SOUTH BAY CONNECT

Unlocking Possibilities

CAPITOL CORRIDOR SOUTH BAY CONNECT

NOVEMBER 2019

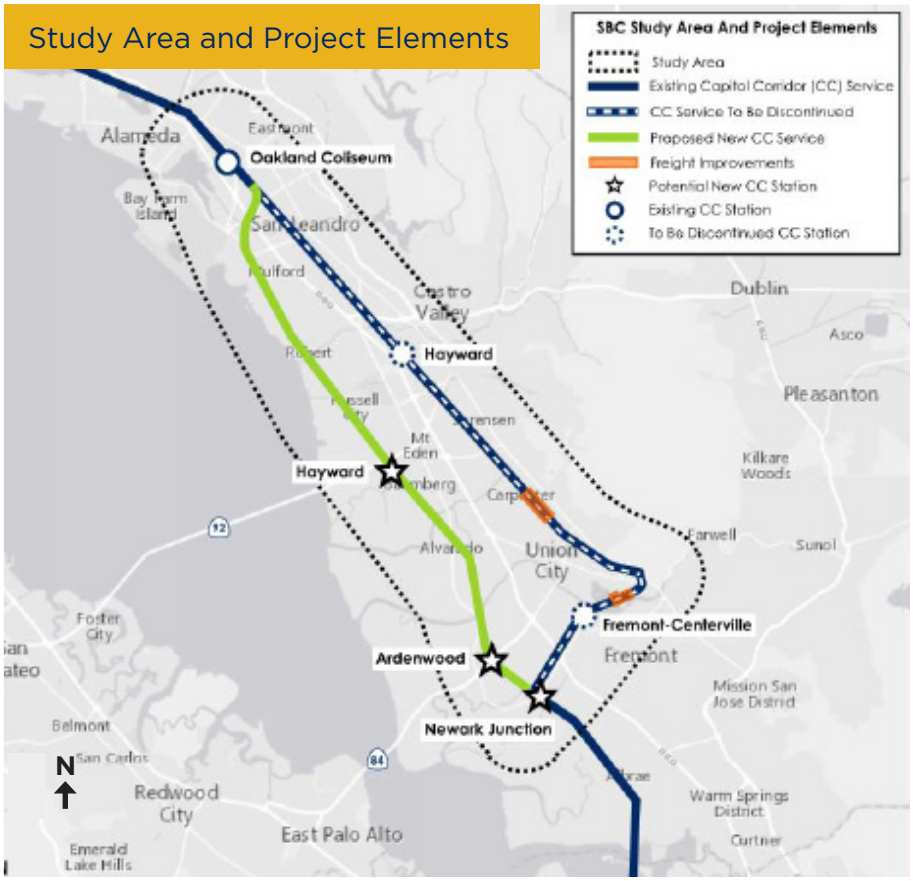
Purpose

The purpose of South Bay Connect is to create a more direct passenger rail route and significantly reduce rail travel time between Oakland and San Jose, facilitating more auto-competitive travel times for intercity passenger rail trips throughout the Northern California Megaregion.

South Bay Connect will create new connections to transbay services and destinations on the Peninsula while maintaining the integrity of Capitol Corridor's intercity passenger rail service.

A further objective is to separate passenger rail service and freight operations in southern Alameda County, improving operations for both and supporting the economic vitality of the megaregion.

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 supercommutes.

Diversify and enhance network integration between Capitol Corridor and other transit services while differentiating Capitol Corridor's intercity rail service from commuter rail and other transit services.

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 as a result of potential transit ridership increase due to offering a shorter, more direct travel option with new transbay connections. A shift from cars to transit could lower vehicle miles traveled on area freeways and reduce emissions.

Station Location Alternatives

1 Ardenwood

Option A - Existing Bus Stop



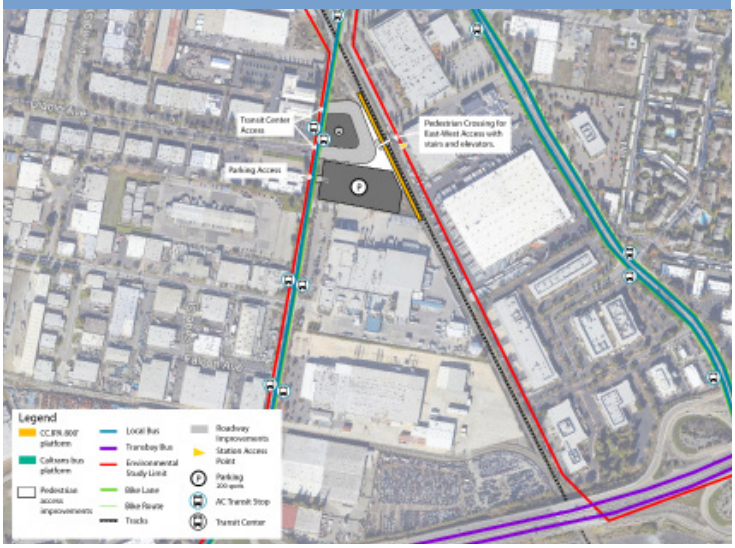
Option B - Highway Median Bus Stop



Option C - Highway Split Bus Stop



2 Hayward



3 Newark



Evaluation and Criteria

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

1 TIRCP Benefits
- Reduce GHG Emissions and Improve Air Quality
- Increase Ridership Based on System and Efficiency Improvements
- Coordinate and Integrate with State Rail and Transit Operations
- Improve Safety

2 Design Feasibility
- Constructability
- CCJPA Station Standards
- UPRR Acceptability
- Stakeholder Approval
- Non-Rail ROW Required
- Cost
- Schedule

3 Environmental
- Land Use Consistency
- Sensitive Air Quality and Noise Receptors
- Community Cohesion
- Visual and Aesthetic Resources
- Natural Resources
- Protected Section 4(f) Public Parks, Refuges, and Historic Properties
- Access and Circulation
- Environmental Justice

4 Station Area
- Bicycle and Pedestrian Accessibility
- Existing Parking
- Local Traffic Impacts
- Priority Development Area (PDA) Designation
- Service Optimization
- State and Local Plan Consistency

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

- **Unfavorable (1):** Does not yield benefits and/or could impede project implementation.
- **Neutral (2):** Yields moderate benefits and/or is not expected to impede project implementation.
- **Favorable (3):** Yields significant benefits and/or would not impede project implementation.

