



Memorandum

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DATE: August 23, 2013

SUBJECT: Goods Movement Collaborative and Plan Update and Project Screening Criteria and List

RECOMMENDATION: Approve process for recommending projects to MTC for input into the California State Freight Mobility Plan and receive an update on the Goods Movement Collaborative and Plan development

Summary

Freight and goods movement are central to a strong economy in Alameda County, the Bay Area and the nation. To ensure that Alameda County's economy and the Bay Area as a whole (by virtue of Alameda County's central location, freeways and the location of the Port of Oakland) are supported by a robust goods movement system, Alameda CTC has embarked on the creation of a goods movement collaborative that will bring together partners and stakeholders to create a unified effort to support and advocate for freight and goods movement, and technical studies that will result in an Alameda Countywide Goods Movement Plan to identify needs and short and long term priorities. These efforts will directly feed into state and federal freight planning efforts that are also currently underway, including the development of the California Freight Mobility Plan (CFMP) and a National Strategic Freight Plan.

Due to the development schedule for California's freight planning process, the Commission is requested to approve a method for development of a list of projects for submittal to MTC and Caltrans that can be used in the development of the CFMP. This memo outlines a process and milestones for submitting a list of Alameda County projects to MTC by October 2013, includes a recommendation for a project list to be submitted to MTC and Caltrans District 4 for inclusion in the state freight plan, and provides an update on the development of the Alameda CTC Goods Movement Collaborative and Goods Movement Plan.

Background

Freight and goods movement planning is underway at the local, regional, state and federal levels. The following summarizes each of these planning efforts and identifies Alameda CTC engagement in these processes.

Federal Process: The Federal surface transportation act, Moving Ahead for Progress in the 21st Century (MAP-21), was signed into law in 2012 and included the development of a national freight policy that will establish a national freight network and create a national freight strategic plan. The development of the network and strategic plan will be done with a National Freight Advisory Committee (NFAC). NFAC representatives from California include: Kristin Decas, CEO & Port Director, Port of Hueneme; Genevieve Giuliano, Professor, Director and Senior Associate Dean, University of Southern California; Fran Inman, Senior Vice President, Majestic Realty Company and Member, California Transportation Commission; Randy Iwasaki, Executive Director, Contra Costa Transportation Authority; and Bonnie Lowenthal, State Assembly Member.

The federal process requires the establishment of an initial primary freight network (PFN) of 27,000 centerline miles of existing roadway that are most critical to the movement of freight. The federal Department of Transportation (DOT) will be working with states to define the PFN, as well as identify critical rural freight corridors that meet specific criteria defined in MAP-21 freight provisions (see Attachment A). The DOT is required to develop the PFN within a year of issuance of the MAP-21 freight provisions, and the strategic plan within three years. The strategic plan will be updated thereafter every five years. MAP-21 encourages states to develop freight plans that address immediate and long-range freight needs. In California, the development of a CFMP was initiated in spring 2013 as described below, and will feed into the federal process.

State Process: The California Department of Transportation (Caltrans) has established a California Freight Advisory Committee (CFAC), including Art Dao as a member, to assist with the development of the CFMP. This plan will provide input into the national plan and will be incorporated into the overall California Transportation Plan which will be completed in 2015. The state is guiding its developmental effort using the same strategic goals and definitions as those that are included in Map 21 to address capital, operational, policy and innovative technology needs in the freight network.

- Goals include:
 - Improve the contribution of the freight system to economic efficiency, productivity and competitiveness
 - Reduce congestion on the freight system
 - Improve safety, security and resiliency of system
 - Improve state of good repair
 - Use advance technology, performance management and innovation, competition and accountability in operating the freight system
 - Reduce adverse environmental and community impacts

Due to the timing of the state freight plan and the need for it to influence the federal plan, Alameda CTC is working with both Caltrans District 4 and MTC on the development of a project list for initial inclusion in the state freight plan.

Caltrans is working with each of its District offices to identify freight projects and each of the Districts is working with their Metropolitan Planning Organizations (MPO). In the Bay Area, MTC and Caltrans are collaborating on a Bay Area Goods Movement Plan that will help to inform the state process. Alameda CTC is working closely with MTC and District 4 on the inventory and development of a draft inventory list, which is described in more detail under Regional and Local efforts below. In order to be eligible for consideration in the CFMP, the projects must be in the Regional Transportation Plan and part of a national freight network. In Alameda County, the highway segments currently being identified as part of the national network include I-238, I-580, I-80, and I-880.

The following schedule includes high level milestones for the development of the CFMP and requires that Alameda CTC submit a list to MTC of projects by October.

- October/November: Draft initial list of freight projects from statewide Caltrans Districts and Metropolitan Planning Organizations
- December 2013: Initial draft CFMP
- Summer 2014 (June –August): Final Draft CFMP issued for 60-day public comment period and public workshops
- Fall 2014 (September – October): Final CFMP that that will be incorporated into the California Transportation Plan scheduled for adoption in 2015.

Regional and Local Process: Caltrans District 4 and MTC are coordinating on a short-term Bay Area Goods Movement Plan that will facilitate development of a list of projects for inclusion in the CFMP. Alameda CTC is closely coordinating with MTC and District 4 on this effort to ensure that a list can be submitted to the state by October 2013. In addition, Alameda CTC has kicked off the development of the Alameda County long range Goods Movement Collaborative and Plan, which will be performance based and identify needs and gaps in the goods movement system, identify new projects and programs to foster economic competitiveness, and promote local community vibrancy and protect the environment. The countywide Collaborative and Plan will include extensive input from Alameda CTC stakeholders and partners. A draft plan will be developed by Spring 2015 in time to inform the 2016 Countywide Transportation Plan and the next Regional Transportation Plan.

In the immediate term to support the development of a priority list for the regional and state processes, the Commission is requested to approve a process to develop a list of projects for submittal to MTC and Caltrans that can be used in the development of the CFMP. This following outlines a process and milestones for submitting a list of Alameda County projects to MTC by October 2013.

- June 2014: Alameda CTC develops comprehensive list of projects from existing Caltrans, MTC, San Joaquin Valley and rail operator studies and plans.
- July 2014: Alameda CTC submits comprehensive list to MTC and Caltrans District 4 for review
- August 2014: Alameda CTC reviews and sorts list

- September 2013: Alameda CTC adopts high level criteria for advancing a project list to MTC and District 4
- October 2013: MTC meeting on project list for submission to state CFMP development process in coordination with Caltrans District 4.

Recommendation

Staff recommends approval of the following screening criteria to use to develop a project inventory list for submission to MTC and Caltrans District 4. The Commission is requested to approve the following screening criteria and to review Attachment B, Alameda County Goods Movement Project Inventory, which is sorted based upon the below criteria, to identify if any additional projects should be considered. The criteria are based on goals and objectives documented in MAP-21 and types of projects that would be eligible for the increased federal match provision. The proposed criteria are:

- Inclusion in Plan Bay Area and Alameda CTC's Countywide Transportation Plan (CWTP Tier 1 or Tier 2 project lists)
- Grade separations for rail
- On I-238, I-580, I-80 and I-880 for trucks (these routes are key freight corridors identified in the state process)
- Port supportive

Because there is insufficient time to do comprehensive outreach and project identification to meet the State's deadline to have a prioritized list, which would include an assessment of project scope, cost and schedule, the attached draft list supports inclusion of projects that are in Alameda CTC's CWTP and Plan Bay Area, which indicates an ability to receive state and federal funding, some level of project development completed and a degree of public vetting. The countywide Goods Movement Plan will be used to identify project priorities and additional needs through the plan development process and will identify project readiness for funding. Information may be ready early next year as part of Alameda CTC's planning process to provide additional input on Alameda County priorities for the draft CFMP. Additional projects that are not included in the CWTP or Plan Bay Area will be included in the long-range planning process for the Goods Movement Plan.

Update on Alameda CTC Goods Movement Collaborative and Plan

The Alameda CTC has moved forward with Goods Movement Collaborative and Plan Development. In July the Goods Movement Leadership Team held its kick off meeting with executive staff from the following partners:

- Alameda County Transportation Commission
- Port of Oakland
- Metropolitan Transportation Commission
- Caltrans
- East Bay EDA

The Leadership Team is working on the identification and development of the technical team, focus group stakeholders, and the Goods Movement Roundtable participants and structure. In addition the Leadership team is finalizing a schedule for development and implementation of key milestones for the Collaborative process. An additional update on these efforts will be brought to the Commission in October.

An RFP for the Goods Movement Plan was released on July 1st and a pre-bid meeting was held on July 24th. Proposals were submitted to Alameda CTC on August 15th and currently the evaluation team is reviewing and scoring the proposals. Interviews will be held during the week of September 16 with the goal of selecting a firm and initiating work by early October.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. Map-21 Prioritization of Projects to Improve Freight Movement
- B. Alameda County Project Inventory Based on Existing Plans
- C. Caltrans Goods Movement Maps

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Moving Ahead for Progress in the 21st Century (MAP 21)

Freight-Related Provisions

SEC. 1115. NATIONAL FREIGHT POLICY.

(a) IN GENERAL.—Chapter 1 of title 23, United States Code, is amended by adding at the end the following:

“§ 167. National freight policy

“(a) IN GENERAL.—It is the policy of the United States to improve the condition and performance of the national freight network to ensure that the national freight network provides the foundation for the United States to compete in the global economy and achieve each goal described in subsection (b).

“(b) GOALS.—The goals of the national freight policy are—

“(1) to invest in infrastructure improvements and to implement operational improvements that—

“(A) strengthen the contribution of the national freight network to the economic competitiveness of the United States;

“(B) reduce congestion; and

“(C) increase productivity, particularly for domestic industries and businesses that create high-value jobs;

“(2) to improve the safety, security, and resilience of freight transportation;

“(3) to improve the state of good repair of the national freight network;

“(4) to use advanced technology to improve the safety and efficiency of the national freight network;

“(5) to incorporate concepts of performance, innovation, competition, and accountability into the operation and maintenance of the national freight network; and

“(6) to improve the economic efficiency of the national freight network.

“(7) to reduce the environmental impacts of freight movement on the national freight network;

“(c) ESTABLISHMENT OF A NATIONAL FREIGHT NETWORK.—

“(1) IN GENERAL.—The Secretary shall establish a national freight network in accordance with this section to assist States in strategically directing resources toward improved system performance for efficient movement of freight on highways, including national highway system, freight intermodal connectors and aerotropolis transportation systems.

“(2) NETWORK COMPONENTS.—The national freight network shall consist of—

“(A) the primary freight network, as designated by the Secretary under subsection (d) (referred to in this section as the ‘primary freight network’) as most critical to the movement of freight;

“(B) the portions of the Interstate System not designated as part of the primary freight network; and

“(C) critical rural freight corridors established under subsection (e).

“(d) DESIGNATION OF PRIMARY FREIGHT NETWORK.—

“(1) INITIAL DESIGNATION OF PRIMARY FREIGHT NETWORK.—

“(A) DESIGNATION.—Not later than 1 year after the date of enactment of this section, the Secretary shall designate a primary freight network—

“(i) based on an inventory of national freight volume conducted by the Administrator of the Federal Highway Administration, in consultation with stakeholders, including system users, transport providers, and States; and

“(ii) that shall be comprised of not more than 27,000 centerline miles of existing roadways that are most critical to the movement of freight.

“(B) FACTORS FOR DESIGNATION.—In designating the primary freight network, the Secretary shall consider—

“(i) the origins and destinations of freight movement in the United States;

“(ii) the total freight tonnage and value of freight moved by highways;

“(iii) the percentage of annual average daily truck traffic in the annual average daily traffic on principal arterials;

“(iv) the annual average daily truck traffic on principal arterials;

“(v) land and maritime ports of entry;

“(vi) access to energy exploration, development, installation, or production areas;

“(vii) population centers; and

“(viii) network connectivity.

“(2) **ADDITIONAL MILES ON PRIMARY FREIGHT NETWORK.**—In addition to the miles initially designated under paragraph

(1), the Secretary may increase the number of miles designated as part of the primary freight network by not more than 3,000 additional centerline miles of roadways (which may include existing or planned roads) critical to future efficient movement of goods on the primary freight network.

“(3) **REDESIGNATION OF PRIMARY FREIGHT NETWORK.**—Effective beginning 10 years after the designation of the primary freight network and every 10 years thereafter, using the designation factors described in paragraph (1), the Secretary shall redesignate the primary freight network (including additional mileage described in paragraph (2)).

