

# CAPITOL CORRIDOR SOUTH BAY CONNECT

FEBRUARY 2022

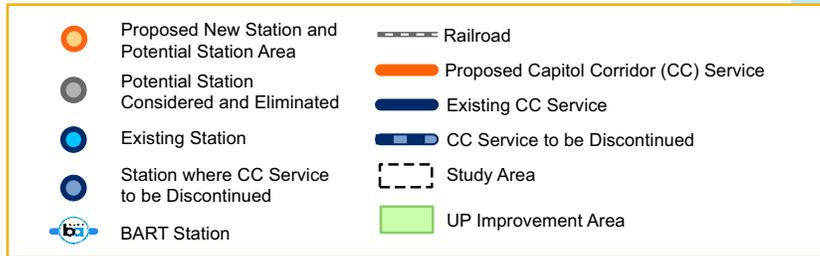
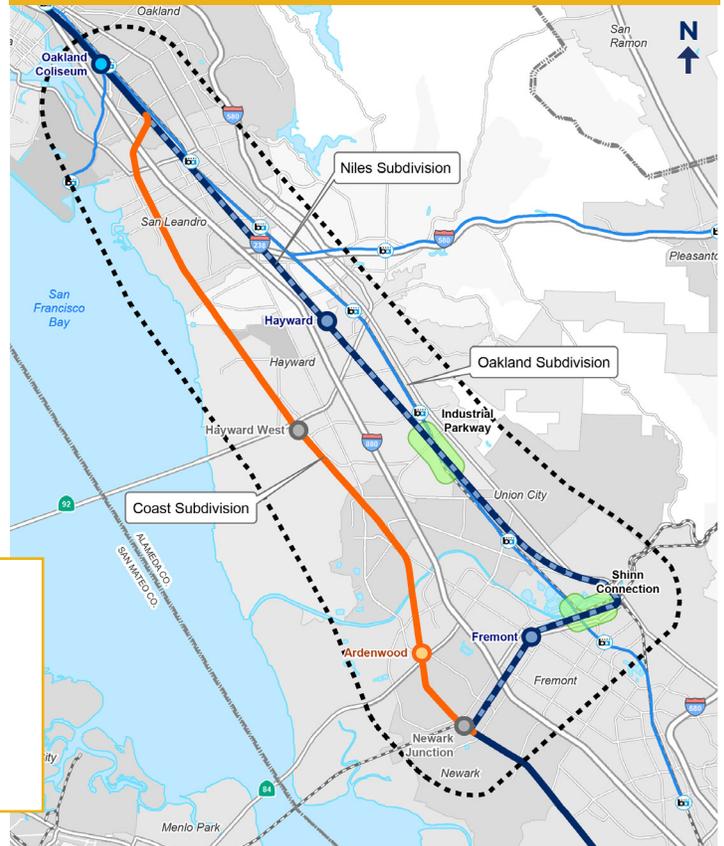
## Purpose

South Bay Connect proposes to relocate the Capitol Corridor passenger rail service between the Oakland Coliseum and Newark from the Union Pacific Railroad (UP) Niles Subdivision to the Coast Subdivision for a faster, more direct route. It will also create new transbay connections for passengers between the East Bay and Peninsula by connecting to bus and shuttle services at the Ardenwood Station.

The project is not proposing an increase in Capitol Corridor service frequency or changes to UP's freight service, but does not preclude service growth in the future.

The relocation will facilitate the separation of passenger and freight rail, resulting in improved rail operations, efficiency, and reliability while minimizing rail congestion within the corridor.

## Study Area and Project Elements



## Benefits



**Reduce passenger rail travel time** between Oakland and San Jose and throughout the larger megaregion to increase ridership on transit, ease congestion on the Bay Area's stressed roadways, and decrease auto commutes.



**Diversify and enhance network integration** by reducing duplicative capital investments and differentiating Capitol Corridor's intercity rail service from commuter rail and other transit services, including BART's extension to San Jose.



**Support economic vitality** by permitting enhanced rail movement and the preservation of freight rail capacity in the Northern California market through the reduction of existing conflicts between freight rail operations and passenger rail service.



**Improve service between megaregional markets** by enhancing connections between high demand destinations, overcoming existing geographic service gaps between job centers and affordable housing on the Peninsula and the Capitol Corridor route.

