

**DETAILED DESCRIPTION OF HIGHWAY ELEMENT OF  
NO PROJECT ALTERNATIVE**

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## DETAILED DESCRIPTION OF HIGHWAY ELEMENT OF NO PROJECT ALTERNATIVE

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### 2-A.1.1 Highway Element of No Project Alternative

#### 2-A.1.1.1 Existing Highway System

As identified in Table 2-A-1, several interstate and U.S. highways and state routes play a central role in intercity travel in California. These highways vary in size, from a four-lane State Route 152 (SR-152) through the coastal mountains to the multi-lane Interstate 5 (I-5) that forms a main transportation artery from Mexico to Canada.

While some routes traverse the entire study area, as in the case of I-5, many of the other routes provide a connection between various regions in California. Examples of this type of highway include the many east-west routes that bisect the Central Valley, connecting communities in the Sierra foothills with coastal cities and the Bay Area. The California highway system serving the intercity travel market of the proposed high-speed train system includes the following routes discussed below.

**Table 2-A-1  
California Intercity Highway System**

<b>Interstate Highways</b>	<b>U.S. Highways</b>	<b>State Routes</b>
Interstate 5 (I-5)	U.S. Highway 101 (US-101)	State Route 84 (SR-84)
Interstate 80 (I-80)		State Route 85 (SR-85)
Interstate 205 (I-205)		State Route 99 (SR-99)
Interstate 280 (I-280)		State Route 120 (SR-120)
Interstate 580 (I-580)		State Route 152 (SR-152)
Interstate 680 (I-680)		State Route 237 (SR-237)
Interstate 880 (I-880)		

#### A. INTERSTATE 5

I-5 is an intrastate and regional transportation corridor that extends the entire width of the United States from Mexico to Canada. It serves as the backbone of the California transportation highway network connecting the major urban centers of San Diego, Orange County, Los Angeles, and Sacramento. It is used as a commuter route between employment and residential areas from county-to-county and from region-to-region. I-5 is used for inter-regional, intra-regional, interstate, and international travel and goods movement. I-5 was designed and built as one of the first interstate highways in the federal highway system. Much of I-5 was constructed prior to the federal commitment to funding an interstate system in 1956.

#### B. INTERSTATE 80

I-80 is one of the primary east-west transcontinental interstates, crossing the U.S. from San Francisco to New York City. Within California, I-80 connects the San Francisco Bay Area with Sacramento and the upper San Joaquin Valley. I-80 provides access for local and regional trips as well as interstate travel. This route functions as a primary regional commuter route and facilitates inter-regional (Bay Area and Sacramento areas) commuter trips. In addition to commuter traffic, I-80 is also a key route for interstate goods movement. Considerable intra- and interstate recreational travel also occurs along I-80 between the Bay Area, Sacramento, and the Lake Tahoe/Reno area at the California/Nevada border.

#### C. INTERSTATE 205

I-205 runs from the junction of I-580 to I-5 near Tracy where it continues east as SR-120. This route provides the primary access to I-5 for Bay Area intercity trips to the Central Valley and Southern California.

#### D. INTERSTATE 280

I-280 was completed in 1973 to connect San Francisco and San Jose down the western side of the Peninsula along the San Francisco Bay. A portion of I-280 through the foothills and valleys of San Mateo County is designated as a scenic highway. I-280's primary function is as a reliever route for regional and intercity traffic on US-101.

#### E. INTERSTATE 580

I-580 is a multi-functional facility that connects the Central Valley with the Bay Area. Portions of this route through the Altamont Pass area have been in use as a highway route since 1938. The full length of the highway extends from San Rafael in Marin County to the I-5/SR-120 interchange near Tracy. This major regional route has become a key commuter corridor, linking residential communities in the Central Valley and Contra Costa County with employment centers in Alameda and Santa Clara County. I-580 is also a primary intrastate goods movement route between the Central Valley and the Bay Area.

#### F. INTERSTATE 680

I-680 links communities in Contra Costa, Solano, and Santa Clara Counties east of San Francisco. This interstate highway is the primary east-west corridor for Contra Costa County residents. I-680 serves San Jose, where it becomes I-280 and is a major commuter route into Santa Clara County. I-680 also serves many intercity trips through connections with other highways such as I-80 and I-580 that provide access to the Central Valley, Sacramento, and San Francisco.

#### G. INTERSTATE 880

I-880 extends between Oakland and San Jose in Alameda and Santa Clara Counties. This highway is a major regional commuter corridor, providing access from residential communities in Alameda County to San Francisco, as well as the rapidly growing "Silicon Valley" employment areas located in Fremont, Milpitas, and San Jose. I-880 provides a key access route for interstate and international freight hubs, including the Port of Oakland and international airports in Oakland and San Jose. A portion of I-880 in Oakland was destroyed in the 1989 Loma Prieta Earthquake and was reconstructed along a new alignment that opened in 1997.

