

ANALYSIS OF ALIGNMENT/ROUTE ELIMINATION PRESENTED TO CALIFORNIA HIGH SPEED RAIL AUTHORITY



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INTRODUCTION

The High Speed Rail project in California is one of the most ambitious and largest infrastructure projects ever built in the United States, rivaled only by other iconic projects as the Hoover Dam, the interstate highway system, the transcontinental railroad, and the Golden Gate Bridge. The California High Speed Rail Authority (“CHSRA” or “the Authority”), the governmental agency overseeing the design and construction of the high speed rail train (HSR), was officially created in 1996 by the Legislature and was tasked with preparing a plan and design for the construction of a system to connect the state’s major metropolitan areas.

California Statewide Project. The project’s budget has ranged from \$16.5 billion to \$98.1 billion, with the most commonly published budget being \$68 billion.

The CHSRA's Operating Sections and spending are broken down into sections as follows¹:

Section	Cume Length in Miles	From/To	Operational	Cumulative Cost (billions)
IOS	300	Merced to San Fernando Valley	2022	\$31
Bay to Basin	410	San Jose and Merced to San Fernando Valley	2026	\$51
Phase 1 Blended	520	San Francisco to Los Angeles/Anaheim	2028	\$68
Phase 2	800	Los Angeles to San Diego Merced to Sacramento		

The Phase 1 Blended Operating Section of 520 miles is broken down into more manageable “project sections”:

- San Francisco to San Jose
- San Jose to Merced
- Merced to Sacramento
- Merced to Fresno
- Fresno to Bakersfield
- Bakersfield to Palmdale
- Palmdale to Burbank
- Burbank to Los Angeles
- Los Angeles to Anaheim

Phase 2 is comprised of:

- Los Angeles to San Diego

¹ http://www.hsr.ca.gov/docs/about/business_plans/BPlan_2012EIR.pdf, p. 16

- Merced to Sacramento

Each project section is further broken down into “corridors” (optional), then “alignments,” “routes,” or “subsections².” The items studied for the Authority’s “alternative analysis” are:

- | | |
|-----------------------------|---------------------------|
| • Design Objectives | • Land Use |
| • Disruption to Communities | • Environmental Resources |
| | • Agency and Public Input |

Then, these categories are further studied in the Environmental Document (EIR/EIS):

- | | |
|---|--|
| • Aesthetics & Visual Quality | • Hydrology & Water Resources |
| • Agricultural, Farm & Forest Land | • Station Planning, Land Use & Development |
| • Air Quality & Global Climate Change | • Noise & Vibration |
| • Biological Resources & Wetlands | • Parks, Recreation & Open Space |
| • Cultural Resources | • Public Utilities & Energy |
| • Cumulative Impacts | • Regional Growth |
| • Electromagnetic Interference/Fields (EMI/EMF) | • Safety & Security |
| • Geology, Soils, Seismicity & Paleontology | • Socioeconomics & Communities |
| • Hazardous Materials & Wastes | • Environmental Justice |
| | • Transportation |
| | • Section 4(f) & Section 6(f) Evaluations |

During the EIR/EIS process, which can take up to 5 years, alignments are studied in depth based on multiple criteria in order to ultimately select one alignment³ which is then constructed. However, it makes no sense to include any alignment in the EIR/EIS process if it is a clearly infeasible choice prior to inclusion in the environmental process review. It is a waste of money, time, and resources.

PURPOSE

The purpose of this report is to analyze the number and reasons why alignments were withdrawn, not carried forward or eliminated within their Project Section. Although the above-referenced categories are roughly followed, this report utilizes more detailed categories to better articulate the rationale for alignment elimination.

METHODOLOGY AND SCOPE

The source for all documents is from CHRSA’s website, www.hsr.ca.gov. The search criteria used in order to bring up the pertinent documents were: (1) “reason for elimination”; (2) “reasons for elimination”; (3) “withdrawn”; (4) “withdrawal” (5) “not carried forward”; and (6) “infeasible.” Of the approximate 60 documents found that fulfilled the search criteria, after eliminating redundant information, about 35 documents were eventually used as source documents.

² Subsections were used primarily in Northern California

³ If no alignments are deemed satisfactory, then the “no project” alternative is chosen

Each document was studied and the following were input into a spreadsheet:

- Operating Segment
- Alignment
- Reason for Elimination
- Source Document
- Secondary Source Document
- Year of Document
- Remarks

The “Reason for Elimination,” although more specific than the overall categories for an EIR/EIS, were standardized in order to perform a more meaningful analysis that could be applied to all alignments. For example, if the source document read, “The residents of CITY NAME and the officials of CITY NAME opposed this alignment,” this would then be classified as “Local citizenry and local elected opposition.” This standardization of Reasons for Elimination allowed for a tally to be accomplished. Three alignments did not have a reason cited, so they fell into the category of “No reason.” This category of “No reason” was included as a reason for analysis purposes as the end result was that an alignment was eliminated from further study.

The data was then organized by Project Section, Alignment, and Reason for Elimination. As would be expected, many alignments were eliminated due to multiple reasons, i.e., cumulative impact, not just for a single reason. However, it was surprising to discover that a significant number of alignments were eliminated for just a single reason. It should be noted that most of the “single reasons” were because the alignment was incompatible with a carried forward design.

The study ranges from 2005 through 2014. Some items of note:

- Over these 10 years, the CHSRA has changed its format of documents and many documents included redundant information, therefore, every effort was made to ensure that each alignment that was eliminated was included only once.
- As Operating Segments were refined due in most part to station options being changed, some of the names changed. For example, “Sylmar to Palmdale” evolved into “Palmdale to Burbank.” Again, every effort was used to ensure that each alignment was included only once.
- If an alignment was eliminated due to ridership or revenue concerns, it was not included in this analysis because it is outside the scope and purpose of this report.

ISSUES

1. For the period 2005-2014, how many alignments have been eliminated?
2. What were the reasons for such eliminations?
3. What potential reasons for elimination based on prior alignment withdrawals do alignments E1, E2, and E3 within the Palmdale to Burbank Project Section possess that would qualify them for elimination prior to an EIR/EIS?

ANALYSIS

The following is a summary of number of Project Sections, Eliminated Alignments, and Reasons for Elimination for the period 2005-2014 compared to E1, E2 and E3. The average number of reasons for elimination per alignment ranges depending on the method of calculating the average from 2.0 – 2.7. Based on local experts, including but not limited to, environmental scientists, land use attorneys, and civil engineers in the foothill communities, E1 has 10 compelling reasons for elimination, E2 has 15 compelling reasons for elimination, and E3 has 10 compelling reasons for elimination. Yet, E2, the one alignment with the most reasons for withdrawal from consideration within the Eastern Corridor, is still actually being considered for study by the Authority in an EIR/EIS even though the average number of reasons for elimination average between 2.0 (mode and median) – 2.7 (mean).

AVERAGE NUMBER OF REASONS FOR ELIMINATION PER ALIGNMENT

Item	2005-2014 All Eliminated Alignments	E1	E2	E3
No. of Project Sections	26	n/a	n/a	n/a
No. of Eliminated Alignments	227	n/a	n/a	n/a
Total No. of Unique Reasons for Elimination	64	10	15	10
Total No. of Reasons for Elimination for all Project Sections ⁴	612	n/a	n/a	n/a
Average No. Eliminated Alignments/Project Section	8.4	n/a	n/a	n/a
<i>Average No. of Reasons for Elimination per Alignment (mean)⁵</i>	2.7	10	15	10
<i>Average No. of Reasons for Elimination per Alignment (median)</i>	2.0			
<i>Average No. of Reasons for Elimination per Alignment (mode)</i>	2.0			

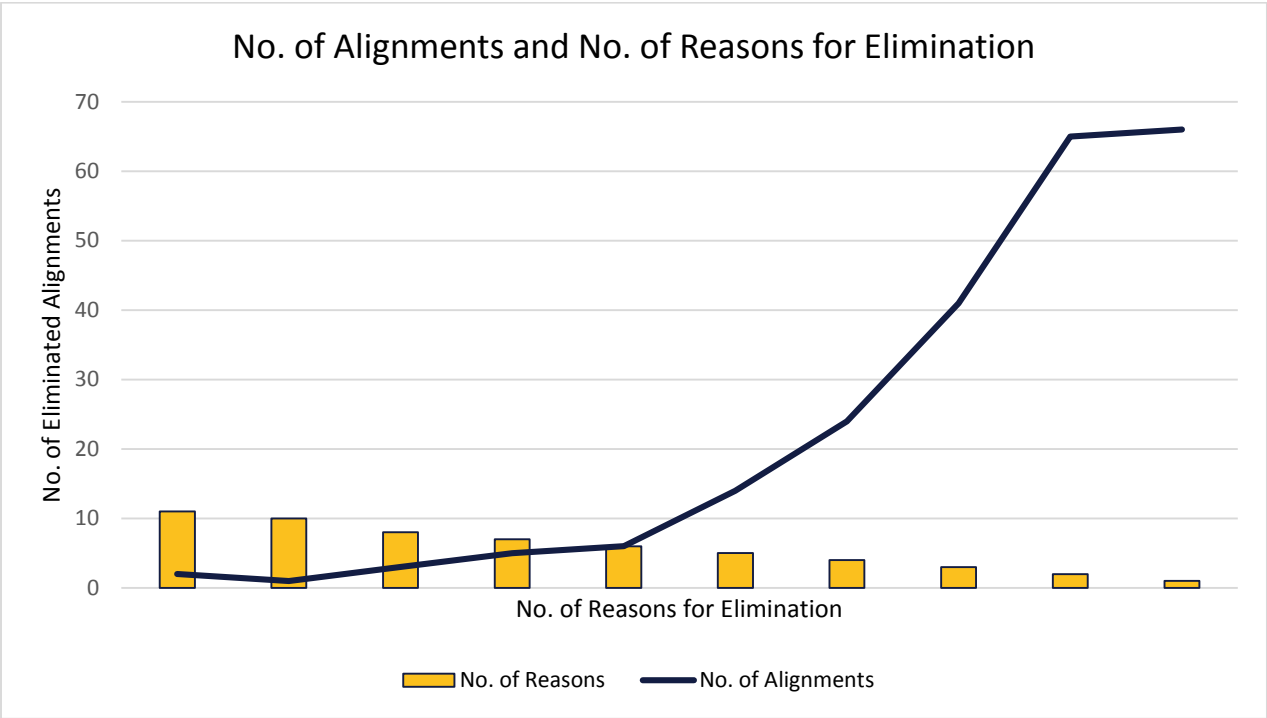
This chart and accompanying graph illustrate the number of eliminated alignments and how many reasons for elimination led to their withdrawal. For example, only 2 alignments were eliminated for 11 reasons, and the majority, 66 (29.1%) were eliminated for only 1 reason.

Sorted by Reasons=Descending			
No. of Reasons	No. of Alignments	%	Cume %
11	2	0.9%	0.9%
10	1	0.4%	1.3%
8	3	1.3%	2.6%

⁴ Includes multiple occurrences of the same reason; used to calculate average reasons per alignment

⁵ None of the E routes have been eliminated. The number listed represents the number of reasons based on internal studies

Sorted by Reasons=Descending			
No. of Reasons	No. of Alignments	%	Cume %
7	5	2.2%	4.8%
6	6	2.6%	7.5%
5	14	6.2%	13.7%
4	24	10.6%	24.2%
3	41	18.1%	42.3%
2	65	28.6%	70.9%
1	66	29.1%	100.0%
TOTAL ALIGNMENTS	227	100.0%	



NUMBER OF REASONS FOR ELIMINATION OF ALIGNMENTS SORTED BY FREQUENCY-DESCENDING

This report identified 64 reasons for alignment elimination. The most popular reason was the requirement for additional rights-of-way purchases for businesses, residences, and other property; the top 17 of 64 reasons account for 75% of reasons for elimination.

Other observations follow:

- All Eastern Corridor alignments traverse a sensitive environmental area and the number 2 reason for contributing to an alignment's removal is for negative environmental impacts.
- "Visual impact/scenic resources" ranks as number 6 with 28 instances of contributing to an alignment's withdrawal.
- In light of the fact that all elected officials and residents in the affected areas in or in proximity to alignment E2 are 100% opposed to this route, it was interesting to note that number 13, "Local citizenry and elected official opposition," appeared 14 times as a reason for elimination for previously removed routes.
- The language contained in Proposition 1A of "following transportation corridors" occurred 6 times in eliminating alignments, ranking at number 23.

Rank	Reason for Elimination	No.	%	Cume %
1	Add'l ROW required/displacement of residents/businesses/non-profits	66	10.8%	10.8%
2	Environmental (water, biology [wildlife, plants, birds])	52	8.5%	19.3%
3	Incompatible with existing/proposed transportation	47	7.7%	27.0%
4	High capital cost	44	7.2%	34.2%
5	Construction challenges and/or lengthy schedule	36	5.9%	40.0%
6	Visual impact/scenic resources	28	4.6%	44.6%
7	Community impacts & concerns/cultural impacts	27	4.4%	49.0%
8	Incompatible with existing neighborhoods/planned development	27	4.4%	53.4%
9	Impact to agricultural/farm lands	26	4.2%	57.7%
10	Connectivity issues	15	2.5%	60.1%
11	Seismic concerns	15	2.5%	62.6%
12	Barrier to communities and/or land use/open spaces	14	2.3%	64.9%
13	Local citizenry and elected official opposition	14	2.3%	67.2%
14	New, difficult or intrusive tunnel construction required	14	2.3%	69.4%
15	Encroachment on UPRR parcels or cooperation w/UPRR required	13	2.1%	71.6%
16	Noise/vibration	13	2.1%	73.7%
17	Impact to aquatic resources	12	2.0%	75.7%
18	Incompatible with carried forward design	12	2.0%	77.6%
19	Parkland resources	12	2.0%	79.6%
20	Impact on endangered species/bisection of wilderness lands	10	1.6%	81.2%
21	Extensive reconstruction/relocation	9	1.5%	82.7%
22	Impracticable/redundant construction	9	1.5%	84.2%
23	Will not follow existing transportation corridors/ROWs	6	1.0%	85.1%
24	Construction and maintenance and freeway impact	5	0.8%	85.9%
25	Location too far away from urban core	5	0.8%	86.8%
26	Eliminated in Record of Decision (ROD)	4	0.7%	87.4%
27	EPA and/or other govt officials/agencies rejected and refused	4	0.7%	88.1%
28	Hazardous materials site or risk of encountering hazardous materials during excavation	4	0.7%	88.7%

Rank	Reason for Elimination	No.	%	Cume %
29	Historically and/or culturally significant properties impacted	4	0.7%	89.4%
30	Access issues	3	0.5%	89.9%
31	Aerial crossings of other RR required	3	0.5%	90.4%
32	Costly and complex construction	3	0.5%	90.8%
33	Displaces bike path	3	0.5%	91.3%
34	Excessive road closures	3	0.5%	91.8%
35	Inability to maintain operating speeds	3	0.5%	92.3%
36	Limited LAUS station site alternatives	3	0.5%	92.8%
37	No reason	3	0.5%	93.3%
38	Viaduct height excessive and/or incompatible with surrounding area	3	0.5%	93.8%
39	Archeological site	2	0.3%	94.1%
40	Crosses or encroaches on Angeles National Forest	2	0.3%	94.4%
41	Displaces metrolink station	2	0.3%	94.8%
42	Extensive aerial guideway along freeway(s)	2	0.3%	95.1%
43	Impact on coastal resources	2	0.3%	95.4%
44	Incompatible with UC Riverside Master Plan	2	0.3%	95.8%
45	Land use impacts	2	0.3%	96.1%
46	Major realignment of thoroughfare required	2	0.3%	96.4%
47	Reconstruction issues	2	0.3%	96.7%
48	Tunnel ROW issues	2	0.3%	97.1%
49	Urban environment issues	2	0.3%	97.4%
50	High constructability/ROW risks due to cooperative agreement with UP	2	0.3%	97.7%
51	Aerial alignment over freeways	1	0.2%	97.9%
52	Alignment eliminated	1	0.2%	98.0%
53	Closing major arterials required	1	0.2%	98.2%
54	Dewatering, utility relocation, muck removal at portals, staging area, vibration issues	1	0.2%	98.4%
55	Excessive bridge height/length	1	0.2%	98.5%
56	Impact on open space	1	0.2%	98.7%
57	Impact on Section 4(f) property	1	0.2%	98.9%
58	Impact to parklands	1	0.2%	99.0%
59	Impacts to publicly-owned lands	1	0.2%	99.2%
60	Incompatible with airport/landfill	1	0.2%	99.3%
61	Nature preserves	1	0.2%	99.5%
62	ROW risk in quarry with state-designated mineral resource	1	0.2%	99.7%
63	Slope concerns	1	0.2%	99.8%
64	Subsurface easement issues	1	0.2%	100.0%
	TOTAL	612	100%	

NUMBER OF REASONS FOR ELIMINATION SORTED BY ALIGNMENT DESCENDING

The following chart ranks the alignments by the number of reasons for elimination in descending order:

Alignment	No. of Reasons
LAP1B West bank option	11
Soledad Canyon	11
LAP1A Viaduct from At-Grade or Elevated LAUS	10
Caltrain Corridor	8
Golden State Blvd/Mixed At-Grade & Elevated/BNSF B9	8
Sand Canyon River Option	8
AV3A	7
Downtown San Jose Subsection	7
Metrolink CMF to SR2 Pacoima Wash PWS	7
Mulford Line	7
SJ Station Approach Subsection-So. Of Caltrain Tracks	7
AV4	6
Golden State Blvd/Elevated/BNSF B3	6
LAUS to Metro CMF LAPT1	6
SJ Station Approach Subsection-Refined program alignment	6
SR14 South	6
UPRR West/Mixed At-Grade & Elevated/BNSF B7	6
Ave 24 to Road 13 Wye	5
Caltrain/Morgan Hill/Foothill/Pacheco Pass	5
Diablo Range-Northern Tunnel	5
Gilroy station loop	5
Hayward/Tunnel/Mulford	5
LAUS to Metro CMF LAPT2	5
Palo Alto 6A	5
San Bernardino/I-215 through Riverside via UC Riverside A1.3	5
San Joaquin Valley Henry Miller to SR 152	5
San Joaquin Valley South of GEA	5
San Joaquin Valley SR 140	5
San Mateo, Belmont, San Carlos, Redwood City 4B(2)-4C	5
UP Niles/Niles Tunnel EBUC-1	5
WPRR/Tunnel/Mulford	5
Atherton and Menlo Park 5B	4
AV2	4
Ave 24 to Road 11 Wye	4
Ave 24 to Road 12 Wye	4

Alignment	No. of Reasons
BNSF A1	4
Burlingame and San Mateo 3A	4
Caltrain/UP Coast Subdivision/ UP Centreville Line EB-1	4
Corcoran Through Town (at-grade) CTT1A	4
East of R-99	4
Golden State Blvd/Elevated/UPRR B6	4
Golden State Blvd/Mixed At-Grade & Elevated/UPRR B12	4
I-280 Alignment	4
LAUS to March Air Reserve Base BNSF Fullerton Line/SR-91	4
Monterey Highway East of Caltrain/UPRR	4
North of GEA	4
Orange County to Oceanside LOSSAN south of Irvine	4
Palo Alto 6B	4
Palo Alto 6C	4
SR-152 (south) to Ave 21 to Road 19 Wye	4
US-101	4
Wasco East Bypass, Through Shafter (at-grade) CTT2C	4
Wasco/Shafter Through Town (at-grade in Wasco, elevated in Shafter) CTT2F	4
Wasco/Shafter Through Town (at-grade) CTT2A	4
Wasco/Shafter Through Town (elevated in Wasco, at-grade in Shafter) CTT2E	4
Atherton and Menlo Park 5C	3
BNSF Hanford West Bypass (mod program alignment) CPAA	3
Coastal Corridor	3
E3: SR-58 median	3
I-10 through Riverside/I-215 via Riverside A3.3	3
I-5	3
I-580 Bay Fair to Pleasanton	3
I-680/I-580 TV-1	3
I-880 Alignment	3
LAUS to Orange County Garden Grove PE ROW at SR-22	3
Metrolink CMF to SR2 In Trench	3
Metrolink CMF to SR2 San Fernando Road in trench	3
Mira Mesa to San Diego I-15 to Coast via SR-52	3
Mira Mesa to San Diego I-15/SR-163 to Santa Fe	3
Monterey Highway Subsection SR 87/85	3
Morgan Hill/Caltrain/Pacheco Pass	3
Mountain View and Sunnyvale 7A	3
Mountain View and Sunnyvale 7B	3
Mountain View and Sunnyvale 7D(1)	3

Alignment	No. of Reasons
Mountain View and Sunnyvale 7D(2)	3
Oceanside to San Diego LOSSAN Corridor	3
Orange County to Oceanside I-5 and Foothill Corridor SR-241	3
San Joaquin Valley Henry Miller to Ave 22	3
San Jose Subsection approach downtown aerial	3
South of Pleasanton/d.t. Livermore	3
SR-152 (north) to Road 11 Wye	3
SR-152 (south) to Ave 21 to SR-99 Wye	3
SR-152 Wye Ave 22	3
SR-152 Wye to A1-BNSF	3
SR-84/South of Livermore	3
Through BNSF yard/Adjacent to Amtrak Station/North of UPRR D1-N	3
TV-3	3
UP Centreville/Niles Junction/Niles Tunnel EBF-1	3
UP San Joaquin River, Stockton TS-2	3
UPRR East/Mixed At-Grade & Elevated/BNSF B8	3
UPRR Fresno South Below Grade D1	3
UPRR to BNSF (99 Station)-Fresno South Below Grade E1	3
UPRR/SR-99 A4	3
Warm Springs to San Jose	3
West of R-99	3
WPRR/Hayward/I-880	3
1B	2
1C	2
2A	2
2C	2
Atherton and Menlo Park 5A	2
Ave 21 to Road 99 Wye	2
BNSF Straight South of Corcoran West 3B	2
BNSF-Hanford East Bypass/Separate East Side Align C3	2
BNSF-Hanford East Bypass/Separate West Side Align C2	2
Brisbane, S SF, San Bruno, Millbrae 2B	2
Brisbane, S SF, San Bruno, Millbrae 2C(1)	2
Caltrain/Morgan Hill/East 101/Pacheco Pass	2
Caltrain/UP Coast Subdivision/South of Grimmer EB-2	2
D2-5	2
Diablo Range-Direct Tunnel	2
Diablo Range-Tunnel under Coe Park & wilderness preserve	2
E99	2

