

The samTrans logo is located in the top left corner. It consists of the word "samTrans" in a bold, black, sans-serif font. Below the text are two horizontal bars: a red one on top and a blue one on the bottom. The entire logo is enclosed in a white rectangular box with a thin black border.

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# Dumbarton Transportation Corridor Study

**Board of Directors**

**August 2, 2017**

# Two Bridges

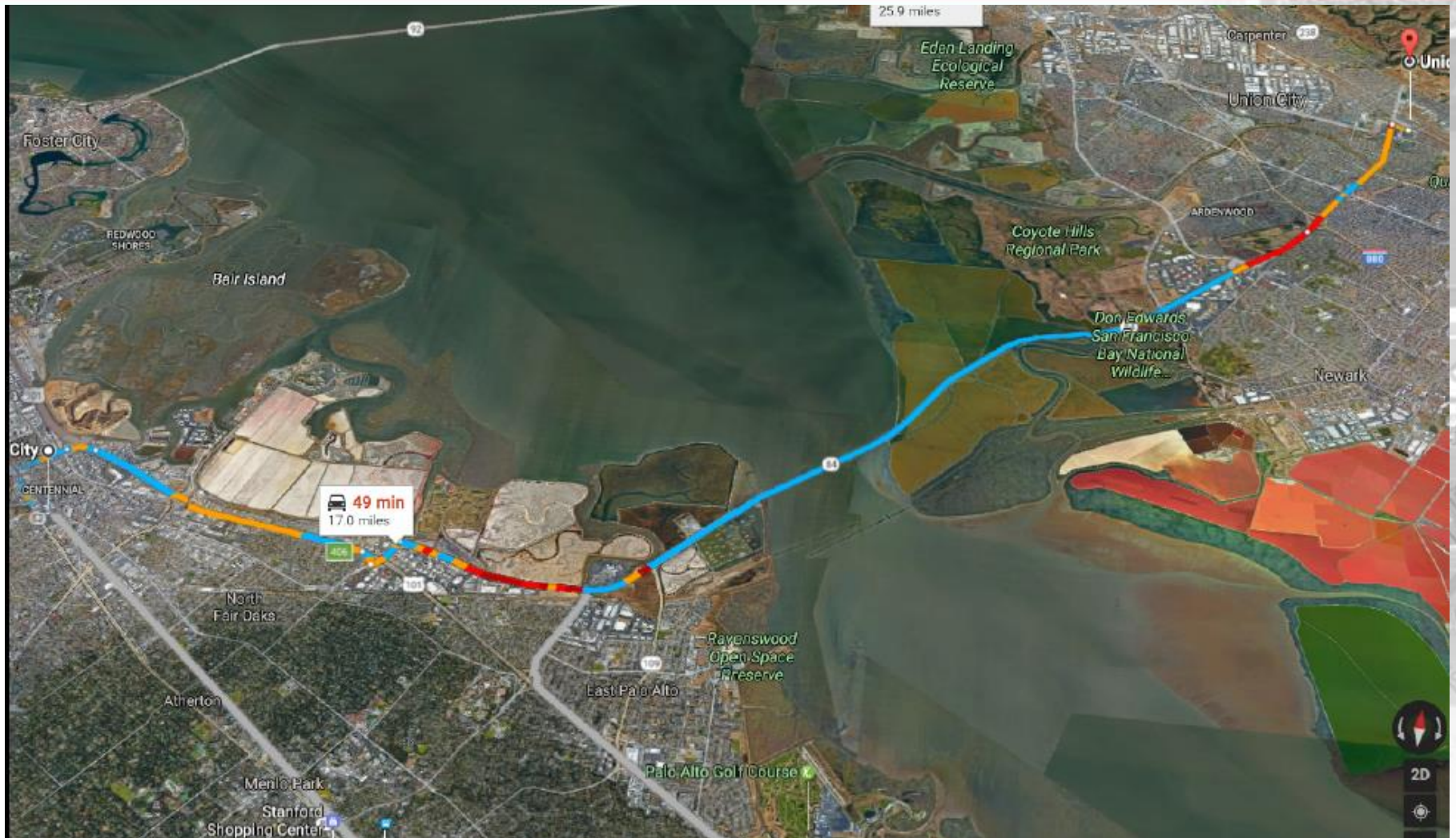
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# Complex Corridor

