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CALIFORNIA High-Speed Rail Authority

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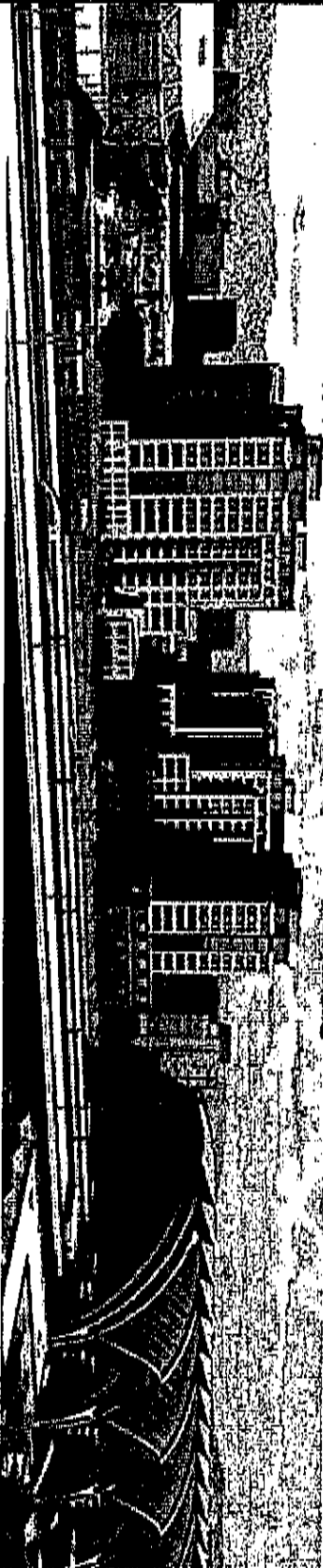
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Governor Schwarzenegger
Visit his website
Statement on High-Speed Train



The Official Site of California's Proposed High-Speed Train System

By linking all major cities in California with a state-of-the-art new transportation choice, high-speed trains will move people and products across our state like never before.



Explore the Route



Video Gallery

Explore state-of-the-art renderings of the high-speed train system

Buyer initials

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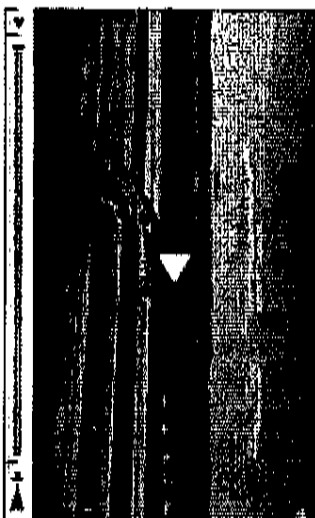
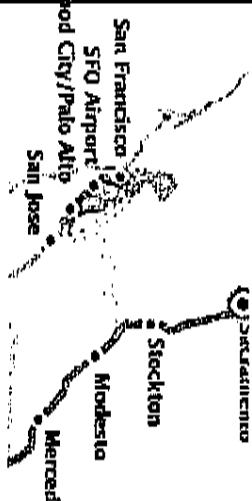
What's New

Use

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California High-Speed Rail Authority



March 17, 2009
View the San Jose to Merced Notice of Intent and the Merced to Bakersfield Notice of Intent, both just published in the Federal Register. These and other important documents are available in the library.

March 9, 2009
Download and view the Statewide Project Overview PowerPoint 2009 Presentation. (116 MB ZIP file - includes simulations) To download this presentation as a pdf click here. The pdf includes animations that play when clicked.

March 3, 2009
Merced to Bakersfield Scoping Meetings announced: Merced on March 18, Madera on March 19, Visalia on March 24, Fresno on March 25, and Bakersfield on March 26. See the announcement postcard here, and the media advisory here.

February 26, 2009
San Jose to Merced Scoping Meetings announced: Merced on March 18, San Jose on March 25, and Gilroy on March 26. See the announcement postcard here and the media advisory here.

February 26, 2009

Protecting the Environment
Financing High-Speed Trains with Public-Private Partnerships
Creating Jobs and Boosting our Economy
Improving Transportation and Reducing Traffic
Central Valley
Northern California
Southern California

FAQs

Answers to commonly asked questions, under the following categories:

- California's Economic Stimulus
- What is Proposition 1A?
- Why High-Speed Trains?
- Protecting Our Environment
- Relieving Traffic & Improving Mobility
- Safety
- Technology
- Ridership
- Other High-Speed Train Systems
- Planning & Peer Review
- Financing/Costs
- Train Route Decisions

Board Meetings

April 2, 2009
Sacramento Area Council of Governments
1415 L Street, Board Room
Sacramento, CA 95814

