

Goods Movement Collaborative and Plan Development

Technical Team Meeting Agenda

Thursday, March 5, 11:30 a.m. – 1:00 p.m.

Alameda County Transportation Commission

1111 Broadway, Suite 800, Oakland, CA 94607

Staff Liaisons: Tess Lengyel, Alameda CTC; Carolyn Clevenger, MTC;
Technical Team Members: Alameda CTC Alameda County Technical Advisory Committee
Consultant: Michael Fischer, Cambridge Systematics
Public Meeting Coordinator: Angie Ayers

	Page	A/I
1. Welcome and Introductions		
2. February 4, 2015 Meeting Minutes	1	A
Recommendation: Approve the February 4, 2015 meeting minutes.		
3. Work Update		I
Staff/consultants will present a project recap and an updated project schedule, and discuss deliverables completed and in progress.		I
4. Countywide Goods Movement Plan Needs Assessment and Strategies		
4.1. Overview of Key Themes in Needs Assessment Comments	3	I
Staff/consultants will review the key themes in comments received on the Needs Assessment technical memorandum (Task 3c) and revisions to this technical memorandum.		
4.2. Revised List of Proposed Strategies (Projects, Programs, and Policies)	7	A
Recommendation: Approve the Countywide Goods Movement Plan proposed strategies for evaluation.		
5. Next Steps/Next Meeting		
6. Adjournment		

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Goods Movement Collaborative and Plan
Technical Team Meeting Minutes
Thursday, February 4, 2015, 1:00 p.m.

2.0

1. Welcome and Introductions

Tess Lengyel called the meeting to order at 11:30 a.m. The meeting began with introductions. Tess provided a brief overview of meeting outcomes. She requested the committee provide feedback on the Countywide Goods Movement Plan Needs Assessment and began the discussion on strategies for evaluation.

2. January 8, 2015 Meeting Minutes

The members reviewed the meeting minutes from January 8, 2015 and by consensus approved them.

3. Work Update

Michael Fischer of Cambridge Systematics reviewed the project schedule with the committee and provided a recap of the items that the Commission approved to date.

4. Discussion of Countywide Goods Movement Needs Assessment (Task 3c)

Michael Fischer continued the presentation and discussion of the needs assessment report from the January 8, 2015 Goods Movement Collaborative and Plan Technical Team meeting.

Questions/feedback from the committee:

- Did you look at delay from a safety-issues standpoint on local roads? Michael stated that this issue was discussed at the January 8th meeting.
- Does delay include on/off ramps? Michael said the worst delay is on ramps, particularly for local roads.
- A request was made to include truck volumes in the table.
- How do truck locations and accidents relate to infrastructure issues? Michael said some truck locations are where new projects need to be developed to prevent accidents, and operational improvements may reduce accidents.
- A request was made to add information on the number of train tracks in each subdivision. Michael said that capacity is determined by the following, and all of the information is in the tables in the report:
 - The number of tracks
 - Type of signal system
 - Types of trains moving on the tracks
- How do airport capacity findings relate to what the High Speed Rail Authority is saying? Michael said that the information to look at may be the difference between air cargo versus passenger needs and runway versus terminal needs.
- Do you consider sea-rise level for airport capacity? Michael said we've looked at sea-level rise vulnerability at the airport, but not so much in terms of how it affects overall capacity. Tess said that we may see later that projects defined by the Port of Oakland are relevant.
- What does the import picture look like at the Port of Oakland? What about customs import handling? Michael said we want to make sure the facilities that handle bulk containers and cold storage are handled on the Port's property.

- What determines which transportation mode is used to carry different cargo? Michael said that time, weight, distance, and value determines which mode is used. He provided examples of types of items that travel by rail, truck, air, and water.

5. Discussion of Countywide Goods Movement Strategy Development

Michael Fischer presented the goods movement strategy development process to the group and reviewed the needs and strategies for local streets and roads, regional highway corridors, and global gateways, as well as cross-cutting issues.

Questions/feedback from the committee:

- Certain projects may have elements that improve goods movement, and we may need to look carefully at project descriptions to make sure that certain elements will address truck access issues.
- What are the current and future ratings? Michael said the ratings in the presentation came from the Needs Assessment Report.
- Can operational and project strategies be separated? Tess said that lists are sorted by jurisdictional and functional areas. She stated that a sort can be done by type.
- Are the functional and jurisdictional area tables the same list? Yes, the content is the same from a different sort.
- The High Street Bridge is missing from the project list. Was a case study done on the rural roads? Projects from case studies were included as programmatic listings. Michael encouraged the committee to inform the team if other projects are missing from the list. Also, the project list is not restricted to projects in existing plans.
- How will Alameda CTC evaluate the strategies? Will the results of the evaluation be shown? Michael said the process for evaluating strategies was laid out in the (Performance Measure Task 3a) memo. Where quantitative metrics exist, they will be used; otherwise, we will use whatever information we have. The project will be rated by each performance measure, and staff will provide Alameda CTC committees with the results and seek feedback from the committees during the process.

Michael encouraged the committee to consider the questions listed on slide 30 while reviewing strategies and needs. Tess asked the committee to provide feedback to Matthew Bomberg by February 18 on the needs assessment and strategies.

6. Next Steps/Next Meeting

The next meeting is tentatively scheduled on March 5, 2015.

7. Adjournment

The meeting adjourned at 2:30 p.m.

Memorandum

TO: Alameda CTC Goods Movement Plan Technical Team

FROM: Michael Fischer

DATE: March 2, 2015

RE: Summary of Comments Received for Needs Assessment and Strategies and Recommended Action

During the meetings of the Technical Team held on January 8 and February 4 the Needs Assessment technical memorandum and the proposed Strategy List for evaluation were discussed. Comments were requested on both of these items by February 18. Comments were received from four member of the Technical Team (Caltrans District 4, the Ditching Dirty Diesel Collaborative, the City of Dublin, and the Alameda County Public Health Department). This memo summarizes the comments received. Attachment 4.2 includes a revised Strategy List based upon comments received. All of the projects, programs, and policies on the Strategy List will be evaluated against all of the performance measures and the evaluation results will be considered by the technical team and ACTAC, the Roundtable stakeholders, and the Commission in selecting a set of high priority strategies for inclusion in the Countywide Goods Movement Plan. Not all of the strategies on the current list will be included in the Plan.

The following summarizes comments on the Needs Assessment and Strategy List and how comments have been addressed.

Summary of Comments on the Needs Assessment

- There were a number of suggested line edits and small comments on specific sentences that will be addressed as appropriate.
- There were a number of suggestions that identify specific locations as having problems such as pedestrian/bicycle conflicts, land use conflicts, grade crossing issues, etc. on local streets and roads. In cases where we had data on conflicts that were cited in the report (e.g., the locations of land use conflicts) we are checking the specific requests and will include these particular locations if they are justified by the data. In cases where we did not have data (e.g., we did not have a comprehensive countywide bike trail map so could not assess conflicts), we will consider using the proposed locations as examples of the types of conflicts.
- There was a suggestion to include mention of the emissions and public health issues associated with truck parking in neighborhoods (e.g., idle emissions). There were also

suggestions of other non-health related impacts of parking in neighborhoods not mentioned in the Needs Assessment. These changes will be made.