“(e) **CRITICAL RURAL FREIGHT CORRIDORS.**—A State may designate a road within the borders of the State as a critical rural freight corridor if the road—

“(1) is a rural principal arterial roadway and has a minimum of 25 percent of the annual average daily traffic of the road measured in passenger vehicle equivalent units from trucks (FHWA vehicle class 8 to 13);

“(2) provides access to energy exploration, development, installation, or production areas;

“(3) connects the primary freight network, a roadway described in paragraph (1) or (2), or Interstate System to facilities that handle more than—

“(A) 50,000 20-foot equivalent units per year; or

“(B) 500,000 tons per year of bulk commodities.

“(f) **NATIONAL FREIGHT STRATEGIC PLAN.**—

“(1) **INITIAL DEVELOPMENT OF NATIONAL FREIGHT STRATEGIC PLAN.**—Not later than 3 years after the date of enactment of this section, the Secretary shall, in consultation with State departments of transportation and other appropriate public and private transportation stakeholders, develop and post on the Department of Transportation public website a national freight strategic plan that shall include—

“(A) an assessment of the condition and performance of the national freight network;

“(B) an identification of highway bottlenecks on the national freight network that create significant freight congestion problems, based on a quantitative methodology developed by the Secretary, which shall, at a minimum, include—

“(i) information from the Freight Analysis Network of the Federal Highway Administration; and

“(ii) to the maximum extent practicable, an estimate of the cost of addressing each bottleneck and any operational improvements that could be implemented;

“(C) forecasts of freight volumes for the 20-year period beginning in the year during which the plan is issued;

“(D) an identification of major trade gateways and national freight corridors that connect major population centers, trade gateways, and other major freight generators for current and forecasted traffic and freight volumes, the identification of which shall be revised, as appropriate, in subsequent plans;

“(E) an assessment of statutory, regulatory, technological, institutional, financial, and other barriers to improved freight transportation performance (including opportunities for overcoming the barriers);

“(F) an identification of routes providing access to energy exploration, development, installation, or production areas;

“(G) best practices for improving the performance of the national freight network;

“(H) best practices to mitigate the impacts of freight movement on communities;

“(I) a process for addressing multistate projects and encouraging jurisdictions to collaborate; and

“(J) strategies to improve freight intermodal connectivity.

“(2) **UPDATES TO NATIONAL FREIGHT STRATEGIC PLAN.**—Not later than 5 years after the date of completion of the first national freight strategic plan under paragraph (1), and every 5 years thereafter, the Secretary shall update and repost on the Department of Transportation public website a revised national freight strategic plan.

“(g) **FREIGHT TRANSPORTATION CONDITIONS AND PERFORMANCE REPORTS.**—Not later than 2 years after the date of enactment of this section, and biennially thereafter, the Secretary shall prepare a report that contains a description of the conditions and performance of the national freight network in the United States.

“(h) **TRANSPORTATION INVESTMENT DATA AND PLANNING TOOLS.**—

“(1) **IN GENERAL.**—Not later than 1 year after the date of enactment of this section, the Secretary shall—

“(A) begin development of new tools and improvement of existing tools or improve existing tools to support an outcome-oriented, performance-based approach to evaluate proposed freight-related and other transportation projects, including—

“(i) methodologies for systematic analysis of benefits and costs;

“(ii) tools for ensuring that the evaluation of freight-related and other transportation projects could consider safety, economic competitiveness, environmental sustainability, and system condition in the project selection process; and

“(iii) other elements to assist in effective transportation planning;

“(B) identify transportation-related model data elements to support a broad range of evaluation methods and techniques to assist in making transportation investment decisions; and

“(C) at a minimum, in consultation with other relevant Federal agencies, consider any improvements to existing freight flow data collection efforts that could reduce identified freight data gaps and deficiencies and help improve forecasts of freight transportation demand.

“(2) **CONSULTATION.**—The Secretary shall consult with Federal, State, and other stakeholders to develop, improve, and implement the tools and collect the data in paragraph (1).

“(i) **DEFINITION OF AEROTROPOLIS TRANSPORTATION SYSTEM.**— In this section, the term ‘aerotropolis transportation system’ means a planned and coordinated multimodal freight and passenger transportation network that, as determined by the Secretary, provides efficient, cost-effective, sustainable, and intermodal connectivity to a defined region of economic significance centered around a major airport.”

(b) **CONFORMING AMENDMENT.**—The analysis for chapter 1 of title 23, United States Code, is amended by adding at the end the following:

“167. National freight program.”

SEC. 1116. PRIORITIZATION OF PROJECTS TO IMPROVE FREIGHT MOVEMENT.

(a) **IN GENERAL.**—Notwithstanding section 120 of title 23, United States Code, the Secretary may increase the Federal share payable for any project to 95 percent for projects on the Interstate System and 90 percent for any other project if the Secretary certifies that the project meets the requirements of this section.

(b) **INCREASED FUNDING.**—To be eligible for the increased Federal funding share under this section, a project shall—

(1) demonstrate the improvement made by the project to the efficient movement of freight, including making progress towards meeting performance targets for freight movement established under section 150(d) of title 23, United States Code; and

(2) be identified in a State freight plan developed pursuant to section 1118.

(c) **ELIGIBLE PROJECTS.**—Eligible projects to improve the movement of freight under this section may include, but are not limited to—

- (1) construction, reconstruction, rehabilitation, and operational improvements directly relating to improving freight movement;*
- (2) intelligent transportation systems and other technology to improve the flow of freight;*
- (3) efforts to reduce the environmental impacts of freight movement on the primary freight network;*
- (4) railway-highway grade separation;*
- (5) geometric improvements to interchanges and ramps.*
- (6) truck-only lanes;*
- (7) climbing and runaway truck lanes;*
- (8) truck parking facilities eligible for funding under section 1401;*
- (9) real-time traffic, truck parking, roadway condition, and multimodal transportation information systems;*
- (10) improvements to freight intermodal connectors; and*
- (11) improvements to truck bottlenecks.*

SEC. 1117. STATE FREIGHT ADVISORY COMMITTEES.

- (a) IN GENERAL.—The Secretary shall encourage each State to establish a freight advisory committee consisting of a representative cross-section of public and private sector freight stakeholders, including representatives of ports, shippers, carriers, freight-related associations, the freight industry workforce, the transportation department of the State, and local governments.*
- (b) ROLE OF COMMITTEE.—A freight advisory committee of a State described in subsection (a) shall—*
 - (1) advise the State on freight-related priorities, issues, projects, and funding needs;*
 - (2) serve as a forum for discussion for State transportation decisions affecting freight mobility;*
 - (3) communicate and coordinate regional priorities with other organizations;*
 - (4) promote the sharing of information between the private and public sectors on freight issues; and*
 - (5) participate in the development of the freight plan of the State described in section 1118.*

SEC. 1118. STATE FREIGHT PLANS.

- (a) IN GENERAL.—The Secretary shall encourage each State to develop a freight plan that provides a comprehensive plan for the immediate and long-range planning activities and investments of the State with respect to freight.*
- (b) PLAN CONTENTS.—A freight plan described in subsection (a) shall include, at a minimum—*
 - (1) an identification of significant freight system trends, needs, and issues with respect to the State;*
 - (2) a description of the freight policies, strategies, and performance measures that will guide the freight-related transportation investment decisions of the State;*
 - (3) a description of how the plan will improve the ability of the State to meet the national freight goals established under section 167 of title 23, United States Code;*
 - (4) evidence of consideration of innovative technologies and operational strategies, including intelligent transportation systems, that improve the safety and efficiency of freight movement;*
 - (5) in the case of routes on which travel by heavy vehicles (including mining, agricultural, energy cargo or equipment, and timber vehicles) is projected to substantially deteriorate the condition of roadways, a description of improvements that may be required to reduce or impede the deterioration; and*
 - (6) an inventory of facilities with freight mobility issues, such as truck bottlenecks, within the State, and a description of the strategies the State is employing to address those freight mobility issues.*
- (c) RELATIONSHIP TO LONG-RANGE PLAN.—A freight plan described in subsection (a) may be developed separate from or incorporated into the statewide strategic long-range transportation plan required by section 135 of title 23, United States Code.*

Subtitle D—Highway Safety

SEC. 1401. JASON’S LAW.

(a) IN GENERAL.—It is the sense of Congress that it is a national priority to address projects under this section for the shortage of long-term parking for commercial motor vehicles on the National Highway System to improve the safety of motorized and non-motorized users and for commercial motor vehicle operators.

(b) ELIGIBLE PROJECTS.—Eligible projects under this section are those that—

(1) serve the National Highway System; and

(2) may include the following:

(A) Constructing safety rest areas (as defined in section 120(c) of title 23, United States Code) that include parking for commercial motor vehicles.

(B) Constructing commercial motor vehicle parking facilities adjacent to commercial truck stops and travel plazas.

(C) Opening existing facilities to commercial motor vehicle parking, including inspection and weigh stations and park-and-ride facilities.

(D) Promoting the availability of publicly or privately provided commercial motor vehicle parking on the National Highway System using intelligent transportation systems and other means.

(E) Constructing turnouts along the National Highway System for commercial motor vehicles.

(F) Making capital improvements to public commercial motor vehicle parking facilities currently closed on a seasonal basis to allow the facilities to remain open year-round.

(G) Improving the geometric design of interchanges on the National Highway System to improve

(c) SURVEY AND COMPARATIVE ASSESSMENT.—

(1) IN GENERAL.—Not later than 18 months after the date of enactment of this Act, the Secretary, in consultation with relevant State motor carrier safety personnel, shall conduct a survey of each State—

(A) to evaluate the capability of the State to provide adequate parking and rest facilities for commercial motor vehicles engaged in interstate transportation;

(B) to assess the volume of commercial motor vehicle traffic in the State; and

(C) to develop a system of metrics to measure the adequacy of commercial motor vehicle parking facilities in the State.

(2) RESULTS.—The results of the survey under paragraph

(1) shall be made available to the public on the website of the Department of Transportation.

(3) PERIODIC UPDATES.—The Secretary shall periodically update the survey under this subsection.

DIVISION C—TRANSPORTATION SAFETY AND SURFACE TRANSPORTATION POLICY

TITLE I—MOTOR VEHICLE AND HIGHWAY SAFETY IMPROVEMENT ACT OF 2012

Subtitle H—Safe Highways and Infrastructure Preservation

SEC. 32801. COMPREHENSIVE TRUCK SIZE AND WEIGHT LIMITS STUDY.

(a) TRUCK SIZE AND WEIGHT LIMITS STUDY.—Not later than 45 days after the date of enactment of this Act, the Secretary, in consultation with each relevant State and other applicable Federal agencies, shall commence a comprehensive truck size and weight limits study. The study shall—

(1) provide data on accident frequency and evaluate factors related to accident risk of vehicles that operate with size and weight limits that are in excess of the Federal law and regulations in each State that allows vehicles to operate with size and weight limits that are in excess of the Federal law and regulations, or to operate under a Federal exemption or grandfather right, in comparison to vehicles that do not operate in excess of Federal law and regulations (other than vehicles with exemptions or grandfather rights);

- (2) evaluate the impacts to the infrastructure in each State that allows a vehicle to operate with size and weight limits that are in excess of the Federal law and regulations, or to operate under a Federal exemption or grandfather right, in comparison to vehicles that do not operate in excess of Federal law and regulations (other than vehicles with exemptions or grandfather rights), including—
- (A) the cost and benefits of the impacts in dollars;
 - (B) the percentage of trucks operating in excess of the Federal size and weight limits; and
 - (C) the ability of each State to recover the cost for the impacts, or the benefits incurred;
- (3) evaluate the frequency of violations in excess of the Federal size and weight law and regulations, the cost of the enforcement of the law and regulations, and the effectiveness of the enforcement methods;
- (4) assess the impacts that vehicles that operate with size and weight limits in excess of the Federal law and regulations, or that operate under a Federal exemption or grandfather right, in comparison to vehicles that do not operate in excess of Federal law and regulations (other than vehicles with exemptions or grandfather rights), have on bridges, including the impacts resulting from the number of bridge loadings;
- (5) compare and contrast the potential safety and infrastructure impacts of the current Federal law and regulations regarding truck size and weight limits in relation to—
- (A) six-axle and other alternative configurations of tractor-trailers; and
 - (B) where available, safety records of foreign nations with truck size and weight limits and tractor-trailer configurations that differ from the Federal law and regulations; and
- (6) estimate—
- (A) the extent to which freight would likely be diverted from other surface transportation modes to principal arterial routes and National Highway System intermodal connectors if alternative truck configuration is allowed to operate and the effect that any such diversion would have on other modes of transportation;
 - (B) the effect that any such diversion would have on public safety, infrastructure, cost responsibilities, fuel efficiency, freight transportation costs, and the environment;
 - (C) the effect on the transportation network of the United States that allowing alternative truck configuration to operate would have; and
 - (D) whether allowing alternative truck configuration to operate would result in an increase or decrease in the total number of trucks operating on principal arterial routes and National Highway System intermodal connectors; and
- (7) identify all Federal rules and regulations impacted by changes in truck size and weight limits.
- (b) **REPORT.**—Not later than 2 years after the date that the study is commenced under subsection (a), the Secretary shall submit a final report on the study, including all findings and recommendations, to the Committee on Commerce, Science, and Transportation and the Committee on Environment and Public Works of the Senate and the Committee on Transportation and Infrastructure of the House of Representatives.

