

**CALIFORNIA DEPARTMENT OF TRANSPORTATION
AMERICAN REINVESTMENT AND RECOVERY ACT
HIGH-SPEED INTERCITY PASSENGER RAIL**

PROJECT SUMMARY

PROJECT TITLE: South Terminal Improvements at San Jose Diridon Station

PROJECT DESCRIPTION:

This *Capitol Corridor* project includes construction of two new platforms at the San Jose Diridon Station that will improve access in the existing pedestrian underpass. The platform will have all standard amenities such as lighting, canopies, benches, trashcans, signage, and striping. Standard Caltrain security systems will be installed. This project also includes removal of the maintenance facilities currently located in the terminal and reconfigures the platform tracks.

This terminal station is an important intermodal facility served by the *Capitol Corridor*, Caltrain, Altamont Corridor Express (ACE), and Amtrak that provides intercity and commuter rail services. This project will enhance reliability through this busy section of the corridor by providing operating flexibility in the terminal and will decrease delays in and out of the terminal. This project would provide for future service expansion when the next phase of construction is complete (includes additional tracks at the north and south ends of the terminal).

PROJECT PHASE: Ready for Construction

IMPLEMENTING AGENCY: Peninsula Corridor Joint Powers Board (PCJBP)

TOTAL PROJECT COST: \$52,083,000

FEDERAL CONTRIBUTION: \$20,683,000

PROJECT START DATE: March 2010

PROJECT END DATE: December 2011

ECONOMIC, PUBLIC AND ENVIRONMENTAL BENEFITS:

Number of Jobs Created	On-time Performance Improved	Vehicle Miles Traveled (VMT) Reduced	Fuel Savings (gallons)	Carbon Dioxide Reduction (tons)
¹ 448	² 7%	³ 108,389,120	⁴ 33,215	⁴ 376

¹ Jobs determined per “Estimates of Job Creation from the American Recovery and Reinvestment Act of 2009.”

² Difference from current to first full year after project is completed.

³ VMT reduction based on estimated increase in ridership and estimated length of trip in first full year after project completion.

⁴ Fuel savings and fuel emissions based on US DOT formula for reduction in VMT.

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PROJECT SUMMARY

PROJECT TITLE: Yolo Causeway West Crossover

PROJECT DESCRIPTION:

This *Capitol Corridor* project will provide capacity and flexibility for trains to utilize the existing double track in both directions between Davis and Sacramento, California. The installation of the crossover will provide additional track capacity to accommodate train meets and passes. This project reduce running times, improve reliability, and increase capacity. After the improvements, the 32 daily *Capitol Corridor* trains operating along this corridor will become more competitive as an alternative to driving due to improved service reliability, fewer delays, and reduced travel time (2 minutes).

PROJECT PHASE: Ready for Construction

IMPLEMENTING AGENCY: Capitol Corridor Joint Powers Authority (CCJPA)

TOTAL PROJECT COST: \$5,150,000

FEDERAL CONTRIBUTION: \$5,000,000

PROJECT START DATE: May 2010

PROJECT END DATE: September 2010

ECONOMIC, PUBLIC AND ENVIRONMENTAL BENEFITS:

Number of Jobs Created	On-time Performance Improved	Vehicle Miles Traveled (VMT) Reduced	Fuel Savings (gallons)	Carbon Dioxide Reduction (tons)
⁵ 109	⁶ 6%	⁷ 828,800	⁸ 41,440	⁴ 408

⁵ Jobs determined per “Estimates of Job Creation from the American Recovery and Reinvestment Act of 2009.”

⁶ Difference from current to first full year after project is completed.

⁷ VMT reduction based on estimated increase in ridership and estimated length of trip in first full year after project completion.

⁸ Fuel savings and fuel emissions based on US DOT formula for reduction in VMT.

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PROJECT SUMMARY

PROJECT TITLE: Sacramento Intermodal Facility Track Relocation

PROJECT DESCRIPTION:

For both the San Joaquin and Capitol Corridor services, as well as two Amtrak interstate trains, this project relocates a segment of the Union Pacific Railroad (UPRR) mainline tracks through the Sacramento Valley Station in the City of Sacramento. The operation of freight and passenger trains will be separated, resulting in fewer conflicts and delays between passenger and freight trains and will improve intercity rail reliability. The new alignment would allow for more flexible operations, better use of equipment, additional scheduling options and ability to increase services.

