Meeting Notice

1111 Broadway, Suite 800, Oakland, CA 94607 • 510.208.7400 • www.AlamedaCTC.org

Planning, Policy and Legislation Committee

Monday, March 9, 2015, 10:30 a.m.
1111 Broadway, Suite 800
Oakland, CA 94607

Mission Statement

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

Public Comments

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

Recording of Public Meetings

The executive director or designee may designate one or more locations from which members of the public may broadcast, photograph, video record, or tape record open and public meetings without causing a distraction. If the Commission or any committee reasonably finds that noise, illumination, or obstruction of view related to these activities would persistently disrupt the proceedings, these activities must be discontinued or restricted as determined by the Commission or such committee (CA Government Code Sections 54953.5-54953.6).

Reminder

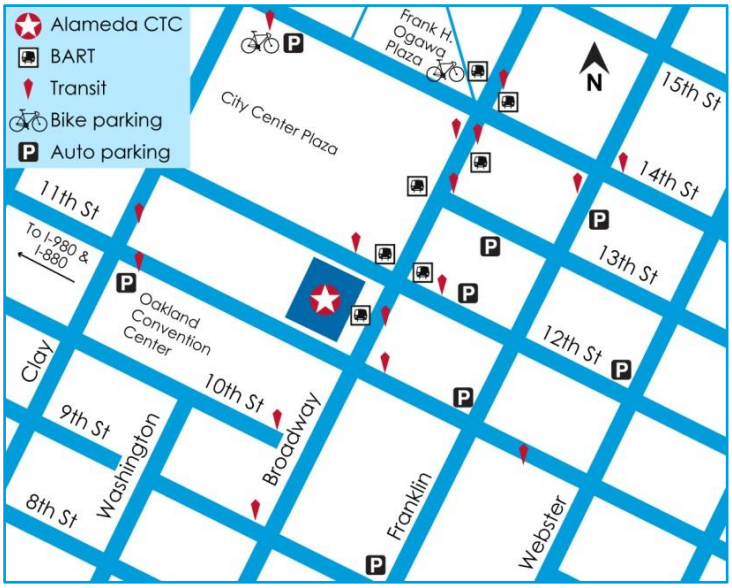
Please turn off your cell phones during the meeting. Please do not wear scented products so individuals with environmental sensitivities may attend the meeting.

Glossary of Acronyms

A glossary that includes frequently used acronyms is available on the Alameda CTC website at www.AlamedaCTC.org/app_pages/view/8081.

Location Map

Alameda CTC
1111 Broadway, Suite 800
Oakland, CA 94607



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

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

Accessibility

Public meetings at Alameda CTC are wheelchair accessible under the Americans with Disabilities Act. Guide and assistance dogs are welcome. Call 510-893-3347 (Voice) or 510-834-6754 (TTD) five days in advance to request a sign-language interpreter.

Meeting Schedule

The Alameda CTC meeting calendar lists all public meetings and is available at www.AlamedaCTC.org/events/upcoming/now.

Paperless Policy

On March 28, 2013, the Alameda CTC Commission approved the implementation of paperless meeting packet distribution. Hard copies are available by request only. Agendas and all accompanying staff reports are available electronically on the Alameda CTC website at www.AlamedaCTC.org/events/month/now.

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Planning, Policy and Legislation Committee Meeting Agenda
Monday, March 9, 2015, 10:30 a.m.*

*Or immediately following the I-580 Express Lane Policy Committee

1111 Broadway, Suite 800, Oakland, CA 94607 • 510.208.7400 • www.AlamedaCTC.org

Chair: Mayor Ruth Atkin
Vice Chair: Supervisor Keith Carson, Alameda County District 5
Commissioners: Wilma Chan, John Marchand, Elsa Ortiz, David Haubert, Jerry Thorne
Ex-Officio Members: Scott Haggerty, Rebecca Kaplan
Staff Liaison: Tess Lengyel
Executive Director: Arthur L. Dao
Clerk: Vanessa Lee

		Page	A/I
1.	**Pledge of Allegiance**		
2.	**Roll Call**		
3.	**Public Comment**		
4.	**Consent Calendar**		
4.1.	February 9, 2015 PPLC Meeting Minutes Recommendation: Approve the February 9, 2015 meeting minutes.	1	A
4.2.	Congestion Management Program (CMP): Summary of Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments	5	I
5.	**Legislation**		
5.1.	Legislative Update	13	A/I
6.	**Planning and Policy**		
6.1.	Countywide Multimodal Plans		
6.1.1.	Countywide Transit Plan Preliminary Vision, Goals, and Performance Measures Recommendation: Approve Countywide Transit Plan vision and goals.	23	A
6.1.2.	Countywide Goods Movement Plan Needs Assessment and Strategies Recommendation: Approve the Countywide Goods Movement Plan Proposed Strategies for Evaluation.	35	A
7.	**Committee Member Reports (Verbal)**		I
8.	**Staff Reports (Verbal)**		I

9. Adjournment

Next Meeting: April 13, 2015

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

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1. **Pledge of Allegiance**

2. **Roll Call**
   The Clerk conducted a roll call. All member s were present.

   Commissioner Pauline Cutter was present as the alternate for Commissioner Wilma Chan.

3. **Public Comment**
   There were no public comments.

4. **Consent Calendar**

   4.1. January 12, 2015 PPLC Meeting Minutes
   4.2. Congestion Management Program: Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments

   Commissioner Thorne Marchand moved to approve the consent calendar. Commissioner Carson seconded the motion. The motion passed unanimously.

5. **Legislation**

   5.1. Legislative Update
   Tess Lengyel provided an update on federal and state legislative initiatives. On the federal side, Tess provided information on the Highway Trust Fund and congressional representatives from California who serve on transportation related Committees. On the state side, Tess reviewed the governor's budget and provided an update on new policy initiatives related to the road user charge, including fuels in cap & trade, the AH&SC Program and Cap & Trade capital funds.

   This item was for information only.

   5.2 Most Congested Corridors in Alameda County
   Saravana Suthanthira provided a presentation on the Most Congested Corridors in Alameda Count. She stated that the Metropolitan Transportation Commission (MTC) released the Freeway Congestion Report for the Bay Area Region for the year 2013 in early January. Saravana stated that Alameda County has six of the most congested corridors in the Bay Area based on this study done by MT. She provided information the top ten most congested corridors and reviewed information on trends and future improvements.

   This item was for information only.

6. Planning and Policy

6.1. Countywide Multimodal Plans

6.1.1. Countywide Multimodal Arterial Plan Vision, Goals and Performance Measures

Tess Lengyel recommended that the Commission approve the Vision, Goals and Performance Measures and provide input on the performance evaluation approach. Matthew Ridgway from Fehr & Peers provided information on the background of the arterials, future growth in Alameda County, and purposed of the plan. He provided information on the scope of the plan and provided the committee with the new mission statement with changes based on ACTAC. He covered the five goals that support the vision and also provided information on two supporting frameworks. Matthew reviewed the performance measure framework and provided information on the performance measures. He also provided information on importance of different modes in the arterial network.

Commissioner Thorne wanted to know if the performance measures were based on industry standards. Matthew stated that they were and there were specific numbers and weighting associated with the performance measures.

Commissioner Cutter wanted to know if asthma rates were considered in the safe, healthy and vibrant measure. Matthew stated that the measure doesn't specifically address asthma however; it does track other health and environmental issues.

Commissioner Halliday asked if there was a countywide pedestrian plan. Tess stated that there is a plan that was adopted by the Commission in 2012 and will be updated in upcoming years.

Commissioner Halliday motioned to approve this item with a change to the mission statement to state "…supporting local priorities". Commissioner Kaplan seconded the motion. The motion passed unanimously.

6.1.2. Countywide Multimodal Arterial Plan Draft Arterial Network Selection Criteria

This item was for information only and was reviewed with Item 6.1.1.

6.2. 2016 Alameda Countywide Transportation Plan (CTP) and 2016 Plan Bay Area Updates

Saravana Suthanthira reviewed the 2016 Alameda Countywide Transportation Plan (CTP) and 2016 Plan Bay Area Updates. She stated that every four years Alameda CTC prepares and updates the CTP, which is a long-range planning and policy document that guides future transportation investments for all transportation modes and users. Saravana stated that the RFP was released in January 2014and a consultant is expected to be contracted by April. She stated that development of the plan will include work with partner agencies and public outreach will be held during specific periods of the plan's development.

Commissioner Kaplan wanted more information on the overlaps between MTC's and Alameda CTC's development schedule. Tess stated that staff is working with MTC on reconciling the schedules between Alameda CTC and the regional process.

This item was for information only.

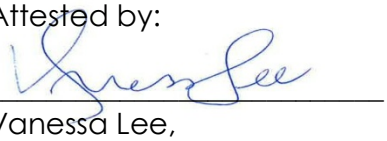
7. Committee Member Reports
There were no committee member reports.

8. Staff Reports
There were no staff reports.

9. Adjournment/ Next Meeting
The next meeting is:

Date/Time: Monday, March 9, 2015 @10:30 a.m.
Location: Alameda CTC Offices, 1111 Broadway, Suite 800, Oakland, CA 94607

Attested by:



Vanessa Lee,
Clerk of the Commission

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DATE:	March 2, 2015
SUBJECT:	Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments
RECOMMENDATION:	Receive an update on the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments.

Summary

This item fulfills one of the requirements under the Land Use Analysis Program (LUAP) element of the Congestion Management Program (CMP). As part of the LUAP, Alameda CTC reviews Notices of Preparations (NOPs), General Plan Amendments (GPAs), and Environmental Impact Reports (EIRs) prepared by local jurisdictions and comments on them regarding the potential impact of proposed land development on the regional transportation system.

Since the last update on February 9, 2015, the Alameda CTC reviewed one Draft Environmental Impact Report (DEIR) and one Notice of Preparation (NOP). Comments were submitted on these documents and the comment letters are included as attachments A and B.

Fiscal Impact: There is no fiscal impact.

Attachments:

A. Response to the Notice of Preparation (NOP) of an Environmental Impact Report for the Kaiser Dublin Medical Center Project.
B. Response to Notice of Completion/Availability of Draft Environmental Impact Report (DEIR) for San Leandro Shoreline Development Project.

