

Appendix J

Strategies for Improving Goods Movement

**Projects/Programs/Policies (Strategies) for Evaluation
Final - Approved by Alameda CTC - 3/26/15**

Location	Index	Type	Freight Transportation Projects, Programs, and Policies	Project/Program Description	Project/Program Relationship to Needs	(I) Inter/Intraregional Highways (L) Local Roads (G) Global Gateways (R) Interregional Rail (X) Cross-Cutting	Environmental Equity	Safety	Infrastructure Condition	Travel Time Delay	Freight Connectivity	Passenger Systems	Land Use Compatibility	RTP ID or Other Plan
Local Streets and Roads Strategies														
Rail Crossings														
Berkeley	7	Project	Berkeley Railroad Crossing Improvements	Design and construct railway crossing improvements, including grade separation at Gilman Avenue and quadrant gates (RTP Project 21144) , road closures, and at-grade improvements at other crossings, per Quiet Zone Study	Addresses safety, noise, congestion delay and community disruption issues identified in rail impacts case study	L, X	■	■		■				230116
Central County	12	Project	Implement High Street, Davis Street, and Hesperian Blvd grade separation projects	These grade separations are adjacent to industrial areas with significant truck traffic that is subject to delays due to high volume passenger and freight rail activity at at-grade crossings	Primary benefit would be to reduce truck delay at crossing in industrial area. Truck delay benefits to be evaluated	L				■	■			SF Bay Area Freight Mobility Study (Caltrans D-4), CCJPA FY08/09-FY09/10 Business Plan
Countywide	21	Policy & Program	At-Grade Crossing Safety and Grade Separation Policy and Program	Improving Railroad Crossings - existing rail crossings are generally deficient in gate arms and warning lights, at grade cross-track sidewalk access and ADA access, paving, signage, pavement markings. Included in the program would be a policy for prioritizing locations and selecting grade crossing improvements vs. closures vs. grade separations. Eligible under RTP 240386, Local Road Improvements Program	Multimodal safety and reduction of delays, emissions and noise at grade crossings with growing rail freight activities, including those identified in rail impacts case study	L,X	■	■		■				240386, 240208, new
Emeryville	34	Project	Local Road Safety - Rail improvements at 65th, 66th, 67th streets in Emeryville	Rail safety improvements consisting of 4-quad gates and detection technology at local roadway crossings at the UPRR main line at 65th, 66th, and 67th Streets consistent with Quiet Zone approval. Eligible under RTP 240386, Local Road Improvements Program.	Program explicitly addresses safety issues.	L	■	■		■				240386
Fremont	41	Project	Improve Fremont rail crossing safety with gates and medians at: Fremont Blvd, Maple St, Dusterberry Way, Nursery Ave.	Improve highway-rail crossing safety at four at-grade crossings in the City of Fremont by installing raised medians, railroad gate improvements, and sidewalk. Rail crossing locations are: Fremont Blvd., Maple St., Dusterberry Way., and Nursery Ave.	Benefits grade crossing safety and reduces delays	X					■			240208
Hayward	46	Project	Tennyson Road railroad grade separation in Hayward	Alleviate existing traffic hazards caused by conflicts between vehicles and trains. The proposed underpass will eliminate a sub standard grade crossing that will provide direct benefits and improvements to pedestrian safety as well as vehicle and train safety. This project is very similar to the Harder Road underpass project completed by the City several years ago.	Strengthens Central County industrial access and truck routes network in keeping with needs identified in case study	L				■	■			240055
Newark	58	Project	Construct grade separation on Central Avenue/ UPRR railroad grade separation in Newark	Construct a grade separation structure on Central Avenue (4-lane arterial street) at Union Pacific Railroad crossing. Project is an enhancement. (Coast subdivision)	Helps address a general truck route grade crossing issue	L				■	■			21103

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Newark	59	Project	Mowry Avenue/ UPRR railroad grade separation for access to Area 4 in Newark	Construct a grade separation structure on Mowry Avenue at the Union Pacific Railroad crossing to provide access to Area 4 in Newark. (Coast subdivision).	Helps address a general truck route grade crossing issue	L		■		■				240273
Union City	101	Project	Grade separations over Decoto Road through the residential neighborhood	In conjunction with the grade separation over Decoto Road (Project #230101) continued grade separations of both rail lines through the residential neighborhood of Decoto	Addresses safety, noise, congestion delay, and community disruption issues	L	■	■		■	■		■	23101, 230103
Truck Route Connectivity and Information														
Alameda	1	Project	Clement Ave extension Broadway to Grand St. Alameda to access industrial area, direct connection to northern truck route	Signalization improvements, ROW acquisition, and new construction, as well as resurfacing of a segment between Broadway and Grand St.	Improves connection between Alameda and nearby industrial area. Also provides a direct connection along the City of Alameda's northern truck route, which would improve efficiency in movement.	L					■			SF Bay Area Freight Mobility Study (Caltrans D-4)
Countywide	15	Policy & Program	Truck Route Coordination Planning/Guidance, Technical Assistance, and Information to address truck route connectivity, health and community impacts	Alameda CTC would provide planning and technical assistance on truck route planning based on principals of connectivity and separation of truck activity from sensitive receptors described in the Needs Assessment report, and facilitate discussion and actions by cities to adopt routes that address system gaps, as well as possible consideration for removing restrictions. Guidance would include model ordinances and policies for cities. Program could also include making truck route information (including Countywide truck route map, city contacts for oversize/overweight permits, links to city truck services) available online.	Can identify means through which to address truck route network gaps to address issues such as those identified in general needs assessment and central county case study.	L	■				■		■	new
Countywide	110	Program	Overweight truck route implementation and maintenance	Address truck routes with heavy durability materials and to maintain overweight truck routes	Needs assessment identified issues of connectivity in overweight routes.	L			■		■			new
Countywide	16	Program	Countywide Freight Signage Program	Signage to encourage use of designated truck routes, display route choices for specific destinations and services to minimize impacts on communities identified in the needs assessment and unnecessary mileage and delay. Eligible under RTP 240386, Local Road Improvements Program.	Needs assesment and case studies identify issues with poor signage and poorly maintained signage.	L	■	■			■	■	■	240386
Fremont	39	Project to be developed	Truck route designations segments of Auto Mall Parkway, Boyce/Cushing, Fremont Blvd, Warm Spring, Warren	New recommendation to address gaps in truck route network in industrial and freeway-to-freeway interconnect area. This project should assess roadway geometry suitability and land use constraints and designate truck routes as appropriate.	Addresses gaps in truck route network in industrial and freeway-to-freeway interconnect area, and improves alternate route options for congested Mission 262 as identified in needs assessment.	L					■			new
Hayward	47	Project	I-880/Industrial Parkway interchange improvements including addition of northbound off-ramp	Reconstruct Interchange to provide a northbound off ramp and a southbound HOV bypass lane on the southbound loop off ramp. Reconstruct bridge over I-880. Project would provide a direct link from I-880 northbound to an industrial area with many wholesale/distribution businesses.	Addresses travel delay, travel time reliability, and truck-related crashes within segments identified in the Needs Assessment.	L,I		■		■	■			240025