- There were several comments that suggested that we did not have a full enough discussion of community impacts. These comments noted that our cross-cutting issues discussion only focused on air quality and that in the case of rail crossing issues we focused on safety. It was noted that we did not include other community impacts such as noise, light pollution, and other community disruptions. While we agree with this comment, there is limited data with which to do a broad countywide assessment of these concerns. We will add some qualitative discussion of these types of impacts and where they are most likely to be experienced.
- There were a number of comments suggesting that we needed to have a broader discussion of public health impacts and to identify specific vulnerable locations and their health characteristics, as well as identifying specific health disparities. While we appreciate the importance of this issue, a full health risk assessment that is clearly documented through accepted analytical techniques that can discern whether the health disparities are due to goods movement or due to a variety of other factors, and which does not report general health disparities, is beyond the scope of our current effort.
- There were concerns raised that the modeling of emissions from traffic sources was not ground-truthed with local counts. For the most part, traffic data and emissions data were not developed from any traffic models that we ran for this study and wherever possible we used actual count data from Caltrans and limited our reporting of traffic data for local streets and roads where we did not have comprehensive counts. We did report data from local truck surveys, such as the one conducted in West Oakland (this was reported in the Cross-Cutting Issues section of the report).
- It was requested that we use data on exposed populations and buffer zones (as was done in work by the Pacific Institute) to identify needs associated with impacts on communities. While we believe this is a generally useful exercise, we feel that the data that were reported in the Needs Assessment about health effects and impacts on communities (such as the land use conflicts analysis) provided sufficient information to document that there are unmet needs associated with impacts on specific communities. We agree that this approach will be useful to address the impacts associated with specific strategies (see response to Comments on Strategies later in this memo).
- There was a general comment suggesting that the Needs Assessment present a broader vision and take a much longer term view (50-100 years). We refer the commenter to the Vision and Goals document and the two white papers (regional and county) on the importance of goods movement which addresses many of the broader issues raised by the commenter and presents goods movement in the County in a broader mega-region and national context.
- There was a suggestion that the Needs Assessment should have more discussion of the interaction of the state highway system and local streets and roads and the spillover

impacts of congestion on each system, particularly as volumes grow in the future. This is a good point and we can add some language to suggest how this interaction occurs and the types of impacts it has. However, we are afraid that the forecast results for trucks on local streets and roads may not be sufficiently accurate to use for this type of analysis.

- There was a suggestion to include discussion of how capacity constraints on the rail system impact truck congestion. Based on our analysis, there is only limited likelihood that congestion on the rail system will cause diversion to trucks. The only case where there seems to be a strong interaction is the opportunity to move more domestic intermodal freight directly into the region instead of unloading in the San Joaquin Valley and trucking into the Bay Area. This opportunity and impact has been noted.
- There was a suggestion to expand the discussion of what has been done by the Port of Oakland through its Maritime Air Quality Improvement Program. We will review what is in the report and expand as appropriate.

Comments on Strategies

- There were several comments requesting that the strategies provide more detail on specific populations that are targeted or how investments under many of the programs would be prioritized for impacted communities. When the programs are designed to specifically address inequities or impacts on vulnerable populations (such as the demonstrations of low or zero-emission technologies), we added language to strategy descriptions to make this clearer. Programs such as guidelines for Complete Streets should not be too narrowly focused since there are widespread needs for these programs throughout the County.
- There were requests that specific locations be called out in programs. There are a number of cases where a need was identified in the Needs Assessment and we note that a project needs to be developed at this specific location in the Strategy List. In cases where the suggested locations would be appropriate for such treatment, we added a project “to be developed.” However, in most cases program descriptions have been edited to eliminate reference to specific locations. We believe the projects to be developed under these programs should address an identified need (and location) and we have edited the language to state this.
- There were a number of suggestions that projects be defined at this time with mitigations of community impacts in the project definition. While we agree with the general spirit of this recommendation, we believe a more appropriate approach is to conduct the evaluations of strategies as defined and to determine during evaluation if the projects need to include additional features to address impacts. At this time, we think it is most important that the Strategy List include examples of the types of additional features that might be needed so that it will be easy to suggest modifications to the projects if they would otherwise merit inclusion in the Plan. We also note that any projects or programs in the Strategy List will need to go through full project

development and environmental clearance and will be subject to NEPA and CEQA processes. This Plan cannot pre-empt those environmental review processes.

- It was suggested that programs should identify how impacted groups or communities would be involved in selecting projects or in project implementation. How project and program implementation may occur will be addressed as part of the implementation plan later in the Plan development process. Many projects, programs and policies are outside the direct control of Alameda CTC.
- There were recommendations to identify potential impacts of strategies such as mapping locations of projects relative to vulnerable populations and using this information in strategy development. We think that this is a good idea but more appropriate as part of strategy evaluation not strategy development.
- There was a request for a clearer statement of how strategies will impact funding allocations. This is really an implementation and programming question and one that can't be addressed without considering the entire funding allocation process (i.e., not restricted to goods movement). This is outside this scope of work.
- There was a comment that many of the strategies include projects previously identified by the cities without any discussion of possible alternatives. We have tried to identify new projects and programs to address a broad range of needs. However, during the environmental review process, reasonable alternatives will have to be developed.
- There was a comment that the strategies do not specifically indicate how they will be implemented in a manner that reduces inequities. The performance measures do include equity considerations and other strategies which suggest ways of looking at impacts on specific populations will be considered in approaches to address the equity performance measures. There was a request for a broader strategy related to guidelines and policies related to land use. We have a strategy proposed to address land use guidelines and will incorporate some of the suggestions into the strategy. However, we also recognize that land use policy is under local jurisdiction control.
- There was a suggestion to add a strategy that considers the use of the old Niles Canyon Railway for both freight and passenger use to help spread the cost of maintenance of the line and increase capacity. There is a strategy that addresses this issue along with another alternative for addressing capacity needs in this corridor.
- There was a recommendation to advocate for a federal program to develop delivery trucks with features more compatible with urban streets (e.g., turning radii). We will consider this as a recommendation for future advocacy.
- There was a recommendation to add a strategy to fund truck route bridge and pavement maintenance. Our analysis in the Needs Assessment suggests this is not a widespread, countywide need.

Memorandum

TO: Alameda CTC

FROM: Michael Fischer, Cambridge Systematics

DATE: March 2, 2015

RE: Countywide Goods Movement Plan - Proposed Strategies for Evaluation

The Alameda County Countywide Goods Movement Plan includes a series of technical memoranda to define vision, goals and performance measures, evaluate the current and future goods movement system, evaluate needs, issues and opportunities and to define methods for addressing those needs. This memo provides a brief description of the needs assessment process, how the needs assessment led to the definition of strategies, and how the strategies will be evaluated for inclusion in the Countywide Goods Movement Plan. These topics will also be the subject of a presentation that will be provided to you as background for discussion at the meeting.

In March 2015, staff will recommend approval of Attachment A, a list of projects, programs, and policies (collectively known as Strategies) that can address goods movement needs, for evaluation in order to determine which should be prioritized for inclusion in the Countywide Goods Movement Plan. The strategies included in Attachment A were selected because they have the potential to address specific needs identified in the Needs Assessment conducted by the goods movement consultant team.

Needs Assessment

Last spring, the Commission approved the [Vision and Goals](#) for the Countywide Goods Movement Plan and during the summer the Commission approved [performance measures](#) linked to these Goals. The performance measures were to be used to a) evaluate the current and projected performance of the countywide goods movement system with respect to the Goals in order to identify gaps and opportunities; and b) evaluate and prioritize strategies to achieve the Vision and Goals.

Over the last several months, the consultant team has conducted a detailed needs assessment to identify gaps and opportunities in the goods movement system. More specifically, the purpose of the needs assessment was to:

- **Evaluate** the existing and future conditions of the goods movement system against goals and performance measures;

- **Identify** gaps, issues and opportunities for each functional element of the goods movement system based on performance measure ratings;
- Help **develop** strategies to meet performance goals.

