Rail Safety Enhancement Program, Phase A

WINTER 2026

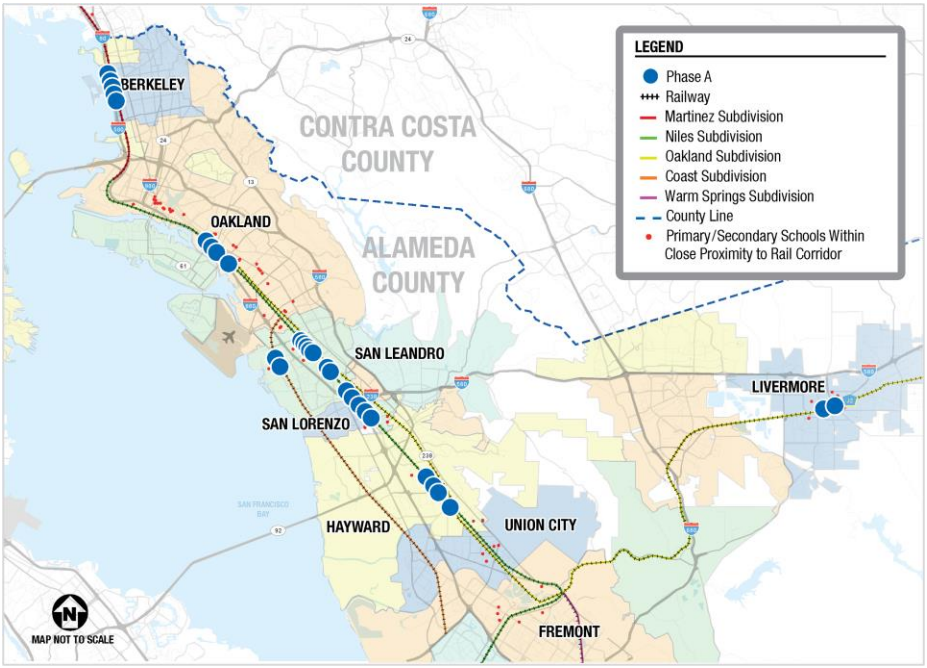
Project Overview

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, and areas prioritized for future development
- 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 three-phased approach: RSEP-A , RSEP-B, and RSEP-C. 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.



Aerial map of project location. (For illustrative purposes only.)

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 rail and roadway safety**
- **Reduces conflicts** between roadway users at rail crossings, particularly in communities near schools
- **Promotes economic vitality** by supporting rail connectivity to the Port of Oakland
- **Modernizes infrastructure** to increase freight service reliability and efficient goods movement
- **Improves transportation viability** for passenger rail service and roadway networks
- **Reduces noise pollution and idling** in densely populated residential areas with families and children
- **Supports housing and commercial redevelopment**
- **Advances cost-effective, multi-benefit infrastructure improvements**

Tennyson High School Pedestrian (train track) Crossing in the City of Hayward.

Rail crossing on L Street in the City of Livermore.

COST ESTIMATE BY PHASE ($ X 1,000)

Environmental	$2,284
Design	$12,734
Right-of-Way	$5,312
Construction[1]	$91,500
Total Expenditures	**$111,830**

[1]Inclusive of Union Pacific signal and track costs.

FUNDING SOURCES ($ X 1,000)

Measure BB	$16,693
Federal[2]	$25,000
Regional[3]	$25,000
State - SB 1 TCEP[4]	$30,000
TBD	$15,137
Total Revenues	**$111,830**

[2]$25 million of Consolidated Rail Infrastructure and Safety Improvements Program (CRISI)
[3]Regional measure 3 (RM3).
[4]Senate Bill 1 Trade Corridor Enhancement Program (TCEP).

SCHEDULE BY PHASE

	Begin	End
PE/Environmental	Fall 2020	Fall 2024
Final Design[4]	Summer 2023	Summer 2026
Right-of-Way[4]	Summer 2023	Summer 2026
Construction[4]	Fall 2026	Fall 2029

[4] Reflects first constrict package.

Status

Implementing Agency: Alameda CTC

Current Phase: Environmental/Final Design

- California Environmental Quality Act clearance through Categorical Exemptions and Initial Studies/Mitigated Negative Declarations were completed in September 2023.
- National Environmental Policy Act clearance through a Categorical Exclusion was completed in September 2024 for 26 of the 28 locations.
- The project has competed the 95% design milestone for all crossings.

Partners and Stakeholders

Alameda CTC, Alameda County and the cities of Berkeley, Hayward, Livermore, Oakland, and San Leandro, the Federal Railroad Administration, California Public Utilities Commission, Union Pacific Railroad, Caltrans, Hayward Unified School District, and Capital Corridor.

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