Staff Contact

Tess Lengyel, Deputy Director of Planning and Policy

Daniel Wu, Assistant Transportation Planner

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ALAMEDA
County Transportation Commission

1111 Broadway, Suite 800, Oakland, CA 94607 • 510.208.7400 • www.AlamedaCTC.org

February 13, 2015

Kristi Bascom
Principal Planner
City of Dublin
100 Civic Plaza
Dublin, CA 94568

SUBJECT: Response to the Notice of Preparation of an Environmental Impact Report for the Kaiser Dublin Medical Center Project

Dear Ms. Bascom,

Thank you for the opportunity to comment on the Notice of Preparation of the Draft Environmental Impact Report (DEIR) for the Kaiser Dublin Medical Center Project. The project site is approximately 58.7-acres located in the eastern portion of the City of Dublin and is bounded by undeveloped land and a stormwater basin to the west, Dublin Boulevard to the north, the Fallon Gateway retail center to the east, and Interstate 580 to the south. The proposed project would consist of approximately 1.2 million square feet of medical campus and commercial uses with surface and/or structured parking for 3,300 to 5,200 vehicles.

The Alameda County Transportation Commission (Alameda CTC) respectfully submits the following comments:

Basis for CMP Review

- The City of Dublin adopted Resolution 120-92 on September 28, 1992 establishing guidelines for reviewing the impacts of local land use decisions consistent with the Alameda County Congestion Management Program (CMP). It appears that the proposed project will generate at least 100 p.m. peak hour trips over existing conditions, and therefore the CMP Land Use Analysis Program requires the City to conduct a transportation impact analysis of the project.

Use of Countywide Travel Demand Model

- The Alameda Countywide Travel Demand Model should be used for CMP Land Use Analysis purposes. The CMP was amended on March 26th, 1998 so that local jurisdictions are responsible for conducting travel model runs themselves or through a consultant. The City of Dublin and the Alameda CTC signed a Countywide Model Agreement on July 17, 2008. Before the model can be used for this project, a letter must be submitted to the Alameda CTC requesting use of the model and describing the project. A copy of a sample letter agreement is available upon request. The most current version of the Alameda CTC Countywide Travel Demand Model is the July 2014 update.

Impacts

- The DEIR should address all potential impacts of the project on the Metropolitan Transportation System (MTS) roadway network.
  - MTS roadway facilities in the project area include Interstate 580, Interstate 680, Dublin Boulevard, Tassajara Road, Santa Rita Road, Doughterty Road, Hopyard Road, Stoneridge Drive, Las Positas Boulevard, and East Stanley Boulevard.
  - For the purposes of CMP Land Use Analysis, the Highway Capacity Manual 2010 freeway and urban streets methodologies are the preferred methodologies to study vehicle delay impacts.
  - The Alameda CTC has *not* adopted any policy for determining a threshold of significance for Level of Service for the Land Use Analysis Program of the CMP. Professional judgment should be applied to determine the significance of project impacts (Please see chapter 6 of 2013 CMP for more information).

- The DEIR should address potential impacts of the project on Metropolitan Transportation System (MTS) transit operators.
  - MTS transit operators potentially affected by the project include BART and Livermore Amador Valley Transit Authority (LAVTA).
  - Transit impacts for consideration include the effects of project vehicle traffic on mixed flow transit operations, transit capacity, transit access/egress, need for future transit service, and consistency with adopted plans. See Appendix L of the 2013 CMP document for more details.

- The DEIR should address potential impacts of the project to cyclists on the Countywide Bicycle Network.
  - Countywide bicycle facilities in the project area include:
    - Iron Horse Trail – a multi-use trail from the Contra Costa County line through Dublin to Pleasanton and Livermore.
    - Multiuse trails along Dublin Boulevard and Tassajara Creek (north of Dublin Boulevard).
    - Bicycle lanes on Dublin Boulevard, Tassajara Road, Santa Rita Road, Las Positas Boulevard, Owens Drive, and Stoneridge Drive.
  - Bicycle related impacts to consider include effects of vehicle traffic on bicyclist conditions, site development and roadway improvements, and consistency with adopted plans. See Appendix L of the 2013 CMP document for more details.

- The DEIR should address potential impacts of the project to pedestrians in Pedestrian Plan Areas of Countywide Significance.
  - The following portions of the Project planning area overlaps with an Area of Countywide Pedestrian Significance:
    - The half mile buffer areas along LAVTA's trunk service lines on Dublin Boulevard, Fallon Road, Santa Rita Road, Los Positas Boulevard, and Owens Drive.
  - Pedestrian related impacts to consider include effects of vehicle traffic on pedestrian conditions, site development and roadway improvements, and consistency with adopted plans. See Appendix L of the 2013 CMP document for more details.

Mitigation Measures

- Alameda CTC policy regarding mitigation measures is that to be considered adequate they must be:
  - Adequate to sustain CMP roadway and transit service standards;
  - Fully funded; and
  - Consistent with project funding priorities established in the Capital Improvement Program of the CMP, the Countywide Transportation Plan (CTP), and the Regional Transportation Plan (RTP) or the federal Transportation Improvement Program, if the agency relies on state or federal funds programmed by Alameda CTC.

- The DEIR should discuss the adequacy of proposed mitigation measure according to the criteria above. In particular, the DEIR should detail when proposed roadway or transit route improvements are expected to be completed, how they will be funded, and the effect on service standards if only the funded portions of these mitigation measures are built prior to Project completion. The DEIR should also address the issue of transit funding as a mitigation measure in the context of the Alameda CTC mitigation measure criteria discussed above.

- Jurisdictions are encouraged to discuss multimodal tradeoffs associated with mitigation measures that involve changes in roadway geometry, intersection control, or other changes to the transportation network. This analysis should identify whether the mitigation will result in an improvement, degradation, or no change in conditions for automobiles, transit, bicyclists, and pedestrians. The HCM 2010 MMLOS methodology is encouraged as a tool to evaluate these tradeoffs, but project sponsors may use other methodologies as appropriate for particular contexts or types of mitigations.

- The DEIR should consider the use of TDM measures, in conjunction with roadway and transit improvements, as a means of attaining acceptable levels of service. Whenever possible, mechanisms that encourage ridesharing, flextime, transit, bicycling, telecommuting and other means of reducing peak hour traffic trips should be considered. For example, the Oakland Kaiser Medical Center offers a free shuttle service that connects to the MacArthur BART station. The Alameda CTC CMP Menu of TDM Measures and TDM Checklist may be useful during the review of the development proposal and analysis of TDM mitigation measures (See Appendices G and H of the 2013 CMP).

Other

- The DEIR should address the project's noise impacts because it is located adjacent to a state roadway. If the analysis finds an impact, then mitigation measures (i.e., soundwalls) should be incorporated as part of the conditions of approval of the proposed project. It should not be assumed that federal or state funding is available.

Thank you for the opportunity to comment on this NOP. Please contact me at (510) 208-7405 or Daniel Wu of my staff at (510) 208-7453 if you have any questions.

Sincerely,

Tess Lengyel
Deputy Director of Planning and Policy

cc: Daniel Wu, Assistant Transportation Planner

file: CMP/Environmental Review Opinions/2015

ALAMEDA County Transportation Commission
1111 Broadway, Suite 800, Oakland, CA 94607 • 510.208.7400 • www.AlamedaCTC.org

February 6, 2015

Jennifer Chin,
Administrative Assistant
Community Development Department
City of San Leandro
835 East 14th Street
San Leandro, CA 94577

SUBJECT: Response to Notice of Completion/Availability of Draft Environmental Impact Report (DEIR) for San Leandro Shoreline Development Project

Dear Ms. Chin,

Thank you for the opportunity to comment on the Draft Environmental Impact Report (DEIR) for the San Leandro Shoreline Development Project. The project is located in the San Leandro Shoreline Area, which encompasses approximately 1,800 acres of land situated on the eastern shore of the San Francisco Bay at the western end of Marina Boulevard. The proposed development site is the area generally west of Monarch Bay Drive between Marina Boulevard and Fairway Drive.

The San Leandro Shoreline Development Project is proposed as an integrated master planned development and a public/private partnership with the City on 52 acres of the City-owned marina. The proposed components of the Project include:

- 150,000 square foot office campus
- 200 room hotel
- 15,000 square foot conference center
- 354 units of housing (61 condominiums, 159 market rate apartments, 92 townhomes, and 42 single-family detached homes.)
- 3 new restaurants (totaling 21,000 square feet)
- Library/Community building
- Parking structure with 800 spaces
- Public amenities.

The Alameda County Transportation Commission (Alameda CTC) respectfully submits the following comments:

- In Section 4.13.1.1 Regulatory Setting (p. 4.13-1), the DEIR briefly described the Congestion Management Program (CMP) as mandated by California law. The DEIR should reference Land Use Analysis Program (LUAP) that has been developed in compliance with the state's CMP legislation. Alameda CTC's LUAP reviews land use development projects, assesses the impacts of individual development actions on the regional transportation system, and ensures that significant impacts are appropriately mitigated. Please refer to Chapter 6 of the Alameda CTC Congestion Management Program 2013 report for detailed description of the LUAP.

- The DEIR used the 2011 Alameda CTC Countywide Model. Please note that the Alameda CTC has updated its Countywide Model in 2013. The DEIR should indicate that the 2011 Countywide Model was the most recent model version at the time of the study.
- The DEIR concluded that the proposed projects would result in significant and unavoidable impacts on the Northbound segment of Doolittle Drive after implementation of two mitigation measures (p. 4.13-42). Alameda CTC acknowledges that the DEIR has shuttle service between the project site and key regional transit nodes as one of the two mitigation measures. Alameda CTC suggests that the DEIR also consider the proposed bicycle lane on Doolittle Drive between Fairway Drive and Williams Street as a mitigation measure. This bicycle lane was a proposed improvement in the City of San Leandro's 2010 Bicycle and Pedestrian Master Plan.
- In Section 4.13.3 Impact Discussion (p.4.13-47), the DEIR described bicycle facilities in the study area including a planned Class I bicycle path in the marina area of the project site. This planned bicycle path will be a segment of the region's Bay Trail and will connect the project site to the regional bicycle route network. Alameda CTC recommends that the DEIR includes this information about connectivity to the Bay Trail.

Thank you for the opportunity to comment on this DEIR. Please contact me at (510) 208-7405 or Daniel Wu of my staff at (510) 208-7453 if you have any questions.