Functional elements of the goods movement system consist of the following:

- **Global Gateways**, which are the seaports and airports that form the County's international trade gateways and the facilities immediately surrounding and supporting the gateway functions.
- **Interregional and Intraregional Corridors**, which are the major highway and rail corridors that link freight hubs around the County to regional and national markets.
- **Local Streets and Roads**, which provide the first and last mile connections to freight facilities, businesses, and consumers.

The needs assessment results are presented separately for each functional element of the goods movement system. In addition, the needs assessment is also conducted for **Cross-Cutting Issues** that apply to multiple functional elements and include issues such as air quality and public health, sea-level rise vulnerability, and industrial land use and land supply.

The draft needs assessment report can be accessed by clicking on the following link:

http://www.alamedactc.org/files/managed/Document/15005/DR2_AlamedaCTC_GdsMvmt_Task3C_Needs_Issues_Opps_20141229.pdf

Strategy Development

As noted previously, a strategy is defined as a project, program, or policy. Using the needs assessment, the consultant team identified strategies that could meet the needs and ensure that the plan meets its Vision and Goals. In many cases, there are multiple strategies that could address a particular need and these will be evaluated to determine which strategies most effectively meet the broadest set of needs.

The list of strategies in Attachment A includes specific strategy descriptions (including describing whether the strategy is a project, program, or policy) and an explanation of the need that it is intended to address. The list also indicates which of the functional elements of the goods movement system the strategy will address and which of the Plan's goal areas the strategy was primarily selected to address. Where possible, we have selected projects that have appeared in existing plans or were identified in prior studies and the list indicates the source of the strategy. In a number of cases, there were gaps in the existing project lists from which these projects were drawn and new projects or programs had to be identified in order to ensure that all of the needs have been addressed. New projects have been identified with very limited detail at this time. If these projects are ultimately prioritized for inclusion in the Countywide Goods Movement Plan, this will provide an indication that cities or other appropriate agencies,

perhaps in partnership with Alameda CTC or with funding to be provided in new programs, are encouraged to undertake project development activities for these new projects. It should also be noted that not all of the strategies are within the jurisdiction of Alameda CTC. During implementation planning, we will identify the appropriate lead agencies and the specific role that Alameda CTC can play to assist with implementation.

Definition of a Goods Movement Project: Inevitably, the question is always raised as to how to define a goods movement project. This is often difficult to do in any hard and fast way because trucks, trains, and air cargo carriers frequently use shared infrastructure with passengers so any improvement to this infrastructure could benefit goods movement, but not all of these projects can be considered “goods movement projects.” An HOV lane or a transit project, for example, could clearly benefit truck movement by reducing overall levels of congestion, but we do not consider these as goods movement projects.

Our general definition of what is a goods movement project is that it should address a goods movement need even in the absence of a passenger need. For example, a project that adds track capacity to a shared use rail corridor that is expected to see growth in freight traffic would be considered to be a goods movement project even if was initially conceived as a project to allow growth in passenger trains. We are also trying to identify goods movement projects that have the potential for outside funding sources, including state and federal freight transportation programs, by aligning our project identification process with needs and performance criteria that are being explored by these other levels of government.

Stakeholder Input on the Strategy List

The needs assessment results were presented to the project Technical Team (members of the ACTAC) in January and the strategy list was presented to them in February. Comments and proposed amendments to the list were received and incorporated through the end of February. ACTAC will be requested to recommended approval of the list for evaluation in the next phase of the project at its March meeting; staff will present their final recommendation at the PPLC and Commission meetings. The major themes of comments through the end of February included:

- There were a number of suggestions for specific word changes, recommended new programs for very focused topics, and suggested approaches to project evaluation. Most of these have been addressed with small changes to the strategy list and will be addressed in the final version of the needs assessment.
- There were recommendations to expand the discussion of public health and equity issues in the needs assessment and to provide more focused strategies focused on addressing impacts of goods movement targeted to impacted communities. One area of concern was that the focus of the needs assessment with respect to community impacts was on health impacts from diesel emissions. Because there is limited data on affects such as noise and light impacts and health effects, there will be qualitative discussion added to the needs assessment and references to other studies that address these issues in the County will be cited. There were also comments that there needed to be more

focus on the specific communities that are impacted by goods movement. We believe that the existing data and analysis identifies the communities experiencing impacts. However, to address this concern we have added language to several strategies to make it clear that these programs are intended to prioritize investments in impacted communities that will reduce impacts of goods movement. There were also requests to prioritize projects that address health disparities and to put more emphasis on evaluating equity impacts as part of strategy evaluation. There were specific methods suggested and we expect to incorporate methods in the evaluation of equity impacts. Finally, there was a request to build impact mitigation directly into strategies at this stage of the process. Our approach is to ensure that there are strategies in the strategy list that would be effective at reducing impacts of projects that can be combined with strategies that have benefits but would require impact reduction in order to be expected and to build these into the final strategies adopted in the plan. This way the impact reduction strategies can be focused on those projects that require impact reduction.

- There was a suggestion that the needs assessment should have more discussion of the interaction between local streets and roads and state highways. Additional qualitative information will be included.
- There were suggestions for several new projects. In some cases these were warranted by the needs assessment and projects were included. In other cases, it was more appropriate to incorporate new programs through which specific projects could be developed in the future based on more in-depth analysis than could be conducted for this Plan.
- There was a suggestion that affected communities should be involved in implementation or project selection for programs that specifically address community impacts. The descriptions of these projects do mention this possibility but the final decision as to how communities will be involved in implementation should be addressed during program implementation.
- There was a suggestion for a strategy with broader guidelines on land use policy. This strategy has been added.

The needs assessment was also presented at a Goods Movement Roundtable in January attended by 64 stakeholders representing a broad array of different stakeholder interests. At the Roundtable, ideas for strategies were solicited and have been incorporated in the proposed Strategy List. During March, there are a series of 5 interest group meetings that have been set up to review the list with representatives of the private sector, economic development groups, community groups, and environmental and public health groups in order to obtain further input prior to evaluation. Input from these meetings will be presented to the Commission in March.

How the Strategy List Will Be Used – Next Steps

In the next phase of the goods movement planning process, these strategies will be evaluated with reference to all of the performance measures that were identified earlier in the process and that were used to determine needs. Prior to the evaluation, projects may be combined where they are interdependent and logically connected. During the evaluation process, it is expected that some strategies will prove more beneficial than others and this information will be used to select the strategies that will ultimately be included in the final Alameda County Goods Movement Plan. Not all of the strategies on the attached list will be included in the plan. However, at this time we have erred on the side of including a longer list of strategies to ensure that the most robust plan can be developed.

The evaluation of strategies will be conducted by the consultant team over the next several months. The consultant team will compile the results of the analysis, which will include both qualitative and quantitative performance measures, and will identify the projects that rate highly for one or more goal areas. Using this information, the consultant team will prepare a “strawman” list of recommended strategies (projects, programs, and policies) that ensure that the ultimate Plan represents a “balanced portfolio”—ensuring that there are highly beneficial strategies to address all of the goals of the plan. All of this information will be shared with stakeholders in individual meetings and a Roundtable workshop to be held in July 2015. You will receive a briefing on the results of the evaluation in the same timeframe. The outcome of the Roundtable will be recommendations on which strategies should be included in the final plan. This information will come through the committee process and to the full Commission for adoption of a final strategy list for inclusion in the Countywide Goods Movement Plan.

Recommended Action

Adopt the proposed Strategy List for evaluation of the potential benefits and impacts of including any of these strategies in the Countywide Goods Movement Plan.