Alignment	No. of Reasons
E99/BNSF	2
Hayward/Niles/Mulford	2
I-5 (2.5% grade)	2
I-605/I-10 to Ontario International Airport via Metro A5	2
I-680,UP ROW tunnel Pleasanton/Livermore	2
I-880 Oakland to Fremont only	2
I-880/UP Warm Springs	2
Lathrop, Adjacent to UP Fresno to Modesto TM-1a	2
LAUS to east of I-605 via UPRR via Redondo Junction above-grade A3.2	2
LAUS to east of I-605 via UPRR via Sixth Street A3.1	2
LAUS to I-605 via land adjacent to the UPRR via Redondo Junction A4.2	2
LAUS to I-605 via land adjacent to the UPRR via Sixth Street A4.1	2
LAUS to LAX I-405 and I-10	2
LAUS to LAX I-405 and I-110	2
LAUS to March Air Reserve Base I-10	2
LAUS to Orange County Anaheim I-5	2
LAUS to Orange County I-5	2
LAUS to Orange County Pacific Electric ROW	2
Morgan Hill to Pacheco Pass	2
Mountain View and Sunnyvale 7C	2
Mulford Line Oakland to Newark only	2
Murrieta/Temecula to SDIA via SR I-15 and I-8 A4	2
NGEA/SR-140	2
Oceanside to San Diego I-5	2
Orange County to Oceanside I-5	2
Orange County to Oceanside San Joaquin River Corridor SR-73 with I05	2
Over BNSF Main Line/One Block South of Amtrak Station/South of UPRR D2-S	2
Panoche Pass	2
Riverside/I-215 through Riverside via Chicago Ave A2.1	2
Riverside/I-215 through Riverside via Iowa Ave A2.2	2
Riverside/I-215 through Riverside via UC Riverside A2.3	2
San Bernardino/I-215 through Riverside via Iowa Ave A1.2	2
San Jose 9(a)A & 9(a)B	2
San Mateo, Belmont, San Carlos, Redwood City 4D	2
SGEA Wye to A1-BNSF	2
Southern Pacific River Line/WPRR	2
SR-152 (north) to Road 19 Wye	2
SR-163/I-8	2
SR-84/I-580/UPRR	2

Alignment	No. of Reasons
SR-84/Isabel Ave., Railroad Ave., east of d.t. Livermore	2
Tehachapi Subsection T2	2
Tracy to Stockton T5-2	2
TV-2c	2
UP Fresno through Manteca	2
UPRR to BNSF/Separate East Side Alignment C6	2
UPRR to BNSF/Separate West Side Alignment C5	2
UPRR to BNSF/Shared ROW C4	2
Waso/Shafter/7th Standard Road East Bypass CTT2G	2
2B	1
99 Center Station (south of 198) Alignment CVSB	1
99 North Station (Goshen) Alignment CVSC	1
AA E2A	1
Aqueduct/Soledad Canyon	1
Aqueduct/SR-14	1
BNSF A1-DO4	1
Brisbane, S SF, San Bruno, Millbrae 2C(2)	1
Brisbane, S SF, San Bruno, Millbrae 2D	1
Caltrain/UP Coast Subdivision/South of Cushing/UP Warm Springs EB-3	1
Caltrain/UP Coast Subdivision/South of Grimmer EB-3	1
Corcoran Bypass At Grade CTT1C	1
Corcoran Elevated Through Town CTT1B	1
Diablo Range-Merced Southern	1
Downtown Fresno to Tulare West County W99	1
Downtown Stockton to Modesto West W99	1
East of SR-99	1
Eastern Bypass East of SR-99	1
Fowler/Selma/Kingsburg Greenfield Bypass CBPA	1
Fowler/Selma/Kingsburg Near-Town Bypass CBPB	1
Fresno East to Tulare East County E99	1
I-10 through Riverside via Iowa Ave A3.2	1
I-15 Corridor-Milliken/Hamner to Corona A4.1	1
I-5 Corridor	1
I-5 via Comanche Point	1
I-880 EB-7	1
LAUS San Diego Approach Interstate 10	1
LAUS San Diego Approach Route Route 101	1
LAUS San Diego Approach State Route 60	1
LAUS to March Air Reserve Base I-215/I-15 long tunnel	1

Alignment	No. of Reasons
LAUS to March Air Reserve Base SR-60	1
Merced Castle to Fresno East E99	1
Merced Downtown to Fresno West W99	1
Mira Mesa to San Diego I-15 to SR-163 to Coast	1
Modesto Briggsmore to Merced University	1
Modesto West to Merced Muni Airport W99	1
Murrieta/Temecula to Qualcomm Stadium Terminus via I-15 A5	1
Murrieta/Temecula to SDIA via I-15 to Mira Mesa and LOSSAN Carroll Cyn A2.1	1
Murrieta/Temecula to SDIA via I-15 to Mira Mesa and LOSSAN Rose Cyn A2.3	1
Murrieta/Temecula to SDIA via SR 56 and LOSSAN A1	1
San Jose Subsection approach downtown tunnel	1
San Mateo, Belmont, San Carlos, Redwood City 4A	1
San Mateo, Belmont, San Carlos, Redwood City 4B(1)	1
Sierra Foothills	1
SJ Station Approach Subsection-3 Track	1
SR-138	1
SR-138/SR-14	1
SR14-3	1
SR14-4	1
SR-58/Soledad Canyon (2.5% grade)	1
Tulare East County to Bakersfield Gold State E99	1
Tulare East County to Bakersfield Gold State W99	1
Tunnel Under Fremont Central Park	1
UPRR East elevated through Fresno to BNSF B2	1
UPRR East/Elevated/UPRR B5	1
UPRR East/Mixed At-Grade & Elevated/UPRR B11	1
UPRR from east of I-605 to Ontario International Airport A7	1
UPRR to BNSF (99 Station)-Fresno South Bypass E2	1
UPRR West elevated through Fresno to BNSF B1	1
UPRR West/Elevated/UPRR B4	1
UPRR West/Mixed At-Grade & Elevated/UPRR B10	1
Visalia 198 East Station Alignment CVSA	1
W99	1
West of SR-99	1
Western Alt. West of SR-99	1
WPRR/Niles/Mulford	1
Grand Total	612

NUMBER OF REASONS FOR ELIMINATION GROUPED BY PROJECT SECTION AND ALIGNMENT

The next section reveals, in detail, the reasons why various alignments were eliminated by Project Section and alignment (sorted alphabetically):

Project Section / Alignment	Count
Altamont	43
Caltrain/UP Coast Subdivision/ UP Centreville Line EB-1	4
Add'l ROW required/displacement of residents/businesses/non-profits	1
Environmental (water, biology [wildlife, plants, birds])	1
Impact on endangered species/bisection of wilderness lands	1
Visual impact/scenic resources	1
Caltrain/UP Coast Subdivision/South of Cushing/UP Warm Springs EB-3	1
Environmental (water, biology [wildlife, plants, birds])	1
Caltrain/UP Coast Subdivision/South of Grimmer EB-2	2
Environmental (water, biology [wildlife, plants, birds])	1
Impact on endangered species/bisection of wilderness lands	1
Caltrain/UP Coast Subdivision/South of Grimmer EB-3	1
Impact on endangered species/bisection of wilderness lands	1
I-680,UP ROW tunnel Pleasanton/Livermore	2
High capital cost	1
High constructability/ROW risks due to cooperative agreement with UP	1
I-680/I-580 TV-1	3
Add'l ROW required/displacement of residents/businesses/non-profits	1
Extensive reconstruction/relocation	1
Incompatible with existing/proposed transportation	1
I-880 EB-7	1
High capital cost	1
I-880/UP Warm Springs	2
Add'l ROW required/displacement of residents/businesses/non-profits	1
Environmental (water, biology [wildlife, plants, birds])	1
Lathrop, Adjacent to UP Fresno to Modesto TM-1a	2
Environmental (water, biology [wildlife, plants, birds])	1
High capital cost	1
South of Pleasanton/d.t. Livermore	3
Construction challenges and/or lengthy schedule	1
Environmental (water, biology [wildlife, plants, birds])	1
ROW risk in quarry with state-designated mineral resource	1
SR-84/Isabel Ave.,Railroad Ave., east of d.t. Livermore	2
Environmental (water, biology [wildlife, plants, birds])	1
High constructability/ROW risks due to cooperative agreement with UP	1
Tracy to Stockton T5-2	2
Environmental (water, biology [wildlife, plants, birds])	1

Project Section / Alignment	Count
High capital cost	1
TV-2c	2
Encroachment on UPRR parcels or cooperation w/UPRR required	1
High capital cost	1
TV-3	3
Encroachment on UPRR parcels or cooperation w/UPRR required	1
Environmental (water, biology [wildlife, plants, birds])	1
Impact to agricultural/farm lands	1
UP Centreville/Niles Junction/Niles Tunnel EBF-1	3
Add'l ROW required/displacement of residents/businesses/non-profits	1
Environmental (water, biology [wildlife, plants, birds])	1
Impact on endangered species/bisection of wilderness lands	1
UP Fresno through Manteca	2
Environmental (water, biology [wildlife, plants, birds])	1
High capital cost	1
UP Niles/Niles Tunnel EBUC-1	5
Add'l ROW required/displacement of residents/businesses/non-profits	1
Connectivity issues	1
Environmental (water, biology [wildlife, plants, birds])	1
Incompatible with existing neighborhoods/planned development	1
Visual impact/scenic resources	1
UP San Joaquin River, Stockton TS-2	3
Environmental (water, biology [wildlife, plants, birds])	1
High capital cost	1
Impracticable/redundant construction	1
Bakersfield to Los Angeles	8
Aqueduct/SR-14	1
Seismic concerns	1
I-5 (2.5% grade)	2
Environmental (water, biology [wildlife, plants, birds])	1
Seismic concerns	1
LAUS San Diego Approach Interstate 10	1
Limited LAUS station site alternatives	1
LAUS San Diego Approach Route Route 101	1
Limited LAUS station site alternatives	1
LAUS San Diego Approach State Route 60	1
Limited LAUS station site alternatives	1
SR-138/SR-14	1
Seismic concerns	1
SR-58/Soledad Canyon (2.5% grade)	1

Project Section / Alignment	Count
Seismic concerns	1
Bakersfield to Palmdale	26
AA E2A	1
Reconstruction issues	1
Aqueduct/Soledad Canyon	1
Seismic concerns	1
AV2	4
Access issues	1
Construction challenges and/or lengthy schedule	1
Encroachment on UPRR parcels or cooperation w/UPRR required	1
High capital cost	1
AV3A	7
Add'l ROW required/displacement of residents/businesses/non-profits	1
Closing major arterials required	1
Displaces bike path	1
Displaces metrolink station	1
Encroachment on UPRR parcels or cooperation w/UPRR required	1
Incompatible with existing neighborhoods/planned development	1
Major realignment of thoroughfare required	1
AV4	6
Access issues	1
Add'l ROW required/displacement of residents/businesses/non-profits	1
Displaces metrolink station	1
Encroachment on UPRR parcels or cooperation w/UPRR required	1
Major realignment of thoroughfare required	1
Noise/vibration	1
E3: SR-58 median	3
Construction and maintenance and freeway impact	1
High capital cost	1
Reconstruction issues	1
I-5 via Comanche Point	1
Seismic concerns	1
SR-138	1
Seismic concerns	1
Tehachapi Subsection T2	2
New, difficult or intrusive tunnel construction required	1
Slope concerns	1
Bakersfield to San Fernando Valley	3
SR14 South	3
High capital cost	1

Project Section / Alignment	Count
Incompatible with existing neighborhoods/planned development	1
New, difficult or intrusive tunnel construction required	1
Bay Area to Merced	2
Panoche Pass	2
Connectivity issues	1
High capital cost	1
Central Valley	7
East of R-99	4
Environmental (water, biology [wildlife, plants, birds])	1
EPA and/or other govt officials/agencies rejected and refused	1
Impact to agricultural/farm lands	1
Will not follow existing transportation corridors/ROWs	1
West of R-99	3
Environmental (water, biology [wildlife, plants, birds])	1
Impact to agricultural/farm lands	1
Will not follow existing transportation corridors/ROWs	1
East Bay to Central Valley	8
I-580 Bay Fair to Pleasanton	3
Add'l ROW required/displacement of residents/businesses/non-profits	1
Construction challenges and/or lengthy schedule	1
Incompatible with existing/proposed transportation	1
SR-84/I-580/UPRR	2
Environmental (water, biology [wildlife, plants, birds])	1
Impact to agricultural/farm lands	1
SR-84/South of Livermore	3
Environmental (water, biology [wildlife, plants, birds])	1
Impact on endangered species/bisection of wilderness lands	1
Impact to agricultural/farm lands	1
Fresno to Bakersfield	104
1B	2
Inability to maintain operating speeds	1
Land use impacts	1
1C	2
Inability to maintain operating speeds	1
Land use impacts	1
2A	2
Impact on Section 4(f) property	1
Incompatible with existing neighborhoods/planned development	1
2B	1
Incompatible with existing neighborhoods/planned development	1

Project Section / Alignment	Count
2C	2
Add'l ROW required/displacement of residents/businesses/non-profits	1
Incompatible with existing neighborhoods/planned development	1
99 Center Station (south of 198) Alignment CVSB	1
Incompatible with carried forward design	1
99 North Station (Goshen) Alignment CVSC	1
Incompatible with carried forward design	1
BNSF Hanford West Bypass (mod program alignment) CPAA	3
Impact to agricultural/farm lands	1
Incompatible with existing neighborhoods/planned development	1
Location too far away from urban core	1
BNSF Straight South of Corcoran West 3B	2
Environmental (water, biology [wildlife, plants, birds])	1
Impact to agricultural/farm lands	1
BNSF-Hanford East Bypass/Separate East Side Align C3	2
Add'l ROW required/displacement of residents/businesses/non-profits	1
Incompatible with existing neighborhoods/planned development	1
BNSF-Hanford East Bypass/Separate West Side Align C2	2
Add'l ROW required/displacement of residents/businesses/non-profits	1
Incompatible with existing neighborhoods/planned development	1
Corcoran Bypass At Grade CTT1C	1
Community impacts & concerns/cultural impacts	1
Corcoran Through Town (at-grade) CTT1A	4
Add'l ROW required/displacement of residents/businesses/non-profits	1
Barrier to communities and/or land use/open spaces	1
High capital cost	1
Incompatible with existing/proposed transportation	1
D2-5	2
Add'l ROW required/displacement of residents/businesses/non-profits	1
Costly and complex construction	1
Fowler/Selma/Kingsburg Greenfield Bypass CBPA	1
Incompatible with carried forward design	1
Fowler/Selma/Kingsburg Near-Town Bypass CBPB	1
Incompatible with carried forward design	1
Golden State Blvd/Elevated/BNSF B3	6
Community impacts & concerns/cultural impacts	1
Hazardous materials site or risk of encountering hazardous materials during excavation	1
High capital cost	1
Local citizenry and elected official opposition	1
Location too far away from urban core	1

Project Section / Alignment	Count
Noise/vibration	1
Golden State Blvd/Elevated/UPRR B6	4
Community impacts & concerns/cultural impacts	1
High capital cost	1
Local citizenry and elected official opposition	1
Location too far away from urban core	1
Golden State Blvd/Mixed At-Grade & Elevated/BNSF B9	8
Community impacts & concerns/cultural impacts	1
Hazardous materials site or risk of encountering hazardous materials during excavation	1
High capital cost	1
Incompatible with existing neighborhoods/planned development	1
Local citizenry and elected official opposition	1
Location too far away from urban core	1
Noise/vibration	1
Impracticable/redundant construction	1
Golden State Blvd/Mixed At-Grade & Elevated/UPRR B12	4
Community impacts & concerns/cultural impacts	1
High capital cost	1
Local citizenry and elected official opposition	1
Location too far away from urban core	1
Over BNSF Main Line/One Block South of Amtrak Station/South of UPRR D2-S	2
Incompatible with existing neighborhoods/planned development	1
Impracticable/redundant construction	1
Through BNSF yard/Adjacent to Amtrak Station/North of UPRR D1-N	3
Encroachment on UPRR parcels or cooperation w/UPRR required	1
Incompatible with existing neighborhoods/planned development	1
Impracticable/redundant construction	1
UPRR East elevated through Fresno to BNSF B2	1
Extensive reconstruction/relocation	1
UPRR East/Elevated/UPRR B5	1
Incompatible with carried forward design	1
UPRR East/Mixed At-Grade & Elevated/BNSF B8	3
Add'l ROW required/displacement of residents/businesses/non-profits	1
Barrier to communities and/or land use/open spaces	1
Noise/vibration	1
UPRR East/Mixed At-Grade & Elevated/UPRR B11	1
Incompatible with carried forward design	1
UPRR Fresno South Below Grade D1	3
Community impacts & concerns/cultural impacts	1
Encroachment on UPRR parcels or cooperation w/UPRR required	1

Project Section / Alignment	Count
New, difficult or intrusive tunnel construction required	1
UPRR to BNSF (99 Station)-Fresno South Below Grade E1	3
Encroachment on UPRR parcels or cooperation w/UPRR required	1
Environmental (water, biology [wildlife, plants, birds])	1
New, difficult or intrusive tunnel construction required	1
UPRR to BNSF (99 Station)-Fresno South Bypass E2	1
Environmental (water, biology [wildlife, plants, birds])	1
UPRR to BNSF/Separate East Side Alignment C6	2
Extensive reconstruction/relocation	1
Impact to agricultural/farm lands	1
UPRR to BNSF/Separate West Side Alignment C5	2
Extensive reconstruction/relocation	1
Impact to agricultural/farm lands	1
UPRR to BNSF/Shared ROW C4	2
Extensive reconstruction/relocation	1
Impact to agricultural/farm lands	1
UPRR West elevated through Fresno to BNSF B1	1
High capital cost	1
UPRR West/Elevated/UPRR B4	1
Incompatible with carried forward design	1
UPRR West/Mixed At-Grade & Elevated/BNSF B7	6
Add'l ROW required/displacement of residents/businesses/non-profits	1
Barrier to communities and/or land use/open spaces	1
Hazardous materials site or risk of encountering hazardous materials during excavation	1
Incompatible with existing neighborhoods/planned development	2
Noise/vibration	1
UPRR West/Mixed At-Grade & Elevated/UPRR B10	1
Incompatible with carried forward design	1
Visalia 198 East Station Alignment CVSA	1
Incompatible with carried forward design	1
Wasco East Bypass, Through Shafter (at-grade) CTT2C	4
Add'l ROW required/displacement of residents/businesses/non-profits	1
Barrier to communities and/or land use/open spaces	1
High capital cost	1
Incompatible with existing/proposed transportation	1
Wasco/Shafter Through Town (at-grade in Wasco, elevated in Shafter) CTT2F	4
Add'l ROW required/displacement of residents/businesses/non-profits	1
Barrier to communities and/or land use/open spaces	1
High capital cost	1
Incompatible with existing/proposed transportation	1

Project Section / Alignment	Count
Wasco/Shafter Through Town (at-grade) CTT2A	4
Add'l ROW required/displacement of residents/businesses/non-profits	1
Barrier to communities and/or land use/open spaces	1
High capital cost	1
Incompatible with existing/proposed transportation	1
Wasco/Shafter Through Town (elevated in Wasco, at-grade in Shafter) CTT2E	4
Add'l ROW required/displacement of residents/businesses/non-profits	1
Barrier to communities and/or land use/open spaces	1
High capital cost	1
Incompatible with existing/proposed transportation	1
Waso/Shafter/7th Standard Road East Bypass CTT2G	2
Impact to agricultural/farm lands	1
Incompatible with existing neighborhoods/planned development	1
Corcoran Elevated Through Town CTT1B	1
High capital cost	1
Fresno to Tulare	2
E99	1
Impact to agricultural/farm lands	1
W99	1
Impact to agricultural/farm lands	1
Los Angeles to San Diego via Inland Empire	50
I-10 through Riverside/I-215 via Riverside A3.3	3
Community impacts & concerns/cultural impacts	1
Incompatible with existing/proposed transportation	1
Incompatible with UC Riverside Master Plan	1
I-15 Corridor-Milliken/Hammer to Corona A4.1	1
No reason	1
I-605/I-10 to Ontario International Airport via Metro A5	2
Encroachment on UPRR parcels or cooperation w/UPRR required	1
Incompatible with existing/proposed transportation	1
LAUS to east of I-605 via UPRR via Redondo Junction above-grade A3.2	2
Add'l ROW required/displacement of residents/businesses/non-profits	1
Incompatible with existing/proposed transportation	1
LAUS to east of I-605 via UPRR via Sixth Street A3.1	2
Add'l ROW required/displacement of residents/businesses/non-profits	1
Incompatible with existing/proposed transportation	1
LAUS to March Air Reserve Base BNSF Fullerton Line/SR-91	4
Community impacts & concerns/cultural impacts	1
Impact to aquatic resources	1
Parkland resources	1

Project Section / Alignment	Count
Visual impact/scenic resources	1
LAUS to March Air Reserve Base I-10	2
Construction challenges and/or lengthy schedule	1
Environmental (water, biology [wildlife, plants, birds])	1
LAUS to March Air Reserve Base I-215/I-15 long tunnel	1
New, difficult or intrusive tunnel construction required	1
LAUS to March Air Reserve Base SR-60	1
Impact to aquatic resources	1
Mira Mesa to San Diego I-15 to Coast via SR-52	3
Add'l ROW required/displacement of residents/businesses/non-profits	1
Incompatible with existing neighborhoods/planned development	1
Parkland resources	1
Mira Mesa to San Diego I-15 to SR-163 to Coast	1
Urban environment issues	1
Mira Mesa to San Diego I-15/SR-163 to Santa Fe	3
Community impacts & concerns/cultural impacts	1
Incompatible with existing neighborhoods/planned development	1
Urban environment issues	1
Murrieta/Temecula to Qualcomm Stadium Terminus via I-15 A5	1
Connectivity issues	1
Murrieta/Temecula to SDIA via I-15 to Mira Mesa and LOSSAN Carroll Cyn A2.1	1
Impact on endangered species/bisection of wilderness lands	1
Murrieta/Temecula to SDIA via I-15 to Mira Mesa and LOSSAN Rose Cyn A2.3	1
Impact on endangered species/bisection of wilderness lands	1
Murrieta/Temecula to SDIA via SR 56 and LOSSAN A1	1
Environmental (water, biology [wildlife, plants, birds])	1
Murrieta/Temecula to SDIA via SR I-15 and I-8 A4	2
New, difficult or intrusive tunnel construction required	1
Viaduct height excessive and/or incompatible with surrounding area	1
Riverside/I-215 through Riverside via Chicago Ave A2.1	2
Aerial crossings of other RR required	1
Encroachment on UPRR parcels or cooperation w/UPRR required	1
Riverside/I-215 through Riverside via Iowa Ae A2.2	2
Aerial crossings of other RR required	1
Encroachment on UPRR parcels or cooperation w/UPRR required	1
Riverside/I-215 through Riverside via UC Riverside A2.3	2
Aerial crossings of other RR required	1
Encroachment on UPRR parcels or cooperation w/UPRR required	1
San Bernardino/I-215 through Riverside via Iowa Ave A1.2	2
Extensive aerial guideway along freeway(s)	1

