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Dumbarton Transportation Corridor Study

SPD&S Committee

August 2, 2017

Agenda Item # 4

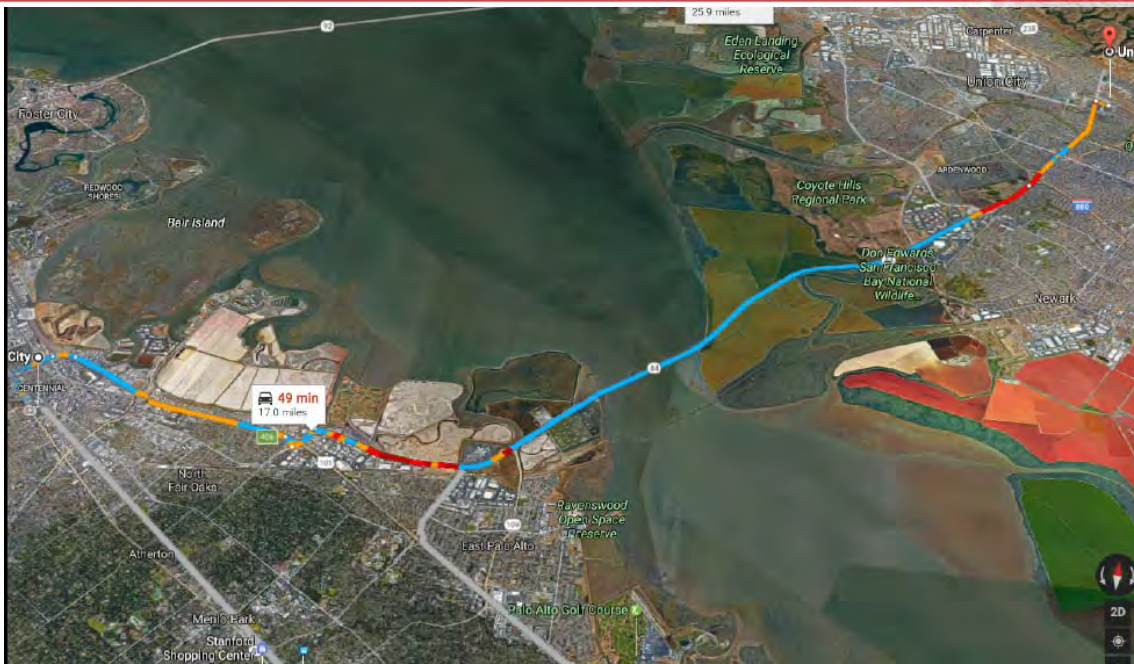
Two Bridges

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Complex Corridor

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Headlines

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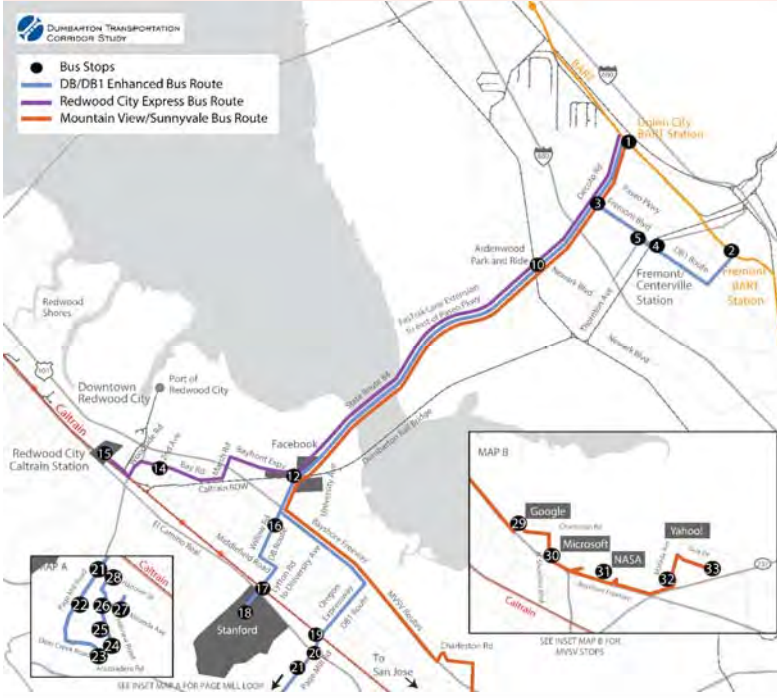
- **Corridor requires phased improvements**
- **Solutions require consensus, other approvals**
 - Rail bridge: FTA, Coast Guard, Union Pacific, etc.
 - Highway bridge: Caltrans, MTC/BATA
 - Approaches: Caltrans, cities
- **Funding challenges/opportunities**
 - Public funding, private sector, P3 financing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

