



Awarding a Contract for the Dumbarton Busway Feasibility Study Services



SamTrans CAC | April 30, 2025

Agenda

- Dumbarton Rail Corridor Background
 - Near-Term Outlook for Regional Rail
- Activating the Corridor: Proposed Busway
 - What is a busway?
 - Why a busway?
 - Post-pandemic travel patterns
 - Study objectives and desired outcomes



Busway examples: Top – G Line (LA Metro); J Line (LA Metro), Yonge Rapidway (York Region)

Background

- Options to revive the Dumbarton Rail Corridor (DRC or Corridor) have been studied extensively for decades
- Most recent partnership between the District and Cross Bay Transit Partners, LLC (Facebook/Meta and Plenary Americas) to assess the feasibility of various transportation options on the Corridor **terminated mid-2021**
- Today, the Corridor is largely unused and remains a **barrier** limiting mobility between communities and **Equity Priority Areas (EPAs)**
- **Community support to improve access** along and across the corridor in the near- to medium-term



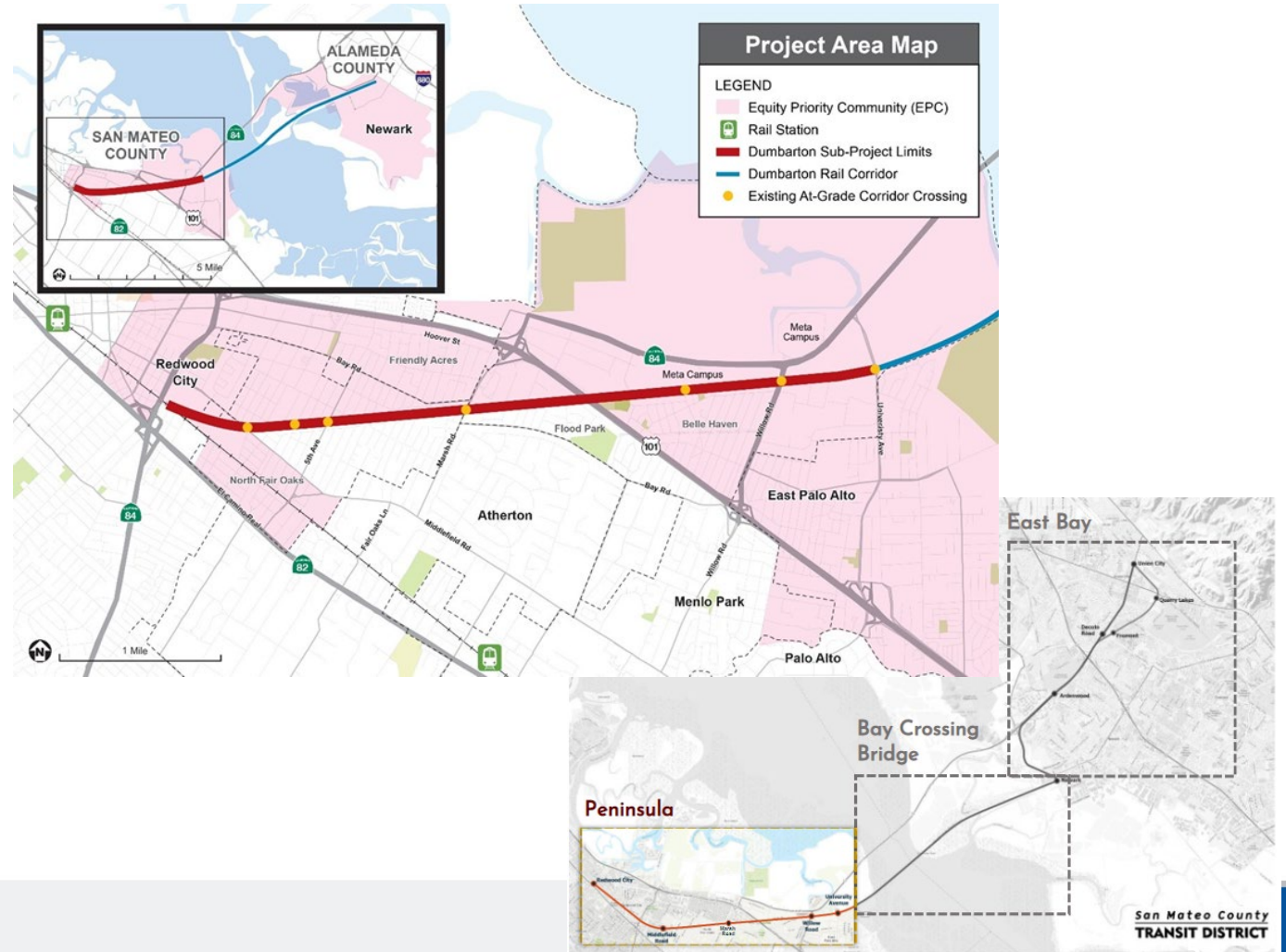
Outlook for Regional Rail

- Market viability assessment in 2023 found:
 - Significant costs associated; limited funding available
 - Insufficient ridership projections to justify cost - estimated at \$3.6B in 2024 dollars