Attachments:

- A. Alameda County Countywide Goods Movement Plan - Proposed Strategies List for Evaluation

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Projects/Programs/Policies (Strategies) for Evaluation
REVISED VERSION - 3/2/2015

Local Streets and Roads Strategies				Project/Program Description	Project/Program Relationship to Needs	(I) Inter/Intraregional Highways (L) Local Roads (G) Global Gateways (R) Interregional Rail (X) Cross-Cutting	RTP ID or Other Plan
Location	INDEX	Type	Freight Transportation Projects, Programs, and Policies				Land Use Compatibility
Berkeley	7	Project	Berkeley Railroad Crossing Improvements	Design and construct railway crossing improvements, including grade separation at Gilman Avenue and quadrant gates (RTP Project 2114) road closures, and at-grade improvements at other crossings; per Quiet Zone Study	Addresses safety, noise, congestion delay and community disruption issues identified in rail impacts case study	L, X	230116
Central County	12	Project	Implement High Street, Davis Street, and Hesperian Blvd grade separation projects	These grade separations are adjacent to industrial areas with significant truck traffic that is subject to delays due to high volume passenger and freight rail activity at at-grade crossings	Primary benefit would be to reduce truck delay at crossing in industrial area. Truck delay benefits to be evaluated	L	SF Bay Area Freight Mobility Study (Caltrans D-1), CCPA FY08/09, FTF09/10 Business Plan
Countywide	21	Policy & Program	At-Grade Crossing Safety and Grade Separation Policy and Program	Improving Railroad Crossings - existing rail crossings are generally deficient in gate arms and warning lights, at grade cross-track sidewalk access and ADA access, paving, signage, pavement markings. Included in the program would be a policy for prioritizing locations and selecting grade crossing improvements vs. closures vs. grade separations. Eligible under RTP 240386, Local Road Improvements Program	Multimodal safety and reduction of delays, emissions and noise at grade crossings with growing rail freight activities, including those identified in rail impacts case study	L, X	240386, 240208 new
Emeryville	34	Project	Local Road Safety - Rail improvements at 65th, 66th, 67th streets in Emeryville	Rail safety improvements consisting of 4-quadrant gates and detection technology at local roadway crossings at the UPRR main line at 65th, 66th and 67th Streets consistent with Quiet Zone approval. Eligible under RTP 240386, Local Road Improvements Program.	Program explicitly addresses safety issues.	L	240386
Fremont	41	Project	Improve Fremont rail crossing safety with gates and medians at Fremont Blvd, Maple St, Dusterberry Way, Nursery Ave.	Improve highway-rail crossing safety at four at-grade crossings in the City of Fremont by installing raised medians, railroad gate improvements, and sidewalk. Rail crossing locations are: Fremont Blvd., Maple St., Dusterberry Way., and Nursery Ave.	Benefits grade crossing safety and reduces delays	X	240208
Hayward	46	Project	Tennyson Road railroad grade separation in Hayward	Alleviate existing traffic hazards caused by conflicts between vehicles and trains. The proposed underpass will eliminate a sub standard grade crossing that will provide direct benefits and improvements to pedestrian safety as well as vehicle and train safety. This project is very similar to the Harder Road underpass project completed by the City several years ago.	Strengthens Central County industrial access and truck routes network in keeping with needs identified in case study	L	240055
Newark	58	Project	Construct grade separation on Central Avenue (4-lane arterial street) at Union Pacific Railroad crossing. Project is an enhancement. (Coast subdivision)	Construct a grade separation structure on Central Avenue (4-lane arterial street) at Union Pacific Railroad grade separation in Newark	Helps address a general truck route grade crossing issue	L	211013

Projects/Programs/Policies (Strategies) for Evaluation
REVISED VERSION - 3/2/2015

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

Projects/Programs/Policies (Strategies) for Evaluation
REVISED VERSION - 3/2/2015

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

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Capacity, Delay, and Reliability							
Countywide	18	Program	Truck route ITS and Signal Synchronization Program	Could include signal interconnect, incident management, traveler information, and intersection improvements. Locations for such improvements should be determined from the needs assessment. Eligible under RTP 240387 / Local Roads O&M Program or RTP 230419 FPI.	Addresses truck and general traffic delays on routes of local and regional significance for goods movement	L	
Fremont	35	Project	Auto Mall Parkway Cross Connector widening between I-880 and I-880 in Fremont	I-680/I-880 Cross Connector Project.	Improves critical freeway-to-freeway cross connector link and provides routing options in area with high truck volumes and numerous freight reliant businesses, and improves alternate route options for congested Mission 262 as identified in needs assessment.	L	
Fremont	36	Project	East/west connector between I-880 and Route 238/Mission Boulevard just south of Decoto Road	Construct an improved east/west connection between I-880 and Route 238 (Mission Blvd.) comprised of a combination of new roadways along preserved rights of way and improvements to existing roadways and intersects along Decoto Road, Fremont Boulevard, Paseo Padre Parkway, Alvarado-Niles Road and Route 238 (Mission Boulevard).	Creates suitable truck route connector between industrial areas, helps relieve existing truck routes through impacted areas and connect critical north/south corridors I-880 and SR-238	L	
Fremont	37	Project	Route 262 Mission Blvd Cross Connector Improvements between I-880 and Warm Springs Blvd/SR 262 (East segment)	Improve Route 262/Mission Boulevard cross connector, includes widen Mission Boulevard to 3 lanes in each direction throughout I-880 interchange, extend westbound right turn lane from Warm Springs to Molave, extend westbound left turn lanes at Warm Springs, rebuild northbound and southbound I-880 on and off ramps.	Improves mobility options in area with high truck volumes and numerous freight reliant businesses.	L	
Fremont	40	Project	Fremont Blvd widening from I-880 to Grimmer Blvd in Fremont	Widen Fremont Blvd to 6 lanes and 2 bike lanes from Grimmer Blvd to I-880, install new traffic signals at Grimmer Blvd/Intersection of Industrial Drive intersection, I-680 (I-880) Cross Connector route. Improves mobility options in area with high truck volumes and numerous freight reliant businesses.	Reduces delays on key industrial access and freeway connector route.	L	
Livermore	56	Project	Widen Route 84 from Pigeon Pass to Stanley Boulevard	Widen Route 84 from 2 lanes to 4 lanes (from north of Pigeon Pass to Stanley Boulevard and from 2 lanes to 6 lanes from Stanley Boulevard to Jack London Boulevard	Helps address access limitations to southeast Pleasanton industrial areas as identified in needs assessment	L	
Union City	100	Project	Widen Union City Boulevard from 2 lanes to 3-lanes between Whipple Road and Industrial Parkway	Widen Union City Boulevard/Hesperian from two lanes to three lanes from Whipple Road in Union City to Industrial Parkway in Hayward;	Helps create more effective routing alternatives for Central County truck route network to address issues identified in needs assessment and case study.	L	
Resilience/Lifeline							
Alameda/Oakland	2	Project	Fruitvale Avenue (Miller Sweeney) Lifeline Bridge Project (Includes Rail, Ped and Bike elements)	Overall project would retrofit the existing bridge with one structure that can provide the only lifeline access from Alameda Provide dedicated bike lanes, median, and sidewalks. The Bridge is located on the Oakland Estuary between Tilden Way in Alameda and Fruitvale Avenue in Oakland.	Helps address truck route access issues and hazardous material access to Alameda Island identified in needs assessment.	L	
						■	

