



# Meeting Notice

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• [www.AlamedaCTC.org](http://www.AlamedaCTC.org)

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Arthur L. Dao

## Goods Movement Planning Committee

**Monday, April 10, 2017, 1:30 p.m.**

**1111 Broadway, Suite 800  
Oakland, CA 94607**

### Mission Statement

The mission of the Alameda County Transportation Commission (Alameda CTC) is to plan, fund, and deliver transportation programs and projects that expand access and improve mobility to foster a vibrant and livable Alameda County.

### Public Comments

Public comments are limited to 3 minutes. Items not on the agenda are covered during the Public Comment section of the meeting, and items specific to an agenda item are covered during that agenda item discussion. If you wish to make a comment, fill out a speaker card, hand it to the clerk of the Commission, and wait until the chair calls your name. When you are summoned, come to the microphone and give your name and comment.

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Please turn off your cell phones during the meeting. Please do not wear scented products so individuals with environmental sensitivities may attend the meeting.

### Glossary of Acronyms

A glossary that includes frequently used acronyms is available on the Alameda CTC website at [www.AlamedaCTC.org/app\\_pages/view/8081](http://www.AlamedaCTC.org/app_pages/view/8081).

## Location Map

★ Alameda CTC  
1111 Broadway, Suite 800  
Oakland, CA 94607

Alameda CTC is accessible by multiple transportation modes. The office is conveniently located near the 12th Street/City Center BART station and many AC Transit bus lines. Bicycle parking is available on the street and in the BART station as well as in electronic lockers at 14th Street and Broadway near Frank Ogawa Plaza (requires purchase of key card from bikelink.org).



Garage parking is located beneath City Center, accessible via entrances on 14th Street between 1300 Clay Street and 505 14th Street buildings, or via 11th Street just past Clay Street. To plan your trip to Alameda CTC visit [www.511.org](http://www.511.org).

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[TL1]

# Goods Movement Planning Committee Meeting Agenda Monday, April 10, 2017, 1:30 p.m.

1111 Broadway, Suite 800, Oakland, CA 94607

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**Chair:** Supervisor Scott Haggerty, Alameda County, District 1  
**Vice Chair:** Mayor Lily Mei, City of Fremont  
**Commissioners:** Keith Carson, Luis Freitas, David Haubert, Jerry Thorne  
**Ex-Officio Members:** Rebecca Kaplan, Richard Valle  
**Staff Liaison:** Tess Lengyel  
**Executive Director:** Arthur L. Dao  
**Clerk:** Vanessa Lee

## 1. Pledge of Allegiance

## 2. Roll Call

## 3. Public Comment

## 4. [Approve the January 9, 2017 GMPC meeting Minutes](#)

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## 5. [Update from the Port of Oakland on overall activity and key initiatives at the Port of Oakland](#)

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## 6. [Rail Strategy Study Update](#)

7 I

## 7. [State and Federal Funding Opportunities Update and Approval of Alameda CTC Goods Movement Project List](#)

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## 8. Committee Member Reports

## 9. Staff Reports

## 10. Adjournment

**Next Meeting:** TBD

All items on the agenda are subject to action and/or change by the Committee.

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# Goods Movement Committee Meeting Minutes Monday, January 9, 2017, 1:30 p.m.

4.0

1111 Broadway, Suite 800, Oakland, CA 94607 • PH: (510) 208-7400 • [www.AlamedaCTC.org](http://www.AlamedaCTC.org)

## 1. Pledge of Allegiance

## 2. Roll Call

A roll call was conducted. All members were present with the exception of Commissioner Carson.

### Subsequent to the roll call

Commissioner Carson arrived during Item 4.

## 3. Public Comment

The following public comments were heard by the committee:

Charlie Cameron made a comment regarding access to the Port of Oakland.

Joel Ervice of the Ditching Dirty Diesel Collaborative commented on the implementation of the goods movement plan and encouraged strengthening efforts to reduce the impacts of freight movement.

Carlos Zambrano of the Rose Foundation commented on the goods movement plan and encourages commission to consider air quality issues.

Jill Ratner of the Rose Foundation made a comment regarding the advancement of the community's health.

## 4. Receive update on various state and federal freight planning and funding activities

Tess Lengyel provided an update on various state and federal freight planning and funding activities. She covered key initiatives at the state and federal level including the California Freight Mobility Plan, the California Sustainable Freight Action Plan, and California Freight Advisory Committee meetings. Tess also provided information on Federal FAST Act funding and next steps in freight planning.

Tess introduced Camera Oakes, from Caltrans District 4 Freight System Planning Branch, who presented more information on FAST ACT implementation and the Governors Executive Order B-32-15.

Commissioner Haggerty stated that the Port of Oakland is not recognized by the federal government as a significant port even though the Port of Oakland is the fifth largest port in the nation. Art stated that staff plans a visit to Washington D.C. in April to advocate for Alameda County. Matt Davis from the Port of Oakland stated that the Port has been successful in receiving federal grants and ensured that the Port of Oakland is recognized on the federal level.

Commissioner Cutter wanted more information on CALTRANS METRANS. Cameron stated that the METRANS Transportation Center (METRANS) is located at the University of Southern California (USC), and is a joint partnership of USC and California State University, Long Beach.

Commissioner Cutter wanted to know CALTRANS's position to advocate for the Port of Oakland. Cameron responded that CALTRANS is responsible for advocating for all ports and airports in California.

