transportation Authority

May, 2003 *California High-Speed Train Program EIR/EIS*



Legend

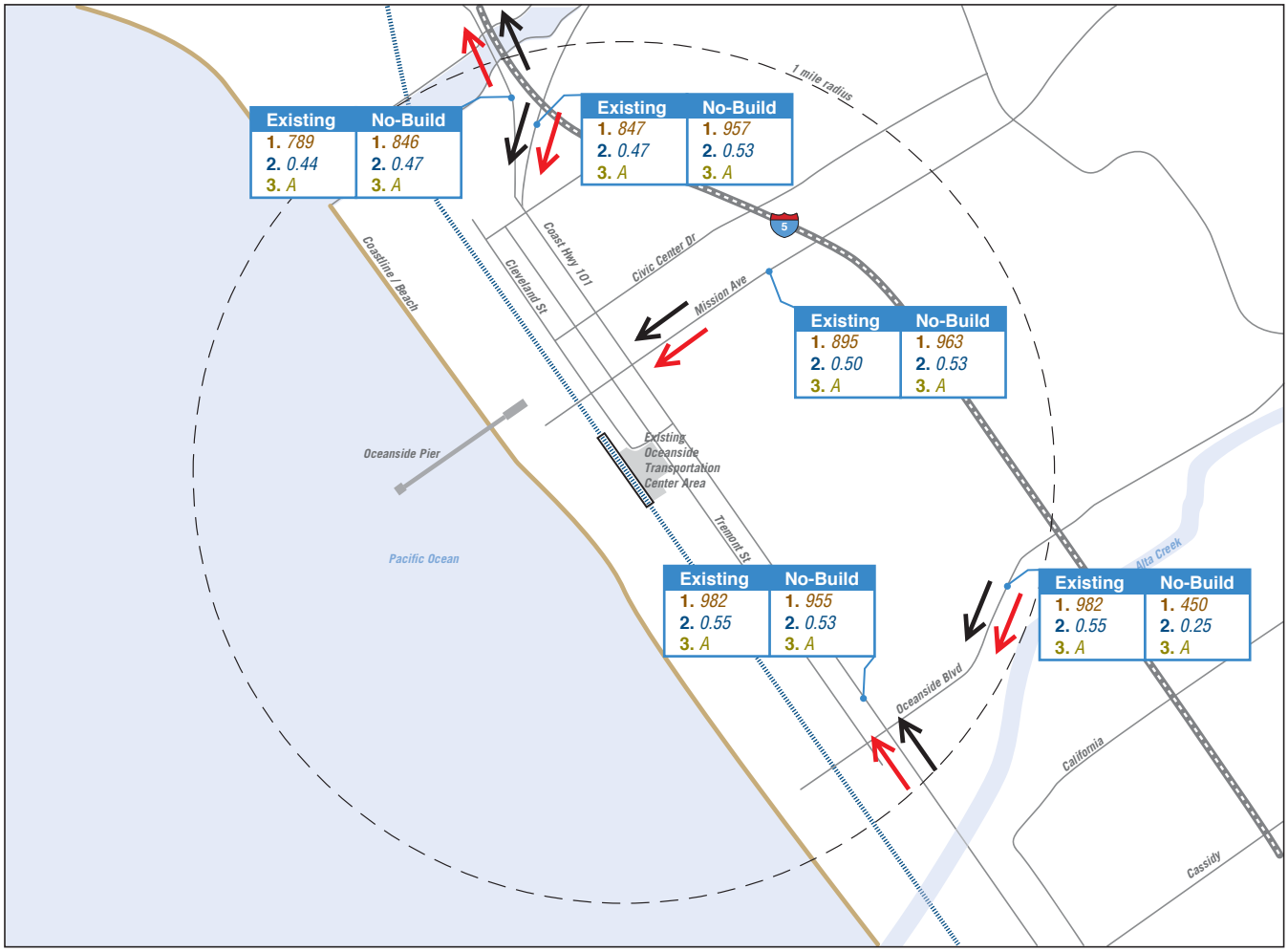
- LOSSAN RAIL CORRIDOR
- POTENTIAL IMPROVEMENTS
- STATION PLATFORM AREA
- 1. *AM PEAK HOUR VOLUME BY DIRECTION*
- 2. *AM PEAK HOUR VOLUME TO CAPACITY RATIO BY DIRECTION*
- 3. *AM LEVEL OF SERVICE BY DIRECTION*
- *EXISTING PEAK TRAFFIC DIRECTION*
- *2020 PEAK TRAFFIC DIRECTION*



Year 2020 No-Project

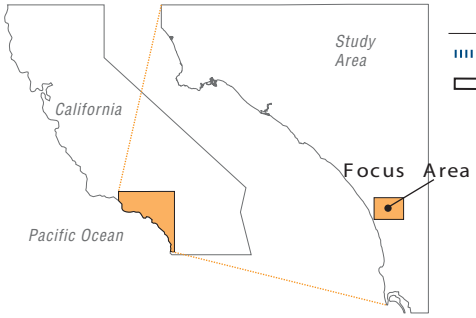
Peak Hour Automobile Trip Distribution - SAN CLEMENTE STATION OPTIONS

Figure 4.1-11



Baseline data provided by San Diego Association of Governments

May, 2003 *California High-Speed Train Program EIR/EIS*



Legend

- LOSSAN RAIL CORRIDOR
- STATION PLATFORM AREA
- 1. AM PEAK HOUR VOLUME BY DIRECTION
- 2. AM PEAK HOUR VOLUME TO CAPACITY RATIO BY DIRECTION
- 3. AM LEVEL OF SERVICE BY DIRECTION
- EXISTING PEAK TRAFFIC DIRECTION
- 2020 PEAK TRAFFIC DIRECTION

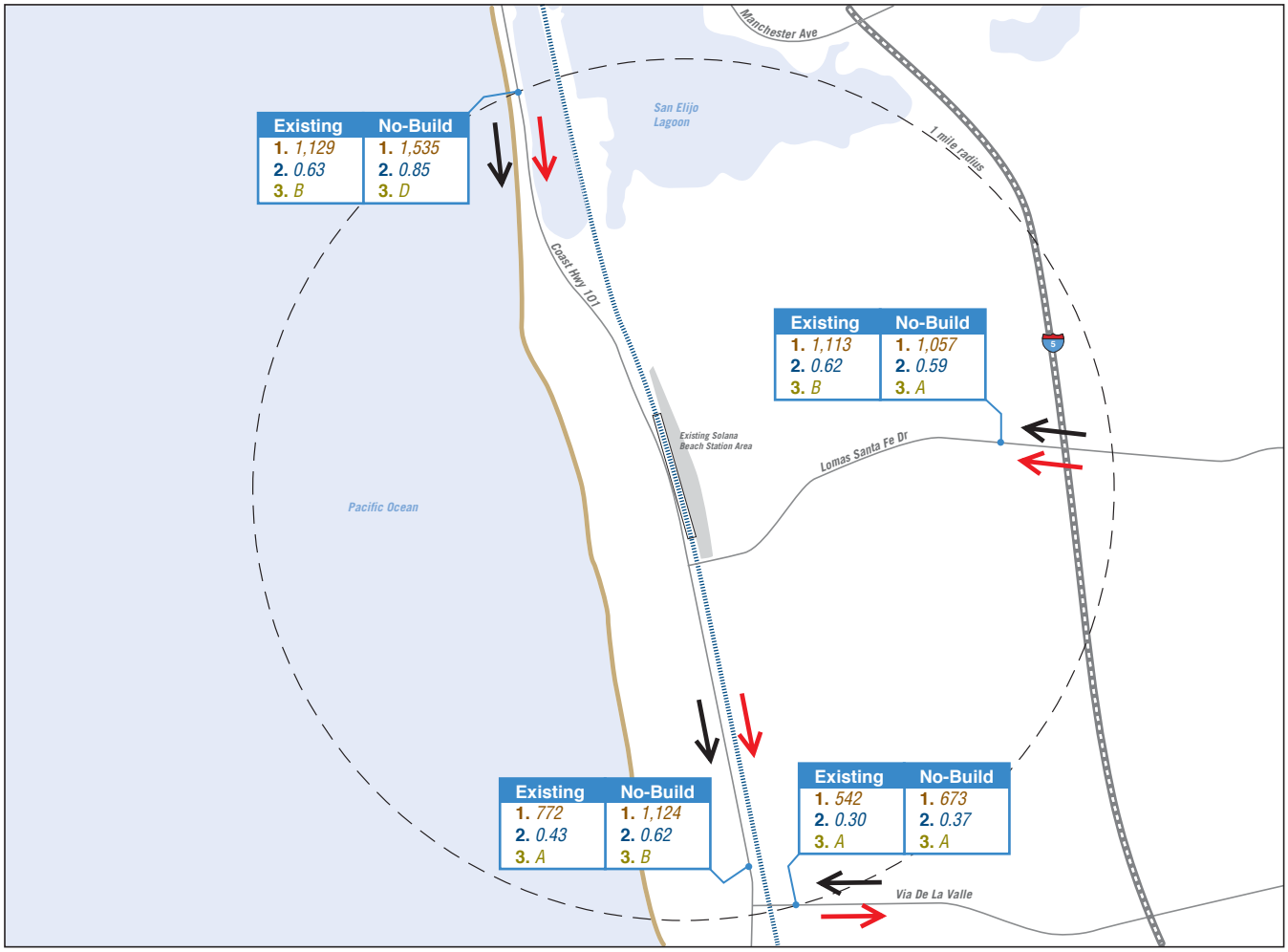
0 0.25 0.5 0.75 1 Mile

0 0.5 1 Kilometer

Year 2020 No-Project

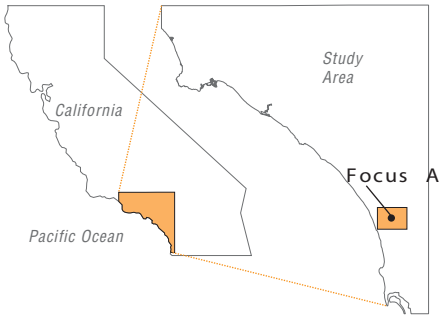
Peak Hour Automobile Trip Distribution - OCEANSIDE

Figure 4.1-12



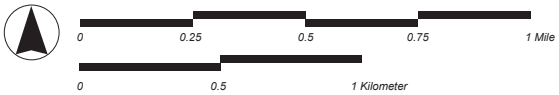
Baseline data provided by San Diego Association of Governments

May, 2003 *California High-Speed Train Program EIR/EIS*



Legend

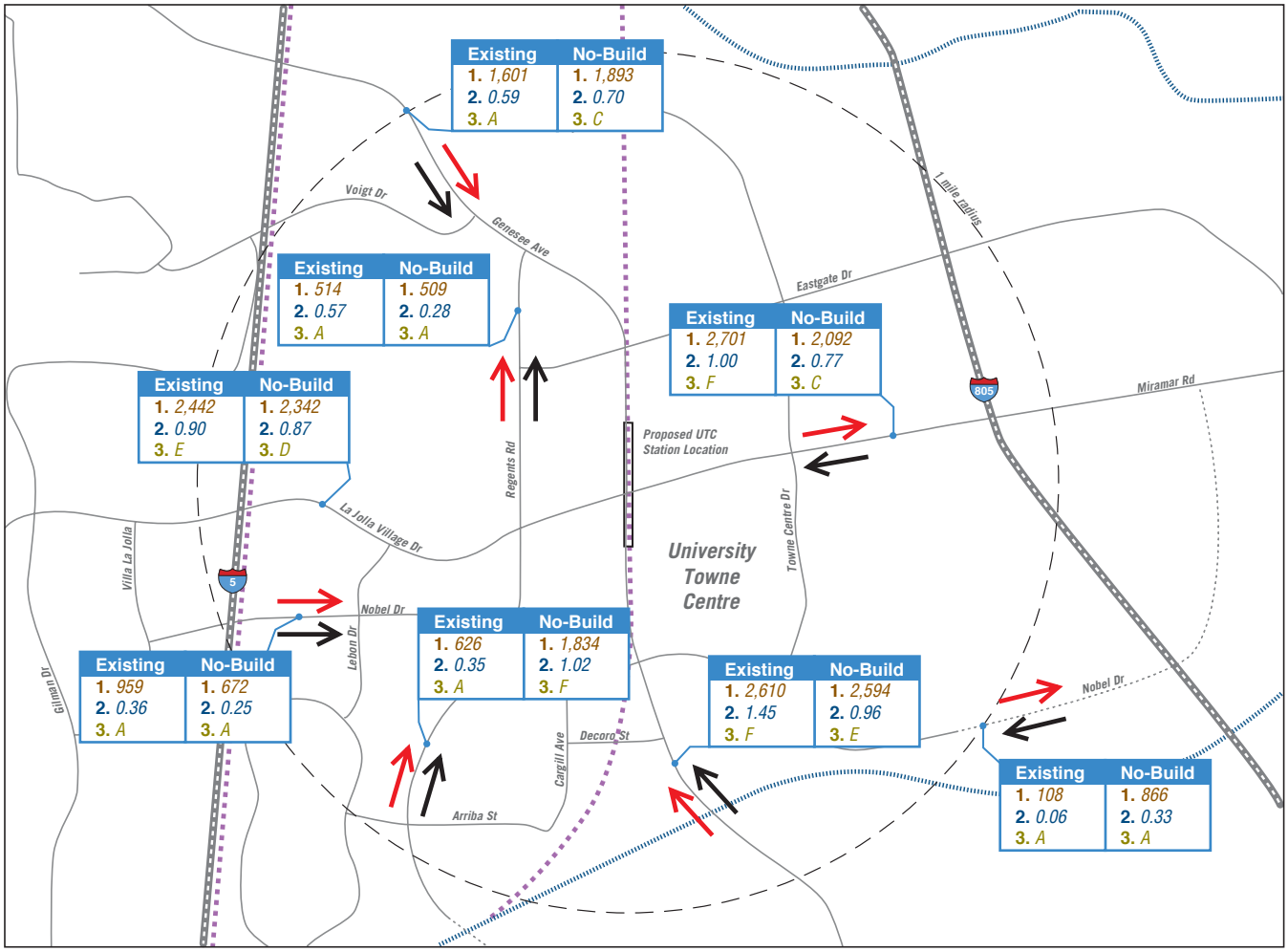
- LOSSAN RAIL CORRIDOR
- STATION PLATFORM AREA
- 1. *AM PEAK HOUR VOLUME BY DIRECTION*
- 2. *AM PEAK HOUR VOLUME TO CAPACITY RATIO BY DIRECTION*
- 3. *AM LEVEL OF SERVICE BY DIRECTION*
- *EXISTING PEAK TRAFFIC DIRECTION*
- *2020 PEAK TRAFFIC DIRECTION*



