

Newark/Albrae Siding Connection Project Fact Sheet

Project Map



Legend

- Existing Track
- Removed Track
- Proposed Track



The Alameda County Transportation Commission, a joint powers authority that plans, funds and delivers transportation programs to foster a vibrant and livable Alameda County, and the San Joaquin Regional Rail Commission (SJRRC), the supervising and operating authority of the Altamont Corridor Express are jointly funding the Newark-Albrae Siding Extension Project in Alameda County.

Nestled between the San Francisco Bay and Fremont lies the Albrae Siding and a 1.1-mile long segment of Union Pacific Railroad (UPRR) single main track. With bi-direction freight and passenger service, this segment of single track and the short 4,000 ft. Albrae siding is a “choke point” creating congestion and delays to both passenger and freight service while also preventing ACE from adding another roundtrip between Stockton and San Jose.

Anticipating an increase in rail traffic, the Newark/Albrae Siding Connection Project will eliminate the “choke point” by extending the existing double track with a new 2-mile section of second main track allowing for the improved flow of rail traffic along Union Pacific’s Bay Area Rail Network.

The proposed project will also improve operational reliability for the San Joaquin Regional Rail Commission (SJRRC) Altamont Corridor Express (ACE) and Capitol Corridor trains on the UPRR Coast Subdivision.

Major elements of the project include installing 1.1 miles of new track, high speed turnouts, a #24 crossover, new signals, upgrading 0.8 miles of the existing siding track, constructing a new railroad bridge over Mowry Slough, and modifying to two existing at-grade crossings and safety mechanisms.