#### H. STATE ROUTE 84

SR-84 is split into two distinct sections. The first section is an east-west highway extending from SR-1 near San Gregorio to the east side of the Bay at I-580 in Livermore. The highway crosses the southern portion of San Francisco Bay on the Dumbarton Bridge. The second section of SR-84 begins in Rio Vista along SR-12 and terminates at the interchange with I-80 north of West Sacramento.

#### I. STATE ROUTE 85

SR-85, known as the "Stevens Creek Freeway" is a north-south highway which serves the eastern edge of Santa Clara County including the cities of San Jose, Los Gatos, Saratoga, Cupertino, Sunnyvale, and Los Altos. The highway extends from US-101 in Mountain View to the intersection with US-101 in San Jose.

#### J. STATE ROUTE 92

SR-92 is a east-west route extending from SR-1 in Half Moon Bay to the intersection with Mission Boulevard (SR-238) in Hayward. SR-92 starts in Half Moon Bay as a narrow 2-lane roadway before transitioning into a freeway at the intersection with I-280. The highway crosses San Francisco Bay on the San Mateo Bridge and turns into a city street as it enters downtown Hayward.

#### K. STATE ROUTE 99

SR-99 is the primary north-south highway for Central Valley residents traveling between the Upper Sacramento Valley and the San Joaquin Valley. SR-99 passes through all major cities in the Central Valley, including Marysville, Sacramento, Stockton, Modesto, Fresno, and Bakersfield. SR-99 carries a large amount of intercity passenger and freight traffic.

#### L. STATE ROUTE 120

SR-120 extends eastward from the junction of I-5 in Tracy to Mono Lake. It provides access for Bay Area residents traveling to Yosemite National Park, and serves a large number of intercity and recreational trips (heaviest in the summer months and holidays).

#### M. STATE ROUTE 152

SR-152 functions as a key east-west corridor between the fast growing residential communities in the Central Valley near Los Banos and the high-tech employment area of Santa Clara County SR-152 also provides access for residents of Santa Cruz and Monterey Counties traveling to the Central Valley. While serving a large number of intercity trips, a considerable and increasing number of trips are made by commuters.

#### N. STATE ROUTE 163

SR-163 is a regional state highway located in San Diego County. SR-163 originates in the north near the Miramar Naval Station and I-15. SR-163 primarily runs north south, running through Mission Valley and Balboa Park terminating in downtown San Diego with a connection to I-5.

#### O. STATE ROUTE 237

SR-237, known as the “South Bay Freeway” is an east-west highway along the southern portion of San Francisco Bay in Santa Clara County. The highway extends from the junction with SR-82 in Mountain View to the I-680 interchange in Milpitas.

#### P. U.S. HIGHWAY 101

US-101 is a major intercity route, providing access for travelers from Washington to Los Angeles. This highway functions as a high-speed alternative to SR-1 for travel along the coast of California. In many urban areas US-101 also serves as a major regional route for commuter travel.

### 2-A.1.1.1 No Project Highway System

Funded and programmed improvements on the intercity highway network considered in this study are based on financially constrained regional transportation plans (RTPs) developed by Regional Transportation Planning Agencies. Intercity highway improvements included as part of the No Project Alternative include infrastructure projects as well as intelligent transportation system (ITS) and other potential system improvements programmed to be in operation by 2020. The funded and programmed improvements are identified by county in the following list.

The following RTP documents were reviewed in developing the list of financially constrained projects expected to be in operation by 2020.

- *Transportation 2030 Plan for the San Francisco Bay Area*, Metropolitan Transportation Commission (MTC), February 2005.
- *2004 Regional Transportation Plan for Merced County*, Merced County Association of Governments (MCAG), Adopted August 19, 2004.
- *2004 Regional Transportation Plan: Vision 2030*, San Joaquin Council of Governments,
- *2004 Regional Transportation Plan*, Stanislaus Council of Governments, 2004

#### Q. ALAMEDA COUNTY

- I-580/I-205 truck separation lane
- SR-84 (Isabel realignment) and I-580/Airway interchange improvements
- I-238 westbound widening between I-580 and I-880
- I-238 eastbound widening between I-580 and I-880
- I-580 eastbound auxiliary lane, ramp meters (Tri-Valley)
- Complete I-880 high-occupancy vehicle (HOV) lanes to Santa Clara County
- SR-262/I-880 Mission Boulevard—reconfigure roadway and interchanges, add HOV lanes on I-880
- I-880 interchange improvements with ramp meters
- SR-84 upgrade to expressway between SR-238 and I-880

- SR-238 Hayward Bypass (Stage 1)
- Reconstruct I-880/Route 262 interchange and widen I-880 from Route 262 to Santa Clara County line
- Construct airport roadway from I-880/98<sup>th</sup> Avenue interchange to Oakland International Airport
- Widen Route 84 from I-880 to Paseo Padre
- I-580/Isabel interchange improvements
- Widen I-238 between I-580 and I-880
- I-580 corridor improvements
- Widen I-680 for northbound HOV lane
- SR-238 corridor improvements
- Widen SR- 84 from north Pigeon Pass to Jack London Boulevard
- Widen I-680 southbound HOV/HOT lane between Route 84 and Route 237
- I-680 from Vallecitos to Scott Creek
- I-880 from Stevenson to Mission
- SR-92 from 880 to San Mateo County line
- I-680 from Scott Creek to Stoneridge
- I-680 from Scott Creek to Mission
- I-880 from Dixon Landing to Warren
- I-880 from Dixon Landing to Warren
- I-580 from I-680 to Greenville
- I-580 from 1st to Vasco
- SR-238 from I-880 to I-580