**5. Receive an update on the next steps of the Alameda County Goods Movement Plan**

Carolyn Clevenger provided an update on the Alameda County Goods Movement Plan. She reviewed major work efforts identified in the Plan and an overall schedule for advancing priority initiatives.

Commissioner Mei stressed the importance of implementing quiet zones.

Commissioner Haggerty asked for more information on the scope of work for the Rail Strategy Study. Carolyn stated that the scope includes pulling existing plans together so that staff can identify conflicts, existing conditions and trends and conduct analysis to better understand investments that need to be made to improve freight efficiency and increase benefits to the community.

Commissioner Cutter asked if accident management could be added into the rail plan. Carolyn stated that staff is working with the technical committee on the critical grade crossing piece of the Study and staff will provide an overview to the Committee in April.

There was a public comment on this item by Anna Lee from the Alameda County Public Health Department, who offered the health department as a resource moving forward in development of the plan.

**6. Receive an update from the Port of Oakland on the Port Emissions Inventory**

Matt Davis, from the Port of Oakland provided an update on the Port Emissions Inventory. The Emissions Inventory found that diesel emissions from trucks serving the Port of Oakland declined 98 percent from 2005 to 2015, and that emissions from ships declined 75 percent. Key findings in the inventory were also presented.

**7. Receive an update from Metropolitan Transportation Commission (MTC) regarding goods movement in the draft Plan Bay Area 2040 preferred scenario**

Matt Maloney, from MTC presented an update regarding goods movement in the draft Plan Bay Area 2040 preferred scenario. The draft Plan includes a significant focus on goods movement, building largely off of the work done by Alameda CTC and MTC in developing the Alameda County Goods Movement Plan and the Regional Goods Movement Plan respectively. He covered regional freight planning, priority goods movement opportunities, and Plan Bay Area 2040.

Commissioner Kaplan wanted to make sure that bio-fuel production is considered and wanted to ensure that there are incentives to use cleaner fuel through potential

consideration of an individual production facility housed at the Port of Oakland. Matt stated that bio-fuel is not something that has been on the radar but could be considered for future planning.

Commissioner Kaplan asked if truck idling was considered. Matt stated that truck idling was included in the study.

**8. Committee Member Reports (Verbal)**

There were no committee member reports.

**9. Staff Reports**

There were no staff reports.

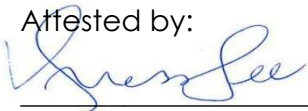
**10. Adjournment/ Next Meeting**

The next meeting is:

Date/Time: Monday, April 10, 2017 at 1:30 p.m.

Location: Alameda CTC Offices, 1111 Broadway, Suite 800, Oakland, CA 94607

Attested by:



Vanessa Lee,  
Clerk of the Commission

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# Memorandum

5.0

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

**DATE:** April 3, 2017

**SUBJECT:** Port of Oakland Briefing

**RECOMMENDATION:** Receive update from the Port of Oakland on overall activity and key initiatives at the Port of Oakland.

## Summary

At the Committee's last meeting, the Port of Oakland presented its latest Port Emissions Inventory. The Emissions Inventory found that diesel emissions from trucks serving the Port of Oakland declined 98 percent from 2005 to 2015, and that emissions from ships declined 75 percent. At the Committee's meeting in April, John Driscoll, Maritime Director at the Port of Oakland, will provide an overview of business activities and key initiatives at the Port of Oakland.

**Fiscal Impact:** There is no fiscal impact.

## Staff Contact

[Tess Lengyel](#), Deputy Executive Director of Planning and Policy

[Carolyn Clevenger](#), Director of Planning

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# Memorandum

6.0

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

**DATE:** April 3, 2017

**SUBJECT:** Introduction to Alameda CTC Rail Strategy Study

**RECOMMENDATION:** Receive update on the Rail Strategy Study

## Summary

This memo provides an introduction to the Alameda County Transportation Commission's Rail Strategy Study. The Study will include a technical analysis of opportunities to improve the inter-regional rail access to and from the Port of Oakland, including understanding the needs of passenger rail services that share the railroad rights of way with freight, and propose a prioritization framework for advancing grade crossing improvements along key rail corridors. The Study is an outgrowth of recommendations contained in the Countywide Goods Movement Plan and the Countywide Transit Plan and will transition from high-level planning to a document with discrete, implementable improvements with defined cost, scope, and schedule. The Study is a one-year effort, and is expected to be complete in December 2017.

This update focuses on preliminary information from the Existing Conditions analysis. The memo provides an overview of freight and passenger rail operations in the County, describes key features and conditions of the infrastructure, and identifies some of the major operational and infrastructure challenges for the rail system. Preliminary data on at-grade crossing issues is also provided. The memo concludes with a summary of next steps that will be undertaken to complete the Study.

## Background

The rail system in Alameda County is a critical transportation link playing a unique role for both people and goods movement. Alameda County contains the core of the Bay Area/Northern California freight and passenger rail system. Two Class 1 freight railroads (the Union Pacific Railroad and the BNSF Railway) and two intercity regional railroads (Capitol Corridor and Altamont Commuter Express) operate on this system. The intercity rail services provide an alternative to autos for intercity and longer distance commuter trips and will eventually be integrated with the California High Speed Rail (CHSR) system. Efficient freight rail service is critical to the success of the Port of Oakland as well as providing the most cost-effective long haul transportation option for certain commodities produced or used by Bay Area industries. Given the extensive rail network in the county, there are also numerous community considerations where rail infrastructure and operations abut communities.

