

**Metropolitan Transportation Commission
Programming and Allocations Committee**

September 14, 2022

Agenda Item 2e - 22-1323

MTC Resolution No. 4534. Amendment to Regional Program of Nominations for Senate Bill 1 Trade Corridor Enhancement Program

Subject:

Amendment to add one project to the Regional Program of Nominations for the Senate Bill 1 (SB 1) Trade Corridor Enhancement Program.

Background:

The Road Repair and Accountability Act of 2017, commonly known as Senate Bill 1 (SB1, Beall), provides over \$5 billion in new transportation revenues annually to both new and existing funding programs. Among these, MTC compiles Bay Area project nominations for the Trade Corridor Enhancement Program (TCEP) from sponsor agencies. MTC recently approved the TCEP Program of Nominations in July 2022. The California Transportation Commission adopted the TCEP Guidelines in August, and applications are due in late 2022.

Subsequent to adoption of the Bay Area TCEP program of nominations, the City of Oakland notified MTC staff of their intent to apply for TCEP funds for the Transforming Oakland's Waterfront Neighborhoods (TOWN) Rail Safety Improvements project. Staff recommends adding this project to the Bay Area TCEP program of nominations for \$30.2 million. The TOWN project is consistent with the goals of the TCEP program, and is a prioritized project in the Bay Area's federal Bipartisan Infrastructure Law (BIL) Regional Strategy. More information on the project is included in Attachment 1, provided by the City of Oakland.

Issues:

None.

Recommendation:

Staff recommends the Committee refer MTC Resolution No. 4534, Revised to the Commission for approval, and direct staff to transmit the updated program of nominations to the California Transportation Commission (CTC).

Attachments:

- Attachment 1: TOWN Rail Safety Improvements Fact Sheet
- MTC Resolution No. 4534, Revised



Therese W. McMillan

**Transforming
Oakland's
Waterfront
Neighborhoods**

TOWN RAIL SAFETY IMPROVEMENTS



Rendering of Embarcadero West at Webster Street

BACKGROUND

Oakland is a vital transportation hub in the Bay Area, connecting the Port of Oakland—a global gateway for the Northern California Megaregion—to the rest of the nation through the National Multimodal Freight Network and the National Highway System.

Embarcadero West is a 1.5-mile city street on the National Multimodal Freight Network with railroad tracks running down its center. Approximately 80 trains a day use this corridor for freight and passenger service operated by Union Pacific Railroad (UPRR) and Amtrak/Capitol Corridor, respectively. This corridor is one of the greatest bottlenecks for both UPRR and Amtrak which see frequent delays from vehicles getting stuck on the tracks at the at-grade crossings.



TOWN Projects

- TCEP Rail Safety Improvement Projects
- Additional TOWN Community Connectivity Projects

PROJECT SCOPE

The City of Oakland's Trade Corridors Enhancement Program (TCEP) grant for **TOWN Rail Safety Improvements** will reconstruct and upgrade three at-grade crossings at Market Street, Martin Luther King Jr. Way, and Clay Street to current standards, including new railroad and pedestrian crossing arms and equipment, directional signage, pavement delineation, and intersection lighting. The Project will facilitate the reinstatement of the overweight vehicle route serving the Port of Oakland, which currently travels along 7th Street through the West Oakland community. The Project will also improve segments between Embarcadero and 2nd Street along Martin Luther King Jr. Way and Clay Street, and up to 3rd Street along Market Street. These improvements will include installing new traffic signals with preemption, adding street lighting, improving multi-modal safety and accessibility, and re-grading the street to improve sight distance and accommodate improvements.

TOWN SUITE OF PROJECTS

The TCEP proposal is a component of corridor-long improvements on Embarcadero West, along with additional TOWN projects that will enhance access to the Waterfront while improving goods movement and safety for all users. The TOWN projects will address long-standing bottlenecks for freight and passenger rail, reduce greenhouse gas emissions and air pollutants, pave the way for affordable housing, and strengthen connectivity between Oaklanders and their waterfront.

Project Schedule:

Planning	2022
Environmental	2023
Design	2024
Obligation	2025
Construction	2028

Total Project Cost:

\$46.5M

Total TCEP Fund Request:

\$30.2M*

***TCEP funds would be leveraged to provide a match for Federal discretionary grants**

Date: July 27, 2022
W.I.: 1515
Referred by: PAC
Revised: 09/28/22-C

ABSTRACT

Resolution No. 4534

This resolution adopts the program of the Bay Area's nominations for the 2022 Trade Corridors Enhancement Program (TCEP) Cycle 3 for submission to the California Transportation Commission (CTC), consistent with the provisions of Senate Bill 1 (Chapter 5, Statutes of 2017).