Sincerely,

Tess Lengyel
Deputy Director of Planning and Policy

cc: Daniel Wu, Assistant Transportation Planner
file: CMP/Environmental Review Opinions/2015

DATE:	March 2, 2015
SUBJECT:	Legislative Update
RECOMMENDATION:	Receive an update on state and federal legislative activities

Summary

This memo provides an update on federal, state and local legislative activities including an update on the federal budget, federal transportation issues, legislative activities and policies at the state level, as well as an update on local legislative activities.

Alameda CTC's legislative program was approved in December 2014 establishing legislative priorities for 2015 and is included in summary format in Attachment A. The 2015 Legislative Program is divided into six sections: Transportation Funding, Project Delivery, Multi-Modal Transportation and Land Use, Climate Change, Goods Movement and Partnerships. The program was designed to be broad and flexible to allow Alameda CTC the opportunity to pursue legislative and administrative opportunities that may arise during the year, and to respond to political processes in Sacramento and Washington, DC. Each month, staff brings updates to the Commission on legislative issues related to the adopted legislative program, including recommended positions on bills as well as legislative updates.

Background

Federal Update

The following updates provide information on activities and issues at the federal level and include information contributed from Alameda CTC's lobbyist team (CJ Lake/Len Simon).

Highway Trust Fund: On February 2, the Obama administration released its budget recommendations for Fiscal Year 2016 (FY16). These recommendations reflect the first year of the Administration's six-year reauthorization proposal, the GROW AMERICA Act, which calls for a 30% increase in funding from FY15 enacted levels.

The Administration's previous four-year transportation authorization proposal introduced last year, would have provided $75.6 billion annually in surface transportation spending through FY18. The revamped proposal will extend the solvency of DOT's Highway Trust fund for six years, rather than four, and uses a combination of the revenues generated

from the current gas tax and revenues from repatriation to pay for it. This year's proposal would boost funding for the program by $176 billion to $478 billion (which is approximately a $37% increase from the $302 billion in last year's plan).

Similar to last year's proposal, the new bill proposes to convert Amtrak, high-speed rail, mass transit capital investment grants, administrative expenses and research, TIGER grants, and National Highway Traffic Safety Administration (NHTSA) vehicle safety programs from their current general fund status to mandatory programs paid out of the Highway Trust Fund, which would be renamed the Transportation Trust Fund.

The bill is paid for over six years by extending the existing levels of gasoline, diesel and trucking industry taxes, plus $239 billion in one-time revenue from a new 14 percent tax on overseas earnings of foreign corporations that would now be subject to mandatory repatriation. These new revenues would offset six years of general fund transfers to the Trust Fund at $39.733 billion per year. Of course, Congress would need to approve this new proposal in order for it to move forward.

Department of Transportation Secretary Anthony Foxx, embarked on a bus tour in late February to promote the Administration's GROW AMERICA Act outlined in the President's FY16 budget request. Secretary Foxx's bus tour focused on the need for a long-term surface transportation reauthorization bill. He also asked for input from the public on the future of transportation in the United States and his 30- year framework "Beyond Traffic: 2045" report published earlier in February.

Members of Congress in both parties continue to struggle with finding a funding mechanism that would replenish the Highway Trust Fund (HTF) and provide much needed certainty to states that are struggling to combat their crumbling infrastructure.

Senate Environment and Public Works Committee and the House Transportation Housing and Urban Development Committee held separate hearings at the end of February on funding and a long-term transportation bill.

California Members on Transportation Related Committees: As this work proceeds, many representatives from California will directly be weighing in on these efforts. The following is a list of California members who serve on the various Congressional committees that address transportation funding.

House Transportation and Infrastructure (T&I)

- Duncan Hunter (R-CA-50) Chair of Coast Guard Subcommittee – his district consists of East and Northern County San Diego.
- Jeff Denham (R-CA-10) Chair of Rail Subcommittee – his district is in the Central Valley. He has parts of San Joaquin and Stanislaus Counties in his district.
- Mimi Walters (R-CA-45) – she represents parts of Orange County.
- Grace Napolitano (D-CA-32) – her district is East of Los Angeles and includes El Monte and Covina.

- John Garamendi (D-CA-3) – his district moved farther east and north as a result of redistricting. His district includes Colusa, Glenn, Lake, Sacramento, Solano, Sutter, Yolo, and Yuba Counties.
- Janice Hahn (D-CA-44) – her district includes parts of Los Angeles.
- Jarred Huffman (D-CA-2) -- his district spans from the Golden Gate Bridge north to the Oregon border, covering six counties including all of Marin, Mendocino, Humboldt, Trinity, and Del Norte, and much of Sonoma Counties.
- Julia Brownley (D-CA-26) – her district encompasses most of Ventura County and a portion of Los Angeles County.

Senate Environment and Public Works: Barbara Boxer (D) Ranking Member of Committee

Senate Commerce: Barbara Boxer (D)

Senate Transportation Housing and Urban Development: Diane Feinstein (D)

State Update

BUDGET

Revenues: The Department of Finance released its revenue bulletin for January. The revenue targets are now based on the updated estimates included in the Governor proposed 2015-16 budget. Based on the new targets personal income tax revenues were $114 million below the January estimate of $10.295 billion, but sales tax revenue was up by $500 million and corporation tax revenue was $126 million above the target of $115 million.

Legislative Analyst's Office Evaluation of Cap & Trade Revenue: The LAO released its analysis of the Governor's proposed resources budget, including a review of the proposed Cap & Trade expenditure plan. While the Governor estimates that the Cap &Trade auction will generate $1 billion in 2015-16 and $700 million in 2014-15, the LAO believes that combined auction revenue for 2014-15 and 2015-16 will range from $3.3 billion to $7.7 billion. The LAO estimates that a mid-range target of $3.7 billion over the current and budget years is a prudent estimate, which is a little over twice the amount assumed in the Governor's budget. The $3.7 billion target assumes that all allowances are sold at a price ranging from $12-$13, with the high end scenario assuming allowances are sold for $25.

If the LAO's mid-range estimate comes true then an extra $2 billion in Cap & Trade revenue could be available for programs in 2015-16. Based on the existing expenditure plan, 60%, or $1.2 billion, would be allocated to the continuously appropriated programs, which include High Speed Rail, transit capital, transit operations, and affordable housing & sustainable communities programs. The remaining $800 million could be appropriated by the Legislature for existing or new funding programs.

Gas Tax Revenue Reduction and the Board of Equalization: The gas tax swap of 2010 requires the BOE to adjust the gasoline tax rate by March 1st of each year in order to maintain revenue neutrality. The new tax rate takes effect on July 1st. Based upon last year's revenue, BOE staff estimate that the excise tax should be reduced by 7.5 cents, which is 2 cent more than the Governor's estimated reduction of 5.5 cents. While the Governor's number would reduce funding by nearly $800 million, the BOE's estimate will reduce funding in 2015-16 by $1 billion. The BOE adopted a new rate at its February 24th meeting in Culver City of 6.5 cents. Attachment B includes the estimated effect of the BOE reduction on Alameda County gas tax subvention funding amounts.

The revenue neutrality test requires the amount of excise tax revenue to equal the amount of sales tax revenue that would have been collected if the state sales tax still applied to gasoline sales. This calculation must take into consideration any under/over collections for the current fiscal year, and an estimate on future fuel prices for the next fiscal year.

Meetings have already occurred with BOE board members urging them to take a more conservative approach. Fuel prices are highly volatile, which was underscored this week with the refinery explosion in Southern California causing prices to jump in a matter of days. A conservative approach now would also prevent an equally disruptive action next near by the BOE if they are forced to significantly increase the excise tax if the current price forecast is proven wrong.

POLICY

Transportation 101: On Monday, February 23rd, the Assembly Committee on Transportation held an informational hearing to educate the Committee members on the history of transportation funding in California and how the fuel tax is no longer an adequate means to fund the state's transportation system. This hearing will set the stage for future action on the Speaker's transportation funding plan.

At the hearing LAO staff presented the various streams of transportation funding, and discussed the bleak future of the excise tax revenue. The BOE was available to explain the gas tax swap true-up process, and Will Kempton, CTC Executive Director, illustrated the impact on delivering transportation projects. Stakeholder representatives also presented the challenging funding picture, including Randy Iwasaki from CCTA, Michael Turner from LAMTA, Randy Rentschler from MTC, among other stakeholders.

Additional policy items that staff will present to the Commission in March include current polling on revenue increase options and state highway relinquishment proposals.

Legislation

February 27 was the final date for bill introduction this year, and over 3,000 separate pieces of legislation were introduced. Staff is evaluating bills and will bring recommendations beginning in March/April 2015. One of the bills introduced late in February is **SB321 (Beall) Motor vehicle fuel taxes: rates: adjustments** which would allow a smoothing out period for the BOE to make changes to gas tax rates if the funding is expected to be lower than the previous year. Staff will bring a full analysis and recommendation directly to the commission on this bill.

Below is a summary of a few bills associated with climate change and housing**.**

Climate Change: Senate Pro Tem de Leon backed by several Dem Caucus members, environmental groups, and labor unveiled a package of bills aimed at implementing the Governor's pledge to take the next step to reduce greenhouse gas emissions.

The center piece of this package is SB 32 by Senator Fran Pavley which would extend the 2030 goals set in AB 32 with a new target to reduce GHG emissions by 80% below 1990 levels by 2050. The other major piece is SB 350 by Senator Kevin de Leon. SB 350 would provide the authority to implement the Governor's call to reduce petroleum use by 50%, increase the amount of electricity from renewable sources to 50%, and increase the energy efficiency of all existing building by 50%. The goal is to accomplish these tasks by 2030.

Other bills in this package include: SB 185 (de Leon), which would require state pension plans to divest from coal and move toward lower carbon investments; and, SB 189 (Hueso), which would establish a committee to provide input on state clean energy and climate action to ensure maximum job creation and economic benefit in California. In addition, Senator Wieckowski has introduced SB 207, which would require the Cap & Trade investment plan to identify any conflicting or overlapping policies that may interfere with the state's ability to meet GHG reduction targets.

Speaker's Transportation Plan: Assembly Speaker Toni Atkins announced an ambitious proposal to address the funding crisis facing California's transportation infrastructure. The plan that would be advanced by the Assembly Democratic Caucus would provide $10 billion over the next 5 years. The plan includes the following elements:

- Halt the use of $1 billion in truck weight fees for transportation bond debt service. This would reverse the funding round-about that was enacted as part of the gas tax swap and provide $1 billion for transportation projects.
- Provide $200 million per year to repay over $900 million in loans made to the general fund from various transportation accounts.
- Impose a road user fee, or vehicle fee, of approximately $50 annually. This would generate about $1.8 billion per year. These funds would be used for transportation bond debt payments of $1 billion, leaving $800 million per year in new

transportation funding. Speaker Atkins stated that something needs to be done now, and this fee could be reduced or eliminated once a mileage based road user fee is implemented.

