

State Rail Assistance for Intercity and Commuter Rail Project Concept

Project Title: Coast Subdivision Siding Improvement in Santa Clara, CA

Lead Agency: Capitol Corridor Joint Powers Authority

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Project Description:

The project proposes to construct a new 2000-ft railroad siding with crossovers near the Santa Clara-Great America station on the UPRR Coast Subdivision (see Figure 1) between mileposts 40.07 and 40.46 in Santa Clara in Santa Clara County to hold passenger trains off of the single-track mainline to allow other trains to pass. The controlled passing siding would reduce train-to-train conflicts in the vicinity that result in significant delays to IPR services for both CCJPA and ACE both locally and throughout their respective systems. The project will include the design and construction of 2,500 feet of new track, two new #15 power turnouts, including signals and other necessary site work such as ballast, grading, excavation and drainage. Design will be done by UPRR in partnership with CCJPA, and all construction work will be done by UPRR with oversight by CCJPA. Preliminary project design and operational review has been performed by UPRR.

The objective of the new siding is to reduce train delays caused by conflicting movements and traffic associated with the nearby Great America station and the adjacent intersection of two mainlines at CP Coast. These delays are the result of conflicting train movements due to single-track operations, station activities and converging train operations through CP Coast. Currently, the Capitol Corridor service uses the Coast Subdivision between Newark and San Jose for 14 trains per weekday. The ACE train service, operating between Stockton and San Jose also runs eight (8) trains a day between Newark and San Jose. Finally, UPRR freight operations, which can vary greatly from day to day, use this corridor between Newark and CP Coast. At CP Coast, the Caltrain service, which runs 92 trains per day between San Jose and San Francisco, connects with the Coast Subdivision. Due to the extreme train activity in the area, delays to trains on the Coast Subdivision are a regular occurrence. These delays can and do cascade throughout the respective IPR systems causing service disruptions and delays. CCJPA operational data substantiates that trains on this area of track are subject to delays of up to 35 minutes or greater on an average of three times a month.

UPRR has determined that the new passing siding and crossover will provide the required relief for this congested area and will have a significant benefit to the overall system performance for all train operators and contribute to passenger and worker safety by reducing potential train-to-train conflicts on this single-track section of the Coast Subdivision.

An additional benefit of the new siding is to provide a storage location for trainsets and enhance special train service for sports or entertainment events at various stadiums on the Capitol Corridor between Oakland and San Jose: Oakland Coliseum/Oracle Arena, Levi's Stadium,

AVAYA, and SAP Center. Sports and entertainment events vary from Oakland A’s MLB games, SF 49’er NFL games, music concerts, Earthquakes MLS games, and San Jose Sharks NHL games. Existing Capitol Corridor trains with modified schedules already demonstrate the ridership increases from special train services:

- U2 concert at Levi’s Stadium on 5/17/2017, served by train 550, saw ridership of 608, which is a dramatic increase over the average regular 550 ridership of 25.
- Coldplay concert at Levi’s Stadium on 10/4/2017, served by train 550, experienced ridership of 138, which is much higher than average ridership of 25.
- College Football Championship game at Levi’s Stadium on 1/7/2018, served by train 548, saw ridership of 295, which is a significant increase over the average regular 548 ridership of 90.

With expanded special train opportunities, we can expect overall Capitol Corridor ridership to increase an estimated 7,000 per year. This increase is in addition to the ridership increase we expect to see from attracting more riders with increased reliability from the addition of the siding.

The siding project is presumed to be categorically excluded from the National Environmental Policy Act (NEPA) under Section 4 (c) of the FRA Environmental Procedures, section 24. Similarly, the project is categorically exempt from provisions of the California Environmental Quality Act under the California Public Resources Code, Division- 13 Environmental Protection, Section 21080 (b) (10).

Project Cost:

Task No.	Task Name	Year 1 (FY19-20)	Year 2 (FY20-21)	Year 3 (FY21-22)	Total
1	UPRR Engineering	150,000	150,000	85,100	\$385,100
2	UPRR Track Construction		543,136	1,000,000	\$1,543,136
3	UPRR Site Work		989,850		\$989,850
4	UPRR Signal Work		713,560	1,000,000	\$1,713,560
5	UPRR Miscellaneous (a)	367,440	367,440	367,440	\$1,102,320
6	CCJPA Engineering (b)	30,000	30,000	17,020	\$77,020
7	CCJPA Contingency (c)	129,360	690,997	613,135	\$1,433,492
8	CCJPA Project Oversight (d)	31,046	165,839	147,152	\$344,038
Project Total		707,846	3,650,822	3,229,847	\$7,588,515
Agency Matching Funds (e)		633,333	633,333	633,333	\$1,900,000
SRA Funding Request		74,513	3,017,488	2,596,514	\$5,688,515

(a) contingency, homeline freight, and other small categories

(b) assumes 20% of UPRR Engineering estimate

(c) assumes 25% of total UPRR estimates (Tasks 1-5)

(d) assumes 6% of total UPRR estimates (Tasks 1-5)

(e) TIRCP Time Travel Savings Project remaining budget

Figure 1: UPRR Santa Clara Short Siding Plan View (DRAFT)