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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



2020: Bus and Approach Improvements (Recommended)



- **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)



2020: Bike/Ped Path on Rail ROW

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- 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

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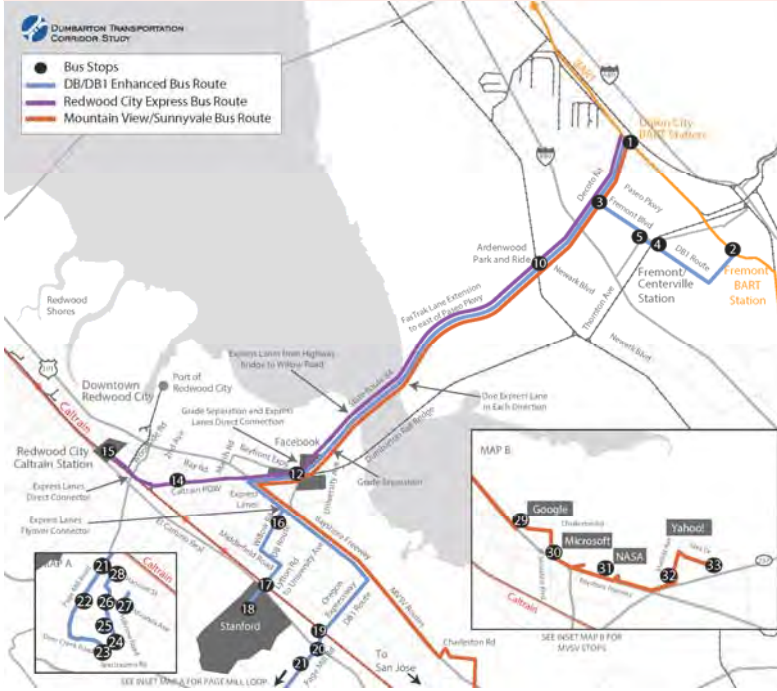
Recommendations 2020

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- 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

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2025-2030: Bus and Approach Improvements on Highway Bridge

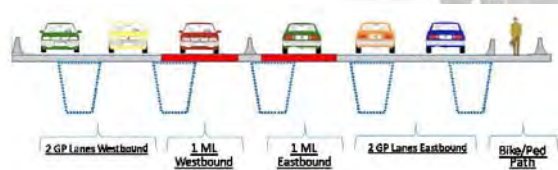
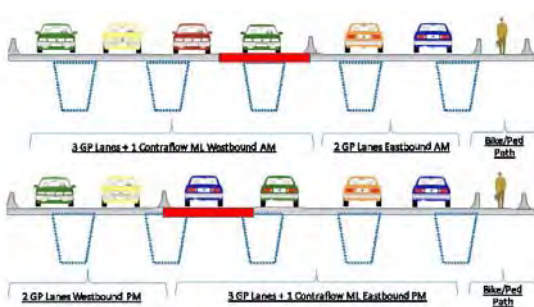


