

Appendix E: Newspaper Notices/Articles



Study on Altamont Corridor Rail Project

State-of-the-art electric trains could speed passengers from Stockton to San Jose in 1 hour

Stockton, CA – A new study will look at transforming the Altamont Commuter Express (ACE) into a modernized system with faster, more frequent, and more reliable intercity passenger rail service and better regional connections. In the future, Altamont Corridor Express trains could speed passengers from the San Joaquin Valley to Silicon Valley faster than ever before. The trip from Stockton to San Jose, which now takes over 2 hours on ACE, could be cut to about 1 hour.

Diesel locomotive-hauled trains could be replaced with state-of-the-art electric trains that are faster, cleaner and greener. The study will look at a proposed system that would allow quick intercity trips between regions, commuter access to job centers, and easy connections to local transit systems, BART and California's High-Speed Train network.

Public scoping meetings will be held November 10 through 18, 2009 to solicit input on potential train routes, station stops, community priorities, and environmental issues.

Public Scoping Meetings Altamont Corridor Rail Project 3:00 - 8:00pm Open House

November 10 Robert Livermore Community Center 4444 East Ave. Livermore, CA	November 12 San Joaquin Council of Governments 555 E. Weber Ave. Stockton, CA	November 17 Fremont Teen Center 39770 Paseo Padre Parkway Fremont, CA	November 18 Le Petit Trianon Theatre 72 North Fifth St. San Jose, CA
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Public input is being invited to help identify potential routes and stations for this proposed rail project in an area extending from Stockton to San Jose via the Altamont Pass. Station stops along the way could be located in Tracy, the Livermore / Pleasanton area, the Fremont / Union City area, and Milpitas. Later a branch out to Modesto may also be a possibility.

The Altamont Corridor Rail Project could create a key link to optimize performance of the regional intercity rail network, facilitating faster travel between the Bay Area, Tri-Valley, San Joaquin Valley, Central Valley, and Sacramento area. Strategic connections to BART (such as at the planned "BART-to-Livermore" extension) could provide easy access to Oakland, Oakland International Airport, and San Francisco.

With top speeds on the Altamont Corridor at 150 miles per hour or higher, the project would be compatible with the California High-Speed Train system, which will operate at up to 220 mph in the Central Valley. This will provide greater flexibility and potential for joint-use of the rail corridor. This could allow Altamont Corridor Express trains to run from Merced to San Jose, for example, or from San Jose to Sacramento – utilizing High-Speed Train infrastructure from Sacramento to Merced.

The development of the Altamont Corridor Rail Project as a complement to the Statewide High-Speed Train 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 benefits to the state and the region.

Some funding will be provided by the San Joaquin Regional Rail Commission (operator of the existing ACE service) and additional funds for planning, engineering, and construction will be pursued from various sources. Proposition 1A, approved by California voters in 2008, lists the Altamont Corridor as eligible for funding with California's High-Speed Rail bonds. Also, the State is requesting federal "stimulus" funds per the American



THE ALTAMONT CORRIDOR RAIL PROJECT

Recovery and Reinvestment Act that could be applied to project planning and environmental review.

"At speeds of 150 mph, the Altamont Corridor Rail Project could move people through the region efficiently and help jump start high speed economic recovery for our area," said Cathleen Galgiani, Assemblywoman.

Construction of the Altamont Corridor Rail Project could create up to 120,000 direct and indirect jobs, while operation of the Altamont Corridor could stimulate up to 60,000 permanent jobs in the Northern California economy. While unlocking the region's economic potential is critical, the system can also help create a more environmentally sustainable future by reducing greenhouse gases and facilitating smarter, more compact land use and development patterns around train stations.

The California High-Speed Rail Authority and Federal Railroad Administration have agreed to lead a formal environmental review process under the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA). The public scoping meetings will kick off that process and allow opportunities for early community input. Comments also can be submitted in writing by December 4, 2009 to Dan Leavitt, Deputy Director, California High-Speed Rail Authority, Attn: Altamont Corridor Rail Project, 925 L Street, Suite 1425, Sacramento, CA 95814, via fax (916) 322-0827, via email at comments@hsr.ca.gov, or through the website www.cahighspeedrail.ca.gov.

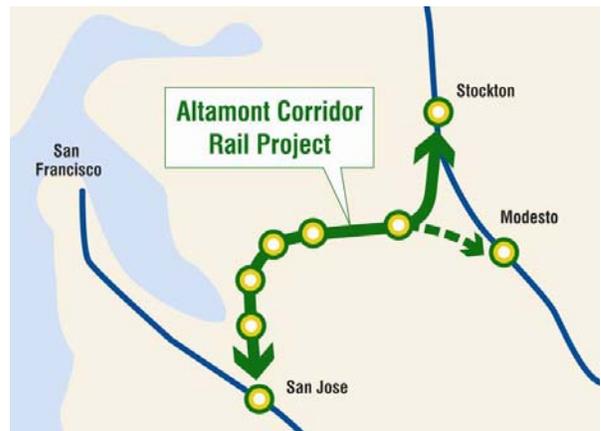
The Altamont Corridor Partnership Working Group is a driving force for this project, providing vital leadership and technical expertise. The group includes the San Joaquin Regional Rail Commission, California High-Speed Rail Authority, San Joaquin Council of Governments, Sacramento Area Council of Governments, California Partnership for the San Joaquin Valley, Great Valley Center, Tri-Valley Regional Rail Policy Advisory Committee, Alameda County Congestion Management Agency and the Metropolitan Transportation Commission, along with service providers including Altamont Commuter Express, BART, SamTrans, Capitol Corridor, and Caltrain. The Working Group recognizes the importance of the corridor for meeting urgent transportation needs and has defined goals, objectives and basic parameters for the project. The Working Group will continue to guide the project during the planning process.

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Find more information at www.cahighspeedrail.ca.gov. For high resolution digital images, please call (415) 955-2938 or email Kim Christensen at kim.christensen@aecom.com.



Future Altamont Corridor Express Visual Simulation



Altamont Corridor Rail Project

The San Joaquin Regional Rail Commission and California High-Speed Rail Authority are co-sponsors of the Altamont Corridor Rail Project.

