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 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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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:

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§ 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—

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

(B) 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.—

‘‘(i) 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 133 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
             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
CCJPA         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

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#### Acronyms

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<tr>
<td>UPRR</td>
<td>Union Pacific Railroad</td>
</tr>
<tr>
<td>BNSF</td>
<td>Burlington Northern Santa Fe (Railroad)</td>
</tr>
<tr>
<td>RTP</td>
<td>Regional Transportation Plan</td>
</tr>
<tr>
<td>I/C</td>
<td>Interchange</td>
</tr>
<tr>
<td>OAK</td>
<td>Oakland International Airport</td>
</tr>
<tr>
<td>ROW</td>
<td>Right of Way</td>
</tr>
<tr>
<td>JLS</td>
<td>Jack London Square</td>
</tr>
<tr>
<td>CCJPA</td>
<td>Capitol Corridor Joint Powers Authority</td>
</tr>
<tr>
<td>SJ RRC</td>
<td>San Joaquin Regional Railroad Commission</td>
</tr>
</tbody>
</table>
### Alameda Countywide Transportation Plan Tier 1 - Intermodal Terminal Projects

<table>
<thead>
<tr>
<th>MTC</th>
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</tr>
</thead>
<tbody>
<tr>
<td>21062</td>
<td>1st Street Grade Separation</td>
<td>Port of Oakland/MTC</td>
<td>Intermodal</td>
<td>ALA</td>
<td>TCF Tier 1 (inactive), Plan Bay Area, CWTP, GMAP, 2004 MTC Plan</td>
<td>300.8</td>
<td>50.0</td>
<td>Tier 1 (CWTP)</td>
<td>New major component of Oakland Army Base Phase 2. New grade separated railroad crossings of 7th Street for BNSF and UP terminals, including replacement of the damaged former Southern Pacific overpass 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-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 CRT. Improves roadway safety and clearance through existing underpass.</td>
</tr>
</tbody>
</table>

### Alameda Countywide Transportation Plan Tier 1 - Rail Projects

<table>
<thead>
<tr>
<th>MTC</th>
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</tr>
</thead>
<tbody>
<tr>
<td>24008</td>
<td>Highway-Rail Grade Crossing Improvements</td>
<td>City of Fremont</td>
<td>Truck/Rail</td>
<td>ALA</td>
<td>Plan Bay Area/CWTP</td>
<td>33.2</td>
<td>50.0</td>
<td>Tier 1 (CWTP)</td>
<td>Improve highway-rail crossing safety at four at-grade crossings in the City of Fremont by installing raised medians, railroad gate improvements, and sidewalks. Rail crossing locations are: Fremont Blvd., Maple St., Dusterberry Way, and Nursery Ave.</td>
</tr>
<tr>
<td>21779</td>
<td>Construct grade separation at Warren Avenue/Union Pacific RR as Phase 2 of the Route 262/I-880 interchange improvements</td>
<td>City of Fremont</td>
<td>Truck/Rail</td>
<td>ALA</td>
<td>Plan Bay Area/CWTP, 2004 MTC Plan</td>
<td>80.5</td>
<td>50.0</td>
<td>Tier 1 (CWTP)</td>
<td>Serve as Phase 3 of the State Route 262/I-880 Freeway Interchange Reconstruction and I-880 Widening Project. Phases 1a &amp; 1b includes direct connectors between Route 262 and 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.</td>
</tr>
<tr>
<td>21103</td>
<td>Central Avenue Railroad Overcrossing</td>
<td>City of Newark</td>
<td>Truck/Rail</td>
<td>ALA</td>
<td>Plan Bay Area/CWTP</td>
<td>18.7</td>
<td>51.2</td>
<td>Tier 1 (CWTP)</td>
<td>Construct a grade separation structure on Central Avenue (4-lane arterial street) at Union Pacific Railroad crossing. Project is an enhancement. (Coast subdivision)</td>
</tr>
<tr>
<td>230103</td>
<td>Grade Separation in the Decoto neighborhood</td>
<td>City of Union City</td>
<td>Truck/Rail</td>
<td>ALA</td>
<td>Plan Bay Area/CWTP</td>
<td>191.7</td>
<td>50.0</td>
<td>Tier 1 (CWTP)</td>
<td>In conjunction with the grade separation over Decoto Road (Project #230101) continued grade separations of both rail lines through the residential neighborhood of Decoto</td>
</tr>
</tbody>
</table>

