

6 HIGH-SPEED TRAIN NETWORK AND ALIGNMENT ALTERNATIVES COMPARISON: SAN JOSE TO GILROY

The following summary text boxes for travel conditions, land use, aesthetics and visual resources, and cultural resources replace those contained in Chapter 7 of the 2008 Final Program EIR in Tables 7.2-12, 7.2-13, 7.2-14, 7.2-15, 7.2-16, 7.2-17, 7.2-18, 7.2-19, 7.2-20, and 7.2-21. These revisions reflect the revised information discussed in chapter 2 for the San Jose to Gilroy portion of the Pacheco Pass alignment alternative and for the revised information in Chapter 3 related to property impacts for San Francisco to San Jose (see page 3-3). These changes also revise the corresponding text boxes in Tables 7.3-2 and 7.3-5. The revised tables are included here as Tables 6-1 through 6-13. Text that has been added is noted with underlining and deleted text is noted with ~~strikeout~~.

Overall capital costs have also been revised as discussed in Chapter 5 for San Francisco to San Jose and for the San Jose to Gilroy portion of the Pacheco Pass alignment alternative. The capital costs documented in Tables 7.2-1, 7.2-3, 7.2-5, 7.2-8, 7.2-9, and 7.3-1 contained in Chapter 7 of the 2008 Final Program EIR did not result in any noticeable change as a result of the capital cost updates and are not included in this chapter. See Chapter 5 for the cost estimates.

Table 6-1
Revised Table 7.2-12: Pacheco Pass: San Francisco and San Jose Termini
(Base Case for Pacheco)

Cost (2006 dollars)	\$12.5 12.4 billion
Travel Conditions	<p>The Caltrain corridor Alignment would bring direct HST service up the San Francisco Peninsula to downtown San Francisco with potential stations in downtown San Francisco, at SFO (Millbrae), and a mid-Peninsula station at either Redwood City. The network alternative would serve Southern Santa Clara County with a Station in Gilroy, and the Central Valley, with station in Merced and Briggsmore. This network alternative would increase connectivity and accessibility to San Francisco, the Peninsula and SFO, the hub international airport for northern California, San Jose, Southern Santa Clara County and the Monterey/Santa Cruz/Salinas area, and the Central Valley. The Gilroy station would be the closest HST station for Monterey, Santa Cruz, and San Benito counties. The HST Network Alternative would provide a safer, more reliable, energy-efficient intercity mode along the San Francisco Peninsula while improving the safety, reliability, and performance of the regional commuter service. The HST Network Alternative would greatly increase the capacity for intercity and commuter travel and reduce existing automobile traffic. <u>To the extent that grade separation of the HST system would also separate the UPRR line, local traffic conditions would improve in these areas and air emissions would be reduced. The fully grade-separated Caltrain corridor north of Gilroy would improve local traffic flow and reduce air pollution at existing rail crossings. The HST Network Alternative would reduce the number of travel lanes from six to four on Monterey Highway between Umbarger Road and Metcalf Road (near Bailey Road) in the City of San Jose. This would slightly increase traffic congestion potentially resulting in significant traffic impacts in the northbound direction between Senter and Blossom Hill with potentially less than significant traffic impacts in the remaining northbound lanes and all southbound lanes.</u> There would also be some grade separation benefits in the BNSF N/S (north of Merced) and UPRR N/S (south of Merced) in the Central Valley. This network alternative would not provide direct HST service to Oakland, Oakland Airport, the East Bay, south Alameda County, and the I-580 corridor.</p>
Land Use and Planning, Communities and Neighborhoods, Property, and Environmental Justice	<p>Compatibility: Majority of network alternative is compatible (high rating), given that it is within or immediately adjacent to an existing major rail or highway rights-of-way for most of the alignment. It exhibits low compatibility where it connects to the UPRR N/S or BNSF N/S in the Chowchilla area and a medium compatibility along the BNSF N/S Alignment in the Central Valley.</p> <p>Environmental Justice: This network alternative has medium environmental justice impact rating for the Caltrain Corridor between San Francisco and Gilroy and a low impact rating from Gilroy to the Central Valley. The BNSF N/S alignment has a medium impact rating except for low impact ratings in the Briggsmore and Chowchilla areas.</p> <p>Community: This network alternative would not affect community cohesion, given that the majority of the alignment is within or immediately adjacent to an existing major rail or highway rights-of-way.</p> <p>Property: This network alternative has the potential for low a property impact rating between low and medium. <u>Between San Francisco and Lick (near Monterey Highway in southern San Jose), the alignment either traverses predominately within an existing transportation right-of-way (the Caltrain Corridor), although property acquisition would be required for a 4-track at-grade alignment in the more narrow portions of this right-of-way. South of Lick within the City of San Jose, portions of the Monterey Highway right-of-way would need to be acquired adjacent to the UPRR right-of-way. Between south San Jose and Gilroy, property acquisition would be required where the HST alignment would be adjacent to the UPRR. East of Gilroy, the alignment would travel or through rural land.</u></p>
Aesthetics and Visual Resources: General impacts and rating.	<p>Segments visual ratings: (1) Caltrain – San Francisco to Dumbarton =low; (2) Caltrain – Dumbarton to San Jose =low; (3) Pacheco =medium; (4) Henry Miller to UPRR =low, and (5) BNSF N/S =low. Overall network alternative rating is low to medium.</p>

<p>Cultural Resources and Paleontological Resources: Potential presence of historical resources in area of potential effect</p>	<p>There are <u>168</u> known cultural resources.</p> <p>This network alternative extends through numerous historic districts in San Francisco. Historic properties and buildings dating from the 1900s are within the area of potential effects along with <u>heritage trees</u>, water delivery systems and canals dating from the 1890s, a sanitary sewer system from 1912, railroad facilities, freeway bridges dating from the 1940s, and residential properties dating from the 1880s. The Santa Clara de Asis Mission in San Jose includes both prehistoric and historic resources. Overall, this network alternative was identified as having a moderate sensitivity for cultural resources.</p>
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Table 6-2
Revise Table 7.2-13—Pacheco Pass: Oakland and San Jose Termini

