

## PUBLIC UTILITIES COMMISSION

320 W. 4<sup>th</sup> St, Suite 500  
Los Angeles, CA 90013



March 28, 2023

Re: Project Initiation Document – H Street (CPUC #001D-26.40 / ALA-1543)

To: Bruce Roberts & Todd Rogers, Caltrans Division of Local Assistance

The attachment to this letter details the recommendations of the California Public Utilities Commission (CPUC) Rail Crossings and Engineering Branch staff for the Railroad-Highway Grade Crossing Program (Section 130) H Street crossing safety improvements.

The attachment identifies both railroad and local agency scope of work to be contracted by Caltrans Division of Local Assistance. The City of Union City (City) and the Union Pacific Railroad (UPRR) have participated in the development of this project proposal. Both participants agree with the proposal, are in concurrence to proceed with the funding, and are committed to the implementation of the project. The City and UPRR will be responsible to design and construct their identified scope of work items. The CPUC will review and authorize crossing improvements, and Caltrans will facilitate concurrent progression of contracts from approval of scope of work through project closeout.

It is the recommendation of CPUC staff to proceed with the funding of this project.

Sincerely,

A handwritten signature in black ink, appearing to read "Matt Cervantes".

Matt Cervantes, P.E.  
Senior Utilities Engineer - Specialist  
Rail Crossings and Engineering Branch

Via Electronic Mail:

Todd Rogers, Caltrans, [todd.rogers@dot.ca.gov](mailto:todd.rogers@dot.ca.gov)  
Bruce Roberts, Caltrans, [bruce.roberts@dot.ca.gov](mailto:bruce.roberts@dot.ca.gov)  
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## California Railroad-Highway Grade Crossing Program CPUC Project Initiation Document

### PROJECT LOCATION

CPUC ID	001D-26.40 / ALA-1543	FED ID	749780A
City	Union City	Street Name	H Street
County	Alameda	RCEB Engineer	Siavash Mozaffari
Latitude	37.597479	Longitude	-122.021300
Public Agency Jurisdiction(s)	City	Rail Agency Jurisdiction (s)	UPRR

### PURPOSE AND NEED

#### **Background**

This crossing was identified for possible funding of hazard elimination and safety improvements through the Federal Section 130 funds. The Section 130 program is a federally funded program, administered by the States, for the elimination of hazards at highway-rail at-grade crossings. This location was identified as a candidate location via a data driven methodology which includes but is not limited to: train and vehicle volumes, geometric factors, pedestrians, buses and hazmat vehicles, and incident history.

The H Street at-grade crossing is located in the City of Union City, Alameda County. The crossing consists of a two lane, north-south oriented highway and one track of the UPRR Roseville Division, Niles Subdivision. The roadway has a width of 38 feet and intersects with the track at a 90-degree crossing angle. The north and south sidewalk approaches each have a width of five feet. The track surfacing consists of concrete panels with a width of 49 feet. The crossing is equipped with two CPUC Standard No. 9 (flashing light signal assembly with automatic gate arm) warning devices.

The crossing is located approximately 35 feet north of the T-intersection of H Street with Railroad Avenue. Eastbound traffic is STOP sign controlled from Railroad Avenue onto H Street. The crossing is also located approximately 50 feet south of a parallel pedestrian and bike pathway.

#### **Incident History**

##### Incident List (2015 to Present)

	Date	FTL	INJ	Suicide	Incident Summary
1	11/30/2019	0	0	No	ATK struck an unoccupied vehicle at the crossing, approximately 19:55 hours. The vehicle attempted to turn onto Railroad Avenue but instead turned right onto the tracks. The vehicle became stuck and was subsequently struck by a northbound Amtrak train, resulting in property damage.
2	5/2/2018	1	0	No	ATK struck a pedestrian at crossing. Pedestrian entered crossing after warning devices had activated. The pedestrian ignored the warning devices, the train horn, and a pedestrian witness when they entered the crossing prior to being struck by the train, resulting in fatality.

## **Purpose**

The purpose of the project is to improve the safety at the H Street crossing by mitigating existing potential hazards to reduce the chance of future incidents. Potential hazards identified at H Street include:

- Significant pedestrian and bicycle traffic generated by the adjacent pedestrian/bike path and nearby school.
- Motorists turning onto the track area;
- Possibility of motorists driving around lowered gate arms from nearby intersection;

The CPUC identifies each candidate location. After review of the specifics of the location, CPUC recommends improvements related to the crossing. These are generally broken into two types of improvements: vehicular and pedestrian.

