

Goods Movement Collaborative and Plan Development

Technical Team Meeting Agenda

Wednesday February 4, 1:00 pm – 2:30 pm

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. January 8, 2015 Meeting Minutes	1	A
Recommendation: Approve the January 8, 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. <u>Discussion of Countywide Goods Movement Needs Assessment (Task 3c)</u>		I
Continued from January 8, 2015 Meeting		
Staff/consultants will continue presentation and discussion of the draft Needs Assessment report. Committee members will discuss any specific questions they have about elements of the report and the data included. At this meeting the focus will be on the Interregional and Intraregional Corridors and Global Gateways sections.		
5. Discussion of Countywide Goods Movement Strategy Development	5	I
Staff/consultants will introduce the strategy development task, which includes identifying projects, programs, and policies to be evaluated for inclusion in the plan. The draft strategy list will be presented. Discussion will focus on the process by which the list was developed, an overview of types of strategies included, and the relationship between strategies and identified needs. Discussion will continue at the March meeting.		
6. Next Steps/Next Meeting		
7. Adjournment		

This page intentionally left blank

Goods Movement Collaborative and Plan
Technical Team Meeting Minutes
Thursday, January 8, 2015, 11:30 a.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 on meeting outcomes. She requested the committee provide feedback and adopt the draft performance measures.

2. Public Comment

Ken Bukowski with Emeryville Property Owners Association informed the committee that the video for this meeting can be accessed at <http://regional-video.com/>. He mentioned that he recorded over 125 videos in 2014.

3. July 10, 2014 Meeting Minutes

The members reviewed the meeting minutes from July 10, 2014 and by consensus approved them.

4. Work Update

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

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

Michael Fischer gave an overview of the needs assessment report and summarized the findings.

Questions/feedback from the committee:

- Does "quality of life" include health? Is health an area where metrics is needed? Michael Fischer clarified that quality of life includes health and that the team has identified health and land use related metrics, though some are qualitative.
- How will your measure the shift from trucking to rail? At this stage, the team is working with existing forecasts of rail activity. Discussion of how to measure mode shift may be revisited as part of strategy evaluation.
- In regards to sea level rise impact are you considering what this means in terms of exposure to hazardous materials and health. Michael said that team has not looked at this and is not sure if this is in the scope of the Goods Movement project. He suggested that other studies are in progress regarding sea level rise and the topic of hazard materials maybe included in there. Carolyn Clevenger informed the committee that Association of Bay Area Governments received a Federal Emergency Management Agency grant to perform resiliency work looking at hazard mapping.
- It's great to see that industrial land use is included in the Goods Movement Plan. California Air Resources Board sustainable freight stated that land use issues is multi-jurisdictional planning. This committee should address the problems of land use issues in particular Airport Land Use Commission related.

- In regards to local streets and roads some roads that are shown as Tier 3 function as reliever routes and carry through traffic, such as Dublin Boulevard.
- In East County some roads that are not shown on the truck route map provide important access to landfills and quarries.
- In Albany, the truck route PCI analysis shows truck routes and arterials as having different PCI, but in Albany the only truck routes are the arterials; what accounts for the discrepancy? Carolyn Clevenger stated that the PCI analysis was performed by MTC staff and that they could investigate this issue.
- Where are you getting future land use data and what is the horizon? Michael said the plan is 2040. The land use projections are from the regional modelling work and are the basis for future analysis.
- Livermore's Urban Growth Boundary is not reflected in the land use map. Michael Fischer noted that the land use data came from MTC and Carolyn Clevenger noted that MTC could look into mapping issues related to this data.
- Is there a point in the process in this plan to talk with the city land use departments? Tess Lengyel said that the structure of ACTAC is that a mixture of transportation public works and planning city staff. Michael noted that one of the proposed stakeholder groups had been city planning directors, and that this idea could be revisited.
- How new are local truck routes? Many are still on the books from before freeway construction.
- Which model did you use for the land use plan? Michael noted that the SCS land use was used. Carolyn said that the maps are current with the exception of Livermore. She mentioned that the raw data in the model is coming from jurisdictions.
- The maps are not readable and it's difficult to provide meaningful comments.
- The committee stated they will provide the team with current land use data from the model.
- The City of Oakland is updating the East Oakland local truck routes. Matt Bomberg stated that the proposed new routes were incorporated in the truck route map in the needs assessment.
- How will the truck routes be disseminated to the industry and what technology will be used? Michael said at this time the maps are on the website and if the stakeholders want to consider additional technology a discussion can take place as part of the plan.
- Will case studies look at trip generators? Michael said yes.

- INRIX data has coverage issues in East County on the Tier 2 truck routes. The cities can provide better Level of Service (LOS) data to the consultant for East County. Also, the table in the report appears to be missing some segments from the maps. Michael said he will verify whether the consultant team used INRIX data directly or used the LOS monitoring data which includes a mix of INRIX data and floating car runs on roads identified as having INRIX coverage issues.
- Where do the pavement condition index (PCI) results lead to? Will there be additional funding set aside for PCI for truck routes? Tess said this study is helping to inform us of the status of things/conditions. She said that we will have money in the Expenditure Plan for major arterials and the cities are doubling funds as well.
- Clarify that the LOS slides in the Local Streets and Roads sections are only local roads.
- Presenting just truck route PCI can be misleading – there also needs to be acknowledgement of the backlog of preventive maintenance. How did MTC do the analysis? The calculation of maintenance costs is misleading.

6. Next Steps/Next Meeting

Tess Lengyel informed the committee of the third Goods Movement Roundtable on January 21 and suggested the committee RSVP due to limited capacity.

7. Adjournment

The meeting adjourned at 1:20 p.m.

This page intentionally left blank

Memorandum

TO: Alameda CTC Goods Movement Plan Technical Team

FROM: Michael Fischer, Cambridge Systematics

DATE: February 1, 2015

RE: Proposed Strategies for Evaluation

Attached you will find the list of strategies that the consultant team proposes to evaluate for potential inclusion in the Countywide Goods Movement Plan. We will begin the discussion of these strategies at the Technical Team meeting on February 4th and we expect to complete the discussion at the March meeting. At the March meeting we will ask you to recommend a final list for approval by the full ACTAC, the Planning, Policy and Legislation Committee, and the full Commission.

The strategies on the attached list were selected because they have the potential to address specific needs identified in the Needs Assessment report. Strategies are projects, programs, or policies that can address needs. The list of strategies in the attached spreadsheet identifies the strategy with a description, 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 that were identified in prior studies. 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 MTC or with funding to be provided in new programs, are encouraged to undertake project development activities for these new projects.

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 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 possible can be developed.

We would like your review and comments on this list. When reviewing the list, we would like you to focus on answering the following questions:

1. To the best of your knowledge, do the projects on this list have the proper descriptions or should the projects be modified based on more current information?
2. Do the strategies seem to address the need for which they were primarily included on the list?
3. Are the strategies included on the list sufficient to ensure that the goals of the plan will be achieved? Are there other strategies that should be evaluated?
4. Are there strategies on the list that should be eliminated because they do not appear to be beneficial to the goods movement system?

Your comments should be sent to Matthew Bomberg at Alameda CTC no later than February 18.

