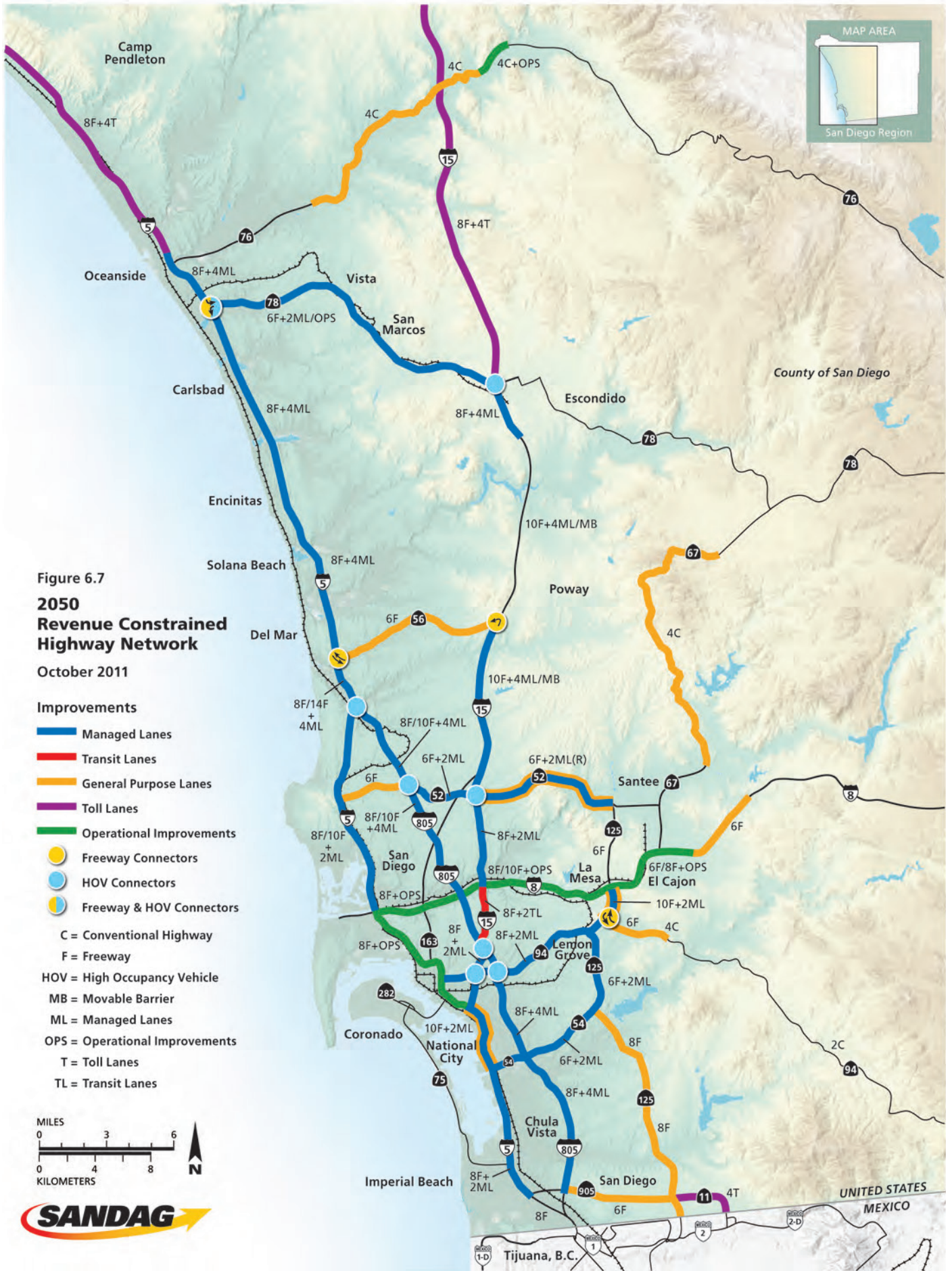


REGION SITE





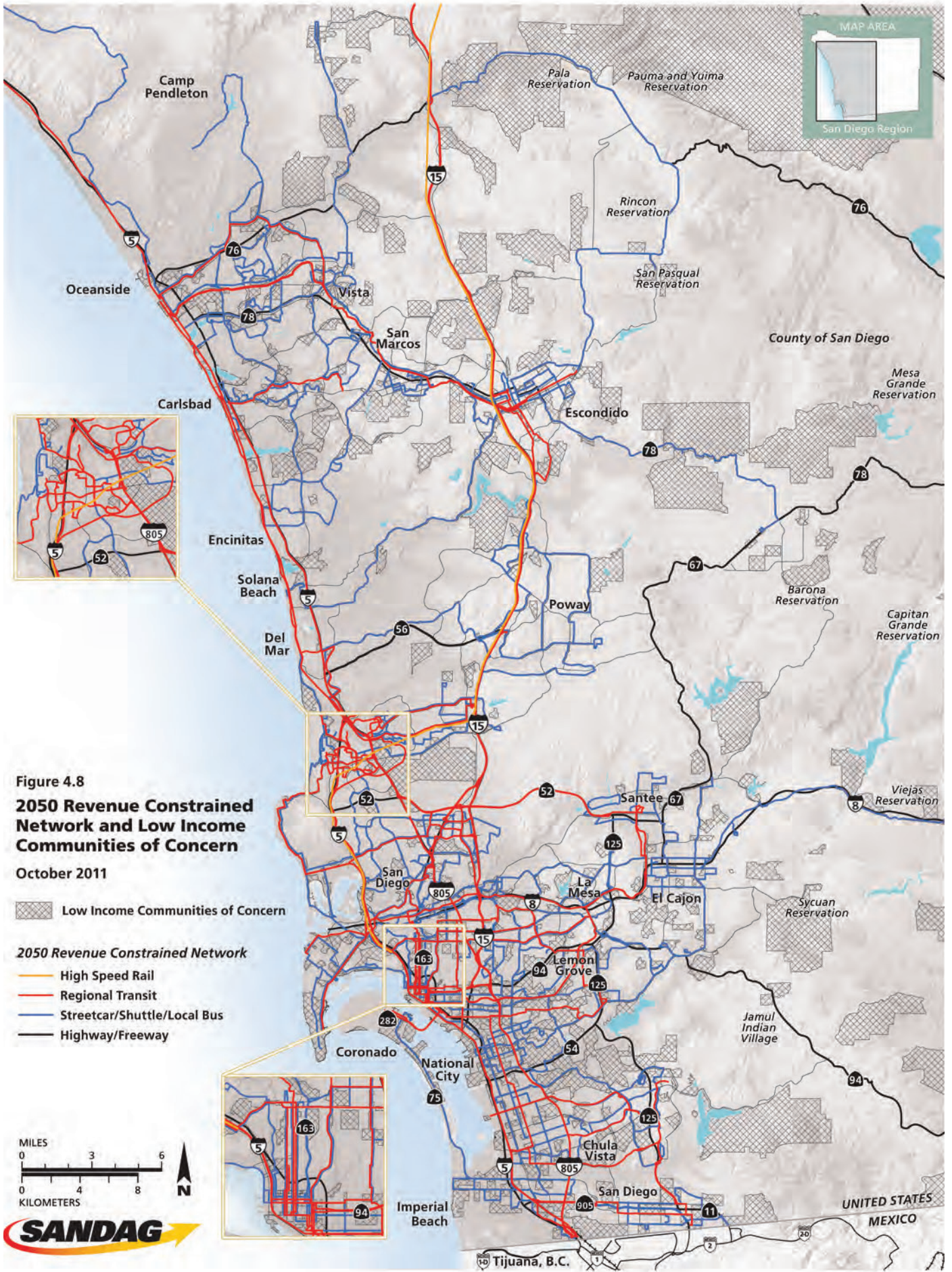





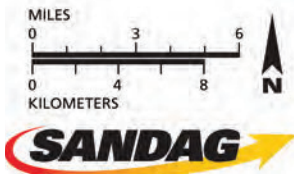


Figure 4.8
2050 Revenue Constrained
Network and Low Income
Communities of Concern
 October 2011

-  Low Income Communities of Concern
- 2050 Revenue Constrained Network**
-  High Speed Rail
-  Regional Transit
-  Streetcar/Shuttle/Local Bus
-  Highway/Freeway