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- **Corridor requires phased improvements**
- **Solutions require consensus, other approvals**
  - Rail bridge: FTA, Coast Guard, Union Pacific, etc.
  - Highway bridge: Caltrans, MTC/BATA
  - Approaches: Caltrans, cities
- **Funding challenges/opportunities**
  - Public funding, private sector, P3 financing
- **Other challenges/value**
  - Environmental, connecting to other rail lines

# Comparative Analysis of Alternatives

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- Enhance mobility
- Cost effectiveness
- Minimize environmental impacts, financial risk and maximize safety
- Protect local communities from adverse impacts

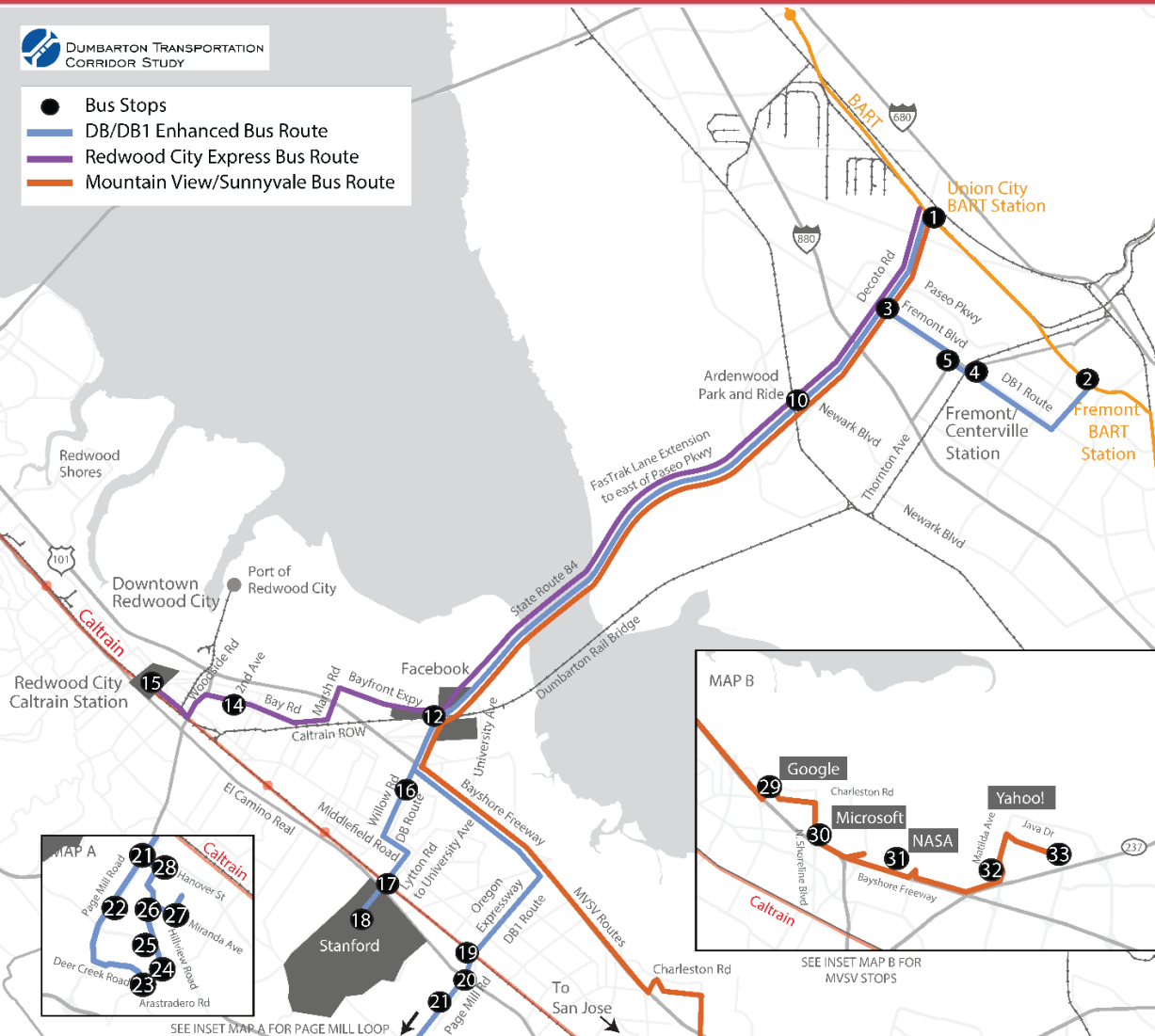


# Alternatives Studied and Draft Recommendations



# 2020: Bus and Approach Improvements on Highway Bridge

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# 2020: Bus and Approach Improvements (Recommended)