Year 2020 No-Project

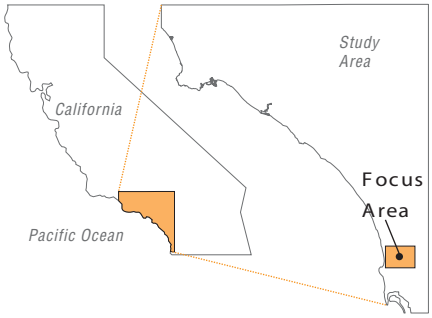
Peak Hour Automobile Trip Distribution - SOLANA BEACH

Figure 4.1-13



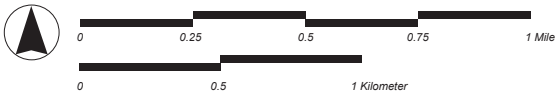
Baseline data provided by San Diego Association of Governments

May, 2003 *California High-Speed Train Program EIR/EIS*



Legend

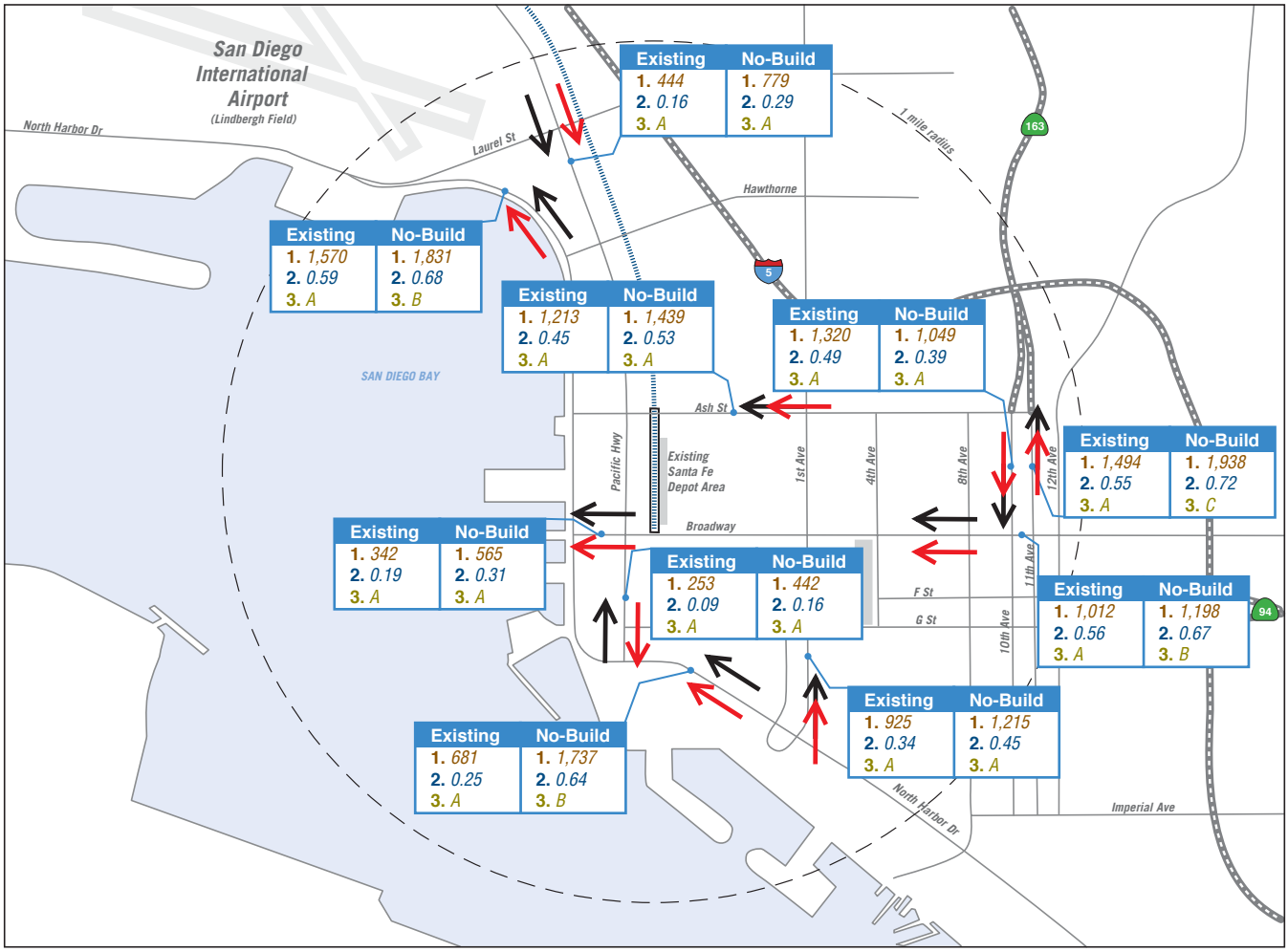
- LOSSAN RAIL CORRIDOR
- POTENTIAL IMPROVEMENTS
- STATION PLATFORM AREA
- 1. *AM PEAK HOUR VOLUME BY DIRECTION*
- 2. *AM PEAK HOUR VOLUME TO CAPACITY RATIO BY DIRECTION*
- 3. *AM LEVEL OF SERVICE BY DIRECTION*
- *EXISTING PEAK TRAFFIC DIRECTION*
- *2020 PEAK TRAFFIC DIRECTION*



Year 2020 No-Project

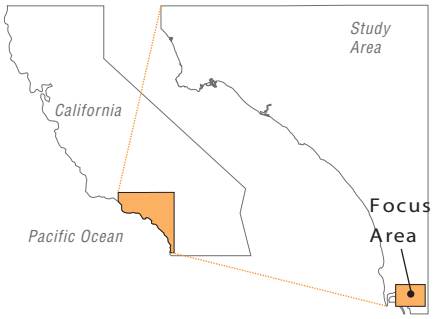
Peak Hour Automobile Trip Distribution - UNIVERSITY TOWNE CENTRE

Figure 4.1-14



Baseline data provided by San Diego Association of Governments

May, 2003 *California High-Speed Train Program EIR/EIS*



Legend

- LOSSAN RAIL CORRIDOR
- 1. AM PEAK HOUR VOLUME BY DIRECTION
- 2. AM PEAK HOUR VOLUME TO CAPACITY RATIO BY DIRECTION
- 3. AM LEVEL OF SERVICE BY DIRECTION
- EXISTING PEAK TRAFFIC DIRECTION
- 2020 PEAK TRAFFIC DIRECTION

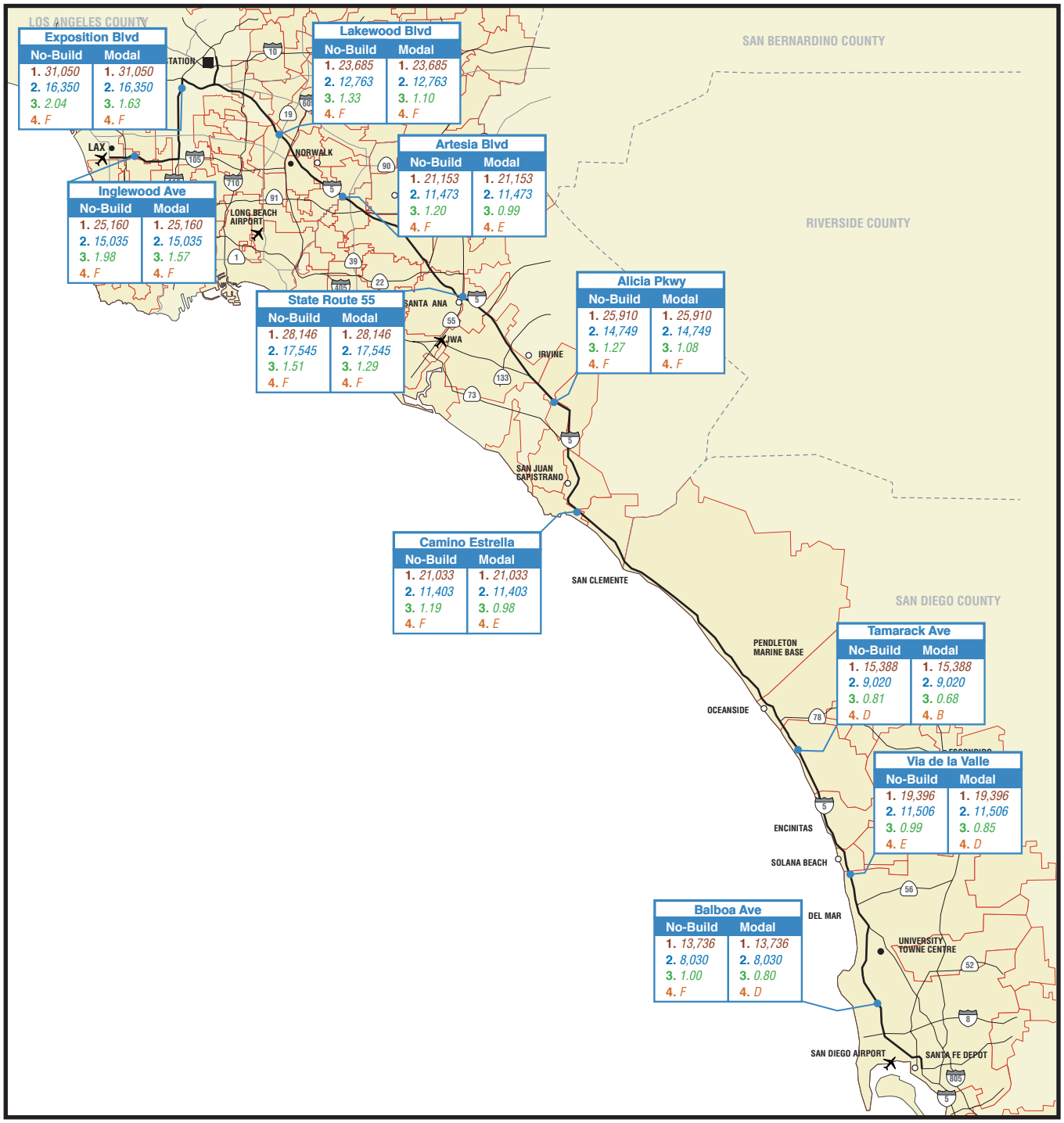
0 0.25 0.5 0.75 1 Mile

0 0.5 1 Kilometer

Year 2020 No-Project

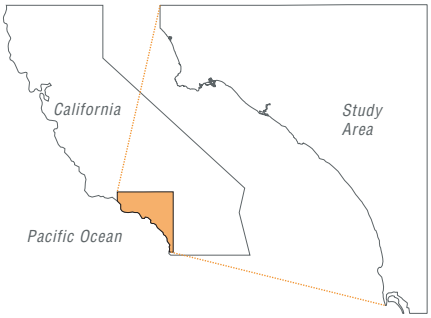
Peak Hour Automobile Trip Distribution - SANTA FE DEPOT

Figure 4.1-15



Baseline data provided by the Regional Metropolitan Planning Organization

May, 2003 *California High-Speed Train Program EIR/EIS*



Legend

HIGHWAY CORRIDORS

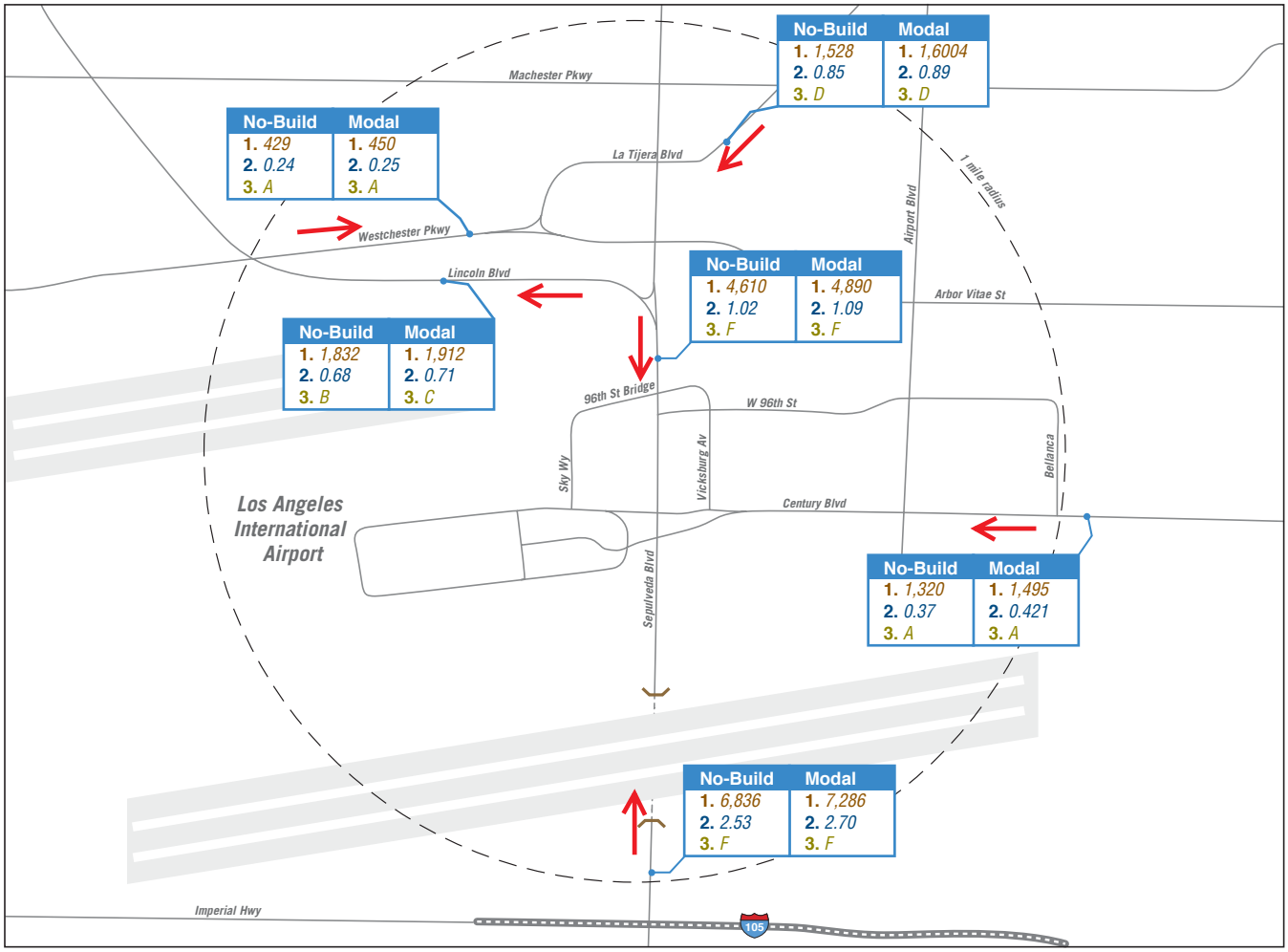
1. *TOTAL AM PEAK HOUR VOLUME*
2. *VOLUME BY AM PEAK HOUR DIRECTION*
3. *VOLUME TO CAPACITY RATIO BY AM PEAK HOUR DIRECTION*
4. *LEVEL OF SERVICE BY AM PEAK HOUR DIRECTION*