NEWS ADS

Paper	Publication Date
The Independent	29-Oct-09
<i>second run</i>	5-Nov-09
Tri-Valley Herald	2-Nov-09
<i>second run</i>	5-Nov-09
Tracy Press	31-Oct-09
<i>second run</i>	4-Nov-09
The Record	2-Nov-09
Central Valley Business Journal	30-Oct-09
The Modesto Bee	2-Nov-09
Manteca Bulletin	30-Oct-09
The Fremont Argus, Hayward Daily Review, Oakland Tribune, Tri-Valley Herald and Alameda Times Star	2-Nov-09
Mercury News	2-Nov-09
The Bilingual Weekly	1-Nov-09
La Oferta	6-Nov-09
Contra Costa Times	22-Oct-09

Head

DOC TALK

Domino transplant -- an organ transplant in which a donor's heart and lungs are transplanted into second person whose heart, in turn, is transplanted into a third person.

PHOBIA OF THE WEEK

Anuptaphobia -- fear of staying single

OBSERVATION

Whenever you tell anyone you're an insomniac, you can guarantee what they'll say: "That's funny, because I'm asleep the moment my head hits the pillow." But when I meet a blind man, I don't say: "That's funny, because I can see perfectly."

-- British comedian and novelist David Baddiel

CURTAIN CALLS

In 1990, expert kayaker Jessie Sharp thought he was so good he could kayak over Niagara Falls. And he did, but only once.

ers, so you might do well to try a few different brands before throwing in the towel on stevia.

Another natural sweetener that has gained in popularity over the past few years is agave nectar. Agave is a desert plant with thick, spiky leaves, kind of resembling aloe, whose juice is sweet. Yet despite its sweetness, agave is very low on the glycemic index scale

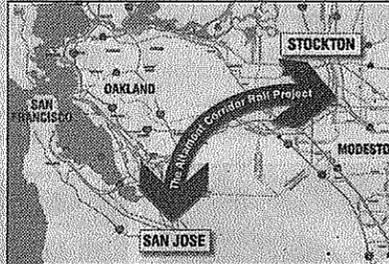
HEALTH MATTERS



THE ALTAMONT CORRIDOR RAIL PROJECT

NEPA/CEQA PUBLIC SCOPING MEETINGS

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November 18, 2009
Le Petit Trianon Theatre
72 North Fifth Street
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For questions about the meetings, please call 415.955.2938. For additional project information, including the NEPA/CEQA Notice of Intent and Notice of Preparation, please visit: www.cahighspeedrail.ca.gov

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Joe Crossfit is a term that encompasses a whole host of exercises and regimens, and is a system of training that I think can be very beneficial for almost anybody.

Allergies might be related to of sleep. Allergies might be related to dilate veins so their color is more pronounced. You should

These are the things that keep arteries healthy. You also have to work with a doctor. First the doctor can confirm the diagnosis of PAD by measuring the blood pressure at your ankle and comparing it with blood pressure in

SPORTS NOTES

of the game. Scores: Phoenix Fireballs 1, Strikers 0; Barracudas 4, Bandits 0; Panthers 3, Tigers 2; Top Offensive Players: Jessica Schmidt, Gabrielle Welk, Emily Trinidad - Phoenix Fireballs; Taylor McCutchins, Kelly O'Neil, Lauren Moulton - Barracudas; Sarah Sanchez, Cara Ingram, Louisa DuBose - Panthers; Top Defensive Players: Laura Belichak, Laura Buscheck, Grace Martin - Strikers; Kristina Breckenridge, Katie Zieker, Savannah Miles - Barracudas; Paige Ryback, Lauren Chew, Daniela Block - Panthers;

Under-9: The Polar Bears battled the Penguins in a global north - south struggle for survival. The players are confidently demonstrating the skills that they have developed during this season. Top Offensive Players: Vicky L., Emily S., Adalyn R. - Polar Bears; Allison DeFazio, Gianna Lyng, Viviana Carnes - Princess Warriors; Top Defensive Players: Bliss B., Morgan G., Alaysia S. - Polar Bears; Ashley Lopez, Kaitlin Schmitz, Jessica Maloney - Princess Warriors;

Under-8: Competitive game squaring off the two of the best U8 Rage Teams. Top Offensive Players: Anika Kapai, Bethany Chase, Zoe Morgenroth - Martians; Top Defensive Players: Sophia Barletta, Savana Sadler, Noe Jue - Martians;

Under-6: The delicate darling Daffodils rose to meet the fire breathing Dragons on the spooky foggy damp moors of Pleasanton in a pre-dawn match of soccer on Halloween day. Top Offensive Players: Isabella G., Mariah A., Paige M. - Daffodils; Kennedy Williams, Mariah Gragg, Brooke Inman - Dancers; Ava Ricker, Ella Andrews, Kayla Galvez - Divas; Shay McIntyre, Elizabeth Fineberg, Lauren Jang - Dashers; Top Defensive Players: Arianna H., Claire K., Sophia M. - Daffodils; Natalie O'Sullivan, Ella Hodges, Ella Gervasoni - Dancers; Laney Lopez, Rachel Mattison, Karla Aello - Divas; Dalynn Miller, Ella Srouji, Emma Baer - Dashers;

Livermore Youth Soccer

The Livermore Hurricanes high comp U12 boys pulled some tricks and got some treats this Halloween weekend coming away with two big wins against Fremont and Concord. This improves their league record to an impressive 6 wins and 2 losses. The 3-0 win against Fremont was highlighted by 2 great goals from Hayden Olsen and a nicely executed goal by Trevor Ross. Harrison Good, Brandon Brocklesby, and Luis-Ceja-Martinez helped set-up the goals with their excellent play. Brian Martinez had a great game on defense. In Sunday's 2-1 win against Concord the first goal came off a beautiful shot to the corner of the net by Scott Newby and the second goal was a precise shot past the goalie by Dominic Mingione. The goals could not have been developed without the great passing of Garrett Vest, Archie Labine, and Connor Lovoi. The intense play of Zabriski Roland and Conner McGee made it seem like they were everywhere on the field. Kevin Gillmore played very heads-up defense and Max Wiggington was outstanding in protecting the net.