SEC. 32802. COMPILATION OF EXISTING STATE TRUCK SIZE AND WEIGHT LIMIT LAWS.

- (a) **IN GENERAL.**—Not later than 90 days after the date of enactment of this Act, the Secretary, in consultation with the States, shall begin to compile—
- (1) a list for each State, as applicable, that describes each route of the National Highway System that allows a vehicle to operate in excess of the Federal truck size and weight limits that—
 - (A) was authorized under State law on or before the date of enactment of this Act; and
 - (B) was in actual and lawful operation on a regular or periodic basis (including seasonal operations) on or before the date of enactment of this Act;
 - (2) a list for each State, as applicable, that describes—
 - (A) the size and weight limitations applicable to each segment of the National Highway System in that State as listed under paragraph (1);

(B) each combination that exceeds the Interstate weight limit, but that the Department of Transportation, other Federal agency, or a State agency has determined on or before the date of enactment of this Act, could be or could have been lawfully operated in the State; and

(C) each combination that exceeds the Interstate weight limit, but that the Secretary determines could have been lawfully operated on a non-Interstate segment of the National Highway System in the State on or before the date of enactment of this Act; and

(3) a list of each State law that designates or allows designation of size and weight limitations in excess of Federal law and regulations on routes of the National Highway System, including nondivisible loads.

(b) SPECIFICATIONS.—The Secretary, in consultation with the States, shall specify whether the determinations under paragraphs (1) and (2) of subsection (a) were made by the Department of Transportation, other Federal agency, or a State agency.

(c) REPORT.—Not later than 2 years after the date of enactment of this Act, the Secretary shall submit a final report of the compilation under subsection (a) to the Committee on Commerce, Science, and Transportation and the Committee on Environment and Public Works of the Senate and the Committee on Transportation and Infrastructure of the House of Representatives.

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Plans	
CWTP	Alameda CTC 2012 Countywide Transportation Plan
GMAP	Goods Movement Action Plan (State Plan conducted by Department of Business Transportation and Housing and California Environmental Protection Agency 2005-2007)
TCIF	Trade Corridors Improvement Fund (Proposition 1B projects funded based on GMAP)
2004 MTC Plan	2004 MTC Regional Goods Movement Study
State Rail Plan	Caltrans' 2012 Draft State Rail Plan being prepared for 2040 California Transportation Plan
SJV IRGMS	San Joaquin Valley Interregional Goods Movement Study (recently concluded study led by 8 Congestion Management Agencies/Metropolitan Planning Organizations)
Other Acronyms	
OHIT	Outer Harbor Intermodal Terminal
PSR	Project Scoping Report
UPRR	Union Pacific Railroad
BNSF	Burlington Northern Santa Fe (Railroad)
RTP	Regional Transportation Plan
I/C	Interchange
OAK	Oakland International Airport
ROW	Right of Way
JLS	Jack London Square
CCIPA	Capitol Corridor Joint Powers Authority
SJRRC	San Joaquin Regional Railroad Commission

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Attachment B: Alameda County Goods Movement Project Inventory

List of Plans and Acronyms

Plans

CWTP	Alameda CTC 2012 Countywide Transportation Plan
GMAP	Goods Movement Action Plan (State Plan conducted by Department of Business Transportation and Housing and California Environmental Protection Agency 2005-2007)
TCIF	Trade Corridors Improvement Fund (Proposition 1B projects funded based on GMAP)
2004 MTC Plan	2004 MTC Regional Goods Movement Study
State Rail Plan	Caltrans' 2012 Draft State Rail Plan being prepared for 2040 California Transportation Plan
SJV IRGMS	San Joaquin Valley Interregional Goods Movement Study (recently concluded study led by 8 Congestion Management Agencies/Metropolitan Planning Organizations)

Acronyms

OHIT	Outer Harbor Intermodal Terminal
PSR	Project Scoping Report
UPRR	Union Pacific Railroad
BNSF	Burlington Northern Santa Fe (Railroad)
RTP	Regional Transportation Plan
I/C	Interchange
OAK	Oakland International Airport
ROW	Right of Way
JLS	Jack London Square
CCJPA	Capitol Corridor Joint Powers Authority
SJRRC	San Joaquin Regional Railroad Commission

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MTC RTPID	Project	Sponsor	Mode	County	Plans	Cost Estimate in Plan (\$M)	Committed Fund Estimate in Plan (\$M)	Status in Plan	Description
Alameda Countywide Transportation Plan Tier 1 - Intermodal Terminal Projects									
22082	7th Street Grade Separation	Port of Oakland/MTC	Intermodal	ALA	TCIF Tier 1 (Inactive), Plan Bay Area, CWTP, GMAP, 2004 MTC Plan	\$304.8	\$0.0	Tier 1 (CWTP)	Major component of Oakland Army Base Phase 2 New grade separated rail crossings of 7th Street for BNSF and UP terminals, including replacement of the damaged former Southern Pacific overhead and the addition of rail expansion capacity. Improve traffic operations and expands roadway capacity through the reconstruction of 7th Street along a new alignment, in a deeper trench section, between Cedar Street and Maritime Street, reconfiguration of 7th /Maritime Street intersection into 2 3-way intersections, realignment of Maritime Street, and bicycle and pedestrian access improvements. The project also will separate truck traffic on 7th St. thereby eliminating conflicts between trucks and trains at a major intersection adjacent to OHLIT. Improves roadway safety and clearance through existing underpass.
Alameda Countywide Transportation Plan Tier 1 - Rail Projects									
240208	Highway-Rail Grade Crossing Improvements	City of Fremont	Truck/Rail	ALA	Plan Bay Area/CWTP	\$3.2	\$0.0	Tier 1 (CWTP)	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.
22779	Construct grade separation at Warren Avenue/Union Pacific RR as Phase 2 of the Route 262/I-880 interchange improvements	City of Fremont	Truck/Rail	ALA	Plan Bay Area/CWTP, 2004 MTC Plan	\$80.5	\$0.0	Tier 1 (CWTP)	Serves as Phase 2 of the State Route 262/I-880 Freeway Interchange Reconstruction and I-880 Widening Project. Phases 1a & 1b includes direct connectors between Route 262 with HOV bypass lanes along the on-ramps, and freeway widening to provide for the completion of HOV lanes from Alameda County to the Santa Clara County line. This application is for the Phase 2 project - Grade Separation of Warren Avenue and Union Pacific Railroad tracks.
21103	Central Avenue Railroad Overcrossing	City of Newark	Truck/Rail	ALA	Plan Bay Area/CWTP	\$18.7	\$1.2	Tier 1 (CWTP)	Construct a grade separation structure on Central Avenue (4-lane arterial street) at Union Pacific Railroad crossing. Project is an enhancement. (Coast subdivision)
230103	Grade Separation in the Decoto neighborhood	City of Union City	Truck/Rail	ALA	Plan Bay Area/CWTP	\$191.7	\$0.0	Tier 1 (CWTP)	In conjunction with the grade separation over Decoto Road (Project #230101) continued grade separations of both rail lines through the residential neighborhood of Decoto
Alameda Countywide Transportation Plan Tier 1 - Major International Trade Corridor Truck Projects									
240047	I-880/A St interchange improvements	Alameda CTC	Truck	ALA	Plan Bay Area/CWTP, 2004 MTC Plan	\$64.0	\$0.0	Tier 1 (CWTP)	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 LT lane 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.
230117*	Implementation of 2008 Truck Parking Study	Alameda CTC	Truck	ALA	Plan Bay Area/CWTP	\$5.0	\$0.0	Program (CWTP)	Implements the recommendations of the ACTC Board adopted Truck Parking Facility Feasibility and Location Study (December 2008) funded by Caltrans and managed by the CMA. (Part of RTP Goods Movement Programmatic Project)
21144	I-80/Gilman Ave Reconfiguration	Alameda CTC / City of Berkeley	Truck	ALA	Plan Bay Area/CWTP	\$26.0	\$1.4	Tier 1 (CWTP)	Reconfigure the I-80/Gilman interchange located in northwest Berkeley, near its boundary with the City of Albany. Capacity constraint and vehicular safety due to the current stop sign controlled ramps are serious issues at this interchange. The project design will also provide adequate pedestrian, bicycle, and public transit movements through the interchange area. The proposed reconfiguration is likely a dual roundabout that has a roundabout on each side of the interchange with a connecting segment.
240037	I-880/West Winton Ave interchange improvements	City of Hayward	Truck	ALA	Plan Bay Area/CWTP	\$25.8	\$0.0	Tier 1 (CWTP)	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.
21100	I-580/Vasco Road interchange improvements	City of Livermore	Truck	ALA	Plan Bay Area/CWTP	\$63.9	\$55.0	Tier 1 (CWTP)	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
21475	I-580/First St Interchange Improvements	City of Livermore	Truck	ALA	Plan Bay Area/CWTP	\$44.0	\$38.5	Tier 1 (CWTP)	To improve safety and reduce congestion on and near the I-580/First Street interchange.
21477	I-580/Greenville Rd Interchange Improvements	City of Livermore	Truck	ALA	Plan Bay Area/CWTP	\$53.8	\$43.3	Tier 1 (CWTP)	To improve safety and reduce congestion on and near the I-580/Greenville Road interchange.

Notes: Major International Trade Highway Corridors are I-880, I-238, I-80, and I-580 (as identified in Caltrans Goods Movement Action Plan); Programmatic Projects included with Tier 1

MTC RTPID	Project	Sponsor	Mode	County	Plans	Cost Estimate in Plan (\$M)	Committed Fund Estimate in Plan (\$M)	Status in Plan	Description
230132	I-580/Isabel Avenue Interchange, Phase 2	City of Livermore	Truck	ALA	Plan Bay Area/CWTP	\$31.0	\$26.0	Tier 1 (CWTP)	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.
230170	I-880/High St Interchange Improvements	City of Oakland	Truck	ALA	GMAP, Plan Bay Area/CWTP	\$17.6	\$6.1	Tier 1 (CWTP)	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
	Truck Services at Oakland Army Base (ROW)	City of Oakland	Intermodal	ALA	Plan Bay Area/CWTP	\$20.0		Program (CWTP)	Truck Parking is mentioned as part of Oakland Army Base Phase 2. This cost estimate is for component of the RTP Goods Movement Programmatic Project.
240237*	Goods Movement: Truck Facilities, Truck Route Rehabilitation	City of Oakland	Truck	ALA	Plan Bay Area/CWTP	\$21.8	\$0.0	Program (CWTP)	Provision of truck storage facilities away from residential areas and improvement/re-routing of regional truck routes on Oakland City streets. Improve industrial load-bearing streets to withstand impact of truck movement. (Part of RTP Goods Movement Programmatic Project)
21489	I-580/San Ramon Road/Foothill Road interchange improvements	City of Pleasanton	Truck	ALA	Plan Bay Area/CWTP	\$3.7	\$2.6	Tier 1 (CWTP)	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
240052	I-880/Whipple Rd interchange improvement	City of Union City	Truck	ALA	Plan Bay Area/CWTP	\$61.9	\$0.0	Tier 1 (CWTP)	Full interchange improvements at Whipple Road/I-880, including northbound off-ramp, surface street improvements and realignment (Union City and Hayward city limits)
Alameda Countywide Transportation Plan Tier 1 - Other Truck Projects									
230110	Route 262 Mission Blvd Cross Connector Improvements between I-680 and Warm Springs Blvd/SR 262 Mission Blvd Improvements	Alameda CTC/City of Fremont	Truck	ALA	Plan Bay Area/CWTP, 2004 MTC Plan	\$20.0	\$0.0	Tier 1 (CWTP)	This project will increase the mobility between I-680 and I-880 by improving the most direct and heavily used east-west cross-connector corridor in Alameda County. This project will widen Mission Blvd to 3 lanes in each direction throughout the I-680 interchange. It will extend the WB right turn lane from Warm Springs to Mohave. It will extend both WB left turn lanes at Warm Springs an additional 130 ft. It will regrade and rebuild the NB and SB I-680 on and off ramps. It will install 2 new intersections with street lights and storm drain treatment at the NB and SB I-680 on and off ramps. It will relocate existing facilities on WB Mission Blvd between Warm Springs and Mohave. I-680/I-880 Cross Connector Project.
230114	Auto Mall Parkway Cross Connector widening between I-680 and I-880	City of Fremont	Truck	ALA	Plan Bay Area/CWTP, 2004 MTC Plan	\$25.0	\$0.0	Tier 1 (CWTP)	Improves mobility options in area with high truck volumes and numerous freight reliant businesses. I-680/I-880 Cross Connector Project.
240264	Widen Fremont Blvd from I-880 to Grimmer Blvd	City of Fremont	Truck	ALA	Plan Bay Area/CWTP, 2004 MTC Plan	\$5.0	\$0.0	Tier 1 (CWTP)	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.
240290*	Melrose - Coliseum District Street Reconstruction	City of Oakland	Truck	ALA	Plan Bay Area/CWTP	\$13.8	\$1.0	Program (CWTP)	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. (Part of RTP Goods Movement Programmatic Project)
Alameda Countywide Transportation Plan Tier 2 - Rail Projects									
22009	Expand Capitol Corridor intercity rail service from Oakland to San Jose - project development	CCJPA	Rail	ALA/SCL	Plan Bay Area/CWTP	\$579.0	\$17.9	Tier 2 (CWTP)	Resolution 3434 Project. Project scope includes Oakland-San Jose track improvements to increase service from 7 to 16 round trips and associated rolling stock. Overlap with specific improvements listed in CCJPA Business Plans and State Rail Plan
230116	Berkeley Railroad Crossing Improvements	City of Berkeley	Truck/Rail	ALA	Plan Bay Area/CWTP	\$111.7	\$0.0	Tier 2 (CWTP)	Design and construct railway crossing improvements, including grade separation at Gilman Avenue and quadrant gates, road closures, and at-grade improvements at other crossings, per Quiet Zone Study
240273*	Mowry Ave Railroad Overpass	City of Newark	Truck/Rail	ALA	Plan Bay Area/CWTP	\$13.6	\$0.0	Tier 2 (CWTP)	Construct a grade separation structure on Mowry Avenue at the Union Pacific Railroad crossing to provide access to Area 4 in Newark. (Coast subdivision)