#### R. SAN MATEO COUNTY

- US-101 auxiliary lanes from Marsh Road to SR-92
- US-101 auxiliary lanes from Third Avenue to Grand Avenue
- US-101 interchange improvements
- State Route 92 improvements from San Mateo Bridge to I-280 (SR-92 from 101 to 280)
- SR-92 at Dumbarton Bridge
- I-280 from Edgewood to SR-92
- US-101 from University to Embarcadero
- US-280 from Hickey to Fleetwood

- US-101 from Millbrae to University
  - SR-92 from 101 to 280
- S. SANTA CLARA COUNTY
- US-101 auxiliary lanes from SR-87 to Trimble Road
  - Montague Expressway widening from I-680 to US-101 with improved HOV lanes
  - Widen US-101 to six lanes from South San Jose to Morgan Hill (US-101 from SR-85 to Cochrane)
  - SR-85/US-101 interchange improvements (US-101 from 101 to Middlefield)
  - SR-152 safety improvements
  - Widen US-101 from Route 25 to Santa Clara/San Benito County line
  - Widen US-101 from Cochrane Road to Monterey Highway
  - Future rail corridor Major Investment Studies
- SR-87 from US-101 to SR-85
  - I-880/17 from Coleman to SR-85
  - I-880 from Trimble to US-101
  - I-880 from Dixon to 237
  - I-680 from Scott Creek to US-237
  - SR-85 from El Camino Real to Fremont
  - US-101 from University to Embarcadero
  - US-101 from Ellis to Steyner
  - US-237 from Mathilda to Highway 85
  - US-237 from Mathilda to Zanker
  - SR-17 from Hamilton to San Thomas
  - I-880 from Dixon Landing to 237
  - I-680 from Scott Creek to Jacklin
  - I-680 from Scott Creek to Jacklin
- T. MERCED COUNTY
- SR-152—Los Banos bypass right-of-way acquisition
  - SR-152—Los Banos bypass Phase 1 Construction
  - SR-99—Realign SR-99, improve 140/99 interchange, new ramps, connect 16<sup>th</sup> Street to Yosemite Parkway

- SR-99—Sandy Mush Interchange
- SR-99 from Madera County to Buchanan Hollow—Upgrade to freeway
- SR-99—Construct Arboleda interchange
- SR-99 from Buchanan Hollow to Owens Creek—Upgrade to freeway.
- SR-99—Delhi Freeway Project
- SR-99 from Owens Creek bridge to 0.4 kilometers (km) south of Childs Avenue overcrossing—Upgrade from 4-lane expressway to 4-lane freeway
- SR-99—Construct interchange at Campus/Healy
- SR-99 from north Atwater overhead to Arena Way—Upgrade from 4-lane expressway to 4-lane freeway.
- SR-99—Construct interchange at Westside Boulevard
- SR-99 from Arena Way to 0.5 km north of Dwight Way—Upgrade to 4-lane freeway
- SR-99—Construct interchange at Sultana
- SR-99—Modify Ramps with one couplets on 13th & 14th Streets
- SR-152 Los Banos Bypass
- SR-59 realignment from SR-99 to Bellevue
- SR-99 widening in multiple locations
- Lane additions on SR 99 between Modesto and Bakersfield at various locations
- A number of other facilities, primarily in east-west directions on both sides of SR 99, are widened throughout metropolitan areas from Stockton to Bakersfield

#### U. SAN JOAQUIN COUNTY

- I-5 (Stockton)—Add northbound (NB) auxiliary lane Monte Diablo to Country Club
- I-5 (Stockton)—Widen to 8 lanes, from Monte Diablo Avenue undercrossing to Hammer Lane. Add auxiliary lane, possible HOV lanes
- I-5 (County)—From I-205 to SR-120 NB, widen bridge to 5 lanes
- I-5 (Stockton)—From Hammer Lane to Eight Mile Road, widen to 8 lanes, add auxiliary lanes and possible HOV lanes
- SR-99 (Stockton)—Widen to 6 lanes, Hammer to north of Crosstown Freeway. Widen and reconstruct ramps
- SR-99 (Stockton)—Widen to 6 lanes using inside median, Arch Road to Main Street (South boundary: Crosstown/99 Interchange)
- SR-99 (Manteca-Stockton)—Widen to 6 lanes in median from SR-120 to Arch Road
- I-580 (County)—Widen to 6 lanes from Patterson Pass to Alameda County Line
- I-5 (Stockton)—Add NB auxiliary lane Monte Diablo to Country Club
- Extend SR-4 from I-5 to existing SR-4/Charter Way
- Improve SR-120 from SR-99 to Stanislaus County line
- Improve SR-88 from SR-12/Victor Road to SR-12 east of Clements