RTP ID or Other Plan
new / 240387 /
240324

Land Use Compatibility
new / 240387 /
240324

Passenger Systems
new / 240387 /
240324

Freight Connectivity
new / 240387 /
240324

Travel Time Delay
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Infrastructure Condition
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Safety
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Environmental Equity
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Alameda/Oakland	4	Project	Replace Park Street Bridge between Park Street in Alameda and 29th Avenue in Oakland	Helps address truck route access issues to Alameda Island identified in needs assessment. Project would retrofit the existing bridge with one structure that can provide the only lifeline access from Alameda. Provide dedicated bike lanes, median, and sidewalks. The Bridge is located on the Alameda Estuary between Park Street in Alameda and 29th Avenue in Oakland	Helps address truck route access issues to Alameda Island identified in needs assessment.	L	(R) Interregional Rail (X) Cross-Cutting
Safety and Modal Conflicts				Examples include: Crow Canyon Road Safety improvements between E. Castro Valley Blvd. and Contra Costa county line, Vasco Road Safety, and operations in Contra Costa and Alameda counties, and Testa Road truck access and safety west of Greenville Road	Improves general traffic and truck safety on high speed rural roads with truck access and operating issues identified in testa case study	L	
Countywide	28	Program	Truck access and speed safety projects on rural roads with growing commute travel	This program would provide funding and guidance to address safety issues along local truck routes. This could include analysis of collision history patterns at locations identified as having high truck-involved collisions in Needs Assessment, assessment of potential countermeasures, and prioritization and funding of specific improvements. Program should be coordinated with maintenance, rehab and bridge programs. Program would also address safety issues related to truck interactions with bicycle/pedestrian routes.	Improves the safety on local truck routes to provide safer travel for all modes, and increased mobility	L	
Countywide	104	Program	Local road safety program on truck routes				
Oakland	107	Project to be developed	Assess feasibility of a project to separate bike and ped pathways within the Port of Oakland	This project will eliminate the conflict along 3rd Street/Bike/Ped movements which currently conflict with large amounts of truck movements between Adeline St. and Brush Street. Project will work with communities to determine best implementation strategy	Improves safety of cyclists and pedestrians that utilize existing bike pathways within Port of Oakland. Also improves movement of trucks within Port of Oakland.	L,G	
Truck Parking, Loading, and Delivery							
Countywide	19	Policy & Program	Off-Peak and Novel Delivery Policy Guidance and Demonstration Program	New program to demonstrate off-peak delivery policy and incentives building on New York City research and results of FHWA off-peak delivery demonstration. Strategy will also look at mitigations for adverse impact on neighborhoods from such a program. Program could also include pilots related to neighborhood delivery pick-up and drop-off centers that eliminate last-mile truck VMT.	Optimizes use of system capacity, helps reduce congestion delay. Potentially improves safety and reduces community impacts by moving truck activity to times of day with reduced exposure.	L	
Countywide	27	Program	Update ACTC Truck Parking Facility Feasibility and Location Study to 2015 conditions and implement	Update 2008 study to account for 2013 driver hours of service regulations, changes in economic conditions, changes in property availability, implement measures sufficient to address illegal truck parking on local streets. Eligible under RTP 240394 Goods Movement Program.	Responds to needs to reduce truck routing and parking impacts on land use and equity and to create more efficient truck routing	L,J,X	
							240394/ new

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Other Countywide Programs							
Countywide	20	Policy & Program	Freight Guidelines for Complete Streets Initiative	Policy and funding providing recommended guidelines and standards and support for design of especially complicated projects. Could provide examples of model street treatments (such as curb pullouts for trucks in delivery zones), geometric guidance, separations of modal users in street design, time of day management of right of way, off-peak delivery programs, etc. Program can also consider advocacy for a Federal program to conduct research on delivery vehicles suitable for urban delivery conditions (e.g., adjusted turning radii). Eligible under RTP 240386 Local Roads Improvement Program and RTP 240746 Highway Safety Improvement Program.	Helps address truck loading, parking, truck maneuvering needs, access to major generators, and alternate truck routes as illustrated in international case study.	L	■ 240386 ■ 240746, new
Countywide	105	Policy & Program	Land use guidelines and policies to support industrial land use planning and preservation	This program will coordinate with regional and state efforts to address industrial land use planning and preservation and could address the following: technical assistance to update zoning, guidance on setting up buffer zones, incentives to preserve buffers, identification of funding for assembling of fragmented parcels, and reduction of negative impacts on communities from freight operations.	Improves land use compatibility with other uses, and reduce impact on communities	L	■ new
Interregional Highway Strategies							
Interstate 80							
Berkeley/Albany	6	Project to be developed	Strategies to reduce truck-involved crashes on I-80 WB from I-80 to University	Scoping/feasibility studies to identify potential project alternatives or other measures to reduce truck-involved crashes	Addresses truck-related crashes within segments identified in the Needs Assessment.	—	■ new
Berkeley	8	Project	I-80/Griman interchange reconfiguration in Berkeley and/or grade separation	Measure BB projects refers to both interchange modifications and railroad separation, with resulting benefits to truck access to Berkley industrial areas and to multi-modal crossing impacts in north Berkley of growing freight rail activity on UPRR	Addresses safety, noise, congestion delay, and community disruption issues identified in rail impacts case study	—	■ 21144
Interstate 580							
Castro Valley	10	Project to be developed	Strategies to reduce truck-involved crashes on I-580 WB from Center to I-580/238	Scoping/feasibility studies to identify potential project alternatives or other measures to reduce truck-involved crashes	Addresses truck-related crashes within segments identified in the Needs Assessment.	—	■ new
Pleasanton	86	Project	I-580/San Ramon Road/Foothill Road Interchange Improvements	I-580/San Ramon Road/Foothill Road interchange improvements. Elimination of eastbound diagonal of ramp and eastbound loop off ramp. Construction of new signalized intersection for off ramp vehicles.	Addresses travel time reliability and truck-related crashes within segments in the Needs Assessment.	—	■ 21489
Dublin/Pleasanton	111	Project to be developed	I-580/I-680 Interchange Truck Safety Improvements	Scoping/feasibility studies to identify potential project alternatives or other measures to reduce truck-involved crashes on I-580 mainline east of the I-680 interchange	Addresses truck-related crashes within segments identified in the Needs Assessment.	—	■ new

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Dublin/ Pleasanton	33	Project	Freeway/Expressway Interchange Modifications (I-580/Fallon & I-580/Hacienda)	I-580/Fallon Road I/C Improvements (Phase 2); Reconstruction of overcrossing to provide four lanes in each direction; reconstruction of the southbound to eastbound loop on-ramp; widening of the eastbound off-ramp to provide two exit lanes with two left turn and two right turn lanes; widening of the eastbound on-ramp; widening of the westbound off-ramp to provide two left turn and two right turn lanes; widening the westbound on-ramp. I-580/Hacienda Drive I/C Improvements: Reconstruction of overcrossing to provide additional northbound lane; widening of the eastbound off-ramp to include a third left-turn lane; modifying the westbound loop on-ramp; and widening the westbound off-ramp to include a third left-turn lane.	Improves travel delay & travel time reliability in segments adjacent to top locations identified in the Needs Assessment.	-	230086
Livermore	52	Project	I-580/Vasco Road Interchange improvements in Livermore	Modify I-580/Vasco Rd. Interchange. Widen I-580 overcrossing to provide 8 traffic lanes and bike lanes shoulders. Construct auxiliary lanes on I-580 between Vasco and First Street. Add new loop ramp in southwest quadrant. Includes widening Vasco Road to 8 lanes between Northfront Road and Las Positas Road, and other local roadway improvements	Addresses travel delay, travel time reliability, and truck-related crashes within segments ID'd in 3C memo.	-	21100
Livermore	53	Project	I-580/First St Interchange improvements in Livermore	To improve safety and reduce congestion on and near the I-580/First Street interchange.	Addresses travel delay, travel time reliability, and truck-related crashes within segments in the Needs Assessment.	-	21475
Livermore	54	Project	I-580/Greenville Rd Interchange Improvements in Livermore	To improve safety and reduce congestion on and near the I-580/Greenville Road interchange.	Addresses travel delay, travel time reliability, and truck-related crashes within segments in the Needs Assessment.	-	21477
Livermore	55	Project	I-580/Sabre Avenue Interchange, Phase 2 in Livermore	Complete ultimate improvements at I-580/Sabre/Ridge 84 Interchange to provide 6-lanes over 580 at Sabre/Ridge 84 Interchange and 4-lanes over 580 at Portola flyover.	Improves travel delay & travel time reliability in segments adjacent to top locations in the Needs Assessment.	-	230132
Interstate 680		Fremont	43	Project to be developed	Scoping/feasibility studies to identify potential project alternatives or other measures to reduce PM travel time delay on I-680 near Fremont.	Addresses travel delay within segments in the Needs Assessment.	-
Interstate 880		Hayward	44	Project	I-880/West Winton Ave Interchange improvements in Hayward	Improves travel delay & travel time reliability in segments adjacent to top locations in the Needs Assessment.	-
							240037