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Hayward/Union City	49	Project	Whipple Road/I-880 interchange improvements in Union City, Hayward	Full interchange improvements at Whipple Road/I-880, including northbound off-ramp, surface street improvements and realignment (Union City and Hayward city limits)	Addresses central county truck route connectivity issues as described in case study and provides reliever route opportunities for I-880	L,I				■	■			240052
Oakland	68	Project	Eliminate truck clearance limits on San Leandro Street at 105 th Ave to remove truck route gap	Modifications to retrofit low-clearance vehicular grade separation connecting San Leandro Street south and north of 105th to eliminate gap in truck route.	Creates an alternate truck route to International Blvd/ East 14th multimodal corridor and provides a segment of needed overweight truck corridor between Oakland and San Leandro	L					■	■	■	new
Oakland	69	Project	Tidewater District street reconstruction for heavy trucks Oakport, Lesser, Tidewater, High Streets in Oakland west I-880	Reconstruct Oakport, Lesser, Tidewater, and High Streets in Oakland west of the I-880 Freeway. Do major reconstruction of streets to serve heavy truck traffic, reconfigure roadway intersection configurations, and provide public sidewalks (also bikeway on High, Lesser, and Tidewater Streets). Eligible under RTP 240394 Goods Movement Program.	Helps create needed overweight truck corridor between Oakland and San Leandro	L			■		■	■		240394
Oakland	70	Project	Melrose - Coliseum District: Street 50 th Ave and Coliseum Way reconstruction for heavy truck traffic, Oakland	Reconstruct Coliseum Way and 50th Avenue to handle heavy truck traffic, reduce safety hazards due to sight distance, and provide bicycle and pedestrian safety facilities. Eligible under RTP 240394 Goods Movement Program.	Helps create needed overweight truck corridor between Oakland and San Leandro	L			■		■			240394
Oakland	75	Program/Project	Reconstruct streets and add rail crossing safety for heavyweight trucks in Woodland-81st Avenue industrial area, Oakland	Reconstruct goods movement streets within the Woodland-81st Avenue industrial area to withstand heavy truck traffic; modify gateways, provide at-grade safe RR crossings. Eligible under RTP 240394 Goods Movement Program.	Helps create needed overweight truck corridor between Oakland and San Leandro	L		■	■		■			240394
Oakland	71	Project	Replace Adeline overpass at 3rd St in Oakland to accommodate overweight trucks.	Replace the existing Adeline St overpass (over the railroad tracks at 3rd St and Adeline St) to reduce the grade of the overpass and improve structure so it can accommodate overweight trucks.	Improves freight resilience at a key Port gateway by reconstructing bridge to seismic standards and improves truck operations by reducing the maximum grade on bridge. Also allows widens the bridge to provide a separate bike path that reduces truck/bike conflicts accessing Shoreline Park trail.	L,G			■		■	■		new
Oakland/San Leandro	91	Project to be developed	Truck route signage on east/west routes to divert truck traffic from International Blvd and E 14th Street to San Leandro Street	Recommended companion project to elimination of San Leandro street truck route gaps at Fruitvale and 105th (project 68)	Addresses travel time reliability and truck-related crashes within segments identified in the Needs Assessment and case studies	L		■		■	■	■	■	new
Pleasanton	106	Project to be developed	New truck route designation along Santa Rita Blvd in Pleasanton to offer truck access to I-580.	Assess feasibility of a project to designate Santa Rita Blvd between I-680 and I-580 as a truck route to provide truck route connectivity.	Helps provide truck route connectivity that serves the warehouse clusters around Sunol Blvd.	L, I					■			new
Union City	99	Project to be developed	Whipple Rd widening and truck route designation Central to Mission Blvd in Union City	Assess feasibility of a project to widen Whipple Rd from Central to Mission Blvd. in conjunction with a designation of this section of Whipple as a truck route providing a completed connection between Mission Blvd. Tier 2 truck route and I-880.	Eliminates gap in truck route network	L				■	■			new