- Widen SR-99 from Harney Road to Sacramento County line
- Widen I-205 from I-580 to I-5 (I-205 widened 1 lane in each direction to I-580)
- Widen I-5 from Roth Road to I-205
- I-5 widened one lane in each direction

#### V. STANISLAUS COUNTY

- SR-99 from Taylor Road to Service Road—Keyes Stage II highway planting
- SR-99 at Hatch Road overcrossing—Construct soundwall east side
- SR-99 at Pelandale interchange—Reconstruct to widen from 2 to 4 lanes
- Oakdale Expressway
- Pelandale Interchange
- SR-108 Expressway
- SR-132 Widening from SR 99 to west of Dakota/Nebraska
- SR-99 Widening for Ceres to SR 219
- Standiford Interchange
- SR-132/99 East Connection
- SR-132 West Butler to Dakota
- SR-132 West San Joaquin River to Butler

#### W. CONTRA COSTA COUNTY

- I-580 from Central to Marin County Line
- SR-4 from Cummings to 80
- I-680 from Rudgear to 680/24
- I-680 from Main Street to Solano County Line
- SR-4 from Loveridge to Bailey
- SR-4 from Loveridge to Port Chicago
- SR-24 from Broadway to Moraga
- I-680 from Diablo to Bollinger Canyon
- I-680 from Rudgear to Willow Pass
- SR-4 from Loveridge to 18th
- 80 from John Muir to Carquinez Bridge

#### X. SOLANO COUNTY

- 80 from I-680 to Air Base

#### Y. MARIN COUNTY

- US-101 from Tamalpais to Sonoma County Line

Z. SONOMA COUNTY

- I-680 to Rohnert Park
- Redwood to Oakwood
- US-101 from Rohnert Park to Marin County Line

AA. OTHER COUNTIES

- U.S. 101 Prunedale Bypass, plus SR 152 between Monterey and Salinas (Monterey)
- SR-46 widened between Paso Robles and I-5 (just north of Bakersfield)
- US-395 widening throughout Kern County, plus widening at various locations in Inyo and Mono Counties



**DETAILED DESCRIPTION OF AVIATION ELEMENT OF  
NO PROJECT ALTERNATIVE**

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## DETAILED DESCRIPTION OF AVIATION ELEMENT OF NO PROJECT ALTERNATIVE

### 2-B.1.1 Aviation Element of No Project Alternative

The aviation element of the No Project Alternative currently consists of only the existing aviation infrastructure. In the Draft Program Environmental Impact Report/Environmental Impact Statement (EIR/EIS), improvements that are approved, permitted and funded for construction by 2030 will also be included. However, due to private funding and programming practices of the airports, the identification of approved, permitted and funded projects will require direct contact with the airport authorities involved to accurately determine the status of candidate improvement projects. This aviation element of the No Project Alternative will be updated as qualifying improvements are identified. The existing facilities are summarized below.

#### 2-B.1.1.1 Existing Aviation System

The existing air transportation system consists of the following 6 airports within the study area that currently provide commercial service between the same intercity markets as the proposed high-speed train system.

- Stockton Metropolitan Airport (SCK).
- San Francisco International Airport (SFO).
- Oakland Metropolitan International Airport (OAK).
- Norman Y. Mineta San Jose International Airport (SJC).
- Merced Municipal/Macready Field (MCE).
- Modesto City-County-Harry Sham Field Airport (MOD).

The location, existing services, and infrastructure of each of the airports is described below. The existing infrastructure is summarized in Table 2-B-1. This information was gathered from existing airport master plans and interviews with airport administration representatives. Sources in this section are documented as endnotes at the end of this appendix.

**Table 2-B-1  
Existing (2001) Airport Facilities and Characteristics**

Airport	Total Passenger Terminal Size (square feet)	Annual Passengers (millions)	Percent of In-State Passengers <sup>1</sup>	Number of Runways	Number of Gates	Number of Lanes Primary Access Road	Number of Parking Spaces (On/off-site)	Size of Airport (acres)
<b>Bay Area</b>								
Oakland (OAK)	429,000	11.4	60.1%	3	24	5	7,016	600
San Jose (SJC)	403,800	13.1 (CY) <sup>3</sup>	49%	3	31	2	8,500	1,000

Airport	Total Passenger Terminal Size (square feet)	Annual Passengers (millions)	Percent of In-State Passengers <sup>1</sup>	Number of Runways	Number of Gates	Number of Lanes Primary Access Road	Number of Parking Spaces (On/off-site)	Size of Airport (acres)
San Francisco (SFO)	5,021,000	33.9	28.7%	4	117	9	10,788	2,383 <sup>2</sup>
<b>Southern Central Valley</b>								
Merced (MCE)	3,382	.01	0%	1	1	1	55	470
Modesto (MOD)	8,900	.03	81%	2	1	1	300	350
<b>Regional Total</b>	<b>5,8666,082</b>	<b>58.44</b>		<b>13</b>	<b>174</b>	<b>18</b>	<b>26,659</b>	<b>4,803</b>
<b>Statewide Total</b>	<b>12,960,178</b>	<b>163.9</b>	<b>33%</b>	<b>41</b>	<b>476</b>	<b>65</b>	<b>99,265</b>	<b>25,107</b>
Notes:								
<sup>1</sup> There were approximately 75,000 total passengers until October of 2001 when United Airlines ceased service to the airport. United airlines has not resumed service.								
<sup>2</sup> The airport owns 5,171 acres but uses 2,383 acres. An additional 2,788 acres is undeveloped tide lands.								
<sup>3</sup> 13,091,193 reflect total passengers for the calendar year of 2001.								