### Alameda Countywide Transportation Plan Tier 1 - Major International Trade Corridor Truck Projects

<table>
<thead>
<tr>
<th>MTC</th>
<th>Project Description</th>
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</tr>
</thead>
<tbody>
<tr>
<td>240047</td>
<td>I-880/A 51 interchange improvements</td>
<td>Alameda CTC</td>
<td>Truck</td>
<td>ALA</td>
<td>Plan Bay Area/CWTP, 2004 MTC Plan</td>
<td>64.0</td>
<td>50.0</td>
<td>Tier 1 (CWTP)</td>
<td>Reconstruct interchange to accommodate widening of A Street from 5 lanes to six lanes under 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-lane.</td>
</tr>
<tr>
<td>230117</td>
<td>Implementation of 2008 Truck Parking Study</td>
<td>Alameda CTC</td>
<td>Truck</td>
<td>ALA</td>
<td>Plan Bay Area/CWTP</td>
<td>5.0</td>
<td>50.0</td>
<td>Program (CWTP)</td>
<td>Implement the recommendations of the ACTC Board adapted Truck Parking Facility Feasibility and Location Study (December 2008) funded by Caltrans and managed by the CMA. (Part of RTP Good Movement Programmatic Project)</td>
</tr>
<tr>
<td>21144</td>
<td>I-80/Gilman Ave Reconfiguration</td>
<td>Alameda CTC/City of Berkeley</td>
<td>Truck</td>
<td>ALA</td>
<td>Plan Bay Area/CWTP</td>
<td>26.0</td>
<td>51.4</td>
<td>Tier 1 (CWTP)</td>
<td>Reconfigure the I-80/Gilman interchange located in northwest Berkeley, near its boundary with the City of Albany. Capacity constraints 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 throughout 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.</td>
</tr>
<tr>
<td>240037</td>
<td>I-880/West Winton Ave interchange improvements</td>
<td>City of Hayward</td>
<td>Truck</td>
<td>ALA</td>
<td>Plan Bay Area/CWTP</td>
<td>25.8</td>
<td>50.0</td>
<td>Tier 1 (CWTP)</td>
<td>Reconstructing ramps to create a partial cloverleaf interchange with signalized foot of ramp intersections. Project would reconnect eastbound to southbound on ramp and a new connection to Southland Mall Drive opposite the southbound off ramp.</td>
</tr>
<tr>
<td>21100</td>
<td>I-580/Vasco Road interchange improvements</td>
<td>City of Livermore</td>
<td>Truck</td>
<td>ALA</td>
<td>Plan Bay Area/CWTP</td>
<td>63.9</td>
<td>55.0</td>
<td>Tier 1 (CWTP)</td>
<td>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.</td>
</tr>
<tr>
<td>21475</td>
<td>I-580/First St interchange Improvements</td>
<td>City of Livermore</td>
<td>Truck</td>
<td>ALA</td>
<td>Plan Bay Area/CWTP</td>
<td>44.0</td>
<td>53.5</td>
<td>Tier 1 (CWTP)</td>
<td>To improve safety and reduce congestion on and near the I-580/First Street interchange.</td>
</tr>
<tr>
<td>21477</td>
<td>I-580/Greenside Rd interchange improvements</td>
<td>City of Livermore</td>
<td>Truck</td>
<td>ALA</td>
<td>Plan Bay Area/CWTP</td>
<td>53.8</td>
<td>54.3</td>
<td>Tier 1 (CWTP)</td>
<td>To improve safety and reduce congestion on and near the I-580/Greenside Road interchange.</td>
</tr>
</tbody>
</table>