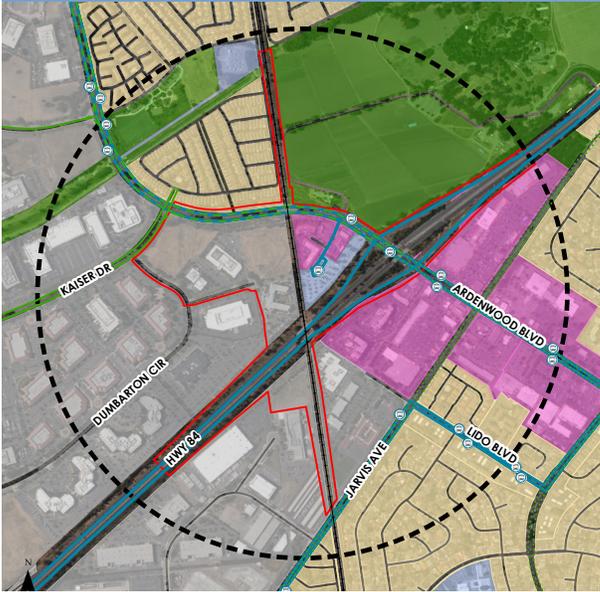


**Promote environmental sustainability** by reducing greenhouse gas emissions through reduced train idling, potential increased ridership and travel mode shift from cars to transit which will lower vehicle miles traveled on freeways and lower emissions.

# Station Location Alternatives

During early analysis, potential station locations along the new Capitol Corridor route were identified and examined as a future option. Locations included Ardenwood, Hayward and Newark Junction. Each station was evaluated against four categories to identify the most feasible location including: Capitol Program Benefits, Environmental, Design Feasibility, and Station Area.

## 1 ARDENWOOD

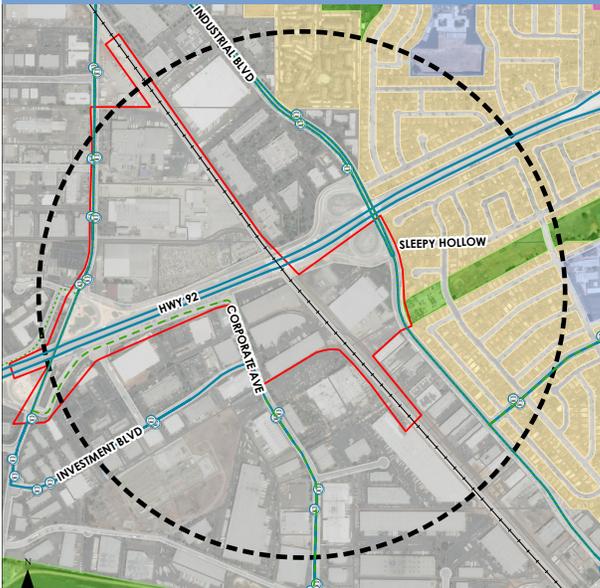


The **ARDENWOOD STATION** study area is located where State Route 84 passes over the Coast Subdivision on the border between the cities of Fremont and Newark. This location also offers a direct transbay connection by linking to the existing public and private bus and shuttle services that stop at the Park-and-Ride lot, a much needed link between the East Bay and destinations on the Peninsula.

### LEGEND

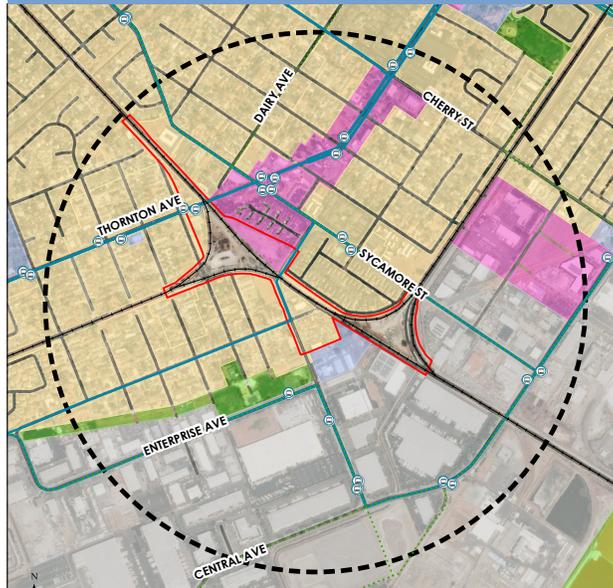
- +— Railroad Track
- Bicycle Network
- Class 1
- - - Class 2
- • • Class 3
- Transit Network
- AC Transit Lines
- ⊕ AC Transit Stops
- Footprint
- [ ] 1/2 - Mile
- Environmental Footprint
- Landuse
- Commercial
- Industrial
- Open Space
- Public Facility
- Residential

## 2 HAYWARD



The **HAYWARD STATION** study area is located at the State Route 92 overpass of the coast Subdivision line. Multiple locations within the study area were analyzed, however due to station space requirements, a location adjacent to the State Route 92 freeway to connect to Transbay bus services is not feasible.

