



## **Section-Specific Policy Document Altamont Corridor Rail**

**The following policies represent the positions of Californians For High Speed Rail for a range of issues related to the Altamont Corridor Rail (ACR) project-level environmental review process currently being undertaken by the California High Speed Rail Authority. Note, this policy document may be changed from time to time to reflect evolving policy as implementation of the high speed rail project progresses.**

- We support the location of an ACR station at the Robert J. Cabral Station in downtown Stockton and oppose all other options in Stockton.
- We support the location of an ACR station at the former Southern Pacific station site in downtown Tracy.
- We oppose the current Tracy ACE station site for an ACR station.
- We support the former Southern Pacific alignment for the ACR system in the vicinity of downtown Tracy.
- We support the former Southern Pacific station site in downtown Modesto for an ACR station.
- We don't support locating an ACR station at the current Amtrak station site along the BNSF alignment in Modesto.
- We support an ACR station at the downtown Livermore ACE station.
- We support the consideration of an ACR station at either Greenville Road or at the Vasco ACE station, but only if a large transit-oriented development is pursued along with the station.
- We support an ACR station in downtown Pleasanton station along the old SPRR alignment near the old SP station at West Neal Street and Railroad Avenue.
- We support expanding the scope of the ACR project to include terminal stations in San Francisco, Oakland, and San Jose.
- We support phasing the project, with a first phase between Central Valley cities and San Jose.
- We support the examination of several new alternatives to provide access to San Francisco and Oakland. They include the following:
  - Proposed New Alternative #1: Junction of Three Branch System to San Francisco, Oakland, and San Jose (via Niles Canyon, Route 84/Decoto, Dumbarton, and UPRR/Former SP ROW)
  - Proposed New Alternative #2 – Junction of Three Branch System to San Francisco, Oakland, and San Jose (via Niles Canyon, UPRR Centerville ROW, Dumbarton, and UPRR/Former SP ROW)

- Proposed New Alternative #3 - Junction of Three Branch System to San Francisco, Oakland, and San Jose (via I-680, Auto Mall Parkway, Alviso Line, Dumbarton, and UPRR/Former SP ROW)
  - New Alternative #4 – Junction of Two Branch System to San Francisco, Oakland, and San Jose (via Niles Canyon, Route 84, Dumbarton, Bay Bridge Corridor, and UPRR/Former SP ROW)
  - New Alternative #5 - Junction of Two Branch System to San Francisco, Oakland, and San Jose Warm Springs BART (I-680, Auto Mall Parkway, Alviso, Dumbarton, Bay Bridge Corridor, and UPRR/Former SP ROW)
- We support continued study of both the UPRR and I-880 alignments for the ACR project within Santa Clara County.
  - We support an ACR station in Milpitas that connects to VTA's light-rail system, regardless of the alignment chosen in Santa Clara County.
  - We support the Trimble corridor alignment.
  - We support an ACR station at Trimble and First Street.
  - We support consideration of adding a station at the Mineta International Airport.