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Hayward	45	Project	I-880/A St interchange improvements in Hayward	Reconstruct interchange to accommodate widening of A Street from 5 lanes to 8 lanes underneath the overpass. Final alignment would be two continuous through lanes and one continuous left turn lanes in each direction. This would also involve intersection and signal modifications. Would benefit trucks turning onto I-880 ramps. Area has high volumes of trucks, half of them 5-axle.	Addresses travel delay, travel time reliability, and truck-related crashes within segments in the Needs Assessment.	-	240047
Hayward to San Lorenzo	48	Project	I-880 NB and SB auxiliary lanes between West A and Winton and Winton in Hayward	NB and SB 880 between West A and Winton	Addresses travel delay, travel time reliability, and truck-related crashes within segments in the Needs Assessment.	-	230032
Oakland	67	Project	I-880/High St. Interchange Improvements on Jensen, Howard Streets, High Street, 42nd Ave, Coliseum Way in Oakland	Extend and align 42nd Avenue with Alameda Avenue to provide a road parallel to High Street; widen High Street to provide additional capacity at the intersections of the freeway connector roads of Oakport Street and Coliseum Way realign E. 8th Street, near Alameda Avenue; and extend and realign Jensen and Howard Streets to connect High Street and 42nd Avenue. Includes modified traffic signals and intersection improvements. Improvements also proposed for Howard St./Jensen St. and E. 8th St. as well as the intersections of High St. at Oakport St. and Coliseum Way	Addresses travel delay and truck-related crashes within segments in the Needs Assessment.	-	230170
San Leandro to Oakland	90	new	MTC I-880 Integrated Corridor Management Project through Oakland and San Leandro	This project will implement Adaptive Ramp Metering (ARM) and Active Traffic Management (ATM) strategies will be employed to reduction congestion and provide incident management capabilities.	Addresses travel time reliability and truck-related crashes within segments identified in the Needs Assessment.	-	new
Union City to Hayward	97	Project	I-880 auxiliary lanes between Whipple in Union City and Industrial Parkway West in Hayward	Add auxiliary lanes by widening the freeway and reconfiguring the lane layout to provide the minimum lane widths identified by Caltrans. This assumes the existing I-880 bridge over Alameda Creek would be widened to accommodate the new cross-section.	Addresses travel time reliability and truck-related crashes within segments identified in the Needs Assessment.	-	230054
Union City	98	Project	I-880/Whipple Rd. Interchange improvements	Full interchange improvements at Whipple Road/I-880 including northbound off-ramp, surface street improvements and realignment (Union City and Hayward city limits)	Addresses travel time reliability and truck-related crashes within segments identified in the Needs Assessment.	-	240052
Not Corridor Specific							
Central County	11	Project	Bypass lanes in I-880, I-238, I-580 corridors	Truck bypasses would address operational conflicts between trucks and autos in merge/weave sections of freeway interchange.	These interchanges and connecting freeway segments have high levels of truck-involved crashes, poor reliability, and part-day congestion and very high truck volumes.	-	230091
Countywide	17	Program	Evaluate ITS projects with high priority to trucks, coordinate freeway information systems and parallel arterial truck route ITS in I-880, I-80, and I-580 corridors.	New program to identify focused truck corridor ITS projects as part of Freeway Performance Initiative. ITS applications will be coordinated with existing and other planned local and regional programs. Link ITS to ATIS. Eligible under RTP 2304/19 FP	Uses innovative technologies to address travel delay, travel time reliability, and safety	-	230419, new

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Countywide	109 Policy	Assess freeway truck restrictions	Analyze impacts to freeway safety, capacity, emissions, and system performance from changes in freeway truck restrictions, including restrictions to particular facilities and lanes. Legislative and other advocacy for changes in restrictions as appropriate.	Needs assessment reveals significant freeway system capacity issues and localized emissions issues	I ■			■ ■			new
Rail Strategies											
Coast Subdivision	Newark	60 Project	Aviso Wetlands Double Track	Add 2nd (and possible 3rd) mainline tracks from Aviso through wildlife refuge/wetlands area to Aviso.	Provides additional capacity on line with moderate level of freight rail traffic and poor level of service	R		■			CA Rail Plan
Martinez Subdivision	Oakland to Emeryville	76 Project	Port of Oakland Intermodal Yard North Lead Track	The project will include approximately 1.5 miles of lead rail tracks to connect the OHIT to existing UPRR tracks at the Powell Street area in Emeryville. It connects with other planned UPRR Martinez Subdivision upgrades that eventually connects to Richmond. There will be approximately 16,000 ft. of new tracks and 10,000 feet of track re-configuration.	Increases capacity on highly congested freight line, improves rail access to critical rail intermodal yards at the Port of Oakland facilitating continued mode shift from truck to rail as the port grows in future. Proposed by Port of Oakland to address access issues identified in Needs Assessment	RG		■ ■			new
Oakland to Emeryville	77 Project	Acquire ROW to add a dedicated passenger rail track from Grand Ave. to 65th St. and reduce congestion on Martinez Subdivision providing more capacity for freight movements from Port of Oakland	Existing ROW is constrained in and does not have sufficient width to expand capacity in this section. This project would need to be coordinated with Capitol Corridor plans, UPRR plans, city and community groups.	Increases rail capacity on highly congested freight line.	R		■				new
Oakland/Niles Subdivision	Oakland	61 Project	Jack London - Elmhurst 3rd track	Add 3rd main track on Niles Subdivision between Jack London Sq. and Elmhurst	In combination with other projects on Oakland Subdivision and Niles Subdivision, would create an improved southern access route to Port of Oakland and Oakland Army Base to serve bulk exports, act as a reliever route for Martinez Subdivision intermodal traffic	R		■			CA Rail Plan
Oakland	74 Project	Jack London - Embarcadero 3rd track	Provides third main track from Embarcadero to Jack London Sq. on Niles Subdivision as part of overall capacity expansion.	In combination with other projects on Oakland Subdivision and Niles Subdivision, would create an improved southern access route to Port of Oakland and Oakland Army Base to serve bulk exports, act as a reliever route for Martinez Subdivision intermodal traffic	R		■				CA Rail Plan
Oakland to Hayward to Union City	78 Project	Hayward Double Track (Elmhurst to Industrial Parkway)	Adds second track on Niles Subdivision as part of overall capacity expansion on this line	In combination with other projects on Oakland Subdivision and Niles Subdivision, would create an improved southern access route to Port of Oakland and Oakland Army Base to serve bulk exports, act as a reliever route for Martinez Subdivision intermodal traffic	R		■				CA Rail Plan