In The News

San Jose to Merced EIR/EIS documents

released. View the Notice of Preparation

High-Speed Train Board Gets Federal Stimulus Update

High-Speed Rail Authority - 3/5/2009

February 24, 2009

Merced to San Jose EIR/EIS documents released to High-Speed Train Operations in the

Central Valley - the Notice of Preparation

High-Speed Rail Authority - 3/3/2009

Federal Stimulus Package Will Go to Faster Trains

New York Times - 2/19/2009

February 12, 2009

High-Speed Rail Authority Board Gets EIR/EIS Outreach Update

Ernie's Weekly - 2/11/2009

San Jose to San Jose High-Speed Train

Segment of High-Speed Rail with High-Speed Rail Authority's Kopp Attains 'Infrastructure Champion'

Progressive Railroading - 12/18/2008

November 7, 2008

Visit the 2008 High-Speed Train Awards

Pilot's Angeles Times Southern Press

Release.

2008 California High-Speed Trains Business Plan Released

High-Speed Rail Authority - 11/7/2008

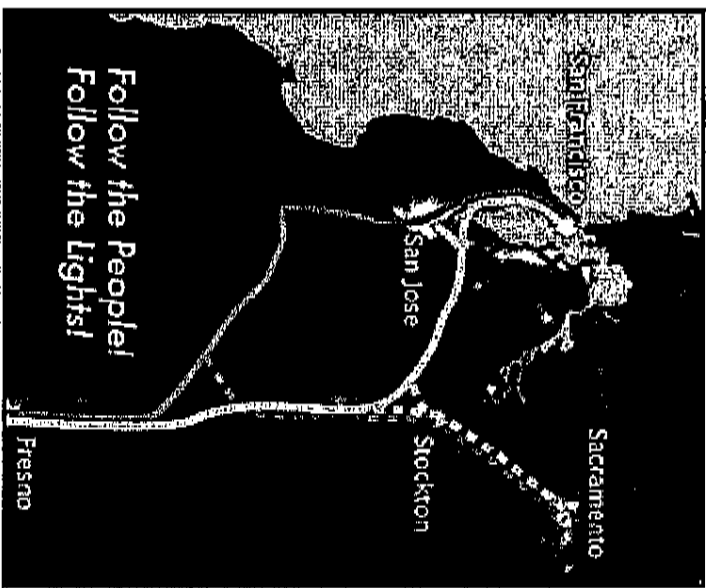
PROP 1A A WINI Statement on Voter Approval of Proposition 1A from Quentin

Kopp, Chairman, CHSRA

High-Speed Rail Authority - 11/5/2008

Note: This does not print correctly. Buyer to visit website

HIGH SPEED RAIL: LET'S DO IT RIGHT!



HIGH SPEED RAIL: LET'S DO IT RIGHT!

High Speed Rail could be terrific. Or, it could be a costly mistake, seen from the state's perspective! And seen from the perspective of cities like Mountain View, Palo Alto, Menlo Park, and Atherton, located along the proposed route, the current plan could be a disaster, inflicting incredibly destructive impacts on some of the most livable communities on the Peninsula.

Luckily, there are some things we can do to make sure we get the "good" result, not the "bad" one!

But we all need to get active and get involved or we're almost certain to experience the "worst" not the best where High Speed Rail is concerned.

In November 2008, voters approved Proposition 1A, which authorized the state to issue almost \$10 billion dollars in bonds to support a new High Speed Rail system for California. Whether you voted for the train or not, here are several problems with the current plans that haven't gotten too much public attention:

- The route chosen by the California High Speed Rail Authority uses the Pacheco Pass (blue on the map) as the entrance to the San Francisco Bay Area. The Altamont Pass (yellow on the map) is the alternative that makes the most sense from both an environmental and transportation perspective.

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Roger Withids

- The Altamont Route would have the least impact on wildlife and natural resources, and would put the new rail facilities in areas where the maximum ridership could be developed – including access to Sacramento and Stockton.
- Unless strong and certain measures are put in place to protect agricultural and natural resource lands, building a major new transportation corridor through the Central Valley could actually spread suburban sprawl.
- Building a high speed train from San Francisco to Los Angeles through the Pacheco Pass would also destroy several communities along the Peninsula including Atherton, Menlo Park, Palo Alto, and Mountain View by:
 - Tearing down homes and local businesses, using the power of eminent domain to seize properties needed for the train
 - Removing all the trees that line the tracks.
 - Adding more tracks and widening the Caltrain Corridor
 - Elevating the tracks
 - Building large concrete structures and grade separators at each intersection, similar to those you'd see in commercial areas.

[Testimonial](#)

[Contact Information](#)

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