**A. STOCKTON METROPOLITAN AIRPORT (SCK)**

The Stockton Metropolitan Airport is located on the Southern boundary of the city of Stockton in the heart of California’s Central Valley. The airport is located between two major north-south thoroughfares; I-5, 1.5 miles to the West, and State Highway 99, which borders the airport on the East side. Situated on 1449 acres of land, the Stockton Metropolitan Airport has an 8,650-foot long, 150-foot wide primary Instrument Landing System (ILS) runway, with a take-off distance available of 10,037 feet. This runway is scheduled to be lengthened during the summer of 2002 giving an ultimate take-off distance available of 11,037 feet as of the fall of 2003. The Stockton Metropolitan Airport also has a 4,458-foot long, 75-foot wide general aviation runway. Six air carrier gates adjoin the 44,355 square foot terminal building.

**B. SAN FRANCISCO INTERNATIONAL AIRPORT (SFO)**

San Francisco International Airport is located on the San Francisco Peninsula, east of US-101 along the western shore of San Francisco Bay. The airport served a total of 33.9 million passengers in 2000. The highest numbers of domestic flight passengers, 13.7 percent of all arrivals, originate from the Los Angeles area on 79 daily flights. There are four runways with 93 boarding gates for commercial jets and 24 boarding gates for commuter flights. The current runways are more than 50 years old but are presently being repaved (July 2002). The airport can accommodate simultaneous arrivals and departures but the layout design does not allow for simultaneous arrivals during poor weather such as fog, low clouds, or high wind conditions. The facility has a total of 10,788 parking spaces with nine traffic lanes accessing the airport. The airport serves both international and domestic locations.<sup>1</sup>



### C. OAKLAND METROPOLITAN INTERNATIONAL AIRPORT (OAK)

Oakland International Airport, owned by the Port of Oakland, is located south of downtown Oakland, west of I-880 along the eastern shore of San Francisco Bay. The airport served a total of 11.4 million passengers in 2001 and expects to serve 12.0 million in 2002. The airport has three runways with 24 associated boarding gates. There are a total of 7,016 parking spaces and five traffic lanes entering the facility. Oakland International Airport serves both international and domestic locations with 404 daily domestic and six daily international flights.<sup>2</sup>

### D. SAN JOSE INTERNATIONAL AIRPORT (SJC)

San Jose International Airport is located two miles north of downtown San Jose, just south of US-101. In 2001, the airport served a total of 13.1 million passengers. The airport accommodates an approximate total of 207 departures per day, and a total of 151,132 domestic and international flights per year (calendar year 2001). The airport has three runways, one of which was resurfaced in 1988, a second was resurfaced in 2001, and the third is currently undergoing resurfacing (July 12, 2002). The airport has a total of 31 different boarding gates, and provides 7,200 parking spaces for public use and 1,300 spaces for employee use. Access to the airport is provided via the two lane Airport Boulevard.<sup>3</sup>

### E. MERCED MUNICIPAL/MACREADY FIELD (MCE)

The Merced Municipal Airport is located southwest of downtown Merced, south of State Route 140 (SR-140). In 2001, the airport served 6,526 passengers utilizing one runway and one associated boarding gate. There is one traffic lane accessing the facility and approximately 55 parking spaces that accommodate the two arrivals and two departures, daily. The airport serves domestic locations only and the runway is between six and seven years old but is scheduled for resurfacing.<sup>4</sup>

### F. MODESTO CITY-COUNTY-HARRY SHAM FIELD (MOD)

The Modesto airport is located in southwestern Modesto, east of SR-99. In 1999, the airport served approximately 52,400 passengers utilizing two runways and one associated boarding gate. The runways are scheduled to be resurfaced in 2003. There is one traffic lane accessing the airport and approximately 300 parking spaces available. The airport serves domestic locations only with four daily scheduled departures.<sup>5</sup>

<sup>1</sup> Solomon, Chap, Community Affairs Department SFO, DMJM, SFIA Master Plan Study (1989) and FAA, Draft Environmental Assessment. Airport Master Plan Improvements (1998). Interviewed by Vincent Oseguera and Brad Stoneman, Parsons Brinckerhoff and Jones & Stokes. January 10, 2001 and June 26, 2002.

<sup>2</sup> Minner, Chris, Oakland International Airport. Interview by Brad Stoneman, Jones & Stokes. July 1, 2002.