STRATEGIES PROPOSED FOR EVALUATION - ALAMEDA CTC COUNTYWIDE GOODS MOVEMENT PLAN - JURISDICTION SORT
DRAFT VERSION 2/2/15

Location	Index	Type	Freight Transportation Projects, Programs, and Policies	Project/Program Description	Project/Program Relationship to Needs	Project/Program Equity	RTP ID or Other Plan
Alameda	1	Project	Clement Ave extension Broadway to Grand St. Alameda to access industrial area, direct connection to northern truck route	Signaling 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	Land Use Compatibility
Alameda/Oakland	2	Project	Replace Fruitvale Bridge between Tilden Way in Alameda and Fruitvale Avenue in Oakland	Project replaces the existing railroad and vehicular bridges with one structure that can provide the only lifeline access from Alameda. Provide dedicated transit lanes, 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	Freight Connectivity
Alameda/Oakland	3	Project	Retrofit Miller Sweeney Bridge between Tilden Way and Fruitvale Avenue	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 to Alameda Island identified in needs assessment.	L	Travel Time Delay
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 side	Helps address truck route access issues to Alameda Island identified in needs assessment.	L	Infrastructure Condition
Albany/Berkeley	5	new	Truck services, truck parking, signage, enforcement west of San Pablo Ave in Albany and Berkeley	Recommended to minimize last mile impacts on neighborhoods identified in needs assessment!	Addresses travel time reliability and truck-related crashes within segments D' or in 3C memo.	L	Safety
Berkeley/Albany	6	Project to be developed	Strategies to reduce truck-involved crashes on I-80 WB from I-580 to University	Scoping/feasibility studies to identify potential project alternatives or other measures to reduce truck-involved crashes	Addresses truck-related crashes within segments ID'd in 3C memo.	I	Passenger Systems
Berkeley	7	Program/ Project	Berkeley Railroad Crossing Improvements	Design and construct railway crossing improvements, including grade separation at Gilman Avenue and quadri-gates, 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	Land Use Compatibility
Berkeley	8	Project	I-80/Gilman interchange reconfiguration in Berkeley	Measure BB project refers to both interchange modifications and railroad separation, with resulting benefits to truck access to Berkeley industrial areas and to multi-modal crossing impacts in north Berkeley of growing freight rail activity on UPRR RTP project that includes grade separation in conjunction with interchange reconfiguration. The grade separation is not incorporated in the PSR for the interchange reconfiguration soils listed as a separate project.	Addresses safety, noise, congestion delay, and community disruption issues identified in rail impacts case study	I	Environment/Equity
Berkeley	9	Project	Gillman UPRR grade separation	Scoping/feasibility studies to identify potential project alternatives or other measures to reduce truck-involved crashes	Addresses high levels of delay at crossing of Martinez Subdivision	LX	RTP ID or Other Plan
Castro Valley	10	Project to be developed	Strategies to reduce truck-involved crashes on I-580 WB from Center to I-580/I-238	These interchanges and connecting freeway segments have high levels of truck-involved crashes, poor reliability, and part-day congestion and very high truck volumes.	Addresses truck-related crashes within segments ID'd in 3C memo.	I	Travel Time Delay
Central County	11	Project	Bypass lanes in I-80, I-238, I-580 corridors (include AC TC65 I-238/I-580 truck bypass)	Truck bypasses would address operational conflicts between trucks and autos in merge/diverge sections of freeway interchange.	These interchanges and connecting freeway segments have high levels of truck-involved crashes, poor reliability, and part-day congestion and very high truck volumes.	I	Freight Connectivity
Central County	12	Project	Implement High Street, Davis Street, and Hespéran Blvd grade separation projects	Project listed in CCJPA FY08/09 - FY09/10 Business Plan. 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	Land Use Compatibility

STRATEGIES PROPOSED FOR EVALUATION - ALAMEDA CTC COUNTYWIDE GOODS MOVEMENT PLAN - JURISDICTION SORT
DRAFT VERSION 2/2/15

Location	Index	Type	Freight Transportation Projects, Programs, and Policies	Project/Program Description	Project/Program Relationship to Needs	RTP ID or Other Plan
Countywide	13	Policy	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	0 Inter/Intraregional Highways Local Roads Global Gateways R Interregional Rail X Cross-Cutting
Countywide	14	Policy	Support recommendations of California Interagency Working Group related to Crude by Rail		Supports efforts to improve safety and reduce impacts of crude by rail	New*
Countywide	15	Policy/ Program	Truck Route Coordination Guidance	Alameda CTC would provide guidance on truck route planning based on principles of connectivity described in the Needs Assessment report and facilitate discussion and actions by cities to adopt routes that address system gaps. Alameda CTC would also offer planning technical assistance. Guidance would include model ordinances and policies for cities.	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	RX
Countywide	16	Program	Countywide Freight Signage Program (RTP 240386, 5H)	Signage to encourage use of designated truck routes, display route choices for specific destinations and services to minimize impacts on communities and unnecessary mileage and delay	Example could include signage to encourage use of San Leandro Street and San Leandro Blvd as an alternate to International and 14th Street as illustrated in international case study	New*
Countywide	17	Program			Uses innovative technologies to address travel delay, travel time reliability, and safety	240386*
Countywide	18	Program	As part of Freeway Performance Initiative ITS applications, evaluate projects with high priority to trucks, coordinate freeway information systems and parallel arterial truck route ITS in I-880, I-80 corridors	New program to identify focused truck corridor ITS projects as part of Freeway Performance Initiative.	Included in Major Arterial Performance Initiative Program along with Safety Improvements, Street-scape improvements, Coordination with Freeways, Complete Streets, Traffic Calming, ITS/Signals, Signage, Pavement Rehab, Maintenance / Operations, ITS, includes RTPD 240387.	New*
Countywide	19	Policy & Program	Truck route ITS and Signal Synchronization Program (RTP 240386, 5G and RTP 230419)	New program to demonstrate off-peak delivery policy and incentives building on New York City research and results of FHWA off-peak delivery demonstration	Addresses truck and general traffic delays on routes of local and regional significance for goods movement	New*
Countywide	20	Policy & Program	Off-Peak Hour Delivery Policy Guidance and Demonstration Program	Optimizes use of system capacity, helps reduce congestion delay and community impacts	San Leandro Street and San Leandro Blvd as an alternate to International and 14th Street as illustrated in international case study.	New*

STRATEGIES PROPOSED FOR EVALUATION - ALAMEDA CTC COUNTYWIDE GOODS MOVEMENT PLAN - JURISDICTION SORT
DRAFT VERSION 2/2/15

Location	Index	Type	Freight Transportation Projects, Programs, and Policies	Project/Program Description	Project/Program Relationship to Needs	RTP ID or Other Plan
Countywide	21	Policy & Program	At-Grade Crossing Safety and Grade Separation Policy and Program (RTP 240.386, 5B)	Improving Railroad Crossings - existing rail crossings are generally deficient in gate arms and warning lights, at grade cross-track sidewalks, access and ADA access, paving, signage, pavement markings (Part of RTP Local Road Improvements Program #40386). Includes improvements to 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, and install quiet zone improvements in Berkeley and at 65th, 66th, 67th streets in Emeryville. Included in the program would be a policy for prioritizing grade and selecting grade crossing improvements vs. closures or grade separations	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	LX ■
Countywide	22	Program	Industrial Rail Access Program	A program to provide grants to industrial rail users to improve industrial spurs to allow for increased rail usage.	In coordination with capacity improvements on rail lines can help ensure maximum use of rail, encourage economic development in rail-served industries, and create opportunities to shift some truck traffic to rail in industrial corridors such as I-880.	R ■
Countywide	23	Policy & Program	Clean Truck Policy & Program Collaborative (joint working group with regulatory agencies, freight industry representatives, and public agencies) (RTP 230550, RTP 22425)	Potential local or state policy such as fleet emission standards, emission trading programs, and other incentives to encourage adoption of clean truck technologies and alternative fuels. A collaborative program building off the successes achieved in the Maritime Air Quality Improvement Program at the Port of Oakland to obtain voluntary commitments to adopt new technologies, incentives and collaborative activities could potentially be funded from existing RTP programs RTP 230550 or RTP 22425	Program directly focused on environmental (& community) issues ■	X ■
Countywide	24	Policy & Program	Neighborhood Truck Parking Prohibitions & Weight Limits Countywide Policy Guidance and Enforcement (RTP 240386, 5F)	Program would provide policy guidance and funding program for implementation of truck route management for truck routes adjacent to residential areas. Guidance would include information about designating land-use buffers and freight corridor protection, land-use guidance for locating truck services and parking, and design of truck restrictions that still allow necessary truck movements. Program could draw funding from existing RTP program.	Program directly focused on environmental (& community) issues ■	LX ■
Countywide	25	Program	Freight Corridors Community Enhancement and Impact Mitigation Initiative (RTP 240386, 5C RTP 240396, RTP 240731)	New program to fund impact mitigation in neighborhoods immediately adjacent to freight facilities where buffers and freight hub relocation are not possible. Draws funding from existing RTP program.	Program directly focused on environmental (& community) issues ■	new*
Countywide	26	Program	Near-Zero and Zero-Emission Goods Movement Technology Advancement Program (RTP 240397, 15A, RTP 230550, RTP 22425)	New program to fund and demonstrate Near-Zero and Zero-Emission goods movement technologies. Draws funding from identified RTP program. Should be coordinated with CARB Sustainable Freight Strategy and BAAQMD programs.	Program directly focused on environmental (& community) issues, and encourages innovative technology ■	new* new*