Cost (2006 dollars)	\$11.7 11.6 billion
Travel Conditions	<p>The Niles/I-880 corridor Alignment would bring direct HST service up the Oakland, the East Bay, and San Jose with stations in West Oakland, at the Oakland International Airport (Coliseum/BART), Union City (BART) and the Diridon Station in San Jose. The network alternative would serve southern Santa Clara County at Gilroy and the Central Valley with stations in Merced and Briggsmore. This network alternative would increase connectivity and accessibility to Oakland, the Oakland International Airport (Coliseum/BART), southern Alameda County, San Jose, Southern Santa Clara County and Monterey/ Santa Cruz/ Salinas area, and the Central Valley. The Gilroy station would be the closest HST station for Monterey, Santa Cruz, and San Benito counties. The HST Network Alternative would provide a safer, more reliable, energy-efficient intercity mode along the East Bay while improving the safety, reliability, and performance of the regional commuter service. The HST Network Alternative would greatly increase the capacity for intercity and commuter travel and reduce existing automobile traffic. <u>The HST Network Alternative would reduce the number of travel lanes from six to four on Monterey Highway between Umbarger Road and Metcalf Road (near Bailey Road) in the City of San Jose. This would slightly increase traffic congestion potentially resulting in significant traffic impacts in the northbound direction between Senter and Blossom Hill with potentially less than significant traffic impacts in the remaining northbound lanes and all southbound lanes.</u> The fully grade-separated Niles/I-880 Alignment between Oakland and Union City would improve local traffic flow and reduce air pollution at existing rail crossings. There would also be some grade separation benefits in the BNSF N/S (north of Merced) and UPRR N/S (south of Merced) in the Central Valley. This network alternative would not provide direct HST service to San Francisco, SFO, the SF Peninsula/Caltrain Corridor, and the I-580 corridor (Tri-Valley and Tracy).</p>
Land Use and Planning, Communities and Neighborhoods, Property, and Environmental Justice	<p>Compatibility: Majority of network alternative is compatible (high rating), given that it is within or immediately adjacent to an existing major rail or highway rights-of-way for most of the alignment. It exhibits low compatibility where it connects to the UPRR N/S or BNSF N/S in the Chowchilla area and a medium compatibility along the BNSF N/S Alignment in the Central Valley.</p> <p>Environmental Justice: This network alternative has medium environmental justice impact rating for the East Bay between Oakland and San Jose, and a medium impact rating for the Caltrain Corridor between San Jose and Gilroy. It has a low impact rating from Gilroy to the Central Valley. The BNSF N/S alignment has a medium impact rating except for low impact ratings in the Briggsmore and Chowchilla areas.</p> <p>Community: This network alternative would not affect community cohesion, given that the majority of the alignment is within or immediately adjacent to an existing major rail or highway rights-of-way.</p> <p>Property: <u>This network alternative has the potential for low a property impact rating between low and medium. Between San Jose and Lick (near Monterey Highway in southern San Jose), the alignment traverses predominately within an existing transportation right-of-way (the Caltrain Corridor). South of Lick within the City of San Jose, portions of the Monterey Highway right-of-way would need to be acquired adjacent to the UPRR right-of-way. Between south San Jose and Gilroy, property acquisition would be required where the HST alignment would be adjacent to the UPRR. East of Gilroy, the alignment would travel through rural land. This network alternative has the potential for low property impacts as the alignment either traverses existing transportation right-of-way or through rural land.</u></p>
Aesthetics and Visual Resources: General impacts and rating.	<p>Segments visual ratings; (1) Oakland to Niles Junction =low; (2) Niles Junction to San Jose =medium; (3) Pacheco =medium; (4) Henry Miller to UPRR =low; and (5) BNSF N/S =low. Overall network alternative rating is low to medium.</p>

<p>Cultural Resources and Paleontological Resources: Potential presence of historical resources in area of potential effect</p>	<p>There are <u>107</u> known cultural resources. Historic properties and buildings dating from the 1900s and industrial complexes from the 1920s are within the area of potential effects along with <u>heritage trees</u>, water delivery systems and canals dating from the 1890s, a sanitary sewer system, railroad facilities, freeway bridges dating from the 1940s, and residential properties dating from the 1880s. Overall, this network alternative was identified as having a low sensitivity for cultural resources.</p>
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Table 6-3
Revised Table 7.2-14—Pacheco Pass: San Francisco, Oakland, and San Jose Termini

Cost (2006 dollars)	\$16.1 16.0 billion
Travel Conditions	<p>The Caltrain corridor Alignment would bring direct HST service up the San Francisco Peninsula to downtown San Francisco with potential stations in downtown San Francisco, at SFO (Millbrae), and a mid-Peninsula station at Palo Alto. It would directly serve Oakland and the East Bay with stations at West Oakland/7th Street, the Oakland International Airport (Coliseum/BART), Union City (BART), San Jose (Diridon) and would serve southern Santa Clara County with a station at Gilroy (Caltrain). Service to the Central Valley would be at Merced (Downtown), and the Briggsmore (Amtrak) station. This network alternative would increase connectivity and accessibility to San Francisco, the Peninsula and SFO, the hub international airport for northern California, Oakland, the Oakland International Airport (Coliseum/BART), southern Alameda County, San Jose, Southern Santa Clara County and Monterey/ Santa Cruz/ Salinas area, and the Central Valley. The Gilroy station would be the closest HST station for Monterey, Santa Cruz, and San Benito counties. The HST Network Alternative would provide a safer, more reliable, energy-efficient intercity mode along the San Francisco Peninsula while improving the safety, reliability, and performance of the regional commuter service. The HST Network Alternative would greatly increase the capacity for intercity and commuter travel and reduce existing automobile traffic. <u>The HST Network Alternative would reduce the number of travel lanes from six to four on Monterey Highway between Umbarger Road and Metcalf Road (near Bailey Road) in the City of San Jose. This would slightly increase traffic congestion, potentially resulting in significant traffic impacts in the northbound direction between Senter and Blossom Hill with potentially less-than-significant traffic impacts in the remaining northbound lanes and all southbound lanes.</u> The fully grade-separated Caltrain corridor north of Gilroy, Niles/I-880 Alignment between Oakland and Union City would improve local traffic flow and reduce air pollution at existing rail crossings. There would also be some grade separation improvements in the BNSF N/S (north of Merced) and UPRR N/S (south of Merced) in the Central Valley. This network alternative would not provide direct HST service to the I-580 corridor (Tri-Valley and Tracy).</p>
Land Use and Planning, Communities and Neighborhoods, Property, and Environmental Justice	<p>Compatibility: Majority of network alternative is compatible (high rating), given that it is within or immediately adjacent to an existing major rail or highway rights-of-way for most of the alignment. It exhibits low compatibility where it connects to the UPRR N/S or BNSF N/S in the Chowchilla area and a medium compatibility along the BNSF N/S Alignment in the Central Valley.</p> <p>Environmental Justice: This network alternative has medium environmental justice impact rating for the Caltrain Corridor between San Francisco and Gilroy, a medium impact rating for the east bay between Oakland and San Jose, and a low impact rating from Gilroy to the Central Valley. The BNSF N/S alignment has a medium impact rating except for low impact ratings in the Briggsmore and Chowchilla areas.</p> <p>Community: This network alternative would not affect community cohesion, given that the majority of the alignment is within or immediately adjacent to an existing major rail or highway rights-of-way.</p> <p>Property: <u>This network alternative has the potential for low a property impact rating between low and medium. Between San Francisco and Lick (near Monterey Highway in southern San Jose), the alignment traverses predominately within an existing transportation right-of-way (the Caltrain Corridor), although property acquisition would be required for a 4-track at-grade alignment in the more narrow portions of this right-of-way. South of Lick within the City of San Jose, portions of the Monterey Highway right-of-way would need to be acquired adjacent to the UPRR right-of-way. Between south San Jose and Gilroy, property acquisition would be required where the HST alignment would be adjacent to the UPRR. East of Gilroy, the alignment would travel through rural land. This network alternative has the potential for low property impacts as the alignment either traverses existing transportation right-of-way or through rural land.</u></p>

