Today’s Objectives

• Background on the Rail Safety Enhancement Program
• Update on Delivery Plan
• Request two actions to advance the program into Environmental and Design Phases - Agreements for:

1. Program Management Oversight (PMO)
2. Environmental and Design Services
Rail Safety in Alameda County

- Agency and Federal Railroad Agency (FRA) analysis identified rail safety as critical for Alameda County
- High rail volumes and close proximity to neighborhoods and schools
- Noted as implementation effort in Goods Movement Plan

Since 2016:
22 fatalities from trespassing

Alameda CTC Rail Grade Crossing Framework

Prioritization
Safety upgrade opportunities
SR2S rail safety education
Rail Safety Enhancement Program
Need for a Safety Enhancement Program

- Existing safety issues at crossings and with trespassing
- Requires close coordination with UPRR and CPUC
- Complex regulation and design standards
- Efficiencies when delivering multiple improvements at same time
- Upcoming funding opportunities

- Program management
- Close partnership with jurisdictions
- Coordination with railroads, state, and regional agencies

RSEP Key Milestones

- Commission approved Prioritization approach (March 2018)
- Commission allocated $5.5 million of MBB to RSEP (February 2019)
- Staff released RFP for two Agreements (February 2020)
- Interviews for top-ranked firms and selection (May 2020)
- Contract negotiations and final contract value (June 2020)

This month: Request for Commission approval and contract execution
RSEP Delivery Plan

Two agreements for Environmental and Design Phases:

- **Program Management Oversight**
  - Creating and implementing program delivery strategy
  - Directing the environmental and design consultants
  - Leading coordination with stakeholder agencies including cities, County, UPRR and CPUC

- **Environmental and Design Services**
  - NEPA and CEQA environmental clearance
  - Preparation of plans and construction contract documents at 30%, 65%, 95%, and 100%(final) levels

RSEP Delivery Plan (cont’d)

- Partnering with Caltrans and MTC on joint-applications for grant funding for construction (TCEP and BUILD)

- Focusing on first phase - RSEP-A
  - Efficient delivery of a very large program
  - Funding application critical milestones
  - Schools and trespass areas
  - Similar environmental clearances
  - 28 at-grade crossings + 2 trespass areas
**RSEP-A Project Information**

**RSEP-A**

**Total Project Cost:** $57.6 million

**MBB Funding:** $5.5 million

<table>
<thead>
<tr>
<th>RSEP-A Schedule</th>
<th>Begin</th>
<th>End</th>
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<tbody>
<tr>
<td>Environmental</td>
<td>Fall 2020</td>
<td>Summer 2021</td>
</tr>
<tr>
<td>Design</td>
<td>Fall 2020</td>
<td>Summer 2022</td>
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<tr>
<td>Construction</td>
<td>Late 2022</td>
<td>Late 2026</td>
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*Schedule and costs are subject to change

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**Anticipated Future Actions**

- Environmental clearance RSEP-A, RSEP-B
- Contract amendment to add RSEP-B crossings
- Construction Plan RSEP-A, RSEP-B
- Project updates as necessary
**Recommended Action**

- Approve and authorize the Executive Director to execute two Professional Services Agreements for the Rail Safety Enhancement Program (RSEP):
  - A20-0013 with **TY Lin International** for a negotiated amount, not to exceed $1.59 million for **Program Management Oversight (PMO)**; and
  - A20-0014 with **Kimley-Horn and Associates, Inc.** for a negotiated amount, not to exceed $3.86 million for **Environmental and Design services**.

For more information, visit [www.AlamedaCTC.org](http://www.AlamedaCTC.org)

Thank You