- Attachment A – Funding Levels for 2022 Trade Corridors Enhancement Program
- Attachment B – Program of Bay Area Nominations for 2022 Trade Corridors Enhancement Program – Cycle 3

This resolution was revised on September 28, 2022 via Commission action to add one project to Attachment B – Program of Bay Area Nominations for 2022 TCEP – Cycle 3.

Further discussion of these actions is contained in the Summary Sheet to the MTC Programming and Allocations Committee dated July 13, 2022 and September 14, 2022.

Date: July 27, 2022
W.I.: 1515
Referred by: PAC

RE: Adoption of Program of MTC's Nominations for the 2022 SB 1 Trade Corridors Enhancement Program (TCEP) – Cycle 3

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4534

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Section 66500 *et seq.*; and

WHEREAS, MTC is the federally designated Metropolitan Planning Organization (MPO), pursuant to Section 134(d) of Title 23 of the United States Code (USC) for the nine-county San Francisco Bay Area region (the region); and

WHEREAS, MTC has adopted and periodically revises, pursuant to Government Code Sections 66508 and 65080, a Regional Transportation Plan (RTP); and

WHEREAS, on April 28, 2017, the Governor signed Senate Bill 1 (Chapter 5, Statutes of 2017) into law, authorizing an increase to various transportation-related taxes and fees, and directing \$300 million per year to the Trade Corridor Enhancement Account to fund infrastructure improvements on corridors that have a high volume of freight movement; and

WHEREAS, on July 21, 2017, the Governor signed Senate Bill 103 (Chapter 95, Statutes of 2017) into law, which directs the California Transportation Commission to allocate Trade Corridor Enhancement Account funds and California's National Highway Freight Program formula funds (authorized by the Fixing America's Surface Transportation (FAST) Act of December 4, 2015) through the Trade Corridor Enhancement Program; and

WHEREAS, on August 17, 2022, the California Transportation Commission (CTC) is expected to approve the Guidelines for the Trade Corridors Enhancement Program, which includes two years of funding totaling roughly \$1.05 billion (Attachment A); and

WHEREAS, MTC, as the MPO for the nine-county Bay Area, is responsible for compiling project nominations for the regional portion of the TCEP within the region, as defined

in section 9 of the CTC Guidelines for the Trade Corridor Enhancement Program; now, therefore, be it

RESOLVED, that MTC adopts the Program of Bay Area Nominations for the Trade Corridor Enhancement Program, attached hereto as Attachment B and incorporated herein as though set forth at length; and, be it further

RESOLVED, that MTC, as the agency responsible for compiling project nominations, shall not be expected or responsible to fund any cost increases, and the responsibility and accountability for the Bay Area's TCEP projects to stay within agreed-upon cost, scope, and schedule lies with the sponsoring and implementing agencies; and be it further

RESOLVED, that the Executive Director may make minor adjustments to Attachments A and B to respond to direction from the California Transportation Commission and/or the California Department of Transportation (Caltrans); and, be it further

RESOLVED, that MTC's adoption of the Bay Area Compilation of Project Nominations for the Trade Corridor Enhancement Program is for planning purposes only, with each project still subject to review and application approval pursuant to MTC Resolution Nos. 3115 and 3757; and, be it further

RESOLVED, that the Executive Director shall forward a copy of this resolution, and such other information as may be required to the CTC, Caltrans, and to such other agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

A handwritten signature in black ink, appearing to be 'AP' followed by a long horizontal stroke.

Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California and at other remote locations, on July 27, 2022.

Attachment B
MTC Resolution No. 4534
SB1 Trade Corridor Enhancement Program (TCEP)
Program of Bay Area Nominations
FY 2023-24 and FY 2024-25
September 2022

MTC Resolution No. 4534
Attachment B
Adopted: 07/27/22-C
Revised: 09/28/22-C

Project List (\$millions)

SB1 Trade Corridor Enhancement Program (TCEP)			TCEP
Program of Bay Area Nominations	County	Sponsor	Amount
I-880 Interchange Improvements (Whipple/Industrial)	Alameda	ACTC	\$42
Rail Safety Enhancement Program (Phase A)	Alameda	ACTC	\$25
Green Power Microgrid Project	Alameda	Port of Oakland	\$60
TOWN Rail Safety Improvements	Alameda	Oakland	\$30
I-80 San Pablo Dam Road Phase 2 (Preconst.)	Contra Costa	CCTA	\$24
SR-37 Sears Pt to Mare Island Improvement Project	Multi-County	MTC	\$85
US-101/Woodside Interchange/Port Access (Preconst.)	San Mateo	Redwood City	\$25
US-101/SR-25 Santa Teresa Extension (Preconst.)	Santa Clara	VTA	\$4
I-80 Westbound Cordelia Truck Scales	Solano	STA	\$109
Total			\$405

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