



Rail Safety Enhancement Program

SEPTEMBER 2021

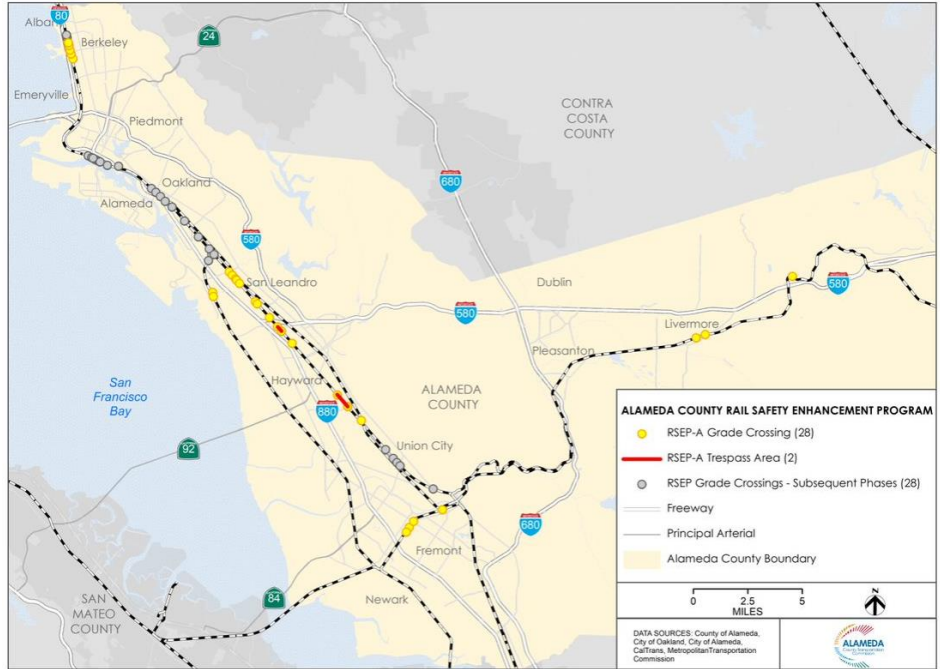
PROJECT OVERVIEW

In response to the Alameda County Goods Movement Plan approved in 2016, individual rail crossings throughout the County were examined to identify crossings and corridors most impacted by rail traffic and to identify where rail crossings safety can be enhanced. The crossings analysis considered the following primary factors:

- Current and potential future rail volumes and routing, annual average daily automobile traffic, accident history, land use sensitivities and communities of concern
- Safety, delay, noise and air quality

Once the crossing analysis identified needed at-grade rail crossing safety enhancements, those most impacted and in need of improvements were included in the Rail Safety Enhancement Program (RSEP).

The Alameda County Transportation Commission (Alameda CTC) approved the RSEP to enhance safety and reduce impacts throughout the County. Implementation of the program will be a two-phased approach, RSEP-A and RSEP-B. The first phase, RSEP-A, is comprised of crossings that are within six local jurisdictions, have immediate safety enhancement needs for vehicle, pedestrian and bicycle users, and experience frequent trespassing incidents. These near-term upgrades will have significant and immediate positive safety impacts for our local communities.



PROJECT NEED

- Alameda County has a high volume of rail activity combined with densely populated residential areas.
- Pedestrian oriented safety devices are lacking in most of these areas.

PROJECT BENEFITS

- Improves pedestrian, bicycle and vehicle user safety with an emphasis on schools
- Improves rail and roadway safety
- Supports economic vitality
- Supports freight rail operations
- Improves transportation viability for passenger rail service and roadway networks
- Achieves emissions reductions through reduced idling supporting state and regional air quality goals



A typical at-grade crossing that requires improvement. This location is at L Street in the City of Livermore.

COST ESTIMATE BY PHASE (\$ X 1,000)

	RSEP-A	RSEP-B
Environmental/Design	\$7,000	TBD
Right-of-Way	TBD	TBD
Construction	\$67,300	TBD
Total Expenditures	\$74,300	TBD

STATUS

Implementing Agency: Alameda CTC

Current Phase: Preliminary Engineering/Environmental (PE/Environmental)

FUNDING SOURCES (\$ X 1,000)

	RSEP-A	RSEP-B
Measure BB	\$7,500	TBD
State	TBD	TBD
Local	TBD	TBD
TBD	\$67,300	TBD
Total Revenues	\$74,300	TBD

PARTNERS AND STAKEHOLDERS

Alameda CTC, Alameda County and the cities of Berkeley, Fremont, Hayward, Livermore, Oakland, San Leandro and Union City

SCHEDULE BY PHASE: RSEP-A

	Begin	End
Environmental	Fall 2020	Summer 2022
Design	Fall 2021	Summer 2023
Right-of-Way	Summer 2022	Summer 2023
Construction	Early 2024	Late 2026

SCHEDULE BY PHASE: RSEP-B

	Begin	End
Environmental	Late 2022	Late 2024
Design	Late 2022	Late 2024
Right-of-Way	Early 2024	Late 2024
Construction	Early 2025	Early 2028

Note: Project schedule subsequent to the preliminary engineering/environmental phase is contingent on funding availability for future phases.

Note: Information on this fact sheet is subject to periodic updates.