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Capacity, Delay, and Reliability														
Countywide	18	Program	Truck route ITS and Signal Synchronization Program	Could include signal interconnect, incident management, traveler information, and intersection improvements. Locations for such improvements should be determined from the needs assessment. Eligible under RTP 240387 Local Roads O&M Program or RTP 230419 FPI.	Addresses truck and general traffic delays on routes of local and regional significance for goods movement	L				■				new / 240387 / 240391
Fremont	35	Project	Auto Mall Parkway Cross Connector widening between I-680 and I-880 in Fremont	I-680/I-880 Cross Connector Project.	Improves critical freeway-to-freeway cross connector link and provides routing options in area with high truck volumes and numerous freight reliant businesses, and improves alternate route options for congested Mission 262 as identified in needs assessment.	L				■	■	■		230114
Fremont	36	Project	East-west connector between I-880 and Route 238/Mission Boulevard just south of Decoto Road	Construct an improved east-west connection between I-880 and Route 238 (Mission Blvd.) comprised of a combination of new roadways along preserved rights of way and improvements to existing roadways and intersections along Decoto Road, Fremont Boulevard, Paseo Padre Parkway, Alvarado-Niles Road and Route 238 (Mission Boulevard).	Creates suitable truck route connector between industrial areas, helps relieve existing truck routes through impacted areas and connect critical north south corridors I-880 and SR-238	L				■	■	■		94506
Fremont	37	Project	Route 262 Mission Blvd Cross Connector Improvements between I-680 and Warm Springs Blvd/SR 262 (East segment)	Improve Route 262 Mission Boulevard cross connector, includes widen Mission Boulevard to 3 lanes in each direction throughout I-680 interchange, extend westbound right turn lane from Warm Springs to Mohave, extend westbound left turn lanes at Warm Springs, rebuild northbound and southbound I-680 on and off ramps	Improves mobility options in area with high truck volumes and numerous freight reliant businesses.	L				■	■	■		230110
Fremont	40	Project	Fremont Blvd widening from I-880 to Grimmer Blvd in Fremont	Widen Fremont Blvd to 6 lanes and 2 bike lanes from Grimmer Blvd to I-880, install new traffic signals at Grimmer Blvd intersection and Industrial Drive intersection. I-680 to I-880 Cross Connector route. Improves mobility options in area with high truck volumes and numerous freight reliant businesses.	Reduces delays on key industrial access and freeway connector route.	L				■	■	■		240264
Hayward	112	Project	SR 92/Clawiter - Whitesell Interchange and Reliever Route	The project involves improving access to and from Route 92 in the area of the existing Route 92 / Clawiter Road Interchange and to provide some congestion relief to I-880 and several major arterials, such as Winton Avenue, Clawiter Road, and Depot Road. Phase I includes local street widening and improvement, Phase 2 will include interchange reconstruction.	Project improves access to and from the industrial area north of SR 92 and west of I-880, as well as improving circulation and relieve congestion on SR 92, I-880 and major arterials in the area	L, I				■	■			21093; 240562
Hayward	113	Project	Widen Route 92/Industrial Boulevard Interchange	Widen the westbound to southbound loop off ramp and local street striping improvements on Industrial Boulevard to accommodate the existing lane	Relieve traffic congestion at interchange that provides access to Hayward's Industrial Area.	L, I				■	■			240065
Livermore	56	Project	Widen Route 84 from Pigeon Pass to Stanley Boulevard	Widen Route 84 from 2 lanes to 4 lanes from north of Pigeon Pass to Stanley Boulevard and from 2 lanes to 6 lanes from Stanley Boulevard to Jack London Boulevard	Helps address access limitations to southeast Pleasanton industrial areas as identified in needs assessment	L				■	■			22776, 240062
Union City	100	Project	Widen Union City Boulevard from 2-lanes to 3-lanes between Whipple Road and Industrial Parkway	Widen Union City Boulevard/Hesperian from two lanes to three lanes from Whipple Road in Union City to Industrial Parkway in Hayward;	Helps create more effective routing alternatives for Central County truck route network to address issues identified in needs assessment and case study.	L				■	■			240051

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Resilience/Lifeline														
Alameda/Oakland	2	Project	Fruitvale Avenue (Miller Sweeney) Lifeline Bridge Project (Includes Rail, Ped and Bike elements)	Overall project would retrofit the existing bridge with one structure that can provide the only lifeline access from Alameda. Provide dedicated bike lanes, median, and sidewalks. The Bridge is located on the Oakland Estuary between Tilden Way in Alameda and Fruitvale Avenue in Oakland.	Helps address truck route access issues and hazardous material access to Alameda island identified in needs assessment.	L			■		■			240101, 240324
Alameda/Oakland	4	Project	Replace Park Street Bridge between Park Street in Alameda and 29th Avenue in Oakland	Helps address truck route access issues to Alameda island identified in needs assessment. Project would retrofit the existing bridge with one structure that can provide the only lifeline access from Alameda. Provide dedicated bike lanes, median, and sidewalks. The Bridge is located on the Oakland Estuary between Park Street in Alameda and 29th Avenue in Oakland	Helps address truck route access issues to Alameda island identified in needs assessment.	L			■			■		240100
Safety and Modal Conflicts														
Countywide	28	Program	Truck access and speed safety projects on rural roads with growing commute travel	Examples include: Crow Canyon Road Safety improvements between E. Castro Valley Blvd. and Contra Costa county line, Vasco Road safety and operations in Contra Costa and Alameda counties, and Tesla Road truck access and safety west of Greenville Road	Improves general traffic and truck safety on high speed rural roads with truck access and operating issues identified in Tesla case study	L			■		■			240094/ 98198/ new
Countywide	104	Program	Local road and county road safety program on truck routes	This program would provide funding and guidance to address safety issues along local truck routes. This could include analysis of collision history patterns at locations identified as having high truck-involved collisions in Needs Assessment, assessment of potential countermeasures, and prioritization and funding of specific improvements. Program should be coordinated with maintenance, rehab and bridge programs. Program would also address safety issues related to truck interactions with bicycle/pedestrian routes.	Improves the safety on local truck routes to provide safer travel for all modes, and increased mobility	L			■					new
Oakland	107	Project to be developed	Assess feasibility of a project to separate bike and ped pathways within the Port of Oakland	This project will eliminate the conflict along 3 rd Street Bike/Ped. movements which currently conflicts with large amount of truck movements between Adeline St and Brush Street. Project will work with communities to determine best implementation strategy	Improves safety of cyclists and pedestrians that utilize existing bike pathways within Port of Oakland. Also improves movement of trucks within Port of Oakland.	L,G	■			■				new
Truck Parking, Loading, and Delivery														
Countywide	19	Policy & Program	Off-Peak and Novel Delivery Policy Guidance and Demonstration Program	New program to demonstrate off-peak delivery policy and incentives building on New York City research and results of FHWA off-peak delivery demonstration. Strategy will also look at mitigations for adverse impact on neighborhoods from such a program. Program could also include pilots related to neighborhood delivery pick-up and drop-off centers that eliminate last-mile truck VMT.	Optimizes use of system capacity, helps reduce congestion delay. Potentially improves safety and reduces community impacts by moving truck activity to times of day with reduced exposure.	L	■	■		■		■	■	new