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- **Short-term (2020)**
  - Expand Dumbarton Express bus on Highway Bridge
  - Approach improvements
- **Impact**
  - \$51m capital, \$12m O/M
  - 13,700 daily transbay riders (34% increase)





- **Short-term (2020)**
- **Bike/ped multi-use path from Redwood City to East Palo Alto**
  - Overpasses at Willow, Marsh, University, US-101
- **Impact**
  - \$60m capital (includes overpasses at Willow, Marsh, University and US-101), ~\$120m O/M

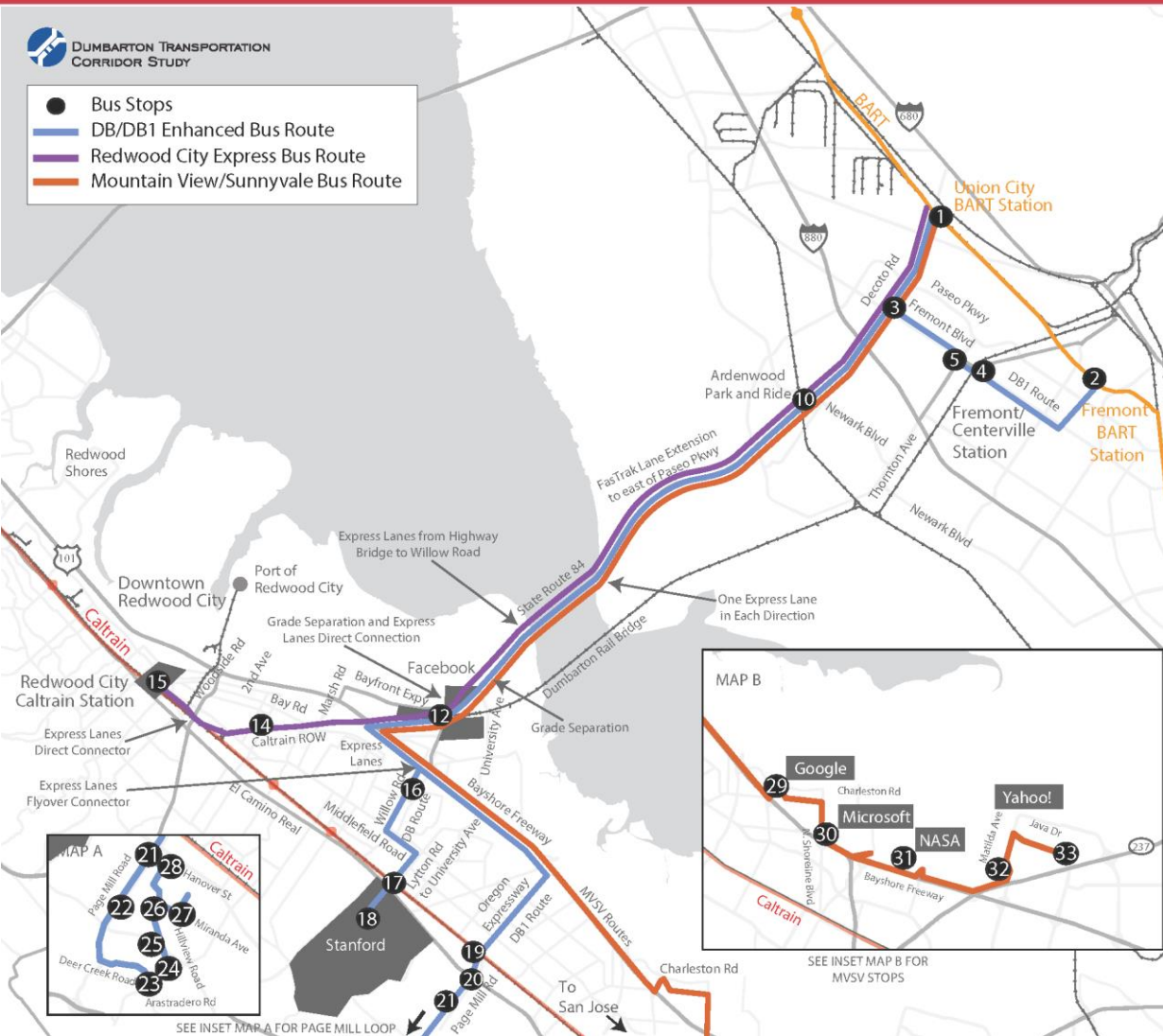
- **Expand Dumbarton Express bus including new routes to Menlo Park/Redwood City and Mountain View/Sunnyvale**
- **Approach improvements**
- **Impacts**
  - \$51m capital, \$12m O/M
  - 34% increase in transit
  - Involved entities: AC Transit, ACTC, MTC, Caltrans, cities, etc.
- **Not recommending bike/ped multi-use path due to rail right-of-way (ROW) limitations**

