INTERMODAL STATION GOAL – Make Union City Station, a Two-Sided BART Station

Over 20 Years Planning
$160 Million Investment
(Local, Regional, State & Federal Grant Funds)

Project Partners
MTC, BART, AC Transit, UC Transit, ACE, VTA, Capitol Corridor, ACCMA-ACTIA-ACTC, Fremont and Hayward
INTERMODAL STATION UPDATE
BART STATION - PROJECT HISTORY

2001-2005  MTC Resolution 3434 (TOD Policy and Investment)
2002 - BART Station Comprehensive Station Plan & Intermodal Station
2004 - Intermodal Station & Transit Facility Plan (Passenger Rail)
2006 - Union City Passenger Rail Project EIR (ACE, DB Rail, CCJPA)
Mid 2000’s - 11th Street & BART Station, Phase 1A (Transit & Parking)
Mid 2010’s - BART Station (Phase 1B/Phase 2) & East Plaza Completed
2017 - CPUC Decision: Authorizes New BART At-Grade Pedestrian Crossing
2022 - BART Station, Phase 2A (East Entrance) Completed

Next Steps:
2024 - Secure UP Construction Permit and Advertise At-Grade Crossing
2025 - BART PED At-Grade Crossing (Complete East Entrance)
INTERMODAL STATION, BART PHASE 2A COMPLETED IN 2022
BART Station, Phase 2A - Ready to connect with upcoming At-Grade Pedestrian Crossing
INTERMODAL STATION UPDATE - FUTURE ACE-BART RAIL TO RAIL CONNECTION

5 Minute Walk: ACE to BART & ACE to TRANSIT
Purpose:
Make Union City BART Station a Two-Sided BART Station with a new Pedestrian At-Grade Crossing on the Oakland Subdivision Track and connect to the 100-acre Station District Area.
INTERMODAL STATION UPDATE

BART Pedestrian At-Grade Crossing

At-Grade Improvements Includes:
- Construct a new Pedestrian At-Grade Crossing on east side of BART Station and connect to East Plaza with new Railroad Flashing Signals/Safety Gates
- Improve existing Decoto Road At-Grade Crossing with modified sidewalk and new Railroad Flashing Signals/Safety Gates for pedestrians
- Permanently Close existing “I” Street At-Grade Crossing and reroute pedestrians, bikes and vehicles to “H” or Decoto Road
“I” ST. AT-GRADE CROSSING (CLOSURE)  DECOTO ROAD PEDESTRIAN CROSSING IMPROVEMENTS  NEW BART PEDESTRIAN AT-GRADE XING
TO OPEN THE NEW PEDESTRIAN
AT-GRADE CROSSING AT BART ACROSS UPRR
TRACKS (OAKLAND SUBDIVISION):

✓ Required Decoto Road Ped. Improvements
  ○ Reconstruct Sidewalk & Safety Signals
✓ Closure of Ex. At-Grade Crossing at I St.
  ○ Traffic Study of Existing Street Crossings
TRAFFIC STUDY: EXISTING AT-GRADE CROSSINGS
- “F” Street (Most Pedestrians)
- “H” Street (Most Vehicular Traffic)
- “I” Street
INTERMODAL STATION UPDATE

BART Pedestrian At-Grade Crossing

Project Notification and Public Hearing for I St. Closure:

- Updated DRC (Planning, Fire, PD) – I St. Closure & Detour Options
- Update BPAC (now) – Project context and B&P Improvements

Next Steps:
- Public Notification via direct mailings, City website and Community Meeting - prior to going to bid
- Public Hearing by City Council – prior to going to bid
INTERMODAL STATION UPDATE

BART Pedestrian At-Grade Crossing

Other Required UP Improvements (Separate Projects):

▪ Improve existing Decoto Road At-Grade Crossing at Niles Subdivision with modified sidewalk and new Railroad Flashing Signals/Safety Gates for pedestrians (By Integral Developer)

▪ Improve existing Whipple/Railroad Ave At-Grade Crossing at Niles Subdivision

▪ Improve existing Smith Street At-Grade Crossing at Coast Subdivision
Note: UC-UP Agreement also requires the City to update the pre-emption calculations at these Railroad Crossings for UP's review, which may result in UP requiring the City to install new pre-emption system at one or more crossings. UP is currently reviewing the updated calculations.
At-Grade Crossing at BART
DECOTO ROAD Pedestrian At-Grade Improvements (Oakland Sub)
“I” Street At-Grade Crossing (Oakland Sub) – Existing Condition
“I” Street At-Grade Crossing (Oakland Sub) – Proposed Closure
“I” Street At-Grade Crossing (Oakland Sub) – Existing View Looking East
“I” Street At-Grade Crossing (Oakland Sub) – Proposed View Looking East
I Street Closure Detour (H Street)
Project Estimate and Funding Summary
Project Costs Estimated at $7.2 Million

Alameda CTC 2014 PFA Funds $ 506,000
Local Funds (MBB & RDA Bonds) $ 6,664,000
$ 7,170,000

Current Funding Opportunities
RM3/Dumbarton Corridor Funds Request $ 3,000,000
Safe Routes to BART Request $ 3,000,000

BPAC Letters of Support (LOS) for these Funding Opportunities
INTERMODAL STATION UPDATE

BART Pedestrian At-Grade Crossing

QUESTIONS?