Last year attempts were made to return the truck weight fees back to transportation accounts, but those efforts failed primarily due to the impact it would have on the general fund. Speaker Atkin's proposal includes a vehicle fee in order to eliminate the $1 billion general fund impact. In addition, the extra $800 million roughly equals the revenue that will be lost when the excise tax is adjusted downward in response to lower gasoline prices.

However, the details have yet to emerge. It has not been decided how the road user fee would be imposed – whether it will include a mileage component or simply a per vehicle fee. Regardless, this new fee will require a 2/3 vote for approval. In addition, it is not clear how the returning weight fee funds will be allocated. Assemblyman Luis Alejo introduced AB 227, which would implement most of the Speaker's proposal, but additional measure are expected to be introduced.

Express Lanes: Assemblyman Jim Frazier introduced AB 194. This measure is sponsored by the Self-Help Counties Coalition, and it would authorize the CTC to approve requests from Caltrans or transportation agencies to build and operate express lanes. This bill is similar to SB 983 that died on the Suspense File in the Assembly Appropriations Committee. The Administration also submitted spot trailer bill language to address expanding of the use of express lanes.

Fiscal Impact: There is no fiscal impact.

Attachments

A. Alameda CTC 2014 Legislation Program
B. Gas Tax Subvention estimated reduction in Alameda County

Staff Contact

Tess Lengyel, Deputy Director of Planning and Policy

2015 Alameda County Transportation Commission Legislative Program

The legislative program herein supports Alameda CTC's transportation vision below adopted in the 2012 Countywide Transportation Plan:

1111 Broadway, Suite 800, Oakland, CA 94607
510.208.7400
www.AlamedaCTC.org

"Alameda County will be served by a premier transportation system that supports a vibrant and livable Alameda County through a connected and integrated multimodal transportation system promoting sustainability, access, transit operations, public health and economic opportunities. Our vision recognizes the need to maintain and operate our existing transportation infrastructure and services while developing new investments that are targeted, effective, financially sound and supported by appropriate land uses. Mobility in Alameda County will be guided by transparent decision-making and measureable performance indicators. Our transportation system will be: Multimodal; Accessible, Affordable and Equitable for people of all ages, incomes, abilities and geographies; Integrated with land use patterns and local decision-making; Connected across the county, within and across the network of streets, highways and transit, bicycle and pedestrian routes; Reliable and Efficient; Cost Effective; Well Maintained; Safe; Supportive of a Healthy and Clean Environment."

(adopted December 2014)

Issue	Priority	Strategy Concepts
Transportation Funding	Increase transportation funding	• Support efforts to lower the two-thirds-voter threshold for voter-approved transportation measures. • Support increasing the buying power of the gas tax and/or increasing transportation revenues through vehicle license fees, vehicle miles traveled, or other reliable means. • Support efforts that protect against transportation funding diversions.
	Protect and enhance voter-approved funding	• Support legislation and increased funding from new and/or flexible funding sources to Alameda County for operating, maintaining, restoring, and improving transportation infrastructure and operations. • Support increases in federal, state, and regional funding to expedite delivery of Alameda CTC projects and programs. • Support efforts that give priority funding to voter-approved measures and oppose those that negatively affect the ability to implement voter-approved measures. • Support efforts that streamline financing and delivery of transportation projects and programs. • Support rewarding Self-Help Counties and states that provide significant transportation funding into transportation systems. • Seek, acquire, and implement grants to advance project and program delivery.
Project Delivery	Advance innovative project delivery	• Support environmental streamlining and expedited project delivery. • Support contracting flexibility and innovative project delivery methods. • Support high-occupancy vehicle/toll lane expansion in Alameda County and the Bay Area, implementation of AB 1811, and efforts that promote effective implementation. • Support efforts to allow local agencies to advertise, award, and administer state highway system contracts largely funded by local agencies.
	Ensure cost-effective project delivery	• Support efforts that reduce project and program implementation costs. • Support accelerating funding and policies to implement transportation projects that create jobs and economic growth.
Multimodal Transportation and Land Use	Reduce barriers to the implementation of transportation and land use investments	• Support legislation that increases flexibility and reduces technical and funding barriers to investments linking transportation, housing, and jobs. • Support local flexibility and decision-making on land-use for transit oriented development (TOD) and priority development areas (PDAs). • Support innovative financing opportunities to fund TOD and PDA implementation.
	Expand multimodal systems and flexibility	• Support policies that provide increased flexibility for transportation service delivery through innovative, flexible programs that address the needs of commuters, youth, seniors, people with disabilities and low-income people and do not create unfunded mandates. • Support investments in transportation for transit-dependent communities that provide enhanced access to goods, services, jobs, and education. • Support parity in pre-tax fringe benefits for public transit/vanpooling and parking.

Issue	Priority	Strategy Concepts
Climate Change	Support climate change legislation to reduce greenhouse gas (GHG) emissions	• Support funding for innovative infrastructure, operations, and programs that relieve congestion, improve air quality, reduce emissions, and support economic development. • Support cap-and-trade funds to implement the Bay Area's Sustainable Communities Strategy. • Support rewarding Self-Help Counties with cap-and-trade funds for projects and programs that are partially locally funded and reduce GHG emissions. • Support emerging technologies such as alternative fuels and fueling technology to reduce GHG emissions.
Goods Movement	Expand goods movement funding and policy development	• Support goods movement efforts that enhance the economy, local communities, and the environment, and reduce impacts. • Support a designated funding stream for goods movement. • Support goods movement policies that enhance Bay Area goods movement planning, funding, delivery, and advocacy. • Ensure that Bay Area transportation systems are included in and prioritized in state and federal planning and funding processes.
Partnerships	Expand partnerships at the local, regional, state and federal levels	• Support efforts that encourage regional cooperation and coordination to develop, promote, and fund solutions to regional transportation problems and support governmental efficiencies and cost savings in transportation. • Support policy development to influence transportation planning, policy, and funding at the county, regional, state, and federal levels. • Support efforts to maintain and expand local-, women-, minority- and small-business participation in competing for contracts.

Estimated Highway Users Tax - Projected FY 2014-15 and FY 15-16 Revenues

Jurisdiction in Alameda County	TOTAL Estimated FY 14-15 A	TOTAL Estimated FY 15-16 A	Difference A-B
Alameda	$2,159,606	$1,607,999	$551,607
Albany	$535,030	$399,850	$135,180
Berkeley	$3,331,555	$2,479,537	$852,018
Dublin	$1,523,055	$1,134,968	$388,087
Emeryville	$304,260	$228,104	$76,156
Fremont	$6,343,910	$4,718,069	$1,625,841
Hayward	$4,341,287	$3,229,886	$1,111,401
Livermore	$2,423,088	$1,803,797	$619,291
Newark	$1,264,912	$942,752	$322,160
Oakland	$12,184,769	$9,058,511	$3,126,258
Piedmont	$326,047	$244,295	$81,752
Pleasanton	$2,077,063	$1,546,660	$530,403
San Leandro	$2,490,315	$1,853,755	$636,560
Union City	$2,133,212	$1,588,386	$544,826
COUNTY TOTAL	**$41,438,109**	**$30,836,569**	$10,601,540

Source: californiacityfinance.com

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DATE:	March 2, 2015
SUBJECT:	Countywide Transit Plan Preliminary Vision, Goals, and Performance Measures
RECOMMENDATION:	Approve the Countywide Transit Plan vision and goals.

Summary

The Countywide Transit Plan will identify a 2040 vision for a comprehensive transit network designed to support Alameda County's future needs and will develop a framework that will enable Alameda County's jurisdictions and transit providers to better align transit, land use, and economic development goals and objectives. The plan will also identify near- and long-term transit capital and operating priorities in the county, including ADA paratransit needs and services as they relate to future transit investment priorities. By developing consensus on a vision for future transit service in Alameda County as well as funding priorities, the Countywide Transit Plan will enable the Alameda CTC, its member jurisdictions and transit operators to leverage existing and advocate for additional resources to improve local, regional and inter-regional transit serving Alameda County.

Staff is recommending that the Commission adopt the Countywide Transit Plan vision and goals in order to provide policy direction as the plan moves forward with development of a transit network vision. The vision and goals are described in Attachment A.

A preliminary draft of the Countywide Transit Plan vision, goals and performance measures was presented to ACTAC in November 2014. ACTAC provided a number of comments, most of which focused on the draft performance measures. The performance measures will be developed as a subsequent phase of the project and are not part of this recommendation on the vision and goals. The refinement and adoption of performance measures will occur in close coordination with transit operator and jurisdiction staff members as the planning process moves forward.

Background

The 2012 Countywide Transportation Plan identified the need for more detailed countywide transportation planning efforts in three key areas: goods movement, transit and arterial roadways. Once completed, the Countywide Goods Movement, Transit and Multimodal Arterials Plans as well as the existing Countywide Bicycle and Pedestrian Plans will form the basis of the next Countywide Transportation Plan update in 2016.

The Countywide Transit Plan builds on recent transit planning efforts led by the Metropolitan Transportation Commission as part of the Transit Sustainability Project, and is being closely coordinated with planning efforts being undertaken by individual transit operators, including AC Transit's Major Corridors Study which will develop, analyze and rank capital improvements for AC Transit's nine major corridors, as well as with work underway by LAVTA/Wheels in the Tri-Valley.

Fiscal Impact: There is no fiscal impact.

Attachments

A. Countywide Transit Plan Technical Memo #3, Vision and Goals

Staff Contacts

Tess Lengyel, Deputy Director of Planning and Policy

Kara Vuicich, Senior Transportation Planner

6.1.1A

Vision, Goals and Performance Measures

Countywide Transit Plan

Final DRAFT Technical Memo #3

ALAMEDA County Transportation Commission

Prepared for:
Alameda County Transportation Commission

Prepared by:
Parsons Brinckerhoff

With

Cambridge Systematics

February 2015

Table of Contents

Acronyms

Acronym/Abbreviation	Definition
ACCMA	Alameda County Congestion Management Agency
ACTA	Alameda County Transportation Authority
ACTIA	Alameda County Transportation Improvement Authority
Alameda CTC	Alameda County Transportation Commission
MTC	Metropolitan Transportation Commission
RTP	Regional Transportation Plan
TAC	Technical Advisory Committee
TSP	Transit Sustainability Project

1.0. Introduction

The Alameda County Transportation Commission (Alameda CTC) and its predecessor organizations – Alameda County Congestion Management Agency (ACCMA), Alameda County Transportation Authority (ACTA) and Alameda County Transportation Improvement Authority (ACTIA) – have traditionally relied on a conventional approach for advancing projects in the Countywide Transportation Plan. The agencies conducted a call for projects followed by an evaluation process to rank projects based on their ability to achieve long-term transportation goals. As Alameda CTC seeks to transition to a more data-driven, performance-based approach to programming, it is critical to ensure that the appropriate framework for advancing transit in the County is put in place.