STRATEGIES PROPOSED FOR EVALUATION - ALAMEDA CTC COUNTYWIDE GOODS MOVEMENT PLAN - JURISDICTION SORT
DRAFT VERSION 2/2/15

Location	Index	Type	Freight Transportation Projects, Programs, and Policies	Project/Program Description	Project/Program Relationship to Needs	0) Inter/Intraregional Highways Local Roads Global Gateways R Interregional Rail X Cross-Cutting	RTP ID or Other Plan
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 rights and implement measures sufficient to address illegal truck parking on local streets.	Responds to needs to reduce truck routing and parking impacts on land use and equity and to create more efficient truck routing	L,I,X	240394/ new Land Use Compatibility ■
Countywide	28	Program	Truck access and speed safety projects on rural roads with growing commute travel	Examples include : Crow Canyon Road Safety improvements between E. Castro Valley Blvd. and Contra Costa county line, Vasco Road safety and operations in Contra Costa and Alameda counties and Tesla Road truck access and safety west of Greenville Road	Improves general traffic and truck safety on high speed rural roads with truck access and operating issues identified in Testa case study	L	240394/ new 98198/ new Freight Connectivity ■
Countywide	29	Policy/Program	Develop / support workforce training programs for goods-movement related jobs	(and/or join existing East Bay Transportation and Logistics Partnership)	Creates opportunities for economic benefits of freight expansion	X	New ■
Countywide	30	Program	Rail Quiet Zone Program	Program to assess suitability of locations, prioritize locations, design, and fund implementation of quiet zones	Reduces noise from at-grade rail crossings	R	
Dublin	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 ■
Dublin/ Pleasanton	32	Project	Widen L-580 for HOV and auxiliary lanes, eastbound from Hacienda Road to Greenville Road and westbound from Greenville Road to Foothill Road	Widen L-580 in both directions to add HOV and auxiliary lanes. Original cost was \$27M, reduced by \$30M by taking out WB off-ramp to Dublin/Pleasanton BART element (#230630)	Addresses travel delay, travel time reliability, and truck related crashes within segments ID'd in 3C memo. While reductions in auto traffic through expansion of HOV lanes does benefit trucks, the primary goods movement component of the project is the addition of aux lanes to improve operations, reduce truck and auto interactions (safety), and thereby improve reliability	I	21116 ■
Dublin/ Pleasanton	33	Project	Freeway/Expressway Interchange Modifications (I-580/Fallon & I-580/Hacienda)	I-580/Fallon Road /IC 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 on-ramp; I-580/Hacienda Drive /IC Improvements: Reconstruction of an 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 ID'd in 3C memo	I	
Emeryville	34	Program/ Project	Local Road Safety - rail improvements at 65th, 66th, 67th streets in Emeryville	Rail Safety Improvements consisting of 4-quadrupoles and detection technology at local roadway crossings at the UPRR main line at 65th, 66th, and 67th Streets consistent with Overlay Zone approval (Part of RTP Local Road Improvements Program #240386)	Program explicitly addresses safety issues.	L	230086 ■
							240386 ■

STRATEGIES PROPOSED FOR EVALUATION - ALAMEDA CTC COUNTYWIDE GOODS MOVEMENT PLAN - JURISDICTION SORT
DRAFT VERSION 2/2/15

Location	Index	Type	Freight Transportation Projects, Programs, and Policies	Project/Program Description	Project/Program Relationship to Needs	Project/Program Relationship to Needs	RTP ID or Other Plan
Fremont	35	Project	Auto Mall Parkway Cross Connector widening between I-680 and I-880 in Fremont	I-680/I-880 Cross Connector Project	Construct an improved east-west connection between I-880 and Route 238 (Mission Blvd.) comprised of a combination of new roadways along preserved rights of way and improvements to existing roadways and intersections along Decoto Road, Fremont Boulevard, Paseo Padre Parkway, Alvarado-Niles Road and Route 238 (Mission Boulevard).	Improves critical freeway-to-freeway cross connector link and provides routing options in area with high truck volumes and numerous freight reliant businesses, and improves alternate route options for congested Mission 262 as identified in needs assessment.	L 230114
Fremont	36	Project	East-west connector between I-880 and Route 238/Mission Boulevard just south of Decoto Road	Route 262 Mission Blvd Cross Connector	Improve Route 262 Mission Boulevard cross connector, includes widen Mission Boulevard to 3 lanes in each direction throughout I-680 interchange, extend westbound right turn lane from Warm Springs to Mohave, extend westbound left turn lanes at Warm Springs, rebuild northbound and southbound I-680 on and off ramps	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 238	L 94506
Fremont	37	Project	Route 262 Mission Blvd Cross Connector Improvements between I-680 and Warm Springs Blvd/SR 262	Widen Route 262 from I-880 to Warm Springs and reconstruct Union Pacific Railroad underpasses	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	Improves mobility options in area with high truck volumes and numerous freight reliant businesses.	L 230110
Fremont	38	Project	Widen Route 262 from I-880 to Warm Springs Blvd	Truck route designations segments of Auto Mall Parkway, Boyce/Cushing, Fremont Blvd, Warm Spring, Warren	New recommendation to address gaps in truck route network in industrial and freeway-to-freeway interconnect area. This project and freeway-to-freeway geometry and use constraints and designate truck routes as appropriate.	Benefits grade crossing safety and reduces delays on key industrial access route and freeway-to-freeway connector route.	L 22990
Fremont	39	new	Fremont Blvd widening from I-880 to Grimmer Blvd, Fremont	Widen Fremont Blvd to 6 lanes and 2 bike lanes from Grimmer Blvd to I-880. Install new traffic signals at Grimmer Blvd intersection and Industrial Drive intersection. I-680 to I-880 Cross Connector route. Improves mobility options in area with high truck volumes and numerous freight reliant businesses.	Addresses gaps in truck route network in industrial and freeway-to-freeway interconnect area, and improves alternate route options for congested Mission 262 as identified in needs assessment.	Reduces delays on key industrial access and freeway connector route.	L New
Fremont	40	Project	Auto Mall Parkway widening from I-880 to Grimmer Blvd, Fremont	Improve Fremont rail crossing safety with gates and medians at Fremont Blvd, Maple St., Dusterberry Way, and Nursery Ave.	Widen Fremont Blvd to 6 lanes and 2 bike lanes from Grimmer Blvd to I-880. Install new traffic signals at Grimmer Blvd intersection and Industrial Drive intersection. I-680 to I-880 Cross Connector route. Improves mobility options in area with high truck volumes and numerous freight reliant businesses. Includes widening affected sections of Fremont Blvd (RTP 240264)	Benefits grade crossing safety and reduces delays	X 240264
Fremont	41	Project	Truck route designations segments of Auto Mall Parkway, Boyce/Cushing, Fremont Blvd, Warm Spring, Warren	Truck route designations segments of Auto Mall Parkway, Boyce/Cushing, Fremont Blvd, Warm Spring, Warren	Widen Fremont Blvd to 6 lanes and 2 bike lanes from Grimmer Blvd to I-880. Install new traffic signals at Grimmer Blvd intersection and Industrial Drive intersection. I-680 to I-880 Cross Connector route. Improves mobility options in area with high truck volumes and numerous freight reliant businesses. Includes widening affected sections of Fremont Blvd (RTP 240264)	Creates alternative routing options for critical I-680 to I-880 cross connection and access to industrial areas.	L 240208
Fremont	42	Project	Strategies to reduce PM travel time delay on I-680 near Fremont	Strategies to reduce PM travel time delay on I-680 near Fremont	Addresses travel delay within segments I'd/in 3C memo.	Addresses travel delay within segments I'd/in 3C memo.	New 240264/new

STRATEGIES PROPOSED FOR EVALUATION - ALAMEDA CTC COUNTYWIDE GOODS MOVEMENT PLAN - JURISDICTION SORT
DRAFT VERSION 2/2/15

Location	Index	Type	Freight Transportation Projects, Programs, and Policies	Project/Program Description	Project/Program Relationship to Needs	0) Inter/Intraregional Highways Local Roads Global Gateways R Interregional Rail X Cross-Cutting	RTP ID or Other Plan
Hayward	44	Project	I-880/West Winton Ave interchange improvements in Hayward	Reconstructing ramps to create a partial cloverleaf interchange with signalized foot of ramp intersections. Project would reconfigure eastbound to southbound on ramp and a new connection to Southland Mall Drive opposite the southbound off ramp.	Improves travel delay & travel time reliability in segments adjacent to top locations ID'd in 3C memo	1	240037
Hayward	45	Project	I-880/A St interchange improvements in Hayward	Reconstruct interchange to accommodate widening of A Street from 5 lanes to six lanes underneath the overpass. Final alignment would be two continuous through lanes and one continuous LT lane in each direction. This would also involve intersection and signal modifications. Would benefit trucks turning onto I-880 ramps. Area has high volumes of trucks, half of them 5-axle.	Addreses travel delay, travel time reliability, and truck related crashes within segments ID'd in 3C memo.	1	240047
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 berths 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	1	240055
Hayward	47	Project	I-880/Industrial Parkway interchange improvements including addition of northbound off ramp	Reconstruct interchange to provide a northbound off ramp and a southbound HOV bypass lane on the southbound 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.	Addreses travel delay, travel time reliability, and truck related crashes within segments ID'd in 3C memo	1	240025
Hayward/San Lorenzo	48	Project	I-880/NB and SB auxiliary lanes between West A and Winton in Hayward	NB and SB 880 between West A and Winton	Addreses travel delay, travel time reliability, and truck related crashes within segments ID'd in 3C memo	1	230052
Hayward/Union City	49	Project	Whipple Road/I-880 interchange improvements in Union City, Hayward	Full interchange improvements at Whipple Road/I-880 including northbound off ramp, surface street improvements and realignment (Union City and Hayward city limits)	Addreses central county truck route connectivity issues as described in case study and provides relief route opportunities for I-880	1	240052
Livermore	50	Project	Construct I-580 eastbound truck climbing lane at the Alameda Summit	Construct I-580 eastbound truck climbing lane at the Alameda Summit	Addreses travel delay within segments ID's in 3C memo	1	22013
Livermore	51	Project	Construct auxiliary lanes on I-580 eastbound between Sausal Avenue and North Livermore Avenue, and North Livermore Avenue and First Street. Project includes widening the Arroyo Las Postas Bridge at two locations and providing additional improvements to accommodate future express lanes	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 Postas Bridge at two locations and provide additional improvements to accommodate a future Express Lane facility	Addreses travel delay, travel time reliability, and truck related crashes within segments ID'd in 3C memo	1	240076
Livermore	52	Project	I-580/Vasco Road interchange improvements in Livermore	Modify I-580/Vasco Rd. Interchange. Widens I-580 overcrossing to provide 8 traffic lanes and bike lanes/shoulders. Construct a utility 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 Postas Road, and other local roadway improvements.	Addreses travel delay, travel time reliability, and truck related crashes within segments ID'd in 3C memo	1	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.	Addreses travel delay, travel time reliability, and truck related crashes within segments ID'd in 3C memo	1	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.	Addreses travel delay, travel time reliability, and truck related crashes within segments ID'd in 3C memo	1	21477