# 2025-2030: Bus and Approach Improvements on Highway Bridge

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CORRIDOR STUDY

- Bus Stops
- DB/DB1 Enhanced Bus Route
- Redwood City Express Bus Route
- Mountain View/Sunnyvale Bus Route

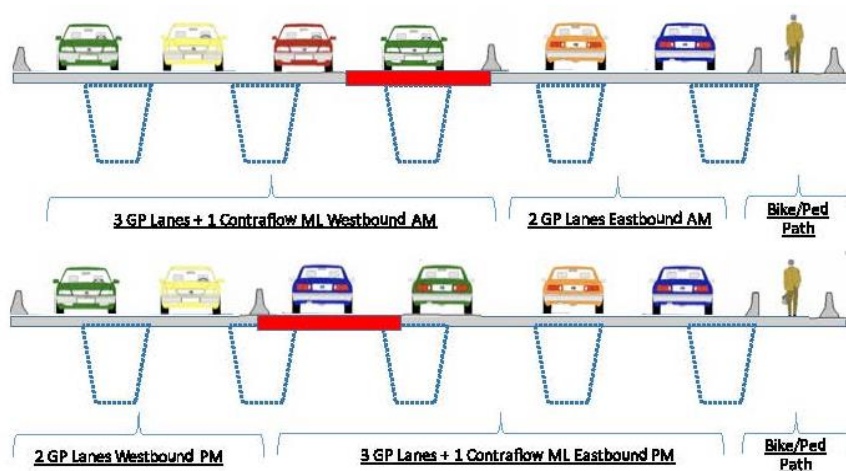




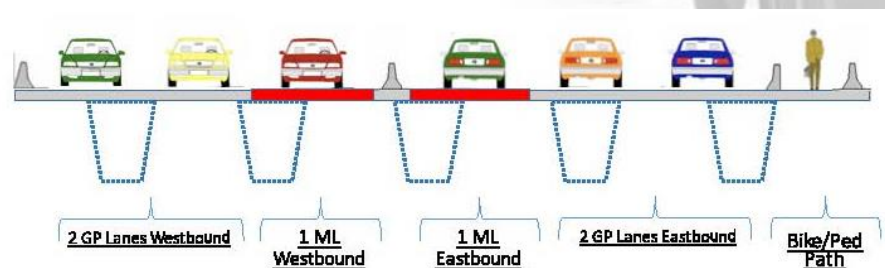
# 2025-2030: Express Lanes on Highway Bridge

