



Dumbarton Transportation Corridor Study

Board of Directors
December 6, 2017

San Mateo

Two Bridges



- **Regional context, many stakeholders**
- **Consensus on use of the SamTrans-owned rail ROW**
- **Consensus on highway bridge and approach improvements with regional partners**
- **\$2.5 billion price tag**
- **Funding availability and P3 suitability**

- **Purpose:** Examine existing transportation deficiencies and identify capital improvements and operational programs that enhance multi-modal mobility for local and regional travelers while minimizing impacts to the environment and surrounding communities
- **Need:**
 - Jobs-housing imbalance
 - Lack of regional transportation connectivity, limited transbay travel options
 - Roadway congestion and lengthy travel times

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



- **Outreach**
 - 2 Stakeholder meetings
 - 4 Public meetings
 - Approx. 15 additional presentations
- **Comments**
 - Over 400 received via email, website, telephone, letter, at meetings, etc.
 - Desire for bicycle/pedestrian multi-use path
 - Concern regarding local impacts
 - Support for high capacity transit solutions
 - Responses provided in FAQ



- **Final recommendations are consistent with the Draft except:**
 - **Bicycle/pedestrian multi-use path is not excluded at this time**
- **Key questions to answer in next phase:**
 - **What does it take to accommodate 3 modes in the ROW?**
 - **Is it possible to safely implement a shared bus and bicycle lane?**
 - **What are the operational impacts of constructing only one bus lane (instead of two), leaving room for a bicycle/pedestrian multi-use path?**

Review of Final Recommendations

- **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.**
- **Bicycle/pedestrian multi-use path on ROW to be examined further**



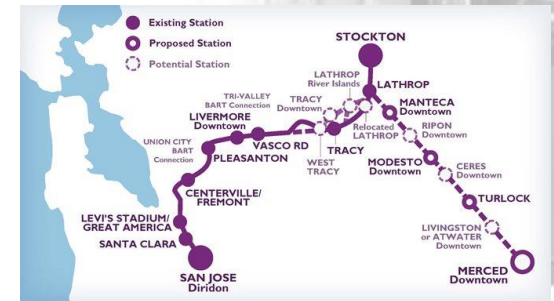
- **Improve the Highway Bridge and Approaches**
 - One express lane in each direction
 - More approach improvements east and west bay (flyovers, grade separations, etc.)
 - Buses use ROW to US-101 flyover
- **Rail service on the Rail Bridge**
 - Rail Shuttle to Newark (double-tracked bridge)
- **Impact**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

- **Further enhance Dumbarton Express bus service (greater frequencies)**
- **Extend 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.

Recommendations 2035

samTrans

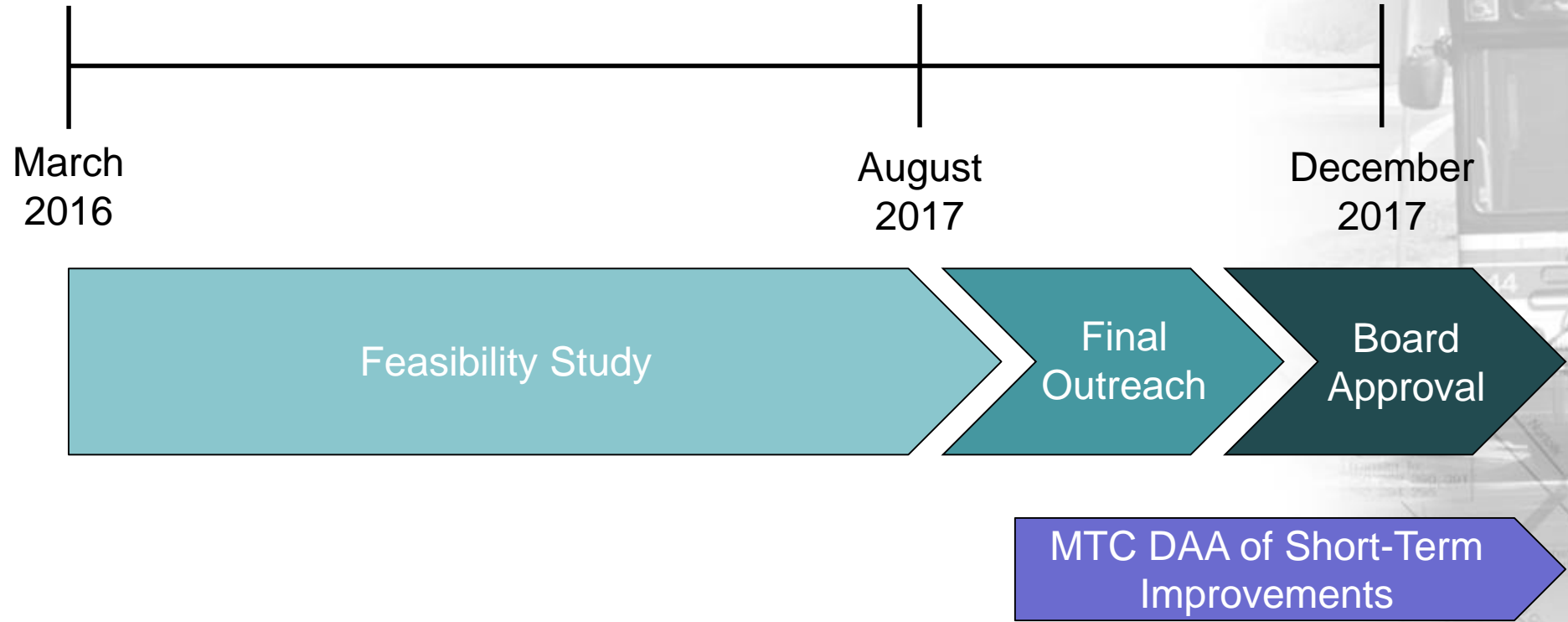
- Interline with Caltrain
- Better connect/coordinate with ACE, Capitol Corridor
- Impact
 - \$327m additional capital, \$38m O/M
 - ~23,300 daily transbay riders (270% increase) paired with enhanced bus service/express lanes on Highway Bridge
 - Involved entities: AC Transit, Caltrain, UP, ACE, Capitol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