## 3 NEWARK



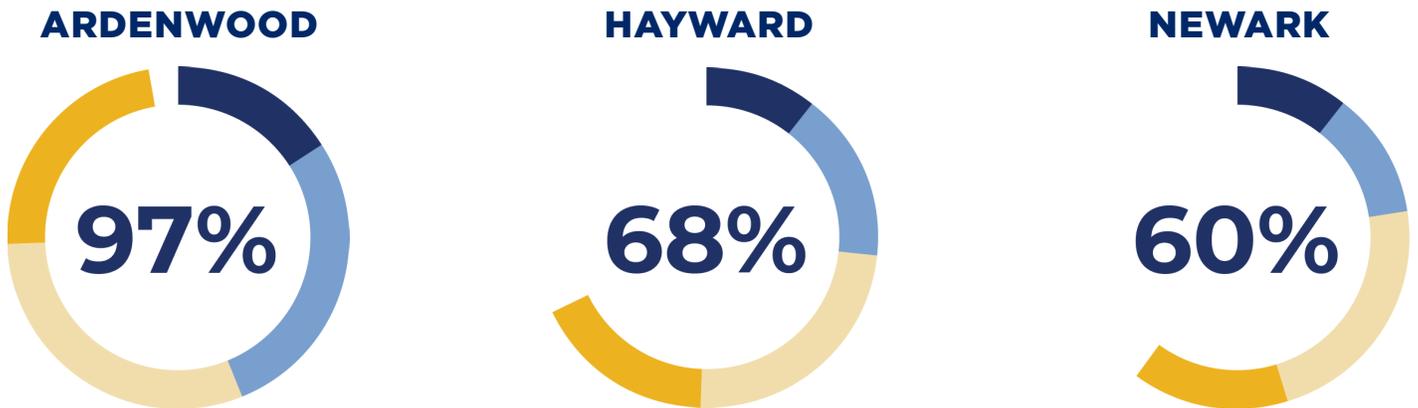
The **NEWARK STATION** study area is located where the Dumbarton Rail Corridor connects with the Coast Subdivision and Centerville lines. A station at this location would require re-alignment of existing tracks, and rail configurations and limited right-of-way space is a challenge.

# Evaluation and Criteria

The three potential station locations were evaluated across the following criteria:

