



Rail Safety Enhancement Program

SEPTEMBER 2020

PROJECT OVERVIEW

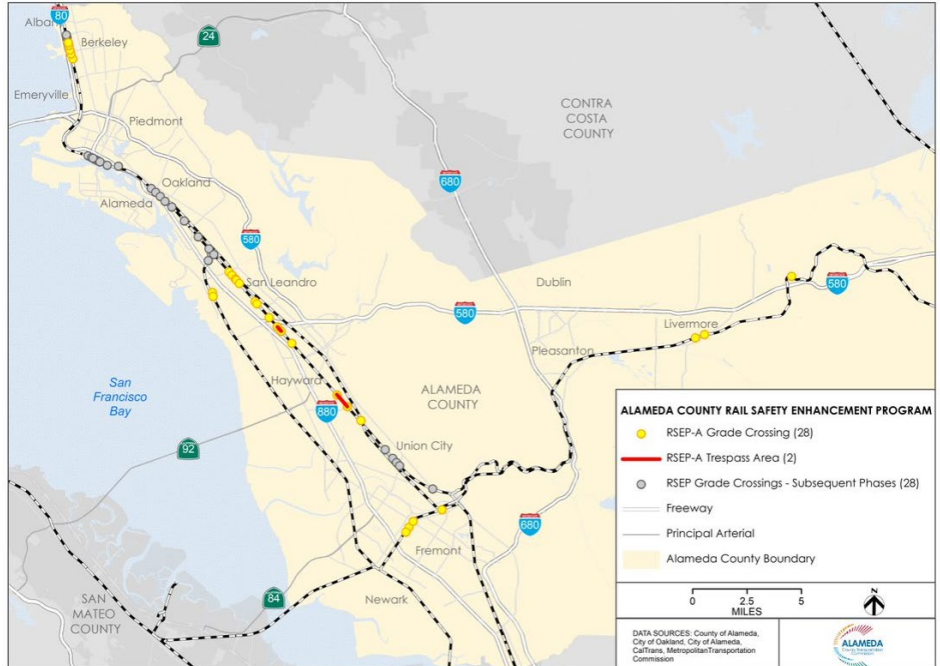
In response to the Alameda County Goods Movement Plan approved in 2016, individual rail crossings throughout the County were examined to identify crossings and corridors most impacted by rail traffic and to identify where rail crossings can be improved. The crossings analysis considered the following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

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

Once the crossing analysis identified needed at-grade rail crossing safety improvements, 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 advance 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 likely candidates for expedited implementation. These near-term upgrades will have significant and immediate positive safety impacts for local communities.



PROJECT NEED

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

PROJECT BENEFITS

- Improves pedestrian 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.

STATUS

Implementing Agency: Alameda CTC

Current Phase: Preliminary Engineering/Environmental (PE/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/Design	\$5,500	TBD
Right-of-Way	TBD	TBD
Construction	\$52,100	TBD
Total Expenditures	\$57,600	TBD

FUNDING SOURCES (\$ X 1,000)

	RSEP-A	RSEP-B
Measure BB	\$5,500	TBD
State	TBD	TBD
Local	TBD	TBD
TBD	\$52,100	TBD
Total Revenues	\$57,600	TBD

SCHEDULE BY PHASE: RSEP-A

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

SCHEDULE BY PHASE: RSEP-B

	Begin	End
Environmental	Early 2022	Early 2024
Design	Early 2022	Summer 2024
Right-of-Way	Late 2023	Summer 2024
Construction	Late 2024	Late 2027

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.