Notes: Major International Trade Highway Corridors are I-880, I-238, I-80, and I-580 (as identified in Caltrans Goods Movement Action Plan); Programmatic Projects included with Tier 1

MTC RTPID	Project	Sponsor	Mode	County	Plans	Cost Estimate in Plan (\$M)	Committed Fund Estimate in Plan (\$M)	Status in Plan	Description
Alameda Countywide Transportation Plan Tier 2 - Major International Trade Corridor Truck Projects									
230086	Non-Capacity Increasing Freeway/Expressway Interchange Modifications (I-580/Fallon & I-580/Hacienda)	City of Dublin	Truck	ALA	Plan Bay Area/CWTP	\$38.8	\$22.3	Tier 2 (CWTP)	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
Alameda Countywide Transportation Plan Tier 2 - Other Truck Projects									
240280*	Woodland - 81st Avenue Industrial Zone street reconstruction	City of Oakland	Truck	ALA	Plan Bay Area/CWTP	\$11.9	\$0.0	Tier 2 (CWTP)	Reconstruct goods movement streets within the Woodland-81st Avenue industrial area to withstand heavy truck traffic; modify gateways, provide at-grade safe RR crossings (listed separately and as part of RTP programmatic project)
240282*	Tidewater District Street Reconstruction	City of Oakland	Truck	ALA	Plan Bay Area/CWTP	\$5.2	\$0.4	Tier 2 (CWTP)	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)
Alameda Countywide Transportation Plan Vision and Other Agency Plans - Intermodal Terminal Projects									
	Phase II Intermodal Railyard	Port of Oakland	Intermodal	ALA	Mentioned in presentation to Port Commissioners	\$150.0	\$0.0	No Timeline Identified in Plan	Major component of Oakland Army Base Phase 2 Project consists of new state of the art, high efficiency intermodal rail facility. Project is subject to market demand for expanded intermodal rail services.
	North Airport Air Cargo (Infield) Road Access Improvements	Port of Oakland	Intermodal	ALA	TCIF Tier 2, GMAP, 2004 MTC Plan	\$10.0		No Timeline Identified in Plan	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.
	Reconstruction of the Adeline St Overpass	Port of Oakland	Intermodal	ALA	GMAP, 2004 MTC Plan	\$60.0		No Timeline Identified in Plan	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.
	Oakland Airport Area ITS Project	Port of Oakland	Intermodal	ALA	2004 MTC Plan	\$15.0		No Timeline Identified in Plan	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.
	Port of Oakland ITS	Port of Oakland	Intermodal	ALA	2004 MTC Plan	\$5.1		No Timeline Identified in Plan	Project would construct infrastructure and variable message boards at three locations en route to the Port's maritime facilities. It is assumed that the Central Communications Center will be located at a facility in the Maritime Support Center. Cost does not include the facility.
Alameda Countywide Transportation Plan Vision and Other Agency Plans - Rail Projects									
	Newark-Albrae siding connection and south switching lead Extension for Newark yard	CCJPA	Rail	ALA	State Rail Plan (CCJPA Improvements)	\$22.80		Mid Term (State Rail Plan)	
	Niles Canyon Railroad mainline track upgrade (New Niles Wye to former SP mainline at CP Hears) and Radium second main track upgrade on UPRR Oakland Sub	CCJPA	Rail	ALA	State Rail Plan (CCJPA Improvements)	\$45.70		Mid Term (State Rail Plan)	

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MTC RTPID	Project	Sponsor	Mode	County	Plans	Cost Estimate in Plan (\$M)	Committed Fund Estimate in Plan (\$M)	Status in Plan	Description
	Oakland JLS - Elmhurst 3rd Track	CCJPA	Rail	ALA	State Rail Plan (CCJPA Improvements), CCJPA FY08/09 - FY09/10 Business Plan	\$41.7		Long Term (State Rail Plan)	Add 3rd track from Oakland JLS Station to Elmhurst (near Oakland Coliseum) for added track capacity for more service between Oakland and San Jose
	Newark - Alviso Added main tracks	CCJPA	Rail	ALA	CCJPA FY08/09 - FY09/10 Business Plan	\$169.0		No Timeline Identified in Plan	Add 2nd (and possible 3rd) main line tracks from Albrae through wildlife refuge/wetlands area to Alviso (design plans will be sensitive to environmental needs and wetlands areas)
	Oakland JLS - Embarcadero 3rd Main Track	CCJPA	Rail	ALA	State Rail Plan (CCJPA Improvements), CCJPA FY08/09 - FY09/10 Business Plan	\$29.6		Long Term (State Rail Plan)	Add third main track in the Oakland Jack London Embarcadero area to improve conflicting movements of freight and passenger trains
	Grade Crossing Projects	CCJPA	Truck/Rail	ALA	CCJPA FY08/09 - FY09/10 Business Plan	\$67.0		No Timeline Identified in Plan	Implement High Street, Davis Street, and Hesperian Street Grade separation projects
	Niles Junction bypass	CCJPA	Rail	ALA	Statewide Rail Plan (CCJPA Improvements)	\$76.80		Long Term (State Rail Plan)	
	Niles Subdivision third main track (Niles Junction to Newark Junction or Shinn Connection to Newark Junction)	CCJPA	Rail	ALA	Statewide Rail Plan (CCJPA Improvements)			Long Term (State Rail Plan)	
	Oakland - Pinole 3rd Track	CCJPA	Rail	ALA/CC	CCJPA FY08/09 - FY09/10 Business Plan	\$32.0		No Timeline Identified in Plan	Reactivate and extend 3rd main line track from Port of Oakland to Point Pinole
22009	Hayward Double Track	CCJPA	Rail	ALA/CC	State Rail Plan (CCJPA Improvements), CCJPA FY08/09 - FY09/10 Business Plan	\$98.0		Long Term (State Rail Plan)	Add 2nd track between Elmhurst and Industrial Parkway (Union City) to allow for up to 16 roundtrips between Oakland and San Jose (also supports Dumbarton Rail). Some overlap with RTP/CWTP project 22009.
	Oakland - San Jose Track Improvement Program	CCJPA	Rail	ALA/SCL	State Rail Plan (CCJPA Improvements), CCJPA FY08/09 - FY09/10 Business Plan	\$18.6		Mid Term (State Rail Plan)	Replace and upgrade track infrastructure (rail, subgrade, and ties) to maintain travel times, ride quality, and system reliability
	Oakland - San Jose Track Improvement Program, Phase 2	CCJPA	Rail	ALA/SCL	State Rail Plan (CCJPA Improvements), CCJPA FY12/13 - FY13/14 Business Plan	\$18.6		Mid Term (State Rail Plan)	
	Fremont/Centreville Station full platform extension (Track 2)	CCJPA	Rail	ALA	State Rail Plan (CCJPA Improvements)	\$0.90		Mid Term (State Rail Plan)	

MTC RTPID	Project	Sponsor	Mode	County	Plans	Cost Estimate in Plan (\$M)	Committed Fund Estimate in Plan (\$M)	Status in Plan	Description
230101	Union City Passenger Rail Station & Dumbarton Rail Segment G Improvement	City of Union City	Rail	ALA	Plan Bay Area/CWTP	\$231.0	\$50.5	Vision (CWTP)	Passenger rail improvements from Industrial Parkway in Hayward to the Shinn Yards in Fremont. Includes rail connections, grade separate the UPRR Oakland Subdivision over Decoto Road (a major arterial roadway) in a Priority Development Area, and a passenger rail station that connects to and interfaces with Union City BART. These improvements will help separate freight and passenger rail, improve connectivity among transit providers (passenger rail, BART and bus).
	Oakland Subdivision acquisition (Fremont to Oakland)	City of Union City	Rail	ALA	TCIF Tier 2.	\$135.0	\$35.0	No Timeline Identified in Plan	Short haul rail alignment option- links Niles Junction to Port of Oakland. The acquisition of ROW provides the opportunity to separate passenger and freight rail, and thus reduces these conflicts from Industrial Parkway in Hayward to the Shinn Yards in Fremont. Match would rely on larger Dumbarton project, which is underfunded and the project status unclear. Final cost is unclear as it will be a negotiation with UP. Not a top priority for the Port of Oakland. Cost estimate shown here is from CWTP submission which was eventually withdrawn (RTPID 230102). Additional info from CWTP entry indicates ancillary benefits: By acquiring the Oakland Subdivision from the UPRR, important ROW would be reserved for Dumbarton Rail Segment G, Capitol Corridor, Altamont Commuter Express, and California High Speed Rail Altamont Corridor that would serve the Union City Intermodal Station. Further, it would reduce construction costs and facilitate the construction of East West Connector (former SR 84) and the Union City Intermodal Station. It would also reduce the cost of the BART seismic retrofit of its aerial structure in Union City where it is immediately adjacent to the Oakland Subdivision. The Oakland Subdivision ROWs between the Hayward BART Station and Fruitvale BART Station would be used for the East Bay Greenway.
240738	Martinez Subdivision Rail Improvements	MTC/Port of Oakland	Rail	ALA	Plan Bay Area, CWTP, GMAP, TCIF Tier 1 (later withdrawn), 2004 MTC Plan, State Rail Plan (CCIPA Improvements)	\$100.0		Vision (CWTP)	Augments rail access to Port by providing opportunity and scope for growth. Increases efficiency and reliability of both BNSF and UPRR who use this corridor (along with Capitol Corridor). Includes the addition of two additional mainline tracks from the Port of Oakland (milepost 2.75), to Stege in Richmond (milepost 9.35). There are approximately 18 to 20 cargo trains per day on the system; however that number is expected to double by 2020. There are also currently 44 passengers’ trains per day on the system. The additional two mainline tracks will add the capacity to the system to allow the additional 22 freight trains per day anticipated by 2020. The project will also construct numerous crossovers and additional signaling, as well as retaining walls to support the additional track. Note – the Richmond Grade separation structures may include the Marina Parkway grade separation, which is currently moving towards construction.
	Capitol Corridor Operational Improvements	MTC/SACOG	Rail	ALA/CC/SJ/OL/SAC	TCIF Tier 2	\$60.0		No Timeline Identified in Plan	Various rail upgrades along the corridor from Oakland to Sacramento. Improves service for both UP and Capitols. This is the project that was nominated to TCIF - not clear which elements from CCIPA business plan it overlaps with. (See Non-Alameda Rail Projects).
	Alameda Creek Bridge	San Joaquin County/Alameda County	Rail	ALA/SJ	TCIF Tier 2	\$32.0		No Timeline Identified in Plan	Short haul rail alignment option- provides connection at Niles Junction to the Oakland Sub separating passenger and freight service.
	California Interregional Intermodal Service (CIRIS) Inland Rail Shuttle	San Joaquin County/Alameda County	Rail	ALA/SJ/ST/A/FRE/TU/L/KIN/KER	SJV IRGMS, related TCIF Tier 1 (inactive) projects	\$12.0		Feasibility study completed in 2006. Project was withdrawn from TCIF.	Short haul rail between Central Valley and Port of Oakland. Requires ROW acquisition and contracted operator. Envisioned as PPP. ACCMA participated in a feasibility study for this service in 2000s.
	Extension of Altamont siding	SJRRRC	Rail	ALA	Statewide Rail Plan (ACE Improvements), Altamont Corridor Study	\$9.83		Mid Term (State Rail Plan)	Track realignment, Remove permanent "shoefly"