<sup>3</sup> Zolezzi, David, San Jose International Airport, e-mail correspondence by Brad Stoneman, Jones & Stokes. July 12, 2002. San Jose International Airport, SJC at a Glance, Fast Facts.

<sup>4</sup> Herrera, Contantino Airport Superintendent, Merced Municipal Airport. Interviewed by Brad Stoneman, Jones & Stokes. June 27, 2002.

<sup>5</sup> Cook, Howard, Modesto Airport. Interviewed by Brad Stoneman Jones & Stokes. July 7, 2002.

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## 2-B.1.2 Other Sources

Oakland International Airport Website. Available: <[www.oaklandairport.com](http://www.oaklandairport.com)>. Accessed on May 1, 2001, and July 24, 2002.

San Francisco International Airport Website. Available: <[www.sfoairport.com](http://www.sfoairport.com)>. Accessed on May 1, 2001, and July 15, 2002.

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Los Angeles World Airports Website, LAWA 2015, About the LAX Master Plan. Available: <[www.lawa.org](http://www.lawa.org)>. Accessed on May 1, 2001, and July 24, 2002.

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Port of San Diego Website. Available: <[www.portofsandiego.org](http://www.portofsandiego.org)>. Accessed on April 10, 2001, and the San Diego International Airport Master Plan Final Report, June 2001.

APPENDIX 2-C-1

**NO PROJECT ALTERNATIVE  
PROJECTS FUNDED FOR TRANSIT IN THE BAY AREA**

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## Appendix 2-C-1. No Project Alternative Projects Funded for Transit in the Bay Area

	Year	Improvements
AC Transit	2003	New Line M on San Mateo Bridge
	2003	San Pablo Ave Rapid Bus
	2003	Significant service cuts
	2004	Dumbarton Bridge Bus: Fremont-Stanford Univ.
	2005	Significant increase in service
ACE	2001	Santa Clara station opens
BART	2003	SFO extension; 4 new stations to SFO & Millbrae
Caltrain	2002	Elimination of four trains
	2004	Baby Bullet service kicks off; trains Increased to 86
	2005	Two more Baby Bullets runs: 88 total 88 trains
	2005	Expanded Baby Bullet – new stops at San Mateo, Redwood City, Menlo Park, Sunnyvale, and Tamien; total 96 trains
GGT	2003	14 bus routes eliminated
	2003	25% service reduction
MUNI	2005	Service reduced by 4.2%
SamTrans	2003	6 routes eliminated and 20 routes modified
	2004	Service reduced in nearly a quarter of its routes
	2004	Express bus to Millbrae from East Palo Alto, bus. Parks, hotels
VTA	2005	Vasona LRT line with 8 stations: San Fernando-Winchester

### Financially-Constrained RTP Transit Projects (Post-2005)

BART		5.4 mile Extension from Fremont to Warm Springs
		Oakland airport connector: 3.2 miles to Coliseum BART
		“E BART” commuter rail: Bay Point BART to Byron (6 stations)
AC Transit		BRT from Berkeley through Oakland to San Leandro
MUNI	2006	MUNI 3rd Street Light Rail
		Chinatown Central Subway: 3rd St LRT extension
Caltrain		Electrification to Gilroy; times reduced by 3% on Baby Bullets and by 12% on all other trains
		Dumbarton Rail: Union City to Millbrae & San Jose
Amtrak		Capitol Corridor headways reduced to 60 peak and 90 minutes midday in the Oakland-San Jose Line

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Year	Improvements
Ferries	Richmond to San Francisco Ferry Building added Redwood City to San Francisco Ferry Building added Redwood City to Harbor Bay added Berkeley to San Francisco Ferry Building added Oyster Point to San Francisco Ferry Building added Oyster Point to Harbor Bay added Hercules/Rodeo to San Francisco Ferry Building
CCTA	I-680 Express bus from Walnut Creek to Fremont added
Napa	New express buses to Santa Rosa, Fairfield & Vallejo ferry

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Acronyms and Abbreviations:

ACE	=	Altamont Commuter Express.
AC Transit	=	Alameda County Transit
BART	=	Bay Area Rapid Transit
Caltrain	=	Peninsula Joint Powers Board
Ferries	=	San Francisco Bay Area Water Transit Authority
GGT	=	Golden Gate Transit
MUNI	=	San Francisco Municipal Transportation Agency
CCTA	=	Contra Costa County Transportation Authority
Napa	=	Napa County
VTA	=	Santa Clara Valley Transportation Authority
SAMTRANS	=	San Mateo County Transit District

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**NO PROJECT ALTERNATIVE  
PROJECTS FUNDED FOR INTERCITY AND FREIGHT RAIL  
IN THE STATE OF CALIFORNIA**

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**Appendix 2-C-2. No Project Alternative Projects Funded for Intercity and Freight Rail in the State of California**