At this location, the vehicular related safety improvements include additional signage and striping. Illumination along with striping is recommended at the crossing to increase visibility of the crossing and intersection during dark conditions. Parking restriction near the crossing is also recommended by signage or red curb.

The use of federal funding also requires addressing pedestrian and bicycles pathways. There is an existing multi-use bicycle and pedestrian pathway approximately 50 feet north of the crossing. The sidewalk approaches extend through the crossing with a sidewalk path around the warning devices. A pedestrian/bicycle study is recommended to determine if off-quadrant CPUC Standard 8 (flashing light signal assembly) or CPUC Standard 9 pedestrian gates at all four quadrants are recommended. Additional pedestrian improvements such as curb ramps and channelization were also discussed by the team to improve safety, mobility, and accessibility near the crossing. Right-of-Way fencing is also recommended to discourage trespassing and to direct pedestrians to the crossing.

## **SCOPE OF WORK**

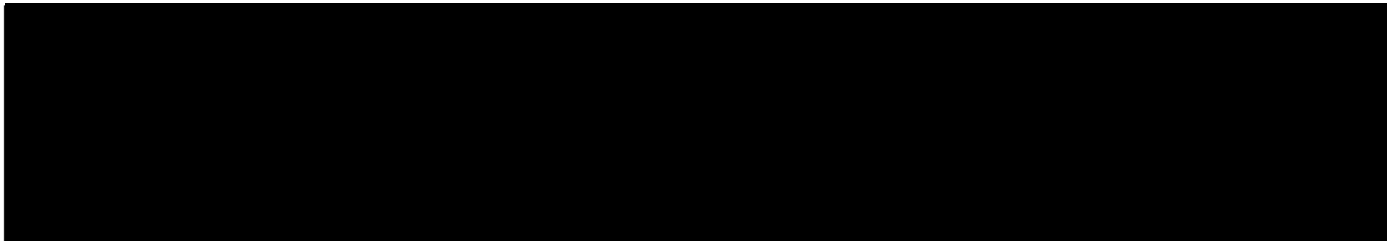
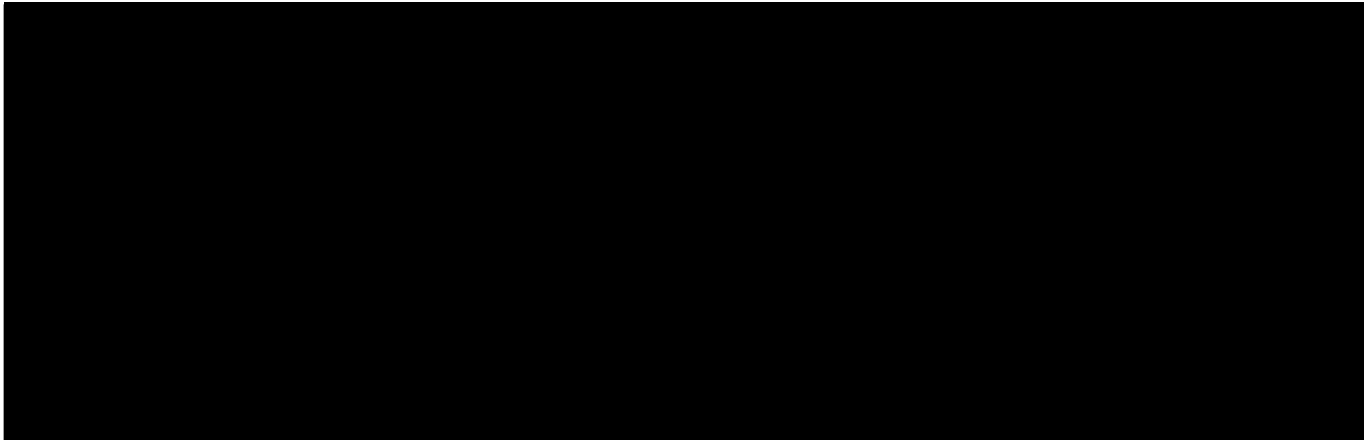
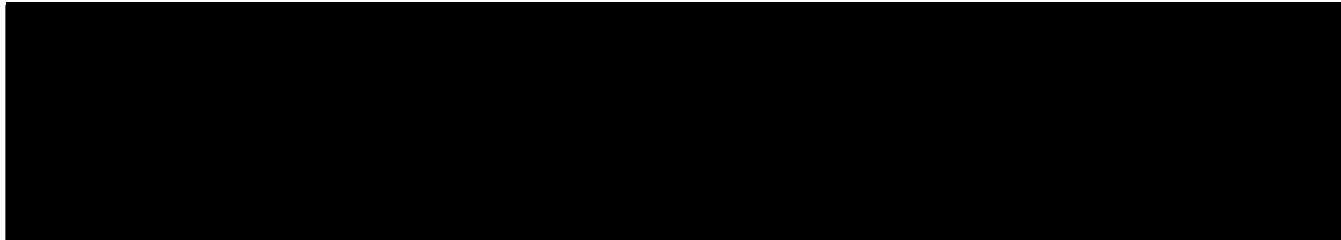
The scope of work identified below is the basis for the design during the Preliminary Engineering phase. The Preliminary Engineering phase consists of a pedestrian study, updating the scope of work, completing design plans, conducting onsite and virtual meetings as needed, and submitting and approval of the CPUC General Order 88-B request. A pedestrian study, to be completed by the City, will provide additional data upon which CPUC and the diagnostic team can determine the final signalization recommendations and pedestrian treatments. The diagnostic team is comprised of all parties involved in this project: City, UPRR, CPUC and Caltrans. If additional scope items are identified during design, or need to be modified, those items will be done upon collaboration and agreement of all diagnostic team members.