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
<table>
<thead>
<tr>
<th>MTC/RTPID</th>
<th>Project Description</th>
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</thead>
<tbody>
<tr>
<td>230132</td>
<td>1-580/Isaiah Avenue Interchange, Phase 2</td>
<td>City of Livermore</td>
<td>Truck</td>
<td>ALA</td>
<td>Plan Bay Area/CWTP</td>
<td>$31.0</td>
<td>$26.0</td>
<td>Tier 1 (CWTP)</td>
<td>Complete ultimate improvements at I-580/Isaiah/Rut 84 interchange to provide 6 lanes over 580 at Isaiah/Rut 84 interchange and 4 lanes over 580 at Portola flyerover.</td>
</tr>
<tr>
<td>230170</td>
<td>1-880/High Street Interchange Improvements</td>
<td>City of Oakland</td>
<td>Truck</td>
<td>ALA</td>
<td>GMVP, Plan Bay Area/CWTP</td>
<td>$17.6</td>
<td>$16.1</td>
<td>Tier 1 (CWTP)</td>
<td>Extend and align 43rd 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 Oakland Street and Coliseum Way; realign E. 8th Street near Alameda Avenue, and extend and realign Jensen and Howard Streets to connect High Street and 43rd 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 Oakland St. and Coliseum Way.</td>
</tr>
<tr>
<td>240237</td>
<td>Goods Movement: Truck Facilities, Truck Route Rehabilitation</td>
<td>City of Oakland</td>
<td>Truck</td>
<td>ALA</td>
<td>Plan Bay Area/CWTP</td>
<td>$2.4</td>
<td>$0.0</td>
<td>Program (CWTP)</td>
<td>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.</td>
</tr>
<tr>
<td>21489</td>
<td>1-580/San Ramon Road/Foothill Road interchange improvements</td>
<td>City of Pleasanton</td>
<td>Truck</td>
<td>ALA</td>
<td>Plan Bay Area/CWTP</td>
<td>$3.7</td>
<td>$2.6</td>
<td>Tier 1 (CWTP)</td>
<td>F-580/San Ramon Road/Foothill Road interchange improvements. Elimination of eastbound diagonal off ramp and e/abound loop-off ramp. Construction of new signalized intersection for off ramp vehicles.</td>
</tr>
<tr>
<td>240052</td>
<td>1-880/Whipple Rd/interchange improvement</td>
<td>City of Union City</td>
<td>Truck</td>
<td>ALA</td>
<td>Plan Bay Area/CWTP</td>
<td>$61.9</td>
<td>$50.0</td>
<td>Tier 1 (CWTP)</td>
<td>Full interchange improvements at Whipple Road/ I-880, including northbound off-ramp, southbound on-ramp, and realignment (Union City and Hayward city limits).</td>
</tr>
</tbody>
</table>

### Alameda Countywide Transportation Plan Tier 1 - Other Truck Projects

<table>
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<tr>
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</tr>
</thead>
<tbody>
<tr>
<td>230110</td>
<td>Route 362 Mission Blvd Cross Connector Improvements</td>
<td>Alameda CTC/City of Fremont</td>
<td>Truck</td>
<td>ALA</td>
<td>Plan Bay Area/CWTP, 204 MTC/Plan</td>
<td>$20.0</td>
<td>$50.0</td>
<td>Tier 1 (CWTP)</td>
<td>This project will increase the mobility between I-680 and I-880 by improving the 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 re-grade existing facilities on WB Mission Blvd between Warm Springs and Mohave. I- 680/I-880 Cross Connector Project.</td>
</tr>
<tr>
<td>230114</td>
<td>Auto Mall Parkway Cross Connector widening between 880 and I-880</td>
<td>City of Fremont</td>
<td>Truck</td>
<td>ALA</td>
<td>Plan Bay Area/CWTP, 204 MTC/Plan</td>
<td>$25.0</td>
<td>$50.0</td>
<td>Tier 1 (CWTP)</td>
<td>Improves mobility options in area with high truck volumes and numerous freight reliant businesses. I-680/I-880 Cross Connector Project.</td>
</tr>
<tr>
<td>240264</td>
<td>Widen Fremont Blvd from I-880 to Grimmer Blvd</td>
<td>City of Fremont</td>
<td>Truck</td>
<td>ALA</td>
<td>Plan Bay Area/CWTP, 204 MTC/Plan</td>
<td>$5.0</td>
<td>$50.0</td>
<td>Tier 1 (CWTP)</td>
<td>Widen Fremont Blvd to 6 lanes and 2 bike lanes from Grimmer Blvd to I-880, install new traffic signals at Grimmer Blvd and regrade and build 2 new intersections. I-880/I-680 Cross Connector project. Improves mobility options in area with high truck volumes and numerous freight reliant businesses.</td>
</tr>
<tr>
<td>240297</td>
<td>Melrose - Coliseum District Street Reconstruction</td>
<td>City of Oakland</td>
<td>Truck</td>
<td>ALA</td>
<td>Plan Bay Area/CWTP</td>
<td>$13.8</td>
<td>$11.0</td>
<td>Program (CWTP)</td>
<td>Reconstruc Coliseum Way and 500th 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)</td>
</tr>
</tbody>
</table>