<p>Aesthetics and Visual Resources: General impacts and rating.</p>	<p>Segments visual ratings: (1) Caltrain – San Francisco to Dumbarton =low; (2) Caltrain – Dumbarton to San Jose =low; (3) Oakland to Niles Junction =low; (4) Niles Junction to San Jose =medium; (5) Pacheco =medium; (6) Henry Miller to UPRR =low; and (7) BNSF N/S =low. Overall network alternative rating is low to medium.</p>
<p>Cultural Resources and Paleontological Resources: Potential presence of historical resources in area of potential effect</p>	<p>There are <u>196</u> known cultural resources. Of the Pacheco Pass network alternatives, this network alternative was identified to have the highest number of known resources. This network alternative extends through numerous historic districts in San Francisco. Historic properties and buildings dating from the 1900s and industrial complexes from the 1920s are within the area of potential effects along with <u>heritage trees</u>, water delivery systems and canals dating from the 1890s, a sanitary sewer system, railroad facilities, freeway bridges dating from the 1940s, and residential properties dating from the 1880s. The Santa Clara de Asis Mission in San Jose includes both prehistoric and historic resources. Overall, this network alternative was identified as having a high sensitivity for cultural resources.</p>

Table 6-4
Revised Table 7.2-15—Pacheco Pass: San Jose Terminus

Cost (2006 dollars)	\$8.1 8.0 billion
Travel Conditions	<p>This network alternative would increase connectivity and accessibility San Jose, Southern Santa Clara County and Monterey/ Santa Cruz/ Salinas area, and the Central Valley. The Gilroy station would be the closest HST station for Monterey, Santa Cruz, and San Benito counties. The HST Network Alternative would provide a safer, more reliable, energy-efficient intercity mode. The HST Network Alternative would greatly increase the capacity for intercity and commuter travel and reduce existing automobile traffic. <u>To the extent that grade separation of the HST system would also separate the UPRR line, local traffic conditions would improve in these areas and air emissions would be reduced.</u> The fully grade-separated Caltrain corridor between Gilroy and San Jose would improve local traffic flow and reduce air pollution at existing rail crossings. <u>The HST Network Alternative would reduce the number of travel lanes from six to four on Monterey Highway between Umbarger Road and Metcalf Road (near Bailey Road) in the City of San Jose. This would slightly increase traffic congestion potentially resulting in significant traffic impacts in the northbound direction between Senter and Blossom Hill with potentially less than significant traffic impacts in the remaining northbound lanes and all southbound lanes.</u> There would also be some grade separation benefits in the BNSF N/S (north of Merced) and UPRR N/S (south of Merced) in the Central Valley. This network alternative would not provide direct HST service to San Francisco, SFO, the SF Peninsula/Caltrain Corridor between San Francisco and San Jose, Oakland, Oakland Airport, the East Bay, south Alameda County, and the I-580 corridor resulting in considerably less Travel Conditions benefits (travel times, reliability, safety, connectivity, sustainable capacity, and passenger cost) than other network alternatives that directly serve additional stations/markets in the Bay Area.</p>
Land Use and Planning, Communities and Neighborhoods, Property, and Environmental Justice	<p>Compatibility: Majority of network alternative is compatible (high rating), given that it is within or immediately adjacent to an existing major rail or highway rights-of-way for most of the alignment. It exhibits low compatibility where it connects to the UPRR N/S or BNSF N/S in the Chowchilla area and a medium compatibility along the BNSF N/S Alignment in the Central Valley.</p> <p>Environmental Justice: This network alternative has medium environmental justice impact rating for the Caltrain Corridor between San Jose and Gilroy, and a low impact rating from Gilroy to the Central Valley. The BNSF N/S alignment has a medium impact rating except for low impact ratings in the Briggsmore and Chowchilla areas.</p> <p>Community: This network alternative would not affect community cohesion, given that the majority of the alignment is within or immediately adjacent to an existing major rail or highway rights-of-way.</p> <p>Property: <u>This network alternative has the potential for a property impact rating between low and medium. Between San Jose and Lick (near Monterey Highway in southern San Jose), the alignment traverses predominately within an existing transportation right-of-way (the Caltrain Corridor). South of Lick within the City of San Jose, portions of the Monterey Highway right-of-way would need to be acquired adjacent to the UPRR right-of-way. Between south San Jose and Gilroy, property acquisition would be required where the HST alignment would be adjacent to the UPRR. East of Gilroy, the alignment would travel through rural land. This network alternative has the potential for low property impacts as the alignment either traverses existing transportation right-of-way or through rural land.</u></p>
Aesthetics and Visual Resources: General impacts and rating	<p>Segments visual ratings: (1) Pacheco =medium; (2) Henry Miller to UPRR =low; and (3) BNSF N/S =low. Overall network alternative rating is low to medium.</p>

<p>Cultural Resources and Paleontological Resources: Potential presence of historical resources in area of potential effect</p>	<p>There are <u>79</u> known cultural resources.</p> <p>Of the Pacheco Pass network alternatives, this network alternative was identified to have the least number of known resources.</p> <p>Historic resources in small towns of Santa Clara Valley. Historic properties and buildings dating from the 1920s are within the area of potential effects along with <u>heritage trees</u>, water delivery systems and canals dating from the 1890s, a sanitary sewer system, railroad facilities, freeway bridges dating from the 1940s, and residential properties dating from the 1890s.</p> <p>Overall, this network alternative was identified as having a low sensitivity for cultural resources.</p>
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Table 6-5
Revised Table 7.2-16—Pacheco Pass: San Jose, San Francisco, and Oakland—via Transbay Tube

