



Rail Safety Enhancement Program

MAY 2022

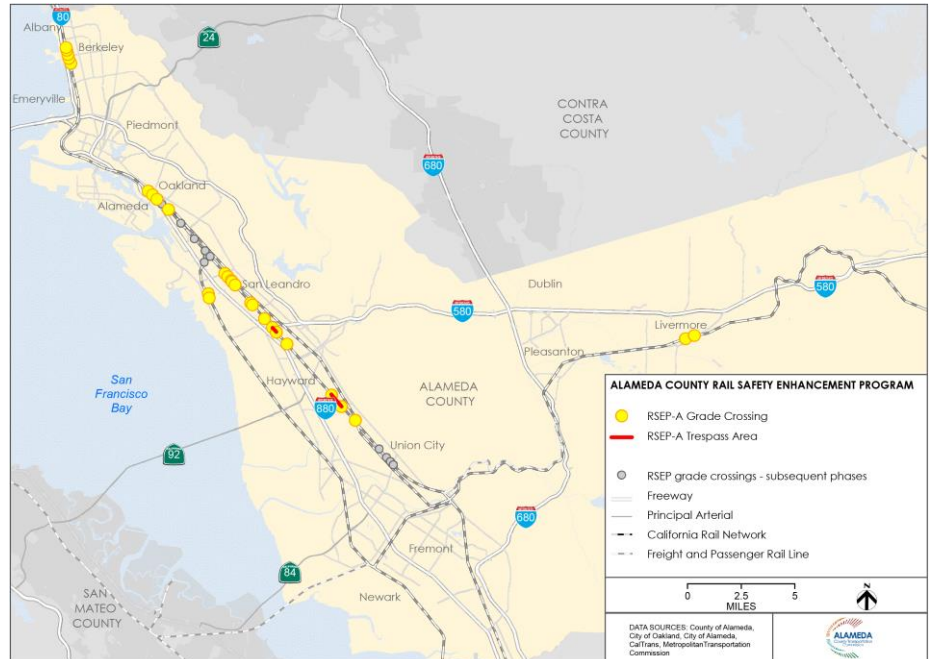
PROJECT OVERVIEW

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.

- RSEP-A diagnostic meetings complete for the 28 at-grade crossings located in the cities of Berkeley, Hayward, Livermore, Oakland, San Leandro and unincorporated Alameda County.

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 | \$2,204 | TBD |
| Design | \$5,631 | TBD |
| Right-of-Way | \$250 | TBD |
| Construction | \$67,116 | TBD |
| Total Expenditures | \$75,201 | TBD |

FUNDING SOURCES (\$ X 1,000)

| | RSEP-A | RSEP-B |
|-----------------------|-----------------|------------|
| Measure BB | \$7,900 | TBD |
| Federal ¹ | \$25,001 | TBD |
| TBD | \$42,300 | TBD |
| Total Revenues | \$75,201 | TBD |

¹\$28 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 |

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: 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.