### Alameda Countywide Transportation Plan Tier 2 - Rail Projects

<table>
<thead>
<tr>
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</thead>
<tbody>
<tr>
<td>22009</td>
<td>Expand Capitol Corridor intercity rail service from Oakland to San Jose - project development</td>
<td>CCIRP</td>
<td>Rail</td>
<td>ALA/SC</td>
<td>Plan Bay Area/CWTP</td>
<td>$579.0</td>
<td>$57.9</td>
<td>Tier 2 (CWTP)</td>
<td>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 CCIRP Business Plans and State Rail Plan.</td>
</tr>
<tr>
<td>230116</td>
<td>Berkeley Railroad Crossing Improvements</td>
<td>City of Berkeley</td>
<td>Truck/Rail</td>
<td>ALA</td>
<td>Plan Bay Area/CWTP</td>
<td>$51.1</td>
<td>$50.0</td>
<td>Tier 2 (CWTP)</td>
<td>Design and construct railway crossing improvements, including grading separation at Gilman Avenue and quadrant gates, road closures, and grade improvements at other crossings, per Quiet Zone Study.</td>
</tr>
<tr>
<td>240273</td>
<td>Mowery Ave Railroad Overpass</td>
<td>City of Newark</td>
<td>Truck/Rail</td>
<td>ALA</td>
<td>Plan Bay Area/CWTP</td>
<td>$13.6</td>
<td>$50.0</td>
<td>Tier 2 (CWTP)</td>
<td>Construct a grade separation structure on Mowery Avenue at the Union Pacific Railroad crossing to provide access to Area 4 in Newark. (Coast subdivision)</td>
</tr>
</tbody>
</table>