The cost of providing transit service is increasing, while service levels and ridership are declining. Increasing costs combined with fluctuations in transit funding and revenues have resulted in service cuts that impact transit ridership, and present on-going challenges for both maintaining existing services and providing new service. Consequently, population and employment in Alameda County continue to grow, but transit ridership has not kept pace.

The intent of the Countywide Transit Plan is to understand the problems facing transit providers and users in Alameda County and to work with them to consider alternative approaches to providing transit services that can offer a more sustainable and effective long-term model. This technical memorandum begins the process by focusing on creating a vision and goals for Alameda County that not only increase the mobility and accessibility for the population, but will also result in an improved financial position for transit agencies and bring added benefits such as improving environmental quality in Alameda County.

This technical memorandum:

- Reviews the existing vision and goals adopted by Alameda CTC and the Metropolitan Transportation Commission (MTC) to guide funding decisions and service delivery.
- Suggests how best to transition from the broad vision and goals laid out for the regional and countywide transportation plans to more narrowly-focused goals that will help to achieve more financially sustainable and effective transit systems that better serve county residents and employment locations.

2.0. Vision and Goals

As outlined in Technical Memorandum #1, MTC and Alameda CTC have established broad and comprehensive goals to guide the implementation of transportation projects and programs. The vision and goals focus on enhancements to the transportation system, but also address environmental and land use objectives. Transit operators, on the other hand, generally have service-oriented goals related to the delivery of their transit services. This difference reflects the unique role of each type of agency.

To effect change in the transit system, Alameda CTC will need to identify a vision and implement goals and performance measures that enable the transit agencies and local jurisdictions to make sound investment decisions that result in positive change in transit services and performance. As a funding agency, Alameda CTC can use its goals and performance measures to provide clear policy direction for the prioritization of projects and programs.

2.1. Existing Transportation Vision and Goals

The general transportation vision, goals, and performance measures for MTC and Alameda CTC outlined in Technical Memorandum #1 are background and reference points for the development of a more focused approach recommended for this Countywide Transit Plan, as described briefly below. Summary tables of these existing vision, goals, and performance measures for MTC and Alameda CTC are available in Appendix A in Technical Memorandum #1.

A. MTC

MTC established six transportation investment strategies in Plan Bay Area, the regional transportation plan adopted in June 2013.

- Invest in county priorities
- Maintain our existing system ("Fix It First")
- Support focused growth – OneBayArea Grant Program
- Build next generation transit
- Boost freeway and transit efficiency
- Protect our climate

These strategies were supported by the following transportation performance measure categories:

- Climate Protection
- Adequate Housing

- Healthy and Safe Communities
- Reduce Injuries and Fatalities from Collisions
- Encourage Active Transport
- Open Space and Agricultural Land
- Equitable Access
- Economic Vitality
- Transportation System Effectiveness

While MTC adopted a broad set of goals for its Regional Transportation Plan (RTP), it also recognized the need to focus its goals to address the growing financial and operating challenges facing transit agencies. Prior to the 2013 RTP update, MTC launched the Transit Sustainability Project (TSP) to assess the major challenges facing transit and identify a path toward an affordable, efficient and well-funded transit system that more people will use. The three primary goals of the TSP were to:

- Improve financial conditions
- Improve service for the customer
- Attract new riders to the system

This set of goals helped MTC and transit operators focus on the most pertinent issues for the region's transit systems and began the process of transitioning to performance-based programming.

B. Alameda CTC

Alameda CTC developed a vision statement and set of goals during the development of the 2012 Countywide Transportation Plan. The transportation vision and goals state:

> *Alameda County will be served by a premier transportation system that supports a vibrant and livable Alameda County through a connected and integrated multimodal transportation system promoting sustainability, access, transit operations, public health and economic opportunities.*

Alameda CTC's goals are that the County's transportation system will be:

- *Multimodal*
- *Accessible, Affordable and Equitable for people of all ages, incomes, abilities and geographies*
- *Integrated with land use patterns and local decision-making*
- *Connected across the county, within and across the network of streets, highways and transit, bicycle and pedestrian routes*
- *Reliable and Efficient*

- *Cost Effective*
- *Well Maintained*
- *Safe*
- *Supportive of a Healthy and Clean Environment*

This vision and the goals cover transportation investment for the county and provide the framework within which the following transit vision and goals were developed.

2.2. Proposed Transit Vision and Goals for Alameda CTC

Many elements of the existing Alameda County transportation vision can apply to transit. Alameda CTC continues to be focused on creating a first-class transportation system for Alameda County that advances environmental sustainability and economic vitality and facilitates mobility and connectivity. Alameda CTC also recognizes the need to achieve financial sustainability by allocating limited transportation resources in a way that results in enhanced efficiency for transit operations and produces the most effective results for investments. To achieve this, a simple focused transit vision is proposed:

> *Create an efficient and effective transit network that enhances the economy and the environment and improves quality of life.*

This vision focuses on the challenge to improve transit network efficiency and effectiveness, while providing environmental and economic benefits. This will allow Alameda County to continue economic growth and provide a more sustainable approach to accommodate population and employment growth in the future.

A simple, focused vision sets the stage for an effective performance framework. The strategic goals define what the vision needs to accomplish through a set of separate, yet integrated elements that support the vision.

Based on the assessment of existing conditions, there are key issues that need to be addressed in outlining the goals for the future transit system serving Alameda County. Currently, a relatively small share of the total trips made within or to or from Alameda County is made using transit. While some travel markets, such as the work commute between the East Bay and San Francisco, have higher numbers of trips made on transit, the overall number of trips made using transit will need to increase to address both the growing demand for travel and the desire to provide a more environmentally sustainable transportation system. Achieving environmental sustainability will also require a new approach to linking land use decisions and patterns with transit investments.

As the demand for transit dollars increases and resources remain competitive, there is a need for a greater emphasis on ensuring that transit investments achieve the greatest returns for the dollars spent. Current transit expenditures are not resulting in significant increases in services or ridership. With the

exception of BART, transit ridership in Alameda County has remained relatively constant.

The transit market analysis undertaken as part of this study indicates that Alameda County has a high potential to capture a greater number trips on transit and make positive contributions to the county's environmental quality. There are highly competitive transit markets throughout the county, but some of these markets are performing below their potential. There may be a variety of reasons for the lower than anticipated performance. For example, poor connectivity between the many transit operators in the county and lack of a well-integrated fare structure can make travel on transit costly, time-consuming, and less convenient than desired, thereby discouraging transit ridership. Transit users also express concerns about lack of transit information, safety and security both getting to and using transit, limited service hours and frequency, and poor reliability of service.

The six goals that are recommended to address these issues and implement the countywide transit vision are summarized below:

- **Increase transit mode share.** The number of people living in Alameda County is growing significantly faster than the number of people that are riding transit. By capturing a larger share of all trips on transit, a more sustainable transit system can be achieved. The goal is not only to increase transit ridership, but to reduce dependence on auto travel on a per capita basis.
- **Increase effectiveness.** Much of the existing transit supply in the off-peak hours remains underutilized. Demand for some peak hour services, such as transbay BART service, exceeds capacity, and use of the system becomes constrained by lack of supply. To achieve a more financially sustainable transit system, it is important to ensure that major transit investments benefit and are used by the greatest number of people, and that supply matches demand.
- **Increase cost efficiency.** The cost of transit service is increasing without a commensurate increase in service levels or passengers. To maintain and expand transit services and to increase frequency and service hours, resources must be used as efficiently as possible.
- **Improve access to work, education, services and recreation.** The transit system should make it easier for people to travel without having to rely on private automobiles. This includes the creation of an integrated transit network that provides fast, reliable connections between major residential populations and activity centers as well as more innovative, flexible services that can more effectively meet transportation needs in areas that cannot be served efficiently by fixed route transit, or for individuals who rely on paratransit services due to a disability. Additionally, by promoting

land use patterns that provide a mix of uses and greater density around transit or activity hubs, the potential to capture more trips on transit and to enhance first- and last-mile connectivity will be improved.

- **Reduce emissions.** With transportation being the single largest contributor to emissions, shifting travel away from cars and onto transit can help reduce emissions (both greenhouse gases and air pollutants) and enhance the quality of life and of the environment in Alameda County.
- **Achieve a state of good repair.** To provide a safe and reliable transit experience for the user, the transit system needs to be in good working condition. Maintenance of existing transit facilities and fleets needs to be balanced against system expansion.

The objective of these goals is to stay focused on the issues that are central to creating a sound and effective transit system and to limit redundancy and the potential for conflicts between goals. The proposed goals are also intended to help Alameda CTC make difficult choices regarding transit investments in the county and to assist decision-makers in determining where investments will provide the greatest return on funds invested.

The next step in the study will be to identify performance measures to evaluate progress towards meeting these goals. The performance measures will be focused on a limited number of metrics that are easily measured and that provide flexibility to transit operators in terms of how the outcomes are achieved.

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DATE:	March 2 , 2015
SUBJECT:	Countywide Goods Movement Plan Needs Assessment and Strategies
RECOMMENDATION:	Approve the Countywide Goods Movement Plan Proposed Strategies for Evaluation

Summary

Goods movement is critical to a strong economy and a high quality of life in Alameda County. The central location of Alameda County in the Bay Area, combined with significant freight transportation assets, such as major interstates, the Port of Oakland and two major rail lines, position it as a goods movement hub for Northern California. Alameda CTC is developing a Countywide Goods Movement Plan that will outline a long-range strategy for how to move goods efficiently, reliably, and sustainably within, to, from and through Alameda County by roads, rail, air and water.