8 0 8 Miles

8 0 8 Kilometers

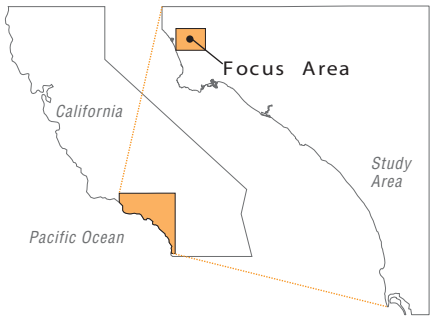
Year 2020 Modal Alternative -
LOS ANGELES TO SAN DIEGO VIA ORANGE COUNTY

Figure 4.2-1



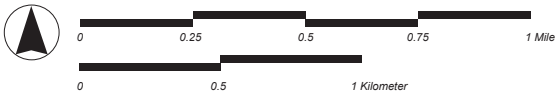
Baseline data provided by Southern California Association of Governments

May, 2003 *California High-Speed Train Program EIR/EIS*



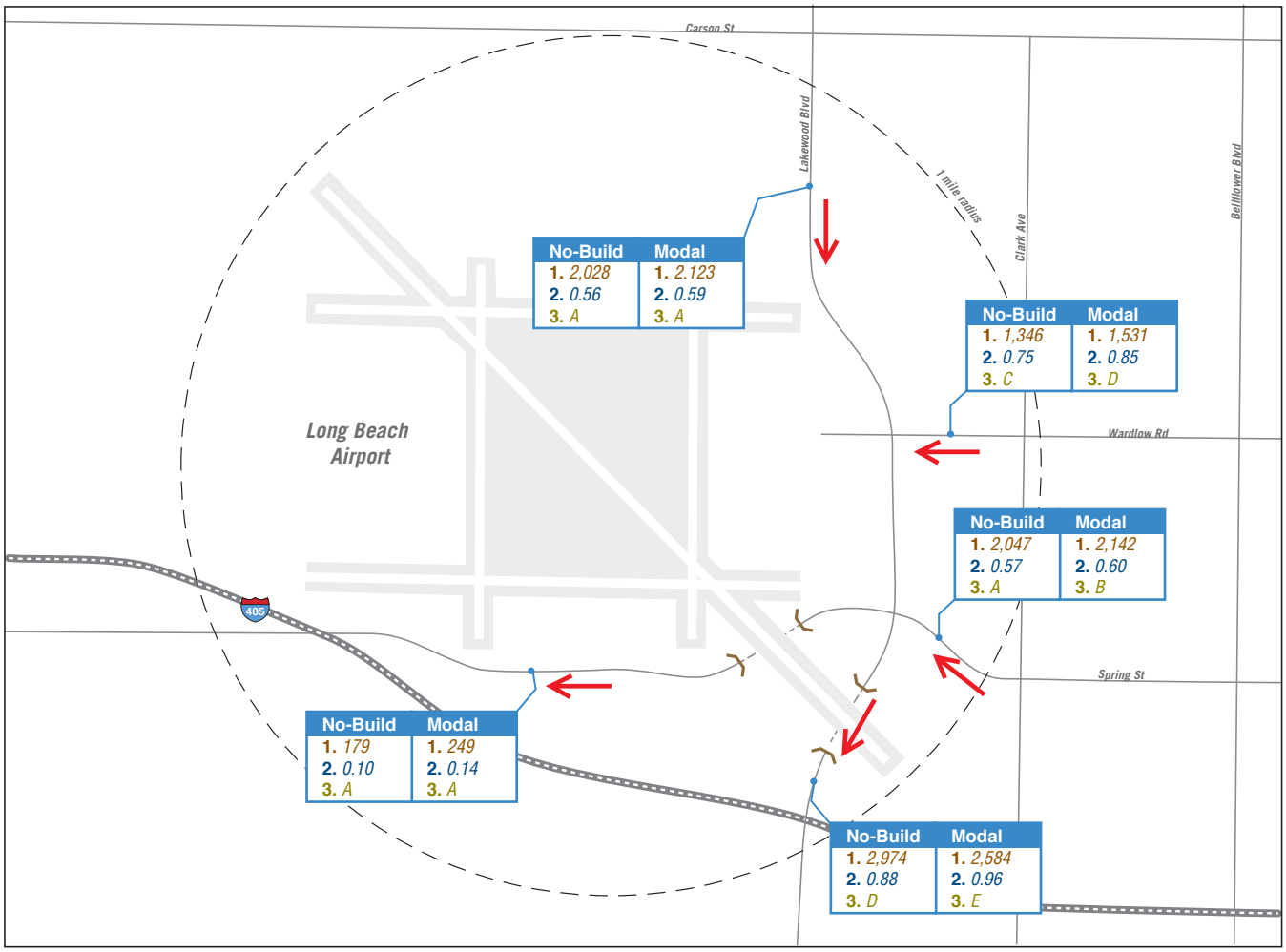
Legend

1. AM PEAK HOUR VOLUME BY DIRECTION
2. AM PEAK HOUR VOLUME TO CAPACITY RATIO BY DIRECTION
3. AM LEVEL OF SERVICE BY DIRECTION
← 2020 PEAK TRAFFIC DIRECTION



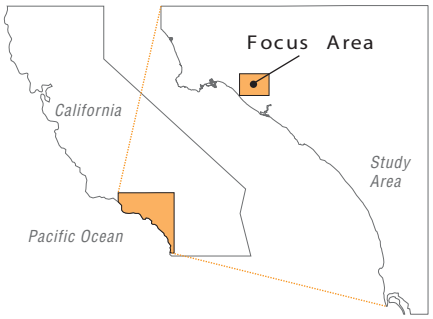
Year 2020 Modal Alternative Estimated Peak Hour Automobile Trip Distribution - LOS ANGELES INTERNATIONAL AIRPORT

Figure 4.2-2



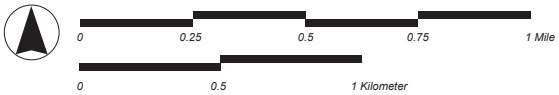
Baseline data provided by Southern California Association of Governments

May, 2003 *California High-Speed Train Program EIR/EIS*



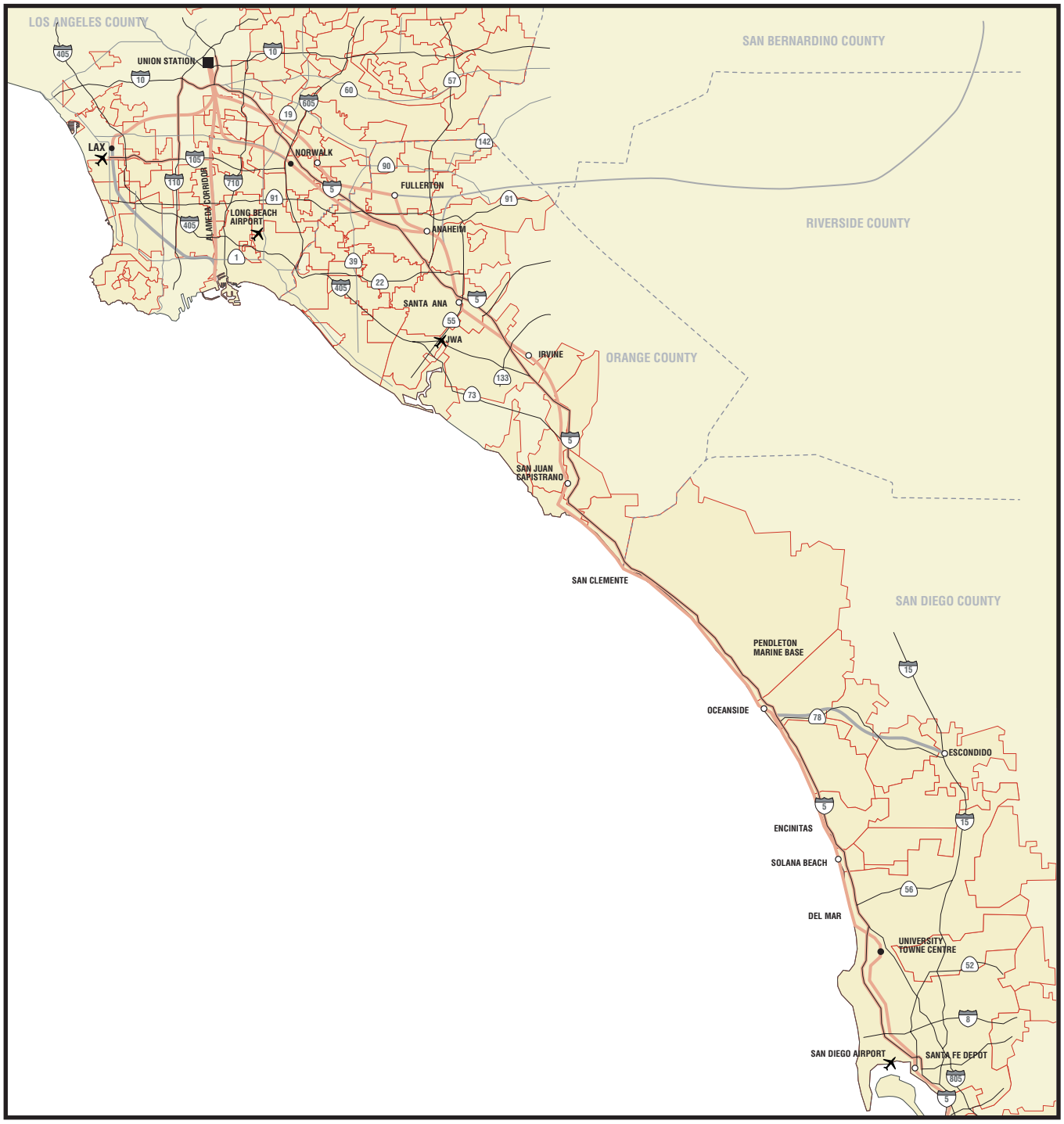
Legend

1. *AM PEAK HOUR VOLUME BY DIRECTION*
2. *AM PEAK HOUR VOLUME TO CAPACITY RATIO BY DIRECTION*
3. *AM LEVEL OF SERVICE BY DIRECTION*
← *2020 PEAK TRAFFIC DIRECTION*

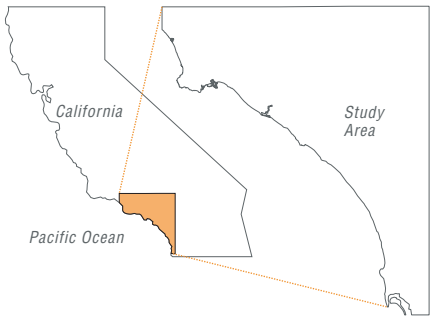


Year 2020 Modal Alternative Estimated Peak Hour Automobile Trip Distribution - LONG BEACH AIRPORT