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Countywide	27	Program	Update ACTC Truck Parking Facility Feasibility and Location Study to 2015 conditions, and identify specific projects that can be implemented in near term to provide full service parking facilities	Update 2008 study to account for 2013 driver hours of service regulations, changes in economic conditions, changes in property availability. Implement measures sufficient to address illegal truck parking on local streets. Eligible under RTP 240394 Goods Movement Program.	Responds to needs to reduce truck routing and parking impacts on land use and equity and to create more efficient truck routing	L,I,X	■						■	240394/ new
Interregional Highway Strategies														
Interstate 80														
Berkeley/Albany	6	Project to be developed	Strategies to reduce truck-involved crashes on I-80 WB from I-580 to University	Scoping/feasibility studies to identify potential project alternatives or other measures to reduce truck-involved crashes	Addresses truck-related crashes within segments identified in the Needs Assessment.	I		■		■				new
Berkeley	8	Project	I-80/Gilman interchange reconfiguration in Berkeley andn grade separation	Measure BB projects refers to both interchange modifications and railroad separation, with resulting benefits to truck access to Berkeley industrial areas and to multi-modal crossing impacts in north Berkeley of growing freight rail activity on UPRR	Addresses safety, noise, congestion delay, and community disruption issues identified in rail impacts case study	I		■		■				21144
Emeryville	114	Project	I-80 Ashby Interchange Improvement	Reconstruct the Ashby Avenue Interchange by eliminating the substandard eastbound on-ramp in Berkeley's Aquatic Park. The project includes associated corridor improvements on Ashby Avenue	The interchange will be fully accessible to vehicles traveling to and from Emeryville and Berkeley and east and west on I-80, will reduce local traffic congestion in Berkeley and Emeryville, and will improve bicycle and pedestrian access.	L,I			■	■	■			240318
Interstate 580														
Castro Valley	10	Project to be developed	Strategies to reduce truck-involved crashes on I-580 WB from Center to I-580/238	Scoping/feasibility studies to identify potential project alternatives or other measures to reduce truck-involved crashes on I-580 mainline east of the I-680 interchange	Addresses truck-related crashes within segments identified in the Needs Assessment.	I		■		■				new
Pleasanton	86	Project	I-580/San Ramon Road/Foothill Road interchange improvements	I-580/San Ramon Road/Foothill Road interchange improvements. Elimination of eastbound diagonal off ramp and eastbound loop off ramp. Construction of new signalized intersection for off ramp vehicles	Addresses travel time reliability and truck-related crashes within segments in the Needs Assessment..	I		■		■				21489
Dublin/ Pleasanton	33	Project	Freeway/Expressway Interchange Modifications (I-580/Fallon & I-580/Hacienda)	I-580/Fallon Road I/C Improvements (Phase 2): Reconstruction of overcrossing to provide four-lanes in each direction; reconstruction of the southbound to eastbound loop on-ramp; widening of the eastbound off-ramp to provide two exit lanes with two left turn and two right turn lanes; widening of the eastbound on-ramp; widening of the westbound off-ramp to provide two left turn and two right turn lanes; widening the westbound on-ramp. I-580/Hacienda Drive I/C Improvements: Reconstruction of overcrossing to provide additional northbound lane; widening of the eastbound off-ramp to include a third left-turn lane; modifying the westbound loop on-ramp; and widening the westbound off-ramp to include a third left-turn lane.	Improves travel delay & travel time reliability in segments adjacent to top locations identified in the Needs Assessment.	I		■		■				230086

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Dublin/Pleasanton	111	Project	I-580/I-680 Interchange Truck Safety Improvements	Scoping/feasibility studies to identify potential project alternatives or other measures to reduce truck-involved crashes on I-580 mainline east of the I-680 interchange	Addresses truck-related crashes within segments identified in the Needs Assessment.	I		■						new
Livermore	52	Project	I-580/Vasco Road interchange improvements in Livermore	Modify I-580/Vasco Rd. Interchange. Widen I-580 overcrossing to provide 8 traffic lanes and bike lanes/shoulders. Construct auxiliary lanes on I-580 between Vasco and First Street. Add new loop ramp in southwest quadrant. Includes widening Vasco Road to 8 lanes between Northfront Road and Las Positas Road, and other local roadway improvements	Addresses travel delay, travel time reliability, and truck-related crashes within segments ID'd in 3C memo.	I		■		■		■		21100
Livermore	53	Project	I-580/First St Interchange Improvements in Livermore	To improve safety and reduce congestion on and near the I-580/First Street interchange.	Addresses travel delay, travel time reliability, and truck-related crashes within segments in the Needs Assessment.	I		■		■				21475
Livermore	54	Project	I-580/Greenville Rd Interchange Improvements in Livermore	To improve safety and reduce congestion on and near the I-580/Greenville Road interchange.	Addresses travel delay, travel time reliability, and truck-related crashes within segments in the Needs Assessment.	I		■		■				21477
Livermore	55	Project	I-580/Isabel Avenue Interchange, Phase 2 in Livermore	Complete ultimate improvements at I-580/Isabel/Route 84 Interchange to provide 6-lanes over 580 at Isabel/84 Interchange and 4-lanes over 580 at Portola flyover.	Improves travel delay & travel time reliability in segments adjacent to top locations in the Needs Assessment.	I		■		■				230132
Interstate 680														
Fremont	43	Project to be developed	Strategies to reduce PM travel time delay on I-680 near Fremont	Scoping/feasibility studies to identify potential project alternatives or other measures to reduce PM travel time delay on I-680 near Fremont	Addresses travel delay within segments in the Needs Assessment.	I				■				new
Interstate 880														
Hayward	44	Project	I-880/West Winton Ave interchange improvements in Hayward	Reconstructing ramps to create a partial cloverleaf interchange with signalized foot of ramp intersections. Project would reconfigure eastbound to southbound on ramp and a new connection to Southland Mall Drive opposite the southbound off ramp.	Improves travel delay & travel time reliability in segments adjacent to top locations in the Needs Assessment.	I		■		■				240037
Hayward	45	Project	I-880/A St interchange improvements in Hayward	Reconstruct interchange to accommodate widening of A Street from 5 lanes to six lanes underneath the overpass. Final alignment would be two continuous through lanes and one continuous left turn lanes in each direction. This would also involve intersection and signal modifications. Would benefit trucks turning onto I-880 ramps. Area has high volumes of trucks, half of them 5-axle.	Addresses travel delay, travel time reliability, and truck-related crashes within segments in the Needs Assessment.	I		■		■				240047
Hayward to San Lorenzo	48	Project	I-880 NB and SB auxiliary lanes between West A and Winton in Hayward	NB and SB 880 between West A and Winton	Addresses travel delay, travel time reliability, and truck-related crashes within segments in the Needs Assessment.	I		■		■				230052

