

| Project Description and Project Elements   | Additional Information  |
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| Truck Services at Oakland Global Logistics Center  | 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 truck-supportive businesses out of West Oakland neighborhoods.  |
| Replace Adeline overpass at 3 <sup>rd</sup> St. in Oakland to accommodate overweight trucks  | This includes replacement of the existing Adeline St. overpass (over the railroad tracks at 3 <sup>rd</sup> St. and Adeline St.) to reduce the grade of the overpass and improve structure so it can accommodate overweight trucks.   |
| ITS Improvements to Address Queuing at Interchanges along I-880 and on Local Streets to Port Of Oakland  | This strategy will include queue detection technology and changeable message signs to monitor queues at gates and to direct truck traffic to the best ramps to avoid local traffic around specific terminals in order to improve safety and reduce congestion.  |
| Airport Perimeter Dike   | This project provides flood and shoreline protection to the Airport's main passenger and cargo runway, parts of which are below sea level.  |
| Rail Quiet Zone Program  | This program will identify suitable locations, prioritize locations, design, and implement quiet zones.   |
| An initial demonstration followed by targeted incentives to promote adoption of zero and near-zero emissions truck technology for port drayage | The on-going MTC Freight Emission Reduction Study will evaluate feasible applications of zero and near-zero emission technology for port drayage. Initial applications are likely to focus on movement of cargo within the port complex and nearby shippers and 3PLs along the I-880 corridor. The program will conduct feasible applications with an intent to identify incentives for market development. |
| 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.   |
| Freight Corridors Community and Impact Reduction Initiative  | New program to fund impact mitigation such as air filtration or vegetated buffers in neighborhoods immediately adjacent to freight facilities where buffers and freight hub relocation are not possible, as discussed in the needs assessment.  |
| Develop/Support Workforce Training Programs for Goods-Movement-Related Jobs (specially transloading and logistics jobs)                        | A program to support workforce training for goods movement-related jobs, especially for residents of areas most affected by goods movement projects.  |
| A program of Rail Crossing Improvements  | This is a program to identify the grade crossings with the highest priorities and seek funding to upgrade them.   |
| A program of Track Additions, Sidings, and New Connections   | This program includes a list of projects described below:   |
| Hayward Double-Track (Elmhurst to Industrial Parkway 2 <sup>nd</sup> Track)  | Adds second track on Niles Subdivision as part of overall capacity expansion on this line.  |
| 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.  |
| Improvements on the Oakland Subdivision Levels East of Niles Junction  | Provisions for additional double tracking in long reaches between sidings to ensure sufficient capacity for UP and ACE growth on Oakland Subdivision.   |