In 2014, the Commission approved the Vision and Goals and performance measures for the Countywide Goods Movement Plan. The performance measures are being used to a) evaluate the current and projected performance of the countywide goods movement system with respect to the goals in order to identify gaps and opportunities; and b) evaluate and prioritize strategies to achieve the Vision and Goals.

Over the last several months, the consultant team has conducted a detailed Needs Assessment to identify gaps and opportunities in the goods movement system. Attachment A presents an overview of the Needs Assessment and the projects, programs and policies (collectively referred to as strategies) that have been identified for further study to address the issues and needs identified in the Needs Assessment. Attachment A presents an overview of the Needs Assessment, strategy development, a list of proposed strategies and the next steps for evaluating strategies against the adopted vision and goals.

The draft strategies were presented to ACTAC in February and a final draft will be presented to ACTAC for review and recommendation to the Commission in March. Comments from ACTAC will be presented to the Commission as part of the ACTAC recommendation.

Fiscal Impact: There is no fiscal impact.

Attachments:

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

Staff Contact

Tess Lengyel, Deputy Director of Planning and Policy

Matthew Bomberg, Assistant Transportation Planner

Memorandum

TO: Alameda CTC

FROM: Michael Fischer, Cambridge Systematics

DATE: February 26, 2015

RE: Countywide Goods Movement Plan - Proposed Strategies for Evaluation

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

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

Needs Assessment

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

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

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

- **Identify** gaps, issues and opportunities for each functional element of the goods movement system based on performance measure ratings;

- Help **develop** strategies to meet performance goals.

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

- **Global Gateways,** which are the seaports and airports that form the County's international trade gateways and the facilities immediately surrounding and supporting the gateway functions.

- **Interregional and Intraregional Corridors**, which are the major highway and rail corridors that link freight hubs around the County to regional and national markets.

- **Local Streets and Roads**, which provide the first and last mile connections to freight facilities, businesses, and consumers.

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

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

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

Strategy Development

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

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

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

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

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

Stakeholder Input on the Strategy List

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

- There were a number of suggestions for specific word changes, recommended new programs for very focused topics, and suggested approaches to project evaluation. Most of these have been addressed with small changes to the strategy list and will be addressed in the final version of the needs assessment.

- There were recommendations to expand the discussion of public health and equity issues in the needs assessment and to provide more focused strategies focused on addressing impacts of goods movement targeted to impacted communities. One area of concern was that the focus of the needs assessment with respect to community impacts was on health impacts from diesel emissions. Because there is limited data on affects such as noise and light impacts and health effects, there will be qualitative discussion added to the needs assessment and references to other studies that address these issues in the County will be cited. There were also comments that there needed to be more

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

- There was a suggestion that the needs assessment should have more discussion of the interaction between local streets and roads and state highways. Additional qualitative information will be included.

- There were suggestions for several new projects. In some cases these were warranted by the needs assessment and projects were included. In other cases, it was more appropriate to incorporate new programs through which specific projects could be developed in the future based on more in-depth analysis than could be conducted for this Plan.

- There was a suggestion that affected communities should be involved in implementation or project selection for programs that specifically address community impacts. The descriptions of these projects do mention this possibility but the final decision as to how communities will be involved in implementation should be addressed during program implementation.

- There was a suggestion for a strategy with broader guidelines on land use policy. This strategy has been added.

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

How the Strategy List Will Be Used – Next Steps

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

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

Recommended Action

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

Attachments:

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

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Local Streets and Roads Strategies														
Rail Crossings														
Berkeley	7	Project	Berkeley Railroad Crossing Improvements	Design and construct railway crossing improvements, including grade separation at Gilman Avenue and quadrant gates (RTP Project 21144) , road closures, and at-grade improvements at other crossings, per Quiet Zone Study	Addresses safety, noise, congestion delay and community disruption issues identified in rail impacts case study	L, X	■	■		■				230116
Central County	12	Project	Implement High Street, Davis Street, and Hesperian Blvd grade separation projects	These grade separations are adjacent to industrial areas with significant truck traffic that is subject to delays due to high volume passenger and freight rail activity at at-grade crossings	Primary benefit would be to reduce truck delay at crossing in industrial area. Truck delay benefits to be evaluated	L				■	■			SF Bay Area Freight Mobility Study (Caltrans D-4), CCJPA FY08/09-FY09/10 Business Plan
Countywide	21	Policy & Program	At-Grade Crossing Safety and Grade Separation Policy and Program	Improving Railroad Crossings - existing rail crossings are generally deficient in gate arms and warning lights, at grade cross-track sidewalk access and ADA access, paving, signage, pavement markings. Included in the program would be a policy for prioritizing locations and selecting grade crossing improvements vs. closures vs. grade separations. Eligible under RTP 240386, Local Road Improvements Program	Multimodal safety and reduction of delays, emissions and noise at grade crossings with growing rail freight activities, including those identified in rail impacts case study	L,X	■	■		■				240386, 240208, new
Emeryville	34	Project	Local Road Safety - Rail improvements at 65th, 66th, 67th streets in Emeryville	Rail safety improvements consisting of 4-quad gates and detection technology at local roadway crossings at the UPRR main line at 65th, 66th, and 67th Streets consistent with Quiet Zone approval. Eligible under RTP 240386, Local Road Improvements Program.	Program explicitly addresses safety issues.	L	■	■		■				240386
Fremont	41	Project	Improve Fremont rail crossing safety with gates and medians at: Fremont Blvd, Maple St, Dusterberry Way, Nursery Ave.	Improve highway-rail crossing safety at four at-grade crossings in the City of Fremont by installing raised medians, railroad gate improvements, and sidewalk. Rail crossing locations are: Fremont Blvd., Maple St., Dusterberry Way., and Nursery Ave.	Benefits grade crossing safety and reduces delays	X		■			■			240208
Hayward	46	Project	Tennyson Road railroad grade separation in Hayward	Alleviate existing traffic hazards caused by conflicts between vehicles and trains. The proposed underpass will eliminate a sub standard grade crossing that will provide direct benefits and improvements to pedestrian safety as well as vehicle and train safety. This project is very similar to the Harder Road underpass project completed by the City several years ago.	Strengthens Central County industrial access and truck routes network in keeping with needs identified in case study	L		■		■	■			240055
Newark	58	Project	Construct grade separation on Central Avenue/ 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	L		■		■	■			21103

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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		■		■				240273
Union City	101	Project	Grade separations over Decoto Road through the residential neighborhood	In conjunction with the grade separation over Decoto Road (Project #230101) continued grade separations of both rail lines through the residential neighborhood of Decoto	Addresses safety, noise, congestion delay, and community disruption issues	L	■	■		■	■		■	23101, 230103
Truck Route Connectivity and Information														
Alameda	1	Project	Clement Ave extension Broadway to Grand St. Alameda to access industrial area, direct connection to northern truck route	Signalization improvements, ROW acquisition, and new construction, as well as resurfacing of a segment between Broadway and Grand St.	Improves connection between Alameda and nearby industrial area. Also provides a direct connection along the City of Alameda's northern truck route, which would improve efficiency in movement.	L					■			SF Bay Area Freight Mobility Study (Caltrans D-4)
Countywide	15	Policy & Program	Truck Route Coordination Planning/Guidance, Technical Assistance, and Information	Alameda CTC would provide planning and technical assistance to provide guidance on truck route planning based on principals of connectivity described the Needs Assessment report, and facilitate discussion and actions by cities to adopt routes that address system gaps, as well as possible consideration for removing restrictions. Guidance would include model ordinances and polices for cities. Program coudl also include making truck route information (including Countywide truck route map, city contacts for oversize/overweight permits, links to city truck services) available online.	Can identify means through which to address truck route network gaps to address issues such as those identified in general needs assessment and central county case study	L	■				■		■	new
Countywide	110	Program	Overweight truck route implementation and maintenance	Address truck routes with heavy durability materials and to maintain overweight truck routes	Needs assessment identified issues of connectivity in overweight routes.	L			■		■			new
Countywide	16	Program	Countywide Freight Signage Program	Signage to encourage use of designated truck routes, display route choices for specific destinations and services to minimize impacts on communities identified in the needs assessment and unnecessary mileage and delay. Eligible under RTP 240386, Local Road Improvements Program.	Needs assesment and case studies identify issues with poor signage and poorly maintained signage.	L	■	■			■	■	■	240386
Fremont	39	Project to be developed	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
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 wholesale/distribution businesses.	Addresses travel delay, travel time reliability, and truck-related crashes within segments identified in the Needs Assessment.	L,I		■		■	■			240025

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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,I				■	■			240052
Oakland	68	Project	Eliminate truck clearance limits on San Leandro Street at 105th 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). Eligible under RTP 240394 Goods Movement Program.	Helps create needed overweight truck corridor between Oakland and San Leandro	L			■		■	■		240394
Oakland	70	Project	Melrose - Coliseum District: Street 50th Ave and Coliseum Way reconstruction for heavy truck traffic, Oakland	Reconstruct Coliseum Way and 50th Avenue to handle heavy truck traffic, reduce safety hazards due to sight distance, and provide bicycle and pedestrian safety facilities. Eligible under RTP 240394 Goods Movement Program.	Helps create needed overweight truck corridor between Oakland and San Leandro	L			■		■			240394
Oakland	75	Program/ Project	Reconstruct streets and add rail crossing safety for heavyweight trucks in Woodland-81st Avenue industrial area, Oakland	Reconstruct goods movement streets within the Woodland-81st Avenue industrial area to withstand heavy truck traffic; modify gateways, provide at-grade safe RR crossings. Eligible under RTP 240394 Goods Movement Program.	Helps create needed overweight truck corridor between Oakland and San Leandro	L		■	■					240394
Oakland	71	Project	Replace Adeline overpass at 3rd St in Oakland to accommodate overweight trucks.	Replace the existing Adeline St overpass (over the railroad tracks at 3rd St and Adeline St) to reduce the grade of the overpass and improve structure so it can accommodate overweight trucks.	Improves freight resilience at a key Port gateway by reconstructing bridge to seismic standards and improves truck operations by reducing the maximum grade on bridge. Also allows widens the bridge to provide a separate bike path that reduces truck/bike conflicts accessing Shoreline Park trail.	L,G			■		■	■		new
Oakland/San Leandro	91	Project to be developed	Truck route signage on east/west routes to divert truck traffic from International Blvd and E 14th Street to San Leandro Street	Recommended companion project to elimination of San Leandro street truck route gaps at Fruitvale and 105th (project 68)	Addresses travel time reliability and truck-related crashes within segments identified in the Needs Assessment.	L		■		■	■	■	■	new
Pleasanton	106	Project to be developed	New truck route designation along Santa Rita Blvd in Pleasanton to offer truck access to I-580.	Assess feasibility of a project to designate Santa Rita Blvd between I-680 and I-580 as a truck route to provide truck route connectivity.	Helps provide truck route connectivity that serves the warehouse clusters around Sunol Blvd.	L, I					■			new
Union City	99	Project to be developed	Whipple Rd widening and truck route designation Central to Mission Blvd in Union City	Assess feasibility of a project to widen Whipple Rd from Central to Mission Blvd. in conjunction with a designation of this section of Whipple as a truck route providing a completed connection between Mission Blvd. Tier 2 truck route and I-880.	Eliminates gap in truck route network	L				■	■			new