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Oakland	67	Project	I-880/High St Interchange Improvements on Jensen, Howard Streets, High Street, 42nd Ave, Coliseum Way in Oakland	Extend and align 42nd Avenue with Alameda Avenue to provide a road parallel to High Street; widen High Street to provide additional capacity at the intersections of the freeway connector roads of Oakport Street and Coliseum Way; realign E. 8th Street near Alameda Avenue; and extend and realign Jensen and Howard Streets to connect High Street and 42nd Avenue. Includes modified traffic signals and intersection improvements. Improvements also proposed for Howard St./Jensen St. and E. 8th St. as well as the intersections of High St. at Oakport St. and Coliseum Way	Addresses travel delay and truck-related crashes within segments in the Needs Assessment.	I		■	■	■	■			230170
Oakland	115	Project	Strategy to address queueing at Interchanges along I-880 and on local streets from last-mile truck access to Port of Oakland	I-880/ 5th St and I-880/Market St interchanges	Project directly addresses backup at the Port of Oakland and thus reduces adverse effects on nearby neighborhoods while relieving the queue	L, I, G	■			■				new
San Leandro to Oakland	90	new	MTC I-880 Integrated Corridor Management Project through Oakland and San Leandro	This project will implement Adaptive Ramp Metering (ARM) and Active Traffic Management (ATM) strategies will be employed to reduction congestion and provide incident management capabilities.	Addresses travel time reliability and truck-related crashes within segments identified in the Needs Assessment.	I	■	■		■		■		new
Union City to Hayward	97	Project	I-880 auxiliary lanes between Whipple in Union City and Industrial Parkway West in Hayward	Add auxiliary lanes by widening the freeway and reconfiguring the lane layout to provide the minimum lane widths identified by Caltrans. This assumes the existing I-880 bridge over Alameda Creek would be widened to accommodate the new cross-section.	Addresses travel time reliability and truck-related crashes within segments identified in the Needs Assessment.	I		■		■				230054
Union City	98	Project	I-880/Whipple Rd interchange improvements	Full interchange improvements at Whipple Road/I-880, including northbound off-ramp, surface street improvements and realignment (Union City and Hayward city limits)	Addresses travel time reliability and truck-related crashes within segments identified in the Needs Assessment.	I		■		■				240052
Not Corridor Specific														
Central County	11	Project	Bypass lanes in I-880, I-238, I-580 corridors	Truck bypass lanes at I-238/I-580 and I-238/I-880 interchanges. Truck bypasses would address operational conflicts between trucks and autos in merge/weave sections of freeway interchange.	These interchanges and connecting freeway segments have high levels of truck involved crashes, poor reliability, and part-day congestion and very high truck volumes.	I	■	■		■				230091
Countywide	17	Program	Evaluate ITS projects with high priority to trucks, coordinate freeway information systems and parallel arterial truck route ITS in I-880, I-80, and I-580 corridors. Evaluate potential of I-580 ICM to countywide freeway ITS program	New program to identify focused truck corridor ITS projects as part of Freeway Performance Initiative. ITS applications will be coordinated with existing and other planned local and regional programs. Link ITS to ATIS. Eligible under RTP 230419 FP	Uses innovative technologies to address travel delay, travel time reliability, and safety	I				■				230419, new
Countywide	109	Policy	Assess freeway truck restrictions	Analyze impacts to freeway safety, capacity, emissions, and system performance from changes in freeway truck restrictions, including restrictions to particular facilities and lanes. Legislative and other advocacy for changes in restrictions as appropriate.	Needs assessment reveals significant freeway system capacity issues and localized emissions issues	I	■			■	■			new
Countywide	116	Program	Transit alternatives to reduce delay and improve reliability on interregional freeway corridors	Determine and evaluate transit alternatives to reduce delay and improve reliability on interregional freeway corridors	Reduces passenger traffic congestion on highways which can provide relief for truck traffic	I		■		■		■		new

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Rail Strategies														
Coast Subdivision														
Newark	60	Project	Alviso Wetlands Double Track	Add 2nd (and possible 3rd) main line tracks from Albrae through wildlife refuge/wetlands area to Alviso.	Provides additional capacity on line with moderate level of freight rail traffic and poor level of service	R				■		■		CA Rail Plan
Martinez Subdivision														
Oakland to Emeryville	76	Project	Port of Oakland Intermodal Yard North Lead Track	The project will include approximately 1.5 miles of lead rail tracks to connect the OHIT to existing UPRR tracks at the Powell Street area in Emeryville. It connects with other planned UPRR Martinez Subdivision upgrades that eventually connects to Richmond. There will be approximately 16,000 ft. of new tracks and 10,000 feet of track re-configuration.	Increases capacity on highly congested freight line, improves rail access to critical rail intermodal yards at the Port of Oakland facilitating continued mode shift from truck to rail as the port grows in future. Proposed by Port of Oakland to address access issues identified in Needs Assessment	R,G				■	■	■		new
Oakland to Emeryville	77	Project	Add capacity on Martinez Subdivision between Port of Oakland and 65th Steet to separate passenger and freight trains	Section is constrained in and does not have sufficient width to expand capacity in this section. Project could consist of ROW acquisition, trenching, or other alternatives. This project would need to be coordinated with Capitol Corridor plans, UPRR plans, city and community groups.	Increases rail capacity on highly congested freight line.	R				■		■		new
Oakland/Niles Subdivision														
Oakland	61	Project	Jack London - Elmhurst 3rd track	Add 3rd main track on Niles Subdivision between Jack London Sq. and Elmhurst	In combination with other projects on Oakland Subdivision and Niles Subdivision, would create an improved southern access route to Port of Oakland and Oakland Army Base to serve bulk exports, act as a reliever route for Martinez Subdivision intermodal traffic	R				■		■		CA Rail Plan
Oakland	74	Project	Embarcadero - Jack London 3rd track	Provides third main track from Embarcadero to Jack London Sq. on Niles Subdivision as part of overall capacity expansion.	In combination with other projects on Oakland Subdivision and Niles Subdivision, would create an improved southern access route to Port of Oakland and Oakland Army Base to serve bulk exports, act as a reliever route for Martinez Subdivision intermodal traffic	R				■		■		CA Rail Plan
Oakland to Hayward to Union City	78	Project	Hayward Double Track (Elmhurst to Industrial Parkway)	Adds second track on Niles Subdivision as part of overall capacity expansion on this line	In combination with other projects on Oakland Subdivision and Niles Subdivision, would create an improved southern access route to Port of Oakland and Oakland Army Base to serve bulk exports, act as a reliever route for Martinez Subdivision intermodal traffic	R				■		■		CA Rail Plan