The Livermore Elite Fury girls U14 finished GSSL play in second place with seven wins, one loss and two ties. Against first place Heritage Force, Jenna Hatch made a couple of good runs in the first half but both defenses did a good job of limiting shots. As the second half began and select Fury parents cheered wildly for a score, Livermore increased its pressure on the Heritage defense. Alison Pierson ran hard to the goal but the Force goalie challenged her shot, which just went wide. Later, Ambler Lennier fired a shot on goal and Morgan Brandt made a great run and cross before hustling back to force a corner. Late in the match, Beth McCall drilled a shot that hit the top post. The play of the game was turned in by the Fury defense. Goalie Tayler Lennier stopped a close shot but the ball rolled towards the goal and Sarah Franklin cleared just before it crossed the line.

and sunk it in the net. Explosion played tough and evened the score with minutes left in the second half.

Livermore Elite Rampage 1, Mustang Velocity 1: This was a nail biting match on Saturday night under a full moon. Velocity scored the first goal 17 minutes into the first half to get the lead. Both teams were very competitive and evenly matched. Rampage midfielders fed ball after ball to their offense. Late in the second half Alyssa Oki accepted a pass and pushed through the Velocity defense and tied up the score for the 1-1 tie.

DIVISION 4

U7-Girls: Shooting Stars vs. Pink Lightning: The Shooting Stars and the Pink Lightning played a fantastically frightful game. The little ghouls battled for possession from beginning to end. Offense: Celeste Summers (Shooting Stars), Alei Tuia (Pink Lightning); Defense: Katie Zech (Shooting Stars); Sarah Brock (Pink Lightning).

U-6 Girls: Butterflies vs. Flower Power: Offense: Sheila Rothe, Gianna Ceccanti (Butterflies); Mikayla Ellis, Emma Kello (Flower Power); Defense: Isabella Finch, Brenda Pena (Butterflies); Sydney Gutierrez (Flower Power).

U-8 Boys: Crusher Jedis vs Livermore Inferno: Crusher Jedis Offense: Josiah Knight, J.J. Knight, Nino Sabella, Thomas Kello; Defense: Bryce Hall, Matthew Larson, Caelan Robert, Luke Moylan, Andrew Lent; Livermore Inferno: Blake Teixeira, Dylan Silva, Mason Smith.

Flying King Cobras vs. Sonics: Flying King Cobras Offense: Philip Weaver, Ryan Lortie, Connor Campbell; Defense: Jake Johnston, Ryan Wenzel, Joey Katen; Sonics Offense: Justin Pestana, Trest Crisp, Quinn Ayres, Sean Pasqual; Defense: Rylan Matheson, Jacob Garner, Evan Sire;

U-5 Boys: Spikes V. Lightning: Offense: Andrew McKeever, Tanner Griffith, Derek Thompson, Drew Hanson (Spikes); Jake Walton, Harrison Marshall, Jayden Silvia, Tyler Trudeau (Lightning); Defense: Colin Miller, Jason Krakowski, Gianni Goulart, Mick Maia, Luke Leary (Spikes); Mason Dickey, Brayden Vash, Conner Mayfield (Lightning).

Lacrosse Registration

Girls lacrosse Spring 2010 registration is now open. It is open to girls in grades 2 to 8. Registration is now through the end of November 2009 at www.pleasantongirlslacrosse.com. Questions? Richard Murphy at rl_murphy@sbcglobal.net. Spring season runs from February to May 2010.

LGSA Tryouts

Spring 2010 recreation season tryouts will be held on Saturday, November 7 and Saturday, December 5 for all registered 10U and Middle School girls. Tryouts will be held at Joe Mitchell School, 1001 Elaine Avenue, Livermore. For more information and to download the registration form, visit www.livermoregirlssoftball.org, email registration@livermoregirlssoftball.org or call 925-556-5259.

Final Run

The 18th Hats Off America Red T-Shirt 10K Run/Walk or Jog will be held on Saturday, November 7, beginning at 10 a.m. at Sycamore Valley Park, 2101 Holbrook Drive, Danville, rain or shine. Entry fee is \$34 per person. There is no entry fee for volunteers. All runners and volunteers will receive a red t-shirt, and lunch.

This is the last run and final event for Hats Off America. Founder and director Sparky George, who has been in business in Sar Ramon for many years, finds it necessary to close his automobile repair business, due to the declining economy, and is unable to continue to financially support Hats Off

changes seem minor, the overall result could be a loss of the suburban character of individual areas of the city and increased traffic and parking problems citywide. More information can be found on the city's website Planning Department page, www.ci.livermore.ca or by calling 960-4450.

I would urge residents to become informed about the changes and attend the Planning Commission workshops to express their opinions. The next meeting will be on November 10 at 7:30 p.m. at 3575 Pacific Avenue.

Concannon Speeding Joe Pavlak Livermore

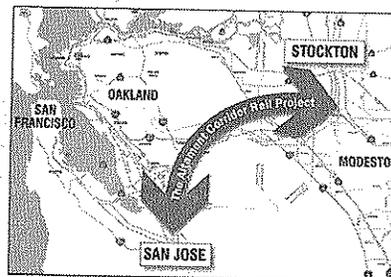
Just so everyone is up to date on traffic situations here in Livermore, know that Concannon is now the unofficial expressway, especially from Holmes to Isabel. Ignore the posted 35mph speed limit like all the commuters do during rush hour. Feel free to join others in traveling at around 50 to 75mph. So remember 40-55mph anytime and 70-75 after dark. Sounds absurd but it's true. After numerous complaints of speeding autos to our traffic enforcement division, I have watched the speed go unchecked for months. So since our officers have other priorities, enjoy the hassle free 'unofficial' expressway, ignore the posted limit and get through town faster.



THE ALTAMONT CORRIDOR RAIL PROJECT

NEPA/CEQA PUBLIC SCOPING MEETINGS

Please join us at one of the upcoming meetings to learn about the new Altamont Corridor Rail Project and kick off the environmental review process. This exciting project could provide faster intercity and commuter train service between Stockton and San Jose via the Altamont Pass, as well



as links to BART, California High-Speed Trains and other transit. A link to Modesto is also a possibility. Come talk with project planners and share your ideas about potential routes and station stops. We also need input on the scope of issues to be considered in the environmental impact statement/report being prepared by the Federal Railroad Administration and California High-Speed Rail Authority per the National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA). Written comments can be submitted by December 4, 2009 to Dan Leavitt, Deputy Director, California High-Speed Rail Authority, 925 L Street, Suite 1425, Sacramento, CA 95814 or through the website below. The San Joaquin Regional Rail Commission and other agencies are providing local leadership and encourage public involvement to help plan a great project. Please join us!