Notes: Major International Trade Highway Corridors are I-880, I-238, I-80, and I-580 (as identified in Caltrans Goods Movement Action Plan); Programmatic Projects included with Tier 1

MTC RTPID	Project	Sponsor	Mode	County	Plans	Cost Estimate in Plan (\$M)	Committed Fund Estimate in Plan (\$M)	Status in Plan	Description
	Track realignment UPRR Oakland Sub MP 55.5 to MP 54.0	SJRRRC	Rail	ALA	Statewide Rail Plan (ACE Improvements)	\$10.93		Mid Term (State Rail Plan)	
	Livermore to Pleasanton second main track and siding upgrades	SJRRRC	Rail	ALA	Statewide Rail Plan (ACE Improvements)	\$11.00		Long Term (State Rail Plan)	
	ROW Purchase for future short-haul rail service (San Joaquin County Short-Haul Freight Project)	SJRRRC	Rail	ALA/SJ	GMAP, SJV IRGMS, TCIF Tier 1 (Inactive)	\$300.0		No Timeline Identified in Plan	Acquisition of the UPRR Oakland Subdivision and right-of-way between Stockton and Niles Junction (Fremont). This is a critical step to allow for eventual short haul rail service connecting the Central Valley to the Port. UP negotiations ongoing; therefore project cost in flux. ACE operates on this ROW; multiple benefits from ownership. GMAP recommended continued investment on the Altamont Rail Corridor; project provides foundation for rail shuttle.
	Upgrade Radium Siding to Mainline standards	SJRRRC	Rail	ALA/SJ	Altamont Corridor Study	\$7.0		No Timeline Identified in Plan	Capacity/reliability benefits for ACE rail
	Lathrop to Niles Junction signal upgrades	SJRRRC	Rail	ALA/SJ	Statewide Rail Plan (ACE Improvements)	\$4.33		Mid Term (State Rail Plan)	
	Acquisition of ACE corridor between Lathrop and Niles Junction	SJRRRC	Rail	ALA/SJ	Statewide Rail Plan (ACE Improvements)	\$45.00		Mid Term (State Rail Plan)	
	Extension of Midway siding	SJRRRC	Rail	ALA/SJ	Statewide Rail Plan (ACE Improvements), Altamont Corridor Study	\$9.83		Mid Term (State Rail Plan)	
	Oakland - Martinez Track Improvement		Rail	ALA	CCJPA FY08/09 - FY09/10 Business Plan	\$75.0		No Timeline Identified in Plan	Replace and upgrade track infrastructure (rail, subgrade, ties, and drainage ditches) to maintain travel times, ride quality, and system reliability
Alameda Countywide Transportation Plan Vision and Other Agency Plans - Major International Trade Corridor Truck Projects									
	I-238/I-580 truck bypass lane	Caltrans	Truck	ALA	GMAP, 2004 MTC Plan	\$120.0		PSR completed as component of I-238 widening	Construct a truck bypass lane from I-580 to I-238; would have capacity benefits as well as safety benefits by eliminating current left merge
	WB I-580 Truck Climbing Lane Over Altamont Pass	Caltrans	Truck	ALA/SJ	TCIF Tier 2, GMAP, SJV IRGMS, 2004 MTC Plan	\$70.0		Caltrans staff was working on project development.	Truck climbing lane between the I-205/Hansen Rd overcrossing and the summit of Altamont Pass. Strong support from Central Valley agricultural community. Caltrans staff is working on project development.
240144	I-580/Santa Rita Rd interchange improvements	City of Pleasanton	Truck	ALA	Plan Bay Area/CWTP	\$3.0	\$1.0	Vision (CWTP)	This project will reconstruct the southbound approach of Santa Rita at Pimlico/ I-580 eastbound off ramp to add a second southbound left turn lane. This reconstruction will include alteration to the southbound loop ramp
Alameda Countywide Transportation Plan Vision and Other Agency Plans - Other Truck Projects									
	Clement Avenue Extension	City of Alameda	Truck	ALA	2004 MTC Plan	\$6.1		No Timeline Identified in Plan	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.
240279*	Mandela Parkway and 3rd Street Corridor Commercial/Industrial Area Street Reconstruction	City of Oakland	Truck	ALA	Plan Bay Area/CWTP	\$157.0	\$0.0	Vision (CWTP)	Reconstruct roadway network to address traffic safety concerns, rehabilitate the roadway surfaces to withstand truck traffic and address rail crossings, and provide streetscapes conducive to commercial and industrial development

Notes: Major International Trade Highway Corridors are I-880, I-238, I-80, and I-580 (as identified in Caltrans Goods Movement Action Plan); Programmatic Projects included with Tier 1

SEC. 1115. NATIONAL FREIGHT POLICY.**“(c) ESTABLISHMENT OF A NATIONAL FREIGHT NETWORK.—**

“(1) IN GENERAL.—The Secretary shall establish a national freight network in accordance with this section to assist States in strategically directing resources toward improved system performance for efficient movement of freight on highways, including national highway system, freight intermodal connectors and aerotropolis transportation systems.

“(2) NETWORK COMPONENTS.—The national freight network shall consist of—

“(A) the primary freight network, as designated by the Secretary under subsection (d) (referred to in this section as the ‘primary freight network’) as most critical to the movement of freight;

“(B) the portions of the Interstate System not designated as part of the primary freight network; and

“(C) critical rural freight corridors established under subsection (e).

“(d) DESIGNATION OF PRIMARY FREIGHT NETWORK.—

“(1) INITIAL DESIGNATION OF PRIMARY FREIGHT NETWORK.—

“(A) DESIGNATION.—Not later than 1 year after the date of enactment of this section, the Secretary shall designate a primary freight network—

“(i) based on an inventory of national freight volume conducted by the Administrator of the Federal Highway Administration, in consultation with stakeholders, including system users, transport providers, and States; and

“(ii) that shall be comprised of not more than 27,000 centerline miles of existing roadways that are most critical to the movement of freight.

“(B) FACTORS FOR DESIGNATION.—In designating the primary freight network, the Secretary shall consider—

“(i) the origins and destinations of freight movement in the United States;

“(ii) the total freight tonnage and value of freight moved by highways;

“(iii) the percentage of annual average daily truck traffic in the annual average daily traffic on principal arterials;

“(iv) the annual average daily truck traffic on principal arterials;

“(v) land and maritime ports of entry;

“(vi) access to energy exploration, development, installation, or production areas;

“(vii) population centers; and

“(viii) network connectivity.

“(2) ADDITIONAL MILES ON PRIMARY FREIGHT NETWORK.— In addition to the miles initially designated under paragraph

(1), the Secretary may increase the number of miles designated as part of the primary freight network by not more than 3,000 additional centerline miles of roadways (which may include existing or planned roads) critical to future efficient movement of goods on the primary freight network.

“(3) REDESIGNATION OF PRIMARY FREIGHT NETWORK.—Effective beginning 10 years after the designation of the primary freight network and every 10 years thereafter, using the designation factors described in paragraph (1), the Secretary shall redesignate the primary freight network (including additional mileage described in paragraph (2)).

“(e) CRITICAL RURAL FREIGHT CORRIDORS.—A State may designate a road within the borders of the State as a critical rural freight corridor if the road—

“(1) is a rural principal arterial roadway and has a minimum of 25 percent of the annual average daily traffic of the road measured in passenger vehicle equivalent units from trucks (FHWA vehicle class 8 to 13);

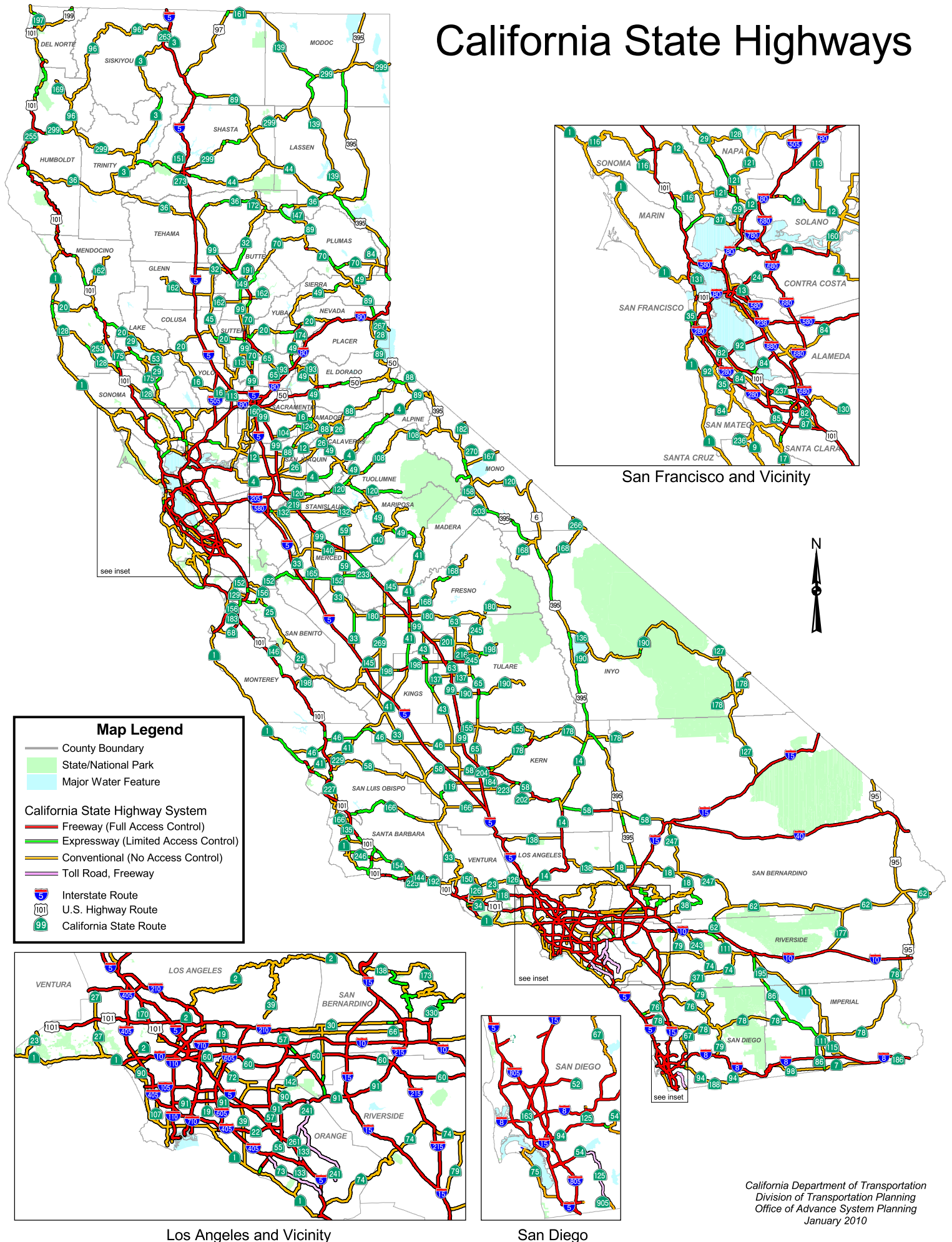
“(2) provides access to energy exploration, development, installation, or production areas;

“(3) connects the primary freight network, a roadway described in paragraph (1) or (2), or Interstate System to facilities that handle more than—

