

DUMBARTON RAIL CORRIDOR PROJECT

San Mateo County
TRANSIT DISTRICT



January 2020

PROJECT NEED

- Local population and employment growth
- Existing automobile congestion
- Lack of multimodal transportation options
- Insufficient east-west transit connectivity
- Underutilized Dumbarton Rail Bridge

PROJECT BENEFITS

- Enhance mobility between the East Bay and the Peninsula
- Connect to existing regional transit networks
- Provide public mass transit system
- Reduce vehicle miles traveled and greenhouse gas emissions
- Accommodate anticipated population and employment growth



ESTIMATED CONSTRUCTION COSTS

\$3 Billion (Subject to change)

ESTIMATED RIDERSHIP

24,000 trips/day

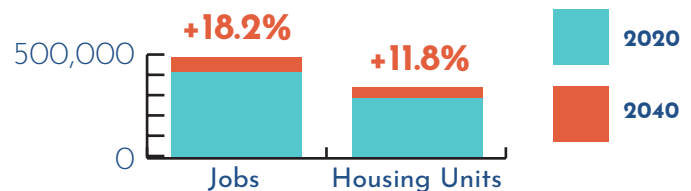
7.3 million annual trips

Planned Operation by 2028



HOUSING AND EMPLOYMENT

Projected Increases by 2020



San Mateo County

Source: Plan Bay Area 2040

CONTACT US:



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ANTICIPATED SCHEDULE (Subject to change)



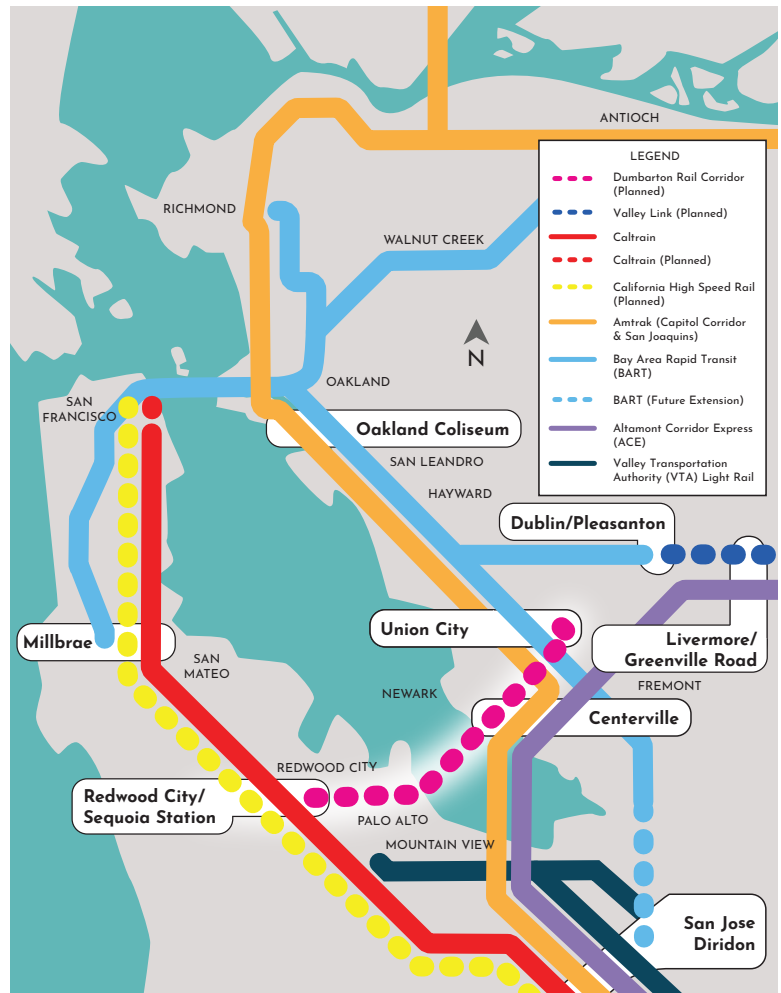
PROJECT PARTNERS

The San Mateo County Transit District (District) and Cross Bay Transit Partners, LLC (CBTP), a partnership created by Plenary and Facebook, are engaged in a public-private partnership (P3) to improve transportation in the South San Francisco Bay Area.

PROJECT OVERVIEW

The proposed Dumbarton Rail Corridor Project would provide a new mass transit system between the San Francisco Peninsula and the East Bay, connecting the Caltrain Sequoia/Redwood City station to the Union City BART station. Between Redwood City and Newark, the Project would primarily utilize an existing railroad right-of-way owned by the District. East of Newark, the Project would either enter a railroad corridor owned by Union Pacific Railroad, or utilize a new, dedicated corridor within public rights-of-way. The alignments under study would support one of several potential electric transit technologies, including commuter rail, light rail, and other mass transit technologies.

REGIONAL TRANSIT CONNECTIVITY



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