Project Section / Alignment	Count
Visual impact/scenic resources	1
San Bernardino/I-215 through Riverside via UC Riverside A1.3	5
Community impacts & concerns/cultural impacts	1
Impact to aquatic resources	1
Incompatible with existing/proposed transportation	1
Incompatible with UC Riverside Master Plan	1
Visual impact/scenic resources	1
UPRR from east of I-605 to Ontario International Airport A7	1
Incompatible with existing/proposed transportation	1
I-10 through Riverside via Iowa Ave A3.2	1
Extensive aerial guideway along freeway(s)	1
LAUS to I-605 via land adjacent to the UPRR via Redondo Junction A4.2	2
Add'l ROW required/displacement of residents/businesses/non-profits	1
Incompatible with existing/proposed transportation	1
LAUS to I-605 via land adjacent to the UPRR via Sixth Street A4.1	2
Add'l ROW required/displacement of residents/businesses/non-profits	1
Incompatible with existing/proposed transportation	1
Los Angeles to San Diego via Orange County	29
LAUS to LAX I-405 and I-10	2
Community impacts & concerns/cultural impacts	1
Parkland resources	1
LAUS to LAX I-405 and I-110	2
Community impacts & concerns/cultural impacts	1
Parkland resources	1
LAUS to Orange County Anaheim I-5	2
Community impacts & concerns/cultural impacts	1
Environmental (water, biology [wildlife, plants, birds])	1
LAUS to Orange County Garden Grove PE ROW at SR-22	3
Alignment eliminated	1
Community impacts & concerns/cultural impacts	1
Environmental (water, biology [wildlife, plants, birds])	1
LAUS to Orange County I-5	2
Add'l ROW required/displacement of residents/businesses/non-profits	1
Construction challenges and/or lengthy schedule	1
LAUS to Orange County Pacific Electric ROW	2
Connectivity issues	1
Construction challenges and/or lengthy schedule	1
Oceanside to San Diego I-5	2
Add'l ROW required/displacement of residents/businesses/non-profits	1
Connectivity issues	1

Project Section / Alignment	Count
Oceanside to San Diego LOSSAN Corridor	3
Community impacts & concerns/cultural impacts	1
Impact on coastal resources	1
Visual impact/scenic resources	1
Orange County to Oceanside I-5	2
Add'l ROW required/displacement of residents/businesses/non-profits	1
Construction challenges and/or lengthy schedule	1
Orange County to Oceanside I-5 and Foothill Corridor SR-241	3
Construction challenges and/or lengthy schedule	1
Impact on endangered species/bisection of wilderness lands	1
Impact to aquatic resources	1
Orange County to Oceanside LOSSAN south of Irvine	4
Community impacts & concerns/cultural impacts	1
Environmental (water, biology [wildlife, plants, birds])	1
Impact on coastal resources	1
Visual impact/scenic resources	1
Orange County to Oceanside San Joaquin River Corridor SR-73 with I05	2
Connectivity issues	1
Construction challenges and/or lengthy schedule	1
Los Angeles to San Francisco	4
Coastal Corridor	3
Community impacts & concerns/cultural impacts	1
High capital cost	1
Visual impact/scenic resources	1
I-5 Corridor	1
Connectivity issues	1
Merced to Fresno	50
Ave 21 to Road 99 Wye	2
Excessive road closures	1
High capital cost	1
Ave 24 to Road 11 Wye	4
Community impacts & concerns/cultural impacts	1
Impact to agricultural/farm lands	1
Impact to aquatic resources	1
Local citizenry and elected official opposition	1
Ave 24 to Road 12 Wye	4
Community impacts & concerns/cultural impacts	1
Impact to agricultural/farm lands	1
Impact to aquatic resources	1
Local citizenry and elected official opposition	1

Project Section / Alignment	Count
Ave 24 to Road 13 Wye	5
Excessive road closures	1
Impact to agricultural/farm lands	2
Impact to aquatic resources	1
Local citizenry and elected official opposition	1
BNSF A1	4
Add'l ROW required/displacement of residents/businesses/non-profits	1
Environmental (water, biology [wildlife, plants, birds])	1
High capital cost	1
Local citizenry and elected official opposition	1
BNSF A1-DO4	1
Community impacts & concerns/cultural impacts	1
East of SR-99	1
Eliminated in Record of Decision (ROD)	1
Eastern Bypass East of SR-99	1
Eliminated in Record of Decision (ROD)	1
NGEA/SR-140	2
Community impacts & concerns/cultural impacts	1
Environmental (water, biology [wildlife, plants, birds])	1
SGEA Wye to A1-BNSF	2
Environmental (water, biology [wildlife, plants, birds])	1
Impracticable/redundant construction	1
Sierra Foothills	1
Connectivity issues	1
SR-152 (north) to Road 11 Wye	3
Environmental (water, biology [wildlife, plants, birds])	1
Impact to agricultural/farm lands	1
Impact to aquatic resources	1
SR-152 (north) to Road 19 Wye	2
Impact to agricultural/farm lands	1
Impact to aquatic resources	1
SR-152 (south) to Ave 21 to Road 19 Wye	4
Environmental (water, biology [wildlife, plants, birds])	1
Excessive road closures	1
Impact to agricultural/farm lands	1
Impact to aquatic resources	1
SR-152 (south) to Ave 21 to SR-99 Wye	3
High capital cost	1
Impact to agricultural/farm lands	1
Impact to aquatic resources	1

Project Section / Alignment	Count
SR-152 Wye Ave 22	3
Incompatible with airport/landfill	1
Incompatible with existing neighborhoods/planned development	1
Incompatible with existing/proposed transportation	1
SR-152 Wye to A1-BNSF	3
Community impacts & concerns/cultural impacts	1
High capital cost	1
Impracticable/redundant construction	1
UPRR/SR-99 A4	3
Environmental (water, biology [wildlife, plants, birds])	1
High capital cost	1
Local citizenry and elected official opposition	1
West of SR-99	1
Eliminated in Record of Decision (ROD)	1
Western Alt. West of SR-99	1
Eliminated in Record of Decision (ROD)	1
Mira Mesa to San Diego	2
SR-163/I-8	2
Construction challenges and/or lengthy schedule	1
Incompatible with existing/proposed transportation	1
Modesto to Merced	3
E99	1
Impact to agricultural/farm lands	1
E99/BNSF	2
Impact to agricultural/farm lands	1
Parkland resources	1
Oakland to San Jose	4
I-880 Oakland to Fremont only	2
Add'l ROW required/displacement of residents/businesses/non-profits	1
Construction challenges and/or lengthy schedule	1
Mulford Line Oakland to Newark only	2
Barrier to communities and/or land use/open spaces	1
Visual impact/scenic resources	1
Palmdale to Burbank	2
SR14-3	1
Community impacts & concerns/cultural impacts	1
SR14-4	1
Community impacts & concerns/cultural impacts	1
Palmdale to Los Angeles	53
LAP1A Viaduct from At-Grade or Elevated LAUS	10

Project Section / Alignment	Count
Add'l ROW required/displacement of residents/businesses/non-profits	1
Barrier to communities and/or land use/open spaces	1
Costly and complex construction	1
Displaces bike path	1
Impact to parklands	1
Local citizenry and elected official opposition	1
Noise/vibration	1
Viaduct height excessive and/or incompatible with surrounding area	1
Visual impact/scenic resources	1
Historically and/or culturally significant properties impacted	1
LAP1B West bank option	11
Add'l ROW required/displacement of residents/businesses/non-profits	1
Barrier to communities and/or land use/open spaces	1
Costly and complex construction	1
Displaces bike path	1
Hazardous materials site or risk of encountering hazardous materials during excavation	1
Incompatible with existing/proposed transportation	1
Local citizenry and elected official opposition	1
Noise/vibration	1
Viaduct height excessive and/or incompatible with surrounding area	1
Visual impact/scenic resources	1
Historically and/or culturally significant properties impacted	1
LAUS to Metro CMF LAPT1	6
Add'l ROW required/displacement of residents/businesses/non-profits	1
Construction challenges and/or lengthy schedule	1
Incompatible with existing/proposed transportation	1
Local citizenry and elected official opposition	1
Subsurface easement issues	1
Visual impact/scenic resources	1
LAUS to Metro CMF LAPT2	5
Barrier to communities and/or land use/open spaces	1
Incompatible with existing/proposed transportation	1
New, difficult or intrusive tunnel construction required	1
Noise/vibration	1
Visual impact/scenic resources	1
Metrolink CMF to SR2 In Trench	3
Add'l ROW required/displacement of residents/businesses/non-profits	1
Inability to maintain operating speeds	1
Incompatible with existing/proposed transportation	1
Metrolink CMF to SR2 Pacoima Wash PWS	7

Project Section / Alignment	Count
Add'l ROW required/displacement of residents/businesses/non-profits	1
Construction and maintenance and freeway impact	1
High capital cost	1
Noise/vibration	1
Seismic concerns	1
Visual impact/scenic resources	1
Impracticable/redundant construction	1
Metrolink CMF to SR2 San Fernando Road in trench	3
Add'l ROW required/displacement of residents/businesses/non-profits	1
Incompatible with existing neighborhoods/planned development	1
Parkland resources	1
Sand Canyon River Option	8
Add'l ROW required/displacement of residents/businesses/non-profits	1
Construction challenges and/or lengthy schedule	1
Environmental (water, biology [wildlife, plants, birds])	1
High capital cost	1
Impact to aquatic resources	1
Noise/vibration	1
Visual impact/scenic resources	2
Sacramento to Bakersfield	9
Downtown Fresno to Tulare West County W99	1
Connectivity issues	1
Downtown Stockton to Modesto West W99	1
Connectivity issues	1
Fresno East to Tulare East County E99	1
Connectivity issues	1
Merced Castle to Fresno East E99	1
Connectivity issues	1
Merced Downtown to Fresno West W99	1
Connectivity issues	1
Modesto Briggsmore to Merced University	1
Connectivity issues	1
Tulare East County to Bakersfield Gold State E99	1
No reason	1
Tulare East County to Bakersfield Gold State W99	1
No reason	1
Modesto West to Merced Muni Airport W99	1
Connectivity issues	1
Sacramento to Stockton	1
Southern Pacific River Line/WPRR	1

Project Section / Alignment	Count
Parkland resources	1
San Francisco to San Jose	104
Atherton and Menlo Park 5A	2
Access issues	1
Incompatible with existing/proposed transportation	1
Atherton and Menlo Park 5B	4
Add'l ROW required/displacement of residents/businesses/non-profits	1
Construction challenges and/or lengthy schedule	1
High capital cost	1
Incompatible with existing/proposed transportation	1
Atherton and Menlo Park 5C	3
Construction challenges and/or lengthy schedule	1
High capital cost	1
Incompatible with existing/proposed transportation	1
Brisbane, S SF, San Bruno, Millbrae 2B	2
Add'l ROW required/displacement of residents/businesses/non-profits	1
Incompatible with existing/proposed transportation	1
Brisbane, S SF, San Bruno, Millbrae 2C(1)	2
Construction challenges and/or lengthy schedule	1
Incompatible with existing/proposed transportation	1
Brisbane, S SF, San Bruno, Millbrae 2C(2)	1
Incompatible with carried forward design	1
Brisbane, S SF, San Bruno, Millbrae 2D	1
Incompatible with existing/proposed transportation	1
Burlingame and San Mateo 3A	4
Add'l ROW required/displacement of residents/businesses/non-profits	1
Construction challenges and/or lengthy schedule	1
High capital cost	1
Incompatible with carried forward design	1
Caltrain Corridor	8
Add'l ROW required/displacement of residents/businesses/non-profits	1
Barrier to communities and/or land use/open spaces	1
Construction challenges and/or lengthy schedule	1
High capital cost	1
Incompatible with existing/proposed transportation	1
New, difficult or intrusive tunnel construction required	1
Visual impact/scenic resources	1
Historically and/or culturally significant properties impacted	1
Hayward/Niles/Mulford	2
Environmental (water, biology [wildlife, plants, birds])	1

Project Section / Alignment	Count
Parkland resources	1
Hayward/Tunnel/Mulford	5
High capital cost	1
Incompatible with existing neighborhoods/planned development	1
Seismic concerns	1
Tunnel ROW issues	1
Will not follow existing transportation corridors/ROWS	1
I-280 Alignment	4
Add'l ROW required/displacement of residents/businesses/non-profits	1
Construction and maintenance and freeway impact	1
Nature preserves	1
Visual impact/scenic resources	1
I-880 Alignment	3
Add'l ROW required/displacement of residents/businesses/non-profits	1
Construction and maintenance and freeway impact	1
High capital cost	1
Mountain View and Sunnyvale 7A	3
Add'l ROW required/displacement of residents/businesses/non-profits	1
Construction challenges and/or lengthy schedule	1
Incompatible with existing/proposed transportation	1
Mountain View and Sunnyvale 7B	3
Add'l ROW required/displacement of residents/businesses/non-profits	1
Construction challenges and/or lengthy schedule	1
Incompatible with existing/proposed transportation	1
Mountain View and Sunnyvale 7C	2
Construction challenges and/or lengthy schedule	1
Incompatible with existing/proposed transportation	1
Mountain View and Sunnyvale 7D(1)	3
Add'l ROW required/displacement of residents/businesses/non-profits	1
Construction challenges and/or lengthy schedule	1
Incompatible with existing/proposed transportation	1
Mountain View and Sunnyvale 7D(2)	3
Add'l ROW required/displacement of residents/businesses/non-profits	1
Construction challenges and/or lengthy schedule	1
Incompatible with existing/proposed transportation	1
Mulford Line	7
Add'l ROW required/displacement of residents/businesses/non-profits	1
Environmental (water, biology [wildlife, plants, birds])	1
High capital cost	1
Incompatible with existing/proposed transportation	1

Project Section / Alignment	Count
Local citizenry and elected official opposition	1
Parkland resources	1
Visual impact/scenic resources	1
Palo Alto 6A	5
Add'l ROW required/displacement of residents/businesses/non-profits	1
Construction challenges and/or lengthy schedule	1
Environmental (water, biology [wildlife, plants, birds])	1
High capital cost	1
Incompatible with existing/proposed transportation	1
Palo Alto 6B	4
Add'l ROW required/displacement of residents/businesses/non-profits	1
Construction challenges and/or lengthy schedule	1
High capital cost	1
Incompatible with existing/proposed transportation	1
Palo Alto 6C	4
Add'l ROW required/displacement of residents/businesses/non-profits	1
Construction challenges and/or lengthy schedule	1
High capital cost	1
Incompatible with existing/proposed transportation	1
San Jose 9(a)A & 9(a)B	2
Add'l ROW required/displacement of residents/businesses/non-profits	1
Construction challenges and/or lengthy schedule	1
San Mateo, Belmont, San Carlos, Redwood City 4A	1
Impracticable/redundant construction	1
San Mateo, Belmont, San Carlos, Redwood City 4B(1)	1
Incompatible with carried forward design	1
San Mateo, Belmont, San Carlos, Redwood City 4B(2)-4C	5
Construction challenges and/or lengthy schedule	1
Dewatering, utility relocation, muck removal at portals, staging area, vibration issues	1
High capital cost	1
Incompatible with existing/proposed transportation	1
Impracticable/redundant construction	1
San Mateo, Belmont, San Carlos, Redwood City 4D	2
Add'l ROW required/displacement of residents/businesses/non-profits	1
Incompatible with existing/proposed transportation	1
Southern Pacific River Line/WPRR	1
Impact to agricultural/farm lands	1
Tunnel Under Fremont Central Park	1
Seismic concerns	1
US-101	4

Project Section / Alignment	Count
Add'l ROW required/displacement of residents/businesses/non-profits	1
Construction and maintenance and freeway impact	1
New, difficult or intrusive tunnel construction required	1
Visual impact/scenic resources	1
Warm Springs to San Jose	3
Add'l ROW required/displacement of residents/businesses/non-profits	1
Incompatible with existing/proposed transportation	1
New, difficult or intrusive tunnel construction required	1
WPRR/Hayward/I-880	3
Construction challenges and/or lengthy schedule	1
Incompatible with existing/proposed transportation	1
Visual impact/scenic resources	1
WPRR/Niles/Mulford	1
Construction challenges and/or lengthy schedule	1
WPRR/Tunnel/Mulford	5
High capital cost	1
Incompatible with existing neighborhoods/planned development	1
Seismic concerns	1
Tunnel ROW issues	1
Will not follow existing transportation corridors/ROWs	1
San Jose to Central Valley	20
Caltrain/Morgan Hill/East 101/Pacheco Pass	2
Incompatible with existing neighborhoods/planned development	1
Incompatible with existing/proposed transportation	1
Caltrain/Morgan Hill/Foothill/Pacheco Pass	5
Environmental (water, biology [wildlife, plants, birds])	1
Impact on open space	1
Incompatible with existing neighborhoods/planned development	1
Incompatible with existing/proposed transportation	1
Visual impact/scenic resources	1
Diablo Range-Direct Tunnel	2
New, difficult or intrusive tunnel construction required	1
Seismic concerns	1
Diablo Range-Merced Southern	1
Environmental (water, biology [wildlife, plants, birds])	1
Diablo Range-Northern Tunnel	5
Environmental (water, biology [wildlife, plants, birds])	1
EPA and/or other govt officials/agencies rejected and refused	1
Impact on endangered species/bisection of wilderness lands	1
Seismic concerns	1

Project Section / Alignment	Count
Will not follow existing transportation corridors/ROWs	1
Diablo Range-Tunnel under Coe Park & wilderness preserve	2
Environmental (water, biology [wildlife, plants, birds])	1
Local citizenry and elected official opposition	1
Morgan Hill/Caltrain/Pacheco Pass	3
Add'l ROW required/displacement of residents/businesses/non-profits	1
Environmental (water, biology [wildlife, plants, birds])	1
Will not follow existing transportation corridors/ROWs	1
San Jose to Merced	61
Downtown San Jose Subsection	7
Archeological site	2
Construction challenges and/or lengthy schedule	1
Environmental (water, biology [wildlife, plants, birds])	1
Extensive reconstruction/relocation	2
Incompatible with existing neighborhoods/planned development	1
Gilroy station loop	5
Add'l ROW required/displacement of residents/businesses/non-profits	1
Community impacts & concerns/cultural impacts	1
Environmental (water, biology [wildlife, plants, birds])	1
High capital cost	1
Visual impact/scenic resources	1
Monterey Highway East of Caltrain/UPRR	4
Construction challenges and/or lengthy schedule	1
Environmental (water, biology [wildlife, plants, birds])	1
Extensive reconstruction/relocation	1
Incompatible with existing/proposed transportation	1
Monterey Highway Subsection SR 87/85	3
Aerial alignment over freeways	1
Extensive reconstruction/relocation	1
Incompatible with existing/proposed transportation	1
Morgan Hill to Pacheco Pass	2
New, difficult or intrusive tunnel construction required	1
Seismic concerns	1
North of GEA	4
Add'l ROW required/displacement of residents/businesses/non-profits	1
Environmental (water, biology [wildlife, plants, birds])	1
Impact to agricultural/farm lands	1
Impacts to publicly-owned lands	1
San Joaquin Valley Henry Miller to Ave 22	3
Add'l ROW required/displacement of residents/businesses/non-profits	1

Project Section / Alignment	Count
Construction challenges and/or lengthy schedule	1
Environmental (water, biology [wildlife, plants, birds])	1
San Joaquin Valley Henry Miller to SR 152	5
Add'l ROW required/displacement of residents/businesses/non-profits	1
Construction challenges and/or lengthy schedule	1
Environmental (water, biology [wildlife, plants, birds])	1
Excessive bridge height/length	1
New, difficult or intrusive tunnel construction required	1
San Joaquin Valley South of GEA	5
Add'l ROW required/displacement of residents/businesses/non-profits	1
Environmental (water, biology [wildlife, plants, birds])	1
EPA and/or other govt officials/agencies rejected and refused	1
Impact on endangered species/bisection of wilderness lands	1
Incompatible with existing neighborhoods/planned development	1
San Joaquin Valley SR 140	5
Add'l ROW required/displacement of residents/businesses/non-profits	1
Environmental (water, biology [wildlife, plants, birds])	1
EPA and/or other govt officials/agencies rejected and refused	1
Incompatible with existing neighborhoods/planned development	1
Incompatible with existing/proposed transportation	1
San Jose Subsection approach downtown aerial	3
Add'l ROW required/displacement of residents/businesses/non-profits	1
Incompatible with existing neighborhoods/planned development	1
Visual impact/scenic resources	1
San Jose Subsection approach downtown tunnel	1
Construction challenges and/or lengthy schedule	1
SJ Station Approach Subsection-Refined program alignment	6
Add'l ROW required/displacement of residents/businesses/non-profits	1
Community impacts & concerns/cultural impacts	1
Environmental (water, biology [wildlife, plants, birds])	1
Noise/vibration	1
Parkland resources	1
Visual impact/scenic resources	1
SJ Station Approach Subsection-So. Of Caltrain Tracks	7
Add'l ROW required/displacement of residents/businesses/non-profits	1
Community impacts & concerns/cultural impacts	1
Environmental (water, biology [wildlife, plants, birds])	1
Noise/vibration	1
Parkland resources	1
Visual impact/scenic resources	1

Project Section / Alignment	Count
Historically and/or culturally significant properties impacted	1
SJ Station Approach Subsection-3 Track	1
Incompatible with existing/proposed transportation	1
Sylmar to Los Angeles	3
I-5	3
Barrier to communities and/or land use/open spaces	1
Parkland resources	1
Visual impact/scenic resources	1
Sylmar to Palmdale	14
Soledad Canyon	11
Add'l ROW required/displacement of residents/businesses/non-profits	1
Barrier to communities and/or land use/open spaces	1
Construction challenges and/or lengthy schedule	1
Crosses or encroaches on Angeles National Forest	1
Encroachment on UPRR parcels or cooperation w/UPRR required	1
Environmental (water, biology [wildlife, plants, birds])	1
Impact to agricultural/farm lands	1
New, difficult or intrusive tunnel construction required	1
Noise/vibration	1
Seismic concerns	1
Visual impact/scenic resources	1
SR14 South	3
Add'l ROW required/displacement of residents/businesses/non-profits	1
Crosses or encroaches on Angeles National Forest	1
High capital cost	1
Grand Total	612

**PALMDALE TO BURBANK PROJECT SECTION --EASTERN CORRIDOR
ALIGNMENTS (E1, E2, E3)**

All three of the Eastern Corridor Alignments (E1, E2, and E3) negatively impact the foothill communities with regard to open space, dewatering, community character, and sensitive environmental areas. However, of the three alignments, E2 is by far the most egregious with its unsightly and noise-producing above ground elements that traverse the delicate Tujunga Wash. While E1 and E3 are bad enough with their tunneled construction, E2 is even worse because it is comprised of both tunneled components and above-ground elements, making it the most revolting of the Eastern Corridor routes. Therefore, it should be eliminated prior to even being considered for inclusion in any EIR/EIS document. The most conspicuously atrocious components of its construction are the at-grade and long bridge span over the Tujunga Wash with tunnel

portals at either end. The noise, the visual impact, the impact to wildlife (including endangered species), the dissecting of Lake View Terrace, the intrusiveness to the natural environment including water resources are just a few of the many qualitative reasons identified for it not to be carried forward.