PROJECT PHASE: Ready for Construction

IMPLEMENTING AGENCY: City of Sacramento

TOTAL PROJECT COST: \$71,150,000

FEDERAL CONTRIBUTION: \$6,200,000

PROJECT START DATE: March 2010

PROJECT END DATE: June 2011

ECONOMIC, PUBLIC AND ENVIRONMENTAL BENEFITS:

Number of Jobs Created	On-time Performance Improved	Vehicle Miles Traveled (VMT) Reduced	Fuel Savings (gallons)	Carbon Dioxide Reduction (tons)
⁹ 146	¹⁰ (n/a)	¹¹ (n/a)	¹² (n/a)	⁴ (n/a)

⁹ Jobs determined per “Estimates of Job Creation from the American Recovery and Reinvestment Act of 2009.”

¹⁰ Difference from current to first full year after project is completed.

¹¹ VMT reduction based on estimated increase in ridership and estimated length of trip in first full year after project completion.

¹² Fuel savings and fuel emissions based on US DOT formula for reduction in VMT.

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PROJECT SUMMARY

PROJECT TITLE: Oceanside Stub Project 1

PROJECT DESCRIPTION:

This Pacific Surfliner Corridor project makes track improvements to improve train flow at the Oceanside Station, a key intercity and commuter rail station along the corridor. Currently, the two track configuration at the station and the convergence of Amtrak intercity service and two commuter rail services, restricts daily train movements. A stub track for Metrolink commuter trains will create a parking spot for commuter trains, allowing two intercity trains to meet and pass at the station. By reducing intercity train run times and adding capacity project will have measureable benefits for on-time performance for intercity trains and specifically, will reduce the delay caused by congestion through Oceanside Transit Center during peak hour service.

PROJECT PHASE: Ready for Construction

IMPLEMENTING AGENCY: San Diego Association of Governments (SANDAG)

TOTAL PROJECT COST: \$3,700,000

FEDERAL CONTRIBUTION: \$3,400,000

PROJECT START DATE: April 2010

PROJECT END DATE: December 2010

ECONOMIC, PUBLIC AND ENVIRONMENTAL BENEFITS:

Number of Jobs Created	On-time Performance Improved	Vehicle Miles Traveled (VMT) Reduced	Fuel Savings (gallons)	Carbon Dioxide Reduction (tons)
¹³ 39	¹⁴ 10%	¹⁵ 60,583	¹⁶ 3,029	⁴ 30

¹³ Jobs determined per "Estimates of Job Creation from the American Recovery and Reinvestment Act of 2009."

¹⁴ Difference from current to first full year after project is completed.

¹⁵ VMT reduction based on estimated increase in ridership and estimated length of trip in first full year after project completion.

¹⁶ Fuel savings and fuel emissions based on US DOT formula for reduction in VMT.

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PROJECT SUMMARY

PROJECT TITLE: San Diego Railroad Crossover Program

PROJECT DESCRIPTION:

This Pacific Surfliner Corridor project installs two universal crossovers near the City of San Diego and makes related signal improvements. The project increases capacity of the corridor, reduces running times, and improves on-time performance by providing added flexibility in the handling train meets and passes. The project not only addresses current train demands on the corridor, but plan provides for future service expansions planned by Amtrak/California Department of Transportation, and the other service providers on the corridor. Without this project, additional service will not be possible without a degradation of overall service reliability.

PROJECT PHASE: Ready for Construction

IMPLEMENTING AGENCY: San Diego Association of Governments (SANDAG)

TOTAL PROJECT COST: \$9,400,000

FEDERAL CONTRIBUTION: \$8,400,000

PROJECT START DATE: February 2010

PROJECT END DATE: February 2011

ECONOMIC, PUBLIC AND ENVIRONMENTAL BENEFITS:

Number of Jobs Created	On-time Performance Improved	Vehicle Miles Traveled (VMT) Reduced	Fuel Savings (gallons)	Carbon Dioxide Reduction (tons)
¹⁷ 100	¹⁸ 10%	¹⁹ 60,583	²⁰ 3,029	⁴ 30

¹⁷ Jobs determined per “Estimates of Job Creation from the American Recovery and Reinvestment Act of 2009.”

¹⁸ Difference from current to first full year after project is completed.

¹⁹ VMT reduction based on estimated increase in ridership and estimated length of trip in first full year after project completion.

²⁰ Fuel savings and fuel emissions based on US DOT formula for reduction in VMT.

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PROJECT SUMMARY

PROJECT TITLE: LA Triple Track – Segment 7

PROJECT DESCRIPTION:

This Pacific Surfliner Corridor project funds construction of 3.8 miles of triple track between the cities of Pico Rivera and Santa Fe Springs. Completion of this project will mean the completion of approximately 13.5 miles of a 15-mile triple track project. Completion of the entire 15-mile segment will increase the capacity and on-time performance on this highly used corridor that currently carries 100 to 120 BNSF Railway freight, Metrolink commuter, and Amtrak intercity passenger trains per day. Amtrak will also be allowed to increase from 24 to 34 trains per day.