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
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<td></td>
<td><strong>Alameda Countywide Transportation Plan Tier 2 - Major International</strong></td>
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<tr>
<td></td>
<td>Non-Capacity Increasing Freeway/Expressway Interchange Modifications (I-580/Fallon &amp; I-880/Hacienda)</td>
<td>City of Dublin</td>
<td>Truck</td>
<td>ALA</td>
<td>Plan Bay Area/CWTP</td>
<td>$38.8</td>
<td>$21.3</td>
<td>Tier 2 (CWTP)</td>
<td>1-580/Fallon Road YC 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 east 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. 1-580/Hacienda Drive YC 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.</td>
</tr>
<tr>
<td></td>
<td>Woodland - 81st Avenue Industrial Zone street reconstruction</td>
<td>City of Oakland</td>
<td>Truck</td>
<td>ALA</td>
<td>Plan Bay Area/CWTP</td>
<td>$11.9</td>
<td>$0.0</td>
<td>Tier 2 (CWTP)</td>
<td>Reconstruct goods movement streets within the Woodland-81st Avenue industrial area to withstand heavy truck traffic; modify gateways; provide improved safe X crossings (listed separately and as part of RTP programmatic project).</td>
</tr>
<tr>
<td></td>
<td>Tidewater District Street Reconstruction</td>
<td>City of Oakland</td>
<td>Truck</td>
<td>ALA</td>
<td>Plan Bay Area/CWTP</td>
<td>$5.2</td>
<td>$0.4</td>
<td>Tier 2 (CWTP)</td>
<td>Reconstruct Oakland, sewer, 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).</td>
</tr>
<tr>
<td></td>
<td><strong>Alameda Countywide Transportation Plan Tier 2 - Other Truck Projects</strong></td>
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<tr>
<td></td>
<td>Phase II Intermodal Railyard</td>
<td>Port of Oakland</td>
<td>Intermodal</td>
<td>ALA</td>
<td>Mentioned in presentation to Port Commissioners</td>
<td>$150.0</td>
<td>$0.0</td>
<td>No Timeline Identified in Plan</td>
<td>Major component of Oakland Army Base Phase 2 Project; consists of new state of the air, high efficiency intermodal rail facility. Project is subject to market demand for expanded intermodal rail services.</td>
</tr>
<tr>
<td></td>
<td>North Airport Air Cargo (Infield) Road Access Improvements</td>
<td>Port of Oakland</td>
<td>Intermodal</td>
<td>ALA</td>
<td>SCIF Tier 2, GMAP, 2004 MTC Plan</td>
<td>$10.0</td>
<td>No Timeline Identified in Plan</td>
<td>Phase I - Widens and connects S61/Dockville Drwa 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.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Reconstruction of the Adeline St Overpass</td>
<td>Port of Oakland</td>
<td>Intermodal</td>
<td>ALA</td>
<td>GMAP, 2004 MTC Plan</td>
<td>$60.0</td>
<td>No Timeline Identified in Plan</td>
<td>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.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Oakland Airport Area ITS Project</td>
<td>Port of Oakland</td>
<td>Intermodal</td>
<td>ALA</td>
<td>2004 MTC Plan</td>
<td>$15.0</td>
<td>No Timeline Identified in Plan</td>
<td>Design and implement ITS along 59th 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/Coldirem 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.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Port of Oakland/ITS</td>
<td>Port of Oakland</td>
<td>Intermodal</td>
<td>ALA</td>
<td>2004 MTC Plan</td>
<td>$5.1</td>
<td>No Timeline Identified in Plan</td>
<td>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.</td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>Alameda Countywide Transportation Plan Vision and Other Agency Plans - Rail Projects</strong></td>
<td></td>
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</tr>
<tr>
<td></td>
<td>Newark-Alameda siding connection and south switch yard extension for Newark Yard</td>
<td>CCJRA</td>
<td>Rail</td>
<td>ALA</td>
<td>State Rail Plan (CCJRA Improvement)</td>
<td>$22.80</td>
<td>Mid Term (State Rail Plan)</td>
<td></td>
<td>1-880, 1-238, 1-80, and I-580 (as identified in Caltrans Goods Movement Action Plan); Programmatic Projects included with Tier 1.</td>
</tr>
<tr>
<td></td>
<td>Volvo Canyon Railroad mainline track upgrade (New Volvo Wye to former SP mainline at CP Hearns) and Radum second main track upgrade on UlR R Oakland Sub</td>
<td>CCJRA</td>
<td>Rail</td>
<td>ALA</td>
<td>State Rail Plan (CCJRA Improvement)</td>
<td>$45.30</td>
<td>Mid Term (State Rail Plan)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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.
### Alameda County Goods Movement Project Inventory