In quantitative terms, E2 stands as follows:

- It has 15 compelling reasons for elimination⁶
- It has 4 more reasons for elimination than the next closest previously eliminated alignments (Soledad Canyon and LAP1B West Bank which both have 11)
- It has 15 reasons versus the 2.7 average per alignment for elimination
- If eliminated, there are 5 remaining alternatives for study in the EIR/EIS (2 within SR-14, E1, E3, “no project alternative”).
- Additionally, if the Authority would prudently include the “no Burbank route,” (also known as the direct “Palmdale to L.A. Union Station route”), there would be 6 remaining alternatives for inclusion in the EIR/EIS.

Alignment	Count of Reasons for Elimination
Palmdale to Burbank	35
E1	10
Community impacts & concerns/cultural impacts	1
Costly and complex construction	1
Crosses or encroaches on Angeles National Forest	1
Environmental (water, biology [wildlife, plants, birds])	1
Impact to aquatic resources	1
Local citizenry and elected official opposition	1
New, difficult or intrusive tunnel construction required	1
Noise/vibration	1
Seismic concerns	1
Will not follow existing transportation corridors/ROWS	1
E2	15
Barrier to communities and/or land use/open spaces	1
Community impacts & concerns/cultural impacts	1
Costly and complex construction	1
Crosses or encroaches on Angeles National Forest	1
Environmental (water, biology [wildlife, plants, birds])	1
Extensive reconstruction/relocation	1
History of natural disasters	1

⁶ Letter from William E. Eick, Esq. dated May 14, 2015

Impact on endangered species/bisection of wilderness lands	1
Impact to aquatic resources	1
Local citizenry and elected official opposition	1
New, difficult or intrusive tunnel construction required	1
Noise/vibration	1
Seismic concerns	1
Visual impact/scenic resources	1
Will not follow existing transportation corridors/ROWs	1
E3	10
Community impacts & concerns/cultural impacts	1
Costly and complex construction	1
Crosses or encroaches on Angeles National Forest	1
Environmental (water, biology [wildlife, plants, birds])	1
Impact to aquatic resources	1
Local citizenry and elected official opposition	1
New, difficult or intrusive tunnel construction required	1
Noise/vibration	1
Seismic concerns	1
Will not follow existing transportation corridors/ROWs	1
Grand Total	35
Average	11.7

Not surprisingly, since all three alignments are geographically close to one another, they share many of the same reasons for elimination:

Palmdale to Burbank
Barrier to communities and/or land use/open spaces
E2
Community impacts & concerns/cultural impacts
E1
E2
E3
Costly and complex construction
E1
E2
E3
Crosses or encroaches on Angeles National Forest
E1
E2
E3

Palmdale to Burbank
Environmental (water, biology [wildlife, plants, birds])
E1
E2
E3
Extensive reconstruction/relocation
E2
History of natural disasters
E2
Impact on endangered species/bisection of wilderness lands
E2
Impact to aquatic resources
E1
E2
E3
Local citizenry and elected official opposition
E1
E2
E3
New, difficult or intrusive tunnel construction required
E1
E2
E3
Noise/vibration
E1
E2
E3
Seismic concerns
E1
E2
E3
Visual impact/scenic resources
E2
Will not follow existing transportation corridors/ROWs
E1
E2
E3

CONCLUSION

This analysis recognizes that alignments are not eliminated based solely on the number of reasons for elimination and that not all reasons are of equal weight. However, it cannot be denied that alignments have been and should be eliminated based on the cumulative impact. All routes in the Eastern Corridor possess this requisite “cumulative impact” for removal.

Moreover, historically alignments were eliminated for far fewer and less compelling reasons than E1, E2, and E3. While the average number of reasons for elimination per alignment range from 2.0 to 2.7, E1 has 10 reasons for elimination, ***E2 has 15 reasons for elimination***, and E3 has 10 reasons for elimination. It is clear that all of these alignments have a weak basis for inclusion in any EIR/EIS. In particular, E2 is the most infeasible of the three, and needs to be removed immediately from further consideration before entering into an EIR/EIS.

APPENDIX A – ALIGNMENT PRIMARY SOURCE DOCUMENTS

Alignment	Reason for Elimination	Primary Source Document
Caltrain/UP Coast Subdivision/ UP Centreville Line EB-1	Impact on endangered species/bisection of wilderness lands	Altamont Corridor EIR/EIS Appendix A, p. E-3
Caltrain/UP Coast Subdivision/ UP Centreville Line EB-1	Visual impact/scenic resources	Altamont Corridor EIR/EIS Appendix A, p. E-4
Caltrain/UP Coast Subdivision/ UP Centreville Line EB-1	Add'l ROW required/displacement of residents/businesses/non-profits	Altamont Corridor Rail Proj Environ Impact Report/Statement February 2011, p. S-10
Caltrain/UP Coast Subdivision/ UP Centreville Line EB-1	Environmental (water, biology [wildlife, plants, birds])	Altamont Corridor Rail Proj Environ Impact Report/Statement February 2011, p. S-10
Caltrain/UP Coast Subdivision/South of Cushing/UP Warm Springs EB-3	Environmental (water, biology [wildlife, plants, birds])	Altamont Corridor Rail Proj Environ Impact Report/Statement February 2011, p. S-10
Caltrain/UP Coast Subdivision/South of Grimmer EB-2	Impact on endangered species/bisection of wilderness lands	Altamont Corridor EIR/EIS Appendix A, p. E-4
Caltrain/UP Coast Subdivision/South of Grimmer EB-2	Environmental (water, biology [wildlife, plants, birds])	Altamont Corridor Rail Proj Environ Impact Report/Statement February 2011, p. S-10
Caltrain/UP Coast Subdivision/South of Grimmer EB-3	Impact on endangered species/bisection of wilderness lands	Altamont Corridor EIR/EIS Appendix A, p. E-4
I-680,UP ROW tunnel Pleasanton/Livermore	High capital cost	Altamont Corridor Rail Proj Environ Impact Report/Statement February 2011, p. S-12
I-680,UP ROW tunnel Pleasanton/Livermore	High constructability/ROW risks due to cooperative agreement with UP	Altamont Corridor Rail Proj Environ Impact Report/Statement February 2011, p. S-12
I-680/I-580 TV-1	Incompatible with existing/proposed transportation	Altamont Corridor EIR/EIS Appendix A, p. E-13
I-680/I-580 TV-1	Add'l ROW required/displacement of residents/businesses/non-profits	Altamont Corridor Rail Proj Environ Impact Report/Statement February 2011, p. S-11
I-680/I-580 TV-1	Extensive reconstruction/relocation	Altamont Corridor Rail Proj Environ Impact Report/Statement February 2011, p. S-11
I-880 EB-7	High capital cost	Altamont Corridor Rail Proj Environ Impact Report/Statement February 2011, p. S-11
I-880/UP Warm Springs	Add'l ROW required/displacement of residents/businesses/non-profits	Altamont Corridor Rail Proj Environ Impact Report/Statement February 2011, p. S-11
I-880/UP Warm Springs	Environmental (water, biology [wildlife, plants, birds])	Altamont Corridor Rail Proj Environ Impact Report/Statement February 2011, p. S-11
Lathrop, Adjacent to UP Fresno to Modesto TM-1a	Environmental (water, biology [wildlife, plants, birds])	Altamont Corridor Rail Proj Environ Impact Report/Statement February 2011, p. S-13
Lathrop, Adjacent to UP Fresno to Modesto TM-1a	High capital cost	Altamont Corridor Rail Proj Environ Impact Report/Statement February 2011, p. S-13
South of Pleasanton/d.t. Livermore	Construction challenges and/or lengthy schedule	Altamont Corridor Rail Proj Environ Impact Report/Statement February 2011, p. S-13
South of Pleasanton/d.t. Livermore	Environmental (water, biology [wildlife, plants, birds])	Altamont Corridor Rail Proj Environ Impact Report/Statement February 2011, p. S-13
South of Pleasanton/d.t. Livermore	ROW risk in quarry with state-designated mineral resource	Altamont Corridor Rail Project Prelim. AA, February 3, 2011
SR-84/Isabel Ave.,Railroad Ave., east of d.t. Livermore	Environmental (water, biology [wildlife, plants, birds])	Altamont Corridor Rail Proj Environ Impact Report/Statement February 2011, p. S-12
SR-84/Isabel Ave.,Railroad Ave., east of d.t. Livermore	High constructability/ROW risks due to cooperative agreement with UP	Altamont Corridor Rail Proj Environ Impact Report/Statement February 2011, p. S-12
Tracy to Stockton T5-2	Environmental (water, biology [wildlife, plants, birds])	Altamont Corridor Rail Project Prelim. AA, February 3, 2011
Tracy to Stockton T5-2	High capital cost	Altamont Corridor Rail Project Prelim. AA, February 3, 2011
TV-2c	High capital cost	Altamont Corridor EIR/EIS Appendix A, p. E-13
TV-2c	Encroachment on UPRR parcels or cooperation w/UPRR required	Altamont Corridor EIR/EIS Appendix A, p. E-15
TV-3	Encroachment on UPRR parcels or cooperation w/UPRR required	Altamont Corridor EIR/EIS Appendix A, p. E-15
TV-3	Environmental (water, biology [wildlife, plants, birds])	Altamont Corridor EIR/EIS Appendix A, p. E-15
TV-3	Impact to agricultural/farm lands	Altamont Corridor EIR/EIS Appendix A, p. E-16
UP Centreville/Niles Junction/Niles Tunnel EBF-1	Impact on endangered species/bisection of wilderness lands	Altamont Corridor EIR/EIS Appendix A, p. E-7
UP Centreville/Niles Junction/Niles Tunnel EBF-1	Add'l ROW required/displacement of residents/businesses/non-profits	Altamont Corridor Rail Proj Environ Impact Report/Statement February 2011, p. S-11
UP Centreville/Niles Junction/Niles Tunnel EBF-1	Environmental (water, biology [wildlife, plants, birds])	Altamont Corridor Rail Proj Environ Impact Report/Statement February 2011, p. S-11
UP Fresno through Manteca	Environmental (water, biology [wildlife, plants, birds])	Altamont Corridor Rail Project Prelim. AA, February 3, 2011
UP Fresno through Manteca	High capital cost	Altamont Corridor Rail Project Prelim. AA, February 3, 2011
UP Niles/Niles Tunnel EBUC-1	Connectivity issues	Altamont Corridor EIR/EIS Appendix A, p. E-11
UP Niles/Niles Tunnel EBUC-1	Incompatible with existing neighborhoods/planned development	Altamont Corridor EIR/EIS Appendix A, p. E-11
UP Niles/Niles Tunnel EBUC-1	Add'l ROW required/displacement of residents/businesses/non-profits	Altamont Corridor Rail Proj Environ Impact Report/Statement February 2011, p. S-11
UP Niles/Niles Tunnel EBUC-1	Environmental (water, biology [wildlife, plants, birds])	Altamont Corridor Rail Proj Environ Impact Report/Statement February 2011, p. S-11
UP Niles/Niles Tunnel EBUC-1	Visual impact/scenic resources	Altamont Corridor Rail Proj Environ Impact Report/Statement February 2011, p. S-11
UP San Joaquin River, Stockton T5-2	Impracticable/redundant construction	Altamont Corridor EIR/EIS Appendix A, p. E-124
UP San Joaquin River, Stockton T5-2	Environmental (water, biology [wildlife, plants, birds])	Altamont Corridor Rail Proj Environ Impact Report/Statement February 2011, p. S-13
UP San Joaquin River, Stockton T5-2	High capital cost	Altamont Corridor Rail Proj Environ Impact Report/Statement February 2011, p. S-13
Aqueduct/SR-14	Seismic concerns	Staff Report for Final Program for the Final Program Environmental Impact...October 2005, p. 27
I-5 (2.5% grade)	Seismic concerns	Staff Report for Final Program for the Final Program Environmental Impact...October 2005, p. 27
I-5 (2.5% grade)	Environmental (water, biology [wildlife, plants, birds])	Staff Report for Final Program for the Final Program Environmental Impact...October 2005, p. 27
LAUS San Diego Approach Interstate 10	Limited LAUS station site alternatives	Bakersfield to Los Angeles HST Station/Alignment Screening Eval Appendix 2-H Table 2-H-18g, p. 1 of 9
LAUS San Diego Approach Route Route 101	Limited LAUS station site alternatives	Bakersfield to Los Angeles HST Station/Alignment Screening Eval Appendix 2-H Table 2-H-18g, p. 1 of 9
LAUS San Diego Approach State Route 60	Limited LAUS station site alternatives	Bakersfield to Los Angeles HST Station/Alignment Screening Eval Appendix 2-H Table 2-H-18g, p. 1 of 9
SR-138/SR-14	Seismic concerns	Staff Report for Final Program for the Final Program Environmental Impact...October 2005, p. 27
SR-58/Soledad Canyon (2.5% grade)	Seismic concerns	Staff Report for Final Program for the Final Program Environmental Impact...October 2005, p. 27
AA E2A	Reconstruction issues	February 2, 2012 Board Meeting Agenda Item #5 dated January 26, 2012
Aqueduct/Soledad Canyon	Seismic concerns	Preliminary Alternatives Analysis Report Vol. 1 September 2010, p. 3-3
AV2	Access issues	Preliminary Alternatives Analysis Report Working Draft, p. ES-5
AV2	Construction challenges and/or lengthy schedule	Preliminary Alternatives Analysis Report Working Draft, p. ES-5
AV2	Encroachment on UPRR parcels or cooperation w/UPRR required	Preliminary Alternatives Analysis Report Working Draft, p. ES-5
AV2	High capital cost	Preliminary Alternatives Analysis Report Working Draft, p. ES-5
AV3A	Add'l ROW required/displacement of residents/businesses/non-profits	Preliminary Alternatives Analysis Report Working Draft, p. ES-5
AV3A	Closing major arterials required	Preliminary Alternatives Analysis Report Working Draft, p. ES-5
AV3A	Displaces bike path	Preliminary Alternatives Analysis Report Working Draft, p. ES-5
AV3A	Displaces metrolink station	Preliminary Alternatives Analysis Report Working Draft, p. ES-5
AV3A	Encroachment on UPRR parcels or cooperation w/UPRR required	Preliminary Alternatives Analysis Report Working Draft, p. ES-5
AV3A	Incompatible with existing neighborhoods/planned development	Preliminary Alternatives Analysis Report Working Draft, p. ES-5
AV3A	Major realignment of thoroughfare required	Preliminary Alternatives Analysis Report Working Draft, p. ES-5
AV4	Encroachment on UPRR parcels or cooperation w/UPRR required	Preliminary Alternatives Analysis Report Working Draft, p. ES-10
AV4	Add'l ROW required/displacement of residents/businesses/non-profits	Preliminary Alternatives Analysis Report Working Draft, p. ES-11
AV4	Major realignment of thoroughfare required	Preliminary Alternatives Analysis Report Working Draft, p. ES-6
AV4	Noise/vibration	Preliminary Alternatives Analysis Report Working Draft, p. ES-7
AV4	Access issues	Preliminary Alternatives Analysis Report Working Draft, p. ES-8