Figure 4.2-3



May, 2003 *California High-Speed Train Program EIR/EIS*



Legend

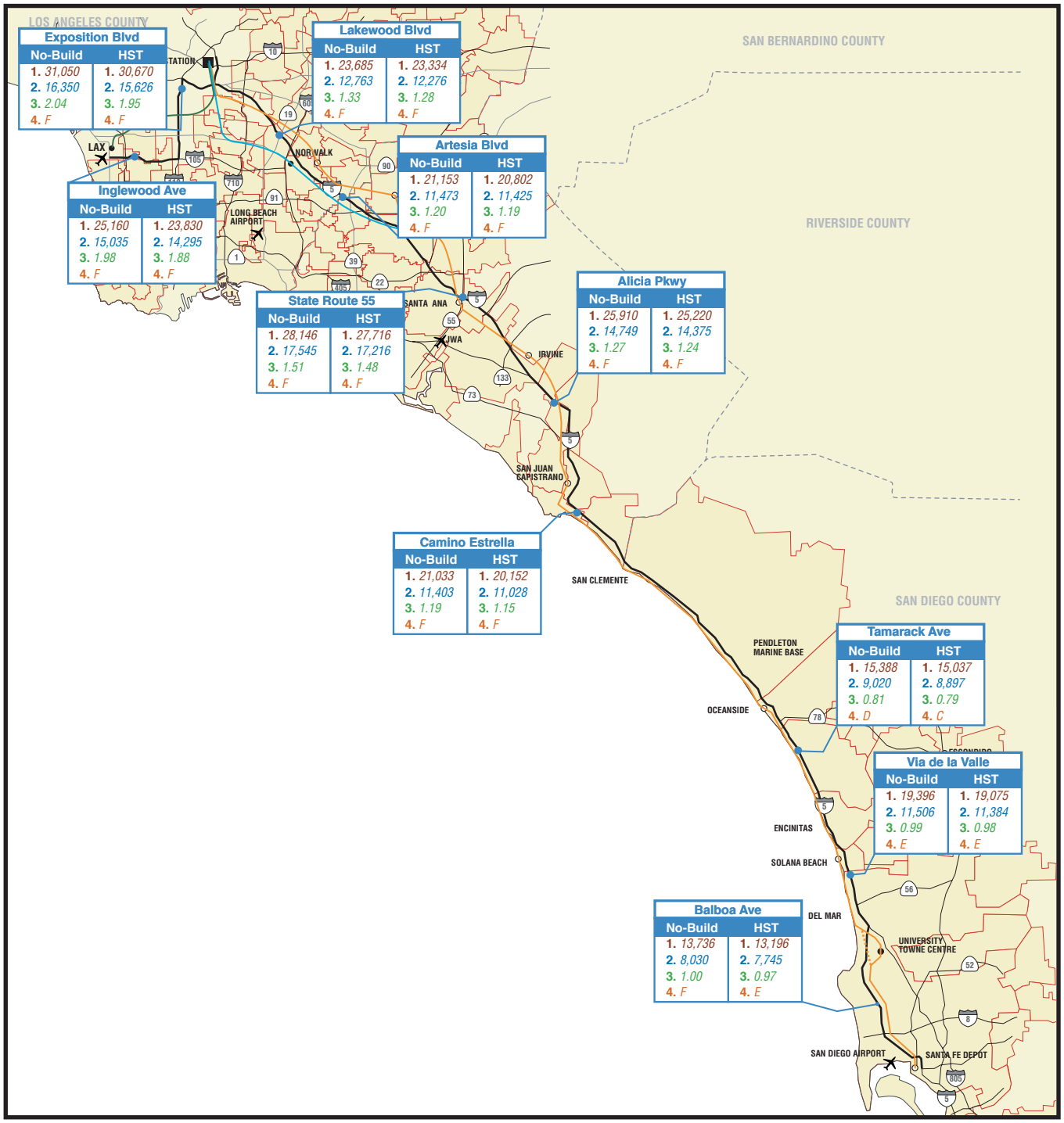
- RELEVANT FREIGHT CORRIDORS
- ADDITIONAL FREIGHT CORRIDORS
- IMPACTED FREIGHT CORRIDORS

8 0 8 Miles

8 0 8 Kilometers

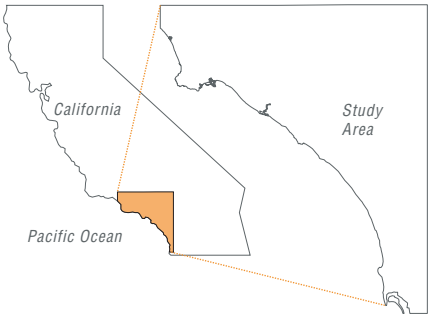
Year 2020 Modal Alternative - Goods Movement Impact Areas

Figure 4.2-4



Baseline data provided by the Regional Metropolitan Planning Organization

May, 2003 *California High-Speed Train Program EIR/EIS*



Legend

- HIGHWAY CORRIDORS
- HARBOR SUBDIVISION
- LOSSAN CORRIDOR
- UNION PACIFIC SANTA ANA BRANCH
- ○ EXISTING STATION
- ● PROPOSED STATION

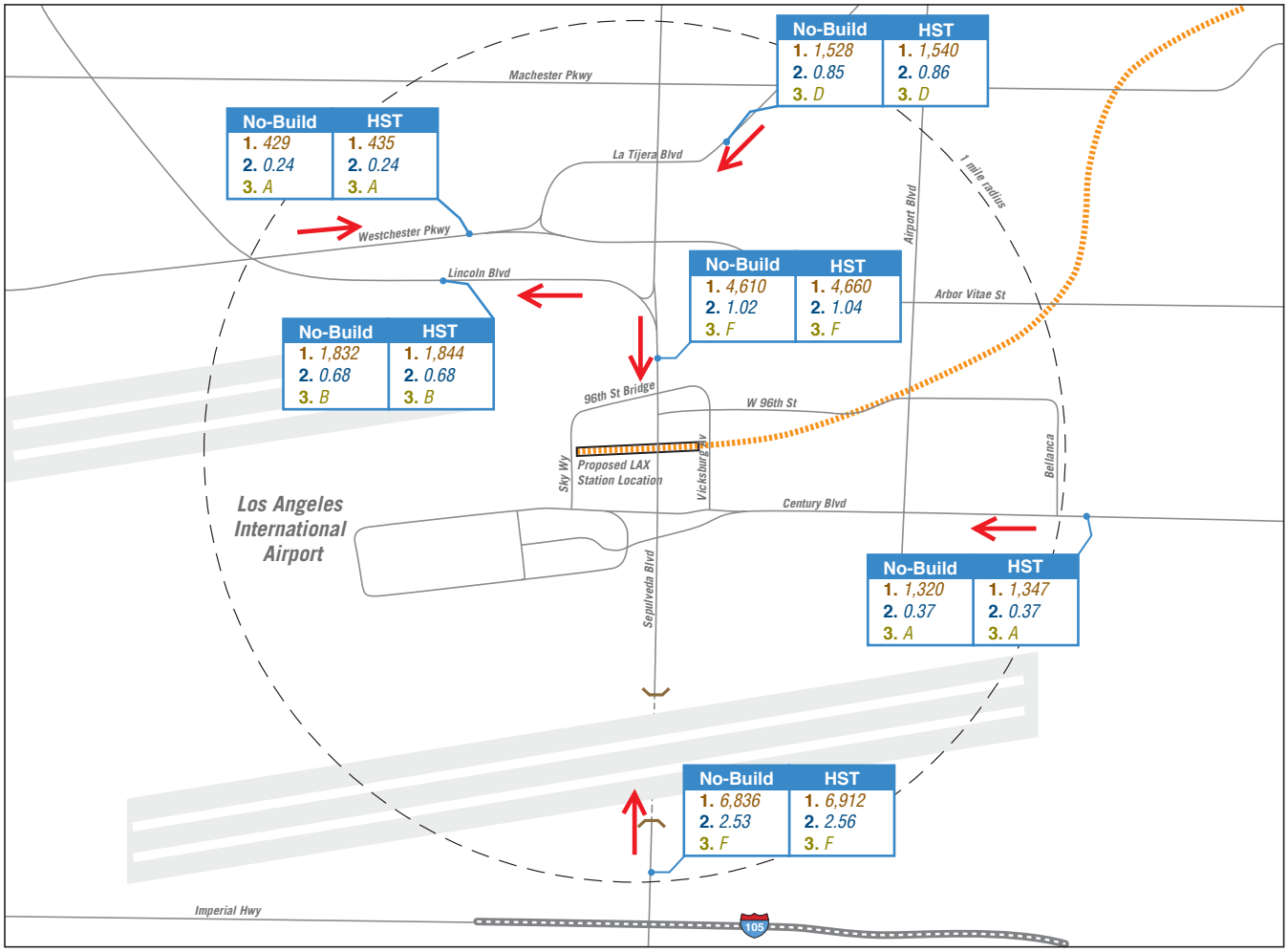
1. *TOTAL AM PEAK HOUR VOLUME*
2. *VOLUME BY AM PEAK HOUR DIRECTION*
3. *VOLUME TO CAPACITY RATIO BY AM PEAK HOUR DIRECTION*
4. *LEVEL OF SERVICE BY AM PEAK HOUR DIRECTION*

8 0 8 Miles

8 0 8 Kilometers

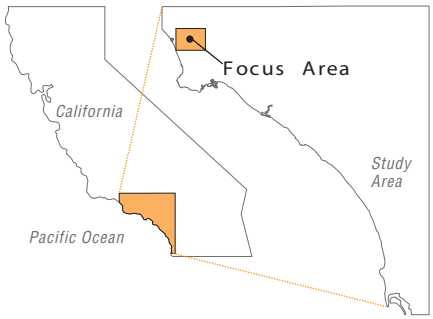
Year 2020 High Speed Train Alternative -
LOS ANGELES TO SAN DIEGO VIA ORANGE COUNTY

Figure 4.3-1



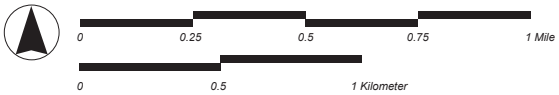
Baseline data provided by Southern California Association of Governments

May, 2003 *California High-Speed Train Program EIR/EIS*



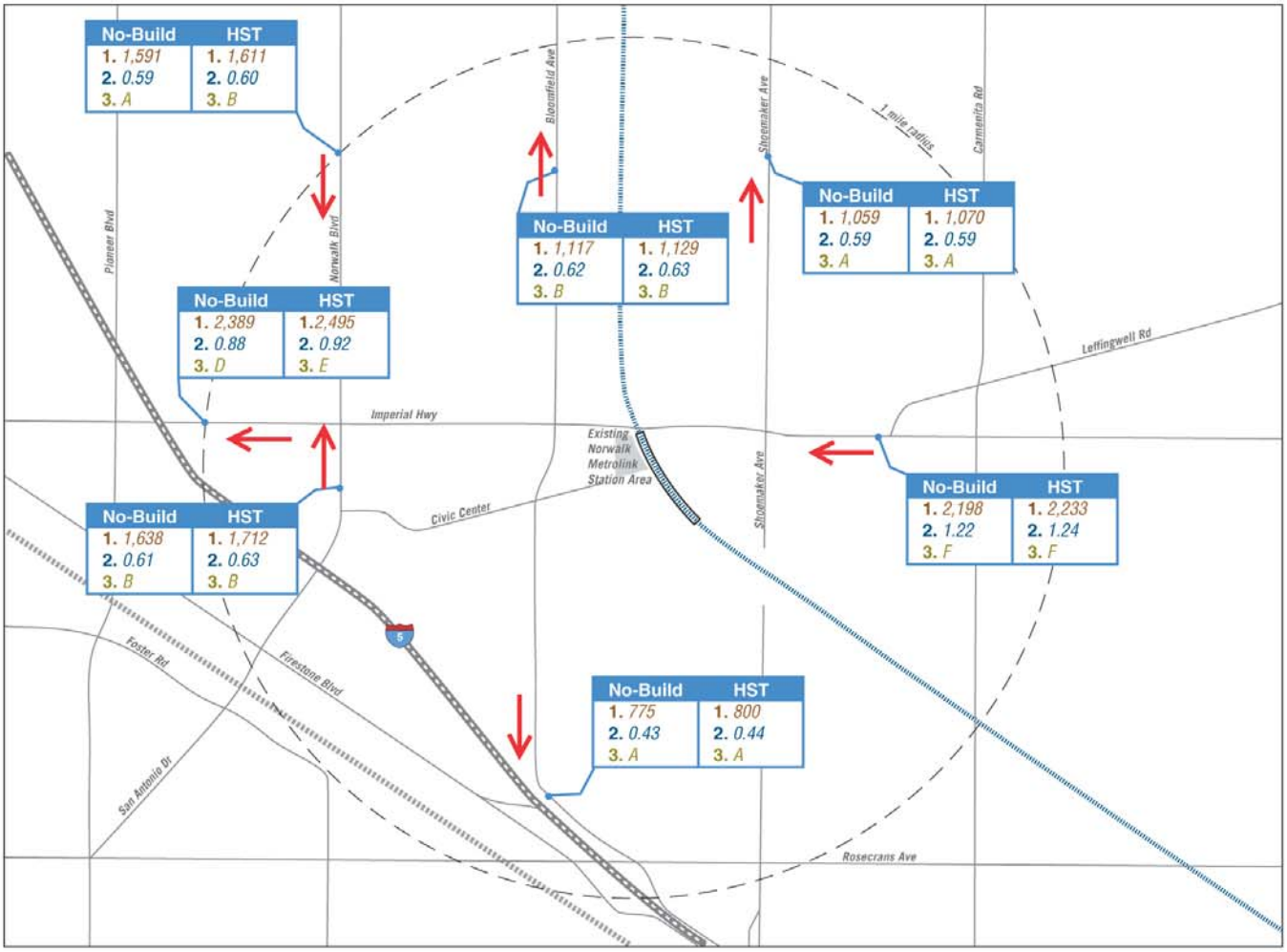
Legend

- PROPOSED HIGH SPEED TRAIN ALIGNMENT
- STATION PLATFORM AREA
- 1. AM PEAK HOUR VOLUME BY DIRECTION
- 2. AM PEAK HOUR VOLUME TO CAPACITY RATIO BY DIRECTION
- 3. AM LEVEL OF SERVICE BY DIRECTION
- 2020 PEAK TRAFFIC DIRECTION



Year 2020 High Speed Train Station Estimated Peak Hour Automobile Trip Distribution - LOS ANGELES INTERNATIONAL AIRPORT

