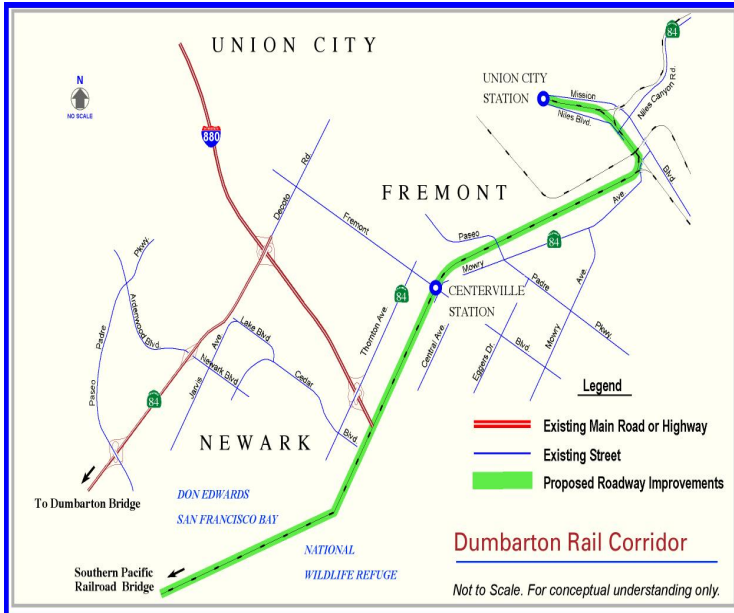


## Dumbarton Rail Corridor ACTIA 25



### Project Sponsor:

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

### ACTIA Project Contact:

James O'Brien  
ACTIA Project Manager  
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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 proposed East Bay stations. To address an anticipated funding shortfall for the project, the Policy Advisory Committee (PAC) 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). 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. Preliminary Engineering is 15% complete and an administrative draft of the EIS/EIR was completed in fall 2009, however the project has an estimated funding shortfall of \$400 million. Publication of the Draft EIS/EIR has been delayed pending the outcome of further service/operations and funding studies as directed by the PAC.

### Recent Activities:

- The cost of the rail project has been revised, resulting in a significant shortfall for the project.
- A phased implementation plan is being developed that involves providing near-term bus service in the corridor while a longer-term implementation strategy for the rail project is developed.
- A funding application, that includes acquisition of the UPRR Oakland Subdivision, was submitted for the Countywide Transportation Plan Update.
- The PAC held a meeting on June 24, 2011 in San Carlos.

### Upcoming Activities:

- Staff will continue to develop an implementation plan for the project that addressed the funding shortfall.
- A service plan for near-term, enhanced bus service will be developed.
- The station location alternatives for inclusion in the Draft Environmental Document will be finalized.

**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 by Phase		Funding	
Scoping	\$ 800	Measure B	\$ 19,367
PE/Environmental	\$ 15,468	Federal	\$ 0
Final Design (PS&E)	\$ 50,470	State	\$ 39,000
Right-Of Way	\$ 48,770	Regional	\$ 134,900
Utility Relocation	\$ 0	Local	\$ 108,000
Construction	\$ 516,949	Other/TBD	\$ 399,399
Equipment Purchase	\$ 68,209		
<b>Total</b>	<b>\$ 700,666</b>	<b>Total</b>	<b>\$ 700,666</b>

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

*Regional Funding Includes: RM2 - \$134.9 million (includes \$91.0 million payback from Alameda County STIP)*

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

**Project Schedule by Phase**

Project Phase	Schedule	2006	2007	2008	2009	2010	2011	2012	2013	2014
PE/ Environmental	03/05 - 10/12	_____								
Final Design (PS&E)	TBD									
Right-of-Way	TBD									
Construction	TBD									
Testing/ Revenue Service	TBD									