

Rail Safety Enhancement Program

SEPTEMBER 2023

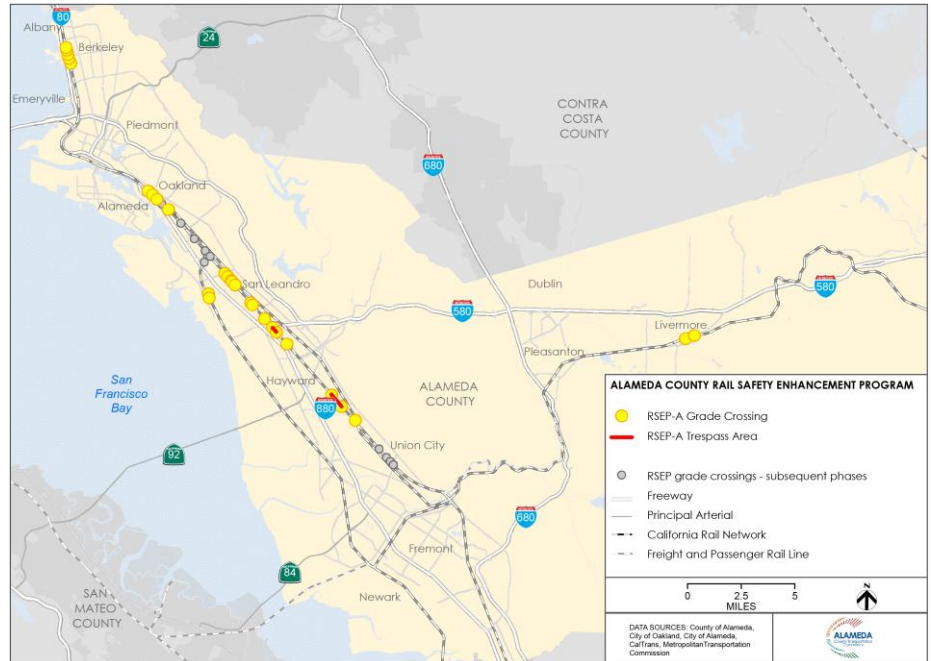
PROJECT OVERVIEW

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: Final Design

Environmental: The final ISMND was adopted in September 2023

- The project has recently completed 65% Final Design Milestone

PARTNERS AND STAKEHOLDERS

Alameda CTC, Alameda County and the cities of Berkeley, Fremont, Hayward, Livermore, Oakland, San Leandro, Union City*, California Public Utilities Commission, Union Pacific, and Caltrans.

*Phase B

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

| | RSEP-A | RSEP-B |
|--------------------|-----------|--------|
| Environmental | \$2,284 | TBD |
| Design | \$7,684 | TBD |
| Right-of-Way | \$2,180 | TBD |
| Construction | \$88,906 | TBD |
| Total Expenditures | \$101,054 | TBD |

FUNDING SOURCES (\$ X 1,000)

| | RSEP-A | RSEP-B |
|----------------------|-----------|--------|
| Measure BB | \$7,972 | TBD |
| Federal ¹ | \$25,001 | TBD |
| TBD | \$68,081 | TBD |
| Total Revenues | \$101,054 | TBD |

¹\$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 | Fall 2023 |
| Final Design | Summer 2023 | Spring 2025 |
| Right-of-Way | Summer 2023 | Late 2025 |
| Construction | Winter 2026 | Fall 2029 |

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.