Figure 4.3-2



Baseline data provided by Southern California Association of Governments

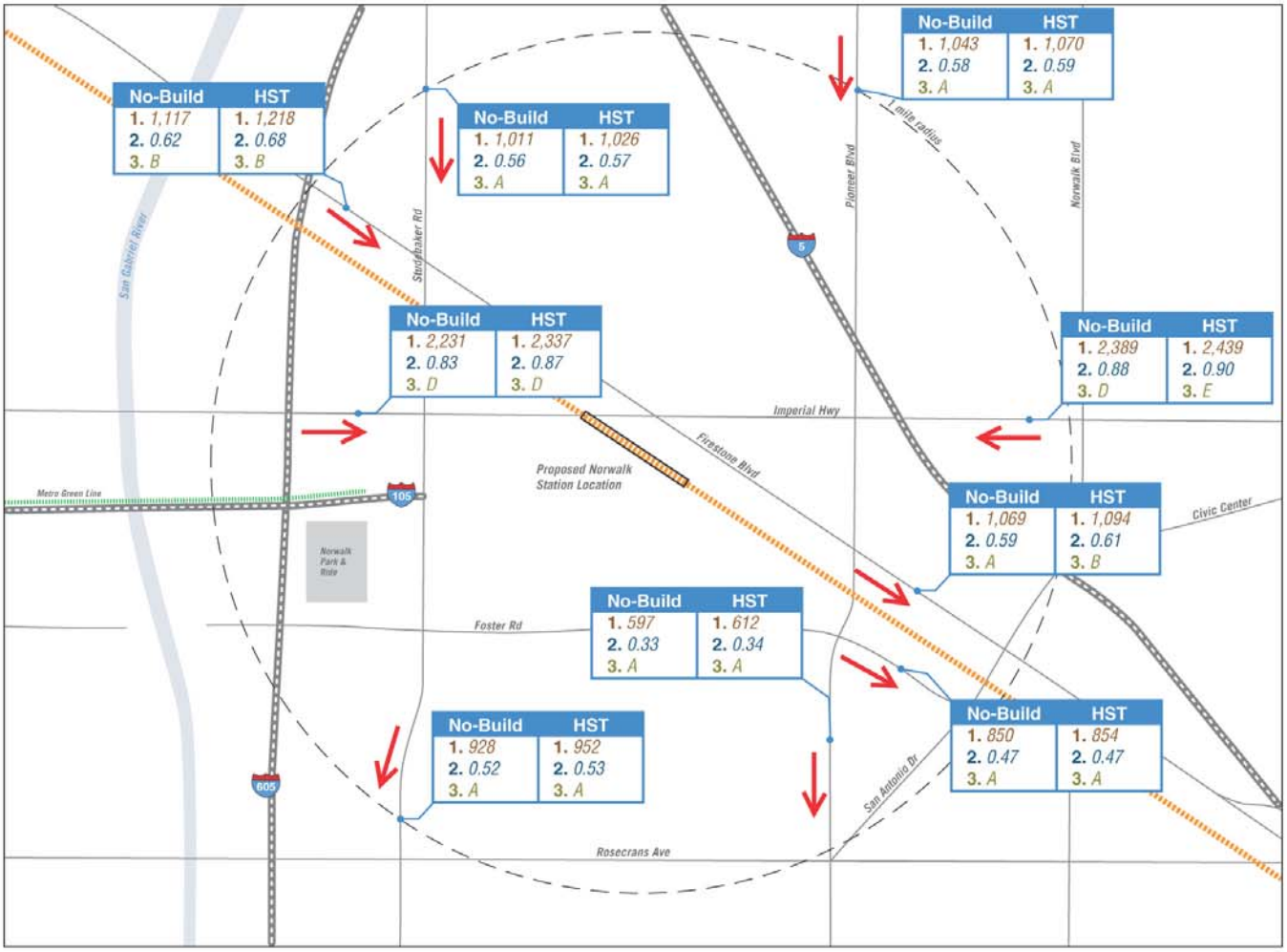
May, 2003 *California High-Speed Train Program EIR/EIS*

Legend

- LOSSAN RAIL CORRIDOR
- UNION PACIFIC SANTA ANA BRANCH
- STATION PLATFORM AREA
- 1. *AM PEAK HOUR VOLUME BY DIRECTION*
- 2. *AM PEAK HOUR VOLUME TO CAPACITY RATIO BY DIRECTION*
- 3. *AM LEVEL OF SERVICE BY DIRECTION*
- ← *2020 PEAK TRAFFIC DIRECTION*

Year 2020 High Speed Train Station Estimated Peak Hour Automobile Trip Distribution - NORWALK (LOSSAN)

Figure 4.3-3



Baseline data provided by Southern California Association of Governments

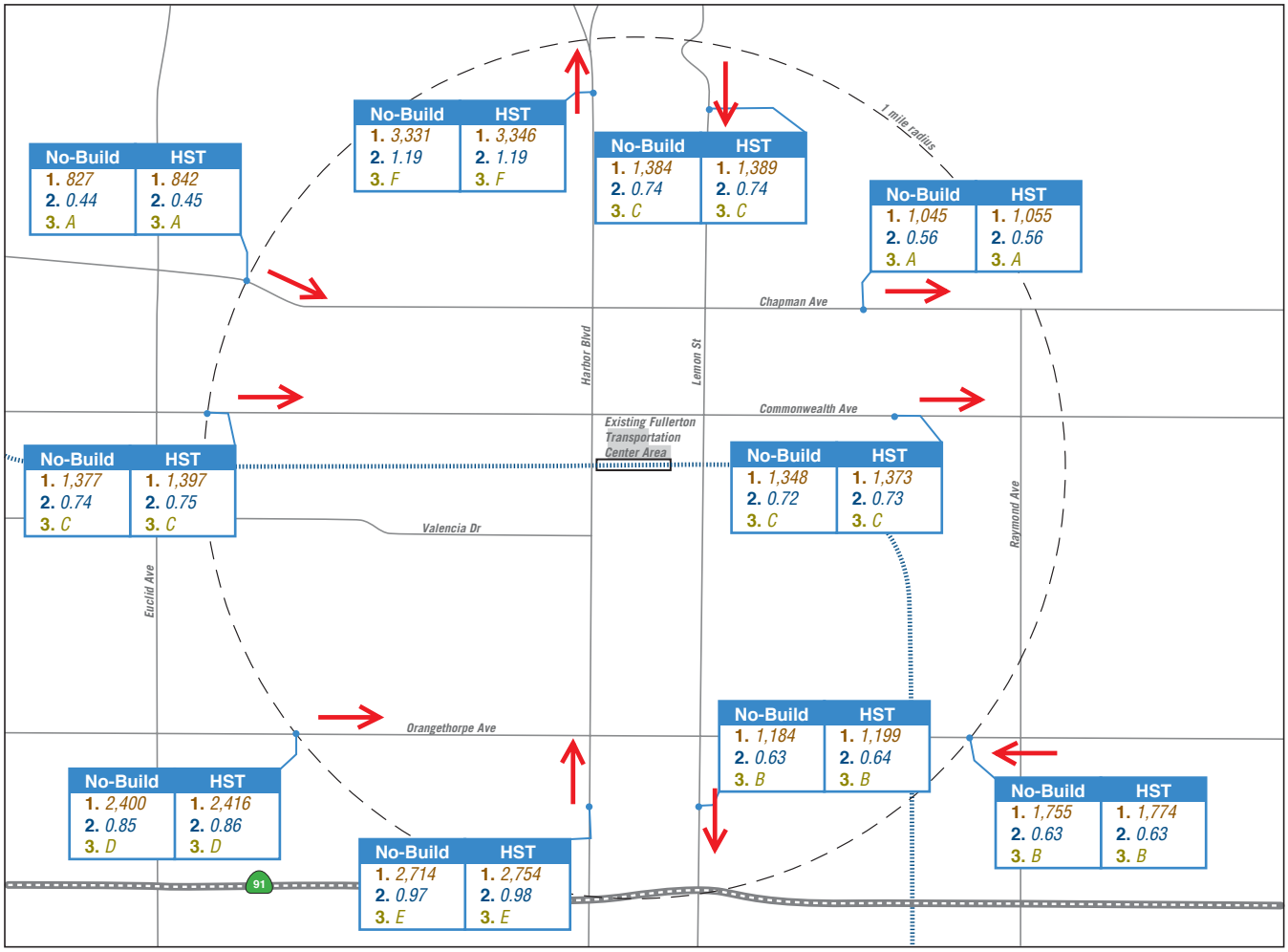
May, 2003 *California High-Speed Train Program EIR/EIS*

Legend

- DEDICATED HIGH SPEED TRAIN ALIGNMENT VIA UNION PACIFIC SANTA ANA BRANCH
- LACMTA METRO GREENLINE
- STATION PLATFORM AREA
- 1. *AM PEAK HOUR VOLUME BY DIRECTION*
- 2. *AM PEAK HOUR VOLUME TO CAPACITY RATIO BY DIRECTION*
- 3. *AM LEVEL OF SERVICE BY DIRECTION*
- ← *2020 PEAK TRAFFIC DIRECTION*

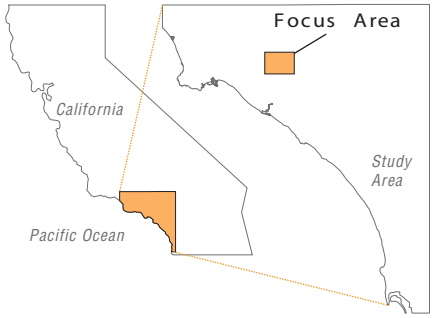
Year 2020 High Speed Train Station Estimated Peak Hour Automobile Trip Distribution - NORWALK (U.P.)

Figure 4.3-4



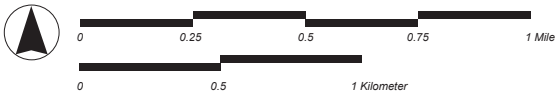
Baseline data provided by Orange County Transportation Authority

May, 2003 *California High-Speed Train Program EIR/EIS*



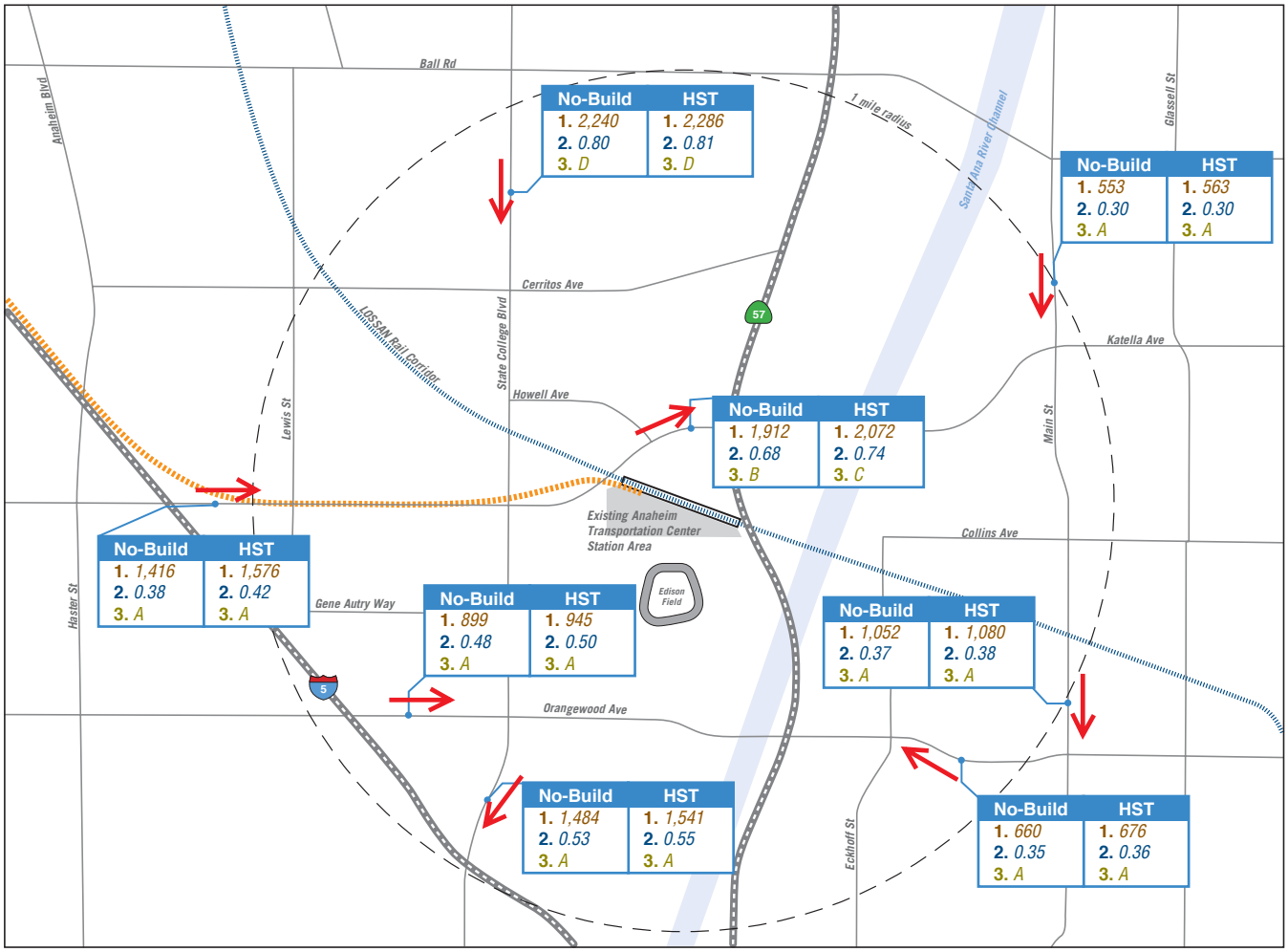
Legend

- LOSSAN RAIL CORRIDOR
- STATION PLATFORM AREA
- 1. *AM PEAK HOUR VOLUME BY DIRECTION*
- 2. *AM PEAK HOUR VOLUME TO CAPACITY RATIO BY DIRECTION*
- 3. *AM LEVEL OF SERVICE BY DIRECTION*
- *2020 PEAK TRAFFIC DIRECTION*



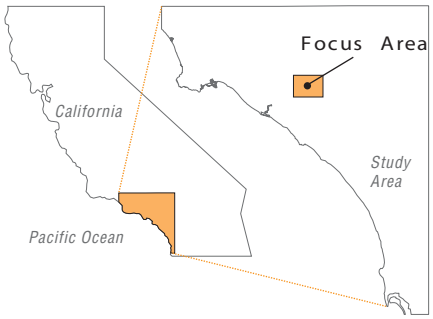
Year 2020 High Speed Train Station Estimated Peak Hour Automobile Trip Distribution - FULLERTON