Dramatic increase in travel need between Redwood City and East Palo Alto since pandemic
- 2017 Dumbarton Corridor Transportation Study (DCTS) evaluated bus and rail-based projects
 - Multiple rail and busway alternatives studied; rail alternative recommended at the time
 - Bus alternatives projected about 25 percent more ridership than the rail alternatives

Activating the Dumbarton Corridor: Proposed Busway

- Busway concept presents exciting opportunity to directly benefit local communities in the nearer-term
- Busway would connect Dumbarton highway bridge to Redwood City Transit Center
 - East Palo Alto – Menlo Park – North Fair Oaks – Redwood City
 - Open to regional public bus service
 - Will not preclude future rail project
- Project will include bike/ped improvements at crossings and will explore potential for multi-use trail



What is a Busway?

G Line (Los Angeles)



- 18 miles with 17 stations
- **Uses part of Southern Pacific Railroad's former Burbank Branch Line**
- Connects to other rail services and includes parallel **bike path**
- Annual ridership 4.5M in 2023

U of M Transitway



- 2.6-mile busway between University of Minnesota's Minneapolis and St Paul campuses
- **Limited to buses, bicycles, and emergency vehicles**

SURF! (Monterey)



- Planned **6-mile, bus only roadway along Monterey Branch Line right-of-way**
- **Preserving tracks for future rail use**
- Expected to be complete in 2027
- Ridership estimated to be >1.2 million annually by 2040

Why a Busway?

- **Cost-Effectiveness:** Lower construction and operating costs compared to rail alternative
- **High Ridership Potential:** Proven in industry to generate strong ridership
- **Enhanced Transit Quality:** Increased speed, reliability, and amenities attract riders
- **Faster Implementation:** Shorter implementation timeframe with benefits realized in the near-term
- **Flexibility:** Ability to adapt to changing demands and potential to include active transportation infrastructure
- **Environmental Sustainability:** Will utilize zero emission bus fleet, opportunities for multimodal connections

Prioritizing benefits to **local equity priority communities**, which include:

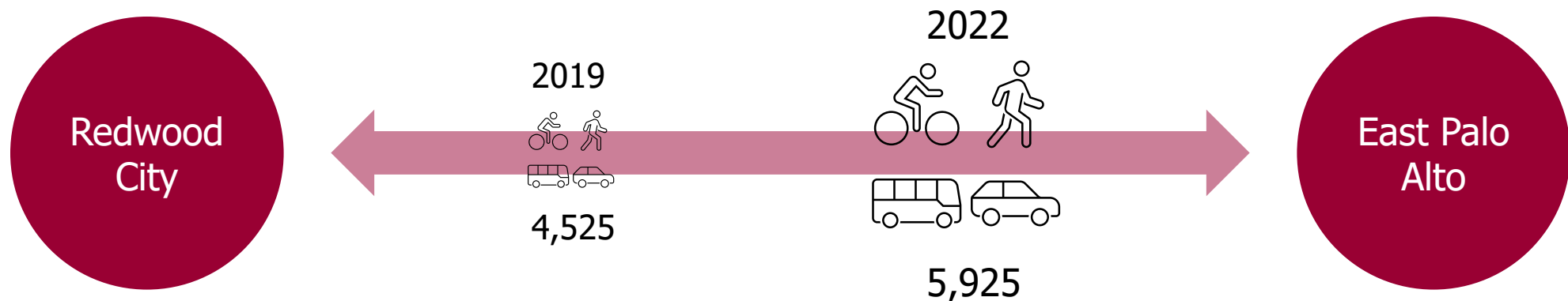
86% People of Color

40% Low-Income

15% Limited English Proficiency

Busway Project responds to post-pandemic travel patterns

- Average daily travel trips between Redwood City and East Palo Alto has increased by ~30% since 2019
- Proposed busway meets increasing demand for shorter, local trips



Source: Replica

Scope of Dumbarton Busway Feasibility Study Services

- **Feasibility Study is an 18-month project to:**
 - Develop a community-supported vision for mobility on the Peninsula Dumbarton Corridor
 - Conduct extensive multilingual community outreach and engagement
 - Develop conceptual alternative designs that enhance connectivity and address existing mobility barriers
 - Identify preferred concept for busway that can immediately be advanced to environmental clearance and full design
 - Identify “quick-strike” improvements that can be delivered ahead of full project
 - Further develop design options, service plan, multimodal connections, costs, timeline, risks and mitigations
- **Anticipate awarding consultant contract after approval at May 2025 Board Meeting**

Opportunities to Participate

- Robust community engagement plan will be developed which will include:
 - Community-based organization partnerships
 - Community pop-ups
 - Design workshops
 - Town halls and public meetings
 - Map-based and question-based surveys
 - Video Renderings



Thank You