**Developed by Alameda County Transportation Commission - DRAFT Version - 8/26/2013**

<table>
<thead>
<tr>
<th>MTC RTPID</th>
<th>Project Description</th>
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<th>Mode</th>
<th>County</th>
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<th>Status in Plan</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Oakland JLS - Emihurst 3rd Track</td>
<td>Rail ALA State Rail Plan (CCJPA Improvements), CCJPA FY08/09-FY09/10 Business Plan</td>
<td>CCJPA</td>
<td>Rail</td>
<td>ALA</td>
<td>$41.7</td>
<td>Long Term (State Rail Plan)</td>
<td>Add 3rd track from Oakland JLS Station to Emihurst (near Oakland Coliseum) for added track capacity for more service between Oakland and San Jose</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Newark - Aviso Added main tracks</td>
<td>Rail ALA CCJPA FY08/09-FY09/10 Business Plan</td>
<td>CCJPA</td>
<td>Rail</td>
<td>ALA</td>
<td>$169.0</td>
<td>No Timeline Identified in Plan</td>
<td>Add 2nd (and possible 3rd) main line tracks from Albrae through wildlife refuge/wetlands area to Aviso (design plans will be sensitive to environmental needs and wetlands areas)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Oakland JLS - Embarcadero 3rd MainTrack</td>
<td>Rail ALA State Rail Plan (CCJPA Improvements), CCJPA FY08/09-FY09/10 Business Plan</td>
<td>CCJPA</td>
<td>Rail</td>
<td>ALA</td>
<td>$29.6</td>
<td>Long Term (State Rail Plan)</td>
<td>Add third main track in the Oakland Jack London Embarcadero area to improve conflicting movements of freight and passenger trains</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Grade Crossing Projects</td>
<td>Truck/Rail ALA CCJPA FY08/09-FY09/10 Business Plan</td>
<td>CCJPA</td>
<td>Truck/Rail</td>
<td>ALA</td>
<td>$67.0</td>
<td>No Timeline Identified in Plan</td>
<td>Implement High Street, Davis Street, and Hesperian Street Grade separation projects</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Niles Junction bypass</td>
<td>Rail ALA Statewide Rail Plan (CCJPA Improvements)</td>
<td>CCJPA</td>
<td>Rail</td>
<td>ALA</td>
<td>$76.80</td>
<td>Long Term (State Rail Plan)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Niles Subdivision third main track (Niles Junction to Newark Junction)</td>
<td>Rail ALA Statewide Rail Plan (CCJPA Improvements)</td>
<td>CCJPA</td>
<td>Rail</td>
<td>ALA</td>
<td>Long Term (State Rail Plan)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Oakland - Pinole 3rd Track</td>
<td>Rail ALA/CC CCJPA FY08/09-FY09/10 Business Plan</td>
<td>CCJPA</td>
<td>Rail</td>
<td>ALA</td>
<td>$32.0</td>
<td>No Timeline Identified in Plan</td>
<td>Reactivate and extend 3rd main line track from Port of Oakland to Point Pinole</td>
<td></td>
<td></td>
</tr>
<tr>
<td>22009 Hayward Double Track</td>
<td>Rail ALA/CC State Rail Plan (CCJPA Improvements), CCJPA FY08/09-FY09/10 Business Plan</td>
<td>CCJPA</td>
<td>Rail</td>
<td>ALA</td>
<td>$98.0</td>
<td>Long Term (State Rail Plan)</td>
<td>Add 2nd track between Emihurst and Industrial Parkway (Union City) to allow for up to 26 roundtrips between Oakland and San Jose (also supports Dumbarton Rail). Some overlap with RTP/CHTP project 22009.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Oakland - San Jose Track Improvement Program</td>
<td>Rail ALA/SL State Rail Plan (CCJPA Improvements), CCJPA FY08/09-FY09/10 Business Plan</td>
<td>CCJPA</td>
<td>Rail</td>
<td>ALA</td>
<td>$18.6</td>
<td>Mid Term (State Rail Plan)</td>