The Countywide Goods Movement Plan identified significant economic, congestion, safety, and potential air quality benefits of a program that would create improved rail connections between the Port of Oakland and the Central Valley/national rail network. Such a program, if properly implemented, could complement efforts of regional intercity rail providers to expand and improve their services. The program could reduce conflicts between freight and passenger rail by expanding capacity in key corridors and allowing passenger and freight railroads to operate on separate tracks in certain corridors. The Alameda CTC Rail Strategy Study is taking the next step in implementing the recommendations of the Goods Movement Plan and the Transit Plan by examining specific improvements that would meet the goals laid out in the plans. Specifically, the objectives of the Rail Strategy Study include:

- Develop a more detailed understanding of future freight and passenger rail train volumes and implications of integration with statewide rail planning efforts.
- Identify key freight rail corridors and specific rail capital improvements needed to ensure adequate capacity and operational performance of the freight and passenger rail systems and to address community impacts.
- Develop conceptual engineering, cost estimates and preliminary understanding of implementation considerations for a subset of rail improvements for key rail corridors.
- Develop an approach to prioritize grade crossing improvements and identify improvement concepts that can reduce impacts of rail operations on communities.
- Identify funding needs and phasing of improvements.

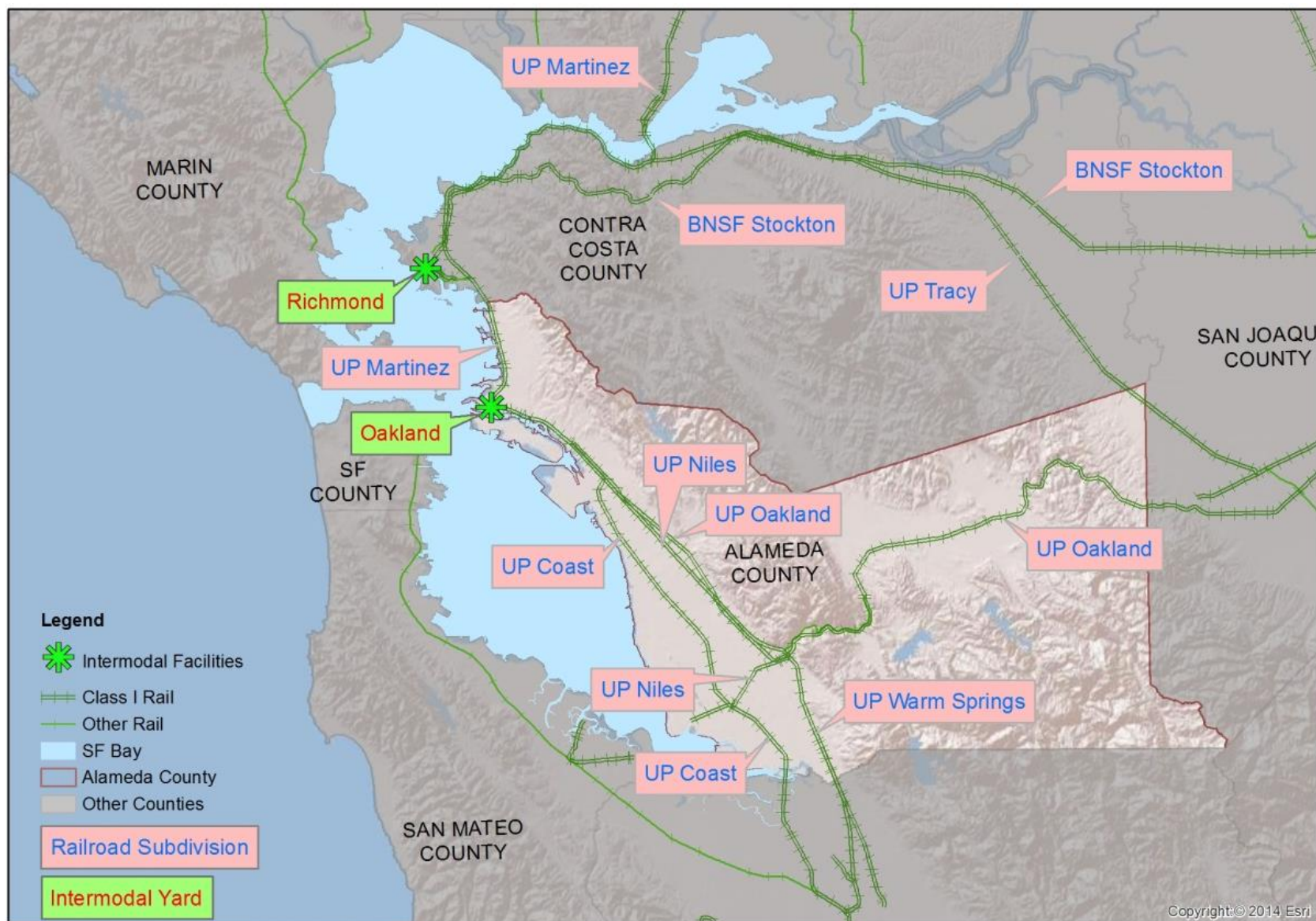
## **Rail Infrastructure**

The rail infrastructure in Alameda County consists of track and rail yards owned and maintained by private freight railroads. The Union Pacific Railroad (UP) owns the vast majority of the rail lines in the County. BNSF does not own any rail mainline track in the County; instead the railroad operates on one of the UP's tracks between Oakland and the County boundary.