Alignment	Reason for Elimination	Primary Source Document
AV4	Displaces metrolink station	Preliminary Alternatives Analysis Report Working Draft, p. ES-9
E3: SR-58 median	Construction and maintenance and freeway impact	Preliminary Alternatives Analysis Report Working Draft, p. ES-4
E3: SR-58 median	High capital cost	Preliminary Alternatives Analysis Report Working Draft, p. ES-4
E3: SR-58 median	Reconstruction issues	Preliminary Alternatives Analysis Report Working Draft, p. ES-4
I-5 via Comanche Point	Seismic concerns	Preliminary Alternatives Analysis Report Vol. 1 September 2010, p. 3-3
SR-138	Seismic concerns	Preliminary Alternatives Analysis Report Vol. 1 September 2010, p. 3-3
Tehachapi Subsection T2	Slope concerns	Preliminary Alternatives Analysis Report Vol. 1 September 2010, p. 3-21
Tehachapi Subsection T2	New, difficult or intrusive tunnel construction required	Preliminary Palmdale to Los Angeles Section Alternatives Analysis Report Vol 2, July 8, 2010, p. A1
SR14 South	New, difficult or intrusive tunnel construction required	Conceptual I-5 Corridor Study Bakersfield to San Fernando Valley (Sylmar) January 2012, p. 2
SR14 South	High capital cost	Conceptual I-5 Corridor Study Bakersfield to San Fernando Valley (Sylmar) January 2012, p. 2
SR14 South	Incompatible with existing neighborhoods/planned development	Conceptual I-5 Corridor Study Bakersfield to San Fernando Valley (Sylmar) January 2012, p. 2
Panoche Pass	Connectivity issues	Statewide_EIR_vol3_appendix2H1.archive.pdf, Table 2-H-3, p. 1
Panoche Pass	High capital cost	Statewide_EIR_vol3_appendix2H1.archive.pdf, Table 2-H-3, p. 2
East of R-99	Environmental (water, biology [wildlife, plants, birds])	BayCValley 2008 EIR Vol2 Appendix 2-G, p. 2-G-11
East of R-99	EPA and/or other govt officials/agencies rejected and refused	BayCValley 2008 EIR Vol2 Appendix 2-G, p. 2-G-11
East of R-99	Impact to agricultural/farm lands	BayCValley 2008 EIR Vol2 Appendix 2-G, p. 2-G-11
East of R-99	Will not follow existing transportation corridors/ROWS	BayCValley 2008 EIR Vol2 Appendix 2-G, p. 2-G-11
West of R-99	Environmental (water, biology [wildlife, plants, birds])	BayCValley 2008 EIR Vol2 Appendix 2-G, p. 2-G-11
West of R-99	Impact to agricultural/farm lands	BayCValley 2008 EIR Vol2 Appendix 2-G, p. 2-G-11
West of R-99	Will not follow existing transportation corridors/ROWS	BayCValley 2008 EIR Vol2 Appendix 2-G, p. 2-G-11
I-580 Bay Fair to Pleasanton	Construction challenges and/or lengthy schedule	BayCValley 2008 EIR Vol2 Appendix 2-G, p. 2-G-10
I-580 Bay Fair to Pleasanton	Incompatible with existing/proposed transportation	BayCValley 2008 EIR Vol2 Appendix 2-G, p. 2-G-10
I-580 Bay Fair to Pleasanton	Add'l ROW required/displacement of residents/businesses/non-profits	BayCValley 2008 EIR Vol2 Appendix 2-G, p. 2-G-11
SR-84/I-580/UPRR	Environmental (water, biology [wildlife, plants, birds])	BayCValley 2008 EIR Vol2 Appendix 2-G, p. 2-G-10
SR-84/I-580/UPRR	Impact to agricultural/farm lands	BayCValley 2008 EIR Vol2 Appendix 2-G, p. 2-G-10
SR-84/South of Livermore	Environmental (water, biology [wildlife, plants, birds])	BayCValley 2008 EIR Vol2 Appendix 2-G, p. 2-G-9
SR-84/South of Livermore	Impact on endangered species/bisection of wilderness lands	BayCValley 2008 EIR Vol2 Appendix 2-G, p. 2-G-9
SR-84/South of Livermore	Impact to agricultural/farm lands	BayCValley 2008 EIR Vol2 Appendix 2-G, p. 2-G-9
1B	Inability to maintain operating speeds	Letter dated April 21, 2011 from CHSRA attachment p. 9
1B	Land use impacts	Letter dated April 21, 2011 from CHSRA attachment p. 9
1C	Inability to maintain operating speeds	Letter dated April 21, 2011 from CHSRA attachment p. 9
1C	Land use impacts	Letter dated April 21, 2011 from CHSRA attachment p. 9
2A	Impact on Section 4(f) property	Letter dated April 21, 2011 from CHSRA attachment p. 10
2A	Incompatible with existing neighborhoods/planned development	Letter dated April 21, 2011 from CHSRA attachment p. 10
2B	Incompatible with existing neighborhoods/planned development	Letter dated April 21, 2011 from CHSRA attachment p. 10
2C	Add'l ROW required/displacement of residents/businesses/non-profits	Letter dated April 21, 2011 from CHSRA attachment p. 10
2C	Incompatible with existing neighborhoods/planned development	Letter dated April 21, 2011 from CHSRA attachment p. 10
99 Center Station (south of 198) Alignment CVSB	Incompatible with carried forward design	Board Meeting Agenda Item #6 dated May 25, 2010, p. ES-4
99 North Station (Goshen) Alignment CVSC	Incompatible with carried forward design	Board Meeting Agenda Item #6 dated May 25, 2010, p. ES-4
BNSF Hanford West Bypass (mod program alignment) CPAA	Impact to agricultural/farm lands	Board Meeting Agenda Item #6 dated May 25, 2010, p. ES-4
BNSF Hanford West Bypass (mod program alignment) CPAA	Incompatible with existing neighborhoods/planned development	Board Meeting Agenda Item #6 dated May 25, 2010, p. ES-4
BNSF Hanford West Bypass (mod program alignment) CPAA	Location too far away from urban core	Board Meeting Agenda Item #6 dated May 25, 2010, p. ES-4
BNSF Straight South of Corcoran West 3B	Environmental (water, biology [wildlife, plants, birds])	Letter dated April 21, 2011 from CHSRA attachment p. 6
BNSF Straight South of Corcoran West 3B	Impact to agricultural/farm lands	Letter dated April 21, 2011 from CHSRA attachment p. 6
BNSF-Hanford East Bypass/Separate East Side Align C3	Add'l ROW required/displacement of residents/businesses/non-profits	Board Meeting Agenda Item #6 dated May 25, 2010, p. ES-4
BNSF-Hanford East Bypass/Separate East Side Align C3	Incompatible with existing neighborhoods/planned development	Board Meeting Agenda Item #6 dated May 25, 2010, p. ES-4
BNSF-Hanford East Bypass/Separate West Side Align C2	Add'l ROW required/displacement of residents/businesses/non-profits	Board Meeting Agenda Item #6 dated May 25, 2010, p. ES-4
BNSF-Hanford East Bypass/Separate West Side Align C2	Incompatible with existing neighborhoods/planned development	Board Meeting Agenda Item #6 dated May 25, 2010, p. ES-4
Corcoran Bypass At Grade CTT1C	Community impacts & concerns/cultural impacts	Letter dated April 21, 2011 from CHSRA attachment p. 7
Corcoran Elevated Through Town CTT1B	High capital cost	Letter dated April 21, 2011 from CHSRA attachment p. 7
Corcoran Through Town (at-grade) CTT1A	Add'l ROW required/displacement of residents/businesses/non-profits	Preliminary Fresno to Bakersfield AA Volume 1, June 2010, p. ES-5
Corcoran Through Town (at-grade) CTT1A	Barrier to communities and/or land use/open spaces	Preliminary Fresno to Bakersfield AA Volume 1, June 2010, p. ES-5
Corcoran Through Town (at-grade) CTT1A	High capital cost	Preliminary Fresno to Bakersfield AA Volume 1, June 2010, p. ES-5
Corcoran Through Town (at-grade) CTT1A	Incompatible with existing/proposed transportation	Preliminary Fresno to Bakersfield AA Volume 1, June 2010, p. ES-5
D2-5	Add'l ROW required/displacement of residents/businesses/non-profits	Letter dated April 21, 2011 from CHSRA attachment p. 9
D2-5	Costly and complex construction	Letter dated April 21, 2011 from CHSRA attachment p. 9
Fowler/Selma/Kingsburg Greenfield Bypass CBPA	Incompatible with carried forward design	Board Meeting Agenda Item #6 dated May 25, 2010, p. ES-4
Fowler/Selma/Kingsburg Near-Town Bypass CBPB	Incompatible with carried forward design	Board Meeting Agenda Item #6 dated May 25, 2010, p. ES-4
Golden State Blvd/Elevated/BNSF B3	Community impacts & concerns/cultural impacts	Board Meeting Agenda Item #6 dated May 25, 2010, p. ES-4
Golden State Blvd/Elevated/BNSF B3	High capital cost	Board Meeting Agenda Item #6 dated May 25, 2010, p. ES-4
Golden State Blvd/Elevated/BNSF B3	Location too far away from urban core	Board Meeting Agenda Item #6 dated May 25, 2010, p. ES-4
Golden State Blvd/Elevated/BNSF B3	Local citizenry and elected official opposition	Board Meeting Agenda Item #6 dated May 25, 2010, p. ES-4
Golden State Blvd/Elevated/BNSF B3	Hazardous materials site or risk of encountering hazardous materials during excavation	Preliminary Fresno to Bakersfield AA Volume 1, June 2010, p. 4-18
Golden State Blvd/Elevated/BNSF B3	Noise/vibration	Preliminary Fresno to Bakersfield AA Volume 1, June 2010, p. 4-18
Golden State Blvd/Elevated/UPRR B6	Community impacts & concerns/cultural impacts	Board Meeting Agenda Item #6 dated May 25, 2010, p. ES-4
Golden State Blvd/Elevated/UPRR B6	High capital cost	Board Meeting Agenda Item #6 dated May 25, 2010, p. ES-4
Golden State Blvd/Elevated/UPRR B6	Location too far away from urban core	Board Meeting Agenda Item #6 dated May 25, 2010, p. ES-4
Golden State Blvd/Elevated/UPRR B6	Local citizenry and elected official opposition	Board Meeting Agenda Item #6 dated May 25, 2010, p. ES-4
Golden State Blvd/Elevated/UPRR B6	Community impacts & concerns/cultural impacts	Board Meeting Agenda Item #6 dated May 25, 2010, p. ES-4

Alignment

I-15 Corridor-Milliken/Hamner to Corona A4.1
 I-605/I-10 to Ontario International Airport via Metro A5
 I-605/I-10 to Ontario International Airport via Metro A5
 LAUS to east of I-605 via UPRR via Redondo Junction above-grade A3.2
 LAUS to east of I-605 via UPRR via Redondo Junction above-grade A3.2
 LAUS to east of I-605 via UPRR via Sixth Street A3.1
 LAUS to east of I-605 via UPRR via Sixth Street A3.1
 LAUS to I-605 via land adjacent to the UPRR via Redondo Junction A4.2
 LAUS to I-605 via land adjacent to the UPRR via Redondo Junction A4.2
 LAUS to I-605 via land adjacent to the UPRR via Sixth Street A4.1
 LAUS to I-605 via land adjacent to the UPRR via Sixth Street A4.1
 LAUS to March Air Reserve Base BNSF Fullerton Line/SR-91
 LAUS to March Air Reserve Base BNSF Fullerton Line/SR-91
 LAUS to March Air Reserve Base BNSF Fullerton Line/SR-91
 LAUS to March Air Reserve Base BNSF Fullerton Line/SR-91
 LAUS to March Air Reserve Base I-10
 LAUS to March Air Reserve Base I-10
 LAUS to March Air Reserve Base I-215/I-15 long tunnel
 LAUS to March Air Reserve Base SR-60
 Mira Mesa to San Diego I-15 to Coast via SR-52
 Mira Mesa to San Diego I-15 to Coast via SR-52
 Mira Mesa to San Diego I-15 to Coast via SR-52
 Mira Mesa to San Diego I-15 to SR-163 to Coast
 Mira Mesa to San Diego I-15/SR-163 to Santa Fe
 Mira Mesa to San Diego I-15/SR-163 to Santa Fe
 Mira Mesa to San Diego I-15/SR-163 to Santa Fe
 Murrieta/Temecula to Qualcomm Stadium Terminus via I-15 A5
 Murrieta/Temecula to SDIA via I-15 to Mira Mesa and LOSSAN Carroll Cyn A2.1
 Murrieta/Temecula to SDIA via I-15 to Mira Mesa and LOSSAN Rose Cyn A2.3
 Murrieta/Temecula to SDIA via SR 56 and LOSSAN A1
 Murrieta/Temecula to SDIA via SR I-15 and I-8 A4
 Murrieta/Temecula to SDIA via SR I-15 and I-8 A4
 Riverside/I-215 through Riverside via Chicago Ave A2.1
 Riverside/I-215 through Riverside via Chicago Ave A2.1
 Riverside/I-215 through Riverside via Iowa Ae A2.2
 Riverside/I-215 through Riverside via Iowa Ae A2.2
 Riverside/I-s15 through Riverside via UC Riverside A2.3
 Riverside/I-s15 through Riverside via UC Riverside A2.3
 San Bernardino/I-215 through Riverside via Iowa Ave A1.2
 San Bernardino/I-215 through Riverside via Iowa Ave A1.2
 San Bernardino/I-215 through Riverside via Iowa Ave A1.3
 San Bernardino/I-215 through Riverside via UC Riverside A1.3
 San Bernardino/I-215 through Riverside via UC Riverside A1.3
 San Bernardino/I-215 through Riverside via UC Riverside A1.3
 San Bernardino/I-215 through Riverside via UC Riverside A1.3
 UPRR from east of I-605 to Ontario International Airport A7
 LAUS to LAX I-405 and I-10
 LAUS to LAX I-405 and I-10
 LAUS to LAX I-405 and I-110
 LAUS to LAX I-405 and I-110
 LAUS to Orange County Anaheim I-5
 LAUS to Orange County Anaheim I-5
 LAUS to Orange County Garden Grove PE ROW at SR-22
 LAUS to Orange County Garden Grove PE ROW at SR-22
 LAUS to Orange County Garden Grove PE ROW at SR-22
 LAUS to Orange County I-5
 LAUS to Orange County I-5
 LAUS to Orange County Pacific Electric ROW
 LAUS to Orange County Pacific Electric ROW
 Oceanside to San Diego I-5
 Oceanside to San Diego I-5
 Oceanside to San Diego LOSSAN Corridor
 Oceanside to San Diego LOSSAN Corridor
 Oceanside to San Diego LOSSAN Corridor
 Orange County to Oceanside I-5
 Orange County to Oceanside I-5
 Orange County to Oceanside I-5 and Foothill Corridor SR-241
 Orange County to Oceanside I-5 and Foothill Corridor SR-241
 Orange County to Oceanside I-5 and Foothill Corridor SR-241

Reason for Elimination

No reason
 Incompatible with existing/proposed transportation
 Encroachment on UPRR parcels or cooperation w/UPRR required
 Incompatible with existing/proposed transportation
 Add'l ROW required/displacement of residents/businesses/non-profits
 Incompatible with existing/proposed transportation
 Add'l ROW required/displacement of residents/businesses/non-profits
 Incompatible with existing/proposed transportation
 Add'l ROW required/displacement of residents/businesses/non-profits
 Incompatible with existing/proposed transportation
 Add'l ROW required/displacement of residents/businesses/non-profits
 Impact to aquatic resources
 Visual impact/scenic resources
 Parkland resources
 Community impacts & concerns/cultural impacts
 Construction challenges and/or lengthy schedule
 Environmental (water, biology [wildlife, plants, birds])
 New, difficult or intrusive tunnel construction required
 Impact to aquatic resources
 Add'l ROW required/displacement of residents/businesses/non-profits
 Incompatible with existing neighborhoods/planned development
 Parkland resources
 Urban environment issues
 Incompatible with existing neighborhoods/planned development
 Urban environment issues
 Community impacts & concerns/cultural impacts
 Connectivity issues
 Impact on endangered species/bisection of wilderness lands
 Impact on endangered species/bisection of wilderness lands
 Environmental (water, biology [wildlife, plants, birds])
 New, difficult or intrusive tunnel construction required
 Viaduct height excessive and/or incompatible with surrounding area
 Encroachment on UPRR parcels or cooperation w/UPRR required
 Aerial crossings of other RR required
 Encroachment on UPRR parcels or cooperation w/UPRR required
 Aerial crossings of other RR required
 Encroachment on UPRR parcels or cooperation w/UPRR required
 Aerial crossings of other RR required
 Extensive aerial guideway along freeway(s)
 Visual impact/scenic resources
 Incompatible with existing/proposed transportation
 Incompatible with UC Riverside Master Plan
 Visual impact/scenic resources
 Community impacts & concerns/cultural impacts
 Impact to aquatic resources
 Incompatible with existing/proposed transportation
 Community impacts & concerns/cultural impacts
 Parkland resources
 Community impacts & concerns/cultural impacts
 Environmental (water, biology [wildlife, plants, birds])
 Community impacts & concerns/cultural impacts
 Environmental (water, biology [wildlife, plants, birds])
 Alignment eliminated
 Construction challenges and/or lengthy schedule
 Add'l ROW required/displacement of residents/businesses/non-profits
 Construction challenges and/or lengthy schedule
 Connectivity issues
 Add'l ROW required/displacement of residents/businesses/non-profits
 Connectivity issues
 Visual impact/scenic resources
 Community impacts & concerns/cultural impacts
 Impact on coastal resources
 Construction challenges and/or lengthy schedule
 Add'l ROW required/displacement of residents/businesses/non-profits
 Construction challenges and/or lengthy schedule
 Impact to aquatic resources
 Impact on endangered species/bisection of wilderness lands

Appendix A

Primary Source Document

Los Angeles to San Diego via the Inland Empire Preliminary Alternatives Analysis Report Appendix B, p. B-27-B34
 Los Angeles to San Diego via the Inland Empire Preliminary Alternatives Analysis Report Appendix B, p. B-15
 Los Angeles to San Diego via the Inland Empire Preliminary Alternatives Analysis Report Appendix B, p. B-15
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Alignment	Reason for Elimination	Primary Source Document
Orange County to Oceanside LOSSAN south of Irvine	Visual impact/scenic resources	Staff Report for Final Program for the Final Program Environmental Impact...October 2005, p. 30
Orange County to Oceanside LOSSAN south of Irvine	Community impacts & concerns/cultural impacts	Staff Report for Final Program for the Final Program Environmental Impact...October 2005, p. 30
Orange County to Oceanside LOSSAN south of Irvine	Environmental (water, biology [wildlife, plants, birds])	Staff Report for Final Program for the Final Program Environmental Impact...October 2005, p. 30
Orange County to Oceanside LOSSAN south of Irvine	Impact on coastal resources	Staff Report for Final Program for the Final Program Environmental Impact...October 2005, p. 30
Orange County to Oceanside San Joaquin River Corridor SR-73 with I05	Construction challenges and/or lengthy schedule	Staff Report for Final Program for the Final Program Environmental Impact...October 2005, p. 29
Orange County to Oceanside San Joaquin River Corridor SR-73 with I05	Connectivity issues	Staff Report for Final Program for the Final Program Environmental Impact...October 2005, p. 29
Coastal Corridor	High capital cost	Statewide_EIR_vol3_appendix2H1.archive.pdf, Table 2-H-2, p. 1
Coastal Corridor	Visual impact/scenic resources	Statewide_EIR_vol3_appendix2H1.archive.pdf, Table 2-H-2, p. 2
Coastal Corridor	Community impacts & concerns/cultural impacts	Statewide_EIR_vol3_appendix2H1.archive.pdf, Table 2-H-2, p. 2
I-5 Corridor	Connectivity issues	Statewide_EIR_vol3_appendix2H1.archive.pdf, Table 2-H-2, p. 1
Ave 21 to Road 99 Wye	Excessive road closures	Supplemental Alternatives Analysis Report Merced to Fresno April 2013, p. ES-7
Ave 21 to Road 99 Wye	High capital cost	Supplemental Alternatives Analysis Report Merced to Fresno April 2013, p. ES-7
Ave 24 to Road 11 Wye	Community impacts & concerns/cultural impacts	Supplemental Alternatives Analysis Report Merced to Fresno April 2013, p. ES-6
Ave 24 to Road 11 Wye	Impact to agricultural/farm lands	Supplemental Alternatives Analysis Report Merced to Fresno April 2013, p. ES-6
Ave 24 to Road 11 Wye	Impact to aquatic resources	Supplemental Alternatives Analysis Report Merced to Fresno April 2013, p. ES-6
Ave 24 to Road 11 Wye	Local citizenry and elected official opposition	Supplemental Alternatives Analysis Report Merced to Fresno April 2013, p. ES-6
Ave 24 to Road 12 Wye	Community impacts & concerns/cultural impacts	Supplemental Alternatives Analysis Report Merced to Fresno April 2013, p. ES-6
Ave 24 to Road 12 Wye	Impact to agricultural/farm lands	Supplemental Alternatives Analysis Report Merced to Fresno April 2013, p. ES-6
Ave 24 to Road 12 Wye	Impact to aquatic resources	Supplemental Alternatives Analysis Report Merced to Fresno April 2013, p. ES-6
Ave 24 to Road 12 Wye	Local citizenry and elected official opposition	Supplemental Alternatives Analysis Report Merced to Fresno April 2013, p. ES-6
Ave 24 to Road 13 Wye	Impact to agricultural/farm lands	Supplemental Alternatives Analysis Report Merced to Fresno April 2013, p. ES-6
Ave 24 to Road 13 Wye	Excessive road closures	Supplemental Alternatives Analysis Report Merced to Fresno April 2013, p. ES-6
Ave 24 to Road 13 Wye	Impact to aquatic resources	Supplemental Alternatives Analysis Report Merced to Fresno April 2013, p. ES-6
Ave 24 to Road 13 Wye	Local citizenry and elected official opposition	Supplemental Alternatives Analysis Report Merced to Fresno April 2013, p. ES-6
BNSF A1	Add'l ROW required/displacement of residents/businesses/non-profits	Merced to Fresno Section AA:FRA Workshop October 2009, p. 2
BNSF A1	Environmental (water, biology [wildlife, plants, birds])	Merced to Fresno Section AA:FRA Workshop October 2009, p. 2
BNSF A1	High capital cost	Merced to Fresno Section AA:FRA Workshop October 2009, p. 2
BNSF A1	Local citizenry and elected official opposition	Merced to Fresno Section AA:FRA Workshop October 2009, p. 2
BNSF A1-DO4	Community impacts & concerns/cultural impacts	Merced to Fresno Prelim AA April 2010, p. 21
East of SR-99	Eliminated in Record of Decision (ROD)	Merced to Fresno Prelim AA April 2010, p. 10
Eastern Bypass East of SR-99	Eliminated in Record of Decision (ROD)	Merced to Fresno Prelim AA April 2010, p. 9
NGEA/SR-140	Community impacts & concerns/cultural impacts	Merced to Fresno Prelim AA April 2010, p. 22
NGEA/SR-140	Environmental (water, biology [wildlife, plants, birds])	Merced to Fresno Prelim AA April 2010, p. 22
SGEA Wye to A1-BNSF	Environmental (water, biology [wildlife, plants, birds])	Merced to Fresno Prelim AA April 2010, p. 22
SGEA Wye to A1-BNSF	Impracticable/redundant construction	Merced to Fresno Prelim AA April 2010, p. 22
Sierra Foothills	Connectivity issues	Merced to Fresno Prelim AA April 2010, p. 21
SR-152 (north) to Road 11 Wye	Environmental (water, biology [wildlife, plants, birds])	Supplemental Alternatives Analysis Report Merced to Fresno April 2013, p. ES-6
SR-152 (north) to Road 11 Wye	Impact to agricultural/farm lands	Supplemental Alternatives Analysis Report Merced to Fresno April 2013, p. ES-6
SR-152 (north) to Road 11 Wye	Impact to aquatic resources	Supplemental Alternatives Analysis Report Merced to Fresno April 2013, p. ES-6
SR-152 (north) to Road 19 Wye	Impact to agricultural/farm lands	Supplemental Alternatives Analysis Report Merced to Fresno April 2013, p. ES-6
SR-152 (north) to Road 19 Wye	Impact to aquatic resources	Supplemental Alternatives Analysis Report Merced to Fresno April 2013, p. ES-6
SR-152 (south) to Ave 21 to Road 19 Wye	Environmental (water, biology [wildlife, plants, birds])	Supplemental Alternatives Analysis Report Merced to Fresno April 2013, p. ES-6
SR-152 (south) to Ave 21 to Road 19 Wye	Excessive road closures	Supplemental Alternatives Analysis Report Merced to Fresno April 2013, p. ES-6
SR-152 (south) to Ave 21 to Road 19 Wye	Impact to agricultural/farm lands	Supplemental Alternatives Analysis Report Merced to Fresno April 2013, p. ES-6
SR-152 (south) to Ave 21 to Road 19 Wye	Impact to aquatic resources	Supplemental Alternatives Analysis Report Merced to Fresno April 2013, p. ES-6
SR-152 (south) to Ave 21 to SR-99 Wye	High capital cost	Supplemental Alternatives Analysis Report Merced to Fresno April 2013, p. ES-6
SR-152 (south) to Ave 21 to SR-99 Wye	Impact to agricultural/farm lands	Supplemental Alternatives Analysis Report Merced to Fresno April 2013, p. ES-6
SR-152 (south) to Ave 21 to SR-99 Wye	Impact to aquatic resources	Supplemental Alternatives Analysis Report Merced to Fresno April 2013, p. ES-6
SR-152 Wye Ave 22	Incompatible with airport/landfill	Supp AA Report Presentation August 5, 2010
SR-152 Wye Ave 22	Incompatible with existing neighborhoods/planned development	Supp AA Report Presentation August 5, 2010
SR-152 Wye Ave 22	Incompatible with existing/proposed transportation	Supp AA Report Presentation August 5, 2010
SR-152 Wye to A1-BNSF	Community impacts & concerns/cultural impacts	Merced to Fresno Prelim AA April 2010, p. 22
SR-152 Wye to A1-BNSF	High capital cost	Merced to Fresno Prelim AA April 2010, p. 22
SR-152 Wye to A1-BNSF	Impracticable/redundant construction	Merced to Fresno Prelim AA April 2010, p. 22
UPRR/SR-99 A4	Environmental (water, biology [wildlife, plants, birds])	Merced to Fresno Section AA:FRA Workshop October 2009, p. 2
UPRR/SR-99 A4	High capital cost	Merced to Fresno Section AA:FRA Workshop October 2009, p. 2
UPRR/SR-99 A4	Local citizenry and elected official opposition	Merced to Fresno Section AA:FRA Workshop October 2009, p. 2
West of SR-99	Eliminated in Record of Decision (ROD)	Merced to Fresno Prelim AA April 2010, p. 10
Western Alt. West of SR-99	Eliminated in Record of Decision (ROD)	Merced to Fresno Prelim AA April 2010, p. 9
SR-163/I-8	Construction challenges and/or lengthy schedule	Staff Report for Final Program for the Final Program Environmental Impact...October 2005, p. 29
SR-163/I-8	Incompatible with existing/proposed transportation	Staff Report for Final Program for the Final Program Environmental Impact...October 2005, p. 29
E99	Impact to agricultural/farm lands	Staff Report for Final Program for the Final Program Environmental Impact...October 2005, p. 26
E99/BNSF	Impact to agricultural/farm lands	Staff Report for Final Program for the Final Program Environmental Impact...October 2005, p. 26
E99/BNSF	Parkland resources	Staff Report for Final Program for the Final Program Environmental Impact...October 2005, p. 26
I-880 Oakland to Fremont only	Construction challenges and/or lengthy schedule	Statewide_final_EIR_vol1_chp2_part3.pdf, p.2-43
I-880 Oakland to Fremont only	Add'l ROW required/displacement of residents/businesses/non-profits	Statewide_final_EIR_vol1_chp2_part3.pdf, p.2-43
Mulford Line Oakland to Newark only	Visual impact/scenic resources	Statewide_final_EIR_vol1_chp2_part3.pdf, p.2-43
Mulford Line Oakland to Newark only	Barrier to communities and/or land use/open spaces	Statewide_final_EIR_vol1_chp2_part3.pdf, p.2-43
LAP1A Viaduct from At-Grade or Elevated LAUS	Local citizenry and elected official opposition	Preliminary Palmdale to Los Angeles Section Alternatives Analysis Report Vol 2, July 8, 2010, p. A12

