



# Rail Safety Enhancement Program

MARCH 2023

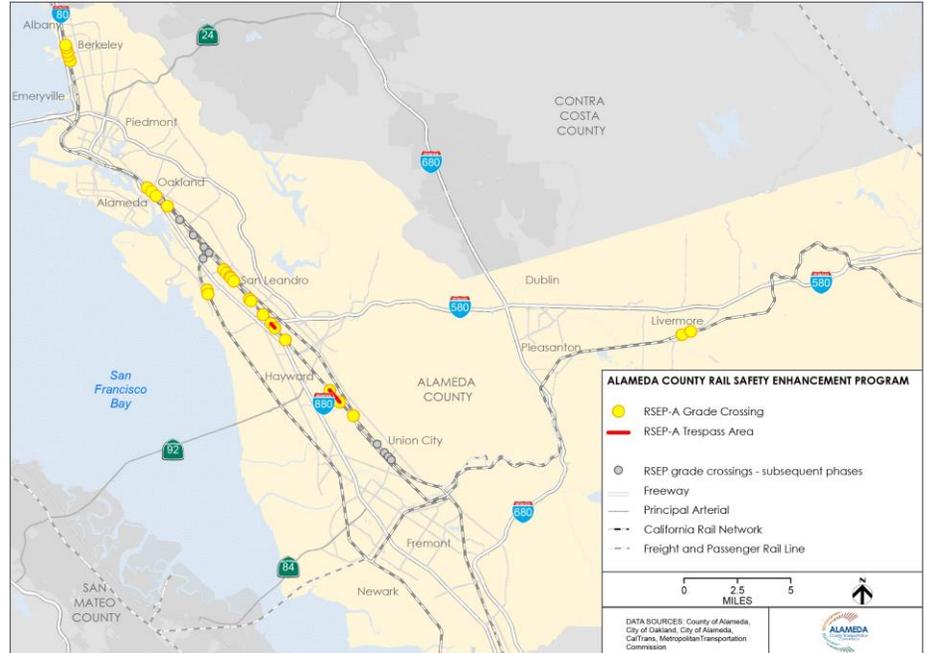
## PROJECT OVERVIEW

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 equity priority communities
- 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).

Implementation of the program is a two-phased approach: RSEP-A and RSEP-B. The first phase, RSEP-A, is comprised of crossings that are within six local jurisdictions, with recommended safety enhancements centered around pedestrian treatments, such as sidewalks, automatic pedestrian gates, channelization, lighting, warning strips, fencing and gates, and signing and striping. 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 by supporting rail connectivity to the Port of Oakland
- Supports freight rail operations
- Supports housing and commercial redevelopment
- Improves transportation viability for passenger rail service and roadway networks
- Achieves emissions reductions through reduced idling supporting state and regional air quality goals—protecting our climate and maintaining the health of communities
- Promotes equity because these rail lines are often in low income and historically underserved communities



Rail crossing along 37th Avenue in the City of Oakland.

## STATUS

**Implementing Agency:** Alameda CTC

**Current Phase:** Preliminary Engineering/Environmental (PE/Environmental); advance Preliminary Design and Final Design.

- The project has recently completed 65% Preliminary Engineering/Environmental

## PARTNERS AND STAKEHOLDERS

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

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

	RSEP-A	RSEP-B
Environmental	\$2,284	TBD
Design	\$7,684	TBD
Right-of-Way	\$1,675	TBD
Construction	\$72,220	TBD
<b>Total Expenditures</b>	<b>\$83,863</b>	<b>TBD</b>

## FUNDING SOURCES (\$ X 1,000)

	RSEP-A	RSEP-B
Measure BB	\$7,900	TBD
Federal <sup>1</sup>	\$25,001	TBD
TBD	\$50,962	TBD
<b>Total Revenues</b>	<b>\$83,863</b>	<b>TBD</b>

<sup>1</sup>\$25 million of Consolidated Rail Infrastructure and Safety Improvements Program (CRISI); \$1,000 earmark

## SCHEDULE BY PHASE: RSEP-A

	Begin	End
Environmental/Advance Preliminary Design	Fall 2020	Summer 2023
Final Design	Summer 2023	Summer 2024
Right-of-Way	Summer 2023	Summer 2024
Construction	Summer 2024	Summer 2026

	Begin	End
Environmental/Advance Preliminary Design	TBD	TBD
Final Design	TBD	TBD
Right-of-Way	TBD	TBD
Construction	TBD	TBD

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

## SCHEDULE BY PHASE: RSEP-B

	Begin	End
Environmental/Advance Preliminary Design	TBD	TBD
Final Design	TBD	TBD
Right-of-Way	TBD	TBD
Construction	TBD	TBD

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