Dumbarton Transportation Corridor Study

JPB Board of Directors
September 7, 2017
Two Bridges
Complex Corridor
• JPB led previous Dumbarton Rail design and environmental analysis via MOU
• Potential rail project could be managed/operated by JPB (or others)
• Potential rail project could interline with Caltrain mainline in future
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
Alternatives Studied and Draft Recommendations
2020: Bus and Approach Improvements on Highway Bridge
2020: Bus and Approach Improvements

- **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), ~$53,000 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

• **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

- **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)
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
2035: Rail Commuter on Rail Bridge, Double-Track

• 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-September:**
  - Board briefings
  - Stakeholder and public outreach

• **October-December:**
  - Review and respond to comments
  - Incorporate changes to final recommendations, if appropriate
  - SamTrans (owner of study report) Board consideration
Comments/Questions