DUMBARTON RAIL CORRIDOR PROJECT

PROJECT NEED

• Local population and employment growth
• Existing automobile congestion
• Lack of multimodal transportation options
• Insufficient east-west transit connectivity
• Underutilized Dumbarton Rail Bridge

PROJECT BENEFITS

• Enhance mobility between the East Bay and the Peninsula
• Connect to existing regional transit networks
• Provide public mass transit system
• Reduce vehicle miles traveled and greenhouse gas emissions
• Accommodate anticipated population and employment growth

ESTIMATED RIDERSHIP

24,000 trips/day
7.3 million annual trips
Planned Operation by 2028

PROJECTED RIDE共享

ESTIMATED CONSTRUCTION COSTS

$3 Billion (Subject to change)

HOUSING AND EMPLOYMENT

Projected Increases by 2040

Source: Plan Bay Area 2040

CONTACT US:

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PROJECT PARTNERS
The San Mateo County Transit District (District) and Cross Bay Transit Partners, LLC (CBTP), a partnership created by Plenary and Facebook, are engaged in a public-private partnership (P3) to improve transportation in the South San Francisco Bay Area.

PROJECT OVERVIEW
The proposed Dumbarton Rail Corridor Project would provide a new mass transit system between the San Francisco Peninsula and the East Bay, connecting the Caltrain Sequoia/Redwood City station to the Union City BART station. Between Redwood City and Newark, the Project would primarily utilize an existing railroad right-of-way owned by the District. East of Newark, the Project would either enter a railroad corridor owned by Union Pacific Railroad, or utilize a new, dedicated corridor within public right-of-way. The alignments under study would support one of several potential electric transit technologies, including commuter rail, light rail, and other mass transit technologies.

REGIONAL TRANSIT CONNECTIVITY

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