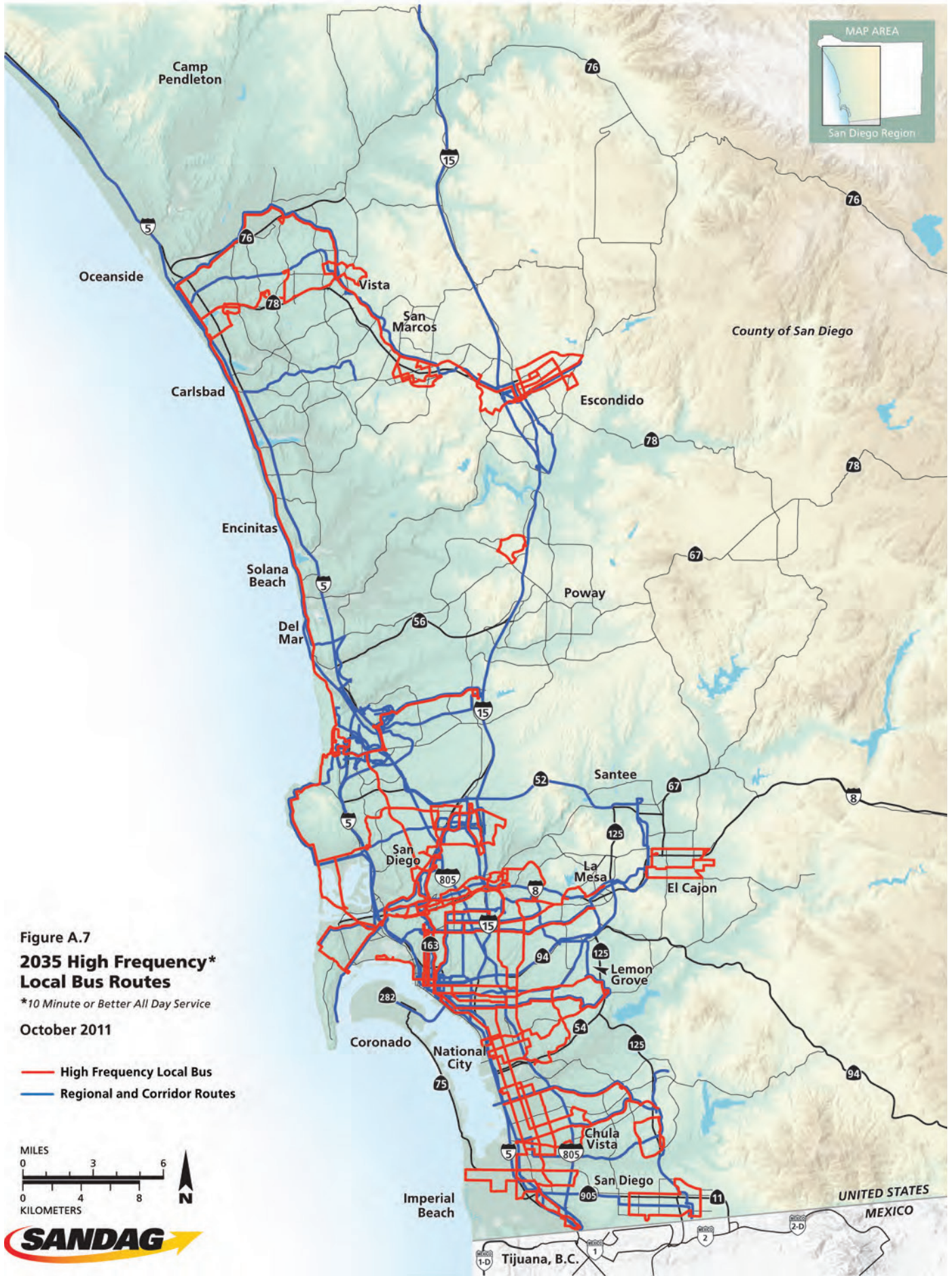
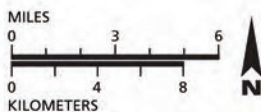


