Dumbarton Transportation Corridor Study

SPD&S Committee
August 2, 2017
Agenda Item # 4

Two Bridges
Complex Corridor

Headlines

- 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

- Enhance mobility
- Cost effectiveness
- Minimize environmental impacts, financial risk and maximize safety
- Protect local communities from adverse impacts
2020: Bus and Approach Improvements on Highway Bridge

• 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

Recommendations 2020

• 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

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)

- **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)

2025-2030: Busway on Rail Bridge

- 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**
Recommendations 2025

- 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.

Recommendations 2030

- 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 (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