Cost (2006 dollars)	\$17.1 17.0 billion
Travel Conditions	<p>The Caltrain corridor Alignment would bring direct HST service up the San Francisco Peninsula to downtown San Francisco. The transbay tube would provide direct service to Oakland, with a station in West Oakland. The Caltrain Corridor would serve the San Francisco International Airport with a station at (Millbrae), and a mid-Peninsula station at Palo Alto. HST service to San Jose would be at the Diridon Station. The Gilroy Station would service Southern Santa Clara County, and the Central Valley would be served by stations in Merced and Briggsmore. This network alternative would increase connectivity and accessibility to Oakland, San Francisco, the Peninsula and SFO, the hub international airport for northern California, San Jose, Southern Santa Clara County and Monterey/ Santa Cruz/Salinas area, and the Central Valley. The HST Network Alternative would provide a safer, more reliable, energy-efficient intercity mode along the San Francisco Peninsula while improving the safety, reliability, and performance of the regional commuter service. The HST Network Alternative would greatly increase the capacity for intercity and commuter travel and reduce existing automobile traffic. <u>To the extent that grade separation of the HST system would also separate the UPRR line, local traffic conditions would improve in these areas and air emissions would be reduced.</u> The fully grade-separated Caltrain corridor north of Gilroy would improve local traffic flow and reduce air pollution at existing rail crossings. <u>The HST Network Alternative would reduce the number of travel lanes from six to four on Monterey Highway between Umbarger Road and Metcalf Road (near Bailey Road) in the City of San Jose. This would slightly increase traffic congestion potentially resulting in significant traffic impacts in the northbound direction between Senter and Blossom Hill with potentially less than significant traffic impacts in the remaining northbound lanes and all southbound lanes.</u> There would also be some grade separation benefits in the BNSF N/S (north of Merced) and UPRR N/S (south of Merced) segments in the Central Valley. This network alternative would not provide direct HST service to Oakland Airport, south Alameda County, and the I-580 corridor.</p>
Land Use and Planning, Communities and Neighborhoods, Property, and Environmental Justice	<p>Compatibility: Majority of network alternative is compatible (high rating), given that it is within or immediately adjacent to an existing major rail or highway rights-of-way for most of the alignment. It exhibits low compatibility where it connects to the UPRR N/S or BNSF N/S in the Chowchilla area and a medium compatibility along the BNSF N/S Alignment in the Central Valley.</p> <p>Environmental Justice: This network alternative has medium environmental impact justice rating for the Caltrain Corridor between San Francisco and Gilroy and a low impact rating from Gilroy to the Central Valley. The BNSF N/S alignment has a medium impact rating except for low impact ratings in the Briggsmore and Chowchilla areas.</p> <p>Community: This network alternative would not affect community cohesion, given that the majority of the alignment is within or immediately adjacent to an existing major rail or highway rights-of-way.</p> <p>Property: <u>This network alternative has the potential for a property impact rating between low and medium. Between San Francisco and Lick (near Monterey Highway in southern San Jose), the alignment traverses predominately within an existing transportation right-of-way (the Caltrain Corridor), although property acquisition would be required for a 4-track at-grade alignment in the more narrow portions of this right-of-way. South of Lick within the City of San Jose, portions of the Monterey Highway right-of-way would need to be acquired adjacent to the UPRR right-of-way. Between south San Jose and Gilroy, property acquisition would be required where the HST alignment would be adjacent to the UPRR. East of Gilroy, the alignment would travel through rural land. This network alternative has the potential for low property impacts as the alignment either traverses existing transportation right-of-way or through rural land.</u></p>

<p>Aesthetics and Visual Resources: General impacts and rating.</p>	<p>Segments visual ratings: (1) Caltrain – San Francisco to Dumbarton =low; (2) Caltrain – Dumbarton to San Jose =low; (3) Pacheco =medium; (4) Henry Miller to UPRR =low; (5) Trans Bay Crossing =none; and (6) BNSF N/S =low. Overall network alternative rating is low to medium.</p>
<p>Cultural Resources and Paleontological Resources: Potential presence of historical resources in area of potential effect</p>	<p>There are <u>109</u> known cultural resources. This network alternative extends through numerous historic districts in San Francisco. Historic properties and buildings dating from the 1900s are within the area of potential effects along with <u>heritage trees</u>, water delivery systems and canals dating from the 1890s, a sanitary sewer system, railroad facilities, freeway bridges dating from the 1940s, and residential properties dating from the 1880s. The area around the Trans Bay crossing likely includes historic artifacts from the Gold Rush period through the 1906 earthquake. The Santa Clara de Asis Mission in San Jose includes both prehistoric and historic resources. Overall, this network alternative was identified as having a moderate sensitivity for cultural resources.</p>

Table 6-6
Revised Table 7.2-17—Pacheco Pass: San Jose, Oakland, and San Francisco—via Transbay Tube