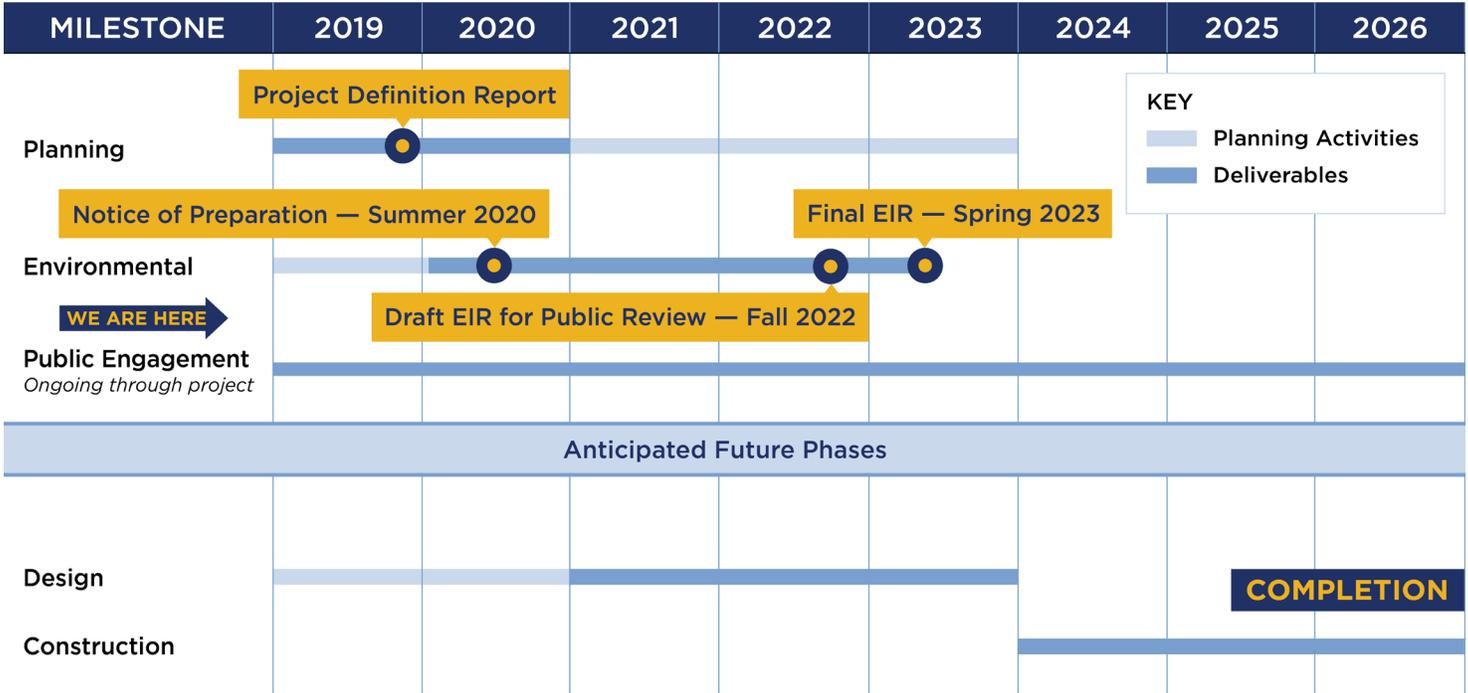
1	<b>TIRCP Benefits</b> <ul style="list-style-type: none"> <li>• Reduce GHG Emissions and Improve Air Quality</li> <li>• Increase Ridership Based on System and Efficiency Improvements</li> <li>• Coordinate and Integrate with State Rail and Transit Operations</li> <li>• Improve Safety</li> </ul>	3	<b>Environmental</b> <ul style="list-style-type: none"> <li>• Land Use Consistency</li> <li>• Sensitive Air Quality and Noise Receptors</li> <li>• Community Cohesion</li> <li>• Visual and Aesthetic Resources</li> <li>• Natural Resources</li> <li>• Protected Section 4(f) Public Parks, Refuges, and Historic Properties</li> <li>• Access and Circulation</li> <li>• Environmental Justice</li> </ul>
2	<b>Design Feasibility</b> <ul style="list-style-type: none"> <li>• Constructability</li> <li>• CCJPA Station Standards</li> <li>• UPRR Acceptability</li> <li>• Stakeholder Approval</li> <li>• Non-Rail ROW Required</li> <li>• Cost</li> <li>• Schedule</li> </ul>	4	<b>Station Area</b> <ul style="list-style-type: none"> <li>• Bicycle and Pedestrian Accessibility</li> <li>• Existing Parking</li> <li>• Local Traffic Impacts</li> <li>• Priority Development Area (PDA) Designation</li> <li>• Service Optimization</li> <li>• State and Local Plan Consistency</li> </ul>

## Results



Criteria Group	Max Possible	Ardenwood	Hayward	Newark Junction
TIRCP Benefits	12	12	8	8
Design Feasibility	21	21	12	9
Environmental	24	23	18	17
Station Area	18	17	13	11
<b>TOTAL</b>	<b>75</b>	<b>73</b>	<b>51</b>	<b>45</b>

# Schedule



# Cost and Funding

IDENTIFIED SOURCES FOR CCJPA-LED ELEMENTS									
		2020	2021	2022	2023	2024	2025	2026	TOTAL
<b>STATE</b>	State Rail Assistance (SRA)		\$2,100,000						\$2,100,000
	State Transportation Improvement Program (STIP-ITIP)					\$15,363,000			\$15,363,000
	Transit and Intercity Rail Capital Program (TIRCP)	\$3,200,000	\$17,431,121	\$7,000,000		\$23,368,879			\$51,000,000
<b>REGIONAL</b>	RM3					\$90,000,000			\$90,000,000
<b>LOCAL</b>	Measure BB				\$4,641,762	\$35,358,238			\$40,000,000
<b>TOTAL IDENTIFIED FUNDING</b>									<b>\$198,463,000</b>



CCJPA is a partnership among six local transit agencies and provides fast, reliable, and affordable train service to 18 stations in eight Northern California counties.



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