<td>Replace and upgrade track infrastructure (rail, subgrade, and ties) to maintain travel times, ride quality, and system reliability</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Oakland - San Jose Track Improvement Program, Phase 2</td>
<td>Rail ALA/SL State Rail Plan (CCJPA Improvements), CCJPA FY12/13-FY13/14 Business Plan</td>
<td>CCJPA</td>
<td>Rail</td>
<td>ALA</td>
<td>$18.6</td>
<td>Mid Term (State Rail Plan)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fremont/Centreville Station full platform extension (Track 2)</td>
<td>Rail ALA State Rail Plan (CCJPA Improvements)</td>
<td>CCJPA</td>
<td>Rail</td>
<td>ALA</td>
<td>$0.90</td>
<td>Mid Term (State Rail Plan)</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**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
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<tr>
<td>230101</td>
<td>Union City Passenger Rail Station &amp; Dumbarton Rail Segment G Improvement</td>
<td>City of Union City</td>
<td>Rail</td>
<td>ALA</td>
<td>Plan Bay Area/CWTP</td>
<td>$231.0</td>
<td>$50.5</td>
<td>Vision (CWTP)</td>
<td>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).</td>
</tr>
<tr>
<td></td>
<td>Oakland Subdivision acquisition (Fremont to Oakland)</td>
<td>City of Union City</td>
<td>Rail</td>
<td>ALA</td>
<td>TCF Tier 2.</td>
<td>$135.0</td>
<td>$35.0</td>
<td>No Timeline Identified in Plan</td>
<td>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 negotiated 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.</td>
</tr>
<tr>
<td>240738</td>
<td>Martinez Subdivision Rail Improvements</td>
<td>MTC/Port of Oakland</td>
<td>Rail</td>
<td>ALA</td>
<td>Plan Bay Area, CWTP (GNAR, TCF Tier 1 (later withdrawn), 2004 MTC Plan, State Rail Plan (CCPA Improvement)</td>
<td>$1000.0</td>
<td>Vision (CWTP)</td>
<td>Augment rail access to Port by providing opportunity and scope for growth. Increases efficiency and reliability of both BNSF and UP RR 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 Stockton (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 passenger 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.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Capitol Corridor Operational Improvements</td>
<td>MTC/NACOG</td>
<td>Rail</td>
<td>ALA/CC/SOL/SAC</td>
<td>TCF Tier 2</td>
<td>$60.0</td>
<td>No Timeline Identified in Plan</td>
<td>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 TCF - not clear which elements from CCPA business plan it overlaps with (See Non-Alameda Rail Projects).</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Alameda Creek Bridge</td>
<td>San Joaquin County/Alameda County</td>
<td>Rail</td>
<td>ALA/SJ</td>
<td>TCF Tier 2</td>
<td>$32.0</td>
<td>No Timeline Identified in Plan</td>
<td>Short haul rail alignment option - provides connection at Niles Junction to the Oakland Sub separating passenger and freight service.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>California Interregional Intermodal Service (CIRIS) Interline Rail Shuttle</td>
<td>San Joaquin County/Alameda County</td>
<td>Rail</td>
<td>ALA/SJ/ST</td>
<td>TCF Tier 1 (inactive) projects</td>
<td>$12.0</td>
<td>Feasibility study completed in 2006. Project was withdrawn from TCF.</td>
<td>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.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Extension of Altamont siding</td>
<td>SRRC</td>
<td>Rail</td>
<td>ALA</td>
<td>Statewide Rail Plan (ACE Improvement), Altamont Corridor Study</td>
<td>$9.83</td>
<td>Mid Term (State Rail Plan)</td>
<td>Track realignment, Remove permanent &quot;shoefly&quot;</td>
<td></td>
</tr>
</tbody>
</table>