Cost (2006 dollars)	\$16.4 billion
Travel Conditions	<p>The Niles/I-880 Alignment would bring direct HST service up the East Bay and the transbay tube would provide direct service to downtown San Francisco. It would directly serve Oakland and the East Bay with stations at West Oakland/7th Street, Coliseum/Airport, Union City (BART), San Jose (Diridon) and would serve southern Santa Clara County with a station at Gilroy (Caltrain). Service to the Central Valley would be at Merced (Downtown), and Briggsmore (Amtrak) stations. This network alternative would increase connectivity and accessibility to San Francisco, Oakland, the Oakland International Airport (Coliseum/BART), southern Alameda County, San Jose, Southern Santa Clara County and Monterey/ Santa Cruz/ Salinas area, and the Central Valley. The Gilroy station would be the closest HST station for Monterey, Santa Cruz, and San Benito counties. The HST Network Alternative would provide a safer, more reliable, energy-efficient intercity mode along the East Bay while improving the safety, reliability, and performance of the regional commuter service. The HST Network Alternative would greatly increase the capacity for intercity and commuter travel and reduce existing automobile traffic. <u>The HST Network Alternative would reduce the number of travel lanes from six to four on Monterey Highway between Umbarger Road and Metcalf Road (near Bailey Road) in the City of San Jose. This would slightly increase traffic congestion potentially resulting in significant traffic impacts in the northbound direction between Senter and Blossom Hill with potentially less than significant traffic impacts in the remaining northbound lanes and all southbound lanes.</u> The fully grade-separated Caltrain corridor between Gilroy and San Jose, Niles/I-880 Alignment between Oakland and Union City would improve local traffic flow and reduce air pollution at existing rail crossings. There would also be some grade separation benefits in the BNSF N/S (north of Merced) and UPRR N/S (south of Merced) segments in the Central Valley. This network alternative would not provide direct service to SFO, the mid-SF Peninsula, and the I-580 corridor (the Tri-Valley, and Tracy).</p>
Land Use and Planning, Communities and Neighborhoods, Property, and Environmental Justice	<p>Compatibility: Majority of network alternative is compatible (high rating), given that it is within or immediately adjacent to an existing major rail or highway rights-of-way for most of the alignment. It exhibits low compatibility where it connects to the UPRR N/S or BNSF N/S in the Chowchilla area and a medium compatibility along the BNSF N/S Alignment in the Central Valley.</p> <p>Environmental Justice: This network alternative has medium environmental impact justice rating for the East Bay between Oakland and San Jose and for the Caltrain Corridor between San Jose and Gilroy, and a low impact rating from Gilroy to the Central Valley. The BNSF N/S alignment has a medium impact rating except for low impact ratings in the Briggsmore and Chowchilla areas.</p> <p>Community: This network alternative would not affect community cohesion, given that the majority of the alignment is within or immediately adjacent to an existing major rail or highway rights-of-way.</p> <p>Property: <u>This network alternative has the potential for a property impact rating between low and medium. Between San Jose and Lick (near Monterey Highway in southern San Jose), the alignment traverses predominately within an existing transportation right-of-way (the Caltrain Corridor). South of Lick within the City of San Jose, portions of the Monterey Highway right-of-way would need to be acquired adjacent to the UPRR right-of-way. Between south San Jose and Gilroy, property acquisition would be required where the HST alignment would be adjacent to the UPRR. East of Gilroy, the alignment would travel through rural land. This network alternative has the potential for low property impacts as the alignment either traverses existing transportation right-of-way or through rural land.</u></p>
Aesthetics and Visual Resources: General impacts and rating	<p>Segments visual ratings: (1) Oakland to Niles Junction =low; (2) Niles Junction to San Jose =medium; (3) Pacheco =medium; (4) Henry Miller to UPRR =low; (5) Trans Bay Crossing =none; and (6) BNSF N/S =low. Overall network alternative rating is low to medium.</p>

<p>Cultural Resources and Paleontological Resources: Potential presence of historical resources in area of potential effect</p>	<p>There are <u>112</u> known cultural resources. Historic properties and industrial complexes dating from the 1920s and 1940s are within the area of potential effects along with <u>heritage trees</u>, water delivery systems and canals dating from the 1890s, a sanitary sewer system, railroad facilities, freeway bridges dating from the 1940s, and residential properties dating from the 1880s. The area around the Trans Bay crossing likely includes historic artifacts from the Gold Rush period through the 1906 earthquake. Overall, this network alternative was identified as having a low sensitivity for cultural resources.</p>
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Table 6-7
Revised Table 7.2-18—Pacheco Pass with Altamont Pass (Local Service): San Francisco and San Jose Termini

Cost (2006 dollars)	\$18.5 18.3 billion
Travel Conditions	<p>The Caltrain corridor Alignment would bring direct HST service up the San Francisco Peninsula to downtown San Francisco with potential stations in downtown San Francisco, at SFO (Millbrae), a mid-Peninsula station at Palo Alto, and a San Jose Station (Diridon). HST service would be provided to Southern Santa Clara County at a Gilroy Station, with service to the Central Valley at Merced and Modesto. The Altamont Pass would use the UPRR Alignment with stations in Union City (Shinn), Pleasanton (I-680/Bernal), and downtown Tracy. This network alternative would increase connectivity and accessibility to San Francisco, the Peninsula and SFO, the hub international airport for northern California, southern Alameda County, San Jose, Southern Santa Clara County and Monterey/ Santa Cruz/ Salinas area, the I-580 Corridor and Tri-Valley area, and the Central Valley. The Gilroy station would be the closest HST station for Monterey, Santa Cruz, and San Benito counties. The HST Network Alternative would provide a safer, more reliable, energy-efficient intercity mode along the San Francisco Peninsula while improving the safety, reliability, and performance of the regional commuter service. The HST Network Alternative would greatly increase the capacity for intercity and commuter travel and reduce existing automobile traffic. <u>To the extent that grade separation of the HST system would also separate the UPRR line, local traffic conditions would improve in these areas and air emissions would be reduced.</u> The fully grade-separated Caltrain corridor north of Gilroy would improve local traffic flow and reduce air pollution at existing rail crossings. <u>The HST Network Alternative would reduce the number of travel lanes from six to four on Monterey Highway between Umbarger Road and Metcalf Road (near Bailey Road) in the City of San Jose. This would slightly increase traffic congestion potentially resulting in significant traffic impacts in the northbound direction between Senter and Blossom Hill with potentially less than significant traffic impacts in the remaining northbound lanes and all southbound lanes.</u> There would also be some grade separation benefits in the UPRR in the I-580 corridor and UPRR N/S Alignment segments through the Central Valley. This network alternative would not provide direct HST service to Oakland, and Oakland Airport.</p>
Land Use and Planning, Communities and Neighborhoods, Property, and Environmental Justice	<p>Compatibility: Majority of network alternative is compatible (high rating), given that it is within or immediately adjacent to an existing major rail or highway rights-of-way for most of the alignment. It exhibits low compatibility where it connects to the UPRR N/S in the Chowchilla area. It exhibits low compatibility where it does not follow a transportation right-of-way in the Altamont Pass area. It exhibits a medium to high compatibility where it crosses the San Francisco Bay, in Fremont along the more narrow Centerville line, in the Shinn area. It has a medium compatibility in the Lathrop, Manteca, Modesto and Merced areas.</p> <p>Environmental Justice: This network alternative has medium environmental justice impact rating for the Caltrain Corridor between San Francisco and Gilroy and low environmental justice impact rating for the UPRR alignment from Niles Canyon to the Central Valley. It has a low impact rating between Gilroy and the Central Valley, and a medium impact rating in the Central Valley except in the Manteca area, where the rating is low.</p> <p>Community: This network alternative would not affect community cohesion, given that the majority of the alignment is within or immediately adjacent to an existing major rail or highway rights-of-way.</p> <p>Property: This network alternative has the potential for high property impacts in the Niles Canyon and Manteca areas, where additional right-of-way would be required. <u>Between San Francisco and Lick (near Monterey Highway in southern San Jose), the alignment traverses predominately within an existing transportation right-of-way (the Caltrain Corridor), although property acquisition would be required for a 4-track at-grade alignment in the more narrow portions of this right-of-way. South of Lick within the City of San Jose, portions of the Monterey Highway right-of-way would need to be acquired adjacent to the UPRR right-of-way. Between south San Jose and Gilroy, property acquisition would be required where the HST alignment would be adjacent to the UPRR. East of Gilroy, the alignment would travel through rural land.</u></p>