The UP rail infrastructure in Alameda County consists of five primary subdivisions as illustrated in Figure 1. There is also a very short section of the Tracy subdivision which runs through the northeast corner of Alameda County connecting Contra Costa County to San Joaquin County.

Alameda County is also home to the Niles Canyon Railway which is a historic railway running through Niles Canyon between Niles Junction and the City of Sunol. This historic railway offers passenger tours during weekends with a special Train of Lights service that operates during the Christmas period.

**Figure 1. Rail Network in Alameda County and Surrounding Areas**



The Capitol Corridor provides passenger service between San Jose, the East Bay, and the Sacramento region. Capitol Corridor is the third busiest Amtrak route in the United States with almost 1.5 million passengers served in 2015. The Capitol Corridor operates over a total of 169 miles and runs the following services:

- Seven daily roundtrips between Oakland and San Jose
- Fifteen weekday roundtrips between Sacramento and Oakland
- One daily roundtrip between Sacramento and Auburn.

The Capitol Corridor runs along the UP Martinez and Niles subdivisions through most of Alameda County switching to the Coast subdivision at the southern end of the County in Newark. The Capitol Corridor Joint Power Authority has developed a Vision Plan that includes increasing the frequency and speed of service between to achieve peak period headways as low as every 15 minutes at major stops and speeds as high as 150 mph.

The Altamont Commuter Express (ACE) offers service from Stockton to San Jose via Livermore and Fremont. ACE runs on the UP Oakland subdivision in the eastern portion of Alameda County and switches to the Niles subdivision along the Centerville line through Fremont and then switches to the Coast subdivision in the southern portion of the County in Newark. ACE and the Capitol Corridor share the track with UP on the Fremont Centerville Line to the Coast Subdivision, and then south on the Coast until San Jose.

ACE ridership was approximately 1.4 million in FY 2014-15.<sup>1</sup> There are about 5,000 daily riders on ACE, accessing its ten stations.<sup>2</sup> Many ACE riders work in Silicon Valley and live in the eastern portion of Alameda County or in the Central Valley. ACE operates the following passenger rail services:

- Four westbound trips in the morning
- Four eastbound trips in the evening

ACEforward is the plan under development by the San Joaquin Regional Rail Commission to improve ACE services over the near and long term. This plan includes increasing service from the current four daily round trips to six daily round trips in the near-term and ten daily round trips in the long-term, construction of new stations along the current line, and expanding the line to Downtown Modesto and ultimately to Downtown Merced.

## **Rail Network and Infrastructure Issues**

The rail network in Alameda County connects to infrastructure in Contra Costa County, San Joaquin County, and Santa Clara County that links to broader rail networks. When considering how freight rail traffic is routed through the system in Alameda County, it is important to understand the larger multi-state system context in which routing decisions are made. Routing decisions on the freight railroad infrastructure are made by the railroads to

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<sup>1</sup> State Controller's Office Open Data web site, <https://bythenumbers.sco.ca.gov>, accessed October 12, 2016.

<sup>2</sup> American Public Transportation Association, *Transit Ridership Report: First Quarter 2016*, May 2016. Accessed 2016. <http://www.apta.com/resources/statistics/Documents/Ridership/2016-q1-ridership-APTA.pdf>.

best serve their customers and to meet their system-wide business needs. Because both Capitol Corridor and ACE operate on rail infrastructure owned by UP, they are limited in their options for growth and operating changes by agreements with the railroad.

One notable feature of rail infrastructure in Alameda County is the presence of three options for moving trains from East Oakland to Fremont. This redundant capacity creates flexibility in how trains can be routed both in response to real time operating conditions and creates options regarding how future train traffic – both freight and passenger – can be configured and operated in Alameda County.

At the present time, the most heavily used portion of the Alameda County rail network is the Martinez subdivision between Oakland and Richmond. The majority of the trains operating on the Martinez subdivision are Capitol Corridor passenger trains, along with a more limited number of UP and BNSF freight trains. This is one of the few portions of the network that is fully double-tracked; even with this available capacity, this line can only accommodate limited growth before it would become a system bottleneck. The Martinez subdivision runs through a number of residential/commercial areas with heavily used at-grade crossings.

The UP also reports that they see potential for growth in rail traffic in and out of Northern California connecting to markets in the Southwest. As a result of the potential capacity bottlenecks along the Martinez subdivision and the growth in demand to the Southwest, UP anticipates growth along the southern routes in and out of Oakland. Capitol Corridor and ACE also operate along the same rail subdivisions in the southern and eastern parts of the county. In short, there will be a need to ensure capacity and fluidity on both the northern and southern routes in and out of Oakland to efficiently serve future freight rail demand and support economic development at the Port of Oakland and remaining industrial users in the county while at the same time accommodating the desired growth plans for both Capitol Corridor and ACE.