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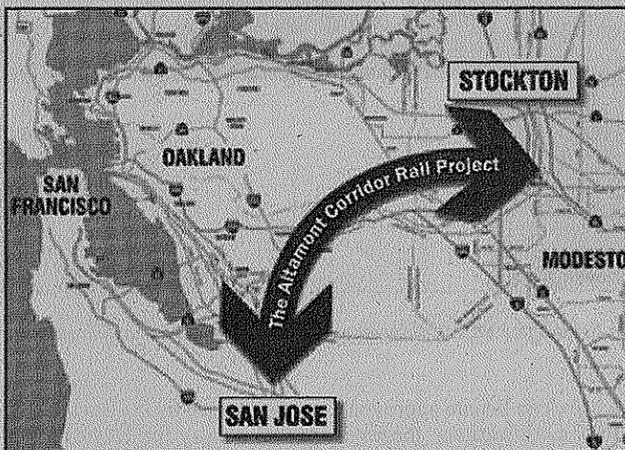
For questions about the meetings, please call 415.955.2938. For additional project information, including the NEPA/CEQA Notice of Intent and Notice of Preparation, please visit: www.cahighspeedrail.ca.gov



THE ALTAMONT CORRIDOR RAIL PROJECT

NEPA/CEQA PUBLIC SCOPING MEETINGS

Favor acompañarnos a una de las próximas reuniones para obtener información acerca del nuevo "Altamont Corridor Rail Project" y ayudar a lanzar el proceso de la revisión ambiental. Este interesante proyecto podría proporcionar un servicio interurbano más rápido y un servicio



ferroviario para viajeros entre Stockton y San José a través del Altamont Pass, así como proporcionar enlaces con el sistema de BART, los trenes de alta velocidad de California, y otros servicios de tránsito. Un enlace hasta la ciudad de Modesto también es posible. Venga a hablar con los gerentes del proyecto y comparta sus ideas acerca de rutas y paradas potenciales. También queremos oír sus comentarios o ideas sobre las prioridades de la comunidad y su punto de vista sobre asuntos que deben ser considerados dentro del Informe/Declaración Ambiental de Impacto, el cual será preparado por La Administración Ferroviaria Federal y La Autoridad Ferroviaria de Trenes de Alta Velocidad bajo el Acta Nacional de Política Ambiental (NEPA) y el Acta de California sobre la Calidad Ambiental (CEQA). Comentarios escritos pueden ser entregados antes del 4 de diciembre, 2009 a Dan Leavitt, Deputy Director, California High-Speed Rail Authority, 925 L Street, Suite 1425, Sacramento, CA 95814 o por medio del sitio de internet proporcionado abajo. La Comisión Regional de Riel de San Joaquín y otras agencias están proporcionando liderazgo local e invitan al público que participe en planear un gran proyecto.

REUNIONES GERERALES PARA DISCUTIR IDEAS: 3:00 – 8:00 Estilo 'Open House'

10 de Noviembre 2009
Robert Livermore Community Center
4444 East Avenue
Livermore, CA

17 de Noviembre 2009
Fremont Teen Center
39770 Paseo Padre Parkway
Fremont, CA

12 de Noviembre 2009
San Joaquin Council of Governments
555 E. Weber Avenue
Stockton, CA

18 de Noviembre 2009
Le Petit Trianon Theatre
72 North Fifth Street
San Jose, CA

Para preguntas sobre las reuniones, favor llamar al 415-955-2855.
Para información adicional sobre el proyecto, incluyendo el NEPA/CEQA
Aviso del Intento y Aviso de Preparación, favor ir a:

www.cahighspeedrail.ca.gov

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US 18-18-18 (11/18/07/05/1016)

TIME TRAVELER'S WIFE
US 18-18-18 (11/18/07/05/1016)

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INVENTION OF LYING
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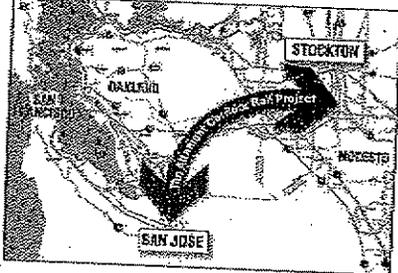
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[Buttons](#)[Print](#)[Close](#)

A speedier ACE train?

STOCKTON

November 9, 2009 12:29pm

- **Speeds up to 150 miles per hour**
- **Might add a Modesto connection**

The Central Valley's Altamont Commuter Express (ACE) train service, which connects Stockton to Silicon Valley, might get faster trains – possibly zipping along at 150 miles per hour -- under proposals beginning to surface thanks to the state's bullet train project.

ACE and the California High Speed Rail Authority, which is in charge of the proposed bullet train between San Francisco and Los Angeles, are undertaking a "corridor improvement project" as part of the statewide high speed rail project.

The corridor project would upgrade the ACE service on a separate, dedicated passenger track and may ultimately be fully grade-separated, electrified and compatible with the high-speed train equipment. The future Altamont Corridor Express could speed commuters from the Central Valley to the Silicon Valley faster than ever before — cutting the current two-hour plus trip down to about one hour. A link to Modesto is also a possibility, says ACE.

ACE trains now rent track time from Union Pacific railroad, which uses its tracks for freight trains. It is not unusual for ACE passenger trains to sit idle as freights rumble on by. The delays can quickly escalate to multi-hour ordeals, making commuters late to work or delayed in returning home.

The corridor improvement project will have community meetings to get input from those impacted on the potential alignments, designs and station concepts.

The two initial public meetings are:

- Tuesday, from 3 p.m. to 8 p.m., Robert Livermore Community Center, 4444 East Ave., Livermore
- Thursday, from 3 p.m. to 8 p.m., San Joaquin Council of Governments building, 555 E. Weber Ave., Stockton

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CONTRA COSTA TIMES

ContraCostaTimes.com

Public meetings begin on bringing high-speed rail to the Livermore Valley

By Jeanine Benca
Contra Costa Times

Posted: 11/11/2009 04:45:26 PM PST

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LIVERMORE -- "Imagine a train that can whisk you from Stockton to San Jose in about an hour."