Figure A.7
**2035 High Frequency*
 Local Bus Routes**

*10 Minute or Better All Day Service

October 2011

- High Frequency Local Bus
- Regional and Corridor Routes



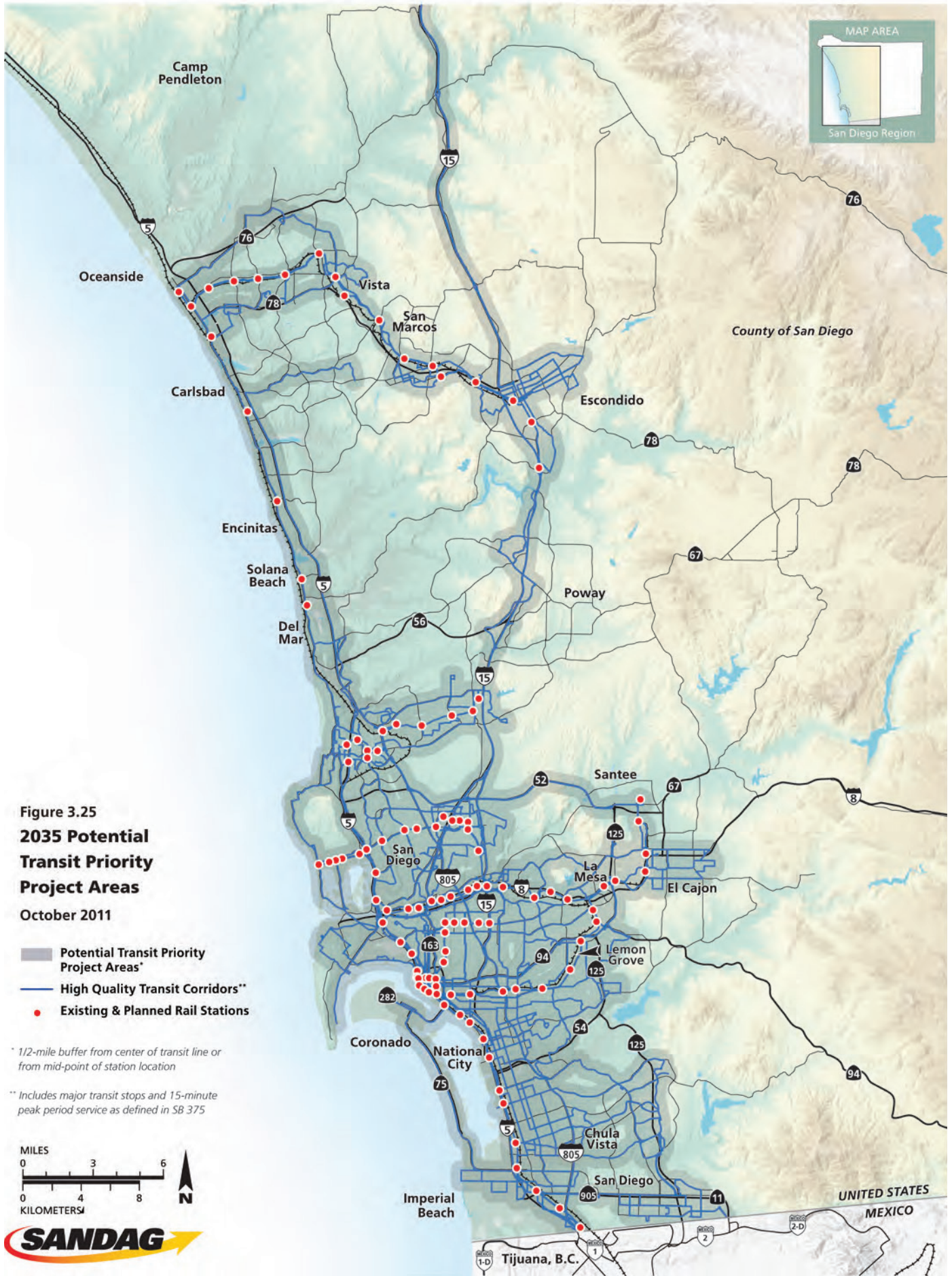


Figure 3.25
2035 Potential
Transit Priority