STRATEGIES PROPOSED FOR EVALUATION - ALAMEDA CTC COUNTYWIDE GOODS MOVEMENT PLAN - JURISDICTION SORT
DRAFT VERSION 2/2/15

Location	Index	Type	Freight Transportation Projects, Programs, and Policies	Project/Program Description	Project/Program Relationship to Needs	RTP ID or Other Plan
Livermore	55	Project	1580/Isabel Avenue Interchange, Phase 2 in Livermore	Complete ultimate improvements at I-580/Isabel/Route 84 Interchange to provide 6-lanes over 1580 at Isabel/84 Interchange and 4-lanes over 580 at Portola flyover.	Improves travel delay & travel time reliability in segments adjacent to top locations ID'd in 3C memo	Land Use Compatibility
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	Passenger Systems
Livermore to Pleasanton to Fremont, to Union City to Bayward to Oakland	57	Project	Short Haul Rail Service	Short haul service linking Central Valley shippers with Port of Oakland and 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.	Freight Connectivity
Newark	58	Project	Construct grade separation on Central Avenue/UPRR railroad grade separation in Newark	Construct a grade separation structure on Central Avenue (4-lane arterial street) at Union Pacific Railroad crossing. Project is an enhancement. (Coast subdivision)	Helps address a general truck route grade crossing issue	Safety
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	Environment/Equity
Newark	60	Project	Anviso Wetlands Double Track	Add 2nd (and possible 3rd) main line tracks from Alvarae through wildlife refuge/wetlands area to Alviso.	Provides additional capacity on line with moderate level of freight rail traffic and poor level of service.	Infrastructure Condition
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.	Travel Time Delay
Oakland	62	Project	Truck Services at Oakland Army Base	Additional Truck Parking is mentioned as part of Oakland Army Base Phase 2. This project would be implemented only after reassessment of needs after implementation of Phase 1 truck services. If there is a need to move additional businesses out of West Oakland neighborhoods.	Project directly focused on environmental (& community) issues	Infrastructure Condition
Oakland	63	Program	Oakland Airport Area ITS Project	Design and implement ITS along 38th Ave and Heggenberger 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 signal along these routes to minimize delay and improve traffic flow, and to provide the Port and City with centralized control for incident management. Real-time traffic-responsive systems would be considered. ITS linkages would benefit OAK access to significant numbers of trucks traversing the arterial linkages to and from I-880, including many high-value air freight shipments.	Innovative technology to reduce delay, improve reliability, and transit priority could improve coordination with passenger modes	Land Use Compatibility
Oakland	64	Project	North Airport Air Cargo (Infield) Road Access Improvements	Phase 1 - Widen and connect SR 61 (Doolittle Drive) with Earhart Rd and extend into the infield area at North Field. Another \$8.4M second phase for a later date. Improves capacity and access to North Airport air cargo tenants.	Increased capacity should reduce delays.	Freight Mobility Study (Caltrans D-4)

STRATEGIES PROPOSED FOR EVALUATION - ALAMEDA CTC COUNTYWIDE GOODS MOVEMENT PLAN - JURISDICTION SORT
DRAFT VERSION 2/2/15

Location	INDEX	Type	Freight Transportation Projects, Programs, and Policies	Project/Program Description	Project/Program Relationship to Needs	Project/Program Relationship to Needs	RTP ID or Other Plan
Oakland	65	Project	Airport Perimeter Dike (APD)	This project provides flood and shoreline protection to the Airport's main passenger and cargo runway, parts of which are below sea-level	Improves freight resiliency	G,X	New
Oakland	66	Project	Northbound I-880 Interchange Improved ramp geometrics at 23rd and 29th Avenue in Oakland	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 ID'd in 3C memo.	I	22769
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 ID'd in 3C memo.	I	230170
Oakland	68	Project	Eliminate truck clearance limits on San Leandro Street at 105 th Ave to remove truck route gap	Modifications to retrofit low-clearance vehicular grade separation connecting San Leandro Street south and north of 105th to eliminate gap in truck route.	Creates an alternate truck route to International Blvd/ East 14th multimodal corridor and provides a segment of needed overweight truck corridor between Oakland and San Leandro	L	New
Oakland	69	Project	Tidewater District street reconstruction for heavy trucks Oakport, Lesser, Tidewater, High Streets In Oakland west I-880	Reconstruct Oakport, Lesser, Tidewater, and High Streets in Oakland west of the I-880 Freeway. Do major reconstruction of streets to serve heavy truck traffic, reconfigure roadway intersection configurations, and provide public, sidewalks. (also bikeway on High, Lesser, and Tidewater Streets)	Helps create needed overweight truck corridor between Oakland and San Leandro	L	240282
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 facilities. (Part of RTP Goods Movement Programmatic Project #240394)	Helps create needed overweight truck corridor between Oakland and San Leandro	L	240394
Oakland	71	NA	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 resiliency 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

STRATEGIES PROPOSED FOR EVALUATION - ALAMEDA CTC COUNTYWIDE GOODS MOVEMENT PLAN - JURISDICTION SORT
DRAFT VERSION 2/2/15

Location	Index	Type	Freight Transportation Projects, Programs, and Policies	Project/Program Description	Project/Program Relationship to Needs	Environmental Equity	Safety	Infrastructure Condition	Travel Time Delay	Freight Connectivity	Passenger Systems	Land Use Compatibility	RTP ID or Other Plan
Oakland	72	Oakland	Port of Oakland ITS	The project will leverage the existing communications infrastructure to implement various ITS projects in a phased deployment. 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	G						New	
Oakland	73	Project	7th Street Grade Separation West	This is the first of two projects to grade separate 7th Street to eliminate the at-grade railroad crossings which cause significant traffic backup throughout the Port Area. The project includes construction of an elevated 7th Street/maritime Street intersection and a rail track extension for the BNSF OIG Intermodal yard that facilitates the expansion and re-configuration of OIG.	Grade separation improves safety, reduces delay and improves access to marine terminals.	G						22082	
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							
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	Helps create needed overweight truck corridor between Oakland and San Leandro	L						240280	
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.	R,G							
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 and does not have sufficient width to expand capacity in this section.	Increases rail capacity on highly congested freight line.	R						New	
Oakland to Hayward to Union City	78	Project	Hayward Double Track (Elmhurst to Industrial Parkway)	Add's 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							
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 resiliency	G,X,I						New	
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 resiliency	G,X,I						New	
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 bridges and convert the I-880 crossing to an enclosed culverted battery or similar system that provides adequate drainage from upland flooding.	Improves freight resiliency	G,X						New	