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## Reversible express lanes 4/2



## One express lane per direction 3/3



# 2025-2030: Bus, Approach and Express Lanes (Recommended)

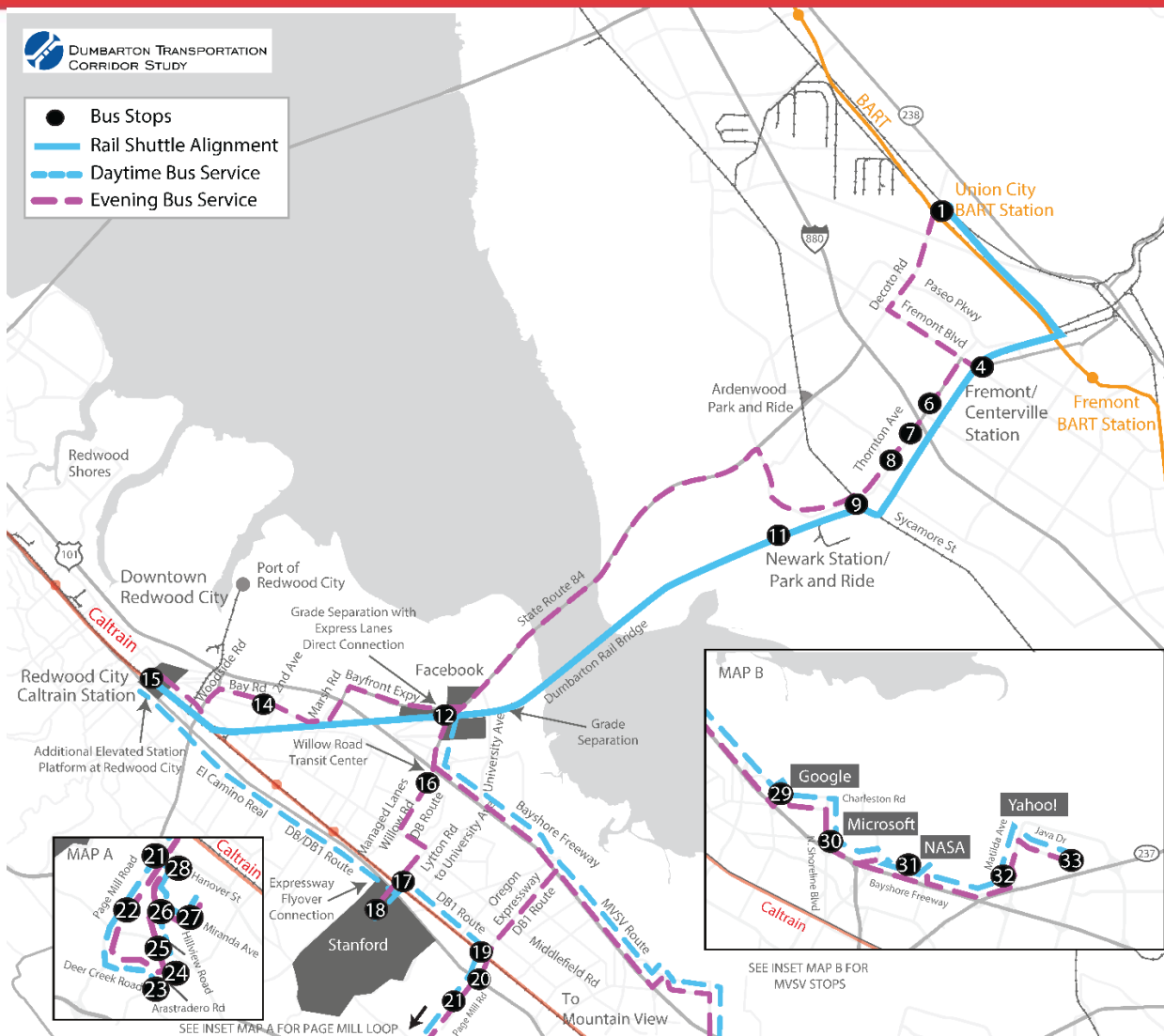
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- **Mid-term (2025)**
  - Convert #1 lane to toll lane in each direction
  - More approach improvements east and west bay (flyovers, grade separations, etc.)
  - Connect rail ROW to US 101 via flyover
- **Long-term (2030)**
  - Further enhanced Dumbarton Express bus
- **Impact**
  - \$849m capital, \$20m O/M in mid-term
  - \$82m capital, \$14m O/M in long-term
  - ~21,300 daily transbay riders (147% increase)