### **City Scope of Work**

- Conduct a pedestrian and bicycle study, including counts/video studies identifying:
  - Daily pedestrian/bicycle counts for seven consecutive days, conducted during the normal school year;
  - Routes of pathway users including origination and destination.
- Install additional curb ramps and pedestrian treatments, including channelization and tactile warning devices, at the crossing approaches.
- Install illumination at the crossing.
- Lead for CPUC General Order 88-B request submittal.

**UPRR Scope of Work**

- Install concrete panel surfacing and requisite track structure extending through pedestrian approaches.
- Evaluate the need to remove/replace existing CPUC Standard 9 gate-type warning devices.
- Install additional automatic warning devices at the recommendation of the diagnostic team, which may include either:
  - Two CPUC Standard 8 flasher-type warning devices, in the northeast and southwest quadrants, or;
  - Four CPUC Standard 9 pedestrian gate-type warning devices.



## SCHEDULE

Milestone	Completion after Contract Execution	Expected Completion Date
Project Initiation Document	-	March 2023
Contract(s) Executed	-	April 2023
Project Development Team established	≤ 180 days*	October 2023
30% Plans	≤ 12 months*	April 2024
Diagnostic Field Meeting	≤ 12 months*	April 2024
Environmental Clearance (CEQA by City & RR / NEPA by Caltrans)	≤ 18 months	October 2024
Design Complete	≤ 24 months	April 2025
Right-Of-Way Certification	≤ 24 months	April 2025
Construction Phase	≤ 24 months	April 2027
End Project	≤ 48 months	July 2027

*\*Mandatory milestone requirement under contract.*

# CROSSING PHOTOS



Aerial Image from Google Maps



Northbound Vehicular Approach



Southbound Vehicular Approach



West Facing View of Railroad Right-of-Way



East Facing View of Railroad Right-of-Way



West Side of H St, Southbound Approach



West Side of H St, Northbound Approach



East Side of H St, Southbound Approach



East Side of H St, Northbound Approach



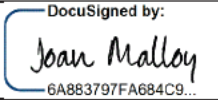
Entrance to Multi-Use Bicycle/Pedestrian Pathway at NW Crossing Quadrant



Emergency Notification Systems (ENS) Sign

**LOCAL AGENCY SIGNATURE**

By signing below, you acknowledge your agency's understanding and concurrence to proceed with the recommended scope of work as detailed above. All phases of the project will be funded at 100% through the Section 130 Program.

Local Agency	<b>City of Union City</b>
Name	<b>Joan Malloy</b>
Position/Title	<b>City Manager</b>
Signature	 6A883797FA684C9...
Date	<b>5/4/2023</b>



**RAILROAD AGENCY SIGNATURE**

By signing below, you acknowledge your agency's understanding and concurrence to proceed with the recommended scope of work as detailed above. All phases of the project will be funded at 100% through the Section 130 Program.

Railroad Agency	<b>Union Pacific Railroad</b>
Name	Kenneth Tom
Position/Title	Manager I, Engineering - Public Projects
Signature	DocuSigned by: <i>Kenneth Tom</i> B01421617E0B456...
Date	4/4/2023