Project Areas

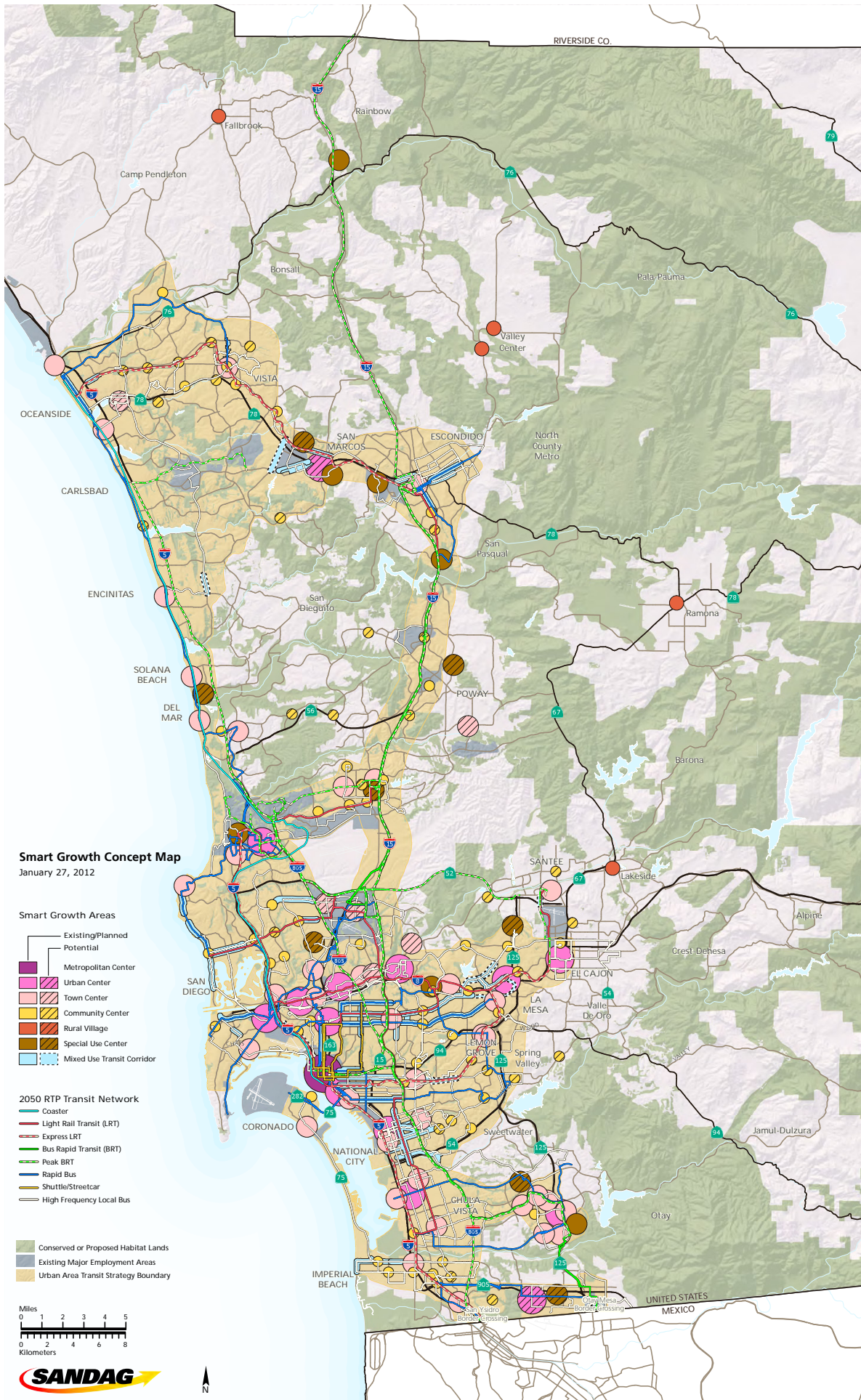
October 2011

- Potential Transit Priority Project Areas*
- High Quality Transit Corridors**
- Existing & Planned Rail Stations

* 1/2-mile buffer from center of transit line or from mid-point of station location

