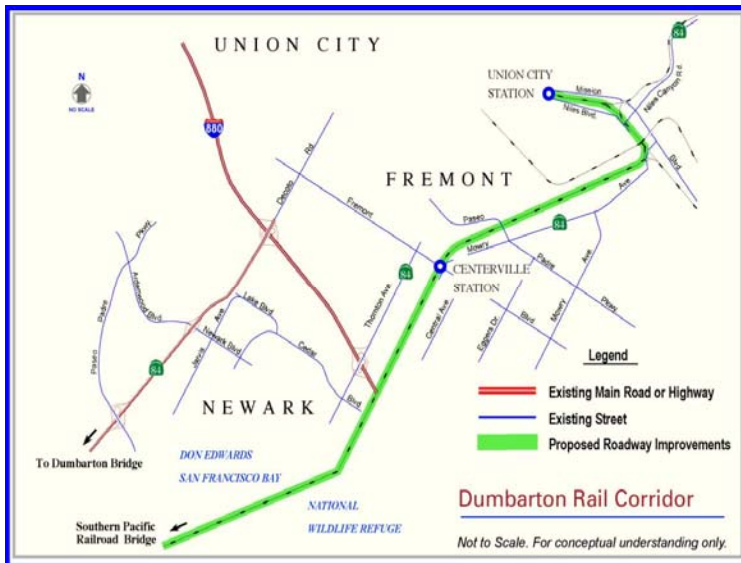


## Dumbarton Rail Corridor

ACTIA 25



### Project Sponsor:

City of Newark, Funding Agreement with San Mateo County Transportation Authority (SMCTA)

### ACTIA Project Contact:

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### Project Description:

The project involves a rail connection from the Caltrain corridor on the San Francisco Peninsula to the Union City Intermodal Station, including upgrading the Dumbarton Rail Bridge, and/or providing other commuter improvements to relieve congestion in the Dumbarton Bridge Corridor.

### Project Status Report:

The project, as defined in the May 2004 Project Study Report (PSR), extends rail service from San Mateo County to the Union City Intermodal Station with three East Bay stations proposed. A Policy Advisory Committee (PAC) formed in early 2004, adopted a phased implementation strategy and identified alternatives (including a Transportation System Management (TSM) alternative) to be evaluated in the Environmental Impact Statement/Environmental Impact Report (EIS/EIR). The Joint Powers Board (JPB) has completed a preliminary operational assessment for integrating Dumbarton service to the Caltrain line and bridge inspections and assessments have also been completed. Preliminary Engineering is 15% complete and an administrative draft of the EIS/EIR has been completed. Publication of the Draft EIS/EIR has been delayed.

### Recent Activities:

- In September 2008, the Metropolitan Transportation Commission (MTC) adopted the 3434 Strategic Plan which advances \$91 million of funds associated with the Dumbarton project for completion of the BART Warm Springs Extension (WSX) project with repayment to occur from future San Francisco Airport Extension (SFO) revenues and future Alameda County State Transportation Improvement Program (STIP) dollars.
- Technical studies for the environmental document and an administrative Draft EIS/EIR have been completed.
- Project costs have been updated. The cost of the rail project has been revised to \$701 million, resulting in a \$400 million dollar shortfall for the project. Ridership projections have declined for the rail project.
- The PAC, at their December 18, 2009 meeting, requested that staff complete key elements of the EIR per the outlined work scope, which includes a reevaluation of the project scope and updated ridership projections. The Capital Corridor staff outlined a proposal to include the Oakland subdivision right-of-way acquisition in an application for stimulus funds. MTC staff outlined the opportunities and restrictions associated with the use of RM2 operating funds for Dumbarton Bridge bus operations.

### Upcoming Activities:

- The JPB staff will refine the work scope for the technical studies intended to supplement the Draft EIR.

**Project Issues:**

Issue	Action Plan
Project is underfunded and progress beyond the environmental phase is uncertain.	Develop an implementation strategy consistent with the new funding conditions.

**Project Cost/Funding (\$ x 1,000)**

(Cost estimate in 2009 dollars)

<b>Cost Estimate by Phase</b>	
Scoping	\$ 800
PE/Environmental	\$ 15,468
Final Design (PS&E)	\$ 50,470
Right-of-Way	\$ 48,770
Utility Relocation	\$ -
Construction	\$ 516,949
Equipment Purchase	\$ 68,209
<b>Total</b>	<b>\$ 700,666</b>

<b>Funding</b>	
Measure B	\$ 19,367
Federal	
State	\$ 39,000
Regional	\$ 134,900
Local	\$ 108,000
Other (TBD)	\$ 399,399
<b>Total</b>	<b>\$ 700,666</b>

*State Funding Includes: ITIP - \$39 million*

*Regional Funding Includes: RM2 - \$134.9 million*

*Local funding Includes: SMCTA - \$50 million; VTA - \$44 million; ACCMA - \$14 million*

**Project Schedule by Phase**

<i>Project Phase</i>	<i>Schedule</i>	2006	2007	2008	2009	2010	2011	2012	2013	
PE/ Environmental	03/05 - 12/11	—————								
Final Design (PS&E)	TBD									
Right-of-Way	TBD									
Construction	TBD									
Testing/ Revenue Service	TBD									