STRATEGIES PROPOSED FOR EVALUATION - ALAMEDA CTC COUNTYWIDE GOODS MOVEMENT PLAN - JURISDICTION SORT
DRAFT VERSION 2/2/15

Location	Index	Type	Freight Transportation Projects, Programs, and Policies	Project/Program Description	Project/Program Relationship to Needs	Project/Program Relationship to Needs	RTP ID or Other Plan
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 resiliency	X,I	New
Oakland	83	Policy	Strategies to improve port operations included night gates	adding more shifts, automation of terminal ops, and/or other gale management practices.	Improves Port access and operations; potentially shifts operations to time of day when emissions exposure to population in adjacent communities significantly less	G,X	New
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 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	R	New
Pleasanton	86	Project	I-580/San Ramon Road/Foothill Road interchange improvements	I-580/San Ramon Road/Foothill Road interchange improvements. Elimination of eastbound diagonal off ramp and eastbound loop off ramp. Construction of new signalized intersection for off ramp vehicles	Addresses travel time reliability and truck-related crashes within segments ID'd in 3C memo.	I	21489
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
San Leandro	88	Project	I-880/Davis St Overcrossing	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 ID'd in 3C memo.	I	22100
San Leandro	89	Project	I-880/Marina Blvd Interchange Improvements	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 ID'd in 3C memo.	I	230066
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 reduce congestion and provide incident management capabilities.	Addresses travel time reliability and truck-related crashes within segments ID'd in 3C memo.	I	New
San Leandro/ Oakland	91	new	Tuck route signing program on east/west routes 14th Street to San Leandro Street	Recommended companion project to elimination of San Leandro street truck route gaps at Fruitvale and 10th (project 68)	Addresses travel time reliability and truck-related crashes within segments ID'd in 3C memo.	L	New

STRATEGIES PROPOSED FOR EVALUATION - ALAMEDA CTC COUNTYWIDE GOODS MOVEMENT PLAN - JURISDICTION SORT
DRAFT VERSION 2/2/15

Location	INDEX	Type	Freight Transportation Projects, Programs, and Policies	Project/Program Description	Project/Program Relationship to Needs	Project/Program Equilibrium	RTP ID or Other Plan
Unincorporated County	92	Project	Track realignment UPRR Oakland Sub MP 56.5 to MP 54.0, Remove Permanent "Shoo fly" (Extension of Altamont Siding)	Capacity improvement to facilitate increased train traffic on Oakland Subdivision through Niles Canyon.	In combination with other projects on Oakland Subdivision and Niles Subdivision, would create an improved southern access route to Port of Oakland and Oakland Army Base to serve bulk exports, act as a reliever route for Martinez Subdivision intermodal traffic.	R	CA Rail Plan
Unincorporated County	93	Project	Midway Siding extension	This project would extend the existing Midway Siding along the Oakland Subdivision MP 63.9 to 65.1 (unincorporated Alameda County) to 10,000 feet	In combination with other projects on Oakland Subdivision and Niles Subdivision, would create an improved southern access route to Port of Oakland and Oakland Army Base to serve bulk exports, act as a reliever route for Martinez Subdivision intermodal traffic.	R	CA Rail Plan
Unincorporated County	94	Project	Niles Junction Bypass	New rail bridge over Alameda Creek in Niles Junction to allow movement from Oakland Subdivision at mouth of Niles Canyon to Niles Subdivision.	In combination with other projects on Oakland Subdivision and Niles Subdivision, would create an improved southern access route to Port of Oakland and Oakland Army Base to serve bulk exports, act as a reliever route for Martinez Subdivision intermodal traffic.	R	CA Rail Plan
Unincorporated County	95	Project	Rehabilitate Niles Canyon Railway	Connect to Niles Subdivision at Niles, rehabilitate 8 miles of freight along Niles Canyon Railway to Class 1 freight standards (from non & unincorporated Alameda County), install centralized traffic control, improve bridges and reconnect to east end of Heart's 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. Could be replaced with project 78	R	CA Rail Plan
Unincorporated County & Pleasanton	96	Project	Extend and upgrade Radum Siding	Add one mile of second maintrack from Oakland Subdivision Milepost (MP) 42 to 43 and upgrade existing Radum Siding from MP 43 to MP 45.6, upgrade existing Radum Siding to mainline standards, and replace Radum storage track	In combination with other projects on Oakland Subdivision and Niles Subdivision, would create an improved southern access route to Port of Oakland and Oakland Army Base to serve bulk exports, act as a reliever route for Martinez Subdivision intermodal traffic.	R	CA Rail Plan
Union City to Hayward	97	Project		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 ID'd in 3C memo.	I	230054
Union City	98	Project		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 ID'd in 3C memo.	I	240052
Union City	99	Project	Whipple Rd widening and truck route designation Central to Mission Blvd in Union City	This project would widen Whipple Rd from Central to Mission Blvd in conjunction with a designation of this section of Whipple as a truck route and I-880.	Eliminates gap in truck route network	L	New
Union City	100	Project		Widen Union City Boulevard from 2-lanes to 3-lanes between Whipple Road and Industrial Parkway	Helps create more effective routing alternatives for Central County truck route network to address issues identified in needs assessment and case study.	L	240051
Union City	101	Project	Grade separations over Decoto Road (Project #230101 and 230103) 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, congestion, delay, and community disruption issues	L	23101 230103

This page intentionally left blank

STRATEGIES PROPOSED FOR EVALUATION - ALAMEDA CTC COUNTYWIDE GOODS MOVEMENT PLAN - FUNCTIONAL AREA SORT
DRAFT VERSION - 2/2/2015

Location	INDEX	Type	Freight Transportation Projects, Programs, and Policies	Project/Program Description	Project/Program Relationship to Needs	Project/Program Description	Project/Program Relationship to Needs	RTP ID or Other Plan
Local Streets and Roads Strategies								
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		
Alameda/Oakland	2	Project	Replace Fruitvale Bridge between Tilden Way in Alameda and Fruitvale Avenue in Oakland	Project replaces the existing railroad and vehicular bridges with one structure that can provide the only lifeline access from Alameda. The bridge is located on the Oakland Estuary between Tilden Way in Alameda and Fruitvale Avenue in Oakland	Helps address truck route access issues and hazardous material access to Alameda Island identified in needs assessment.	L		240101
Alameda/Oakland	3	Project	Retract Miller Sweeter Bridge between Tilden Way and Fruitvale Avenue	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 to Alameda Island identified in needs assessment.	L		240324
Alameda/Oakland	4	Project	Replace Park Street Bridge between Park Street in Alameda and 29th Avenue in Oakland	Helps address truck route access issues to Alameda Island identified in needs assessment. Project would retrofit the existing bridge with one structure that can provide the only lifeline access from Alameda. Provide dedicated bike lanes, median, and side	Helps address truck route access issues to Alameda Island identified in needs assessment.	L		240100
Albany/Berkeley	5	new	Truck services, truck parking, signage, enforcement west of San Pablo Ave in Albany and Berkeley	Recommended to minimize last mile impacts on neighborhoods identified in needs assessment.	Address traffic reliability and truck-related crashes within segments D1 in 3C memo.	L	■	
Berkeley	7	Program/ Project	Berkeley Railroad Crossing Improvements	Design and construct railway crossing improvements, including grade separation at Gilman Avenue and quadrant gates, road closures, and at-grade improvements at other crossings, per Quiet Zone Study.	Address traffic safety, noise, congestion, delay and community disruption issues identified in rail impacts case study	L, X	■	new 230116
Berkeley	9	Project	Gilman UPRR grade separation	RTP project that includes grade separation in conjunction with interchange reconfiguration. The grade separation is not incorporated in the PSR for the interchange reconfiguration so is listed as a separate project.	Addresses high levels of delay at crossing of Martinez Subdivision	LX	■	21144
Central County	12	Project	Implement High Street, Davis Street, and Hesperian Blvd grade separation projects	Project listed in CCJPA FY08/09 - FY09/10 Business Plan. 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	■	
Countywide	15	Policy/ Program	Truck Route Coordination Guidance	Alameda CTC would provide guidance on truck route planning based on principles it connectivity described the Needs Assessment report and facilitate discussion and actions by cities to adopt routes that address system gaps. Alameda CTC would also offer planning technical assistance. Guidance would include model ordinances and policies for cities.	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	■	
Countywide	16	Program	Countywide Freight Signage Program (RTP 240386.5H)	Signage to encourage use of designated truck routes, display route choices for specific destinations and services to minimize impacts on communities and unnecessary mileage and delay	Example could include signage to encourage use of San Leandro Street and San Leandro Blvd as an alternate to International and 14th Street as illustrated in International case study	L	■	new 240386

STRATEGIES PROPOSED FOR EVALUATION - ALAMEDA CTC COUNTYWIDE GOODS MOVEMENT PLAN - FUNCTIONAL AREA SORT
DRAFT VERSION - 2/2/2015