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
## Alameda County Goods Movement Project Inventory

Developed by Alameda County Transportation Commission - DRAFT Version - 8/26/2013

### MTC RTPID
- **Track realignment UPRR Oakland Sub MP 55.3 to MP 54.0**
  - Sponsor: SJRRC
  - Mode: Rail
  - County: ALA
  - Plans: Statewide Rail Plan (ACE Improvements)
  - Cost Estimate in Plan ($M): $10.93
  - Mid Term (State Rail Plan)

- **Livermore to Pleasanton second main track and siding upgrades**
  - Sponsor: SJRRC
  - Mode: Rail
  - County: ALA
  - Plans: Statewide Rail Plan (ACE Improvements)
  - Cost Estimate in Plan ($M): $11.00
  - Long Term (State Rail Plan)

- **ROW Purchase for future short haul rail service (San Joaquin County Short-Haul Freight Project)**
  - Sponsor: SJRRC
  - Mode: Rail
  - County: ALA/SJ
  - Plans: GMAP, SIV RGMs, TCPF Tier 1 (inactive)
  - Cost Estimate in Plan ($M): $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**
  - Sponsor: SJRRC
  - Mode: Rail
  - County: ALA/SJ
  - Plans: Altamont Corridor Study
  - Cost Estimate in Plan ($M): $7.0
  - No Timeline Identified in Plan

- **Lathrop to Niles Junction signal upgrades**
  - Sponsor: SJRRC
  - Mode: Rail
  - County: ALA/SJ
  - Plans: Statewide Rail Plan (ACE Improvements)
  - Cost Estimate in Plan ($M): $4.33
  - Mid Term (State Rail Plan)

- **Acquisition of ACE corridor between Lathrop and Niles Junction**
  - Sponsor: SJRRC
  - Mode: Rail
  - County: ALA/SJ
  - Plans: Statewide Rail Plan (ACE Improvements)
  - Cost Estimate in Plan ($M): $45.00
  - Mid Term (State Rail Plan)

- **Extension of Midway siding**
  - Sponsor: SJRRC
  - Mode: Rail
  - County: ALA/SJ
  - Plans: Statewide Rail Plan (ACE Improvements), Altamont Corridor Study
  - Cost Estimate in Plan ($M): $5.83
  - Mid Term (State Rail Plan)

- **Oakland - Martinez Track Improvement**
  - Sponsor: SJRRC
  - Mode: Rail
  - County: ALA
  - Plans: CCPA FY08/09- FY10/11 Business Plan
  - Cost Estimate in Plan ($M): $75.0
  - No Timeline Identified in Plan

### Alameda Countywide Transportation Plan Vision and Other Agency Plans - Major International Trade Corridor Truck Projects

- **I-280/580 Truck Bypass Lane**
  - Sponsor: Caltrans
  - Mode: Truck
  - County: ALA
  - Plans: GMAP, J-04 MTC Plan
  - Cost Estimate in Plan ($M): $230.0
  - PSR completed as component of I-238 widening

- **I-280 Truck Climbing Lane Over Altamont Pass**
  - Sponsor: Caltrans
  - Mode: Truck
  - County: ALA/SJ
  - Plans: TCPF Tier 2, GMAP, SIV RGMs, 2004 MTC Plan
  - Cost Estimate in Plan ($M): $70.0
  - Caltrans staff was working on project development

- **I-580/Santa Rita Rd interchange improvements**
  - Sponsor: City of Pleasanton
  - Mode: Truck
  - County: ALA
  - Plans: Plan Bay Area/CWTP
  - Cost Estimate in Plan ($M): $3.0
  - Vision (CWTP)

### Alameda Countywide Transportation Plan Vision and Other Agency Plans - Other Truck Projects

- **Clement Avenue Extension**
  - Sponsor: City of Alameda
  - Mode: Truck
  - County: ALA
  - Plans: 2004 MTC Plan
  - Cost Estimate in Plan ($M): $6.1

- **Mandela Parkway and 3rd Street Corridor Commercial/Industrial Area Streets Reconstruction**
  - Sponsor: City of Oakland
  - Mode: Truck
  - County: ALA
  - Plans: Plan Bay Area/CWTP
  - Cost Estimate in Plan ($M): $157.0

### Notes:
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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.
Statewide 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
and all Interstate Routes

County Boundaries

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

Legend

2011 Truck Volumes
3 to 5+ Axle Trucks
- 5,000 - 7,999
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State Highways
- 3 to 5+ Axle Trucks > 5,000 AADT and all Interstate Routes

State Highways

County Boundaries

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

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Statewide 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
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State Highways
3 to 5+ Axle Trucks > 8,000
and all Interstate Routes

State Highways

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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
- 3,000 - 4,999
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- 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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California Department of Transportation
Division of Transportation Planning
Office of System and Freight Planning
June 2013
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Southern California
2011 Annual Average Daily Truck (AADT) Volumes
Three to Five+ Axle (greater than 8,000 AADT)

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

- 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

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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
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17,000 - 33,278

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

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