Figure 4.3-5



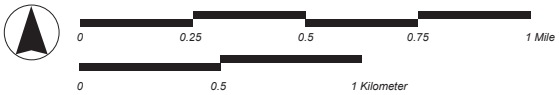
Baseline data provided by Orange County Transportation Authority

May, 2003 *California High-Speed Train Program EIR/EIS*



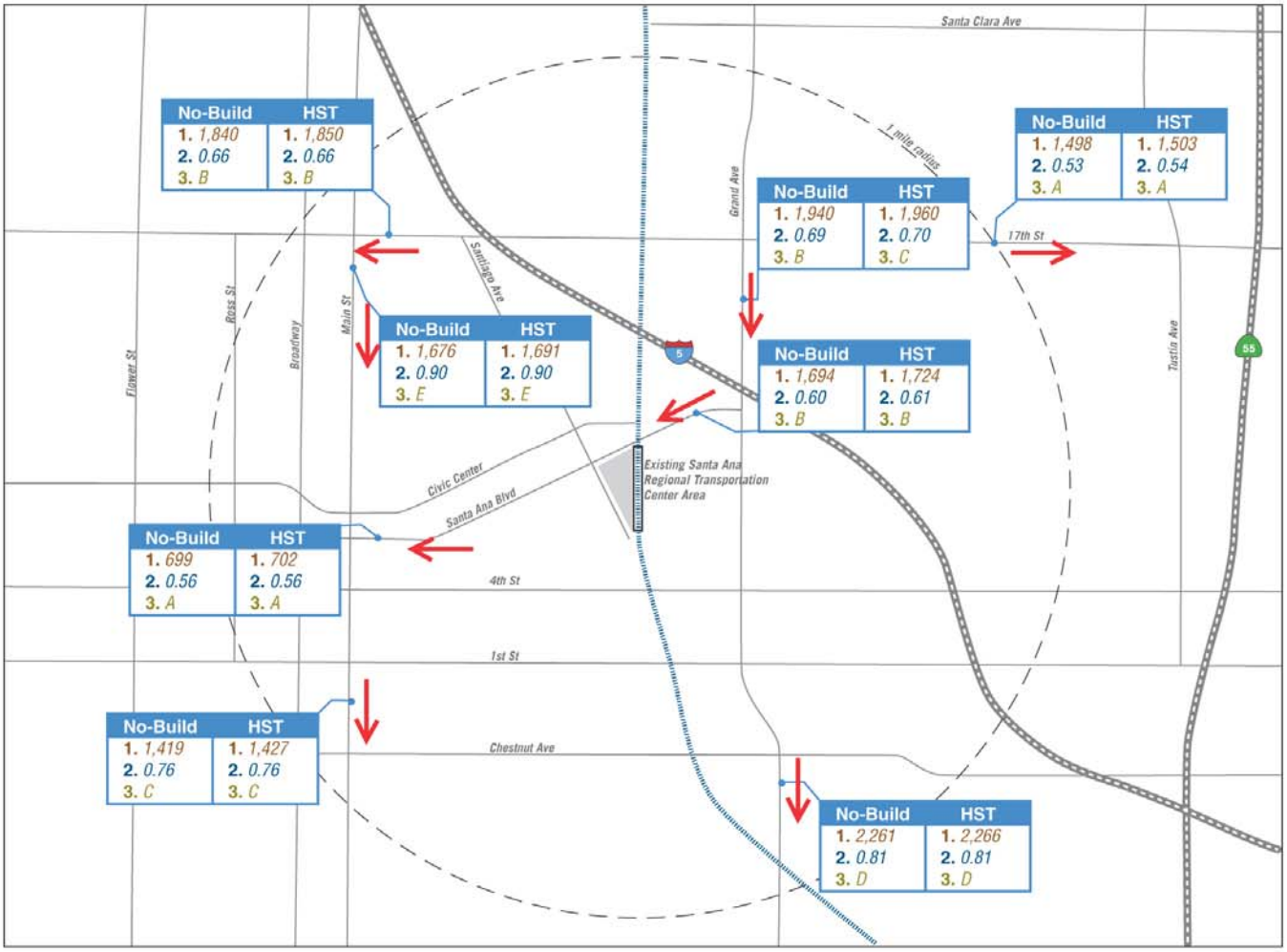
Legend

- DEDICATED HIGH SPEED TRAIN ALIGNMENT VIA UNION PACIFIC SANTA ANA BRANCH
- LOSSAN RAIL CORRIDOR
- STATION PLATFORM AREA
- 1. *AM PEAK HOUR VOLUME BY DIRECTION*
- 2. *AM PEAK HOUR VOLUME TO CAPACITY RATIO BY DIRECTION*
- 3. *AM LEVEL OF SERVICE BY DIRECTION*
- *2020 PEAK TRAFFIC DIRECTION*



Year 2020 High Speed Train Station Estimated Peak Automobile Trip Distribution - ANAHEIM

Figure 4.3-6



Baseline data provided by Orange County Transportation Authority

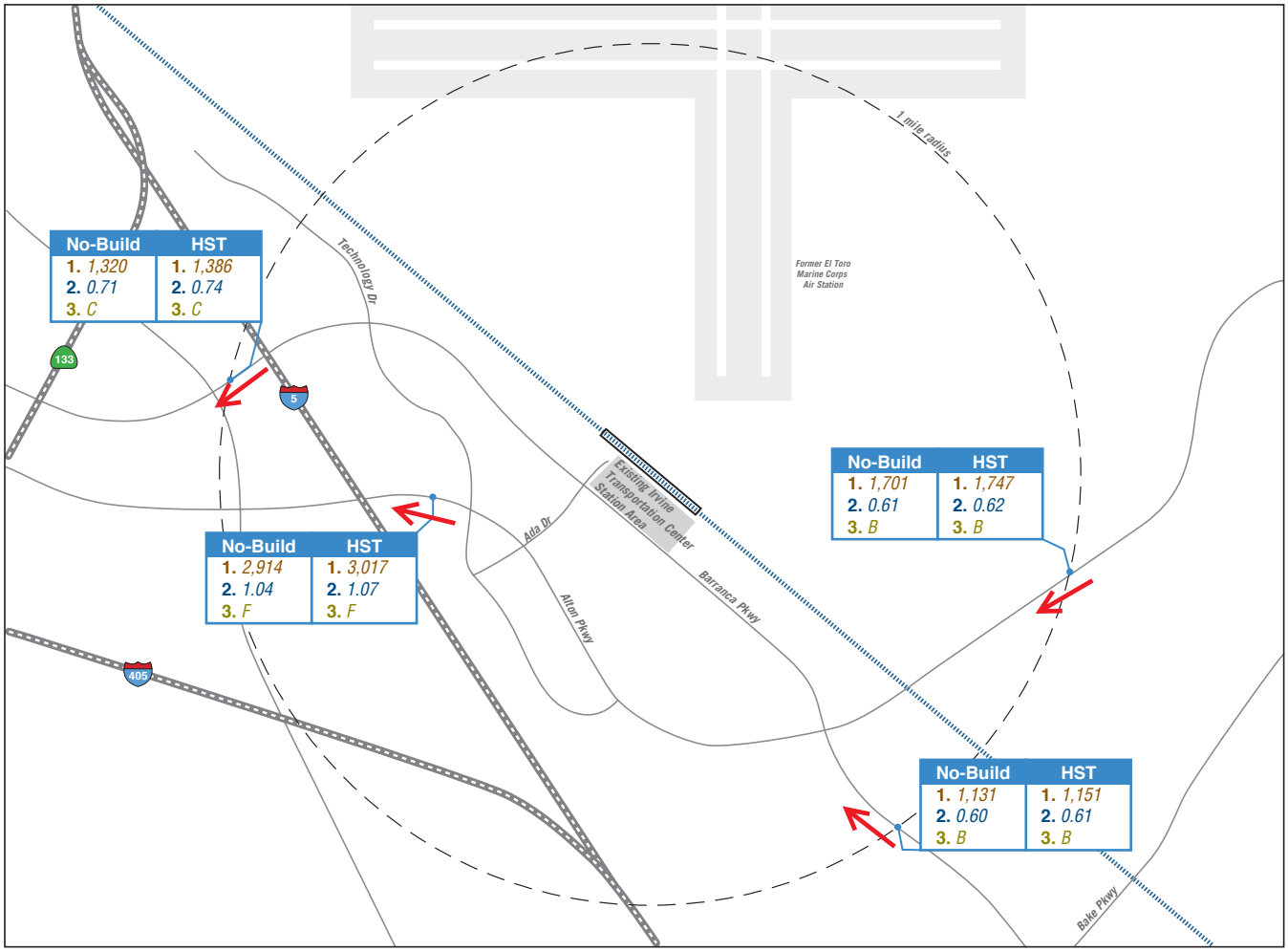
May, 2003 *California High-Speed Train Program EIR/EIS*

Legend

- LOSSAN RAIL CORRIDOR
- STATION PLATFORM AREA
- 1. AM PEAK HOUR VOLUME BY DIRECTION
- 2. AM PEAK HOUR VOLUME TO CAPACITY RATIO BY DIRECTION
- 3. AM LEVEL OF SERVICE BY DIRECTION
- 2020 PEAK TRAFFIC DIRECTION

Year 2020 High Speed Train Station Estimated Peak Hour Automobile Trip Distribution - SANTA ANA

Figure 4.3-7

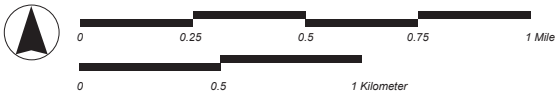


Baseline data provided by Orange County Transportation Authority

May, 2003 *California High-Speed Train Program EIR/EIS*

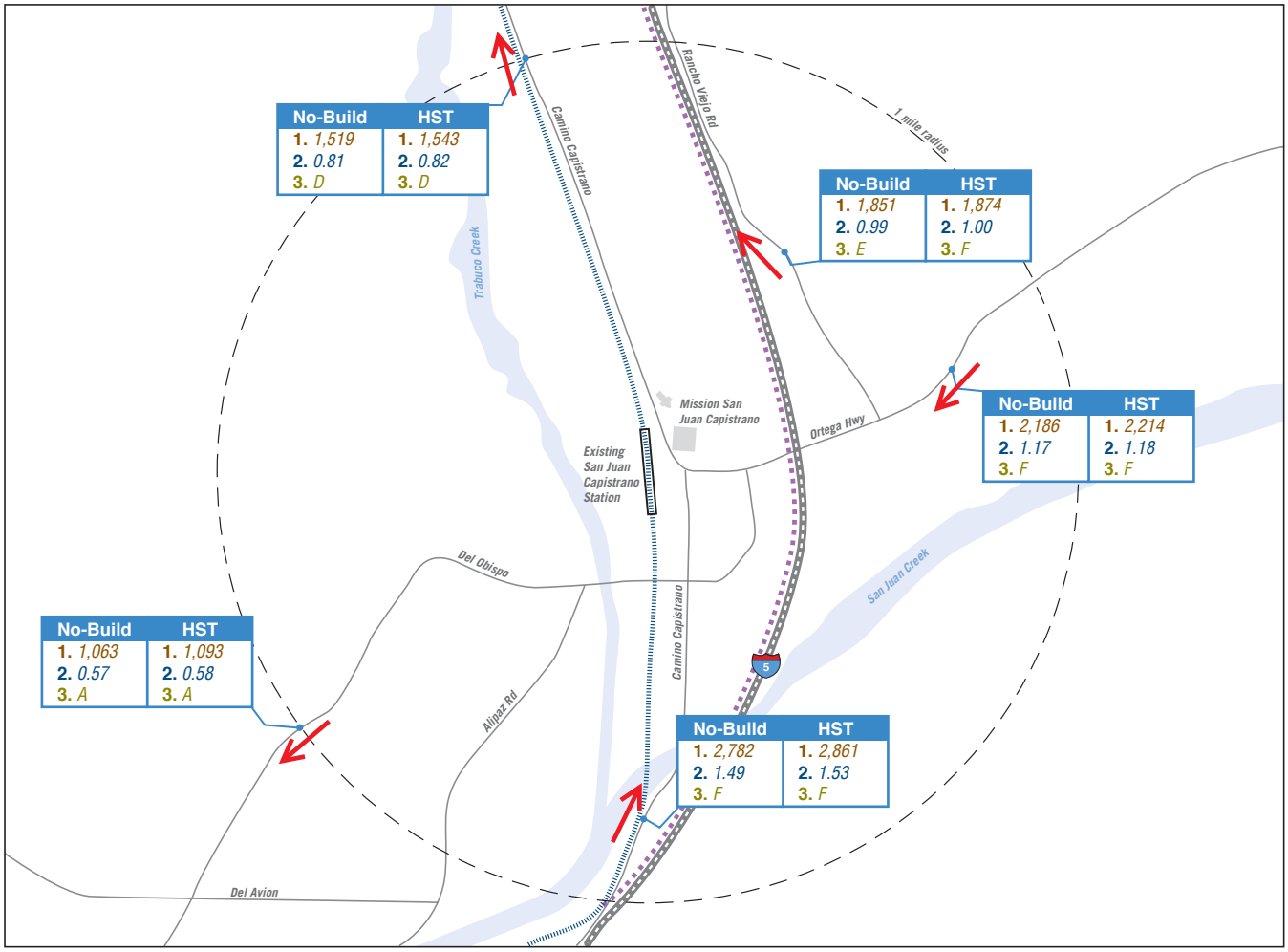
Legend

- LOSSAN RAIL CORRIDOR
- STATION PLATFORM AREA
- 1. *AM PEAK HOUR VOLUME*
- 2. *AM PEAK HOUR VOLUME TO CAPACITY RATIO*
- 3. *AM LEVEL OF SERVICE*
- *2020 PEAK TRAFFIC DIRECTION*



