

**APPENDIX D**

**SUMMARY OF ALTERNATIVE SECTIONS ATTRIBUTES  
CALIFORNIA HIGH-SPEED TRAIN PROJECT**

<b>Section Attributes</b>	<b>San Francisco-San Jose</b>	<b>Merced-Fresno</b>	<b>Fresno-Bakersfield</b>	<b>Los Angeles-Anaheim</b>
Total Miles for the Section	<b>50 Miles</b>	<b>60 Miles</b>	<b>113 Miles</b>	<b>30 Miles</b>
Total ARRA + FY10 HSIPR Grant Application Amount (\$YOE Billions) including State match	<b>\$4.74 B</b>	<b>\$4.39 B</b>	<b>\$4.74 B</b>	<b>\$4.74 B</b>
Length of Infrastructure which can be completed with abovementioned funds	<b>26 Miles plus electrification</b>	<b>80 Miles</b>	<b>129 Miles</b>	<b>22 Miles plus 6 level crossings (quad gates)</b>
Initial work includes electrification	<b>Yes</b>	<b>No</b>	<b>No</b>	<b>No</b>
New HST Stations included	<b>Millbrae</b>	<b>Merced &amp; Fresno</b>	<b>Fresno</b>	<b>Norwalk /SFS station (or equiv)</b>
Top Speed (mph)	<b>125</b>	<b>220</b>	<b>220</b>	<b>90/110</b>
Other operations sharing tracks	<b>Min</b>	<b>No</b>	<b>No</b>	<b>Yes</b>
Cooperation Agreements needed with other operators	<b>Caltrain / UPRR</b>	<b>BNSF / UPRR / Amtrak (Operator)</b>	<b>BNSF / UPRR / Amtrak (Operator)</b>	<b>BNSF/ UPRR / OCTA/MTA/ Metrolink/ Amtrak</b>
Complexity of construction (moderate; severe)	<b>Severe</b>	<b>Moderate</b>	<b>Moderate</b>	<b>Severe</b>
Disruption to other rail/transit providers	<b>Severe</b>	<b>Minimal</b>	<b>Minimal</b>	<b>Severe</b>