

Nov 2024 Recommended RM3 Allocation – Project Summaries

Dumbarton Corridor Improvements Project

RM3 provides \$130 million in toll funds to RM3 Project 17, Dumbarton Corridor Improvements Project. This RM3 programmatic category funds planning, environmental review, design, and construction of capital improvements within Dumbarton Bridge and rail corridor in the Counties of Alameda and San Mateo to relieve congestion, increase person throughput, and offer reliable travel times. Eligible projects include, but are not limited to, the projects recommended in the Dumbarton Corridor Transportation Study and improvements to facilitate rail and transit connectivity among the Altamont Corridor Express, Capitol Corridor, and Bay Area Rapid Transit District, including a rail connection at Shinn Station. The project sponsors are the Bay Area Toll Authority, Alameda County Transportation Commission, the San Mateo County Transit District, and the San Mateo County Transportation Authority. In June 2024, MTC approved initial programming of this category through MTC Resolution No. 4411, Revised. Two allocations under this category are proposed this month:

Union City – Union City BART At-grade Pedestrian Crossing Project (\$3 million)

As part of the Union City Intermodal Station, this pedestrian at-grade project completes the Union City BART Station improvements by constructing the new east entrance and making the station a two-sided station with a direct connection to the 100-acre Transit-Oriented Development (TOD) Station District Area, 11th Street and the future Intercity Rail Station. This allocation will provide \$3 million to complete the construction funding plan for this project. Construction is expected to begin in February 2025 and be complete in March 2026.

This new passageway made available through the east side of the BART station and across the Union Pacific (UP) tracks will reduce the walking trip distance from a ½ mile to 150 feet, making it much more convenient and attractive to access the BART station with active transportation modes. Based on UP's New Public Pedestrian At-Grade Crossing Permit, the project is also required to include improvements at two (2) other at-grade crossing locations along the Oakland Subdivision, including pedestrian sidewalk, safety gates and railroad signal pre-emption improvements at the existing Decoto Road

At-Grade Crossing and the full closure of existing “I” Street At-Grade Crossing. This Pedestrian At-Grade Crossing is the critical link connecting the Union City BART Station to the future intercity rail station (East Bay Hub) located on Oakland Subdivision railroad on the east side and adjacent to the BART station. A total of \$3 million was programmed for this project under the Alameda County portion of this Dumbarton Corridor Improvement Project (MTC Resolution No. 4411).

City of Fremont - Fremont Quarry Lakes Trail Project (\$1.028 million)

This allocation will complete the funding plan for the design phase of Phase A of the Dumbarton Bridge to Quarry Lakes Trail Project, which will provide an east-west regional trail connection between San Mateo/Santa Clara Counties and Alameda County. Final design is expected to begin in January 2025, with construction starting in summer 2026. The trail will provide access to Priority Development Areas, transit centers, regional open spaces, and urbanized neighborhoods and form a significant link in the regional trail network across the San Francisco Bay. The total trail corridor is 8 miles in length and will be implemented in multiple phases. The Phase A Segment project is entirely within the public right of way of Caltrans (along Quarry Road) and the City of Fremont (other various roadways) and includes the construction of Class I multi-purpose path from the existing SR 84 toll plaza to Paseo Padre Parkway (along Quarry Road), extension of Class I path on along Paseo Padre Parkway to Kaiser Drive, Class IV bikeway along Kaiser Drive, separated path facility along Ardenwood Boulevard (between Kaiser Drive and Ardenwood Terrace), and protected intersections at key signalized intersections. A total of \$10.8 million was programmed for this project under the BATA portion of this Dumbarton Corridor Improvement Project (MTC Resolution No. 4411). The project is expected to be exempt under CEQA.