# 2025-2030: Rail Shuttle on Rail Bridge



- Bus Stops
- Rail Shuttle Alignment
- Daytime Bus Service
- Evening Bus Service





# 2025-2030: Rail Shuttle on Rail Bridge (Recommended)



- **Mid-term (2025)**
  - New double-tracked rail service from Redwood City (RWC) to Newark, not “interlined” at Caltrain
- **Long-term (2030)**
  - Further extend rail to Union City
- **Impact**
  - \$975m capital, \$23m O/M (for Rail Shuttle to Newark) in mid-term
  - Additional \$295m capital, \$32m O/M (to extend to Union City) in long-term
  - ~15,600 daily transbay riders (81% increase)

- Also looked at operating an exclusive busway on Rail Bridge
- Mid- to long-term (2025-2030)
  - No dedicated lanes in East Bay
- Impact
  - \$615m capital, \$14m O/M
  - ~18,600 daily transbay riders (116% increase)
- Not recommended if express lanes are constructed on Highway Bridge

- **Improve the Highway Bridge and Approaches**
  - One express lane in each direction
  - More approach improvements east and west bay (flyovers, grade separations, etc.)
  - Buses use ROW to US-101 flyover
- **Rail service on the Rail Bridge**
  - Rail Shuttle to Newark (double-tracked bridge)
- **Impact**
  - \$1.8b capital, \$44m O/M
  - Involved entities: Caltrain, UP, ACTC, MTC, Caltrans, STB, cities, etc.