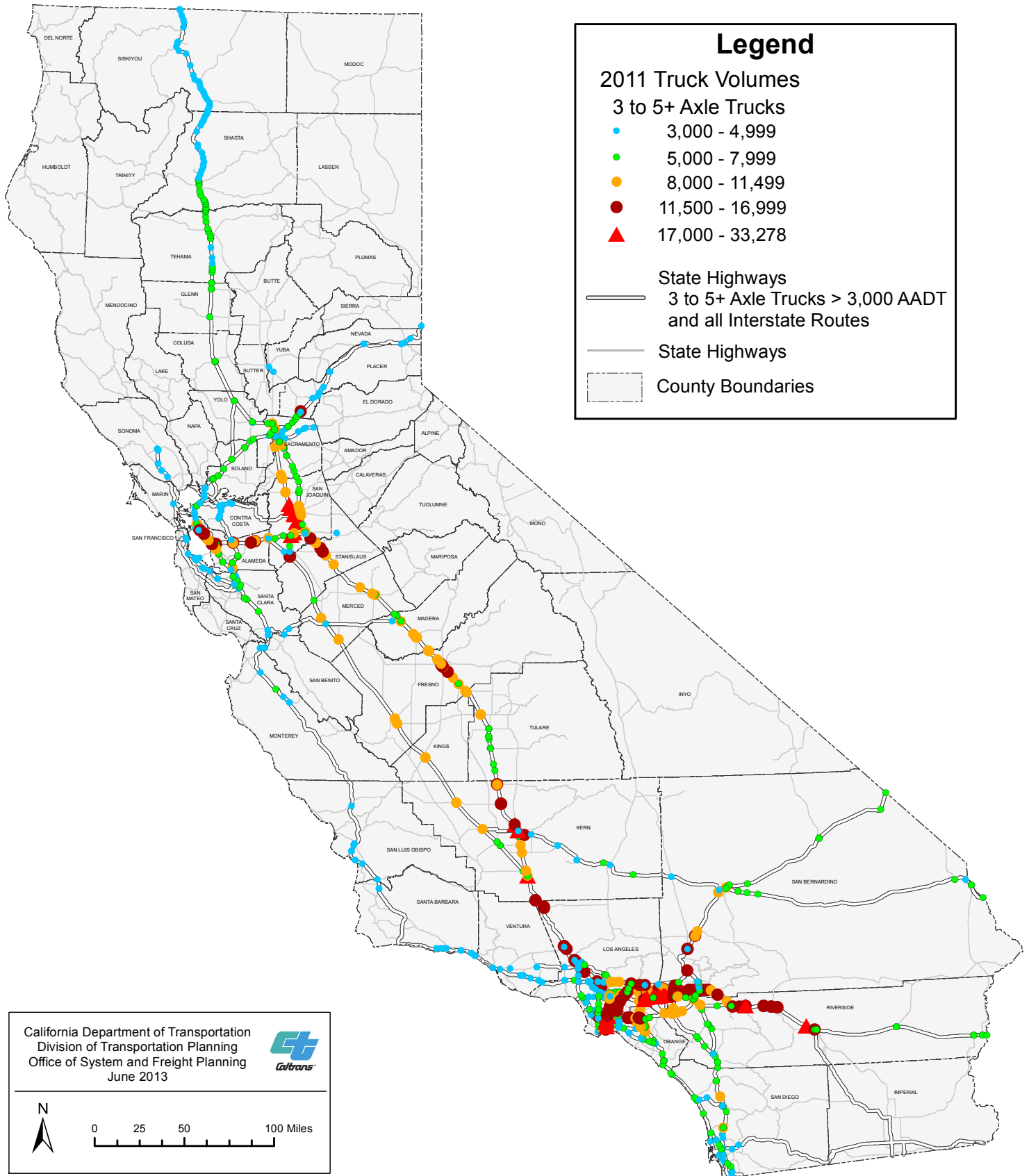
“(A) 50,000 20-foot equivalent units per year; or

“(B) 500,000 tons per year of bulk commodities.

California State Highways

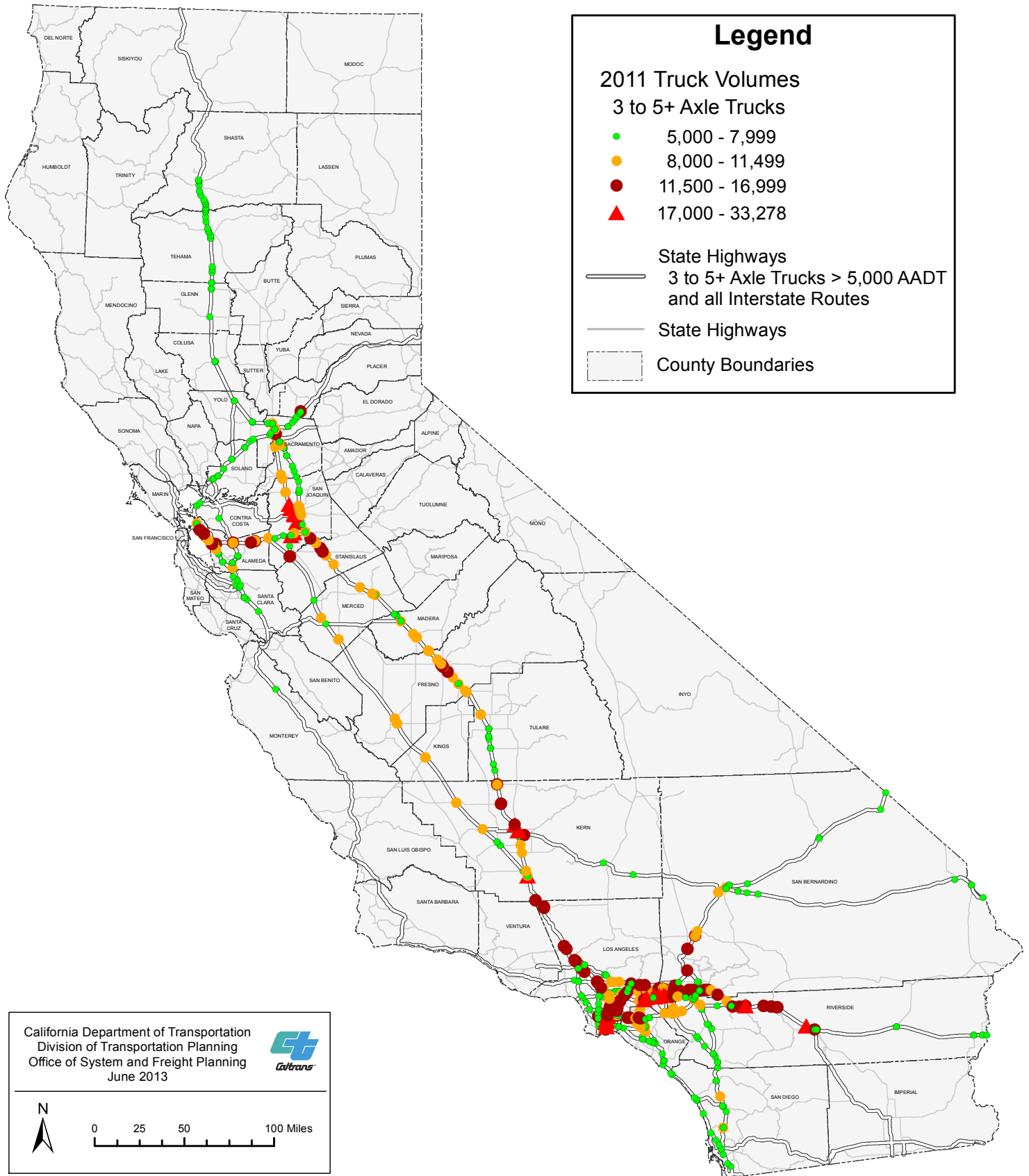


Statewide 2011 Annual Average Daily Truck (AADT) Volumes Three to Five+ Axle (greater than 3,000 AADT)



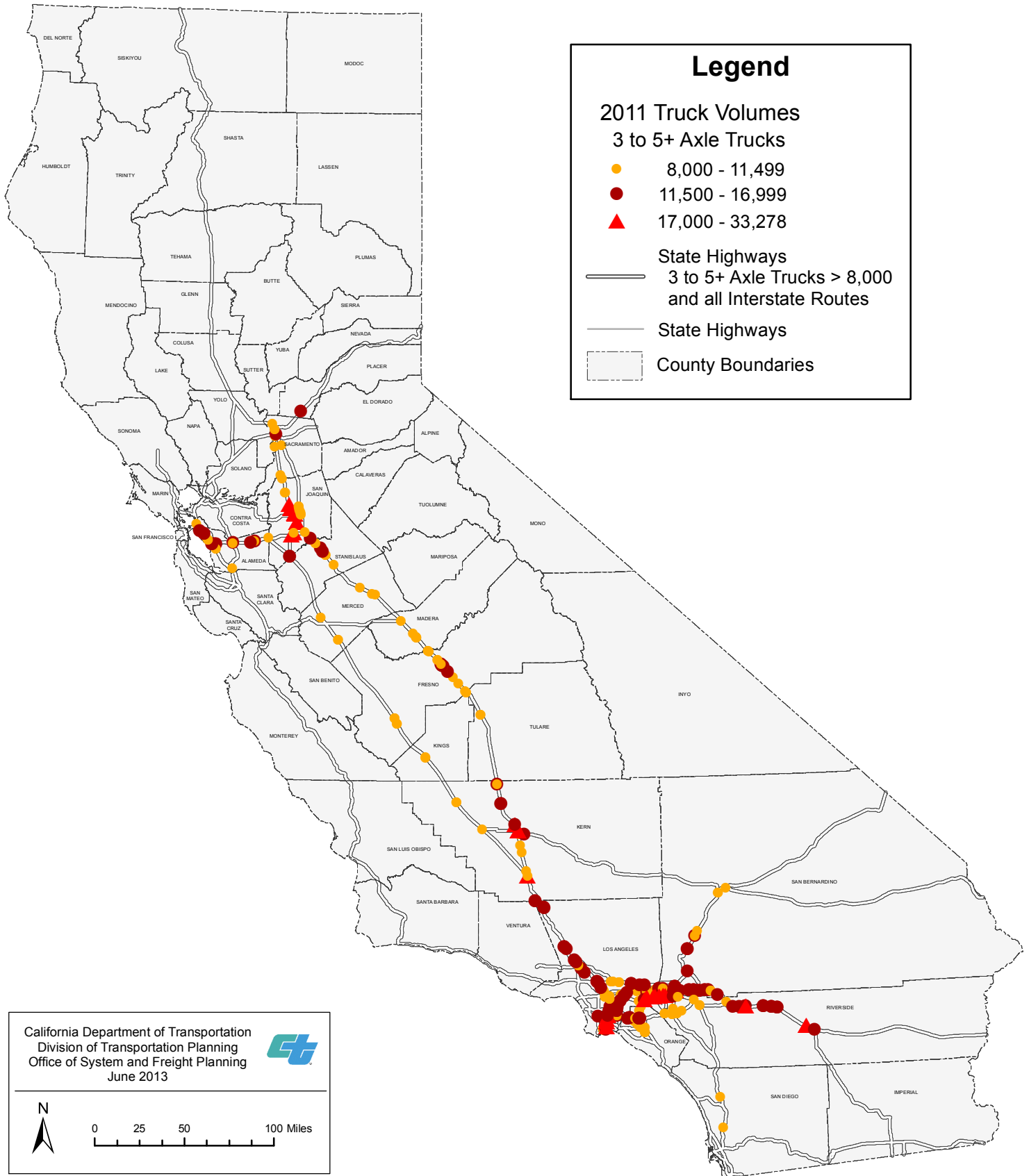
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Statewide 2011 Annual Average Daily Truck (AADT) Volumes Three to Five+ Axle (greater than 5,000 AADT)



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Statewide 2011 Annual Average Daily Truck (AADT) Volumes Three to Five+ Axle (greater than 8,000)