PROJECT PHASE: Ready for Construction

IMPLEMENTING AGENCY: California Department Of Transportation (Caltrans)

TOTAL PROJECT COST: \$38,300,000

FEDERAL CONTRIBUTION: \$38,300,000

PROJECT START DATE: June, 2010

PROJECT END DATE: June, 2012

ECONOMIC, PUBLIC AND ENVIRONMENTAL BENEFITS:

Number of Jobs Created	On-time Performance Improved	Vehicle Miles Traveled (VMT) Reduced	Fuel Savings (gallons)	Carbon Dioxide Reduction (tons)
²¹ 413	²² 10%	²³ 4,967,833	²⁴ 248,392	⁴ 2,447

²¹ Jobs determined per “Estimates of Job Creation from the American Recovery and Reinvestment Act of 2009.”

²² Difference from current to first full year after project is completed.

²³ VMT reduction based on estimated increase in ridership and estimated length of trip in first full year after project completion.

²⁴ Fuel savings and fuel emissions based on US DOT formula for reduction in VMT.

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PROJECT SUMMARY

PROJECT TITLE: CA-Rolling Stock Emission Upgrade

PROJECT DESCRIPTION:

This project upgrades and standardizes eight (8) F59PHI locomotives owned by the State of California and used in intercity passenger service to meet U.S. EPA Tier II emission standards. Recently, one locomotive was successfully upgraded to Tier II standards in a joint pilot project completed by the Department of Transportation, the California Air Resources Board (CARB), the Sacramento Air Quality Management District and the manufacturer, EMD. This upgrade will reduce harmful diesel emissions, increase fuel efficiency, and promote the reduction of U.S. dependency on foreign oil.

PROJECT PHASE: Ready for Construction

IMPLEMENTING AGENCY: Department of Transportation

TOTAL PROJECT COST: \$13,930,000

FEDERAL CONTRIBUTION: \$13,930,000

PROJECT START DATE: April 2010

PROJECT END DATE: April 2012

ECONOMIC, PUBLIC AND ENVIRONMENTAL BENEFITS:

Number of Jobs Created	On-time Performance Improved	Vehicle Miles Traveled (VMT) Reduced	Fuel Savings (gallons)	Carbon Dioxide Reduction (tons)
²⁵ 76	²⁶ NA	²⁷ NA	²⁸ 10%	⁴ 82%

²⁵ Jobs determined per "Estimates of Job Creation from the American Recovery and Reinvestment Act of 2009."

²⁶ Difference from current to first full year after project is completed.

²⁷ VMT reduction based on estimated increase in ridership and estimated length of trip in first full year after project completion.

²⁸ Fuel savings and fuel emissions based on US DOT formula for reduction in VMT.

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PROJECT SUMMARY

PROJECT TITLE: Cab Car Bicycle Storage

PROJECT DESCRIPTION:

This equipment modification will reconfigure the lower level of the 14 first-generation "California Car" cab-control coaches to create a secure room for the storage of bicycles and checked baggage on all cab cars. The storage room will have flip-up shelving that can be used to increase bicycle carrying capacity and/or provide for secure storage of checked baggage, depending on the particular needs of each corridor served. When used for bicycle storage, the project will increase the bicycle carrying capacity from 3 to 13 bicycles per cab car. This will standardize the design of all cab-control coaches in the Caltrans fleet of cars.

PROJECT PHASE: Ready to Begin Contract Process

IMPLEMENTING AGENCY: Caltrans

TOTAL PROJECT COST: \$8,230,000

FEDERAL CONTRIBUTION: \$8,230,000

PROJECT START DATE: April 2010

PROJECT END DATE: September 2011

ECONOMIC, PUBLIC AND ENVIRONMENTAL BENEFITS:

Number of Jobs Created	On-time Performance Improved	Vehicle Miles Traveled (VMT) Reduced	Fuel Savings (gallons)	Carbon Dioxide Reduction (tons)
²⁹ 86	³⁰ n/a	³¹ 638,400	³² 31,920	⁴ 314

²⁹ Jobs determined per "Estimates of Job Creation from the American Recovery and Reinvestment Act of 2009."

³⁰ Difference from current to first full year after project is completed.

³¹ VMT reduction based on estimated increase in ridership and estimated length of trip in first full year after project completion.

³² Fuel savings and fuel emissions based on US DOT formula for reduction in VMT.