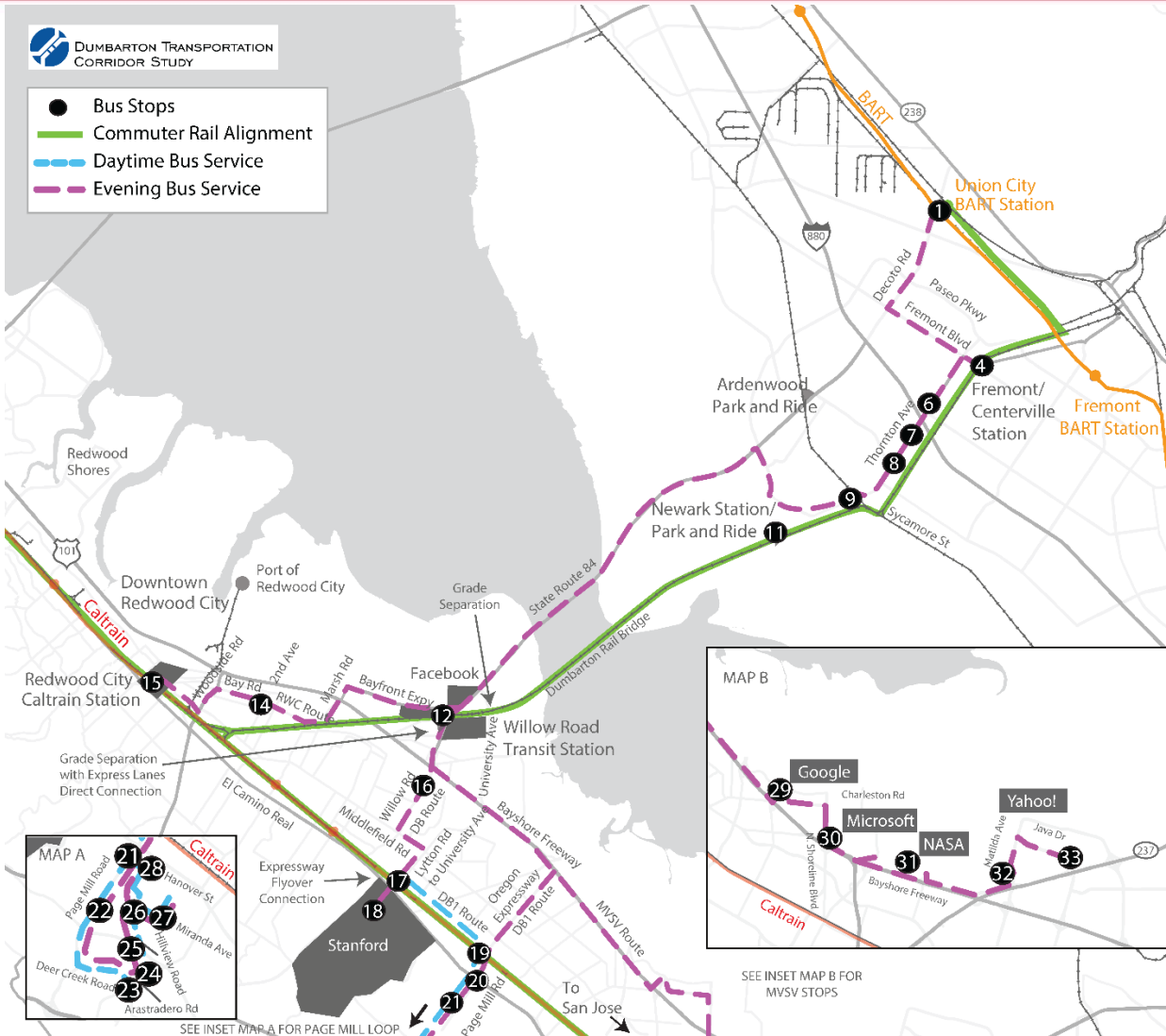
- **Further enhanced Dumbarton Express bus service**
- **Extended rail service**
  - Rail Shuttle from Newark to Union City
- **Impact**
  - \$377m capital (in addition to \$1.8b in 2025), \$46m O/M
  - Involved entities: Caltrain, UP, ACTC, MTC, Caltrans, STB, cities, etc.

# 2035: Rail Commuter on Rail Bridge, Double-Track



DUMBARTON TRANSPORTATION  
CORRIDOR STUDY

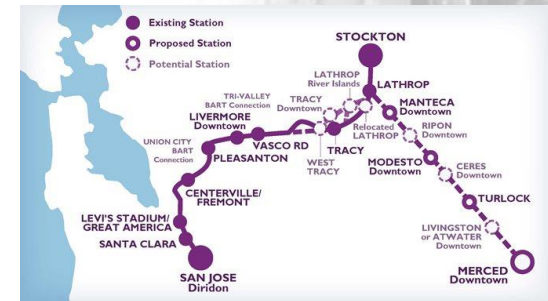
- Bus Stops
- Commuter Rail Alignment
- Daytime Bus Service
- Evening Bus Service



# 2035: Rail Commuter on Rail Bridge, Double-Track (Recommended)



- Longer-term (2035 or beyond)
  - Interline with Caltrain
  - Better connect to ACE, Capitol Corridor
- Impact
  - \$327m additional capital, \$38m O/M
  - ~23,300 daily transbay riders (270% increase) paired with express lanes on Highway Bridge
  - Involved entities: AC Transit, Caltrain, UP, ACE, Capitol Corridor, MTC, etc.





# Funding Challenges & Opportunities

- Use existing local funding: Measure A (San Mateo County), BB (Alameda County)
- Seek state, regional funding: SB1, RM3, etc.
- Solicit private contributions
- Pursue federal, state grants and financing
- Explore value capture
- Identify project elements attractive for P3
- Consider other alternative packages or phasing based on available funding
- Partnerships: ACE, State, Caltrans, etc.

# Next Steps



- **August:**
  - SamTrans Board briefing
  - Stakeholder and public outreach
- **October:**
  - Finalize report
  - SamTrans Board consideration



# Comments/Questions