That enticing hook -- which manages to sound both avant-garde and reminiscent of the exciting, early days of the American railroad at the same time -- appears in a new brochure for the Altamont Corridor Rail Project.

Those who have never heard of the project will have plenty of time to get up to speed on it.

The first in a series of public open houses to kick off an environmental study for the rail system was held Tuesday at the Livermore Community Center. Other meetings are planned this month in Stockton, Fremont and San Jose.

Envisioned is a world-class passenger train system linking the San Joaquin Valley with the Silicon Valley, with possible stops in Stockton, Tracy, Livermore/Pleasanton, Union City/Fremont, Milpitas and San Jose. A branch that would extend as far as Modesto could also be considered in the future, officials said.

The project -- funding for which is likely to come from a variety of local, state and federal sources -- is part of a much larger vision to connect the entire

state with high-speed trains. Still, the project is a long ways off: The environmental review is expected to conclude in 2013; construction would follow, pending available funding.

High-speed rail has long been a dream in California, but money for it was nonexistent until last year. The passage of Proposition 1A allocated \$9 billion in state bond funds for the development of an 800-mile, statewide rail network between San Francisco and Los Angeles. The funds can also be leveraged to secure federal matching funds to make the state's high-speed rail dream a reality, officials say. A final price tag for the statewide project is expected to be much higher than the bond amount.

The California High-Speed Rail Authority and the Federal Railroad Administration are leading the environmental study for the Altamont Corridor Rail Project, which will examine a variety of route and station alternatives from the Valley to San Jose, said Dan Leavitt, deputy director for the California High-Speed Rail Authority. The San Joaquin Regional Rail Commission has allocated an unspecified amount of seed money from local resources. In addition, the state has applied to the Federal Railroad Administration for federal stimulus money that could be applied to the project, he said.

Officials also hope the Obama Administration will provide additional funding in future transportation bill reauthorizations. "The Obama Administration has been very vocal in its support of high-speed rail" as a means of improving mass transit and combating environmental problems, Leavitt added.

The Authority and the Altamont Commuter Express (ACE) are partnering on the project, which would improve, and eventually replace, the existing ACE system, officials say.

ACE, which is operated by the San Joaquin Regional

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CONTRA COSTA TIMES

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Rail Commission, currently is the only public transit option for San Jose-bound commuters living in the Valley. Its trains must share tracks with freight trains, severely limiting their speed and frequency.

The proposed system would feature passenger-only trains with speeds of up to 150 miles per hour in places.

Reach Jeanine Benca at 925-847-2125.

IF YOU GO

The environmental review process has just begun for the Altamont Corridor Rail Project. The public is invited to comment at a series of open house meetings this month around the Bay Area. All meetings will all be held from 3 to 8 p.m. Nov. 12, at the San Joaquin Council of Governments, 555 E. Weber Ave., Stockton Nov. 17, Fremont Teen Center, 39770 Paseo Padre Parkway, Fremont Nov. 18, Le Petit Trianon Theatre, 72 North Fifth St., San Jose

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...the man who bore the name of the
...nger generation thought that Walt
...ney was a made-up label, a brand
...me. The Walt Disney Family Museum
...s established to acknowledge and cele-
...ate the man behind the magic, and
...resents his story through the words of

January 2012. The third building serves as
an equipment room.

The main building contains 10 perma-
nent galleries, along with the Museum
Store and Café run by Wolfgang Puck
Catering. A 114-seat digital theater deco-

is a collection of yuletide favorites includ-
ing "The Nutcracker Suite" from *Fantasia*,
"Pluto's Christmas Tree," clips from tele-
vised Christmas specials, as well as home
movies of Walt and his family celebrating
the season. Walt's December 5th birthday

ration and discovery will be available in the
New Year.

The Walt Disney Family Museum is a
comprehensive, beautifully presented
story of one man's tremendous life and
legacy, a must see for Disney fans or any-

and December 25

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104 Montgomery St., San Francisco

(415) 345-6800

www.waltdisney.org

Tickets: \$12.50-\$20

The future of travel...

The Altamont Corridor Rail Project

SUBMITTED BY DIRK LORENZ

On the rare occasion I drive my
to and from the Santa Clara's
E train station to help passengers,
thought has occurred to me while
ck in traffic on 237 at 880, "I won-
where the ACE train is now?"
e day my curiosity got the best of
.. and I decided to call a friend
o commutes on the train to find
where they were... literally ... at
t moment. "Speeding" down 880
35 miles per hour, passing the
venson exit, I was astounded to

continuation in Stockton before I was able to exit
880 in Fremont!



r that the ACE train was leaving the
asanton Station. You see, the ACE train
the Santa Clara station at the same time I
yet it was almost half way to its final des-

Sounds pretty green if you ask me. Why
would I ever want to drive my car when trav-
el via ACE is so much faster? How could serv-
ice get any better than this?

Well it can... if the California High Speed
Rail Authority realizes its vision of improved
passenger train service between the Bay Area, the
Tri-Valley area, and northern San Joaquin Valley.
Thanks to the Altamont Corridor partnership
working group and California Voters who
approved Proposition 1A which allowed the use
of high-Speed Bond Funds for the
Altamont Corridor project, the
future of this mode of transporta-
tion will take a giant step forward.

The goal is to transform exist-
ing ACE service into a robust
intercity and commuter service
with frequent trains operating in
both directions all day long! The
vision calls for electric trains mak-
ing the trip from the Stockton area
to the San Jose area in half the
time of the current ACE train

service. Additionally, the project will accom-
modate a future connection to the proposed
Dumbarton rail service and an intermodal
connection to BART in the Fremont station.

To achieve this goal, the project will need
to develop a system of tracks fully separated
from the Union Pacific Rail Road (UPRR).
The ultimate alignment will be grade-separat-
ed, electrified, and fully compatible with
high-speed train equipment. Near term
improvements of the proposed project will be
useable by the current ACE service.

Why would anyone be against such a giant
leap forward in intercity transportation
improvements that connects to existing trans-
portation systems?

We know that ridership decreases expo-
nentially each time a passenger experiences
travel that would be faster in a car or must
transfer to another train or mode of trans-
portation to get to their final destination.
Don't we want to create mass transit systems
that are fast, clean, quiet and easy to use? A
system that minimizes impacts to the envi-
ronment by sharing existing infrastructure?