2025-2030: Express Lanes on Highway Bridge



Reversible express lanes 4/2

One express lane per direction 3/3

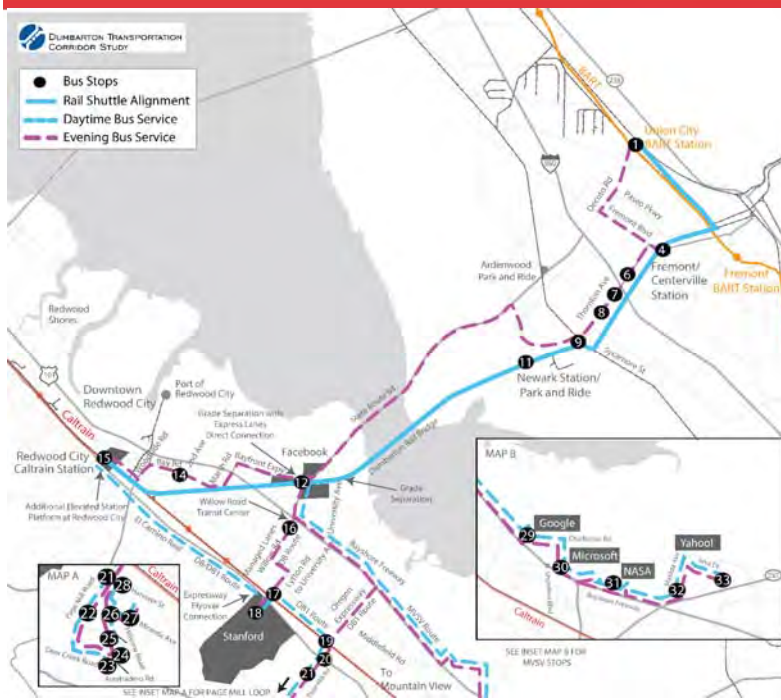


2025-2030: Bus, Approach and Express Lanes (Recommended)



- **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



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

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- **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)

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2025-2030: Busway on Rail Bridge

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- **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**

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Recommendations 2025

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- **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.

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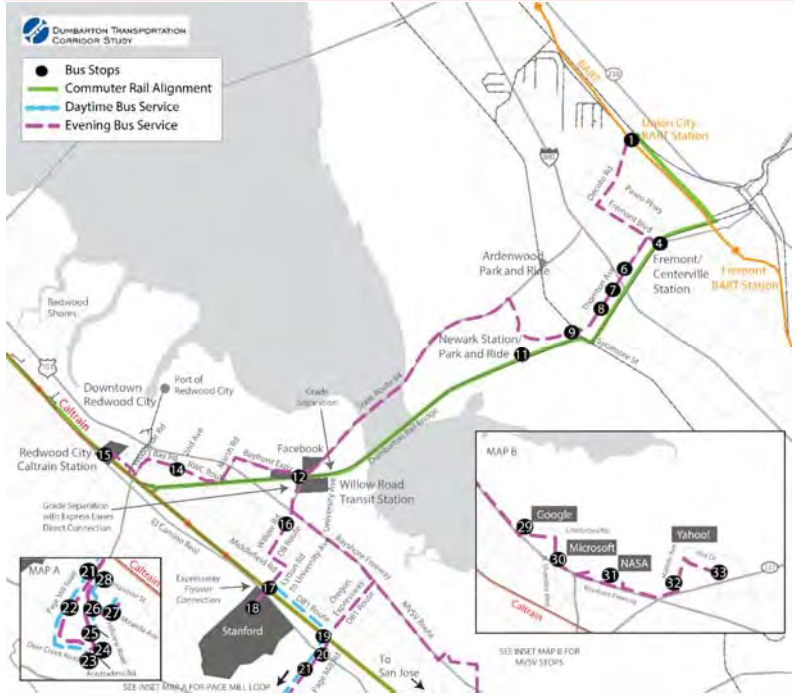
Recommendations 2030

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- **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.

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2035: Rail Commuter on Rail Bridge, Double-Track



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

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- 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.

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Next Steps

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

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Comments/Questions