Rail Safety Enhancement Program, Phase A

DECEMBER 2024

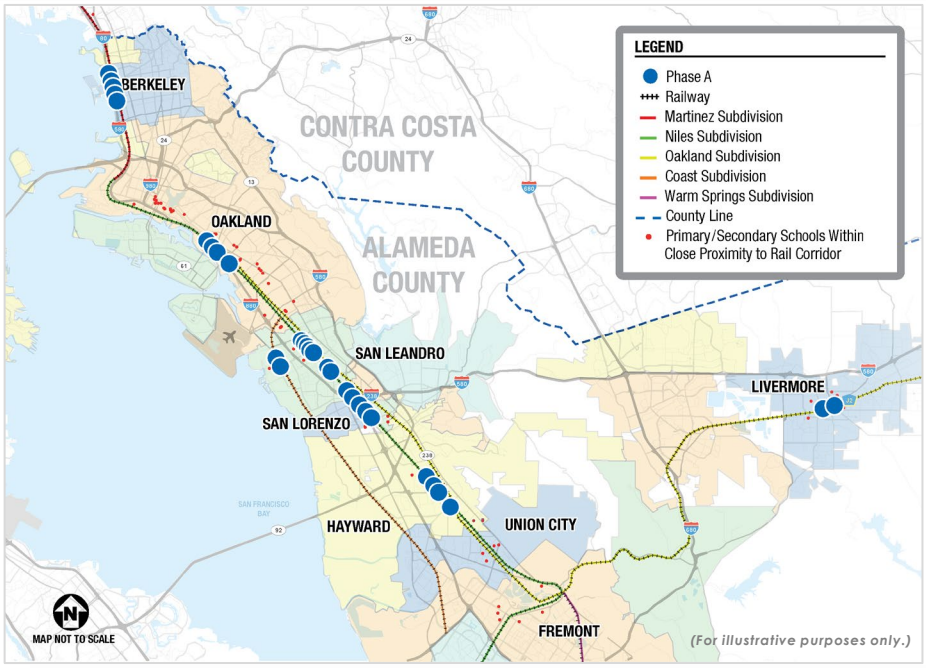
PROJECT OVERVIEW

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 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.



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

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

Rail crossing on L Street in the City of Livermore.

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.

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

COST ESTIMATE BY PHASE ($ X 1,000)

Environmental	$2,284
Design	$8,904
Right-of-Way	$5,312
Construction[1]	$91,500
Total Expenditures	**$108,000**

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

FUNDING SOURCES ($ X 1,000)

Measure BB	$12,863
Federal[2]	$25,000
Regional[3]	$25,000
TBD	$45,137
Total Revenues	**$108,000**

[2]$25 million of Consolidated Rail Infrastructure and Safety Improvements Program (CRISI)
[3]Regional Measure 3 (RM 3).

SCHEDULE BY PHASE

	Begin	End
Preliminary Engineering/ 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 the first construction package.

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: Information on this fact sheet is subject to periodic updates.