Project Title	Route	Funding	Lead Agency	Project Description	Estimated Cost	Comp. Date
<b>San Joaquin Route</b>						
San Joaquin Corridor; improve track and signals along San Joaquin intercity rail one in seven counties	San Joaquins	TCRP	Caltrans	<p>The overall project is to improve track and signals along the San Joaquin Corridor intercity rail line. The project has been split into two subprojects:</p> <p><b>#99.1</b>—Calwa to Bowles second main track. Construct a second mainline track and related signal improvements on an 8.5 mile section of BNSF-owned track on the San Joaquin Corridor between Calwa and Bowles in Fresno County.</p> <p>Estimated construction start date 1/2002 and estimated completion date 5/2003.</p> <p><b>#99.2</b>—Escalon to Stockton second main track. Construct a second mainline track and related signal improvements on 22.7 miles of BNSF-owned track on the San Joaquin Corridor between Escalon and Stockton in San Joaquin County.</p> <p>Estimated construction start date 7/2002 and estimated completion date 12/2006.</p> <p>Neither of these projects would be completed given the current level of funding. The estimated cost of completing the above projects is 74 million dollars and would not be considered further in the analysis.</p>	15,000,000	12/2006
San Joaquin Route Double Tracking—Construction	San Joaquins	Bond 116/IRR-SHA	Caltrans	Construct double track and related signal enhancements on San Joaquin routes	40,000,000	NA
Stockton Track and Signal Improvements	San Joaquins	Bond 116	Caltrans	Replace 16 turnouts and the UP crossing diamonds, replace ties, surface track, upgrade signals on 6.5 miles of main line and siding tracks, to increase train speeds from 20 to 60 miles per hour.	8,600,000	NA
Track Total					63,600,000	
Station Projects						
Station Total					0	
<b>San Joaquin Total</b>					<b>63,600,000</b>	
<b>Capitol Corridor</b>						
Capitol Corridor; improve intercity rail line between Oakland and San Jose, and at Jack London Square and Emeryville	Capitol Corridor	TCRP	CCJPA	<p>The overall Capitol Corridor Project is designed to improve the intercity rail line between Oakland and San Jose, and the stations at Emeryville and Jack London Square in Oakland. The improvements will result in greater operational reliability, increased passenger rail capacity and reduced trip times along the corridor. The overall project consists of four subprojects:</p>	25,000,000	

Project Title	Route	Funding	Lead Agency	Project Description	Estimated Cost	Comp. Date
stations in Alameda and Santa Clara Counties				<p><b>#9.1</b>—Oakland to San Jose improvements. Covers Harder Road Crossing element of the overall project, and has been broken down into three stages. The first stage involves constructing a temporary traffic detour of Harder Road traffic onto Lund Avenue and installation of the temporary rail crossing. The second stage involves closing Harder Road, temporarily relocating the rail tracks, and then constructing the two track railroad bridges, retaining walls, and drainage culvert. The third stage, during which Harder Road will also be closed, involves excavation of Harder Road, construction of the new roadway, curbs, gutter, sidewalks, and landscaping, and relocation of the railroad tracks back to the main line.</p> <p>Estimated construction start date 9/2000 and estimated completion date 3/2003.</p> <p><b>#9.2</b>—Emeryville Station track and platform improvement. This improvement project will permit parallel passenger moves into and out of the Emeryville Station, providing added capacity and improve operational benefits for freight and passenger trains to bypass passenger trains in the station.</p> <p>Estimated construction start date 10/2002 and estimated completion date 12/2003.</p> <p><b>#9.3</b>—Jack London Square Station track and platform improvements. This improvement project will permit parallel passenger moves into and out of the Oakland Jack London Square Station, providing additional capacity and improve operational benefits for freight and passenger trains to bypass passenger trains in the station.</p> <p>Estimated construction start date 4/2007 and estimated completion date 12/2008.</p> <p><b>#9.4</b>—Oakland to San Jose intercity track improvements. The improvements involve additional track, track sidings, and necessary crossovers to ensure that capacity to expand Capitol Corridor service south of Oakland from the existing six daily roundtrips to nine daily roundtrips by 2006.</p> <p>Estimated construction start date 4/2002 and estimated completion date 8/2003.</p>		