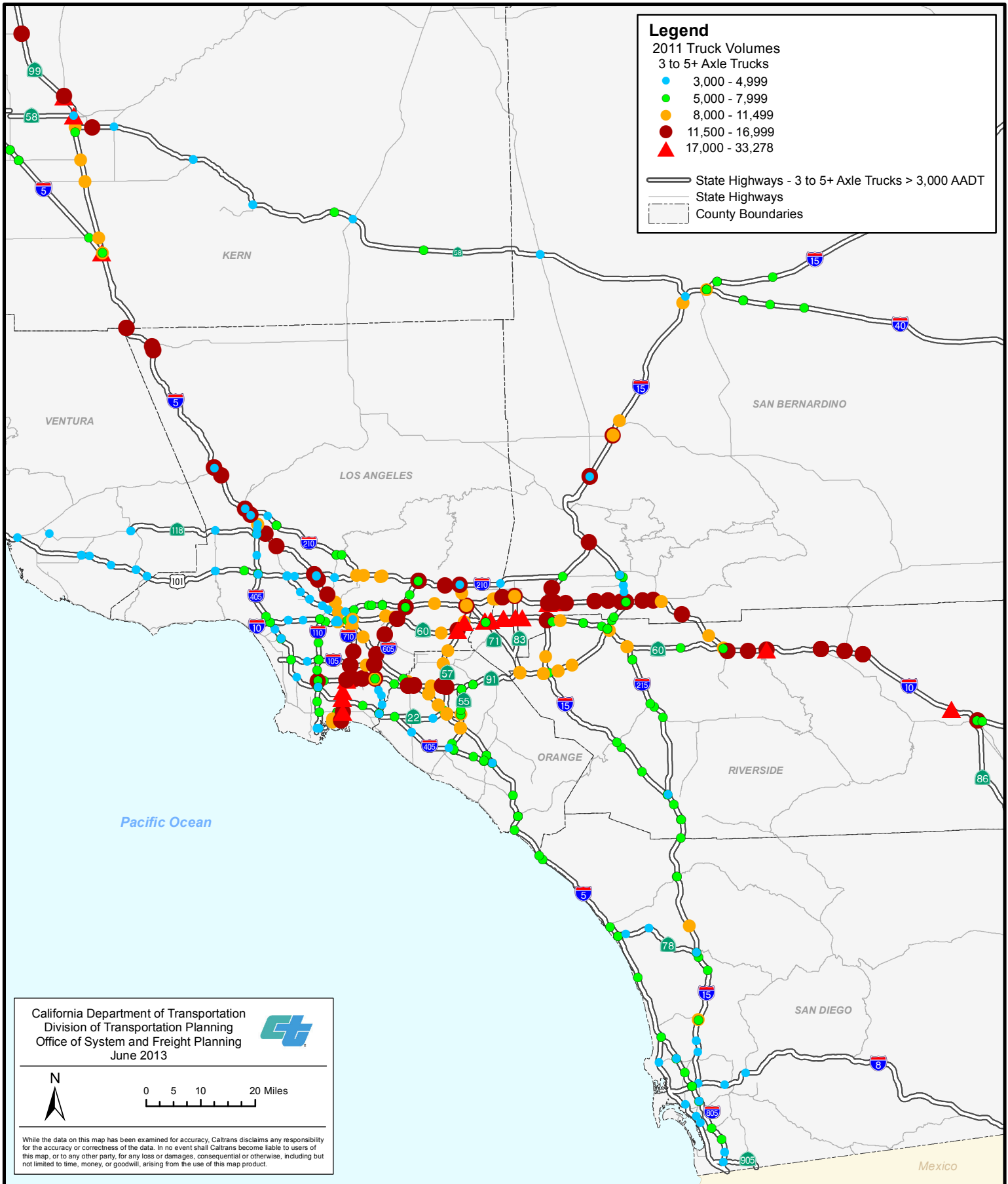


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Southern California

2011 Annual Average Daily Truck (AADT) Volumes

Three to Five+ Axle (greater than 3,000 AADT)



Legend

2011 Truck Volumes
3 to 5+ Axle Trucks

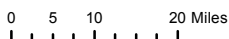
- 5,000 - 7,999
- 8,000 - 11,499
- 11,500 - 16,999
- 17,000 - 33,278

State Highways - 3 to 5+ Axle Trucks > 5,000 AADT
State Highways
County Boundaries

California Department of Transportation
Division of Transportation Planning
Office of System and Freight Planning
June 2013

0 5 10 20 Miles

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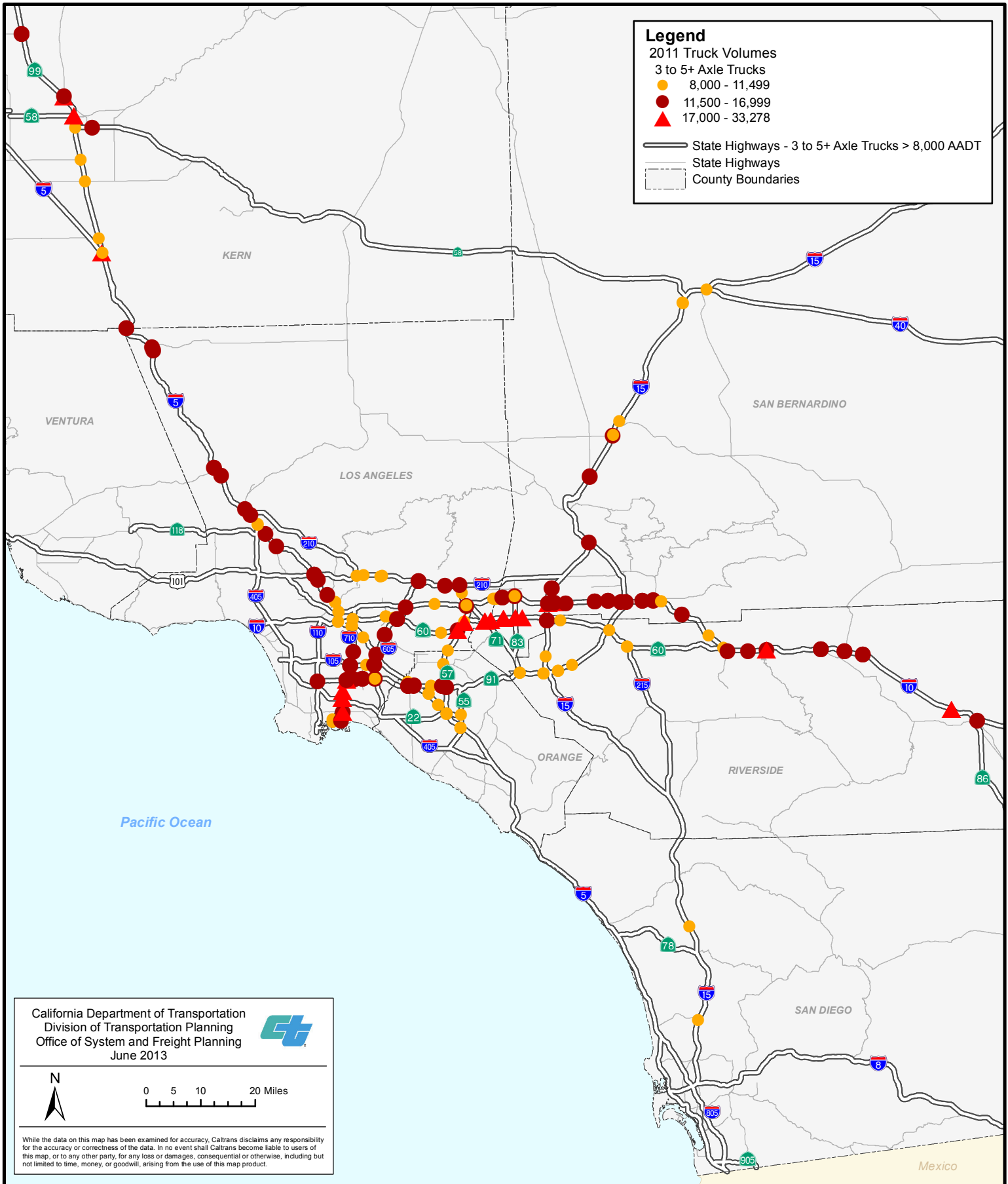


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Southern California

2011 Annual Average Daily Truck (AADT) Volumes

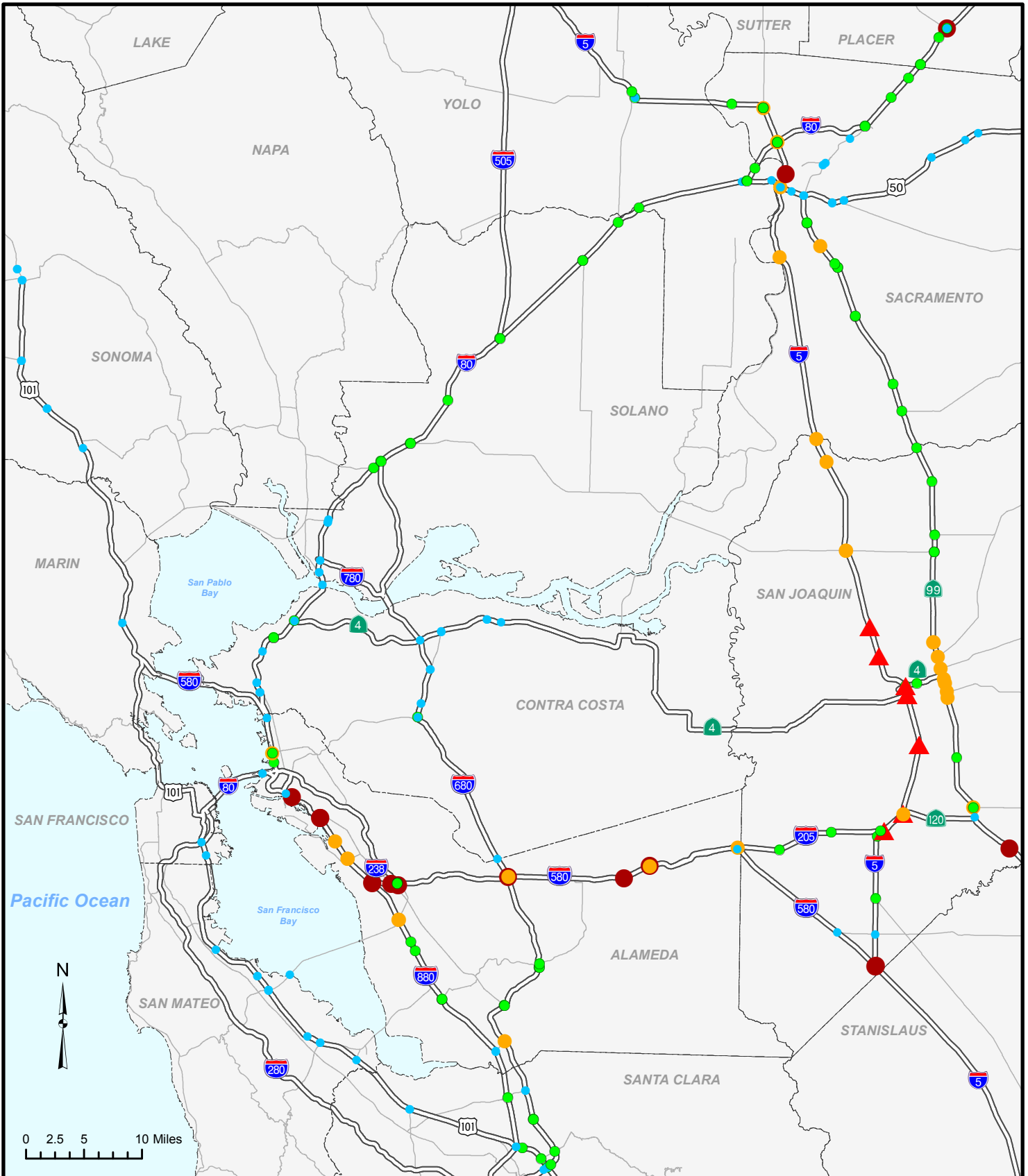
Three to Five+ Axle (greater than 8,000 AADT)



San Francisco Bay Area and Delta Region

2011 Annual Average Daily Truck (AADT) Volumes

Three to Five+ Axle (greater than 3,000 AADT)



Legend

2011 Truck Volumes
3 to 5+ Axle Trucks

- 3,000 - 4,999
- 5,000 - 7,999
- 8,000 - 11,499
- 11,500 - 16,999
- ▲ 17,000 - 33,278