Potential environmental issues have been
identified as those that impact the aesthetics
and cultural qualities of the area.

one reason why Fremont leadership insisted
on BART tunneling under Lake Elizabeth.
There would be construction impacts, concern
about biological resources and wetlands
as well as land use and planning issues, to
name a few.

The future of travel depends on YOU, as
this project is in the public "scoping" stage.
An Altamont Corridor Partnership Working
group is doing outreach to our community
and would love your input. A local scoping
meeting was held November 17 but if you
were unable to attend, you may still send
comments by December 4 to the group.
Information can be found at www.cahigh-speedrail.ca.gov.

Personally, it can't happen soon enough
for me and the thousands that could use ACE
every day! Just think... I could be inching
along on 880 at Stevenson someday soon and
call one of my friends on the ACE train who
would be somewhere between Tracy and
Lathrop at that time!

[Print This Article](#)

dwyatt@mantecabulletin.com

ACE: To San Jose in 55 minutes

Corridor competes for high-speed rail bonds

The Altamont Commuter Express could mark its 20th anniversary by running hourly, pollution free trains that would cut the current trip between Stockton and San Jose down from two hours and 10 minutes to as little as 55 minutes.

That is the targeted end result of the Altamont Corridor Rail Project. The initial scoping meetings – conducted open house style - includes a gathering Thursday, Nov. 12, from 3 to 8 p.m. at the San Joaquin Council of Governments offices at 555 E. Weber Ave. in Stockton. The meeting is designed to provide answers about possible routes, issues to be discussed in the environmental impact analysis, and to gather input on what community priorities should be for the project.

Proposition 1A – California's High-Speed Rail Bond Act passed in 2008 – expressly designated the Altamont corridor as being eligible for money generated from bond sales. The San Joaquin Regional Rail Commission is hoping to combine that with local, state, and federal money to build the project. What may jump start it are stimulus funds being made available by the Obama Administration.

The main corridor being studied would run from Stockton to San Jose with potential stations in Tracy, Livermore, Pleasanton, Fremont or Union City, Milpitas, and San Jose. There are two branch alternatives that pass through Manteca with one paralleling East Highway 120 to Escalon and then paralleling the Santa Fe tracks into Modesto and the other going through Manteca along the Union Pacific corridor and ending up in Modesto. The branch line would have a station in Modesto.

There are no stations planned either in Lathrop or Manteca. That reflects the need to move the trains at speeds in excess of 150 mph compared to the 79 mph ACE trains now run. The density on this side of the Altamont Pass isn't high enough to have more stations and be effective. However, the scoping meetings could generate input that could change that.

The high speeds are obtained, in part, by dedicated grade-separated tracks. That will mean greater public safety and no local traffic delays.

The new tracks will also be separated from freight tracks which mean there would be no delays. The trains currently run – diesel locomotives pulling standard bi-level passenger coaches. The new trains would be streamlined lightweight electric multiple-unit trains with reclining seats and work stations.

Currently there are four trains running each way daily that go west predominately

in the morning and east predominately in the afternoon. The new tracks and trains would provide hourly service in both directions all day long with extra trains during rush hour.

The timeline calls for the final design of the system to be complete by November 2014. Construction could start in 2015 providing funding is available.

ACE currently has connections with Amtrak, Caltrain, the Capitol Corridor, and Valley Transportation Authority Light Rail. The new train would have additional connections to BART, future California High Speed Trains and future Dumbarton Rail.

The proposed California High-Speed Rail corridor comes up from Los Angeles through San Jose to San Francisco. Option corridors run through the San Joaquin Valley through Escalon and the other through Manteca and then Lathrop on the way to Sacramento.

<http://www.mantecabulletin.com/news/article/8773>

Saturday, Nov. 14, 2009

City snubbed on Bay Area rail link

Modesto is being snubbed as transportation officials lay ambitious plans for electric trains linking the Valley to the Bay Area, a city councilman says.

State leaders courted Stanislaus County voters when pushing a high-speed rail bond a year ago. And a map showing an expansion for Altamont Commuter Express trains shows potential spurs to either downtown Modesto or the Amtrak station east of town.

"Is there a reason Modesto and Stanislaus County were excluded?" said Modesto Councilman Garrad Marsh in a letter to the Altamont Corridor Rail Project. -- The Modesto Bee

THE *Independent*

NOV. 12 2009 Weekly Edition

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Studies Underway On 3 Rail Projects

By The Independent

Nine potential routes for a BART extension to Livermore were studied in the environmental impact report, which was released last week.

The Rail Policy Group heard a presentation last Friday on the pros and cons of each of the routes. After a series of public hearings, the goal would be to identify a preferred alignment.

Criteria include level of ridership, congestion relief, economic benefits, and the potential for transit oriented development (TOD).

In addition to a BART extension, two other rail projects are in the planning stage. One is the high speed rail, which is considering an Altamont route. The other is the ACE train.

In conjunction with the BART extension review, the City of Livermore is holding workshops to take public input on what the five potential stations could look like.

Of the nine routes, the alignment down I-580 with stations at Isabel and Greenville was the least costly at \$3.1 billion and showed the greatest increase in ridership at 31,700. However, there was limited potential for TOD. Another option to reach the Greenville terminus would be along 580 to El Charro Road, through the quarry area and into downtown Livermore.

Pleasanton Mayor Jennifer Hosterman made it clear that her city would object to any routes that were on the eastern edge of Pleasanton.

Councilmember Jerry Thorne suggested that the maps make clear which routes go through Pleasanton. He objected to them being labeled only quarry routes.

The options with the most TOD potential included the downtown Livermore stop and a station at Vasco Road. There are two. The first goes down El Charro, through the quarry and into downtown. The second follows 580 to Vasco Road.

There were three possibilities with only one station. One would provide for a subway on Portola into the downtown. A second would route the tracks along along 580 to El Charro and end at Isabel and Stanley Blvd. The third would go down 580 ending at Isabel. These options represent phasing potential, according to Bill Hurl, who spoke for BART. He said all three had the potential to continue to either Vasco Road or Greenville Road.

The cost of seven of the routes includes a maintenance yard at a half a billion dollars. There are also new vehicles needed to make sure there is adequate capacity to carry the expected increase in ridership. Hurl commented that the last real number of about \$1 billion for the full expansion did not include the yard, the cost of new vehicles and assumed that I-580 would be prepared in advance for BART.