<p>Aesthetics and Visual Resources: General impacts and rating.</p>	<p>Segments visual ratings: (1) Caltrain – San Francisco to Dumbarton =low; (2) Caltrain – Dumbarton to San Jose =low; (3) Pacheco =medium; (4) Henry Miller to UPRR =low; (5) UPRR =medium; (6) Tracy Downtown =low; (7) Dumbarton High Bridge =medium; and (8) UPRR N/S =low. Overall network alternative rating is low to medium.</p>
<p>Cultural Resources and Paleontological Resources: Potential presence of historical resources in area of potential effect</p>	<p>There are <u>199</u> known cultural resources. This network alternative extends through numerous historic districts in San Francisco. Historic properties and buildings dating from the 1900s are within the area of potential effects along with <u>heritage trees</u>, water delivery systems and canals dating from the 1890s, railroad facilities, freeway bridges dating from the 1940s, and residential properties dating from the 1880s. The area around San Jose has a high density of cultural resources. Archaeological resources in the area of the Dumbarton crossing include prehistoric sites associated with burials, and historic sites from early 1900s industrial activities. Overall, this network alternative was identified as having a high sensitivity for cultural resources.</p>

Table 6-8
Revised Table 7.2-19—Pacheco Pas with Altamont (Local Service): Oakland and San Jose Termini

Cost (2006 dollars)	\$16.1 16.0 billion
Travel Conditions	<p>This network alternative would provide direct service to Oakland with a station in West Oakland, to the Oakland International Airport with a Coliseum/BART station, to Southern Alameda County with a station at Union City (BART), to San Jose at the Diridon Station, to Southern Santa Clara County with a Gilroy Station, and to the Central Valley with stations at Merced and Modesto. The Altamont Pass would use the UPRR Alignment with local HST stations at Pleasanton (I-680/Bernal), and downtown Tracy. This network alternative would increase connectivity and accessibility to Oakland, the Oakland International Airport (Coliseum/BART), southern Alameda County, San Jose, Southern Santa Clara County and Monterey/ Santa Cruz/ Salinas area, the I-580 Corridor and Tri-Valley area, and the Central Valley. The Gilroy station would be the closest HST station for Monterey, Santa Cruz, and San Benito counties. The HST Network Alternative would provide a safer, more reliable, energy-efficient intercity mode of travel while improving the safety, reliability, and performance of the regional commuter service. The HST Network Alternative would greatly increase the capacity for intercity and commuter travel and reduce existing automobile traffic. <u>The HST Network Alternative would reduce the number of travel lanes from six to four on Monterey Highway between Umbarger Road and Metcalf Road (near Bailey Road) in the City of San Jose. This would slightly increase traffic congestion potentially resulting in significant traffic impacts in the northbound direction between Senter and Blossom Hill with potentially less than significant traffic impacts in the remaining northbound lanes and all southbound lanes.</u> The fully grade-separated Caltrain corridor between Gilroy and San Jose, Niles/I-880 Alignment between Oakland and Union City would improve local traffic flow and reduce air pollution at existing rail crossings. There would also be some grade separation benefits in the UPRR in the I-580 corridor and UPRR N/S Alignment segments through the Central Valley. This network alternative would not provide direct HST service to San Francisco, SFO and the SF Peninsula/Caltrain Corridor between San Francisco and San Jose.</p>
Land Use and Planning, Communities and Neighborhoods, Property, and Environmental Justice	<p>Compatibility: Majority of network alternative is compatible (high rating), given that it is within or immediately adjacent to an existing major rail or highway rights-of-way for most of the alignment. It exhibits low compatibility where it connects to the UPRR N/S in the Chowchilla area. It exhibits low compatibility where it does not follow a transportation right-of-way in the Altamont Pass area. It has a medium compatibility in the Lathrop, Manteca, Modesto and Merced areas.</p> <p>Environmental Justice: This network alternative has medium environmental justice impact rating for the East Bay Between Oakland and San Jose, for the Caltrain Corridor between San Jose and Gilroy, and a low impact rating between Gilroy and the Central Valley. It exhibits a low environmental justice impact rating for the UPRR alignment from Niles Canyon to the Central Valley, and a medium impact rating in the Central Valley, except in the Manteca area, where the rating is low.</p> <p>Community: This network alternative would not affect community cohesion, given that the majority of the alignment is within or immediately adjacent to an existing major rail or highway rights-of-way.</p> <p>Property: This network alternative has the potential for high property impacts in the Niles Canyon and Manteca areas, where additional right-of-way would be required. <u>Between San Jose and Lick (near Monterey Highway in southern San Jose), the alignment traverses predominately within an existing transportation right-of-way (the Caltrain Corridor). South of Lick within the City of San Jose, portions of the Monterey Highway right-of-way would need to be acquired adjacent to the UPRR right-of-way. Between south San Jose and Gilroy, property acquisition would be required where the HST alignment would be adjacent to the UPRR. East of Gilroy, the alignment would travel through rural land.</u></p>

<p>Aesthetics and Visual Resources: General impacts and rating.</p>	<p>Segments visual ratings: (1) Oakland to Niles Junction =low; (2) Niles Junction to San Jose =medium; (3) Pacheco =medium; (4) Henry Miller to UPRR =low; (5) UPRR =medium; (6) Tracy Downtown =low; and (7) UPRR N/S =low. Overall network alternative rating is low to medium.</p>
<p>Cultural Resources and Paleontological Resources: Potential presence of historical resources in area of potential effect</p>	<p>There are <u>134</u> known cultural resources. Historic properties and industrial complexes dating from the 1920s and 1940s are within the area of potential effects along with <u>heritage trees</u>, water delivery systems and canals dating from the 1890s, freeway bridges dating from the 1940s, and residential properties dating from the 1880s. Overall, this network alternative was identified as having a moderate sensitivity for cultural resources.</p>

Table 6-9
Revised Table 7.2-20—Pacheco Pass with Altamont Pass (Local Service): SF, Oak, and SJ
Termini (without Dumbarton Bridge)