** Includes major transit stops and 15-minute peak period service as defined in SB 375





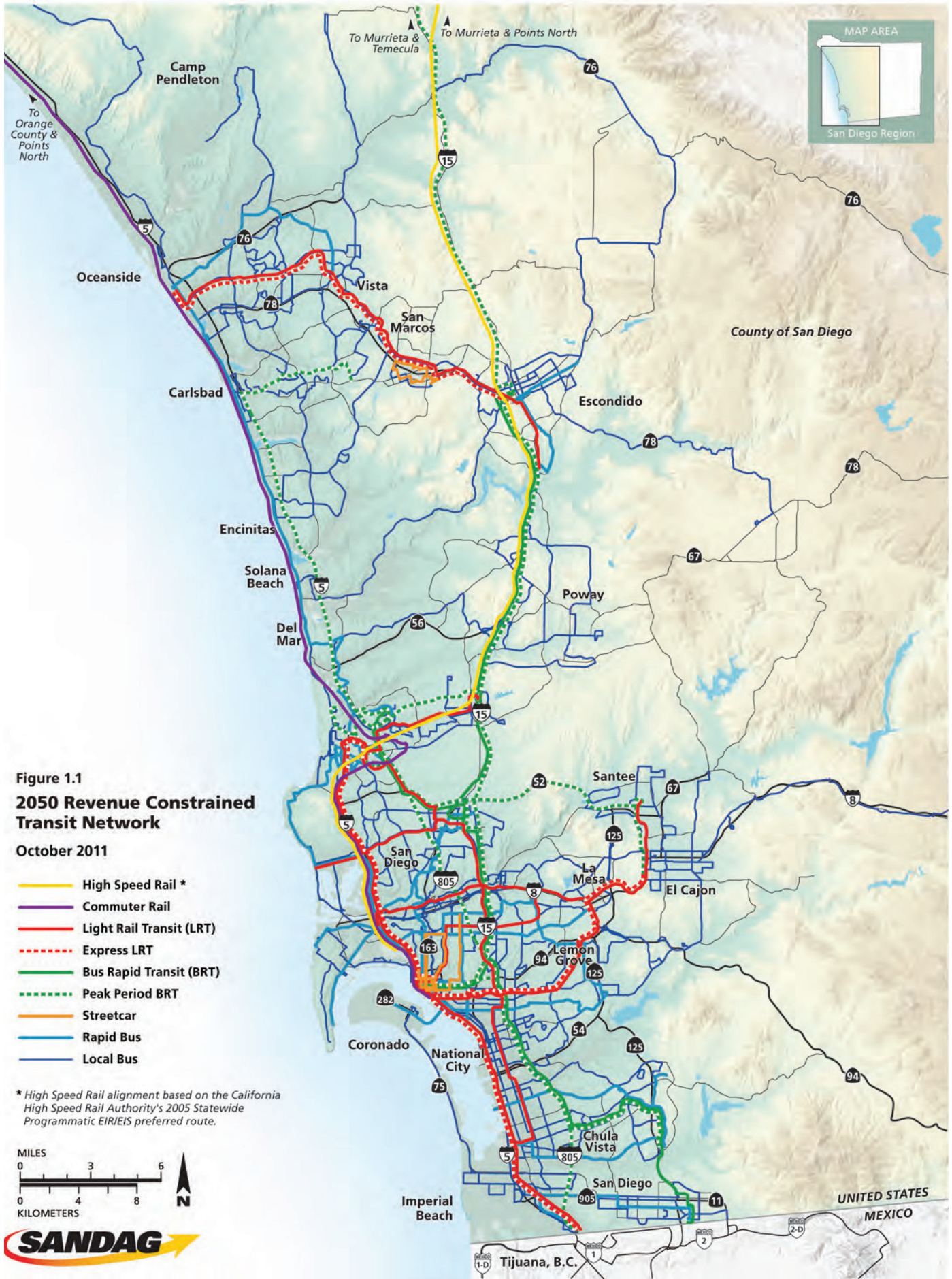


Figure 1.1
2050 Revenue Constrained
Transit Network
 October 2011

- High Speed Rail *
- Commuter Rail
- Light Rail Transit (LRT)
- - - Express LRT
- Bus Rapid Transit (BRT)
- - - Peak Period BRT
- Streetcar
- Rapid Bus
- Local Bus

* High Speed Rail alignment based on the California High Speed Rail Authority's 2005 Statewide Programmatic EIR/EIS preferred route.