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PROJECT SUMMARY

PROJECT TITLE: Orange County Maintenance of Way (MOW) Track Spur Program

PROJECT DESCRIPTION:

For the Pacific Surfliner Corridor, this project in Orange County will construct three 1000+ foot MOW spur tracks on the Southern California Regional Rail Authority owned "Orange Subdivision" in the cities of Fullerton, Orange and Laguna Niguel. This project is intended to extend the hours of passenger rail service by allowing storage and staging of roadbed and track maintenance equipment at multiple locations. The project will also benefit movement of freight along the corridor.

PROJECT PHASE: Ready for Construction

IMPLEMENTING AGENCY: Orange County Transportation Authority (OCTA)

TOTAL PROJECT COST: \$2,100,000

FEDERAL CONTRIBUTION: \$2,100,000

PROJECT START DATE: February 2010

PROJECT END DATE: January 2012

ECONOMIC, PUBLIC AND ENVIRONMENTAL BENEFITS:

Number of Jobs Created	On-time Performance Improved	Vehicle Miles Traveled (VMT) Reduced	Fuel Savings (gallons)	Carbon Dioxide Reduction (tons)
³³ 23	³⁴ 10%	³⁵ 3,963,333	³⁶ 198,167	⁴ 1,952

³³ Jobs determined per "Estimates of Job Creation from the American Recovery and Reinvestment Act of 2009."

³⁴ Difference from current to first full year after project is completed.

³⁵ VMT reduction based on estimated increase in ridership and estimated length of trip in first full year after project completion.

³⁶ Fuel savings and fuel emissions based on US DOT formula for reduction in VMT.

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PROJECT SUMMARY

PROJECT TITLE: ORTEGA SIDING: PRELIMINARY ENGINEERING AND NEPA

PROJECT DESCRIPTION:

This Pacific Surfliner Corridor project consists of Preliminary Engineering and Design, and NEPA documentation for an 8,000-ft siding at Ortega. The Ortega Siding, seven miles south of Santa Barbara, was removed fifteen years ago due to erosion and storm damage. The elimination of this siding has significantly reduced the corridor’s operational capacity by reducing the ability of a train to pass an opposing trains or overtake a slower moving train. The 100-mile stretch between Los Angeles and Santa Barbara has the lowest average train speed (39mph) in the State, due primarily to the inadequate number of sidings. The reconstruction of this siding would partially overlap the previous siding’s location, and be fully protected from future erosion and storm damage. It would increase capacity and on-time performance, without the need for additional right of way.

PROJECT PHASE: Preliminary Engineering and Design; NEPA Documentation

IMPLEMENTING AGENCY: California Department of Transportation

TOTAL PROJECT COST: \$1,200,000

FEDERAL CONTRIBUTION: \$950,000

PROJECT START DATE: February 2010

PROJECT END DATE: February 2012

ECONOMIC, PUBLIC AND ENVIRONMENTAL BENEFITS:

Number of Jobs Created	On-time Performance Improved	Vehicle Miles Traveled (VMT) Reduced	Fuel Savings (gallons)	Carbon Dioxide Reduction (tons)
³⁷ 5	TBD	TBD	TBD	TBD

³⁷ Jobs determined per “Estimates of Job Creation from the American Recovery and Reinvestment Act of 2009.”

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PROJECT SUMMARY

PROJECT TITLE: LOSSAN Corridor Strategic Assessment Phase 2

PROJECT DESCRIPTION: Along the Pacific Surfliner route, this planning study will cover the entire LOSSAN rail corridor from San Diego to Los Angeles and San Luis Obispo. The study will complete demand modeling and rail operations analysis on a number of service alternatives, with the goal of future implementation of services that open new markets to passenger rail, better integrate existing services, and improve customer experience by making passenger rail more convenient and reliable, and competitive with solo driving.

PROJECT PHASE: Planning

IMPLEMENTING AGENCY: San Diego Association of Governments

TOTAL PROJECT COST: \$400,000

FEDERAL CONTRIBUTION: \$200,000

PROJECT START DATE: March 2010

PROJECT END DATE: November 2010

ECONOMIC, PUBLIC AND ENVIRONMENTAL BENEFITS:

Number of Jobs Created	On-time Performance Improved	Vehicle Miles Traveled (VMT) Reduced	Fuel Savings (gallons)	Carbon Dioxide Reduction (tons)
³⁸ 5	TBD	TBD	TBD	TBD

³⁸ Jobs determined per “Estimates of Job Creation from the American Recovery and Reinvestment Act of 2009” and are for the duration of the Project.