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Capacity, Delay, and Reliability														
Countywide	18	Program	Truck route ITS and Signal Synchronization Program	Could include signal interconnect, incident management, traveler information, and intersection improvements. Locations for such improvements should be determined from the needs assessment. Eligible under RTP 240387 Local Roads O&M Program or RTP 230419 FPI.	Addresses truck and general traffic delays on routes of local and regional significance for goods movement	L				■				new / 240387 / 240391
Fremont	35	Project	Auto Mall Parkway Cross Connector widening between I-680 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 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).	Creates suitable truck route connector between industrial areas, helps relieve existing truck routes through impacted areas and connect critical north south corridors I-880 and SR-238	L				■	■	■		94506
Fremont	37	Project	Route 262 Mission Blvd Cross Connector Improvements between I-680 and Warm Springs Blvd/SR 262 (East segment)	Improve Route 262 Mission Boulevard cross connector, includes widen Mission Boulevard to 3 lanes in each direction throughout I-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	Improves mobility options in area with high truck volumes and numerous freight reliant businesses.	L				■	■	■		230110
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
Livermore	56	Project	Widen Route 84 from Pigeon Pass to Stanley Boulevard	Widen Route 84 from 2 lanes to 4 lanes from north of Pigeon Pass to Stanley Boulevard and from 2 lanes to 6 lanes from Stanley Boulevard to Jack London Boulevard	Helps address access limitations to southeast Pleasanton industrial areas as identified in needs assessment	L				■	■			22776, 240062
Union City	100	Project	Widen Union City Boulevard from 2-lanes to 3-lanes between Whipple Road and Industrial Parkway	Widen Union City Boulevard/Hesperian from two lanes to three lanes from Whipple Road in Union City to Industrial Parkway in Hayward;	Helps create more effective routing alternatives for Central County truck route network to address issues indentified in needs assessment and case study.	L				■	■			240051
Resilience/Lifeline														
Alameda/Oakland	2	Project	Fruitvale Avenue (Miller Sweeney) Lifeline Bridge Project (Includes Rail, Ped and Bike elements)	Overall project would retrofit the existing bridge with one structure that can provide the only lifeline access from Alameda. Provide dedicated bike lanes, median, and sidewalks. The Bridge is located on the Oakland Estuary between Tilden Way in Alameda and Fruitvale Avenue in Oakland.	Helps address truck route access issues and hazardous material access to Alameda island identified in needs assessment.	L			■		■			240101, 240324

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Alameda/Oakland	4	Project	Replace Park Street Bridge between Park Street in Alameda and 29th Avenue in Oakland	Helps address truck route access issues to Alameda island identified in needs assessment. Project would retrofit the existing bridge with one structure that can provide the only lifeline access from Alameda. Provide dedicated bike lanes, median, and sidewalks. The Bridge is located on the Oakland Estuary between Park Street in Alameda and 29th Avenue in Oakland	Helps address truck route access issues to Alameda island identified in needs assessment.	L			■			■		240100
Safety and Modal Conflicts														
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 Tesla case study	L		■			■			240094/ 98198/ new
Countywide	104	Program	Local road safety program on truck routes	This program would provide funding and guidance to address safety issues along local truck routes. This could include analysis of collision history patterns at locations identified as having high truck-involved collisions in Needs Assessment, assessment of potential countermeasures, and prioritization and funding of specific improvements. Program should be coordinated with maintenance, rehab and bridge programs. Program would also address safety issues related to truck interactions with bicycle/pedestrian routes.	Improves the safety on local truck routes to provide safer travel for all modes, and increased mobility	L		■						new
Oakland	107	Project to be developed	Assess feasibility of a project to separate bike and ped pathways within the Port of Oakland	This project will eliminate the conflict along 3rd Street Bike/Ped. movements which currently conflicts with large amount of truck movements between Adeline St and Brush Street. Project will work with communities to determine best implementation strategy	Improves safety of cyclists and pedestrians that utlize existing bike pathways within Port of Oakland. Also improves movement of trucks within Port of Oakland.	L,G	■			■				new
Truck Parking, Loading, and Delivery														
Countywide	19	Policy & Program	Off-Peak and Novel Delivery Policy Guidance and Demonstration Program	New program to demonstrate off-peak delivery policy and incentives building on New York City research and results of FHWA off-peak delivery demonstration. Strategy will also look at mitigations for adverse impact on neighborhoods from such a program. Program could also include pilots related to neighborhood delivery pick-up and drop-off centers that eliminate last-mile truck VMT.	Optimizes use of system capacity, helps reduce congestion delay. Potentially improves safety and reduces community impacts by moving truck activity to times of day with reduced exposure.	L	■	■		■		■	■	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. Implement measures sufficient to address illegal truck parking on local streets. Eligible under RTP 240394 Goods Movement Program.	Responds to needs to reduce truck routing and parking impacts on land use and equity and to create more efficient truck routing	L,I,X	■						■	240394/ new

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

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

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Hayward	45	Project	I-880/A St interchange improvements in Hayward	Reconstruct interchange to accommodate widening of A Street from 5 lanes to six lanes underneath the overpass. Final alignment would be two continuous through lanes and one continuous left turn lanes in each direction. This would also involve intersection and signal modifications. Would benefit trucks turning onto I-880 ramps. Area has high volumes of trucks, half of them 5-axle.	Addresses travel delay, travel time reliability, and truck-related crashes within segments in the Needs Assessment.	I		■		■				240047
Hayward to 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	Addresses travel delay, travel time reliability, and truck-related crashes within segments in the Needs Assessment.	I		■		■				230052
Oakland	67	Project	I-880/High St Interchange Improvements on Jensen, Howard Streets, High Street, 42nd Ave, Coliseum Way in Oakland	Extend and align 42nd Avenue with Alameda Avenue to provide a road parallel to High Street; widen High Street to provide additional capacity at the intersections of the freeway connector roads of Oakport Street and Coliseum Way; realign E. 8th Street near Alameda Avenue; and extend and realign Jensen and Howard Streets to connect High Street and 42nd Avenue. Includes modified traffic signals and intersection improvements. Improvements also proposed for Howard St./Jensen St. and E. 8th St. as well as the intersections of High St. at Oakport St. and Coliseum Way	Addresses travel delay and truck-related crashes within segments in the Needs Assessment.	I		■	■	■	■			230170
San Leandro to Oakland	90	new	MTC I-880 Integrated Corridor Management Project through Oakland and San Leandro	This project will implement Adaptive Ramp Metering (ARM) and Active Traffic Management (ATM) strategies will be employed to reduction congestion and provide incident management capabilities.	Addresses travel time reliability and truck-related crashes within segments identitifed in the Needs Assessment.	I	■	■		■		■		new
Union City to Hayward	97	Project	I-880 auxiliary lanes between Whipple in Union City and Industrial Parkway West in Hayward	Add auxiliary lanes by widening the freeway and reconfiguring the lane layout to provide the minimum lane widths identified by Caltrans. This assumes the existing I-880 bridge over Alameda Creek would be widened to accommodate the new cross-section.	Addresses travel time reliability and truck-related crashes within segments identitifed in the Needs Assessment.	I		■		■				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 identitifed in the Needs Assessment.	I		■		■				240052
Not Corridor Specific														
Central County	11	Project	Bypass lanes in I-880, I-238, I-580 corridors	Truck bypass lanes at I-238/I-580 and I-238/I-880 interchanges. Truck bypasses would address operational conflicts between trucks and autos in merge/weave sections of freeway interchange.	These interchanges and connecting freeway segments have high levels of truck involved crashes, poor reliability, and part-day congestion and very high truck volumes.	I	■	■		■				230091
Countywide	17	Program	Evaluate ITS projects with high priority to trucks, coordinate freeway information systems and parallel arterial truck route ITS in I-880, I-80, and I-580 corridors.	New program to identify focused truck corridor ITS projects as part of Freeway Performance Initiative. ITS applications will be coordinated with existing and other planned local and regional programs. Link ITS to ATIS. Eligible under RTP 230419 FP	Uses innovative technologies to address travel delay, travel time reliability, and safety	I				■				230419, new

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

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

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Unincorporated County	94	Project	Niles Junction Bypass	New rail bridge over Alameda Creek in Niles Junction to allow movement from Oakland Subdivision at mouth of Niles Canyon to Niles Subdivision.	In combination with other projects on Oakland Subdivision and Niles Subdivision, would create an improved southern access route to Port of Oakland and Oakland Army Base to serve bulk exports, act as a reliever route for Martinez Subdivision intermodal traffic	R				■	■	■		CA Rail Plan
Unincorporated County	95	Project	Rehabilitate Niles Canyon Railway	Connect to Niles Subdivision at Niles, rehabilitate 8 miles of trackage along Niles Canyon Railway to Class 1 freight standards (Fremont & unincorporated Alameda County), install centralized traffic control, improve bridges and reconnect to east end of Hearst siding at MP 38.55	In combination with other projects on Oakland Subdivision and Niles Subdivision, would create an improved southern access route to Port of Oakland and Oakland Army Base to serve bulk exports, act as a reliever route for Martinez Subdivision intermodal traffic. Addresses forecasted regional rail capacity issues identified in Needs Assessment. Could be replaced with project 87	R				■		■		new/ ACE forward/ UP Proposals
Unincorporated County & Pleasanton	96	Project	Extend and upgrade Radum 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				■		■		CA Rail Plan and Altamont Corridor Rail Study (Caltrans)
Livermore to Pleasanton to Fremont to Union City to Hayward to Oakland	57	Project	Short Haul Rail Service	Short haul service linking Central Valley shippers with Port of Oakland or Oakland Army Base rail yards. Inland terminus to be determined by updated market studies. Future studies should be conducted to determine capital cost and operating subsidy needs.	Would help reduce truck traffic on I-580 from Central Valley shippers and distribution centers.	R,I				■	■			TCIF Tier 1 (inactive project) and San Joaquin Valley Interregional Goods Movement Study
Not Corridor Specific														
Countywide	13	Policy	Regulatory proceedings on crude by rail	In partnership with city and regional agencies, monitor and comment on regulatory proceedings at state and federal level related to crude by rail	Supports efforts to improve safety and reduce impacts of crude by rail	R,X	■	■			■		■	new
Countywide	14	Policy	Crude by rail safety	Support recommendations of California Interagency Working Group related to Crude by Rail	Supports efforts to improve safety and reduce impacts of crude by rail	R,X		■						new
Countywide	22	Program	Industrial Rail Access Program	A program to support industrial rail users to improve industrial spurs to allow for increased rail usage.	In coordination with capacity improvements on rail lines can help ensure maximum use of rail, encourage economic development in rail-served industries, and create opportunities to shift some truck traffic to rail in industrial corridors such as I-880.	R					■			new