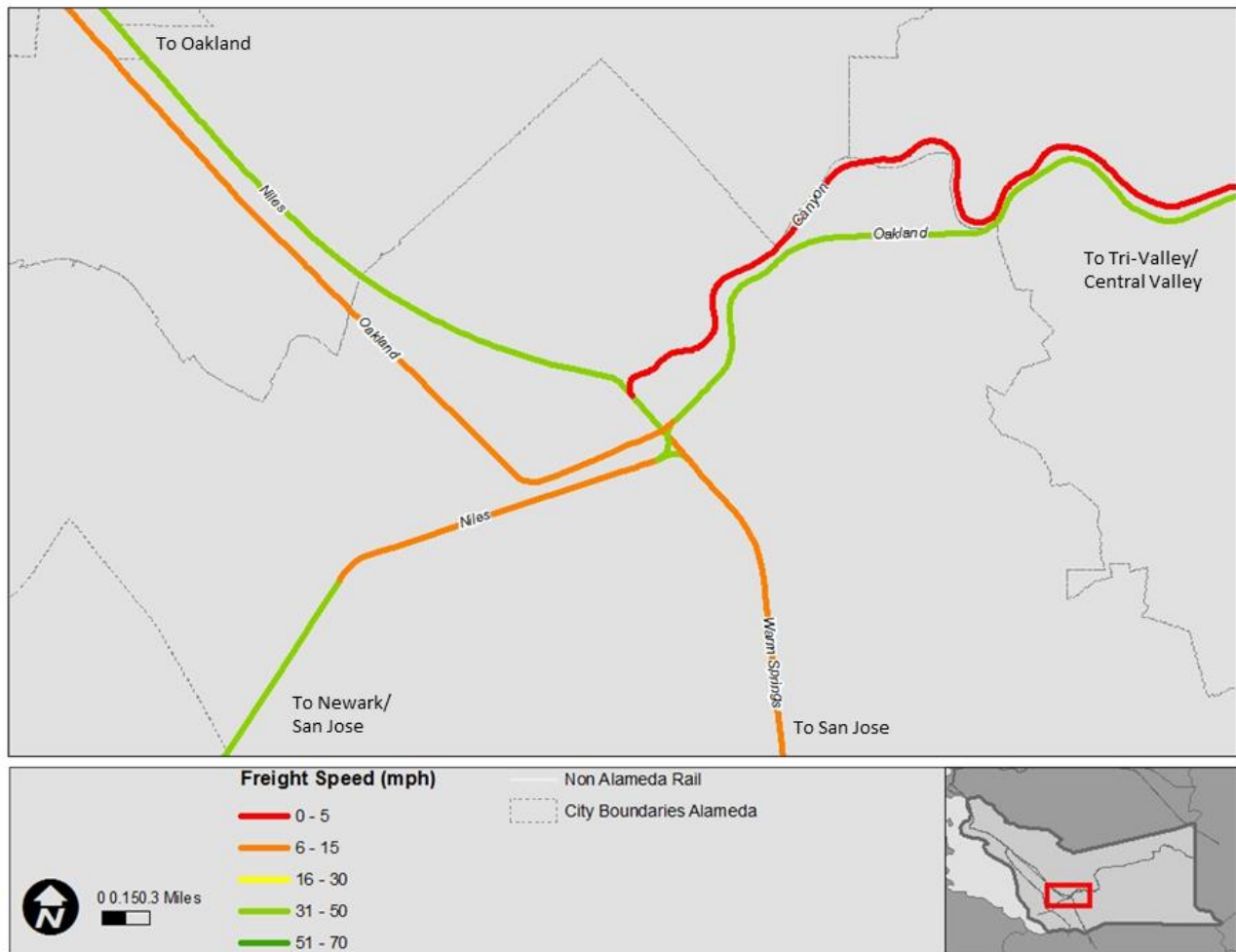
There are, however, some critical infrastructure issues reducing the current operating efficiencies and restricting growth on both the northern and southern routes. As stated above, the Martinez subdivision running north out of the Port of Oakland is currently carrying the highest volumes of trains in the county. While the freight railroads are not currently operating at their peak historical volumes, any significant increase in train volumes or any increases in passenger service would likely require infrastructure improvements to increase capacity. South of the Port of Oakland, two key bottlenecks are the Jack London area and the connections at Niles Junction along the Centerville Line. The area around Jack London Square has maximum allowable speed of 15 mph. This is primarily due to the high frequency of at-grade rail crossings along this stretch, the lack of safety devices used at these crossings, and the relatively high number of pedestrians at these locations.

Another critical infrastructure issue along the southern route involves the connections at Niles Junction and along the Centerville line connecting the Niles and Coast subdivisions between Niles Junction and Newark. The track configuration in this area is shown in Figure 2. At the present time, the only active route between Oakland and the San Joaquin Valley uses the Coast Subdivision connecting to the Niles subdivision in Newark (Centerville Line) and then connecting to the Oakland Subdivision at Niles Junction in Fremont. That is because there is no way to connect from the Niles Subdivision directly to the Oakland Subdivision to go through Niles Canyon given the current track configuration at Niles Junction. This makes the



Centerville line a very heavily used line, with freight, Capitol Corridor, and ACE all operating on the line. It also means that although there is theoretically much capacity between Oakland and Fremont/Newark, the track configurations that prohibit certain turning movements and the condition of the Oakland subdivision result in these lines being used less efficiently than they could be.