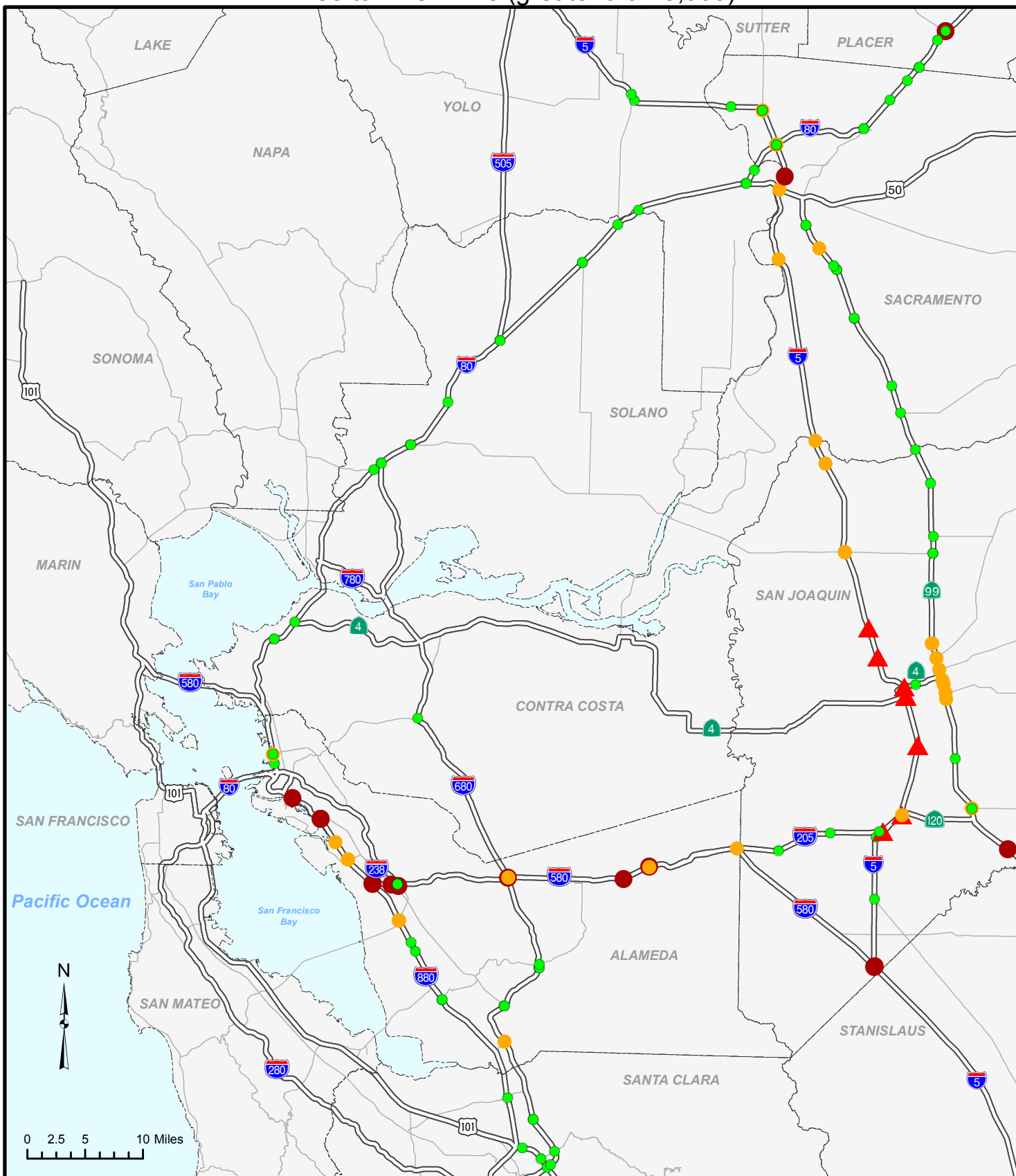
- State Highways - 3 to 5+ Axle Trucks > 3,000 AADT
- State Highways
- County Boundaries

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June 2013



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San Francisco Bay Area and Delta Region
2011 Annual Average Daily Truck (AADT) Volumes
Three to Five+ Axle (greater than 5,000)



Legend

2011 Truck Volumes

3 to 5+ Axle Trucks

- 5,000 - 7,999

- 8,000 - 11,499

● 11,500 - 16,999

== State Highways - 3 to 5+ Axle Trucks > 5,000 AADT

_____ State Highways

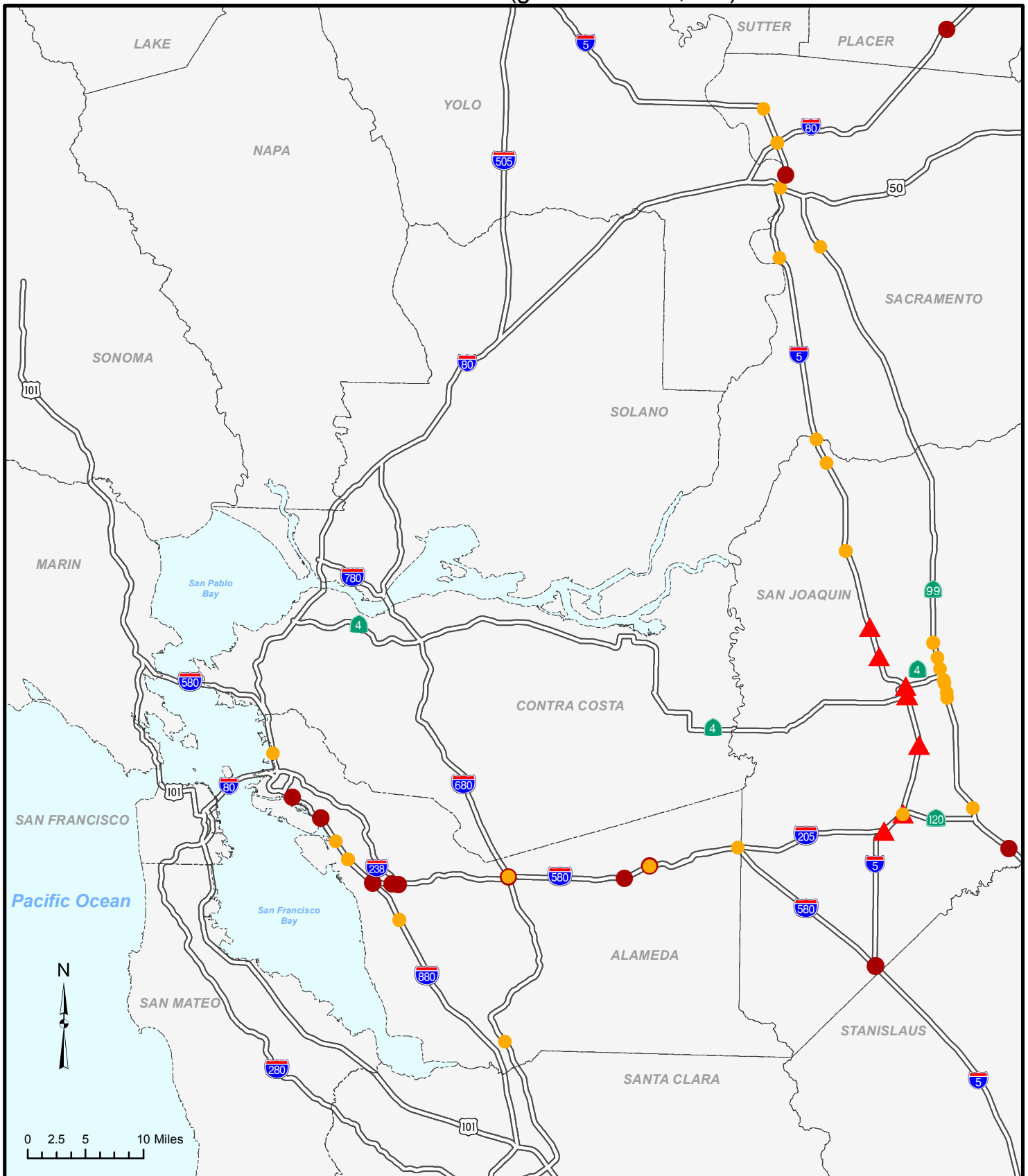
County Boundaries

California Department of Transportation
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June 2013





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San Francisco Bay Area and Delta Region
2011 Annual Average Daily Truck (AADT) Volumes
Three to Five+ Axle (greater than 8,000)



Legend

2011 Truck Volumes 3 to 5+ Axle Trucks

- 8,000 - 11,499
 11,500 - 16,999
 17,000 - 33,278

-  State Highways - 3 to 5+ Axle Trucks > 8,000 AADT
 State Highways
 County Boundaries

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Statewide Major Freight Facilities



Legend

- | | |
|-------------------------------|-------------------|
| Airports | BNSF Railway |
| Freight Intermodal Facilities | UP Railway |
| Ports of Entry | Other Railways |
| Seaports | State Highways |
| | County Boundaries |

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Southern California Major Freight Facilities



Legend

- Airports
- Freight Intermodal Facilities
- Ports of Entry
- Seaports
- BNSF Railway
- UP Railway
- Other Railways
- State Highways
- County Boundaries

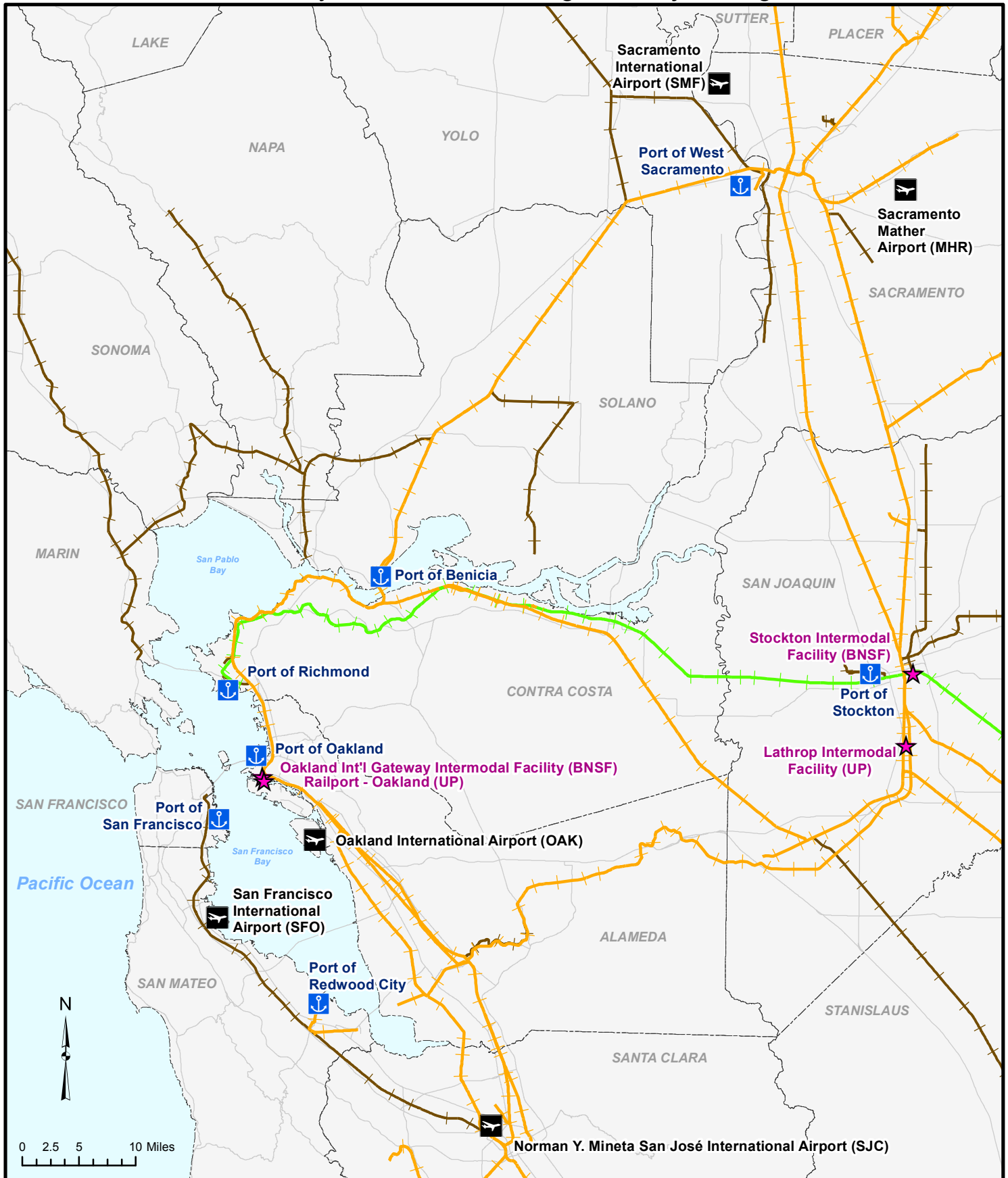
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0 5 10 20 30 Miles

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San Francisco Bay Area and Delta Region - Major Freight Facilities



Legend

- | | |
|-------------------------------|----------------|
| Airports | BNSF Railway |
| Freight Intermodal Facilities | UPRR Railway |
| Seaports | Other Railways |
| County Boundaries | State Highways |

California Department of Transportation
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June 2013



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