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Unincorporated County	31	Project	Altamont Siding extension	This project would extend the existing Altamont Siding along the Oakland Subdivision MP 56.7 to 54.5 (unincorporated Alameda County) to 10,000 feet	In combination with other projects on Oakland Subdivision and Niles Subdivision, would create an improved southern access route to Port of Oakland and Oakland Army Base to serve bulk exports, act as a reliever route for Martinez Subdivision intermodal traffic, and allow for increased ACE commuter trains. As a reliever route for domestic intermodal trains, this could reduce traffic on I-580.	R				■		■		CA Rail Plan
Pleasanton	84	Project	Signal upgrades east of Niles Junction	Rail signal upgrades as part of overall expansion and new connections between Oakland Subdivision and Niles Subdivision	In combination with other projects on Oakland Subdivision and Niles Subdivision, would create an improved southern access route to Port of Oakland and Oakland Army Base to serve bulk exports, act as a reliever route for Martinez Subdivision intermodal traffic	R				■		■		CA Rail Plan
Pleasanton	85	Project	Double tracking east of Niles Canyon	Provisions for additional double tracking in long reaches between sidings to ensure sufficient capacity for UP and ACE growth on Oakland Subdivision	In combination with other projects on Oakland Subdivision and Niles Subdivision, would create an improved southern access route to Port of Oakland and Oakland Army Base to serve bulk exports, act as a reliever route for Martinez Subdivision intermodal traffic. Addresses forecasted regional rail capacity issues identified in Needs Assessment	R				■		■		new/ ACE forward
Pleasanton	87	Project	Niles Canyon double track and sidings	Double tracking and sidings on existing UP Oakland Subdivision as alternative to project 95	In combination with other projects on Oakland Subdivision and Niles Subdivision, would create an improved southern access route to Port of Oakland and Oakland Army Base to serve bulk exports, act as a reliever route for Martinez Subdivision intermodal traffic	R				■		■		CA Rail Plan
Unincorporated County	92	Project	Track realignment UPRR Oakland Sub MP 55.5 to MP 54.0, Remove Permanent "Shoofly" (Extension of Altamont Siding)	Capacity improvement to facilitate increased train traffic on Oakland Subdivision through Niles Canyon.	In combination with other projects on Oakland Subdivision and Niles Subdivision, would create an improved southern access route to Port of Oakland and Oakland Army Base to serve bulk exports, act as a reliever route for Martinez Subdivision intermodal traffic	R				■		■		CA Rail Plan
Unincorporated County	93	Project	Midway Siding extension	This project would extend the existing Midway Siding along the Oakland Subdivision MP 63.9 to 65.1 (unincorporated Alameda County) to 10,000 feet	In combination with other projects on Oakland Subdivision and Niles Subdivision, would create an improved southern access route to Port of Oakland and Oakland Army Base to serve bulk exports, act as a reliever route for Martinez Subdivision intermodal traffic	R				■		■		CA Rail Plan
Unincorporated County	94	Project	Niles Junction Bypass	New rail bridge over Alameda Creek in Niles Junction to allow movement from Oakland Subdivision at mouth of Niles Canyon to Niles Subdivision.	In combination with other projects on Oakland Subdivision and Niles Subdivision, would create an improved southern access route to Port of Oakland and Oakland Army Base to serve bulk exports, act as a reliever route for Martinez Subdivision intermodal traffic	R				■	■	■		CA Rail Plan

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Unincorporated County	95	Project	Rehabilitate Niles Canyon Railway	Connect to Niles Subdivision at Niles, rehabilitate 8 miles of trackage along Niles Canyon Railway to Class 1 freight standards (Fremont & unincorporated Alameda County), install centralized traffic control, improve bridges and reconnect to east end of Hearst siding at MP 38.55	In combination with other projects on Oakland Subdivision and Niles Subdivision, would create an improved southern access route to Port of Oakland and Oakland Army Base to serve bulk exports, act as a reliever route for Martinez Subdivision intermodal traffic. Addresses forecasted regional rail capacity issues identified in Needs Assessment. Could be replaced with project 87	R				■		■		new/ ACE forward/ UP Proposals
Unincorporated County & Pleasanton	96	Project	Extend and upgrade Radum Siding	Add one mile of second main track from Oakland Subdivision Milepost (MP) 42 to 43 and upgrade existing Radum Siding from MP 43 to MP 45.6, upgrade existing Radum Siding to mainline standards, and replace Radum storage track	In combination with other projects on Oakland Subdivision and Niles Subdivision, would create an improved southern access route to Port of Oakland and Oakland Army Base to serve bulk exports, act as a reliever route for Martinez Subdivision intermodal traffic	R				■		■		CA Rail Plan and Altamont Corridor Rail Study (Caltrans)
Livermore to Pleasanton to Fremont to Union City to Hayward to Oakland	57	Project	Short Haul Rail Service	Short haul service linking Central Valley shippers with Port of Oakland or Oakland Army Base rail yards. Inland terminus to be determined by updated market studies. Future studies should be conducted to determine capital cost and operating subsidy needs.	Would help reduce truck traffic on I-580 from Central Valley shippers and distribution centers.	R,I				■	■			TCIF Tier 1 (inactive project) and San Joaquin Valley Interregional Goods Movement Study
Not Corridor Specific														
Countywide	13	Policy	Monitor regulatory proceedings on crude by rail	In partnership with city and regional agencies, monitor and comment on regulatory proceedings at state and federal level related to crude by rail	Supports efforts to improve safety and reduce impacts of crude by rail	R,X	■	■			■		■	new
Countywide	14	Policy	Crude by rail safety	Support recommendations of California Interagency Working Group related to Crude by Rail	Supports efforts to improve safety and reduce impacts of crude by rail	R,X		■						new
Countywide	22	Program	Industrial Rail Access Program	A program to support industrial rail users to improve industrial spurs to allow for increased rail usage.	In coordination with capacity improvements on rail lines can help ensure maximum use of rail, encourage economic development in rail-served industries, and create opportunities to shift some truck traffic to rail in industrial corridors such as I-880.	R					■			new
Countywide	108	Policy & Program	Rail and Terminal Emission Reduction Program	Program to assess rail and terminal emissions, including potential voluntary adoption of Tier 4 standards for locomotives by railroads, as well as incentives for using low emission switching locomotives. Additional programs aimed at reducing rail-related emission, particularly targeted to areas with high public health impacts from rail operations.	Supports efforts to reduce emissions associated with rail movement.	R		■						new
Countywide	30	Program	Rail Quiet Zone Program	Program to assess suitability of locations, prioritize locations, design, and address implementation of quiet zones	Reduces noise from at-grade rail crossings	R	■							new