Currently, there is about \$120 million available for the project. Those funds would be used for planning and engineering work.

Hosterman voiced her support for the extension down 580 to Greenville. "It has the shortest travel time, the largest number of new riders and it is cheaper. That makes sense to me."

No other member of the policy group expressed a preference. Supervisor Scott Haggerty suggested that staff rank the alternatives on the basis of negatives and positives. He also felt that the ridership projections were too low.

The numbers are based on current land use designations. They do not include the potential for increased development around the stations.

Dennis Fay of MTC stated that perhaps going down I-580 to subway Portola, then downtown and on to Vasco Road would provide an alternative where "we get all the benefits." While this option was not studied specifically, all of the routes mentioned are included in the EIR.

Public hearings on the draft EIR will be held at 2 p.m. Nov. 18 in the Livermore City Council Chambers and Dec. 2 at 6 p.m. at the Robert Livermore Community Center.

The comment period for the EIR ends Dec. 21, 2009. Written comments can be submitted to BART Planning Department, 300 Lakeside Dr., Oakland, CA 94612, attn: Malcom Quint or to info@barttolivermore.org.

STATION WORKSHOPS

Livermore is taking input on the development of the five potential stations. They are at Isabel and 580, Isabel and Stanley, downtown Livermore, Vasco Road and Greenville Road.

They will all be held from 6:30 to 9:30 p.m. at the Shrine Event Center, Livermore. The first is Nov. 12. This will be a presentation on TOD. The second on Dec. 10 will focus on community goals and how they match with the stations. The final one on Jan. 21 will deal with architecture and design.

HIGH SPEED RAIL

The California High Speed Rail Authority is beginning a study of an Altamont Rail Corridor option. Scoping sessions on the initial environmental review are underway.

Dan Leavett from the authority, said that no specific alignment had been selected. The spur to Livermore would go from Stockton over the Altamont to the Tri-Valley, Fremont and possibly connect with Caltrain. The construction timeline would be determined by funding availability.

He commented that the project has the potential to transform the existing ACE service into a robust intercity and commuter service with frequent trains operating in both directions all day long.

The high speed rail trains would not travel at 150 mph as projected in more open areas. They will travel at 100 mph or less.

ACE TRAIN

A new study will look at transforming the Altamont Commuter Express (ACE) into a modernized system with faster, more frequent, and more reliable intercity passenger rail service and better regional connections. The trip from Stockton to San Jose, which now takes over 2 hours on ACE, could be cut to about 1 hour.

Diesel locomotive-hauled trains could be replaced with state-of-the-art electric trains that are faster, cleaner and greener. The study will look at a proposed system that would allow quick intercity trips between regions, commuter access to job centers, and easy connections to local transit systems, BART and California's High-Speed Train network.

Public input is being invited to help identify potential routes and stations for this proposed rail project in an area extending from Stockton to San Jose via the Altamont Pass. Station stops along the way could be located in Tracy, the Livermore / Pleasanton area, the Fremont / Union City area,

and Milpitas. Later a branch out to Modesto may also be a possibility.

With top speeds on the Altamont Corridor at 150 miles per hour or higher, the project would be compatible with the California High-Speed Train system, which will operate at up to 220 mph in the Central Valley. This will provide greater flexibility and potential for joint-use of the rail corridor.

The development of the Altamont Corridor Rail Project as a complement to the Statewide High-Speed Train System is consistent with the Metropolitan Transportation Commission (MTC) Bay Area Regional Rail Plan.

Some funding will be provided by the San Joaquin Regional Rail Commission (operator of the existing ACE service) and additional funds for planning, engineering, and construction will be pursued from various sources. Proposition 1A, approved by California voters in 2008, lists the Altamont Corridor as eligible for funding with California's High-Speed Rail bonds. Also, the State is requesting federal "stimulus" funds per the American Recovery and Reinvestment Act that could be applied to project planning and environmental review.

The California High-Speed Rail Authority and Federal Railroad Administration have agreed to lead a formal environmental review process under the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA). The public scoping meetings will kick off that process and allow opportunities for early community input. Comments also can be submitted in writing by December 4, 2009 to Dan Leavitt, Deputy Director, California High-Speed Rail Authority, Attn: Altamont Corridor Rail Project, 925 L Street, Suite 1425, Sacramento, CA 95814, via fax (916) 322-0827, via email at comments@hsr.ca.gov, or through the website www.cahighspeedrail.ca.gov.

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Commuter input sought on projects

By The Record

November 09, 2009 - 12:01 AM

Improving regional transportation options will take millions of dollars and years of planning to execute.

But it's never too soon to solicit public input from those who commute to the Bay Area, and that's the thinking behind a series of public hearings planned by two transportation agencies over the next two weeks.

The Altamont Corridor Rail Project, a coalition of transit providers and local government agencies, has been formed as a way of transforming the existing Altamont Commuter Express into a faster intercity system.

Proponents say the primary goal is a 150-mph electric train that has access to Bay Area Rapid Transit and any future high-speed rail system between Northern and Southern California.

To begin the project's environmental review process, a series of open-house style public meetings are scheduled over the next two weeks. Project planners will be available, and organizers are inviting community input.

The second of four such meetings will be held from 3 p.m. to 8 p.m. Thursday at the San Joaquin Council of Governments office in Stockton.

"It is important for San Joaquin County to participate - actually, to strongly participate - in these scoping meetings on high-speed rail," said Andrew Chesley, executive director of the Council of Governments.

"We will be the shoulder for the connection for Northern California - over the Altamont Pass to the Bay Area and the connection up and down the Valley. We'll have more mileage of high-speed rail than only a couple of counties in California. Yeah, we have a big stake in this."

BART officials also are looking to the future.

The Bay Area transit agency is inviting public comment on its just-released draft environmental report that addresses extending the line eastward from the Dublin/Pleasanton station to Livermore.

Two sites, each with options, are under consideration: one at Greenville Road and Interstate 580, and the other downtown.

An extension to either location would provide a more direct connection to the existing ACE commuter rail service.

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News

'SUPER ACE' RAIL PROJECT TOUTED

IT COULD BE FUTURE CONNECTOR TO HIGH-SPEED LINE

By **Zachary K. Johnson**
November 13, 2009
Record Staff Writer

STOCKTON - Improvements to the local rail system could cut travel times between Stockton and San Jose in half, expand commuter rail to Sacramento and Modesto and make San Joaquin County a regional link to the proposed state bullet train.