Results



97% Ardenwood



68% Hayward



60% Newark

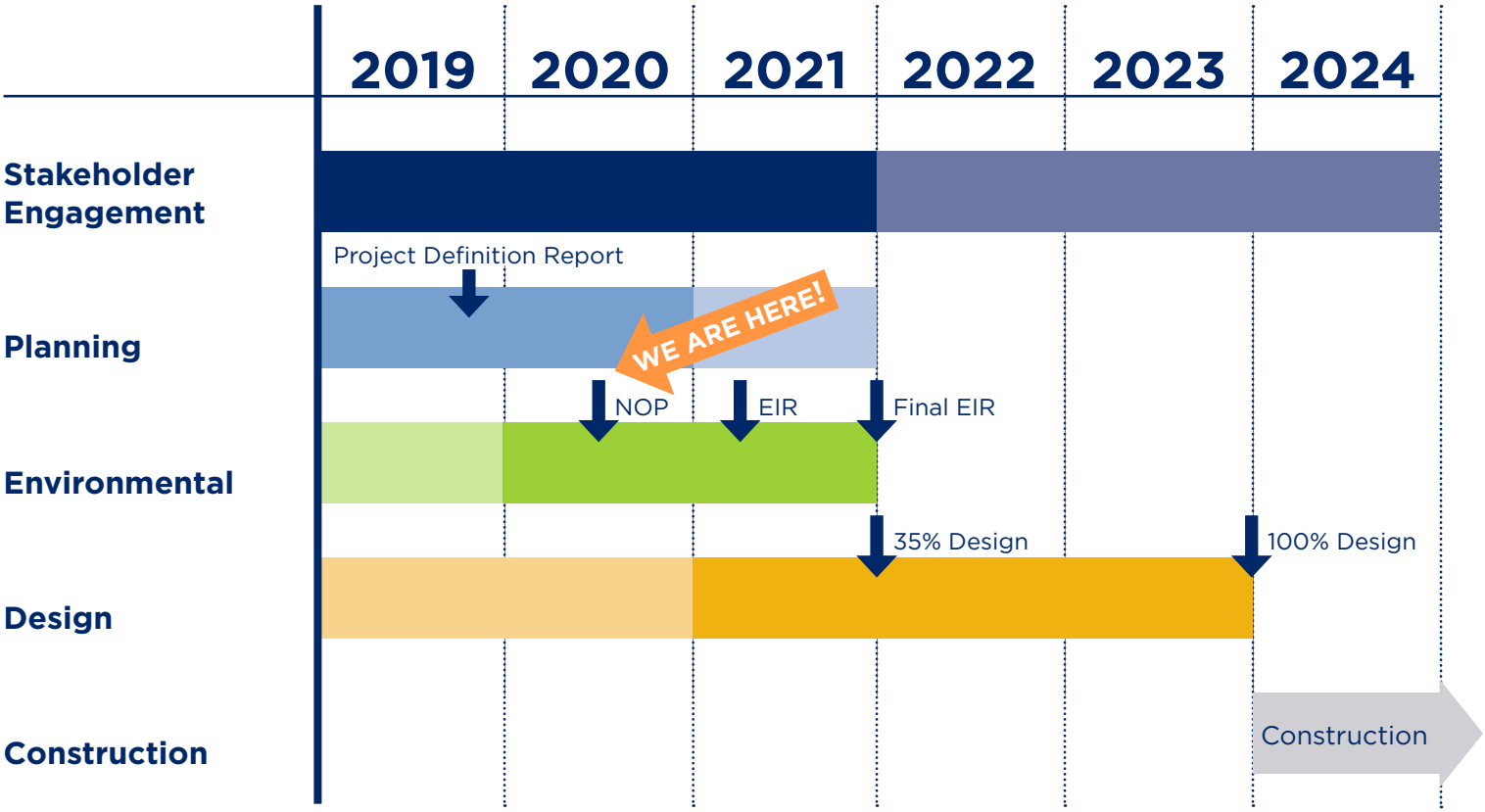
Criteria Group	Max Possible	Ardenwood	Hayward	Newark Junction
TIRCP Benefits	**12**	12	8	8
Design Feasibility	**21**	21	12	9
Environmental	**24**	23	18	17
Station Area	**18**	17	13	11
TOTAL	**75**	**73**	**51**	**45**

Capitol Corridor Joint Powers Autority (CCJPA) • 300 Lakeside Dr, Oakland, CA 94612 • (510) 874-7333

Cost and Funding

Phase	Cost (in thousands)	Identified Funding (in thousands)	Year of Completion
Environmental	$13,764	$13,764	FY2021
Design	$19,357	$19,357	FY2023
Construction including Right-of-Way (ROW)	$231,258	$163,242	FY2026
TOTAL	**$264,379**	**$196,363**	**FY2026**

Schedule



NOP = Notice of Preparation

EIR = Environmental Impact Report