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Global Gateways Strategies														
Oakland	62	Project	Truck Services at Oakland Army Base	Additional Truck Parking is mentioned as part of Oakland Army Base Phase 2. This project would be implemented only after reassessment of needs after implementation of Phase 1 truck services if there is a need to move additional businesses out of West Oakland neighborhoods. Eligible under RTP 230394 Goods Movement Program.	Project directly focused on environmental (& community) issues. Project also relieves truck parking shortage.	G,X	■						■	240394, new
Oakland	63	Project	Oakland Airport Area ITS Project	Design and implement ITS along 98th Ave and Hegenberger Rd from I-880 to OAK. Includes installation of CCTV cameras, vehicle detectors, dynamic message signs, transit priority, real-time traveler information displays, etc. to improve management of the corridors leading to/from OAK and the I-880/Coliseum area. This project would interconnect the signals along these routes to minimize delay and improve traffic flow, and provide the Port and City with centralized control for incident management. Real-time traffic-responsive systems would be considered. ITS linkages would benefit OAK access to significant numbers of trucks traversing the arterial linkages to and from I-880, including many high-value air freight shipments.	Innovative technology to reduce delay, improve reliability, and transit priority could improve coordination with passenger modes	G,L			■	■	■			SF Bay Area Freight Mobility Study (Caltrans D-4)
Oakland	64	Project	North Airport Air Cargo (Infield) Road Access Improvements	Phase 1 - Widen and connect SR 61 (Doolittle Drive) with Earhart Rd and extend into the Infield area at North Field. Another \$8.4M second phase for a later date. Improves capacity and access to North Airport air cargo tenants.	Increased capacity should reduce delays.	G				■	■			SF Bay Area Freight Mobility Study (Caltrans D-4)
Oakland	65	Project	Airport Perimeter Dike (APD)	This project provides flood and shoreline protection to the Airport's main passenger and cargo runway, parts of which are below sea-level	Improves freight resiliency	G,X			■					new
Oakland	72	Oakland	Port of Oakland ITS including FRATIS	The project will leverage the existing communications infrastructure to implement various ITS projects in a phased deployment, specifically a FRATIS, appointment based arrival system. The deployment will include the development of a master plan to be followed by a pilot/demonstration project. It will eventually include the construction of a Traffic Management Center linkage with the City of Oakland and Caltrans, network backbone, sensors, cameras, signal interconnect, and dynamic message signs.	Innovative technology to reduce delays, queueing, and associated truck emissions. Proposed by Port of Oakland to address access and capacity issues identified in Needs Assessment.	G	■			■				new
Oakland	73	Project	7th Street Grade Separation West	This is the first of two projects to grade separate 7th Street to eliminate the at-grade railroad crossings which cause significant traffic backup throughout the Port Area. The project includes construction of an elevated 7th Street/Maritime Street intersection and a tail track extension for the BNSF OIG intermodal yard that facilitates the expansion and re-configuration of OIG.	Grade separation improves safety, reduces truck delay and improves access to marine terminals.	G		■		■	■			22082

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Oakland	83	Policy	Strategies to improve port operations including night gates	Adding more shifts, automation of terminal operations, and/or other gate management practices while mitigating any potential community impacts	Improves Port access and operations; potentially shifts operations to time of day when emissions exposure to population in adjacent communities significantly less	G,X	■			■				new
Cross-Cutting Strategies														
Countywide	23	Policy & Program	Clean Truck Policy & Program Collaborative (joint working group with regulatory agencies, freight industry representatives, and public agencies)	Potential local or state policy such as fleet emission standards, emission trading programs, and other incentives to encourage adoption of clean truck technologies and alternative fuels. A collaborative program, including participation from all relevant stakeholders. Incentives and collaborative activities could potentially be funded from existing RTP programs RTP 230550 Regional Climate Initiatives or RTP 22425.	Program directly focused on environmental (& community) issues	X	■						■	230550, 22425
Countywide	25	Program	Freight Corridors Community Enhancement and Impact Mitigation Initiative	New program to fund impact mitigation in neighborhoods immediately adjacent to freight facilities where buffers and freight hub relocation are not possible, as discussed in the needs assessment. Could be eligible under RTP 240386 Local Road Improvement Program, RTP 240396 Environmental Mitigation Program, or RTP 22425	Program directly focused on environmental (& community) issues	X	■						■	240386, 240396, 240731
Countywide	29	Policy & Program	Develop / support workforce training programs for goods-movement related jobs	A program will to support workforce training for goods movement related jobs, including for residents of areas most affected by goods movement projects.	Creates opportunities for economic benefits of freight expansion	X	■							new
Countywide	20	Policy & Program	Freight Guidelines for Complete Streets Initiative	Policy and funding providing recommended guidelines and standards and support for design of especially complicated projects. Could provide examples of model street treatments (such as curb pullouts for trucks in delivery zones), geometric guidance, separations of modal users in street design, time of day management of right of way, off-peak delivery programs, etc. Program can also consider advocacy for a Federal program to conduct research on delivery vehicles suitable for urban delivery conditions (e.g., adjusted turning radii). Eligible under RTP 240386 Local Roads Improvement Program and RTP 240746 Highway Safety Improvement Program.	Helps address truck loading, parking, truck maneuvering needs, access to major generators, and alternate truck routes as illustrated in International case study.	L, X	■	■			■	■	■	240386, 240746, new
Countywide	105	Policy & Program	Land use guidelines and policies to support industrial land use planning and preservation	This program will coordinate with regional and state efforts to address industrial land use planning and preservation and could address the following: technical assistance to update zoning, guidance on setting up buffer zones including vegetated buffers, incentives to preserve buffers, identification of funding for assembling of fragmented parcels, and reduction of negative impacts on communities from freight operations.	Improves land use compatibility with other uses, and reduce impact on communities	L, X	■						■	new