Cost (2006 dollars)	\$20.5 20.4 billion
Travel Conditions	<p>The Caltrain corridor Alignment would bring direct HST service up the San Francisco Peninsula to downtown San Francisco with potential stations in downtown San Francisco, at SFO (Millbrae), a mid-Peninsula station at Palo Alto, and a San Jose Station (Diridon). HST service would be provided to Southern Santa Clara County at a Gilroy Station, with service to the Central Valley at Merced and Modesto. The network alternative would provide direct service to Oakland with a station in West Oakland, to the Oakland International Airport with a Coliseum/BART station, and to a Union City (BART) Station. The Altamont Pass would use the UPRR Alignment with local HST stations at Pleasanton (I-680/Bernal), and downtown Tracy. This network alternative would increase connectivity and accessibility to San Francisco, the Peninsula and SFO, the hub international airport for northern California, Oakland, the Oakland International Airport (Coliseum/BART), southern Alameda County, San Jose, Southern Santa Clara County and Monterey/ Santa Cruz/ Salinas area, the I-580 Corridor and Tri-Valley area, and the Central Valley. The Gilroy station would be the closest HST station for Monterey, Santa Cruz, and San Benito counties. The HST Network Alternative would provide a safer, more reliable, energy-efficient intercity mode along the East Bay while improving the safety, reliability, and performance of the regional commuter service, particularly along the Altamont Pass Alignment. The HST Network Alternative would greatly increase the capacity for intercity and commuter travel and reduce existing automobile traffic. <u>The HST Network Alternative would reduce the number of travel lanes from six to four on Monterey Highway between Umbarger Road and Metcalf Road (near Bailey Road) in the City of San Jose. This would slightly increase traffic congestion potentially resulting in significant traffic impacts in the northbound direction between Senter and Blossom Hill with potentially less than significant traffic impacts in the remaining northbound lanes and all southbound lanes.</u> The fully grade-separated Caltrain corridor north of Gilroy, Niles/I-880 Alignment between Oakland and Union City would improve local traffic flow and reduce air pollution at existing rail crossings. There would also be some grade separation benefits in the UPRR in the I-580 corridor and UPRR N/S Alignment segments through the Central Valley.</p>
Land Use and Planning, Communities and Neighborhoods, Property, and Environmental Justice	<p>Compatibility: Majority of network alternative is compatible (high rating), given that it is within or immediately adjacent to an existing major rail or highway rights-of-way for most of the alignment. It exhibits low compatibility where it connects to the UPRR N/S in the Chowchilla area. It exhibits low compatibility where it does not follow a transportation right-of-way in the Altamont Pass area. It has a medium compatibility in the Lathrop, Manteca, Modesto and Merced areas.</p> <p>Environmental Justice: This network alternative has medium environmental justice impact rating for the East Bay Between Oakland and San Jose and for the Caltrain Corridor between San Francisco and Gilroy. It has a low impact rating between Gilroy and the Central Valley. It exhibits a low environmental justice impact rating for the UPRR alignment from Niles Canyon to the Central Valley, and a medium impact rating in the Central Valley, except in the Manteca area, where the rating is low.</p> <p>Community: This network alternative would not affect community cohesion, given that the majority of the alignment is within or immediately adjacent to an existing major rail or highway rights-of-way.</p> <p>Property: This network alternative has the potential for high property impacts in the Niles Canyon and Manteca areas, where additional right-of-way would be required. <u>Between San Francisco and Lick (near Monterey Highway in southern San Jose), the alignment traverses predominately within an existing transportation right-of-way (the Caltrain Corridor), although property acquisition would be required for a 4-track at-grade alignment in the more narrow portions of this right-of-way. South of Lick within the City of San Jose, portions of the Monterey Highway right-of-way would need to be acquired adjacent to the UPRR right-of-way. Between south San Jose and Gilroy, property acquisition would be required where the HST alignment would be adjacent to the UPRR. East of Gilroy, the alignment would travel through rural land.</u></p>

<p>Aesthetics and Visual Resources: General impacts and rating.</p>	<p>Segments visual ratings: (1) Caltrain – San Francisco to Dumbarton =low; (2) Caltrain – Dumbarton to San Jose =low; (3) Oakland to Niles Junction =low; (4) Niles Junction to San Jose =medium; (5) Pacheco =medium; (6) Henry Miller to UPRR =low; (7) UPRR =medium; (8) Tracy Downtown =low; and (9) UPRR N/S =low. Overall network alternative rating is low to medium.</p>
<p>Cultural Resources and Paleontological Resources: Potential presence of historical resources in area of potential effect</p>	<p>There are <u>223</u> known cultural resources. Of the Pacheco Pass with Altamont (local service) network alternatives, this network alternative was identified to have the highest number of known resources. This network alternative extends through numerous historic districts in San Francisco. Historic properties and buildings dating from the 1900s are within the area of potential effects along with industrial complexes dating from the 1920s an 1940s, <u>heritage trees</u>, water delivery systems and canals dating from the 1890s, railroad facilities, freeway bridges dating from the 1940s, and residential properties dating from the 1880s. Overall, this network alternative was identified as having a high sensitivity for cultural resources.</p>

Table 6-10
Revised Table 7.2-21—Pacheco Pass with Altamont Pass (Local Service): San Jose Terminus