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Countywide	108	Policy & Program	Rail and Terminal Emission Reduction Program	Program to assess rail and terminal emissions, including potential voluntary adoption of Tier 4 standards for locomotives by railroads, as well as incentives for using low emission switching locomotives. Additional programs aimed at reducing rail-related emission, particularly targeted to areas with high public health impacts from rail operations.	Supports efforts to reduce emissions associated with rail movement.	R		■						new
Countywide	30	Program	Rail Quiet Zone Program	Program to assess suitability of locations, prioritize locations, design, and address implementation of quiet zones	Reduces noise from at-grade rail crossings	R	■							new
Global Gateways Strategies														
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. Eligible under RTP 230394 Goods Movement Program.	Project directly focused on environmental (& community) issues. Project also relieves truck parking shortage.	G,X	■						■	240394, new
Oakland	63	Program	Oakland Airport Area ITS Project	Design and implement ITS along 98th Ave and Hegenberger Rd from I-880 to OAK. Includes installation of CCTV cameras, vehicle detectors, dynamic message signs, transit priority, real-time traveler information displays, etc. to improve management of the corridors leading to/from OAK and the I-880/Coliseum area. This project would interconnect the signals along these routes to minimize delay and improve traffic flow, and provide the Port and City with centralized control for incident management. Real-time traffic-responsive systems would be considered. ITS linkages would benefit OAK access to significant numbers of trucks traversing the arterial linkages to and from I-880, including many high-value air freight shipments.	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 - 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.	G				■	■			SF Bay Area Freight Mobility Study (Caltrans D-4)
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

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Oakland	72	Oakland	Port of Oakland ITS including FRATIS	The project will leverage the existing communications infrastructure to implement various ITS projects in a phased deployment, specifically a FRATIS, appointment based arrival system. The deployment will include the development of a master plan to be followed by a pilot/demonstration project. It will eventually include the construction of a Traffic Management Center linkage with the City of Oakland and Caltrans, network backbone, sensors, cameras, signal interconnect, and dynamic message signs.	Innovative technology to reduce delays, queueing, and associated truck emissions. Proposed by Port of Oakland to address access and capacity issues identified in Needs Assessment.	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 tail track extension for the BNSF OIG intermodal yard that facilitates the expansion and re-configuration of OIG.	Grade separation improves safety, reduces truck delay and improves access to marine terminals.	G		■		■	■			22082
Oakland	83	Policy	Strategies to improve port operations including night gates	Adding more shifts, automation of terminal operationss, and/or other gate management practices while mitigating any potential community impacts	Improves Port access and operations; potentially shifts operations to time of day when emissions exposure to population in adjacent communities significantly less	G,X	■			■				new
Cross-Cutting Strategies														
Countywide	23	Policy & Program	Clean Truck Policy & Program Collaborative (joint working group with regulatory agencies, freight industry representatives, and public agencies)	Potential local or state policy such as fleet emission standards, emission trading programs, and other incentives to encourage adoption of clean truck technologies and alternative fuels. A collaborative program, including participation from all relevant stakeholders. Incentives and collaborative activities could potentially be funded from existing RTP programs RTP 230550 Regional Climate Initatives or RTP 22425.	Program directly focused on environmental (& community) issues	X	■						■	230550, 22425
Countywide	25	Program	Freight Corridors Community Enhancement and Impact Mitigation Initiative	New program to fund impact mitigation in neighborhoods immediately adjacent to freight facilities where buffers and freight hub relocation are not possible, as discussed in the needs assessment. Could be eligible under RTP 240386 Local Road Improvement Program, RTP 240396 Environmental Mitigation Program, or RTP 22425	Program directly focused on environmental (& community) issues	X	■						■	240386, 240396, 240731
Countywide	29	Policy & Program	Develop / support workforce training programs for goods-movement related jobs	A program will to support workforce traning for goods movement related jobs,including for residents of areas most affected by goods movement projects.	Creates opportunities for economic benefits of freight expansion	X	■							new

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Countywide	26	Program	Near-Zero and Zero-Emission Goods Movement Technology Advancement Program	New program to fund and demonstrate Near-Zero and Zero-Emission goods movement technologies. Draws funding from identified RTP program. Should be coordinated with CARB Sustainable Freight Strategy and BAAQMD programs. Program could include incentives for engine retrofits to low emission and ZEV technology. Program could potentially include funding to compensate smaller independent drayage truckers for whom it is not economical to upgrade trucks. Program could also include ZEV technology demonstrations for trucks and alternative fueling infrastructure. This program would be targeted to freight corridors and facilities in communities with greatest adverse impacts from freight emissions.	Program directly focused on environmental (& community) issues, and encourages innovative technology	X	■						■	240397, 230550, 22425
Oakland	79	Project	Bay Bridge artificial dunes installation	Construct artificial dunes along the entire length of the low-lying section north of the Bay Bridge to protect I-80 from flooding	Improves freight infrastructure resiliency	X,I,G	■		■					Adapting to Rising Tides (MTC, BCDC, Caltrans)
Oakland	80	Project	Breakwater installation	Construct an offshore breakwater north of the Bay Bridge touchdown to mitigate sea level rise, reduce storm surge and wave impacts, provide protection to I-80.	Improves freight infrastructure resiliency	X,I,G	■		■					Adapting to Rising Tides (MTC, BCDC, Caltrans)
Oakland	81	Project	Damon Slough Fill installation	To prevent high tide overflow in the Coliseum Area and to prevent overtopping of I-880, fill Damon Slough just downstream of the I-880 bridges and convert the I-880 crossing to an enclosed culverted battery or similar system that provides adequate drainage from upland flooding.	Improves freight infrastructure resiliency	X,I	■		■					Adapting to Rising Tides (MTC, BCDC, Caltrans)
Oakland	82	Project	Damon Slough tide gate installation	Protect the Coliseum area from rising sea levels by installing a tide gate in the Damon Slough channel just downstream of the I-880 crossing to control the maximum tide levels in the channel, while allowing for drainage during flood events.	Improves freight infrastructure resiliency	X,I	■		■					Adapting to Rising Tides (MTC, BCDC, Caltrans)
Under Construction or Complete														
Dublin/ Pleasanton	32	Project	Widen I-580 for HOV and auxiliary lanes eastbound from Hacienda Road to Greenville Road and westbound from Greenville Road to Foothill Road (under construction)	Widen I-580 in both directions to add HOV and auxiliary lanes. Original cost was $272M; reduced by $30M by taking out WB off-ramp to Dublin/Pleasanton BART element (#230630)	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

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Fremont	38	Project	Widen Route 262 from I-880 to Warm Springs and reconstruct Union Pacific Railroad underpasses (West segment)	Serves as Phase 1B of the overall project in Santa Clara and Alameda Counties on I-880 from Route 237 to Fremont Blvd and in Alameda County on Route 262 from I-880 to Warm Springs Blvd. The overall project will reconstruct the Route 262(Mission Boulevard)/Warren Avenue/I-880 Interchange and widen I-880. This phase 1B will complete the widening on Route 262 and reconstruct two UPRR underpasses.	Benefits grade crossing safety and reduces delays on key industrial access route and freeway-to-freeway connector route.	L		■			■			22990
Livermore	50	Project	Construct I-580 eastbound truck climbing lane at the Altamont Summit (Construction complete)	Construct I-580 eastbound truck climbing lane from Greenville Road Undercrossing to one mile east of North Flynn Road (Altamont Summit).	Addresses travel delay within segments ID's in 3C memo	I		■		■		■		22013
Livermore	51	Project	Construct auxiliary lanes on I-580 eastbound between Isabel Avenue and North Livermore Avenue, and North Livermore Avenue and First Street (includes widening the Arroyo Las Positas Bridge at two locations and providing additional improvements to accommodate future express lanes) (Project complete)	Construct Eastbound Auxiliary Lanes between Isabel Avenue and North Livermore Avenue and North Livermore Avenue and First Street. The project will also widen the Arroyo Las Positas Bridge at two locations and provide additional improvements to accommodate a future Express Lane facility.	Addresses travel delay, travel time reliability, and truck-related crashes within segments ID'd in 3C memo.	I		■		■				240076
Oakland	66	Project	Northbound I-880 interchange improved ramp geometrics at 23rd and 29th Avenue in Oakland (under construction)	Provides for the improvements to Northbound I-880 at 23rd and 29th Avenue Interchange by improving the freeway on and off ramp geometrics. The project will also replace the structures of these overcrossings. The project also includes modifications of local streets, landscape enhancement, and construction of a sound wall.	Addresses travel delay and truck-related crashes within segments in the Needs Assessment.	I	■	■	■	■				22769
San Leandro	88	Project	I-880/Davis St Overcrossing (Under construction)	Replaces the existing overcrossing structure with a new structure, providing higher clearance for I-880 traffic and additional travel lanes on Davis St. to improve capacity and safety along with ramp, intersection and signal improvements.	Addresses travel delay, travel time reliability and truck-related crashes within segments identitifed in the Needs Assessment.	I		■	■	■	■			22100
San Leandro	89	Project	I-880/Marina Blvd Interchange Improvements (under construction)	Improvements to the I-880/Marina Blvd Interchange including on/off ramp improvements, overcrossing modification and street improvements. May include replacing existing overcrossing to provide higher clearance on I-880.	Addresses travel delay, travel time reliability and truck-related crashes within segments identified in the Needs Assessment.	I		■		■				230066

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