The Altamont Corridor Rail Project is still in the nascent planning stages, but transportation officials say it is in a good position to connect into the proposed California high-speed rail system, which has been touted as an environmentally friendly and fast way to connect northern and southern California.

The connector project, if realized, would mean more than reduced travel times for the Altamont Commuter Express trains. It also would mean less chance for delays by putting the commuter system on tracks not shared with freight trains.

A "super ACE" could also piggyback on the main high-speed rail spine from Sacramento to points south, possibly hitting cities such as Lodi or Elk Grove, where the bullet train isn't scheduled to stop.

"It will ultimately lead to the implementation of a world-class railroad," said Dan Leavitt, deputy director of the California High Speed Rail Authority.

Leavitt and others were on hand at an open house Thursday in downtown Stockton as part of the environmental review process and an early way for the public to get involved in the process.

Stockton is one of the stopping points for the main high-speed line. For the Altamont project at this point, neither the exact route nor the stops along the way have been determined. But Tracy and Stockton were among the two possible stops. Study and design is expected to take years, and construction could begin in 2015, if it has funding, according to rail officials.

More commuter routes means more riders, more trains and more flexibility for those - commuters or not - considering the train instead of driving, said Brian Schmidt, director of planning and programming for the San Joaquin Regional Rail Commission, which owns and operates ACE.

"The more flexibility you give people, the more likely they are to choose the (rail) system," he said.

Last year, voters approved a \$10 billion bond measure to pay for a state high-speed rail system. Assemblywoman Cathleen Galgiani, D-Livingston, authored legislation that opened up the Altamont Pass corridor to high-speed rail funding. Also, a request for money to study the new corridor is among a long list of requests from California for a piece of \$8 billion in federal economic stimulus money available for high-speed rail transportation.

The trains traveling through the pass would eventually change, said project manager Brent Ogden, vice president of Oakland's AECOM. They would range from lightweight diesel locomotives to electric trains to full-fledged, high-

speed trains, which are also electric, he said. However the high-speed trains won't be able to reach their top speeds - which exceed 200 miles per hour - along the Altamont route.

San Joaquin County has always been the connecting point between the San Joaquin Valley and the Bay Area, said Andrew Chesley, executive director of the San Joaquin Council of Governments, the regional transportation authority. The Altamont project makes sense and he said it is likely it will get the needed funding.

"I think the Altamont is as sure a thing as the High Speed Rail Authority has," he said. "This could be as important to San Joaquin County as (Interstate 5) was in the 1960s and '70s."

Contact reporter Zachary K. Johnson at (209) 546-8258 or zjohnson@recordnet.com.

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ACE train revamp under consideration

by TP staff

11.08.09 - 08:15 am



Planners of a high-speed train that would link the Central Valley to the Bay Area by revamping the Altamont Commuter Express are looking for input.

The train would run from Stockton to San Jose, with possible stops in Tracy, Livermore, Pleasanton, Fremont or Union City and Milpitas. There might also be a stop in Modesto.

The Altamont Corridor Rail Project will have open house meetings Tuesday evening in Livermore and Thursday evening in Stockton. There will also be meetings Nov. 17 in Fremont and Nov. 18 in San Jose.

“It’s a dialogue, basically,” California High-Speed Rail Authority spokeswoman Kris Deutschman said.

According to a mailer, the Altamont Corridor Rail Project would largely be paid for with money approved by voters through Proposition 1A in 2008. Planners have also requested federal stimulus money for the project.

The mailer claims that the new ACE system would cut travel time from Stockton to San Jose by as much as an hour and connect to Bay Area Rapid Transit. The new ACE would also feature lightweight electric trains, instead of the diesel locomotives that are now used.

If the plan encounters no hurdles, construction could start as early as 2015 and serve as a link in the northern part of the California High-Speed Rail system, which would run from San Diego to terminals in San Francisco and Sacramento.

At a glance

- **WHAT:** Altamont Corridor Rail Project open house
- **WHEN:** 3 to 8 p.m. Tuesday and Thursday
- **WHERE:** Tuesday, Robert Livermore Community Center, 4444 East Ave., in Livermore; Thursday, San Joaquin Council of Governments building, 555 E. Weber Ave., in Stockton

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High-speed train could stop in Tracy

by TP staff report

11.14.09 - 12:11 am

STOCKTON — The public got its first glimpse Thursday afternoon of plans to build a \$40 billion high-speed train from Los Angeles to San Francisco and Sacramento, with a connecting line that will stop somewhere in Tracy after it glides over the Altamont Pass.

Over five hours, people trickled into the San Joaquin Council of Governments building on Weber Avenue in Stockton to mingle with rail officials and get a look at drawings and photos of trains, suggested timelines and maps of the proposed rail lines.

Where exactly a bullet train would stop in Tracy is a decision that's far from being made — and, in fact, comments from people at Thursday's meeting and other future chances for people to chime in will influence where the platform goes.

But it is possible the train could stop at Tracy's soon-to-open downtown transit station, which for now will be the city's bus hub.

The state's new high-speed rail authority fancies downtown train stops for the train's route through the east side of the Central Valley. Bakersfield, Fresno, Merced, Stockton and Sacramento will all have downtown bullet-train stations, though the exact location of each has yet to be worked out. In Modesto, a downtown stop is one of two spots considered for that city's train station.

Downtown stations are favored in part to lift downtown economies that have drooped now for decades, said Dan Leavitt, deputy director of the Altamont Corridor Rail Project.

Whether Tracy will have a downtown station depends partly upon what people want here — and partly on money.

The rail authority estimates it will cost about \$32 billion to build high-speed lines from downtown San Francisco to downtown Los Angeles, a trip expected to take about 2½ hours, as the train could top 200 mph.

Bullet train officials will buy the right-of-way to build railroad tracks used exclusively by that train, which will increase its cost but also its speed. Through cities, it can be highly expensive to build, as tracks must be built either over existing streets or under them.

First, officials must identify the route of the track so it can complete an environmental report to study its impacts. That alone is expected to take about three years, said Brent Ogden, the Altamont line project manager.

Officials say people should be able to buy a bullet train ticket by 2019.