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

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Unincorporated County	94	Project	Niles Junction Bypass	New rail bridge over Alameda Creek in Niles Junction to allow movement from Oakland Subdivision at mouth of Niles Canyon to Niles Subdivision.	In combination with other projects on Oakland Subdivision and Niles Subdivision, would create an improved southern access route to Port of Oakland and Oakland Army Base to serve bulk exports, act as a reliever route for Martinez Subdivision intermodal traffic.	R	CA Rail Plan
Unincorporated County	95	Project	Rehabilitate Niles Canyon Railway	Connect to Niles Subdivision at Niles, rehabilitate 8 miles of trackage along Niles Canyon Railway to Class 1 freight standards (Fremont & unincorporated Alameda County), install centralized traffic control, improve bridges and reconnect to east end of Hearst siding at MP 38.55	In combination with other projects on Oakland Subdivision and Niles Subdivision, would create an improved southern access route to Port of Oakland and Oakland Army Base to serve bulk exports, act as a reliever route for Martinez Subdivision intermodal traffic. Addresses forecasted regional rail capacity issues identified in Needs Assessment. Could be replaced with project 87	R	new/ACE forward UP Proposals
Unincorporated County & Pleasanton	96	Project	Extend and upgrade Radum Sliding	Add one mile of second main track from Oakland Subdivision Milepost (MP) 42 to 43 and upgrade existing Radum Sliding from MP 43 to MP 45.6, upgrade existing Radum Sliding to mainline standards, and replace Radum storage track	In combination with other projects on Oakland Subdivision and Niles Subdivision, would create an improved southern access route to Port of Oakland and Oakland Army Base to serve bulk exports, act as a reliever route for Martinez Subdivision intermodal traffic.	R	TCI Tier 1 (reactive project) and Alameda Corridor Rail Study (Callians)
Livermore to Pleasanton to Fremont to Union City to Hayward to Oakland	57	Project	Short Haul Rail Service	Short haul service linking Central Valley shippers with Port of Oakland or Oakland Army Base rail yards. Inland terminus to be determined by updated market studies. Future studies should be conducted to determine capital cost and operating subsidy needs.	Would help reduce truck traffic on I-580 from Central Valley shippers and distribution centers.	R,I	TCI Tier 1 (reactive project) and San Joaquin Valley Interregional Goods Movement Study
Not Corridor Specific							
Countywide	13	Policy	Regulatory proceedings on crude by rail	In partnership with city and regional agencies, monitor and comment on regulatory proceedings at state and federal level related to crude by rail	Supports efforts to improve safety and reduce impacts of crude by rail	R,X	■ new
Countywide	14	Policy	Crude by rail safety	Support recommendations of California Interagency Working Group related to Crude by Rail	Supports efforts to improve safety and reduce impacts of crude by rail	R,X	■ new
Countywide	22	Program	Industrial Rail Access Program	A program to support industrial rail users to improve industrial spurs to allow for increased rail usage.	In coordination with capacity improvements on rail lines can help ensure maximum use of rail, encourage economic development in rail-served industries, and create opportunities to shift some truck traffic to rail in industrial corridors such as L-800.	R	■ new

**Projects/Programs/Policies (Strategies) for Evaluation
REVISED VERSION - 3/2/2015**

Location	INDEX	Type	Freight Transportation Projects, Programs, and Policies	Project/Program Description	Project/Program Relationship to Needs	RTP ID or Other Plan
Countywide	108	Policy & Program	Rail and Terminal Emission Reduction Program	Program to assess rail and terminal emissions, including potential voluntary adoption of Tier 4 standards for locomotives by railroads, as well as incentives for using low emission switching locomotives. Additional programs aimed at reducing rail-related emission, particularly targeted to areas with high public health impacts from rail operations.	Supports efforts to reduce emissions associated with rail movement.	R
Countywide	30	Program	Rail Quiet Zone Program	Program to assess suitability of locations, prioritize locations, design, and address implementation of quiet zones	Reduces noise from at-grade rail crossings	R
Global Gateways Strategies				Additional Truck Parking is mentioned as part of Oakland Army Base Phase 2. This project would be implemented only after reassessment of needs after implementation of Phase 1 truck services. If there is a need to move additional businesses out of West Oakland neighborhoods. Eligible under RTP 230394 Goods Movement Program.	Project directly focused on environmental (& community) issues. Project also relieves truck parking shortage.	G,X
Oakland	62	Project	Truck Services at Oakland Army Base	Design and implement ITS along 9th Ave and Hegenerberger Rd from I-880 to OAK. Includes installation of CCTV cameras, vehicle detectors, dynamic message signs, transit priority, real-time traveler information displays, etc. to improve management of the corridors leading to/from OAK and the I-880/Coliseum area. This project would interconnect the signals along these routes to minimize delay and improve traffic flow, and provide the Port and City with centralized control for incident management. Real-time traffic responsive systems would be considered. ITS linkages would benefit OAK access to significant numbers of trucks traversing the airfield linkages to and from I-880, including many high-value air freight shipments.	Innovative technology to reduce delay, improve reliability, and transit priority could improve coordination with passenger modes	G,L
Oakland	63	Program	Oakland Airport Area ITS Project	Phase 1 - Widens and connect SR 61 (Doolittle Drive) with Earthart Rd and extend into the infill area at North Field. Another \$8.4M second phase for a later date. Improves capacity and access to North Airport air cargo tenants.	Increased capacity should reduce delays.	G
Oakland	64	Project	North Airport Air Cargo (Infield) Road Access Improvements	This project provides flood and shoreline protection to the Airport's main passenger and cargo runway, parts of which are below sea-level	Improves freight resiliency	G,X
Oakland	65	Project	Airport Perimeter Dike (APD)	SF Bay Area Freight Mobility Study (Caltrans D-4)	SF Bay Area Freight Mobility Study (Caltrans D-4)	new

Projects/Programs/Policies (Strategies) for Evaluation
REVISED VERSION - 3/2/2015

Location	INDEX	Type	Freight Transportation Projects, Programs, and Policies	Project/Program Description	Project/Program Relationship to Needs	(I) Inter/Intraregional Highways	
						(L) Local Roads	(G) Global Gateways
Oakland	72	Oakland	Port of Oakland ITS including FRATS	The project will leverage the existing communications infrastructure to implement various ITS projects in a phased deployment, specifically a FRATS, appointment based arrival system. The deployment will include the development of a master plan to be followed by a pilot/demonstration project. It will eventually include the construction of a Traffic Management Center linkage with the City of Oakland and Caltrans, network backbone, sensors, cameras, signal interconnect, and dynamic message signs.	Innovative technology to reduce delays, queuing, and associated truck emissions. Proposed by Port of Oakland to address access and capacity issues identified in Needs Assessment.	G	(R) Interregional Rail Cross-Cutting
Oakland	73	Project	7th Street Grade Separation West	This is the first of two projects to grade separate 7th Street to eliminate the at-grade railroad crossings which cause significant traffic backup throughout the Port Area. The project includes construction of an elevated 7th Street/Maritime Street intersection and a rail track extension for the BNSF OIG intermodal yard that facilitates the expansion and re-configuration of OIG.	Grade separation improves safety, reduces truck delay and improves access to marine terminals.	G	22082
Oakland	83	Policy	Strategies to improve port operations including night gates	Adding more shifts, automation of terminal operations and/or other gate management practices while mitigating any potential community impacts	Improves Port access and operations; potentially shifts operations to time of day when emission exposure to population in adjacent communities significantly less	G,X	
Cross-Cutting Strategies							
Countywide	23	Policy & Program	Clean Truck Policy & Program Collaborative (joint working group with regulatory agencies, freight industry representatives, and public agencies)	Potential local or state policy such as fleet emission standards, emission trading programs, and other incentives to encourage use of clean truck technologies and alternative fuels. A collaborative program, including participation from all relevant stakeholders. Incentives and collaborative activities could potentially be funded from existing RTP programs RTP 230550 Regional Climate Initiatives or RTP 22425.	Program directly focused on environmental (& community) issues	X	
Countywide	25	Program	Freight Corridors Community Enhancement and Impact Mitigation Initiative	New program to fund impact mitigation in neighborhoods immediately adjacent to freight facilities where buffers and freight hub relocation are not possible, as discussed in the needs assessment. Could be eligible under RTP 240386 Local Road Improvement Program RTP 240396 Environmental Mitigation Program, or RTP 22425.	Program directly focused on environmental (& community) issues	X	230550, 22425
Countywide	29	Policy & Program	Develop / support workforce training programs for goods/movement related jobs	A program will to support workforce training for goods movement related jobs, including for residents of areas most affected by goods movement projects.	Creates opportunities for economic benefits of freight expansion	X	
							new