Project Title	Route	Funding	Lead Agency	Project Description	Estimated Cost	Comp. Date
Bay Area Transit Connectivity; complete studies of, and fund related improvements for the Interstate 580 Livermore Corridor; the Hercules Rail Station and related improvements, West Contra Costa County and Route 4 Corridors in Alameda and Contra Costa Counties	Capitol Corridor	TCRP 50%	CCJPA	The Hercules Rail Station and related improvements portion of TCRP Project 12 (Bay Area Transit Connectivity). The train station project will include work on the existing train track by increasing the radius of curvature, construction of a 600 feet x 15-foot wide center platform and inland concrete platform, installation of passenger shelters, construction of parking lots, landscape installation and other associated amenities.  Estimated construction start date 1/2003 and estimated completion date 5/2004.	6,000,000	5/2004
Oakland-San Jose Track and Signal Improvements	Capitol Corridor	ITIP-SHA	CCJPA	Construct track, signal and infrastructure improvements between Oakland-Jack London Square and San Jose.	22,700,000	NA
Niles Junction-Newark Track Improvements	Capitol Corridor	San Joaquin County Sales Tax	CCJPA	Construct second main track to double track at Centerville line.	10,664,740	NA
Route Total					64,014,740	
Station Projects						
Oakland Coliseum	Capitol Corridor	Various	CCJPA	Construct new station with two 8 inch above top of rail platforms, including shelter, lighting, etc. Work includes track work including switch and tie replacement, crossovers, and dual directional signaling (CTC)	4,227,500	NA
Santa Clara/Great America Station	Capitol Corridor	Various	CCJPA	Construct platform expansion including additional passenger shelters, public address systems and lighting improvements	1,630,000	NA
San Jose Station Improvements	Capitol Corridor	Various	CCJPA	Rebuild and reconfigure tracks; platforms and terminal facilities (including pedestrian subways) will be compliant with ADA; signal bridge and civil work and build new tracks at Diridon Station	15,288,200	
Station Total					21,145,700	
<b>Capitol Corridor Total</b>					<b>85,160,440</b>	

Project Title	Route	Funding	Lead Agency	Project Description	Estimated Cost	Comp. Date
<b>Other Routes</b>						
ACE Commuter Rail; add siding on UPRR line in Livermore Valley in Alameda County	ACE Commuter Rail	TCRP	SJRRRA	The project will extend a railroad siding for approximately 8,000 feet (approximately between UPRR MP 49 and 52 in Livermore Valley). Due to the operation of both commuter passenger rail and commercial (freight) rail in the area, extending the siding will provide a passing/staging area for trains traveling bi-directionally on the current existing single track. Estimated construction date 8/2003 and estimated completion date 12/2003.	1,000,000	12/2003
CalTrain Peninsula Corridor; complete grade separations at Poplar Avenue in (San Mateo), 25 <sup>th</sup> Avenue (San Mateo), and Linden Avenue (South San Francisco) in San Mateo County	CalTrain	TCRP	SamTrans	This project will result in grade-separated crossings at 25 <sup>th</sup> Avenue in San Mateo and Linden Avenue in South San Francisco as well as reconstructing an existing obsolete grade separation at Poplar Avenue in San Mateo. The grade separation improvements will be designed to accommodate additional tracks as part of the future build-out of the CalTrain Corridor. The project will improve safety by eliminating at-grade crossings of the railroad thereby improving movement between trains, pedestrians, and motor vehicles; improvement vehicle traffic flow and reduce congestion with associated emission reductions and fuel savings; eliminate high maintenance and costly grade crossing warning devices; and simplify the future electrification of CalTrain's right of way. Estimated construction date 6/2005 and estimated completion date 6/2007.	15,000,000	6/2007
Monterey-San Francisco Service	Monterey	Various	Monterey County	Implement rail service between Monterey (Seaside) and San Francisco	16,400,000	NA
Route Total					32,400,000	
Station Projects						
Station Total					0	
<b>Other Total</b>					<b>32,400,000</b>	

Acronyms and Abbreviations:

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| ACE = Altamont Commuter Express.  | CMAQ = Congestion Mitigation and Air Quality Improvement Program.    |
| ADA = Americans with Disabilities Act.  | CP = Control Point (reference to a specific location on a railroad). |
| Bond 116 = Clean Air and Transportation Improvement Act of 1990 (Proposition 116) (Passed June 5, 1990) | CTC = California Transportation Commission.                          |
| BNSF = Burlington Northern & Santa Fe Railway.  | CWR = Continuous Welded Rail.  |
| Caltrans = California Department of Transportation.   | FTA = Federal Transit Administration.                                |
| CCJPA = Capitol Corridor Joint Powers Authority.  | FRA = Federal Railroad Administration.                               |
|   | IRR = Intercity Rail Program.  |

**Appendix 2-C-2.** Continued

ITIP	=	Interregional Transportation Improvement Program.	RTIP	=	Regional Transportation Improvement Program.
LAX	=	Los Angeles International Airport.	SANBAG	=	San Bernardino Associated Governments.
LOSSAN	=	Los Angeles to San Diego via Orange County	SHA	=	State Highway Account
LVS	=	Las Vegas International Airport.	SJRRRA	=	San Joaquin Regional Rail Authority.
MCIP	=	Minor Capital Improvement Program.	STIP	=	State Transportation Improvement Program.
MP	=	milepost.	STP	=	Surface Transportation Program.
NA	=	not available.	SP	=	Southern Pacific Train.
NCTD	=	North County Transit District.	TAMC	=	Transportation Agency for Monterey County.
OCTA	=	Orange County Transportation Authority.	TCI	=	Transit Capital Improvement Program
PEIR/EIS	=	Program Environmental Impact Report/Environmental Impact Statement.	TCRP	=	Traffic Congestion Relief Program.
PTA	=	Public Transportation Account.	TEA	=	Transportation Enhancement Activities.
ROW	=	right of way.	TP&D	=	Transportation Planning and Development Account.
			UPRR	=	Union Pacific Railroad.

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