**Figure 2. Niles Junction Subarea Map**



## Grade Crossings and Community Impacts

The density of the rail network in Alameda County results in a large number of locations where roadways and the rail system cross each other at-grade. Major problems tend to occur at rail crossings, including collisions, congestion, noise, and emissions. Collisions occur when an auto or truck stops on or near the tracks or a pedestrian is crossing the tracks and the oncoming train does not have the ability to stop. Congestion develops due to the extended period of time at which truck and auto traffic must come to a halt due to the time it takes for the long and slow trains to pass. Vehicles idling at crossings contribute to local air



pollution hot spots and train warning horns create noise as trains move through certain types of crossings.

Alameda County has 277 at-grade rail-highway crossings, 248 of these crossings are open to the public. The County also has 121 grade separated crossings. The 248 at-grade public crossings are of most concern because these are locations that are used by trains, cars, trucks, and pedestrians with potential impacts on safety and the efficient movement of people and goods. Table 1 shows the number of public at-grade rail crossings for each city in Alameda County.

**Table 1. Public At-Grade Rail Crossings by City in Alameda County**

<b>City</b>	<b>Number of At-Grade Public Crossings</b>	<b>Percentage of Alameda County Total</b>
Oakland	88	35%
San Leandro	37	15%
Hayward	32	13%
Union City	25	10%
Alameda County	20	8%
Fremont	15	6%
Newark	13	5%
Berkeley	7	3%
Pleasanton	5	2%
Emeryville	3	1%
Livermore	3	1%
<b>Grand Total</b>	<b>248</b>	<b>100%</b>

The locations with the highest roadway traffic volumes and train volumes are located in Berkeley. This is followed by locations in East Oakland and Fremont. Select locations in San Leandro and Hayward also have high volumes of trains and roadway vehicles at rail crossings. Emeryville has locations with large train volumes, but much lower roadway vehicle counts relative to Berkeley, Oakland, San Leandro, and Hayward. Additional analysis is being conducted to identify crossings used heavily by emergency vehicles and school buses and crossings and rail lines adjacent to sensitive land uses. This information will be used to develop corridor-based impact reduction and safety strategies.

### **Next Steps**

The consultant team is currently completing an analysis of existing conditions in the rail system and developing forecasts of future train volumes.

Using the information about current and projected rail demand and considering potential for expanded services that could support economic development opportunities, help reduce roadway congestion and related air pollution, the Study will evaluate various infrastructure improvements and operational strategies to better understand the impacts on system performance. We will then identify a subset of projects, or packages of projects, for further project development and cost estimates. Concurrently, we are collecting additional data regarding land use conflicts and opportunities and identifying potential strategies and projects to improve safety and reduce impacts at grade crossing and adjacent to the tracks. This analysis will both inform any discussions of future rail investments and establish an ongoing prioritization framework for grade crossing improvements. The Study is anticipated to be complete in December 2017.

**Fiscal Impact:** There is no fiscal impact.

#### **Staff Contact**

[Tess Lengyel](#), Deputy Executive Director of Planning and Policy

[Carolyn Clevenger](#), Director of Planning



# Memorandum

7.0

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

**DATE:** April 3, 2017

**SUBJECT:** Update on State and Federal Freight Funding Opportunities

**RECOMMENDATION:** Approve the Alameda County Goods Movement Project list

## Summary

One of the primary implementation activities identified in the Countywide Goods Movement Plan (Plan) is on-going and active advocacy for funding for goods movement priorities in Alameda County. Alameda CTC is currently participating in the development of a number of funding opportunities to best position our county to receive funding to advance the goals adopted in the Plan.

In addition to external funding opportunities, the draft 2018 Comprehensive Investment Plan (CIP) includes recommendations for funding for a number of goods movement investments. This item provides an update on the upcoming funding opportunities and demonstrates how the agency will continue to seek to leverage our local funds to the greatest extent possible.

Staff recommends the Commission approve the freight project list (Attachment A) to submit via Metropolitan Transportation Commission (MTC) for funding to the California Transportation Commission Freight Investment Program or other freight funding opportunities as they arise. Because of the tight and still-fluctuating deadlines and process for project submittals, it is important that staff have an approved short project list to work from. Staff will then submit those projects from the list that best meet the requirements of each funding program for submittal.

## Upcoming Funding Opportunities

There are currently multiple funding programs in development which include funding for goods movement projects.

Federal: The Fixing America's Surface Transportation (FAST) Act was signed into law in December 2015. The FAST Act included a competitive grant program, the FASTLANE grants, as well as a formula program administered by the states. Alameda CTC re-submitted the GO Port project for the second round of the FASTLANE grants in December 2016. No update has been provided by the federal government regarding when, or if, they will award funding based on that call for projects.

State: The state is currently finalizing guidelines for allocating the federal formula funding dedicated to goods movement projects. The National Highway Freight Program in the FAST Act provides approximately \$582 million of apportionments to California over a 5-year period. In June 2016, the Governor signed Senate Bill 826, which directs the California Transportation Commission (CTC) to allocate the federal formula funds. The CTC initiated a six-month process to work with stakeholders throughout the state to develop guidelines for the California Freight Investment Program (CTC FIP). Alameda CTC has actively participated in this process to ensure that our projects can be competitive and that we are ready for project submittals.

The CTC has released draft guidelines, with the goal of finalizing guidelines in May and issuing a call for projects with a deadline of June 30<sup>th</sup>. While still under development, a few key elements of the framework appear likely to be included in the final guidelines.