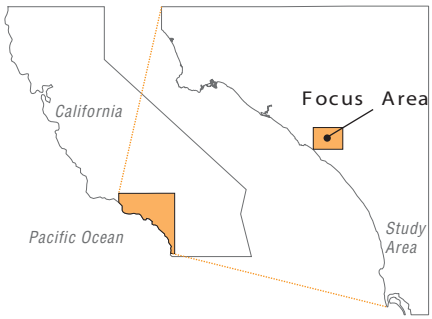
Year 2020 High Speed Train Station Estimated Peak Hour Automobile Trip Distribution - IRVINE

Figure 4.3-8



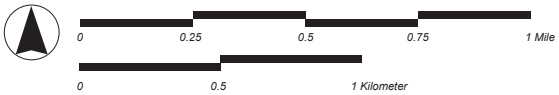
Baseline data provided by Orange County Transportation Authority

May, 2003 *California High-Speed Train Program EIR/EIS*



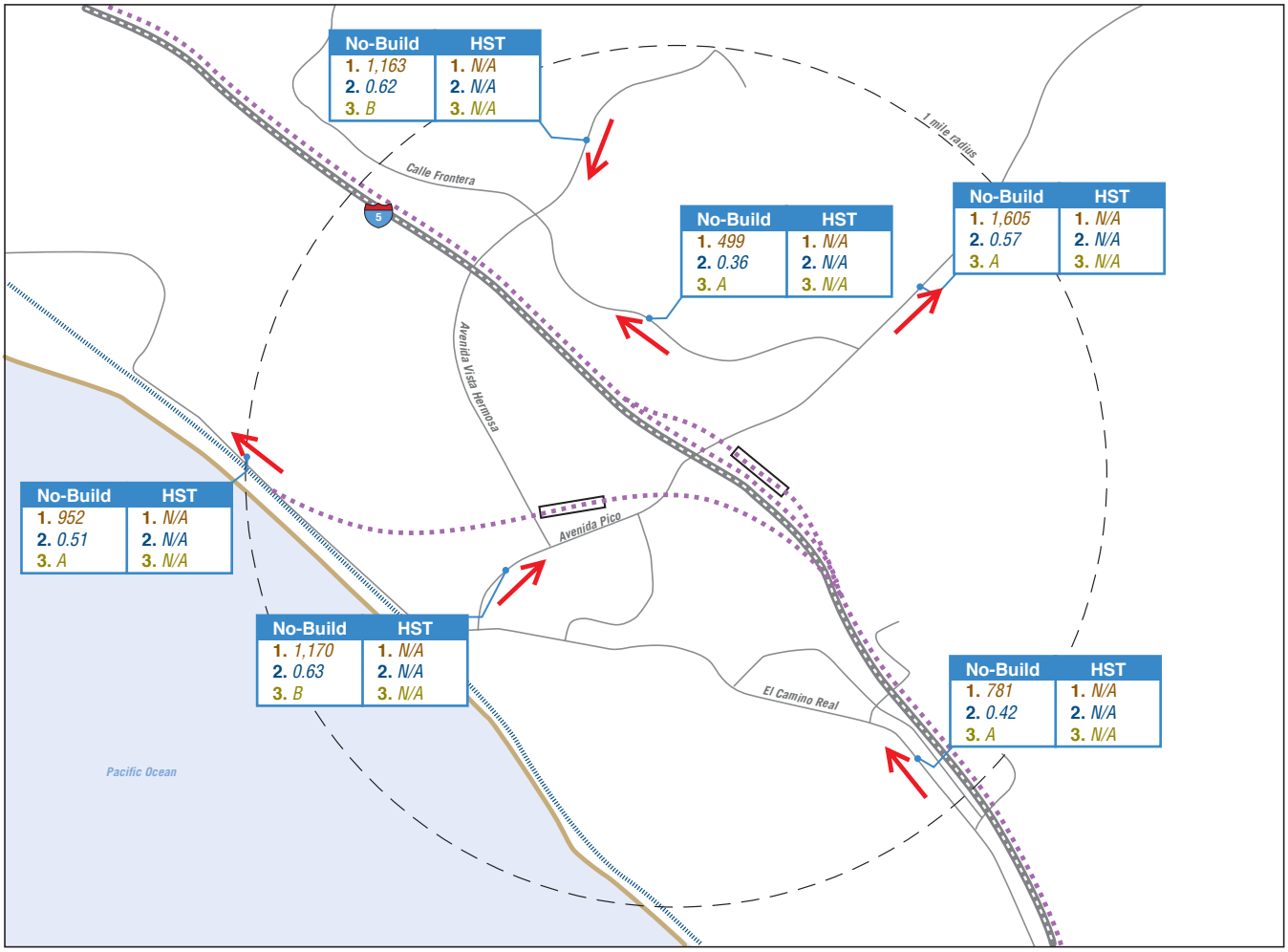
Legend

- LOSSAN RAIL CORRIDOR
- POTENTIAL IMPROVEMENTS
- STATION PLATFORM AREA
- 1. *AM PEAK HOUR VOLUME BY DIRECTION*
- 2. *AM PEAK HOUR VOLUME TO CAPACITY RATIO BY DIRECTION*
- 3. *AM LEVEL OF SERVICE BY DIRECTION*
- *2020 PEAK TRAFFIC DIRECTION*



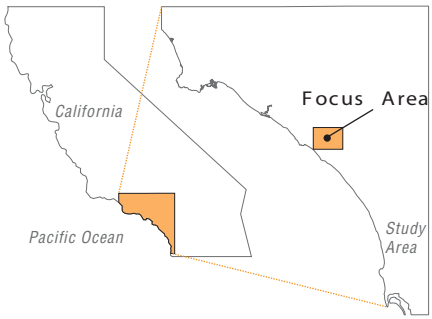
Year 2020 High Speed Train Station Estimated Peak Hour Automobile Trip Distribution - SAN JUAN CAPISTRANO

Figure 4.3-9



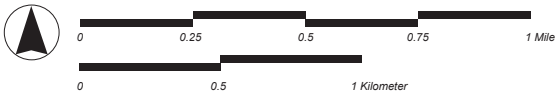
Baseline data provided by Orange County Transportation Authority

May, 2003 *California High-Speed Train Program EIR/EIS*



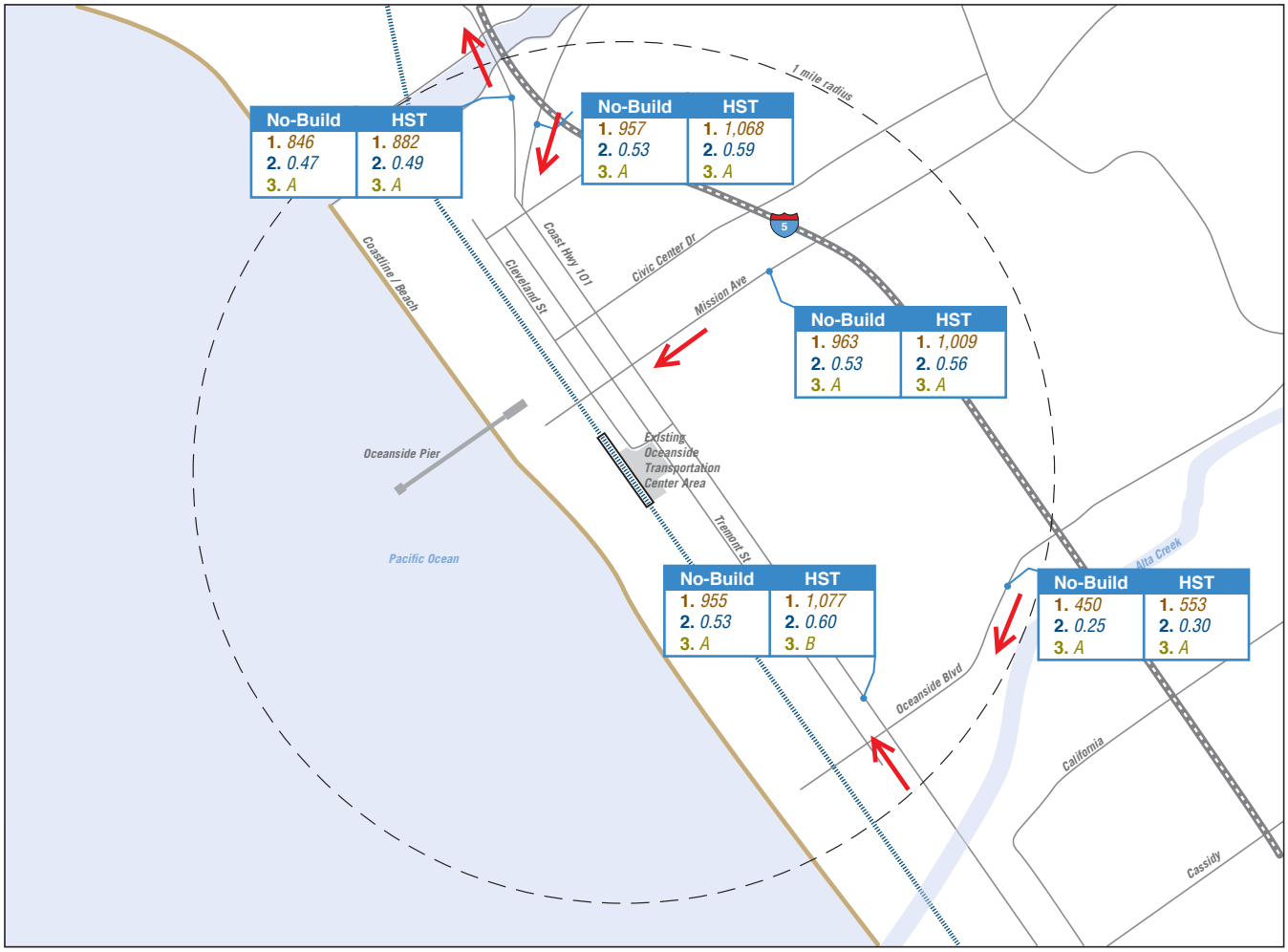
Legend

- LOSSAN RAIL CORRIDOR
- POTENTIAL IMPROVEMENTS
- STATION PLATFORM AREA
- 1. AM PEAK HOUR VOLUME BY DIRECTION
- 2. AM PEAK HOUR VOLUME TO CAPACITY RATIO BY DIRECTION
- 3. AM LEVEL OF SERVICE BY DIRECTION
- 2020 PEAK TRAFFIC DIRECTION



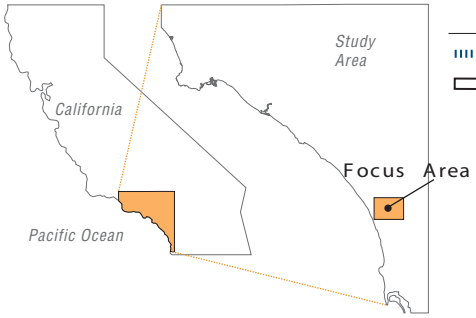
Year 2020 High Speed Train Station Estimated Peak Hour Automobile Trip Distribution - SAN CLEMENTE STATION OPTIONS

Figure 4.3-10



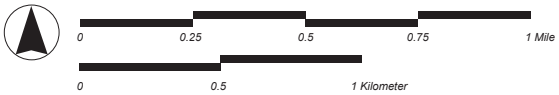
Baseline data provided by San Diego Association of Governments

May, 2003 *California High-Speed Train Program EIR/EIS*



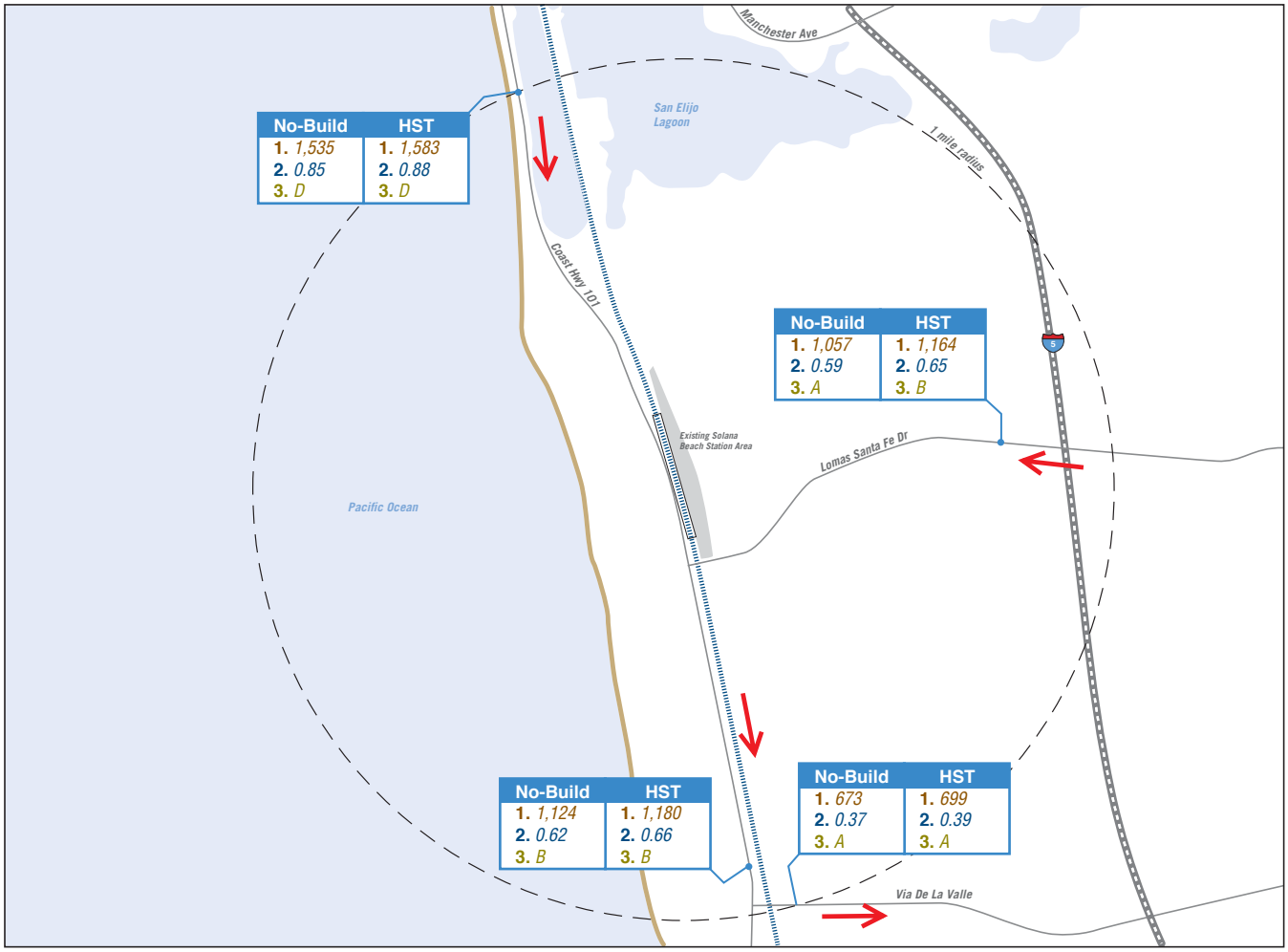
Legend

- LOSSAN RAIL CORRIDOR
- STATION PLATFORM AREA
- 1. *AM PEAK HOUR VOLUME BY DIRECTION*
- 2. *AM PEAK HOUR VOLUME TO CAPACITY RATIO BY DIRECTION*
- 3. *AM LEVEL OF SERVICE BY DIRECTION*
- *2020 PEAK TRAFFIC DIRECTION*



