



Section-Specific Policy Document Los Angeles-to-San Diego

The following policies represent the positions of Californians For High Speed Rail for a range of issues related to the Los Angeles-to-San Diego section of the 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 further consideration of the UPRR Riverside/UPRR Colton, UPRR Colton, and portions of the Metrolink Alignment Options within Los Angeles and Riverside Counties.
- We oppose any further consideration of the Metrolink corridor (between Los Angeles Union Station and the area north of Ontario Airport) as an alignment option.
- We support examining the option of eliminating the City of Industry station.
- We support the consideration of adding a station in downtown Pomona or adjacent to Cal Poly Pomona but only if such an additional station would not cause a higher value station somewhere else in the HSR system to be eliminated.
- We support a slight re-alignment of the HSR tracks in the vicinity of the Ontario International Airport so that the HSR station would be immediately adjacent to the air passenger terminal.
- We support the consideration of adding a station in downtown San Bernardino.
- We support the consideration of a station in Riverside either in the downtown or adjacent to UC Riverside. The UC Riverside site would need to have a large transit-oriented development immediately surrounding the station site to gain our support.
- We oppose a station in Corona.
- We oppose consideration of station at March Air Force Base site unless a massive transit-oriented development is considered (something akin to a new green city).
- We support continued examination of the two station sites in Escondido.
- We oppose a station at the site identified in the program-level EIR/EIS located immediately adjacent to Rose Canyon in San Diego.
- We do support consideration of a station at the UTC Mall in University City in San Diego.
- We support consideration of a bored-tunnel under the existing BNSF right-of-way within Rose Canyon or a bored-tunnel under University City area (possibly under Nobel Drive to access the I-5 corridor).

- We support examination of other alternative routes between the I-15 corridor and the LOSSAN corridor including the following:
 - SR-56 and I-5 (possibly joining the LOSSAN corridor around Camel Mountain Road).
 - SR-163 to SR-52 (would meet the LOSSAN corridor at SR-52).
 - SR-163 to I-8 (would meet the LOSSAN corridor just east of I-5).Others should also be explored by the Authority in the area not listed here
- We support examination of a new alternative alignment that would run HSR trains along the I-15 corridor to a Mission Valley HSR station (possibly at the existing San Diego Trolley Qualcomm Stadium Station). This station site would include need to include a large transit-oriented development to obtain our support. This new alternative would then run trains to a downtown San Diego station site at the location of the Santa Fe Depot (possibly running trains along the I-8 corridor).
- We oppose a HSR alignment that would run trains along the I-805 corridor south of I-8 to Tijuana.
- We oppose efforts to eliminate the downtown San Diego station site in favor of a station site located at the San Diego International-Lindbergh Field Airport.
- We support consideration of a new alternative that would have HSR stations at both the San Diego International-Lindbergh Field Airport and in downtown San Diego (at the Santa Fe Depot site).
- We support consideration of the preferred alternative from the program-level EIR/EIS that would have a station in downtown San Diego (at the Santa Fe Depot site) with no station at the San Diego International-Lindbergh Field Airport.