- **State and regional framework:** The CTC FIP guidelines build from the 2007 Trade Corridors Improvement Fund, which provided \$2 billion to goods movement projects statewide. In Alameda County, that program provided funding for the I-880 improvements at 23<sup>rd</sup> and 29<sup>th</sup> Avenues, the I-580 truck climbing lane, and the Outer Harbor Intermodal Terminal at the Port of Oakland. The framework includes a regional/corridor-based focus that aligns with the state's major trade corridors. In Northern California, the Bay Area works closely with the Central Valley to prioritize projects for funding. The CTC is establishing programming targets for each major trade corridor, as well as a statewide target for Caltrans. The targets assume \$556.2 million in funding is available for allocation.

#### **Draft Programming Targets**

<b>Statewide Target</b>		
Caltrans		\$222,480,000
<b>Regional Corridor Targets</b>		
	Low	High
Bay Area/Central Valley	\$63,000,000	\$90,000,000
Central Coast	\$0	\$7,000,000
Los Angeles/Inland Empire	\$164,000,000	\$190,000,000
San Diego/Border	\$53,000,000	\$90,000,000
Other	\$0	\$10,000,000

- **Eligibility:** Projects must meet certain eligibility requirements, most of which were determined by the federal government. Key eligibility restrictions include:
  - Projects must be located on the Primary Highway Freight System or a designated Critical Rural Freight Corridor or Critical Urban Freight Corridor. A map of the Primary Highway Freight Network is included as

Attachment B; the Critical Rural and Critical Urban Freight Corridors are expected to be designated late this summer.

- Projects must be in the adopted California Freight Mobility Plan and an adopted Regional Transportation Plan.
- Projects must award construction by December 31, 2022.
- Criteria: projects that meet with eligibility criteria will then be evaluated based on three categories: freight system factors, transportation system factors, and community impact factors.
- Match: Projects must provide a minimum 30 percent match to be nominated by the regions. Caltrans is able to nominate projects for the statewide portion of the program with no match. Projects must be fully funded or demonstrate they can reasonably expect to receive full funding in order to award construction by December 31, 2022.
- Nomination process: The Metropolitan Planning Organizations are responsible for compiling and submitting project nominations to the CTC. MTC is currently finalizing their process for nominations. Staff anticipates project submittals will be due to MTC as early as mid-May. The CTC is currently anticipated to require final project submittals via the MPOs by June 30<sup>th</sup>, with the CTC adopting the program at its August meeting. Project sponsors may also work with Caltrans to seek funding from the Caltrans portion of the program.

In addition, the current transportation package discussions include potential on-going state funding for goods movement projects. To date the discussions have focused on having the freight funding flow through the same framework as the CTC FIP, with many of the same guidelines. In addition, the Cap and Trade program has also included funding for emission reduction programs in the past, often working directly with the local air districts.

Regional: At the regional level, MTC has included freight as one of the draft principles for Regional Measure 3 (RM3), and this Commission included goods movement projects in the RM3 advocacy project list. Discussions regarding RM3 are expected to ramp up later this spring. The primary goods movement projects on Alameda CTC's RM3 advocacy list are included here as well.

Local: Alameda CTC is currently completing the 2018 CIP process. The draft CIP presented to the Programs and Projects Committee this month includes recommendations for funding for a number of freight projects. Alameda CTC will continue to seek full funding, where necessary, for these projects and look for opportunities to leverage our local dollars with other state, regional and federal funding. Specifically regarding the Emission Reduction Program proposed by Alameda CTC, staff will seek to work directly with the Bay Area Air Quality Management District, MTC, and the Port of Oakland to advance a coordinate program that can leverage other funding to reduce impacts on our local communities. Draft 2018 CIP recommendations include:

- City of Berkeley Railroad Crossing Safety Improvement Project
- I-80 Gilman Street Interchange Project
- I-880 Winton Avenue Interchange Improvements
- I-880 Industrial Parkway Interchange Reconstruction
- Goods Movement Emissions Reduction Program
- Route 84/I-680 Interchange and Route 84 Widening
- Adeline Street Bridge Project

In addition, a number of projects received funding in the previous CIP and are in development. These projects include:

- 7<sup>th</sup> Street Grade Separation and Port Arterial Improvements (GO Port)
- Oakland Army Base Infrastructure Improvements
- Oakland Army Base Truck Parking

### **Goods Movement Project List (Attachment A)**

Given these upcoming opportunities for funding, Alameda CTC reviewed the Countywide Goods Movement Plan, the Regional Goods Movement Plan and draft Plan Bay Area 2040, and the 2018 CIP applications to identify a list of goods movement projects that best meet the eligibility criteria of the programs. Staff proposes to work off of this list to identify projects to submit for funding. As the program guidelines are finalized, staff will evaluate how well each project meets the criteria and requirements, and submit the project(s) that best meet the program. Should a program emerge that is significantly different than those described above, staff will return to the Committee to identify additional projects for consideration. The primary criteria used to develop this list were: project eligibility based on the draft CTC guidelines; project readiness; and inclusion in the Countywide Goods Movement Plan.

**Recommendation:** Staff recommends the Commission approve the freight project list (Attachment A) for consideration for submission to MTC and the CTC FIP or other freight funding programs as appropriate.