Alignment

LAP1A Viaduct from At-Grade or Elevated LAUS
 LAP1A Viaduct from At-Grade or Elevated LAUS
 LAP1A Viaduct from At-Grade or Elevated LAUS
 LAP1A Viaduct from At-Grade or Elevated LAUS
 LAP1A Viaduct from At-Grade or Elevated LAUS
 LAP1A Viaduct from At-Grade or Elevated LAUS
 LAP1A Viaduct from At-Grade or Elevated LAUS
 LAP1A Viaduct from At-Grade or Elevated LAUS
 LAP1A Viaduct from At-Grade or Elevated LAUS
 LAP1B West bank option
 LAP1B West bank option
 LAP1B West bank option
 LAP1B West bank option
 LAP1B West bank option
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 LAP1B West bank option
 LAP1B West bank option
 LAUS to Metro CMF LAPT1
 LAUS to Metro CMF LAPT1
 LAUS to Metro CMF LAPT1
 LAUS to Metro CMF LAPT1
 LAUS to Metro CMF LAPT1
 LAUS to Metro CMF LAPT2
 LAUS to Metro CMF LAPT2
 LAUS to Metro CMF LAPT2
 LAUS to Metro CMF LAPT2
 Metrolink CMF to SR2 In Trench
 Metrolink CMF to SR2 In Trench
 Metrolink CMF to SR2 In Trench
 Metrolink CMF to SR2 Pacoima Wash PWS
 Metrolink CMF to SR2 Pacoima Wash PWS
 Metrolink CMF to SR2 Pacoima Wash PWS
 Metrolink CMF to SR2 Pacoima Wash PWS
 Metrolink CMF to SR2 Pacoima Wash PWS
 Metrolink CMF to SR2 Pacoima Wash PWS
 Metrolink CMF to SR2 San Fernando Road in trench
 Metrolink CMF to SR2 San Fernando Road in trench
 Metrolink CMF to SR2 San Fernando Road in trench
 Sand Canyon River Option
 Sand Canyon River Option
 Sand Canyon River Option
 Sand Canyon River Option
 Sand Canyon River Option
 Sand Canyon River Option
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 Sand Canyon River Option
 Sand Canyon River Option
 Downtown Fresno to Tulare West County W99
 Downtown Stockton to Modesto West W99
 Fresno East to Tulare East County E99
 Merced Castle to Fresno East E99
 Merced Downtown to Fresno West W99
 Modesto Briggsmore to Merced University
 Modesto West to Merced Muni Airport W99
 Tulare East County to Bakersfield Gold State E99
 Tulare East County to Bakersfield Gold State W99
 Southern Pacific River Line/WPRR
 Atherton and Menlo Park 5A
 Atherton and Menlo Park 5A
 Atherton and Menlo Park 5B
 Atherton and Menlo Park 5B
 Atherton and Menlo Park 5B
 Atherton and Menlo Park 5B

Reason for Elimination

Viaduct height excessive and/or incompatible with surrounding area
 Costly and complex construction
 Add'l ROW required/displacement of residents/businesses/non-profits
 Historically and/or culturally significant properties impacted
 Visual impact/scenic resources
 Impact to parklands
 Displaces bike path
 Noise/vibration
 Barrier to communities and/or land use/open spaces
 Visual impact/scenic resources
 Hazardous materials site or risk of encountering hazardous materials during excavation
 Local citizenry and elected official opposition
 Barrier to communities and/or land use/open spaces
 Viaduct height excessive and/or incompatible with surrounding area
 Costly and complex construction
 Incompatible with existing/proposed transportation
 Add'l ROW required/displacement of residents/businesses/non-profits
 Historically and/or culturally significant properties impacted
 Displaces bike path
 Noise/vibration
 Construction challenges and/or lengthy schedule
 Add'l ROW required/displacement of residents/businesses/non-profits
 Incompatible with existing/proposed transportation
 Subsurface easement issues
 Visual impact/scenic resources
 Local citizenry and elected official opposition
 New, difficult or intrusive tunnel construction required
 Noise/vibration
 Visual impact/scenic resources
 Barrier to communities and/or land use/open spaces
 Incompatible with existing/proposed transportation
 Inability to maintain operating speeds
 Incompatible with existing/proposed transportation
 Add'l ROW required/displacement of residents/businesses/non-profits
 Impracticable/redundant construction
 Seismic concerns
 Construction and maintenance and freeway impact
 Add'l ROW required/displacement of residents/businesses/non-profits
 Visual impact/scenic resources
 Noise/vibration
 High capital cost
 Parkland resources
 Add'l ROW required/displacement of residents/businesses/non-profits
 Incompatible with existing neighborhoods/planned development
 Environmental (water, biology [wildlife, plants, birds])
 Visual impact/scenic resources
 Add'l ROW required/displacement of residents/businesses/non-profits
 High capital cost
 Construction challenges and/or lengthy schedule
 Impact to aquatic resources
 Add'l ROW required/displacement of residents/businesses/non-profits
 Noise/vibration
 Visual impact/scenic resources
 Connectivity issues
 Connectivity issues
 Connectivity issues
 Connectivity issues
 Connectivity issues
 Connectivity issues
 Connectivity issues
 No reason
 No reason
 Parkland resources
 Access issues
 Incompatible with existing/proposed transportation
 Add'l ROW required/displacement of residents/businesses/non-profits
 Construction challenges and/or lengthy schedule
 High capital cost
 Incompatible with existing/proposed transportation

Primary Source Document

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Alignment	Reason for Elimination	Primary Source Document
Atherton and Menlo Park 5C	Construction challenges and/or lengthy schedule	Supplemental Alternatives Analysis Report SF to SJ Section, p. 4-35
Atherton and Menlo Park 5C	High capital cost	Supplemental Alternatives Analysis Report SF to SJ Section, p. 4-35
Atherton and Menlo Park 5C	Incompatible with existing/proposed transportation	Supplemental Alternatives Analysis Report SF to SJ Section, p. 4-35
Brisbane, S SF, San Bruno, Millbrae 2B	Add'l ROW required/displacement of residents/businesses/non-profits	Supplemental Alternatives Analysis Report SF to SJ Section
Brisbane, S SF, San Bruno, Millbrae 2B	Incompatible with existing/proposed transportation	Supplemental Alternatives Analysis Report SF to SJ Section, p. 4-7
Brisbane, S SF, San Bruno, Millbrae 2C(1)	Construction challenges and/or lengthy schedule	Supplemental Alternatives Analysis Report SF to SJ Section, p. 4-7
Brisbane, S SF, San Bruno, Millbrae 2C(1)	Incompatible with existing/proposed transportation	Supplemental Alternatives Analysis Report SF to SJ Section, p. 4-7
Brisbane, S SF, San Bruno, Millbrae 2C(2)	Incompatible with carried forward design	Supplemental Alternatives Analysis Report SF to SJ Section, p. 4-7
Brisbane, S SF, San Bruno, Millbrae 2D	Incompatible with existing/proposed transportation	Supplemental Alternatives Analysis Report SF to SJ Section, p. 4-7
Burlingame and San Mateo 3A	Add'l ROW required/displacement of residents/businesses/non-profits	Supplemental Alternatives Analysis Report SF to SJ Section, p. 4-15
Burlingame and San Mateo 3A	Construction challenges and/or lengthy schedule	Supplemental Alternatives Analysis Report SF to SJ Section, p. 4-15
Burlingame and San Mateo 3A	High capital cost	Supplemental Alternatives Analysis Report SF to SJ Section, p. 4-15
Burlingame and San Mateo 3A	Incompatible with carried forward design	Supplemental Alternatives Analysis Report SF to SJ Section, p. 4-15
Caltrain Corridor	Add'l ROW required/displacement of residents/businesses/non-profits	BayCValley 2008 EIR Vol2 Appendix 2-G, p. 2-G-1
Caltrain Corridor	Barrier to communities and/or land use/open spaces	BayCValley 2008 EIR Vol2 Appendix 2-G, p. 2-G-1
Caltrain Corridor	Construction challenges and/or lengthy schedule	BayCValley 2008 EIR Vol2 Appendix 2-G, p. 2-G-1
Caltrain Corridor	Historically and/or culturally significant properties impacted	BayCValley 2008 EIR Vol2 Appendix 2-G, p. 2-G-1
Caltrain Corridor	High capital cost	BayCValley 2008 EIR Vol2 Appendix 2-G, p. 2-G-1
Caltrain Corridor	Incompatible with existing/proposed transportation	BayCValley 2008 EIR Vol2 Appendix 2-G, p. 2-G-1
Caltrain Corridor	New, difficult or intrusive tunnel construction required	BayCValley 2008 EIR Vol2 Appendix 2-G, p. 2-G-1
Caltrain Corridor	Visual impact/scenic resources	BayCValley 2008 EIR Vol2 Appendix 2-G, p. 2-G-1
Hayward/Niles/Mulford	Environmental (water, biology [wildlife, plants, birds])	BayCValley 2008 EIR Vol2 Appendix 2-G, p. 2-G-4
Hayward/Niles/Mulford	Parkland resources	BayCValley 2008 EIR Vol2 Appendix 2-G, p. 2-G-4
Hayward/Tunnel/Mulford	High capital cost	BayCValley 2008 EIR Vol2 Appendix 2-G, p. 2-G-4
Hayward/Tunnel/Mulford	Incompatible with existing neighborhoods/planned development	BayCValley 2008 EIR Vol2 Appendix 2-G, p. 2-G-4
Hayward/Tunnel/Mulford	Seismic concerns	BayCValley 2008 EIR Vol2 Appendix 2-G, p. 2-G-4
Hayward/Tunnel/Mulford	Tunnel ROW issues	BayCValley 2008 EIR Vol2 Appendix 2-G, p. 2-G-4
Hayward/Tunnel/Mulford	Will not follow existing transportation corridors/ROWS	BayCValley 2008 EIR Vol2 Appendix 2-G, p. 2-G-4
I-280 Alignment	Add'l ROW required/displacement of residents/businesses/non-profits	BayCValley 2008 EIR Vol2 Appendix 2-G, p. 2-G-2
I-280 Alignment	Construction and maintenance and freeway impact	BayCValley 2008 EIR Vol2 Appendix 2-G, p. 2-G-2
I-280 Alignment	Nature preserves	BayCValley 2008 EIR Vol2 Appendix 2-G, p. 2-G-2
I-280 Alignment	Visual impact/scenic resources	BayCValley 2008 EIR Vol2 Appendix 2-G, p. 2-G-2
I-880 Alignment	Add'l ROW required/displacement of residents/businesses/non-profits	BayCValley 2008 EIR Vol2 Appendix 2-G, p. 2-G-3
I-880 Alignment	Construction and maintenance and freeway impact	BayCValley 2008 EIR Vol2 Appendix 2-G, p. 2-G-3
I-880 Alignment	High capital cost	BayCValley 2008 EIR Vol2 Appendix 2-G, p. 2-G-3
I-880 Alignment	Add'l ROW required/displacement of residents/businesses/non-profits	Supplemental Alternatives Analysis Report SF to SJ Section, p. 4-60
Mountain View and Sunnyvale 7A	Construction challenges and/or lengthy schedule	Supplemental Alternatives Analysis Report SF to SJ Section, p. 4-60
Mountain View and Sunnyvale 7A	Incompatible with existing/proposed transportation	Supplemental Alternatives Analysis Report SF to SJ Section, p. 4-60
Mountain View and Sunnyvale 7B	Add'l ROW required/displacement of residents/businesses/non-profits	Supplemental Alternatives Analysis Report SF to SJ Section, p. 4-60
Mountain View and Sunnyvale 7B	Construction challenges and/or lengthy schedule	Supplemental Alternatives Analysis Report SF to SJ Section, p. 4-60
Mountain View and Sunnyvale 7B	Incompatible with existing/proposed transportation	Supplemental Alternatives Analysis Report SF to SJ Section, p. 4-60
Mountain View and Sunnyvale 7C	Construction challenges and/or lengthy schedule	Supplemental Alternatives Analysis Report SF to SJ Section, p. 4-60
Mountain View and Sunnyvale 7C	Incompatible with existing/proposed transportation	Supplemental Alternatives Analysis Report SF to SJ Section, p. 4-60
Mountain View and Sunnyvale 7D(1)	Add'l ROW required/displacement of residents/businesses/non-profits	Supplemental Alternatives Analysis Report SF to SJ Section, p. 4-60
Mountain View and Sunnyvale 7D(1)	Construction challenges and/or lengthy schedule	Supplemental Alternatives Analysis Report SF to SJ Section, p. 4-60
Mountain View and Sunnyvale 7D(1)	Incompatible with existing/proposed transportation	Supplemental Alternatives Analysis Report SF to SJ Section, p. 4-60
Mountain View and Sunnyvale 7D(2)	Add'l ROW required/displacement of residents/businesses/non-profits	Supplemental Alternatives Analysis Report SF to SJ Section, p. 4-60
Mountain View and Sunnyvale 7D(2)	Construction challenges and/or lengthy schedule	Supplemental Alternatives Analysis Report SF to SJ Section, p. 4-60
Mountain View and Sunnyvale 7D(2)	Incompatible with existing/proposed transportation	Supplemental Alternatives Analysis Report SF to SJ Section, p. 4-60
Mulford Line	Add'l ROW required/displacement of residents/businesses/non-profits	BayCValley 2008 EIR Vol2 Appendix 2-G, p. 2-G-3
Mulford Line	Environmental (water, biology [wildlife, plants, birds])	BayCValley 2008 EIR Vol2 Appendix 2-G, p. 2-G-3
Mulford Line	High capital cost	BayCValley 2008 EIR Vol2 Appendix 2-G, p. 2-G-3
Mulford Line	Incompatible with existing/proposed transportation	BayCValley 2008 EIR Vol2 Appendix 2-G, p. 2-G-3
Mulford Line	Local citizenry and elected official opposition	BayCValley 2008 EIR Vol2 Appendix 2-G, p. 2-G-3
Mulford Line	Parkland resources	BayCValley 2008 EIR Vol2 Appendix 2-G, p. 2-G-3
Mulford Line	Visual impact/scenic resources	BayCValley 2008 EIR Vol2 Appendix 2-G, p. 2-G-3
Palo Alto 6A	Add'l ROW required/displacement of residents/businesses/non-profits	Supplemental Alternatives Analysis Report SF to SJ Section, p. 4-45
Palo Alto 6A	Construction challenges and/or lengthy schedule	Supplemental Alternatives Analysis Report SF to SJ Section, p. 4-45
Palo Alto 6A	Environmental (water, biology [wildlife, plants, birds])	Supplemental Alternatives Analysis Report SF to SJ Section, p. 4-45
Palo Alto 6A	High capital cost	Supplemental Alternatives Analysis Report SF to SJ Section, p. 4-45
Palo Alto 6A	Incompatible with existing/proposed transportation	Supplemental Alternatives Analysis Report SF to SJ Section, p. 4-45
Palo Alto 6B	Add'l ROW required/displacement of residents/businesses/non-profits	Supplemental Alternatives Analysis Report SF to SJ Section, p. 4-46
Palo Alto 6B	Construction challenges and/or lengthy schedule	Supplemental Alternatives Analysis Report SF to SJ Section, p. 4-46
Palo Alto 6B	High capital cost	Supplemental Alternatives Analysis Report SF to SJ Section, p. 4-46
Palo Alto 6B	Incompatible with existing/proposed transportation	Supplemental Alternatives Analysis Report SF to SJ Section, p. 4-46
Palo Alto 6C	Add'l ROW required/displacement of residents/businesses/non-profits	Supplemental Alternatives Analysis Report SF to SJ Section, p. 4-46
Palo Alto 6C	Construction challenges and/or lengthy schedule	Supplemental Alternatives Analysis Report SF to SJ Section, p. 4-46
Palo Alto 6C	High capital cost	Supplemental Alternatives Analysis Report SF to SJ Section, p. 4-46
Palo Alto 6C	Incompatible with existing/proposed transportation	Supplemental Alternatives Analysis Report SF to SJ Section, p. 4-46

Alignment

San Jose 9(a)A & 9(a)B
 San Jose 9(a)A & 9(a)B
 San Mateo, Belmont, San Carlos, Redwood City 4A
 San Mateo, Belmont, San Carlos, Redwood City 4B(1)
 San Mateo, Belmont, San Carlos, Redwood City 4B(2)-4C
 San Mateo, Belmont, San Carlos, Redwood City 4B(2)-4C
 San Mateo, Belmont, San Carlos, Redwood City 4B(2)-4C
 San Mateo, Belmont, San Carlos, Redwood City 4B(2)-4C
 San Mateo, Belmont, San Carlos, Redwood City 4B(2)-4C
 San Mateo, Belmont, San Carlos, Redwood City 4D
 San Mateo, Belmont, San Carlos, Redwood City 4D
 Southern Pacific River Line/WPRR
 Tunnel Under Fremont Central Park
 US-101
 US-101
 US-101
 US-101
 US-101
 US-101
 Warm Springs to San Jose
 Warm Springs to San Jose
 Warm Springs to San Jose
 WPRR/Hayward/I-880
 WPRR/Hayward/I-880
 WPRR/Hayward/I-880
 WPRR/Niles/Mulford
 WPRR/Tunnel/Mulford
 WPRR/Tunnel/Mulford
 WPRR/Tunnel/Mulford
 WPRR/Tunnel/Mulford
 WPRR/Tunnel/Mulford
 Caltrain/Morgan Hill/East 101/Pacheco Pass
 Caltrain/Morgan Hill/East 101/Pacheco Pass
 Caltrain/Morgan Hill/Foothill/Pacheco Pass
 Caltrain/Morgan Hill/Foothill/Pacheco Pass
 Caltrain/Morgan Hill/Foothill/Pacheco Pass
 Caltrain/Morgan Hill/Foothill/Pacheco Pass
 Caltrain/Morgan Hill/Foothill/Pacheco Pass
 Caltrain/Morgan Hill/Foothill/Pacheco Pass
 Caltrain/Morgan Hill/Foothill/Pacheco Pass
 Diablo Range-Direct Tunnel
 Diablo Range-Direct Tunnel
 Diablo Range-Merced Southern
 Diablo Range-Northern Tunnel
 Diablo Range-Northern Tunnel
 Diablo Range-Northern Tunnel
 Diablo Range-Northern Tunnel
 Diablo Range-Northern Tunnel
 Diablo Range-Northern Tunnel
 Diablo Range-Tunnel under Coe Park & wilderness preserve
 Diablo Range-Tunnel under Coe Park & wilderness preserve
 Morgan Hill/Caltrain/Pacheco Pass
 Morgan Hill/Caltrain/Pacheco Pass
 Morgan Hill/Caltrain/Pacheco Pass
 Downtown San Jose Subsection
 Downtown San Jose Subsection
 Downtown San Jose Subsection
 Downtown San Jose Subsection
 Downtown San Jose Subsection
 Downtown San Jose Subsection
 Downtown San Jose Subsection
 Downtown San Jose Subsection
 Gilroy station loop
 Gilroy station loop
 Gilroy station loop
 Gilroy station loop
 Gilroy station loop
 Monterey Highway East of Caltrain/UPRR
 Monterey Highway East of Caltrain/UPRR
 Monterey Highway East of Caltrain/UPRR
 Monterey Highway East of Caltrain/UPRR
 Monterey Highway East of Caltrain/UPRR
 Monterey Highway East of Caltrain/UPRR
 Monterey Highway Subsection SR 87/85

Reason for Elimination

Add'l ROW required/displacement of residents/businesses/non-profits
 Construction challenges and/or lengthy schedule
 Impracticable/redundant construction
 Incompatible with carried forward design
 High capital cost
 Impracticable/redundant construction
 Incompatible with existing/proposed transportation
 Construction challenges and/or lengthy schedule
 Dewatering, utility relocation, muck removal at portals, staging area, vibration issues
 Add'l ROW required/displacement of residents/businesses/non-profits
 Incompatible with existing/proposed transportation
 Impact to agricultural/farm lands
 Seismic concerns
 Add'l ROW required/displacement of residents/businesses/non-profits
 Construction and maintenance and freeway impact
 New, difficult or intrusive tunnel construction required
 Visual impact/scenic resources
 Visual impact/scenic resources
 Add'l ROW required/displacement of residents/businesses/non-profits
 Add'l ROW required/displacement of residents/businesses/non-profits
 Incompatible with existing/proposed transportation
 New, difficult or intrusive tunnel construction required
 Construction challenges and/or lengthy schedule
 Incompatible with existing/proposed transportation
 Visual impact/scenic resources
 Construction challenges and/or lengthy schedule
 High capital cost
 Incompatible with existing neighborhoods/planned development
 Seismic concerns
 Tunnel ROW issues
 Will not follow existing transportation corridors/ROWS
 Incompatible with existing neighborhoods/planned development
 Incompatible with existing/proposed transportation
 Environmental (water, biology [wildlife, plants, birds])
 Impact on open space
 Incompatible with existing neighborhoods/planned development
 Incompatible with existing/proposed transportation
 Visual impact/scenic resources
 New, difficult or intrusive tunnel construction required
 Seismic concerns
 Environmental (water, biology [wildlife, plants, birds])
 Environmental (water, biology [wildlife, plants, birds])
 EPA and/or other govt officials/agencies rejected and refused
 Impact on endangered species/bisection of wilderness lands
 Seismic concerns
 Will not follow existing transportation corridors/ROWS
 Environmental (water, biology [wildlife, plants, birds])
 Local citizenry and elected official opposition
 Add'l ROW required/displacement of residents/businesses/non-profits
 Environmental (water, biology [wildlife, plants, birds])
 Will not follow existing transportation corridors/ROWS
 Archeological site
 Environmental (water, biology [wildlife, plants, birds])
 Extensive reconstruction/relocation
 Incompatible with existing neighborhoods/planned development
 Archeological site
 Construction challenges and/or lengthy schedule
 Extensive reconstruction/relocation
 Add'l ROW required/displacement of residents/businesses/non-profits
 Community impacts & concerns/cultural impacts
 Environmental (water, biology [wildlife, plants, birds])
 High capital cost
 Visual impact/scenic resources
 Environmental (water, biology [wildlife, plants, birds])
 Extensive reconstruction/relocation
 Incompatible with existing/proposed transportation
 Construction challenges and/or lengthy schedule
 Incompatible with existing/proposed transportation
 Aerial alignment over freeways