Cost (2006 dollars)	\$13.6 13.5 billion
Travel Conditions	<p>This network alternative would provide direct HST service to San Jose (Diridon), Southern Santa Clara county with a station in Gilroy, and the Central Valley with Stations in Merced and Modesto. This network alternative would increase connectivity and accessibility to southern Alameda County, San Jose, Southern Santa Clara County and Monterey/ Santa Cruz/ Salinas area, the I-580 Corridor and Tri-Valley area, and the Central Valley. The Gilroy station would be the closest HST station for Monterey, Santa Cruz, and San Benito counties. The HST Network Alternative would provide a safer, more reliable, energy-efficient intercity mode in Santa Clara County and the Central Valley while improving the safety, reliability, and performance of the regional commuter service. The HST Network Alternative would greatly increase the capacity for intercity and commuter travel and reduce existing automobile traffic. <u>To the extent that grade separation of the HST system would also separate the UPRR line, local traffic conditions would improve in these areas and air emissions would be reduced.</u> The fully grade-separated Caltrain corridor between Gilroy and San Jose would improve local traffic flow and reduce air pollution at existing rail crossings. <u>The HST Network Alternative would reduce the number of travel lanes from six to four on Monterey Highway between Umbarger Road and Metcalf Road (near Bailey Road) in the City of San Jose. This would slightly increase traffic congestion potentially resulting in significant traffic impacts in the northbound direction between Senter and Blossom Hill with potentially less than significant traffic impacts in the remaining northbound lanes and all southbound lanes.</u> There would also be grade separation benefits in the UPRR in the I-580 corridor and UPRR N/S Alignment through the Central Valley. This network alternative would not provide direct HST service to San Francisco, SFO, the SF Peninsula/Caltrain Corridor between San Francisco and San Jose, Oakland, and Oakland Airport.</p>
Land Use and Planning, Communities and Neighborhoods, Property, and Environmental Justice	<p>Compatibility: Majority of network alternative is compatible (high rating), given that it is within or immediately adjacent to an existing major rail or highway rights-of-way for most of the alignment. It exhibits low compatibility where it connects to the UPRR N/S in the Chowchilla area. It exhibits low compatibility where it does not follow a transportation right-of-way in the Altamont Pass area. It has a medium compatibility in the Lathrop, Manteca, Modesto and Merced areas.</p> <p>Environmental Justice: This network alternative has medium environmental justice impact rating for the East Bay Between Niles Junction and San Jose and for the Caltrain Corridor between San Francisco and Gilroy. It has a low impact rating between Gilroy and the Central Valley. It exhibits a low environmental justice impact rating for the UPRR alignment from Niles Canyon to the Central Valley, and a medium impact rating in the Central Valley, except in the Manteca area, where the rating is low.</p> <p>Community: This network alternative would not affect community cohesion, given that the majority of the alignment is within or immediately adjacent to an existing major rail or highway rights-of-way.</p> <p>Property: This network alternative has the potential for high property impacts in the Niles Canyon and Manteca areas, where additional right-of-way would be required. <u>Between San Jose and Lick (near Monterey Highway in southern San Jose), the alignment traverses predominately within an existing transportation right-of-way (the Caltrain Corridor). South of Lick within the City of San Jose, portions of the Monterey Highway right-of-way would need to be acquired adjacent to the UPRR right-of-way. Between south San Jose and Gilroy, property acquisition would be required where the HST alignment would be adjacent to the UPRR. East of Gilroy, the alignment would travel through rural land.</u></p>
Aesthetics and Visual Resources: General impacts and rating.	<p>Segments visual ratings: (1) Niles Junction to San Jose =medium; (2) Pacheco =medium; (3) Henry Miller to UPRR =low; (4) UPRR =medium; (5) Tracy Downtown =low; and (6) UPRR N/S =low. Overall network alternative rating is low to medium.</p>

<p>Cultural Resources and Paleontological Resources: Potential presence of historical resources in area of potential effect</p>	<p>There are <u>110</u> known cultural resources. Of the Pacheco Pass with Altamont (local service) network alternatives, this network alternative was identified to have the least number of known resources. Historic properties and buildings dating from the 1920s are within the area of potential effects along with <u>heritage trees</u>, water delivery systems and canals dating from the 1890s, freeway bridges dating from the 1940s, and residential properties dating from the 1890s. Overall, this network alternative was identified as having a low sensitivity for cultural resources.</p>
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Table 6-12
Revised Table 7.3-2—Caltrain: Dumbarton to San Jose

<p>Cost (2006 dollars)</p>	<p><u>\$1.62</u> 1.64 billion</p>
<p>Land Use and Planning, Communities and Neighborhoods, Property, and Environmental Justice</p>	<p>Compatibility: The majority of this alignment alternative is compatible (high rating), given that it is within or immediately adjacent to an existing major rail or highway rights-of-way. Environmental Justice: This alignment alternative has medium environmental justice impact rating for the Caltrain Corridor south of Dumbarton to San Jose. Community: This alignment alternative would not affect community cohesion, given that it is within or immediately adjacent to an existing major rail or highway rights-of-way. Property: This alignment alternative has the potential for low a property impact <u>rating between low and medium</u>.</p>

Table 6-13
Revised Table 7.3-5—Pacheco Pass Alternatives: San Jose Diridon Station to San Luis Reservoir

<p>Cost (2006 dollars)</p>	<p><u>\$3.86</u> 3.74 billion</p>
<p>Travel Conditions</p>	<p>The Pacheco alignments would bring direct HST service up the Caltrain alignment with a potential station at Gilroy (Caltrain) or Morgan Hill (Caltrain). This alignment alternative would increase connectivity and accessibility to Southern Santa Clara County and Monterey/ Santa Cruz/ Salinas area. The HST system would provide a safer, more reliable, energy-efficient intercity mode directly to Santa Clara County while improving the safety, reliability and performance of the existing Caltrain commuter rail service through <u>potential</u> grade separation improvements between Gilroy and San Jose. This alignment alternative would greatly increase the capacity for intercity travel in Santa Clara County and reduce highway congestion <u>in most areas</u>. The HST Network Alternative would <u>reduce the number of travel lanes from six to four on Monterey Highway between Umbarger Road and Metcalf Road (near Bailey Road) in the City of San Jose. This would slightly increase traffic congestion potentially resulting in significant traffic impacts in the northbound direction between Senter and Blossom Hill with potentially less than significant traffic impacts in the remaining northbound lanes and all southbound lanes.</u> The Gilroy station would be the closest HST station for Monterey, Santa Cruz, and San Benito counties.</p>
<p>Land Use and Planning, Communities and Neighborhoods, Property, and Environmental Justice</p>	<p>Compatibility: The majority of this alignment alternative is compatible (high rating), given that it is within or immediately adjacent to an existing major rail or highway rights-of-way. It exhibits low compatibility where it does not follow a transportation right-of-way east of Gilroy. Environmental Justice: This alignment alternative has medium environmental justice impact rating. Community: This alignment alternative would not affect community cohesion, given that it is within or immediately adjacent to an existing major rail or highway rights-of-way in the urban areas. Property: This alignment alternative has the potential for low <u>to medium</u> property impacts. <u>South of Lick within the City of San Jose, portions of the Monterey Highway right-of-way would need to be acquired adjacent to the UPRR right-of-way. Between south San Jose and Gilroy, property acquisition would be required where the HST alignment would be adjacent to the UPRR.</u></p>

<p>Aesthetics and Visual Resources: General impacts and rating.</p>	<p>Includes elevated facilities at the Diridon San Jose station, elevated facilities south of Diridon station, highway grade separations, expansion of existing railway <u>addition of HST</u> corridor along adjacent to Monterey Highway, new transportation corridor between Gilroy and Pacheco Valley, elevated crossing of SR 152 in Pacheco Valley, and cut and fill sections over Pacheco Pass. Overall medium visual impact.</p>
<p>Cultural Resources and Paleontological Resources: Potential presence of historical resources in area of potential effect</p>	<p>There are 11 12 known cultural resources. Little development has taken place along this alignment. Resources include heritage trees, buildings, canals, and a bridge as well as potentially historic resources in the Santa Clara Valley, including Morgan Hill and Gilroy.</p>