

CAPITOL CORRIDOR SOUTH BAY CONNECT

JUNE 2024

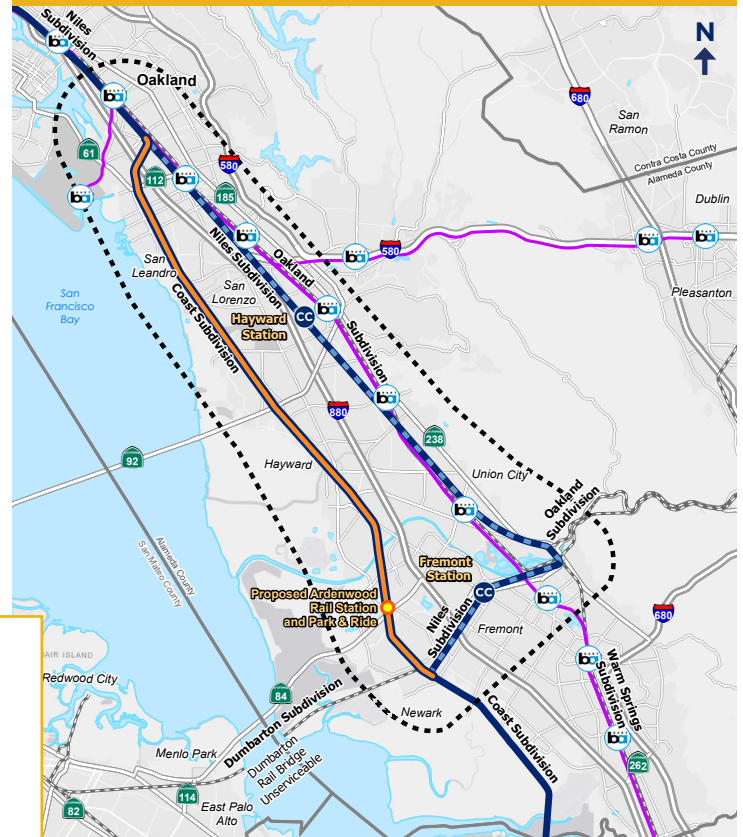
Purpose











South Bay Connect proposes to relocate Capitol Corridor passenger rail service to the existing Union Pacific Railroad Coast Subdivision between Oakland and Newark, which is a more efficient and reliable passenger rail route. The proposed Project also includes constructing a new passenger rail station at the existing Ardenwood Park-and-Ride on the Coast Subdivision to serve southern Alameda County passengers and create new transbay transit connections to the San Francisco Peninsula.

The Project is not proposing an increase in Capitol Corridor passenger rail service, nor would it change existing Union Pacific freight rail operations.

The proposed Project aims to improve operations for both uses of rail in supporting the economic vitality of the Northern California Megaregion.

Study Area and Project Elements



- | | |
|--|---|
|  Project Study Area |  Existing CC Service |
|  Station where Capitol Corridor (CC) Service to be Discontinued |  CC Route to be Discontinued |
|  Existing and Planned BART Stations |  Proposed New CC Service Route via Coast Subdivision |
|  Proposed Ardenwood Rail Station and Park & Ride |  BART Alignment |
| |  Railroad |
| |  County Boundary |

Benefits



Improve passenger rail operations (efficiency and reliability) between Oakland and Newark, and throughout the Megaregion, to increase ridership on transit, ease congestion on the Bay Area's stressed roadways, and reduce lengthy auto commutes.



Support economic vitality by preserving freight rail operational capacity in the Northern California market.



Improve service between megaregional markets by creating new rail/bus transfer connections at Ardenwood, improving transit access to/from the East Bay and San Francisco Peninsula.



Promote environmental sustainability by reducing greenhouse gas (GHG) emissions over time by attracting more transit riders, resulting in fewer cars on congested freeways.

Proposed Station Location

Three station locations (Hayward, Newark Junction, and Ardenwood) along the new proposed Capitol Corridor route were initially analyzed to determine if they were feasible locations for the Project's new transbay station. Each station was evaluated against four categories (Capitol Program Benefits, Design Feasibility, Environmental, and Station Area) to identify which location would be included in the proposed Project. Visit southbayconnect.com/stationlocations.html for more information on the evaluation criteria.

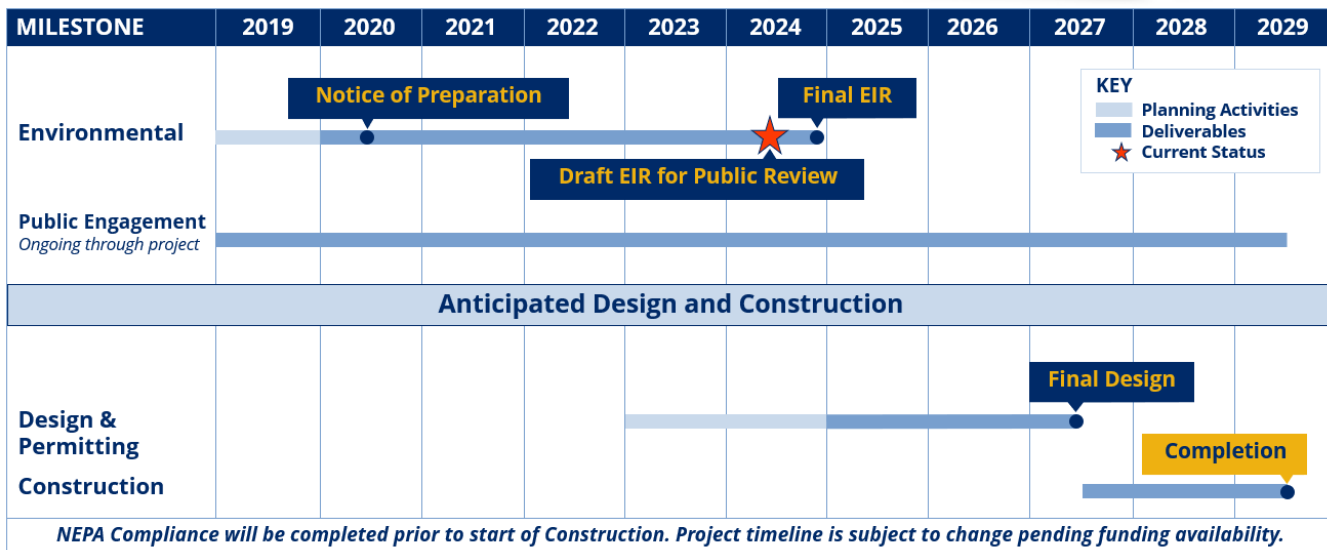


ARDENWOOD STATION

Based on station planning studies, the Ardenwood Station—located near the State Route 84 (SR-84) overpass crossing the Coast Subdivision, on the Fremont and Newark border—was selected as the proposed station. Improvements include:

- Constructing a new passenger rail station at the existing Ardenwood Park-and-Ride facility, providing a new passenger boarding platform, with pedestrian overcrossing allowing access across tracks.
- Connecting adjacent business complexes to the new Ardenwood Station via multi-use pathways.
- Parking for the new passenger rail station would be created to the northwest on a vacant parcel.

Schedule



Cost and Funding

The estimated cost for the proposed Project is between \$700-900 million. Funding is already committed for the environmental analysis and design phases as well as a portion of the construction costs. Funding has come from multiple state, regional, and local sources including Caltrans State Transportation Improvement Program (STIP), California State Transportation Agency's State Rail Assistance (SRA), MTC's Regional Measure 3 (RM3), and Alameda CTC's Measure BB.



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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