Location	INDEX	Type	Freight Transportation Projects, Programs, and Policies	Project/Program Description	Project/Program Relationship to Needs	Environment/Equity	Safety	Infrastructure Condition	Travel Time Delay	Freight Connectivity	Passenger Systems	Land Use Compatibility	RTP ID or Other Plan
Countywide	18	Program	Truck route ITS and Signal Synchronization Program (RTP 240386, 5G and RTP 230419)	Included in Major Aftermarket Initiative Program along with Safety Improvements, Street-Scape Improvements, Coordination with Freeways, Complete Streets, Traffic Calming, ITS/Signals, Signage, Pavement Rehab, Maintenance / Operations, ITS, Includes RTPID 240387.	Addresses truck and general traffic delays on routes of local and regional significance for goods movement	L							new*
Countywide	19	Policy & Program	Off-Peak Hour 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	Optimizes use of system capacity, helps reduce congestion delay and community impacts	L							new*
Countywide	20	Policy & Program	Freight Guidelines for Complete Streets Initiative (RTP 240386, 5E and RTP 240746)	Policy and funding to provide recommended guidelines and standards and support for design of especially complicated projects. Would 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.	Helps identify means through which to address truck loading, parking, truck maneuvering needs, access to major generators, alternate truck routes as illustrated in International case study.	L							*
Countywide	21	Policy & Program	All Grade Crossing Safety and Grade Separation Policy and Program (RTP 240386, 5B)	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 (Part of RTP Local Road Improvements Program #740386) Includes improvements to 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., Distillery Way., and Nursery Ave., and install quiet zone improvements in Berkeley and at 65th, 66th, 67th Streets in Emeryville. Included in the program would be a policy for prioritizing grade and selecting grade crossing improvements vs. closures vs. grade separations.	Multimodal safety and reduction of delays, emissions and noise of grade crossings with growing rail freight activities, including those identified in rail impacts case study	L,X							240386*, 240208*
Countywide	24	Policy & Program	Neighborhood Truck Parking Prohibitions and Weight Limits Countywide Policy Guidance and Enforcement (RTP 240386, 5F)	Program would provide policy guidance and funding program for implementation of truck route management for truck routes adjacent to residential areas. Guidance would include information about designing land uses buffers and freight corridor protection, land use guidance for locating truck services and parking, and design of truck restrictions that still allow necessary truck movements. Program could draw funding from existing RTP program.	Program directly focused on environmental (& community) issues	L,X							new*
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 and implement measures sufficient to address illegal truck parking on local streets.	Responds to needs to reduce truck routing and parking impacts on land use and equity and to create more efficient truck routing	L,X							240384/ new
Countywide	28	Program	Truck access and speed safety projects on rural roads with growing commute travel	Examples include : Crow Canyon Road, Safety improvements between E. Castro Valley Blvd. and Contra Costa county line, Vasco Road safety and operations in Contra Costa and Alameda counties, and 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							240094/ 98198/ new

STRATEGIES PROPOSED FOR EVALUATION - ALAMEDA CTC COUNTYWIDE GOODS MOVEMENT PLAN - FUNCTIONAL AREA SORT
DRAFT VERSION - 2/2/2015

Location	INDEX	Type	Freight Transportation Projects, Programs, and Policies	Project/Program Description	Project/Program Relationship to Needs	(I) Inter/intraregional Highways (G) Local Roads Global Gateways R (X) Interregional Rail (C) Cross-Cutting	RTP ID or Other Plan
Emeryville	34	Program/ Project	Local Road Safety - rail improvements at 65th, 66th, 67th Streets in Emeryville	Rail safety improvements consisting of 4-quadrant crossings at the UPRR main line at 65th, 66th, and 67th Streets consistent with Quiet Zone approval (Part of RTP Local Road Improvements Program #40386)	Program explicitly addresses safety issues.	L	240386
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	230114
Fremont	36	Project	East-west connector between I-880 and Route 238/Mission Boulevard just south of Decoto Road	Construct an improved east-west connection between I-880 and Route 238 (Mission Blvd.) comprised of a combination of new roadway along present rights of way and improvements to existing railway and intersections along Decoto Road, Fremont Boulevard, Paseo Padre Parkway, Alvarado-Niles Road and Route 238 (Mission Boulevard).	Creates suitable truck route connector between industrial areas, helps relieve existing truck routes through impacted areas and connect critical north-south corridors I-880 and 238	L	94506
Fremont	37	Project	Route 262 Mission Blvd Cross Connector Improvements between I-880 and Warm Springs Blvd/SR 262	Improve Route 262 Mission Boulevard cross connector, includes widen Mission Boulevard to 3 lanes in each direction throughout I-680 interchange, extend westbound right turn lane from Warm Springs to Mohave, extend westbound left turn lanes at Warm Springs, rebuild northbound and southbound I-880 on- and off ramps	Improves mobility options in area with high truck volumes and numerous freight-reliant businesses.	L	230110
Fremont	38	Project	Widen Route 262 from I-880 to Warm Springs and reconstruct Union Pacific Railroad underpasses	Serves as Phase 1B of the overall project in Santa Clara and Alameda Counties on I-880 from Route 237 to Fremont Blvd and in Alameda County on Route 262 from I-880 to Warm Springs Blvd. The overall project will reconstruct the Route 262/Mission Boulevard/Warren Avenue/I-880 interchange and widen I-880. This phase 1B will complete the widening on Route 262 and reconstruct two UPRR underpasses.	Benefits grade crossing safety and reduces delays on key industrial access route and freeway-to-freeway connector route.	L	22990
Fremont	39	new	Truck route designations segments of Auto Mall Parkway, Boyce/Cushing, Fremont Blvd, Warm Spring, Warren	New recommendation to address gaps in truck route network in industrial and freeway-to-freeway interconnect area. This project should assess roadway geometry suitability and land use constraints and designate truck routes as appropriate.	Addresses gaps in truck route network in industrial and freeway-to-freeway interconnect area, and improves alternate route options for congested Mission 262 as identified in needs assessment.	L	New
Fremont	40	Project	Fremont Blvd widening from I-880 to Grimmer Blvd in Fremont	Widen Fremont Blvd to 6 lanes and 2 bike lanes from Grimmer Blvd to I-880, install new traffic signals at Grimmer Blvd intersection and Industrial Drive intersection. I-680 to I-880 Cross Connector route. Improves mobility options in area with high truck volumes and numerous freight-reliant businesses.	Reduces delays on key industrial access and freeway connector route.	L	240264

STRATEGIES PROPOSED FOR EVALUATION - ALAMEDA CTC COUNTYWIDE GOODS MOVEMENT PLAN - FUNCTIONAL AREA SORT
DRAFT VERSION - 2/2/2015

Location	INDEX	Type	Freight Transportation Projects, Programs, and Policies	Project/Program Description	Project/Program Relationship to Needs	RTF ID or Other Plan
Fremont	39	Project	Truck route designations segments of Auto Mall Parkway, Boyer/Cushing, Fremont Blvd, Warm Spring, Warren	Widen Fremont Blvd to 6 lanes and 2 bike lanes from Grimmer Blvd to I-880. Install new traffic signals at Grimmer Blvd intersection and Industrial Drive intersection. I-880 to I-880 Cross Connector route. Improves mobility options in area with high truck volumes and numerous freight reliant businesses. Includes widening affected sections of Fremont Blvd (RTF P 240294)	Creates alternative routing options for critical I-880 to I-880 cross connection and access to industrial areas.	240264 / new
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
Hayward	46	Project	Tennison 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
Hayward	47	Project	I-880/Industrial Parkway interchange improvements including addition of northbound off-ramp	Reconstruct interchange to provide a northbound off ramp and a southbound HOV bypass lane on the southbound loop off ramp. Reconstruct bridge over I-880. Project would provide a direct link from I-880 northbound to an industrial area with many wholesaledistribution businesses.	Addresses travel delay, travel time reliability, and truck related crashes within segments ID'd in SC memo.	L, J
Hayward/Union City	49	Project	Whipple Road/I-880 interchange improvements in Union City, Hayward	Full interchange improvements at Whipple Road/I-880, including northbound off ramp, surface street improvements and realignment (Union City and Hayward city limits)	Addresses Central County truck route connectivity issues as described in case study and provides reliever route opportunities for I-880	L, J
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 Park London Boulevard	Helps address access limitations to southeast Pleasanton industrial areas as identified in needs assessment	L
Newark	58	Project	Construct grade separation on Central Avenue/UPRR railroad grade separation in Newark	Construct grade separation structure on Central Avenue (4-lane arterial street) at Union Pacific Railroad crossing. Project is an enhancement. (Coast subdivision)	Helps address a general truck route grade crossing issue	L
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
Oakland	68	Project	Eliminate truck clearance limits on San Leandro Street at 105 th Ave to remove truck route gap	Modifications to reflect low-clearance vehicular grade separation connecting San Leandro Street south and north of 105th to eliminate gap in truck route.	Creates an alternate truck route to International Blvd/ East 14th multimodal corridor and provides a segment of needed overweight truck corridor between Oakland and San Leandro	L

new

STRATEGIES PROPOSED FOR EVALUATION - ALAMEDA CTC COUNTYWIDE GOODS MOVEMENT PLAN - FUNCTIONAL AREA SORT
DRAFT VERSION - 2/2/2015