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Countywide	26	Program	Near-Zero and Zero-Emission Goods Movement Technology Advancement Program	New program to fund and demonstrate Near-Zero and Zero-Emission goods movement technologies. Draws funding from identified RTP program. Should be coordinated with CARB Sustainable Freight Strategy and BAAQMD programs. Program could include incentives for engine retrofits to low emission and ZEV technology. Program could potentially include funding to compensate smaller independent drayage truckers for whom it is not economical to upgrade trucks. Program could also include ZEV technology demonstrations for trucks and alternative fueling infrastructure. This program would be targeted to freight corridors and facilities in communities with greatest adverse impacts from freight emissions.	Program directly focused on environmental (& community) issues, and encourages innovative technology	X	■						■	240397, 230550, 22425
Oakland	79	Project	Bay Bridge Living Levee Installation	Use a combination of natural restoration and an aesthetic levee north of the westbound lanes of the I-80 Bay Bridge approach. Because the footprint of walls, levees and berms would be relatively large, mitigation for loss of habitat and recreation may be required. This strategy will require land acquisition to be really be effective.	Improves freight infrastructure resiliency	X,I,G	■	■						Adapting to Rising Tides (MTC, BCDC, Caltrans)
Oakland	80	Project	Bay Bridge Offshore Breakwater Installation	Construct an offshore breakwater north of the Bay Bridge touchdown to mitigate sea level rise, reduce storm surge and wave impacts, provide protection to I-80.	Improves freight infrastructure resiliency	X,I,G	■	■						Adapting to Rising Tides (MTC, BCDC, Caltrans)
Oakland	81	Project	Damon Slough Living Levee Installation	Use a combination of natural restoration and aesthetic levees along the length of Damon Slough on both sides. Because the footprint of walls, levees and berms would be relatively large, mitigation for loss of habitat and recreation may be required. This strategy can provide limited indirect flood protection benefits to I-880. This strategy will require land acquisition to really be effective.	Improves freight infrastructure resiliency	X,I	■	■						Adapting to Rising Tides (MTC, BCDC, Caltrans)
Under Construction or Complete														
Dublin/ Pleasanton	32	Project	Widen I-580 for HOV and auxiliary lanes eastbound from Hacienda Road to Greenville Road and westbound from Greenville Road to Foothill Road (under construction)	Widen I-580 in both directions to add HOV and auxiliary lanes. Original cost was \$272M; reduced by \$30M by taking out WB off-ramp to Dublin/Pleasanton BART element (#230630)	Addresses travel delay, travel time reliability, and truck-related crashes within segments ID'd in 3C memo. While reductions in auto traffic through expansion of HOV lanes does benefit trucks, the primary goods movement component of the project is the addition of aux lanes to improve operations, reduce truck and auto interactions (safety), and thereby improve reliability.	I		■	■			■		21116
Fremont	38	Project	Widen Route 262 from I-880 to Warm Springs and reconstruct Union Pacific Railroad underpasses (West segment)	Serves as Phase 1B of the overall project in Santa Clara and Alameda Counties on I-880 from Route 237 to Fremont Blvd and in Alameda County on Route 262 from I-880 to Warm Springs Blvd. The overall project will reconstruct the Route 262(Mission Boulevard)/Warren Avenue/I-880 Interchange and widen I-880. This phase 1B will complete the widening on Route 262 and reconstruct two UPRR underpasses.	Benefits grade crossing safety and reduces delays on key industrial access route and freeway-to-freeway connector route.	L		■			■			22990

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Livermore	50	Project	Construct I-580 eastbound truck climbing lane at the Altamont Summit (Construction complete)	Construct I-580 eastbound truck climbing lane from Greenville Road Undercrossing to one mile east of North Flynn Road (Altamont Summit).	Addresses travel delay within segments ID's in 3C memo	I		■		■		■		22013
Livermore	51	Project	Construct auxiliary lanes on I-580 eastbound between Isabel Avenue and North Livermore Avenue, and North Livermore Avenue and First Street (includes widening the Arroyo Las Positas Bridge at two locations and providing additional improvements to accommodate future express lanes) (Project complete)	Construct Eastbound Auxiliary Lanes between Isabel Avenue and North Livermore Avenue and North Livermore Avenue and First Street. The project will also widen the Arroyo Las Positas Bridge at two locations and provide additional improvements to accommodate a future Express Lane facility.	Addresses travel delay, travel time reliability, and truck-related crashes within segments ID'd in 3C memo.	I		■		■				240076
Oakland	118	Project	Oakland Global Trade and Logistics Center Phase 1	Phase 1 of the Oakland Army Base Master Plan. Port portion includes Port Rail Yard (manifest car storage yard and unit train storage yard). City portion includes new warehouses, a bulk marine terminal, and recycling center. Also includes new roadways, utilities, and other infrastructure improvements. Includes portions of RTP 22760 & 240024.	Addresses opportunity related to bulk export growth identified in Needs Assessment. Addresses freeway congestion and reliability by improving viability of rail.	G				■	■			22760 & 240024
Oakland	66	Project	Northbound I-880 interchange improved ramp geometrics at 23rd and 29th Avenue in Oakland (under construction)	Provides for the improvements to Northbound I-880 at 23rd and 29th Avenue Interchange by improving the freeway on and off ramp geometrics. The project will also replace the structures of these overcrossings. The project also includes modifications of local streets, landscape enhancement, and construction of a sound wall.	Addresses travel delay and truck-related crashes within segments in the Needs Assessment.	I	■	■	■	■				22769
San Leandro	88	Project	I-880/Davis St Overcrossing (Under construction)	Replaces the existing overcrossing structure with a new structure, providing higher clearance for I-880 traffic and additional travel lanes on Davis St. to improve capacity and safety along with ramp, intersection and signal improvements.	Addresses travel delay, travel time reliability and truck-related crashes within segments identified in the Needs Assessment.	I		■	■	■	■			22100
San Leandro	89	Project	I-880/Marina Blvd Interchange Improvements (under construction)	Improvements to the I-880/Marina Blvd Interchange including on/off ramp improvements, overcrossing modification and street improvements. May include replacing existing overcrossing to provide higher clearance on I-880.	Addresses travel delay, travel time reliability and truck-related crashes within segments identified in the Needs Assessment.	I		■		■				230066
Countywide	117	Project	Implement I-80 Integrated Corridor Mobility (ICM) project operations and management	Network of integrated electronic signs, ramp meters and other state-of-the-art elements between the Carquinez Bridge and the Bay Bridge to enhance motorist safety, improve travel time reliability and reduce accidents and associated congestion.	Systematically improves traffic flow, incident management along I-80	I		■	■	■		■		230221