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Location	INDEX	Type	Freight Transportation Projects, Programs, and Policies	Project/Program Description	Project/Program Relationship to Needs	(I) Inter/Intraregional Highways (L) Local Roads (G) Global Gateways (R) Interregional Rail (X) Cross-Cutting			RTF ID or Other Plan	
						Safety	Infrastructure Condition	Travel Time Delay	Freight Connectivity	Passenger Systems
Countywide	26	Program	Near-Zero and Zero-Emission Goods Movement Technology Advancement Program	New program to fund and demonstrate Near-Zero and Zero-Emission goods movement technologies. Draws funding from identified RTF program. Should be coordinated with CARB Sustainable Freight Strategy and BAQMD programs. Program could include incentives for engine retrofits to low emission and ZEV technology. Program could potentially include funding to compensate smaller independent drayage trucks for whom it is not economical to upgrade trucks. Program could also include ZEV technology demonstrations for trucks and alternative fueling infrastructure. This program would be targeted to freight corridors and facilities in communities with greatest adverse impacts from freight emissions.	Program directly focused on environmental (& community) issues, and encourages innovative technology	X				■ 240397, ■ 230550, 22425
Oakland	79	Project	Bay Bridge artificial dunes installation	Construct artificial dunes along the entire length of the low-lying section north of the Bay Bridge to protect I-80 from flooding	Improves freight infrastructure resiliency	X,I,G		■		Adapting to Rising Tides (MTC, BCDC, Caltrans)
Oakland	80	Project	Breakwater installation	Construct an offshore breakwater north of the Bay Bridge touchdown to mitigate sea level rise, reduce storm surge and wave impacts, provide protection to I-80.	Improves freight infrastructure resiliency	X,I,G		■		Adapting to Rising Tides (MTC, BCDC, Caltrans)
Oakland	81	Project	Damon Slough Fill installation	To prevent high tide overflow in the Coliseum Area and to prevent overtopping of I-880, fill Damon Slough just downstream of the I-880 bridge and convert the I-880 crossing to an enclosed culvert(battery) or similar system that provides adequate drainage from upland flooding.	Improves freight infrastructure resiliency	X,I		■		Adapting to Rising Tides (MTC, BCDC, Caltrans)
Oakland	82	Project	Damon Slough tide gate installation	Protect the Coliseum area from rising sea levels by installing a tide gate in the Damon Slough channel just downstream of the I-880 crossing to control the maximum tide levels in the channel, while allowing for drainage during flood events.	Improves freight infrastructure resiliency	X,I		■		Adapting to Rising Tides (MTC, BCDC, Caltrans)
Under Construction or Complete						Addresses travel delay, travel time reliability, and truck-related crashes within segments ID'd in SC memo. While reductions in auto traffic through expansion of HOV lanes does benefit trucks, the primary goods movement component of the project is the addition of aux lanes to improve operations, reduce truck and auto interactions (safety), and thereby improve reliability.				
Dublin/ Pleasanton	32	Project	Widen I-580 for HOV and auxiliary lanes eastbound from Hacienda Road to Greenville Road and westbound from Greenville Road to Foothill Road (under construction)	Widen I-580 in both directions to add HOV and auxiliary lanes. Original cost was \$272M, reduced by \$30M by taking out WB off-ramp to Dublin/Pleasanton BART element (#230630)	I		■	■		21116

Projects/Programs/Policies (Strategies) for Evaluation
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Fremont	38	Project	Widen Route 262 from I-880 to Warm Springs Blvd and reconstruct Union Pacific Railroad underpasses (West segment)	Serves as Phase 1B of the overall project in Santa Clara and Alameda Counties on I-880 from Route 237 to Fremont Blvd and in Alameda County on Route 262 from I-880 to Warm Springs Blvd. The overall project will reconstruct the Route 262/Mission Boulevard/Warren Avenue/I-880 interchange and widen I-880. This phase 1B will complete the widening on Route 262 and reconstruct two UPRR underpasses.	Benefits grade crossing safety and reduces delays on key industrial access route and freeway-to-freeway connector route.	L	(R) Interregional Rail (X) Cross-Cutting
Livermore	50	Project	Construct I-580 eastbound truck climbing lane at the Altamont Summit (Construction complete)	Construct I-580 eastbound truck climbing lane from Greenville Road Undercrossing to one mile east of North Flynn Road (Altamont Summit).	Addresses travel delay within segments ID's in 3C memo	-	
Livermore	51	Project	Construct auxiliary lanes on I-580 eastbound between Isabel Avenue and North Livermore Avenue, and both Livermore Avenue and First Street. (Includes widening the Arroyo Las Positas Bridge at two locations and providing additional improvements to accommodate future express lanes) (Project complete)	Construct Eastbound Auxiliary Lanes between Isabel Avenue and North Livermore Avenue and North Livermore Avenue and First Street. The project will also widen the Arroyo Las Positas Bridge at two locations and provide additional improvements to accommodate a future Express lane facility.	Addresses travel delay, travel time reliability, and truck-related crashes within segments ID's in 3C memo.	-	
Oakland	66	Project	Northbound I-880 interchange improved ramp geometries at 23rd and 29th Avenue in Oakland (under construction)	Provides for the improvements to Northbound I-880 at 23rd and 29th Avenue interchange by improving the freeway on and off ramp geometrics. The project will also replace the structures of these overcrossings. The project also includes modifications of local streets, landscape enhancement, and construction of a sound wall.	Addresses travel delay and truck-related crashes within segments in the Needs Assessment.	-	
San Leandro	88	Project	I-880/Davis St Overcrossing (Under construction)	Replaces the existing overcrossing structure with a new structure, providing higher clearance for I-880 traffic and additional travel lanes on Davis St. to improve capacity and safety along with ramp, intersection and signal improvements.	Addresses travel delay, travel time reliability and truck-related crashes within segments identified in the Needs Assessment.	-	
San Leandro	89	Project	I-880/Marina Blvd interchange improvements (under construction)	Improvements to the I-880/Marina Blvd interchange including on/off ramp improvements, overcrossing modification and street improvements. May include replacing existing overcrossing to provide higher clearance on I-880.	Addresses travel delay, travel time reliability and truck-related crashes within segments identified in the Needs Assessment.	-	

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