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
Oakland	69	Project	Tidewater District street reconstruction for heavy trucks Oakport, Lesser, Tidewater, High Streets in Oakland west of I-880	Reconstruct Oakport, Lesser, Tidewater, and High Streets in Oakland west of the I-880 Freeway. Do major reconstruction of streets to serve heavy truck traffic, reconfigure roadway intersection configurations, and provide public sidewalks (also bikeway on High, Lesser, and Tidewater Streets)	Helps create needed overweight truck corridor between Oakland and San Leandro	L	Land Use Compatibility Passenger Systems Freight Connectivity Travel Time Delay Infrastructure Condition Safety Environmental Equity
Oakland	70	Project	Metrose - 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. (Part of RTP Goods Movement Programmatic Project #240394)	Helps create needed overweight truck corridor between Oakland and San Leandro	L	Travel Time Delay Infrastructure Condition Safety Environmental Equity
Oakland	71	N/A	Replace Adeline overpass at 3rd St in Oakland to accommodate overweight trucks.	Replace the existing Adeline St overpass over the railroad tracks at 3rd Street 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 wider path that reduces truck/bike grade separation.	L,G	Travel Time Delay Infrastructure Condition Safety Environmental Equity
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 grade safe RR crossings	Helps create needed overweight truck corridor between Oakland and San Leandro	L	Travel Time Delay Infrastructure Condition Safety Environmental Equity
San Leandro/ Oakland	91	new	Truck route Signing program on east/west routes to divert truck traffic from International Blvd and E 14th Street to San Leandro Street	Recommended companion project to elimination of San Leandro street truck route gaps at Fruitvale and 105th (project 68)	Addresses travel time reliability and truck-related crashes within segments ID'd in 3C memo.	L	Travel Time Delay Infrastructure Condition Safety Environmental Equity
Union City	99	Project	Whipple Rd widening and truck route designation Central to Mission Blvd in Union City	This project would 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	Travel Time Delay Infrastructure Condition Safety Environmental Equity
Union City	100	Project	Widen Union City Boulevard/Hesperian from two 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	Travel Time Delay Infrastructure Condition Safety Environmental Equity
Union City	101	Project	Grade Separations over Decoto Road (Project #230101 and 230103) 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	Travel Time Delay Infrastructure Condition Safety Environmental Equity
Interregional Highway Strategies							
Berkeley/Albany	6	Project to be developed	Strategies to reduce truck-involved crashes on I-80 WB from I-580 to University	Scoping/feasibility studies to identify potential project alternatives or other measures to reduce truck-involved crashes	Addresses truck-related crashes within segments ID'd in 3C memo.	I	Travel Time Delay Infrastructure Condition Safety Environmental Equity
Berkeley	8	Project	I-80/Gillman interchange reconfiguration in Berkeley	Measure BB project refers to both interchange modifications and railroad separation, with resulting benefits to truck access to Berkeley industrial areas and multi-modal crossing impacts in north Berkeley of growing freight rail activity on UPRR	Addresses safety, noise, congestion, delay, and community disruption issues identified in rail impacts case study	I	Travel Time Delay Infrastructure Condition Safety Environmental Equity
Interstate 580	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 ID'd in 3C memo.	I	Travel Time Delay Infrastructure Condition Safety Environmental Equity
Castro Valley							New

STRATEGIES PROPOSED FOR EVALUATION - ALAMEDA CTC COUNTYWIDE GOODS MOVEMENT PLAN - FUNCTIONAL AREA SORT
DRAFT VERSION - 2/2/2015

Location	INDEX	Type	Freight Transportation Projects, Programs, and Policies	Project/Program Description	Project/Program Relationship to Needs	RTID or Other Plan
Dublin/ Pleasanton	32	Project	Widen I-580 for HOV and auxiliary lanes eastbound from Hailea Road to Greenville Road and westbound from Greenville Road to Foothill Road	Widen I-580 in both directions to add HOV and auxiliary lanes. Original cost was \$272M; reduced by \$30M by taking out WB off-ramp to Dublin/Pleasanton BART element (#230630)	Addresses travel delay, travel time reliability, and truck related crashes within segments ID'd in 3C memo. While reductions in auto traffic through expansion of HOV lanes does benefit trucks, the primary goods movement component of the project is the addition of aux lanes to improve operations, reduce truck and auto interactions (Safety), and thereby improve reliability.	Land Use Compatibility Passenger Systems Freight Connectivity Travel Time Delay Infrastructure Condition Safety Environmental Equity Interregional Highways (I) Local Roads (G) Global Gateways R Interregional Rail (X) Cross-Cutting
Dublin/ Pleasanton	33	Project	Freeway/Expressway Interchange Modifications (I-580/Foothill & I-880/Hacienda)	I-580/Foothill 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 ID'd in 3C memo	21116
Livermore	50	Project	Construct I-580 eastbound truck climbing lane from Greenville Road Undercrossing to one mile east of North Flynn Road (Altamont Summit).	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	20086
Livermore	51	Project	Construct auxiliary lanes on I-580 eastbound between Eshel Avenue and North Livermore Avenue, and North Livermore Avenue and First Street. The project includes widening the Arroyo Las Positas Bridge at two locations and providing additional improvements to accommodate future express lanes.	Construct Eastbound Auxiliary Lanes between Isabe Avenue and North Livermore Avenue and North Livermore Avenue and First Street. The project will also widen the Arroyo Las Positas Bridge at two locations and provide additional improvements to accommodate a future express lane facility.	Addresses travel delay, travel time reliability, and truck related crashes within segments ID'd in 3C memo.	22013
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 Avenue and 8 lanes 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.	240076
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 ID'd in 3C memo.	21100
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 ID'd in 3C memo.	21475
Livermore	55	Project	I-580/Isabel Avenue Interchange, Phase 2 in Livermore	Complete ultimate improvements at I-580/Isabel/Route 84 Interchange to provide 6-lanes over 580 at Isabel/84 Interchange and 4 lanes over 580 at Portola flavor.	Improves travel delay & travel time reliability in segments adjacent to top locations ID'd in 3C memo	230132
Pleasanton	86	Project	I-580/San Ramon Road/Foothill Road Interchange Improvements	I-580/San Ramon Road/Foothill Road Interchange improvements. Elimination of eastbound diagonal off-ramp and eastbound loop off ramp. Construction of new signalized intersection for off ramp vehicles.	Addresses travel time reliability and truck-related crashes within segments ID'd in 3C memo.	21489
Interstate 680						

STRATEGIES PROPOSED FOR EVALUATION - ALAMEDA CTC COUNTYWIDE GOODS MOVEMENT PLAN - FUNCTIONAL AREA SORT
DRAFT VERSION - 2/2/2015

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
Fremont	43	Project to be developed	Strategies to reduce PM travel time delay on I-680 near Fremont		Addresses travel delay within segments ID'd in 3C memo.	-	
Interstate 880							
Hayward	44	Project	I-880/West Winton Ave interchange improvements in Hayward	Reconstructing ramps to create a partial cloverleaf interchange with signalized foot of ramp intersections. Project would reconfigure eastbound to southbound on ramp and a new connection to Southland Mall Drive opposite the southbound off ramp.	Improves travel delay & travel time reliability in segments adjacent to top locations ID'd in 3C memo	-	240037
Hayward	45	Project	I-880/A St interchange improvements in Hayward	Reconstruct interchange to accommodate widening of A Street from 5 lanes to six lanes underneath the overpass. Final alignment would be two continuous through lanes and one continuous LT lane in each direction. This would also involve intersection and signal modifications. Would benefit trucks turning onto I-880 ramps. Area has high volumes of trucks, half of them 5-axle.	Addresses travel delay, travel time reliability, and truck-related crashes within segments ID'd in 3C memo.	-	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 ID'd in 3C memo.	-	230052
Oakland	66	Project	Northbound I-880 interchange improved ramp geometrics at 23rd and 29th Avenue in Oakland	Provides for the improvements to Northbound I-880 at 23rd and 29th Avenue interchange by improving the freeway on- and off ramp geometries. 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 ID'd in 3C memo.	-	22769
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 pads 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 ID'd in 3C memo.	-	230170
San Leandro	88	Project	I-880/Davis St Overcrossing	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 ID'd in 3C memo.	-	22100
San Leandro	89	Project	I-880/Marina Blvd Interchange Improvements	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 time reliability and truck-related crashes within segments ID'd in 3C memo.	-	230066
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 ID'd in 3C memo.	-	new

STRATEGIES PROPOSED FOR EVALUATION - ALAMEDA CTC COUNTYWIDE GOODS MOVEMENT PLAN - FUNCTIONAL AREA SORT
DRAFT VERSION - 2/2/2015