**Fiscal Impact:** There is no fiscal impact.

### **Attachments:**

- A. Goods Movement Project List
- B. Map of the Primary Highway Freight System

### **Staff Contact**

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## Attachment A: Alameda County Freight Projects

Project	Eligibility					
	PHFS	Proposed CUFC/CRFC	Construction Award 12/2022	30% Match	Included in Plans	Total Cost (\$000s)
7th Street Grade Separation (East and West) and Port Arterial Improvements	X		X	O	X	\$ 585,000
City of Berkeley Railroad Crossing Safety Improvement Project		O	X	O		\$ 13,153
City of Fremont Railroad Quiet Zones		O	X	O		\$ 5,275
City of Berkeley Gimán Street Multimodal Railroad Grade Separation		O	O	O		\$ 77,392
I-80 Gilman Interchange	X		X	X	X	\$ 35,000
I-80 Ashby Interchange	X		X	X	X	\$ 55,000
I-880 Winton Avenue Interchange	X		X	X	X	\$ 43,410
I-880 Whipple Road and Industrial Blvd Interchange Improvements	X		X	X	X	\$ 116,650
Oakland International Airport Perimeter Dike	X		X	O		\$ 19,200
SR 84 Expressway and SR84/I-680 Interchange	X		X	X	X	\$ 220,000
Adeline Street Bridge Improvements	O		O	O	X	TBD
Grade Crossing and Separation Program		O	X	O	X	\$ 25,000
Emission Reduction Pilot*			O	X	X	TBD

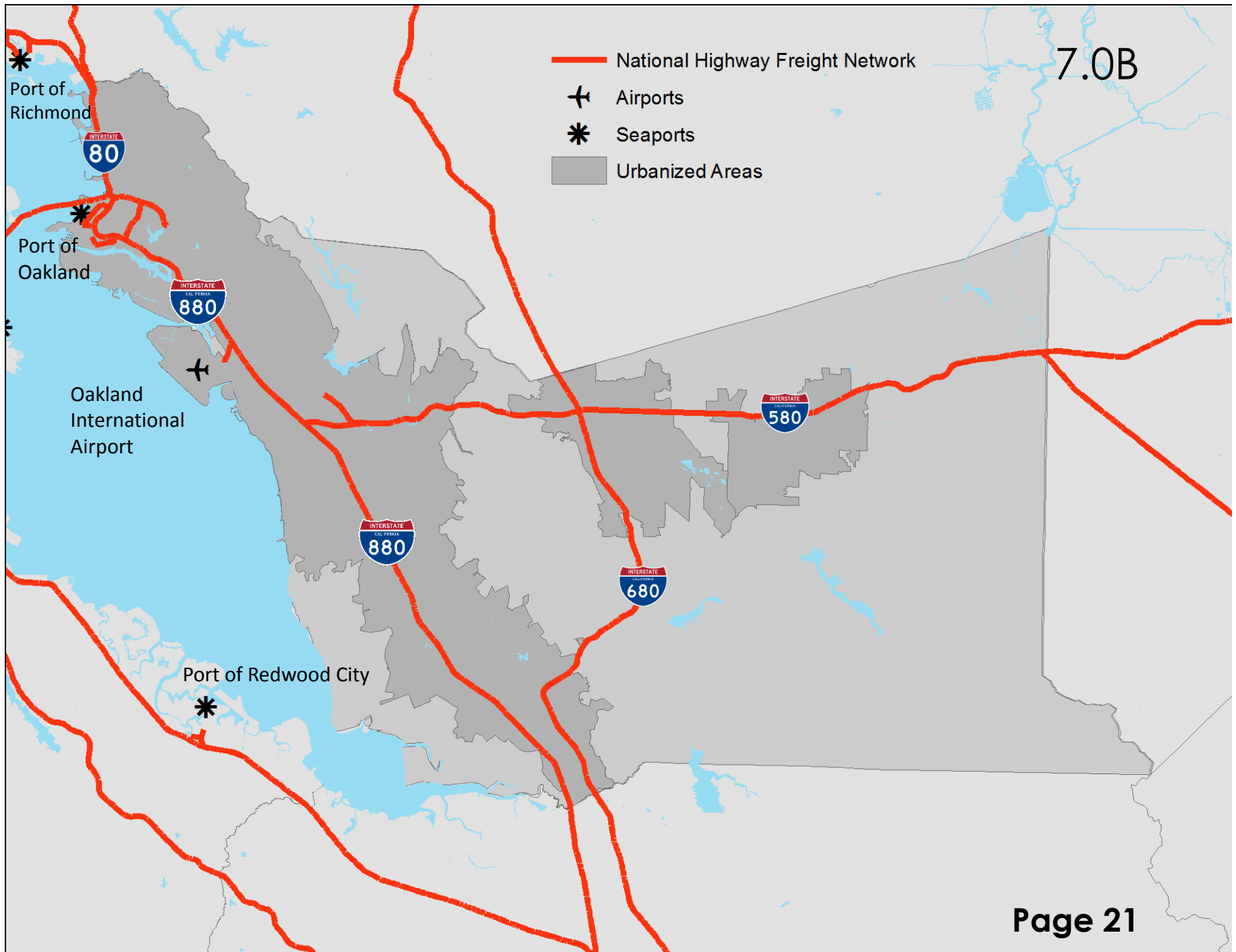
X = confirmed

O = under review

\*Equipment purchases are not eligible for the federal formula funding per initial guidelines. Included here in case guidelines change and to consider for submittal to cap and trade programs under development.

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