Primary Source Document

Supplemental Alternatives Analysis Report SF to SJ Section, p. 4-73
 Supplemental Alternatives Analysis Report SF to SJ Section, p. 4-73
 Supplemental Alternatives Analysis Report SF to SJ Section, p. 4-25
 Supplemental Alternatives Analysis Report SF to SJ Section, p. 4-25
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 Supplemental Alternatives Analysis Report SF to SJ Section, p. 4-25
 Supplemental Alternatives Analysis Report SF to SJ Section, p. 4-25
 Supplemental Alternatives Analysis Report SF to SJ Section, p. 4-26
 Supplemental Alternatives Analysis Report SF to SJ Section, p. 4-26
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 BayCValley 2008 EIR Vol2 Appendix 2-G, p. 2-G-5
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 BayCValley 2008 EIR Vol2 Appendix 2-G, p. 2-G-5
 BayCValley 2008 EIR Vol2 Appendix 2-G, p. 2-G-4
 BayCValley 2008 EIR Vol2 Appendix 2-G, p. 2-G-4
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 Staff Report for Final Program for the Final Program Environmental Impact...October 2005, p. 26
 BayCValley 2008 EIR Vol2 Appendix 2-G, p. 2-G-4
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 BayCValley 2008 EIR Vol2 Appendix 2-G, p. 2-G-4
 BayCValley 2008 EIR Vol2 Appendix 2-G, p. 2-G-4
 BayCValley 2008 EIR Vol2 Appendix 2-G, p. 2-G-7
 BayCValley 2008 EIR Vol2 Appendix 2-G, p. 2-G-7
 BayCValley 2008 EIR Vol2 Appendix 2-G, p. 2-G-7
 BayCValley 2008 EIR Vol2 Appendix 2-G, p. 2-G-7
 BayCValley 2008 EIR Vol2 Appendix 2-G, p. 2-G-7
 BayCValley 2008 EIR Vol2 Appendix 2-G, p. 2-G-7
 BayCValley 2008 EIR Vol2 Appendix 2-G, p. 2-G-7
 BayCValley 2008 EIR Vol2 Appendix 2-G, p. 2-G-6
 BayCValley 2008 EIR Vol2 Appendix 2-G, p. 2-G-6
 BayCValley 2008 EIR Vol2 Appendix 2-G, p. 2-G-6
 BayCValley 2008 EIR Vol2 Appendix 2-G, p. 2-G-7
 BayCValley 2008 EIR Vol2 Appendix 2-G, p. 2-G-7
 BayCValley 2008 EIR Vol2 Appendix 2-G, p. 2-G-7
 BayCValley 2008 EIR Vol2 Appendix 2-G, p. 2-G-7
 BayCValley 2008 EIR Vol2 Appendix 2-G, p. 2-G-6
 BayCValley 2008 EIR Vol2 Appendix 2-G, p. 2-G-6
 BayCValley 2008 EIR Vol2 Appendix 2-G, p. 2-G-6
 BayCValley 2008 EIR Vol2 Appendix 2-G, p. 2-G-8
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 Preliminary Alt AA June 3, 2010, p. 18
 Preliminary Alt AA June 3, 2010, p. 5
 Preliminary Alt AA June 3, 2010, p. 5
 Preliminary Alt AA June 3, 2010, p. 5
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 Preliminary Alternatives Analysis Report San Jose to Merced Section High Speed Train EIR/EIS June 2010, p. ES-4
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 San_Jose_to_Merced_Preliminary_Alternatives_Analysis_Report_Appendices_6_20_10.pdf, p. 1
 San_Jose_to_Merced_Preliminary_Alternatives_Analysis_Report_Appendices_6_20_10.pdf, p. 1
 California High-Speed Rail Authority Public Meeting undated

Alignment	Reason for Elimination	Primary Source Document
Monterey Highway Subsection SR 87/85	Extensive reconstruction/relocation	California High-Speed Rail Authority Public Meeting undated
Monterey Highway Subsection SR 87/85	Incompatible with existing/proposed transportation	California High-Speed Rail Authority Public Meeting undated
Morgan Hill to Pacheco Pass	New, difficult or intrusive tunnel construction required	San Jose to Merced Section High-Speed Train Project EIR/EIS Updated Winter 2010 pamphlet
Morgan Hill to Pacheco Pass	Seismic concerns	San Jose to Merced Section High-Speed Train Project EIR/EIS Updated Winter 2010 pamphlet
North of GEA	Add'l ROW required/displacement of residents/businesses/non-profits	Authority/FRA AA Workshop 12-2009, p. 9
North of GEA	Environmental (water, biology [wildlife, plants, birds])	Authority/FRA AA Workshop 12-2009, p. 9
North of GEA	Impact to agricultural/farm lands	Authority/FRA AA Workshop 12-2009, p. 9
North of GEA	Impacts to publicly-owned lands	Authority/FRA AA Workshop 12-2009, p. 9
San Joaquin Valley Henry Miller to Ave 22	Add'l ROW required/displacement of residents/businesses/non-profits	Preliminary Alternatives Analysis Report San Jose to Merced Section High Speed Train EIR/EIS June 2010, p. ES-5
San Joaquin Valley Henry Miller to Ave 22	Environmental (water, biology [wildlife, plants, birds])	Preliminary Alternatives Analysis Report San Jose to Merced Section High Speed Train EIR/EIS June 2010, p. ES-5
San Joaquin Valley Henry Miller to Ave 22	Construction challenges and/or lengthy schedule	San_Jose_to_Merced_Preliminary_Alternatives_Analysis_Report_Appendices_6_20_10.pdf, p. 1-3
San Joaquin Valley Henry Miller to SR 152	Add'l ROW required/displacement of residents/businesses/non-profits	Preliminary Alternatives Analysis Report San Jose to Merced Section High Speed Train EIR/EIS June 2010, p. ES-5
San Joaquin Valley Henry Miller to SR 152	Excessive bridge height/length	San Jose to Merced Section High-Speed Train Project EIR/EIS Updated Winter 2010 pamphlet
San Joaquin Valley Henry Miller to SR 152	New, difficult or intrusive tunnel construction required	San Jose to Merced Section High-Speed Train Project EIR/EIS Updated Winter 2010 pamphlet
San Joaquin Valley Henry Miller to SR 152	Construction challenges and/or lengthy schedule	San_Jose_to_Merced_Preliminary_Alternatives_Analysis_Report_Appendices_6_20_10.pdf, p. 1-3
San Joaquin Valley Henry Miller to SR 152	Environmental (water, biology [wildlife, plants, birds])	San_Jose_to_Merced_Preliminary_Alternatives_Analysis_Report_Appendices_6_20_10.pdf, p. 1-3
San Joaquin Valley South of GEA	Add'l ROW required/displacement of residents/businesses/non-profits	San_Jose_to_Merced_Preliminary_Alternatives_Analysis_Report_Appendices_6_20_10.pdf, p. 1-3
San Joaquin Valley South of GEA	Environmental (water, biology [wildlife, plants, birds])	San_Jose_to_Merced_Preliminary_Alternatives_Analysis_Report_Appendices_6_20_10.pdf, p. 1-3
San Joaquin Valley South of GEA	EPA and/or other govt officials/agencies rejected and refused	San_Jose_to_Merced_Preliminary_Alternatives_Analysis_Report_Appendices_6_20_10.pdf, p. 1-3
San Joaquin Valley South of GEA	Impact on endangered species/bisection of wilderness lands	San_Jose_to_Merced_Preliminary_Alternatives_Analysis_Report_Appendices_6_20_10.pdf, p. 1-3
San Joaquin Valley South of GEA	Incompatible with existing neighborhoods/planned development	San_Jose_to_Merced_Preliminary_Alternatives_Analysis_Report_Appendices_6_20_10.pdf, p. 1-3
San Joaquin Valley SR 140	Add'l ROW required/displacement of residents/businesses/non-profits	San_Jose_to_Merced_Preliminary_Alternatives_Analysis_Report_Appendices_6_20_10.pdf, p. 1-3
San Joaquin Valley SR 140	Environmental (water, biology [wildlife, plants, birds])	San_Jose_to_Merced_Preliminary_Alternatives_Analysis_Report_Appendices_6_20_10.pdf, p. 1-3
San Joaquin Valley SR 140	EPA and/or other govt officials/agencies rejected and refused	San_Jose_to_Merced_Preliminary_Alternatives_Analysis_Report_Appendices_6_20_10.pdf, p. 1-3
San Joaquin Valley SR 140	Incompatible with existing neighborhoods/planned development	San_Jose_to_Merced_Preliminary_Alternatives_Analysis_Report_Appendices_6_20_10.pdf, p. 1-3
San Joaquin Valley SR 140	Incompatible with existing/proposed transportation	San_Jose_to_Merced_Preliminary_Alternatives_Analysis_Report_Appendices_6_20_10.pdf, p. 1-3
San Jose Subsection approach downtown aerial	Add'l ROW required/displacement of residents/businesses/non-profits	San Jose to Merced Section High-Speed Train Project EIR/EIS Updated Winter 2010 pamphlet
San Jose Subsection approach downtown aerial	Incompatible with existing neighborhoods/planned development	San Jose to Merced Section High-Speed Train Project EIR/EIS Updated Winter 2010 pamphlet
San Jose Subsection approach downtown aerial	Visual impact/scenic resources	San Jose to Merced Section High-Speed Train Project EIR/EIS Updated Winter 2010 pamphlet
San Jose Subsection approach downtown tunnel	Construction challenges and/or lengthy schedule	San Jose to Merced Section High-Speed Train Project EIR/EIS Updated Winter 2010 pamphlet
SJ Station Approach Subsection-Refined program alignment	Add'l ROW required/displacement of residents/businesses/non-profits	Preliminary Alternatives Analysis Report San Jose to Merced Section High Speed Train EIR/EIS June 2010, p. ES-4
SJ Station Approach Subsection-Refined program alignment	Community impacts & concerns/cultural impacts	Preliminary Alternatives Analysis Report San Jose to Merced Section High Speed Train EIR/EIS June 2010, p. ES-4
SJ Station Approach Subsection-Refined program alignment	Environmental (water, biology [wildlife, plants, birds])	Preliminary Alternatives Analysis Report San Jose to Merced Section High Speed Train EIR/EIS June 2010, p. ES-4
SJ Station Approach Subsection-Refined program alignment	Noise/vibration	Preliminary Alternatives Analysis Report San Jose to Merced Section High Speed Train EIR/EIS June 2010, p. ES-4
SJ Station Approach Subsection-Refined program alignment	Parkland resources	Preliminary Alternatives Analysis Report San Jose to Merced Section High Speed Train EIR/EIS June 2010, p. ES-4
SJ Station Approach Subsection-Refined program alignment	Visual impact/scenic resources	Preliminary Alternatives Analysis Report San Jose to Merced Section High Speed Train EIR/EIS June 2010, p. ES-4
SJ Station Approach Subsection-So. Of Caltrain Tracks	Add'l ROW required/displacement of residents/businesses/non-profits	Preliminary Alternatives Analysis Report San Jose to Merced Section High Speed Train EIR/EIS June 2010, p. ES-4
SJ Station Approach Subsection-So. Of Caltrain Tracks	Community impacts & concerns/cultural impacts	Preliminary Alternatives Analysis Report San Jose to Merced Section High Speed Train EIR/EIS June 2010, p. ES-4
SJ Station Approach Subsection-So. Of Caltrain Tracks	Historically and/or culturally significant properties impacted	Preliminary Alternatives Analysis Report San Jose to Merced Section High Speed Train EIR/EIS June 2010, p. ES-4
SJ Station Approach Subsection-So. Of Caltrain Tracks	Environmental (water, biology [wildlife, plants, birds])	Preliminary Alternatives Analysis Report San Jose to Merced Section High Speed Train EIR/EIS June 2010, p. ES-4
SJ Station Approach Subsection-So. Of Caltrain Tracks	Noise/vibration	Preliminary Alternatives Analysis Report San Jose to Merced Section High Speed Train EIR/EIS June 2010, p. ES-4
SJ Station Approach Subsection-So. Of Caltrain Tracks	Parkland resources	Preliminary Alternatives Analysis Report San Jose to Merced Section High Speed Train EIR/EIS June 2010, p. ES-4
SJ Station Approach Subsection-So. Of Caltrain Tracks	Visual impact/scenic resources	Preliminary Alternatives Analysis Report San Jose to Merced Section High Speed Train EIR/EIS June 2010, p. ES-4
SJ Station Approach Subsection-So. Of Caltrain Tracks	Incompatible with existing/proposed transportation	Preliminary Alternatives Analysis Report San Jose to Merced Section High Speed Train EIR/EIS June 2010, p. ES-4
SJ Station Approach Subsection-3 Track	Barrier to communities and/or land use/open spaces	Staff Report for Final Program for the Final Program Environmental Impact...October 2005, p. 28
I-5	Visual impact/scenic resources	Staff Report for Final Program for the Final Program Environmental Impact...October 2005, p. 28
I-5	Parkland resources	Staff Report for Final Program for the Final Program Environmental Impact...October 2005, p. 28
I-5	Parkland resources	Staff Report for Final Program for the Final Program Environmental Impact...October 2005, p. 28
Soledad Canyon	Crosses or encroaches on Angeles National Forest	Preliminary Palmdale to Los Angeles Section Alternatives Analysis Report Vol 2, July 8, 2010, p. A28
Soledad Canyon	Construction challenges and/or lengthy schedule	Preliminary Palmdale to Los Angeles Section Alternatives Analysis Report Vol 2, July 8, 2010, p. A28
Soledad Canyon	Encroachment on UPRR parcels or cooperation w/UPRR required	Preliminary Palmdale to Los Angeles Section Alternatives Analysis Report Vol 2, July 8, 2010, p. A28
Soledad Canyon	Add'l ROW required/displacement of residents/businesses/non-profits	Preliminary Palmdale to Los Angeles Section Alternatives Analysis Report Vol 2, July 8, 2010, p. A28
Soledad Canyon	Environmental (water, biology [wildlife, plants, birds])	Preliminary Palmdale to Los Angeles Section Alternatives Analysis Report Vol 2, July 8, 2010, p. A28
Soledad Canyon	Barrier to communities and/or land use/open spaces	Preliminary Palmdale to Los Angeles Section Alternatives Analysis Report Vol 2, July 8, 2010, p. A30
Soledad Canyon	Impact to agricultural/farm lands	Preliminary Palmdale to Los Angeles Section Alternatives Analysis Report Vol 2, July 8, 2010, p. A30
Soledad Canyon	Noise/vibration	Preliminary Palmdale to Los Angeles Section Alternatives Analysis Report Vol 2, July 8, 2010, p. A30
Soledad Canyon	Visual impact/scenic resources	Preliminary Palmdale to Los Angeles Section Alternatives Analysis Report Vol 2, July 8, 2010, p. A30
Soledad Canyon	New, difficult or intrusive tunnel construction required	Preliminary Palmdale to Los Angeles Section Alternatives Analysis Report Vol 2, July 8, 2010, p. A31
Soledad Canyon	Seismic concerns	Preliminary Palmdale to Los Angeles Section Alternatives Analysis Report Vol 2, July 8, 2010, p. A31
SR14 South	High capital cost	Preliminary Palmdale to Los Angeles Section Alternatives Analysis Report Vol 2, July 8, 2010, p. A27
SR14 South	Crosses or encroaches on Angeles National Forest	Preliminary Palmdale to Los Angeles Section Alternatives Analysis Report Vol 2, July 8, 2010, p. A28
SR14 South	Add'l ROW required/displacement of residents/businesses/non-profits	Preliminary Palmdale to Los Angeles Section Alternatives Analysis Report Vol 2, July 8, 2010, p. A28
SR14 South	Barrier to communities and/or land use/open spaces	Preliminary Palmdale to Los Angeles Section Alternatives Analysis Report Vol 2, July 8, 2010, p. A30
W99	Alignment eliminated	Staff Report for Final Program for the Final Program Environmental Impact...October 2005, p. 26

APPENDIX B – ALIGNMENT SECONDARY SOURCE DOCUMENTS

Alignment

99 Center Station (south of 198) Alignment CVSB
 99 North Station (Goshen) Alignment CVSC
 Aqueduct/Soledad Canyon
 BNSF A1
 BNSF A1
 BNSF A1
 BNSF A1
 BNSF Hanford West Bypass (mod program alignment) CPAA
 BNSF Hanford West Bypass (mod program alignment) CPAA
 BNSF Hanford West Bypass (mod program alignment) CPAA
 BNSF-Hanford East Bypass/Separate East Side Align C3
 BNSF-Hanford East Bypass/Separate East Side Align C3
 BNSF-Hanford East Bypass/Separate West Side Align C2
 BNSF-Hanford East Bypass/Separate West Side Align C2
 Caltrain Corridor
 Caltrain Corridor
 Caltrain Corridor
 Caltrain Corridor
 Caltrain Corridor
 Caltrain Corridor
 Caltrain Corridor
 Caltrain Corridor
 Caltrain/Morgan Hill/East 101/Pacheco Pass
 Caltrain/Morgan Hill/East 101/Pacheco Pass
 Caltrain/Morgan Hill/Foothill/Pacheco Pass
 Caltrain/Morgan Hill/Foothill/Pacheco Pass
 Caltrain/Morgan Hill/Foothill/Pacheco Pass
 Caltrain/Morgan Hill/Foothill/Pacheco Pass
 Caltrain/Morgan Hill/Foothill/Pacheco Pass
 Caltrain/UP Coast Subdivision/ UP Centreville Line EB-1
 Caltrain/UP Coast Subdivision/ UP Centreville Line EB-1
 Caltrain/UP Coast Subdivision/South of Cushing/UP Warm Springs EB-3
 Caltrain/UP Coast Subdivision/South of Grimmer EB-2
 Corcoran Through Town (at-grade) CTT1A
 Corcoran Through Town (at-grade) CTT1A
 Corcoran Through Town (at-grade) CTT1A
 Corcoran Through Town (at-grade) CTT1A
 Diablo Range-Direct Tunnel
 Diablo Range-Direct Tunnel
 Diablo Range-Merced Southern
 Diablo Range-Northern Tunnel
 Diablo Range-Northern Tunnel
 Diablo Range-Northern Tunnel
 Diablo Range-Northern Tunnel
 Diablo Range-Northern Tunnel
 Diablo Range-Tunnel under Coe Park & wilderness preserve
 Diablo Range-Tunnel under Coe Park & wilderness preserve
 Downtown San Jose Subsection
 Downtown San Jose Subsection
 Downtown San Jose Subsection
 Downtown San Jose Subsection
 Downtown San Jose Subsection
 East of R-99
 East of R-99
 East of R-99

Reason for Elimination

Incompatible with carried forward design
 Incompatible with carried forward design
 Seismic concerns
 Add'l ROW required/displacement of residents/businesses/non-profits
 Environmental (water, biology [wildlife, plants, birds])
 High capital cost
 Local citizenry and elected official opposition
 Impact to agricultural/farm lands
 Incompatible with existing neighborhoods/planned development
 Location too far away from urban core
 Add'l ROW required/displacement of residents/businesses/non-profits
 Incompatible with existing neighborhoods/planned development
 Add'l ROW required/displacement of residents/businesses/non-profits
 Incompatible with existing neighborhoods/planned development
 Add'l ROW required/displacement of residents/businesses/non-profits
 Barrier to communities and/or land use/open spaces
 Construction challenges and/or lengthy schedule
 Historically and/or culturally significant properties impacted
 High capital cost
 Incompatible with existing/proposed transportation
 New, difficult or intrusive tunnel construction required
 Visual impact/scenic resources
 Incompatible with existing neighborhoods/planned development
 Incompatible with existing/proposed transportation
 Environmental (water, biology [wildlife, plants, birds])
 Impact on open space
 Incompatible with existing neighborhoods/planned development
 Incompatible with existing/proposed transportation
 Visual impact/scenic resources
 Add'l ROW required/displacement of residents/businesses/non-profits
 Environmental (water, biology [wildlife, plants, birds])
 Environmental (water, biology [wildlife, plants, birds])
 Environmental (water, biology [wildlife, plants, birds])
 Add'l ROW required/displacement of residents/businesses/non-profits
 Barrier to communities and/or land use/open spaces
 High capital cost
 Incompatible with existing/proposed transportation
 New, difficult or intrusive tunnel construction required
 Seismic concerns
 Environmental (water, biology [wildlife, plants, birds])
 Environmental (water, biology [wildlife, plants, birds])
 EPA and/or other govt officials/agencies rejected and refused
 Impact on endangered species/bisection of wilderness lands
 Seismic concerns
 Will not follow existing transportation corridors/ROWs
 Environmental (water, biology [wildlife, plants, birds])
 Local citizenry and elected official opposition
 Archeological site
 Environmental (water, biology [wildlife, plants, birds])
 Extensive reconstruction/relocation
 Incompatible with existing neighborhoods/planned development
 Construction challenges and/or lengthy schedule
 Environmental (water, biology [wildlife, plants, birds])
 EPA and/or other govt officials/agencies rejected and refused
 Impact to agricultural/farm lands