Path Forward

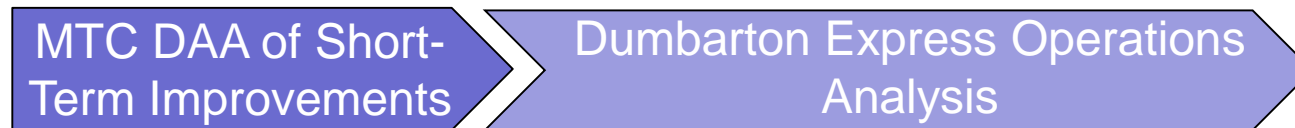
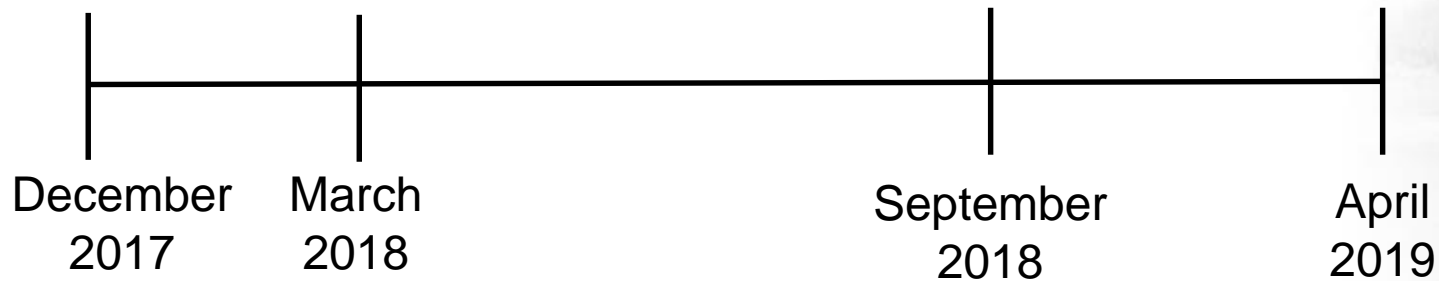


Where We Are Today



- **Design Alternatives Assessment**
 - **October 2017 – April 2018**
 - **Further develop short-term strategies**
 - **Evaluate performance and feasibility**
 - **Advance recommendations to project development**
 - **Dumbarton Express operations plan and further Highway and approach improvements (including express lanes) analysis to likely follow**

Early Actions



- **Rail Bridge and ROW Improvements:**
 - Modes on ROW
 - Bike planning
 - Standard gauge rail technologies
 - Rail operations
 - Determine appropriate next steps, including processes, stakeholders, schedule and budget

- **Assess financial feasibility and risks**
- **Procurement approaches**
- **Value for money analysis**
- **Focus on rail analysis, consider express lanes following MTC DAA**



Comments/Questions