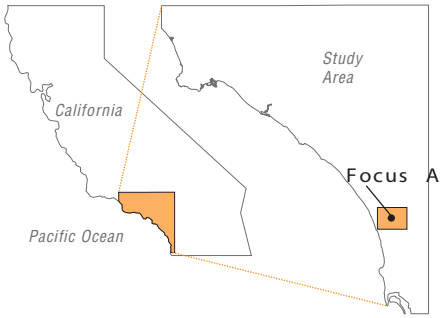
Year 2020 High Speed Train Station Estimated Peak Hour Automobile Trip Distribution - OCEANSIDE

Figure 4.3-11



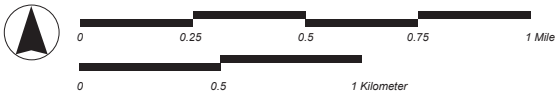
Baseline data provided by San Diego Association of Governments

May, 2003 *California High-Speed Train Program EIR/EIS*



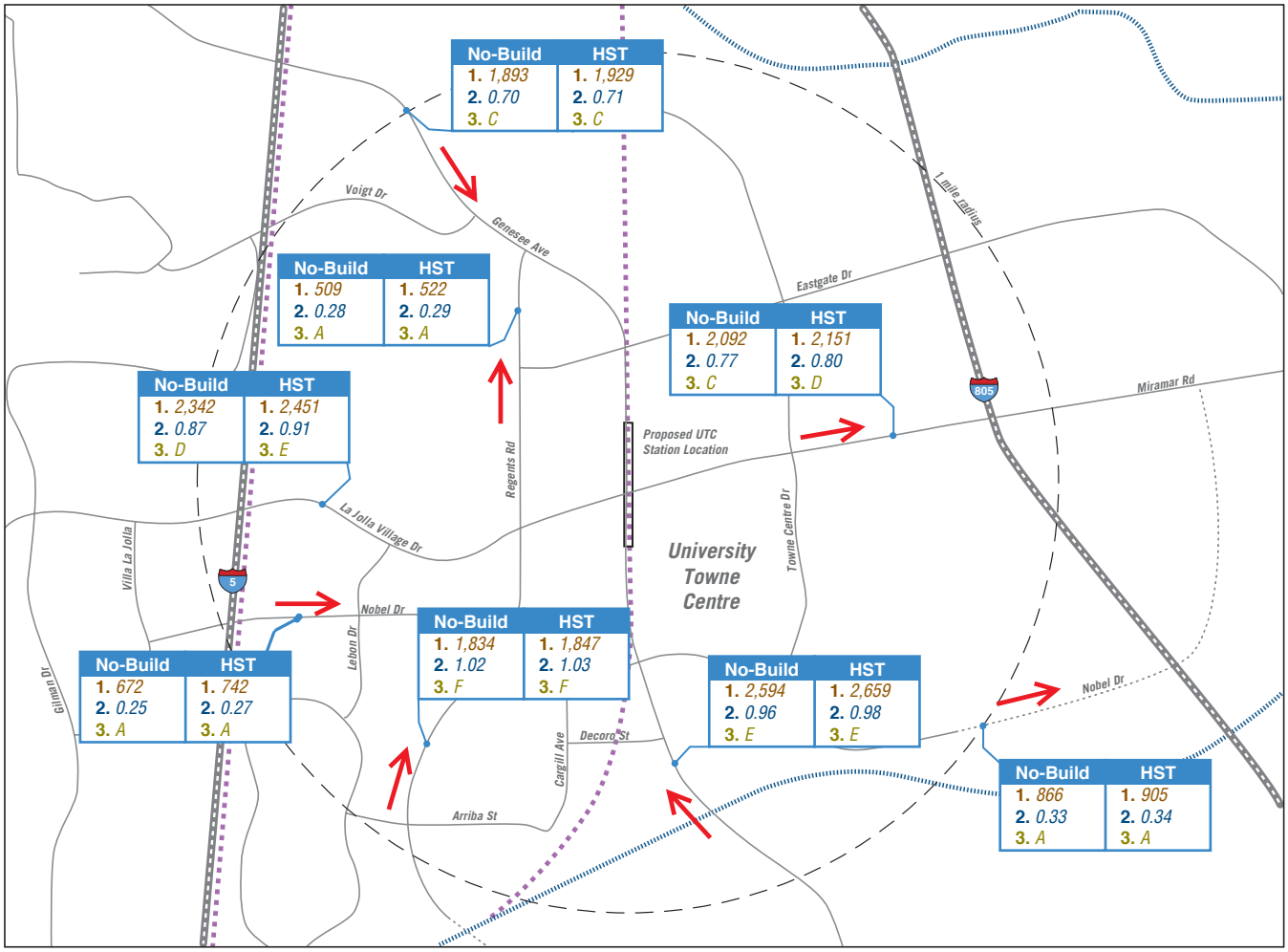
Legend

- LOSSAN RAIL CORRIDOR
- STATION PLATFORM AREA
- 1. *AM PEAK HOUR VOLUME BY DIRECTION*
- 2. *AM PEAK HOUR VOLUME TO CAPACITY RATIO BY DIRECTION*
- 3. *AM LEVEL OF SERVICE BY DIRECTION*
- *2020 PEAK TRAFFIC DIRECTION*



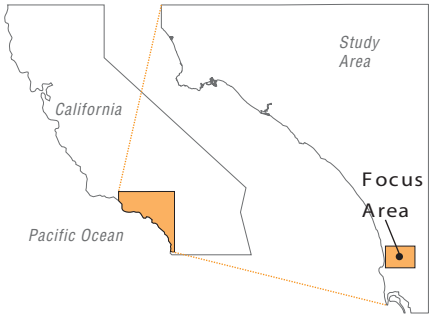
Year 2020 High Speed Train Station Estimated Peak Hour Automobile Trip Distribution - SOLANA BEACH

Figure 4.3-12



Baseline data provided by San Diego Association of Governments

May, 2003 *California High-Speed Train Program EIR/EIS*



Legend

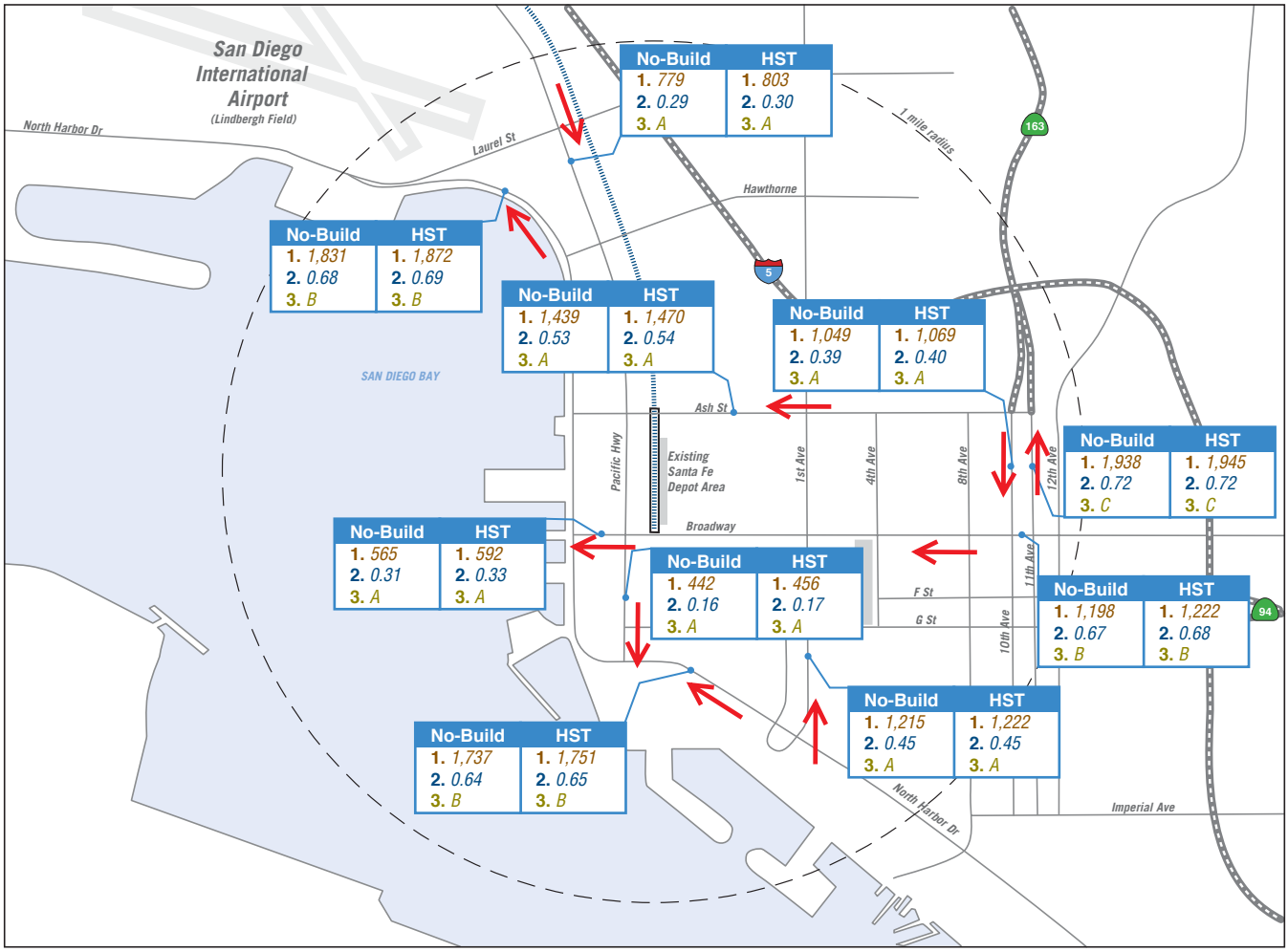
- LOSSAN RAIL CORRIDOR
- POTENTIAL IMPROVEMENTS
- STATION PLATFORM AREA
- 1. *AM PEAK HOUR VOLUME BY DIRECTION*
- 2. *AM PEAK HOUR VOLUME TO CAPACITY RATIO BY DIRECTION*
- 3. *AM LEVEL OF SERVICE BY DIRECTION*
- *2020 PEAK TRAFFIC DIRECTION*

0 0.25 0.5 0.75 1 Mile

0 0.5 1 Kilometer

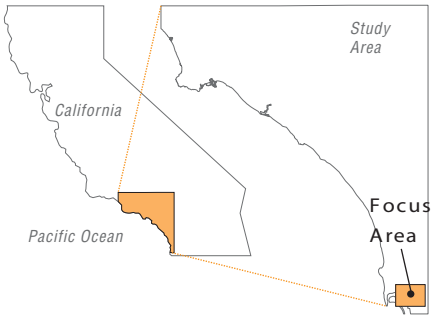
Year 2020 High Speed Train Station Estimated Peak Hour Automobile Trip Distribution - UNIVERSITY TOWNE CENTRE

Figure 4.3-13



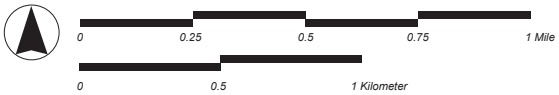
Baseline data provided by San Diego Association of Governments

May, 2003 *California High-Speed Train Program EIR/EIS*



Legend

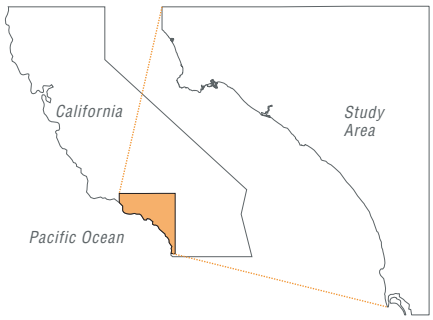
- LOSSAN RAIL CORRIDOR
- 1. *AM PEAK HOUR VOLUME BY DIRECTION*
- 2. *AM PEAK HOUR VOLUME TO CAPACITY RATIO BY DIRECTION*
- 3. *AM LEVEL OF SERVICE BY DIRECTION*
- *2020 PEAK TRAFFIC DIRECTION*



Year 2020 High Speed Train Station Estimated Peak Hour Automobile Trip Distribution - SANTA FE DEPOT

Figure 4.3-14

May, 2003 *California High-Speed Train Program EIR/EIS*



Legend

- RELEVANT FREIGHT CORRIDORS
- ADDITIONAL FREIGHT CORRIDORS
- IMPACTED FREIGHT CORRIDORS

8 0 8 Miles

8 0 8 Kilometers

Year 2020 High Speen Train Alternative - Goods Movement Impact Areas

Figure 4.3-15