Secondary Source Document

Preliminary Fresno to Bakersfield AA Volume 1, June 2010, p. 6-3
 Preliminary Fresno to Bakersfield AA Volume 1, June 2010, p. 6-3
 Staff Report for Final Program for the Final Program Environmental Im
 Public Information Meeting undated
 Public Information Meeting undated
 Public Information Meeting undated
 Public Information Meeting undated
 Preliminary Fresno to Bakersfield AA Volume 1, June 2010, p. 6-3
 Preliminary Fresno to Bakersfield AA Volume 1, June 2010, p. 6-3
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 BayCValley 2008 EIR Vol1 Chap 2 Alternatives, p. 2-44
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 Altamont Corridor Rail Project Prelim. AA, February 3, 2011
 Altamont Corridor Rail Project Prelim. AA, February 3, 2011
 Altamont Corridor Rail Project Prelim. AA, February 3, 2011
 Altamont Corridor Rail Project Prelim. AA, February 3, 2011
 Preliminary Fresno to Bakersfield AA Volume 1, June 2010, p. 6-4
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 BayCValley 2008 EIR Vol1 Chap 2 Alternatives, p. 2-44
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 BayCValley 2008 EIR Vol1 Chap 2 Alternatives, p. 2-44
 BayCValley 2008 EIR Vol1 Chap 2 Alternatives, p. 2-44
 BayCValley 2008 EIR Vol1 Chap 2 Alternatives, p. 2-44
 BayCValley 2008 EIR Vol1 Chap 2 Alternatives, p. 2-44
 Millpond Mobile Homes Comm. Briefing, Jan. 20, 2011
 Millpond Mobile Homes Comm. Briefing, Jan. 20, 2011
 Millpond Mobile Homes Comm. Briefing, Jan. 20, 2011
 Millpond Mobile Homes Comm. Briefing, Jan. 20, 2011
 Millpond Mobile Homes Comm. Briefing, Jan. 20, 2011
 BayCValley 2008 EIR Vol1 Chap 2 Alternatives, p. 2-44
 BayCValley 2008 EIR Vol1 Chap 2 Alternatives, p. 2-44
 BayCValley 2008 EIR Vol1 Chap 2 Alternatives, p. 2-44

Alignment

East of R-99
 Fowler/Selma/Kingsburg Greenfield Bypass CBPA
 Fowler/Selma/Kingsburg Near-Town Bypass CBPB
 Gilroy station loop
 Gilroy station loop
 Gilroy station loop
 Gilroy station loop
 Gilroy station loop
 Golden State Blvd/Mixed At-Grade & Elevated/UPRR B12
 Golden State Blvd/Mixed At-Grade & Elevated/UPRR B12
 Golden State Blvd/Mixed At-Grade & Elevated/UPRR B12
 Golden State Blvd/Mixed At-Grade & Elevated/UPRR B12
 Hayward/Niles/Mulford
 Hayward/Niles/Mulford
 Hayward/Tunnel/Mulford
 Hayward/Tunnel/Mulford
 Hayward/Tunnel/Mulford
 Hayward/Tunnel/Mulford
 Hayward/Tunnel/Mulford
 I-10 through Riverside via Iowa Ave A3.2
 I-10 through Riverside/I-215 via Riverside A3.3
 I-10 through Riverside/I-215 via Riverside A3.3
 I-10 through Riverside/I-215 via Riverside A3.3
 I-15 Corridor-Milliken/Hamner to Corona A4.1
 I-280 Alignment
 I-280 Alignment
 I-280 Alignment
 I-280 Alignment
 I-5 via Comanche Point
 I-580 Bay Fair to Pleasanton
 I-580 Bay Fair to Pleasanton
 I-580 Bay Fair to Pleasanton
 I-605/I-10 to Ontario International Airport via Metro A5
 I-605/I-10 to Ontario International Airport via Metro A5
 I-680,UP ROW tunnel Pleasanton/Livermore
 I-680,UP ROW tunnel Pleasanton/Livermore
 I-680/I-580 TV-1
 I-680/I-580 TV-1
 I-680/I-580 TV-1
 I-880 Alignment
 I-880 Alignment
 I-880 Alignment
 I-880 EB-7
 I-880/UP Warm Springs
 I-880/UP Warm Springs
 LAP1A Viaduct from At-Grade or Elevated LAUS
 Lathrop, Adjacent to UP Fresno to Modesto TM-1a
 Lathrop, Adjacent to UP Fresno to Modesto TM-1a
 LAUS to east of I-605 via UPRR via Redondo Junction above-grade A3.2
 LAUS to east of I-605 via UPRR via Redondo Junction above-grade A3.2
 LAUS to east of I-605 via UPRR via Sixth Street A3.1
 LAUS to east of I-605 via UPRR via Sixth Street A3.1
 LAUS to I-605 via land adjacent to the UPRR via Redondo Junction A4.2
 LAUS to I-605 via land adjacent to the UPRR via Redondo Junction A4.2
 LAUS to I-605 via land adjacent to the UPRR via Sixth Street A4.1

Reason for Elimination

Will not follow existing transportation corridors/ROWs
 Incompatible with carried forward design
 Incompatible with carried forward design
 Add'l ROW required/displacement of residents/businesses/non-profits
 Community impacts & concerns/cultural impacts
 Environmental (water, biology [wildlife, plants, birds])
 High capital cost
 Visual impact/scenic resources
 Community impacts & concerns/cultural impacts
 High capital cost
 Location too far away from urban core
 Local citizenry and elected official opposition
 Environmental (water, biology [wildlife, plants, birds])
 Parkland resources
 High capital cost
 Incompatible with existing neighborhoods/planned development
 Seismic concerns
 Tunnel ROW issues
 Will not follow existing transportation corridors/ROWs
 Extensive aerial guideway along freeway(s)
 Incompatible with existing/proposed transportation
 Incompatible with UC Riverside Master Plan
 Community impacts & concerns/cultural impacts
 No reason
 Add'l ROW required/displacement of residents/businesses/non-profits
 Construction and maintenance and freeway impact
 Nature preserves
 Visual impact/scenic resources
 Seismic concerns
 Construction challenges and/or lengthy schedule
 Incompatible with existing/proposed transportation
 Add'l ROW required/displacement of residents/businesses/non-profits
 Incompatible with existing/proposed transportation
 Encroachment on UPRR parcels or cooperation w/UPRR required
 High capital cost
 High constructability/ROW risks due to cooperative agreement with UP
 Incompatible with existing/proposed transportation
 Add'l ROW required/displacement of residents/businesses/non-profits
 Extensive reconstruction/relocation
 Add'l ROW required/displacement of residents/businesses/non-profits
 Construction and maintenance and freeway impact
 High capital cost
 High capital cost
 High capital cost
 Add'l ROW required/displacement of residents/businesses/non-profits
 Environmental (water, biology [wildlife, plants, birds])
 Visual impact/scenic resources
 Environmental (water, biology [wildlife, plants, birds])
 High capital cost
 Incompatible with existing/proposed transportation
 Add'l ROW required/displacement of residents/businesses/non-profits
 Incompatible with existing/proposed transportation
 Add'l ROW required/displacement of residents/businesses/non-profits
 Incompatible with existing/proposed transportation
 Add'l ROW required/displacement of residents/businesses/non-profits
 Add'l ROW required/displacement of residents/businesses/non-profits
 Incompatible with existing/proposed transportation
 Add'l ROW required/displacement of residents/businesses/non-profits
 Incompatible with existing/proposed transportation

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Alignment

LAUS to I-605 via land adjacent to the UPRR via Sixth Street A4.1
 LAUS to March Air Reserve Base I-215/I-15 long tunnel
 Metrolink CMF to SR2 In Trench
 Metrolink CMF to SR2 In Trench
 Metrolink CMF to SR2 In Trench
 Metrolink CMF to SR2 Pacoima Wash PWS
 Metrolink CMF to SR2 Pacoima Wash PWS
 Metrolink CMF to SR2 Pacoima Wash PWS
 Metrolink CMF to SR2 Pacoima Wash PWS
 Metrolink CMF to SR2 Pacoima Wash PWS
 Metrolink CMF to SR2 Pacoima Wash PWS
 Metrolink CMF to SR2 San Fernando Road in trench
 Metrolink CMF to SR2 San Fernando Road in trench
 Mira Mesa to San Diego I-15 to Coast via SR-52
 Mira Mesa to San Diego I-15 to Coast via SR-52
 Mira Mesa to San Diego I-15/SR-163 to Santa Fe
 Mira Mesa to San Diego I-15/SR-163 to Santa Fe
 Mira Mesa to San Diego I-15/SR-163 to Santa Fe
 Monterey Highway East of Caltrain/UPRR
 Monterey Highway East of Caltrain/UPRR
 Monterey Highway East of Caltrain/UPRR
 Monterey Highway East of Caltrain/UPRR
 Monterey Highway Subsection SR 87/85
 Monterey Highway Subsection SR 87/85
 Monterey Highway Subsection SR 87/85
 Morgan Hill/Caltrain/Pacheco Pass
 Morgan Hill/Caltrain/Pacheco Pass
 Morgan Hill/Caltrain/Pacheco Pass
 Mulford Line
 Mulford Line
 Mulford Line
 Mulford Line
 Mulford Line
 Mulford Line
 Mulford Line
 Murrieta/Temecula to Qualcomm Stadium Terminus via I-15 A5
 Murrieta/Temecula to SDIA via I-15 to Mira Mesa and LOSSAN Carroll Cyn A2.1
 Murrieta/Temecula to SDIA via I-15 to Mira Mesa and LOSSAN Rose Cyn A2.3
 Murrieta/Temecula to SDIA via SR 56 and LOSSAN A1
 Murrieta/Temecula to SDIA via SR I-15 and I-8 A4
 Murrieta/Temecula to SDIA via SR I-15 and I-8 A4
 Over BNSF Main Line/One Block South of Amtrak Station/South of UPRR D2-S
 Over BNSF Main Line/One Block South of Amtrak Station/South of UPRR D2-S
 Riverside/I-215 through Riverside via Chicago Ave A2.1
 Riverside/I-215 through Riverside via Chicago Ave A2.1
 Riverside/I-215 through Riverside via Iowa Ae A2.2
 Riverside/I-215 through Riverside via Iowa Ae A2.2
 Riverside/I-215 through Riverside via UC Riverside A2.3
 Riverside/I-215 through Riverside via UC Riverside A2.3
 San Bernardino/I-215 through Riverside via Iowa Ave A1.2
 San Bernardino/I-215 through Riverside via Iowa Ave A1.2
 San Bernardino/I-215 through Riverside via UC Riverside A1.3
 San Bernardino/I-215 through Riverside via UC Riverside A1.3

Reason for Elimination

Add'l ROW required/displacement of residents/businesses/non-profits
 New, difficult or intrusive tunnel construction required
 Inability to maintain operating speeds
 Incompatible with existing/proposed transportation
 Add'l ROW required/displacement of residents/businesses/non-profits
 Impracticable/redundant construction
 Seismic concerns
 Construction and maintenance and freeway impact
 Add'l ROW required/displacement of residents/businesses/non-profits
 Visual impact/scenic resources
 Noise/vibration
 High capital cost
 Parkland resources
 Add'l ROW required/displacement of residents/businesses/non-profits
 Incompatible with existing neighborhoods/planned development
 Add'l ROW required/displacement of residents/businesses/non-profits
 Incompatible with existing neighborhoods/planned development
 Incompatible with existing neighborhoods/planned development
 Urban environment issues
 Community impacts & concerns/cultural impacts
 Environmental (water, biology [wildlife, plants, birds])
 Extensive reconstruction/relocation
 Incompatible with existing/proposed transportation
 Construction challenges and/or lengthy schedule
 Aerial alignment over freeways
 Extensive reconstruction/relocation
 Incompatible with existing/proposed transportation
 Add'l ROW required/displacement of residents/businesses/non-profits
 Environmental (water, biology [wildlife, plants, birds])
 Will not follow existing transportation corridors/ROWs
 Add'l ROW required/displacement of residents/businesses/non-profits
 Environmental (water, biology [wildlife, plants, birds])
 High capital cost
 Incompatible with existing/proposed transportation
 Local citizenry and elected official opposition
 Parkland resources
 Visual impact/scenic resources
 Connectivity issues
 Impact on endangered species/bisection of wilderness lands
 Impact on endangered species/bisection of wilderness lands
 Environmental (water, biology [wildlife, plants, birds])
 New, difficult or intrusive tunnel construction required
 Viaduct height excessive and/or incompatible with surrounding area
 Impracticable/redundant construction
 Incompatible with existing neighborhoods/planned development
 Encroachment on UPRR parcels or cooperation w/UPRR required
 Aerial crossings of other RR required
 Encroachment on UPRR parcels or cooperation w/UPRR required
 Aerial crossings of other RR required
 Encroachment on UPRR parcels or cooperation w/UPRR required
 Aerial crossings of other RR required
 Encroachment on UPRR parcels or cooperation w/UPRR required
 Aerial crossings of other RR required
 Extensive aerial guideway along freeway(s)
 Visual impact/scenic resources
 Incompatible with existing/proposed transportation
 Incompatible with UC Riverside Master Plan

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Alignment	Reason for Elimination	Secondary Source Document
UP Niles/Niles Tunnel EBUC-1	Add'l ROW required/displacement of residents/businesses/non-profits	Altamont Corridor Rail Project Prelim. AA, February 3, 2011
UP Niles/Niles Tunnel EBUC-1	Environmental (water, biology [wildlife, plants, birds])	Altamont Corridor Rail Project Prelim. AA, February 3, 2011
UP Niles/Niles Tunnel EBUC-1	Visual impact/scenic resources	Altamont Corridor Rail Project Prelim. AA, February 3, 2011
UP San Joaquin River, Stockton TS-2	Impracticable/redundant construction	Altamont Corridor Rail Project Prelim. AA, February 3, 2011
UP San Joaquin River, Stockton TS-2	Environmental (water, biology [wildlife, plants, birds])	Altamont Corridor Rail Project Prelim. AA, February 3, 2011
UP San Joaquin River, Stockton TS-2	High capital cost	Altamont Corridor Rail Project Prelim. AA, February 3, 2011
UPRR East/Mixed At-Grade & Elevated/UPRR B11	Incompatible with carried forward design	Preliminary Fresno to Bakersfield AA Volume 1, June 2010, p. 4-19
UPRR from east of I-605 to Ontario International Airport A7	Incompatible with existing/proposed transportation	Los Angeles to San Diego Via the Inland Empire Section Preliminary AA
UPRR to BNSF/Separate East Side Alignment C6	Extensive reconstruction/relocation	Preliminary Fresno to Bakersfield AA Volume 1, June 2010, p. 6-3
UPRR to BNSF/Separate East Side Alignment C6	Impact to agricultural/farm lands	Preliminary Fresno to Bakersfield AA Volume 1, June 2010, p. 6-3
UPRR to BNSF/Separate West Side Alignment C5	Extensive reconstruction/relocation	Preliminary Fresno to Bakersfield AA Volume 1, June 2010, p. 6-3
UPRR to BNSF/Separate West Side Alignment C5	Impact to agricultural/farm lands	Preliminary Fresno to Bakersfield AA Volume 1, June 2010, p. 6-3
UPRR to BNSF/Shared ROW C4	Extensive reconstruction/relocation	Preliminary Fresno to Bakersfield AA Volume 1, June 2010, p. 6-3
UPRR to BNSF/Shared ROW C4	Impact to agricultural/farm lands	Preliminary Fresno to Bakersfield AA Volume 1, June 2010, p. 6-3
UPRR West/Mixed At-Grade & Elevated/UPRR B10	Incompatible with carried forward design	Preliminary Fresno to Bakersfield AA Volume 1, June 2010, p. 4-19
US-101	Add'l ROW required/displacement of residents/businesses/non-profits	BayCValley 2008 EIR Vol1 Chap 2 Alternatives, p. 2-43
US-101	Construction and maintenance and freeway impact	BayCValley 2008 EIR Vol1 Chap 2 Alternatives, p. 2-43
US-101	New, difficult or intrusive tunnel construction required	BayCValley 2008 EIR Vol1 Chap 2 Alternatives, p. 2-43
US-101	Visual impact/scenic resources	BayCValley 2008 EIR Vol1 Chap 2 Alternatives, p. 2-43
Visalia 198 East Station Alignment CVSA	Incompatible with carried forward design	Preliminary Fresno to Bakersfield AA Volume 1, June 2010, p. 6-3
Warm Springs to San Jose	Add'l ROW required/displacement of residents/businesses/non-profits	BayCValley 2008 EIR Vol1 Chap 2 Alternatives, p. 2-43
Warm Springs to San Jose	Incompatible with existing/proposed transportation	BayCValley 2008 EIR Vol1 Chap 2 Alternatives, p. 2-43
Warm Springs to San Jose	New, difficult or intrusive tunnel construction required	BayCValley 2008 EIR Vol1 Chap 2 Alternatives, p. 2-43
Wasco East Bypass, Through Shafter (at-grade) CTT2C	Add'l ROW required/displacement of residents/businesses/non-profits	Preliminary Fresno to Bakersfield AA Volume 1, June 2010, p. 6-4
Wasco East Bypass, Through Shafter (at-grade) CTT2C	Barrier to communities and/or land use/open spaces	Preliminary Fresno to Bakersfield AA Volume 1, June 2010, p. 6-4
Wasco East Bypass, Through Shafter (at-grade) CTT2C	High capital cost	Preliminary Fresno to Bakersfield AA Volume 1, June 2010, p. 6-4
Wasco East Bypass, Through Shafter (at-grade) CTT2C	Incompatible with existing/proposed transportation	Preliminary Fresno to Bakersfield AA Volume 1, June 2010, p. 6-4
Wasco/Shafter Through Town (at-grade in Wasco, elevated in Shafter) CTT2F	Add'l ROW required/displacement of residents/businesses/non-profits	Preliminary Fresno to Bakersfield AA Volume 1, June 2010, p. 6-4
Wasco/Shafter Through Town (at-grade in Wasco, elevated in Shafter) CTT2F	Barrier to communities and/or land use/open spaces	Preliminary Fresno to Bakersfield AA Volume 1, June 2010, p. 6-4
Wasco/Shafter Through Town (at-grade in Wasco, elevated in Shafter) CTT2F	High capital cost	Preliminary Fresno to Bakersfield AA Volume 1, June 2010, p. 6-4
Wasco/Shafter Through Town (at-grade in Wasco, elevated in Shafter) CTT2F	Incompatible with existing/proposed transportation	Preliminary Fresno to Bakersfield AA Volume 1, June 2010, p. 6-4
Wasco/Shafter Through Town (at-grade) CTT2A	Add'l ROW required/displacement of residents/businesses/non-profits	Preliminary Fresno to Bakersfield AA Volume 1, June 2010, p. 6-4
Wasco/Shafter Through Town (at-grade) CTT2A	Barrier to communities and/or land use/open spaces	Preliminary Fresno to Bakersfield AA Volume 1, June 2010, p. 6-4
Wasco/Shafter Through Town (at-grade) CTT2A	High capital cost	Preliminary Fresno to Bakersfield AA Volume 1, June 2010, p. 6-4
Wasco/Shafter Through Town (at-grade) CTT2A	Incompatible with existing/proposed transportation	Preliminary Fresno to Bakersfield AA Volume 1, June 2010, p. 6-4
Wasco/Shafter Through Town (elevated in Wasco, at-grade in Shafter) CTT2E	Add'l ROW required/displacement of residents/businesses/non-profits	Preliminary Fresno to Bakersfield AA Volume 1, June 2010, p. 6-4
Wasco/Shafter Through Town (elevated in Wasco, at-grade in Shafter) CTT2E	Barrier to communities and/or land use/open spaces	Preliminary Fresno to Bakersfield AA Volume 1, June 2010, p. 6-4
Wasco/Shafter Through Town (elevated in Wasco, at-grade in Shafter) CTT2E	High capital cost	Preliminary Fresno to Bakersfield AA Volume 1, June 2010, p. 6-4
Wasco/Shafter Through Town (elevated in Wasco, at-grade in Shafter) CTT2E	Incompatible with existing/proposed transportation	Preliminary Fresno to Bakersfield AA Volume 1, June 2010, p. 6-4
Wasco/Shafter/7th Standard Road East Bypass CTT2G	Impact to agricultural/farm lands	Preliminary Fresno to Bakersfield AA Volume 1, June 2010, p. 6-4
Wasco/Shafter/7th Standard Road East Bypass CTT2G	Incompatible with existing neighborhoods/planned development	Preliminary Fresno to Bakersfield AA Volume 1, June 2010, p. 6-4
West of R-99	Environmental (water, biology [wildlife, plants, birds])	BayCValley 2008 EIR Vol1 Chap 2 Alternatives, p. 2-44
West of R-99	Impact to agricultural/farm lands	BayCValley 2008 EIR Vol1 Chap 2 Alternatives, p. 2-44
West of R-99	Will not follow existing transportation corridors/ROWS	BayCValley 2008 EIR Vol1 Chap 2 Alternatives, p. 2-44
WPRR/Hayward/I-880	Construction challenges and/or lengthy schedule	BayCValley 2008 EIR Vol1 Chap 2 Alternatives, p. 2-43
WPRR/Hayward/I-880	Incompatible with existing/proposed transportation	BayCValley 2008 EIR Vol1 Chap 2 Alternatives, p. 2-43
WPRR/Hayward/I-880	Visual impact/scenic resources	BayCValley 2008 EIR Vol1 Chap 2 Alternatives, p. 2-43
WPRR/Tunnel/Mulford	High capital cost	BayCValley 2008 EIR Vol1 Chap 2 Alternatives, p. 2-43
WPRR/Tunnel/Mulford	Incompatible with existing neighborhoods/planned development	BayCValley 2008 EIR Vol1 Chap 2 Alternatives, p. 2-43
WPRR/Tunnel/Mulford	Seismic concerns	BayCValley 2008 EIR Vol1 Chap 2 Alternatives, p. 2-43
WPRR/Tunnel/Mulford	Tunnel ROW issues	BayCValley 2008 EIR Vol1 Chap 2 Alternatives, p. 2-43
WPRR/Tunnel/Mulford	Will not follow existing transportation corridors/ROWS	BayCValley 2008 EIR Vol1 Chap 2 Alternatives, p. 2-43