Location	INDEX	Type	Freight Transportation Projects, Programs, and Policies	Project/Program Description	Project/Program Relationship to Needs	Environmental Equity	Safety	Infrastructure Condition	Freight Connectivity	Passenger Systems	Land Use Compatibility	RTP ID or Other Plan
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 ID'd in 3C memo.	-	-	-	-	-	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 ID'd in 3C memo.	-	-	-	-	-	240052	
Not Corridor Specific					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	
Central County	11	Project	Bypass lanes in I-880, I-238, I-580 corridors (include ACTC 65-I-238/I-580 truck bypass)	Truck bypass lanes at I-238/I-580 and I-238/I-480 interchanges. Truck bypasses would address operational conflicts between trucks and auto in merge/wave 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	As part of Freeway Performance Initiative ITS applications, evaluate projects with high priority to trucks, coordinate freeway information systems and parallel arterial truck route ITS in I-880, I-80 corridors	New program to identify focused truck corridor ITS projects as part of Freeway Performance Initiative.	Uses innovative technologies to address travel delay, travel time reliability, and safety	-	-	-	-	-	new	
Rail Strategies												
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 [0] connect to 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.	R.G.						
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 and does not have sufficient width to expand capacity in this section.	Increases rail capacity on highly congested freight line.	R						
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						
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						
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						

STRATEGIES PROPOSED FOR EVALUATION - ALAMEDA CTC COUNTYWIDE GOODS MOVEMENT PLAN - FUNCTIONAL AREA SORT
DRAFT VERSION - 2/2/2015

Location	INDEX	Type	Freight Transportation Projects, Programs, and Policies	Project/Program Description	Project/Program Relationship to Needs	(I) Inter/intraregional Highways Local Roads Global Gateways R (X) Interregional Rail Cross-Cutting	RTP ID or Other Plan
Dublin	31	Project	Allamont Siding extension	This project would extend the existing Allamont Siding along the Oakland Subdivision MP 50.7 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.	R	CA Rail Plan
Pleasanton	87	Project	Niles Canyon double track and sidings	Double tracking and sidings on existing UP Oakland Subdivision as alternative to project 95	In combination with other projects on Oakland Subdivision and Niles Subdivision, would create an improved Southern access route to Port of Oakland and Oakland Army Base to serve bulk exports, act as a reliever route for Martinez Subdivision intermodal traffic.	R	CA Rail Plan
Unincorporated County	92	Project	Track realignment UPRR Oakland Sub MP 55.5 to MP 54.0, Remove Permanent "Shoofly" (Extension of 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
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. Could be replaced with project 78	R	CA Rail Plan

new

CA Rail Plan

new

CA Rail Plan

STRATEGIES PROPOSED FOR EVALUATION - ALAMEDA CTC COUNTYWIDE GOODS MOVEMENT PLAN - FUNCTIONAL AREA SORT
DRAFT VERSION - 2/2/2015

Location	INDEX	Type	Freight Transportation Projects, Programs, and Policies	Project/Program Description	Project/Program Relationship to Needs	Environmental Equity	Safety	Infrastructure Condition	Travel Time Delay	Freight Connectivity	Passenger Systems	Land Use Compatibility	RTP ID or Other Plan
Unincorporated County & Pleasanton	96	Project	Extend and upgrade Radum Siding	Add one mile of second main track from Oakland Subdivision Milepost (MP) 42 to 43 and upgrade existing Radum Siding from MP 43 to MP 45.6; upgrade existing Radum Siding to mainline standards, and replace Radum storage track	In combination with other projects on Oakland Subdivision and Niles Subdivision, would create an improved southern access route to Port of Oakland and Oakland Army Base to serve bulk exports, act as a reliever route for Martinez Subdivision intermodal traffic	R							
Livermore to Pleasanton to Fremont to Union City to Bayard to Oakland Coast Subdivision	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							
Newark	60	Project	Aviso Wetlands Double Track	Add 2nd (and possible 3rd) main line tracks from Alvarado 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							
Not Corridor Specific													
Countywide	13	Policy	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							
Countywide	14	Policy	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							
Countywide	22	Program	Industrial Rail Access Program	A program to provide grants to industrial rail users to improve industrial spurs to allow for increased rail usage.	In coordination with capacity improvements on rail lines can help ensure maximum use of rail, encourage economic development in rail-served industries, and create opportunities to shift some truck traffic to rail in industrial corridors such as I-580	R							
Countywide	30	Program	Rail Quiet Zone Program	Program to assess suitability of locations, prioritize locations, design, and fund implementation of quiet zones	Reduces noise from at-grade rail crossings	R							
Global Gateways Strategies													
Oakland	62	Project	Truck Services at Oakland Army Base	Additional I 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.	Project directly focused on environmental (& community) issues	G,X						240394	

STRATEGIES PROPOSED FOR EVALUATION - ALAMEDA CTC COUNTYWIDE GOODS MOVEMENT PLAN - FUNCTIONAL AREA SORT
DRAFT VERSION - 2/2/2015

Location	INDEX	Type	Freight Transportation Projects, Programs, and Policies	Project/Program Description	Project/Program Relationship to Needs	(0) Inter/intraregional Highways Local Roads Global Gateways R Interregional Rail X Cross-Cutting	RTP ID or Other Plan
Oakland	63	Program	Oakland Airport Area ITS Project	Design and implement ITS along 98th Ave and Hegenberger Rd leading to/from OAK and the I-880/Colliseum 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-response systems would be considered. ITS linkages would benefit OAK access to significant numbers of trucks traversing the aerial linkages to and from I-880, including many high-value air freight shipments.	Innovative technology to reduce delay, improve reliability, and transit priority could improve coordination with passenger modes	G,L	SF Bay Area Freight Mobility Study (Caltrans D-4)
Oakland	64	Project	North Airport Air Cargo (Infield) Road Access Improvements	Phase 1 - Widens and connects S 61 (Doolittle Drive) with Earhart Rd and extends into the Infield area at North Field Annex. 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	65	Project	Airport Perimeter Dike (APD)	This project provides flood and shoreline protection to the Airport's main passenger and cargo runway, parts of which are below sea-level.	Improves freight resiliency	G,X	
Oakland	72	Oakland	Port of Oakland ITS	The project will leverage the existing communications infrastructure to implement various ITS projects in a phased deployment. 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 linked with the City of Oakland and Caltrans, network backbone, sensors, cameras, signal interconnect, and dynamic message signs.	Innovative technology to reduce delays	G	New
Oakland	73	Project	7th Street Grade Separation West	This is the first of two projects to grade separate 7th Street to eliminate the at-grade railroad crossings which cause significant traffic backup throughout the Port Area. The project includes construction of an elevated 7th Street/maritime Street interchange 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 delay and improves access to marine terminals.	G	22082
Oakland	83	Policy	Strategies to improve port operations included night gates	adding more shifts, automation of terminal ops, and/or other gate management practices.	Improves Port access and operations; potentially shifts operations to time of day when emissions 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) (RTP 230550, RTP 22425)	Potential local or state policy such as fleet emission standards, emission trading programs, and other incentives to encourage adoption of clean truck technologies and alternative fuels. A collaborative program building off the successes achieved in the Maritime Air Quality Improvement Program at the Port of Oakland to obtain voluntary commitments to adopt new technologies. Incentives and collaborative activities could potentially be funded from existing RTP programs RTP 230550 or RTP 22425	Program directly focused on environmental (& community) issues	X	new*
Countywide	25	Program	Freight Corridors Community Enhancement and Impact Mitigation Initiative (RTP 240386, 5C RTP 240396, RTP 240731)	New program to fund impact mitigation in neighborhoods immediately adjacent to freight facilities where buffers and freight hub relocation are not possible. Draws funding from existing RTP program.	Program directly focused on environmental (& community) issues	X	new*

STRATEGIES PROPOSED FOR EVALUATION - ALAMEDA CTC COUNTYWIDE GOODS MOVEMENT PLAN - FUNCTIONAL AREA SORT
DRAFT VERSION - 2/2/2015

Location	INDEX	Type	Freight Transportation Projects, Programs, and Policies	Project/Program Description	Project/Program Relationship to Needs	(I) Inter/intraregional Highways Local Roads Global Gateways R Interregional Rail X Cross-Cutting	RTP ID or Other Plan
Countywide	26	Program	Near-Zero and Zero-Emission Goods Movement Technology Advancement Program (RTP 240397, 15A, RTP 230550, RTP 22425)	New program to fund and demonstrate Near-Zero and Zero-Emission goods movement technologies. Draws funding from identified RTP program. Should be coordinated with CARB Sustainable Freight Strategy and BAAQMD programs.	Program directly focused on environmental (& community) issues, and encourages innovative technology	X	■ new*
Countywide	29	Policy/Program	Develop / support workforce training programs for goods-movement related jobs	(and/or) join existing East Bay Transportation and Logistics Partnership	Creates opportunities for economic benefits of freight expansion	X	new
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 resiliency	X.I.G	■ new
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 resiliency	X.I.G	new
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 bridges and convert the I-880 crossing to an enclosed culverted battery or similar system that provides adequate drainage from upland flooding.	Improves freight resiliency	X.I	■ new
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 resiliency	X.I	■ new