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August 3, 2020

Mitchell Weiss
Executive Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

RE: Senate Bill 1 (SB 1) Trade Corridor Enhancement Program (TCEP)
Northern California Mega-Region Letter of Support

Dear Mr. Weiss:

Thank you for the opportunity to nominate projects for the Senate Bill 1 (SB 1) Trade Corridor Enhancement Program (TCEP). The Northern California Megaregion group ("Megaregion"), comprised of the Metropolitan Planning Organizations (MPOs) of the Bay Area Metropolitan Transportation Commission (MTC), Sacramento Area Council of Governments (SACOG), and San Joaquin Council of Governments (SJCOG), is pleased to transmit this letter of support for TCEP project nominations within the Megaregion.

Formed last decade, the Megaregion member agencies recognize the transportation interconnectivity of our three regions: the San Francisco Bay Area, Sacramento Area, and San Joaquin County. Since its establishment, elected officials and staff from the three regions meet regularly to discuss issues around transportation, economic competitiveness, and housing.

It is with this spirit of cooperation that the Executive Directors of the Megaregion offer this joint letter of support for our TCEP project nominations. The nominations build on the Northern California Megaregion Goods Movement Study (NCMGMS), completed in June 2019¹. The study identifies goods movement challenges and opportunities, and examines three investment strategy bundles to achieve a better outcome for the Megaregion as a whole versus each region pursuing them individually. The study partners included the three Megaregion partners, the Association of Monterey Bay Area Governments (AMBAG), and Caltrans.

The list of nominations within the Megaregion is included in Table 1 on the following page. These projects significantly meet the spirit of the Trade Corridor Enhancement Program's guidelines and legislative intent and perform together with other improvements around the Megaregion to improve mobility of goods and freight, improve safety, and reduce negative freight impacts from surrounding communities.

The project nominations are also consistent with each regions' Regional Transportation Plan/ Sustainable Communities Strategy, and where applicable, a region- or county-level goods movement plan. Support for these projects is further shown by Caltrans's joint-

nomination of many of the Megaregion’s TCEP nominations, including the Stockton Diamond Grade Separation in San Joaquin County, Capital Region Freight Improvements in Sacramento and Placer Counties, and the Rail Grade Crossing Safety Improvements in Alameda County, to name a few.

Table 1. Northern California Megaregion TCEP Nomination Summary (In County Order)

MPO	County	Project Nomination Title
MTC	Alameda	Rail Grade Crossing Safety Improvements (Phase A)
MTC	Contra Costa	I-680/SR-4 Interchange (Design)
SACOG	El Dorado	US-50 Camino Corridor Safety and Community Access Mitigation Phase 2 Project
SACOG	Placer	Roseville: Washington Blvd and Andora Underpass Improvement Project
SACOG	Sacramento	Capital SouthEast Connector (Design/Right-of-Way)
SACOG	Sacramento, Placer	Capital Region Freight Improvement Project (I-5 & I-80 corridors)
SJCOG	San Joaquin	I-580/International Parkway Interchange
SJCOG	San Joaquin	Stockton Diamond Grade Separation
SJCOG	San Joaquin	Grant Line Road Realignment
SJCOG	San Joaquin	Port of Stockton: Rail Bridge Replacement Project
MTC	Santa Clara	US-101/SR-25 Interchange
MTC	Solano	I-80 Westbound Cordelia Truck Scales (Design)
MTC	Solano	I-80 Express Lanes (Red Top-505)

The Northern California Megaregion is home to world-class airports, seaports, and rail facilities, serves as a key transportation hub for goods movement for the state and the nation, and accounts for 38.2% of California’s economyⁱⁱ. To that end, the Megaregion agencies propose, for future TCEP cycles (as well as updates to the California Freight Mobility Plan (CFMP)), the three-region area be treated as its own trade corridor. As background, Proposition 1B Trade Corridor Improvement Fund (TCIF) and TCEP cycle 1 classified the Northern California corridor as the Bay Area, Sacramento, and the entire San Joaquin Valley. The recently-adopted CFMP separates the Bay Area from the Central Valley into two distinct corridors.

The Megaregion believes a hybrid corridor is most appropriate – forming the Bay Area, Sacramento Area, and San Joaquin County into one corridor. A “Northern California Megaregion Corridor” builds on the extensive partnering already taking place among our three MPOs, and can best advance the goals of the Megaregion Goods Movement Study and CFMP. The Megaregion partners look forward to working with the Commission to deliver these important goods movement projects in this and future TCEP funding rounds.

Thank you for the opportunity to submit this letter of support, and for considering the Megaregion’s hybrid corridor concept in future TCEP guidelines and CFMP updates. Should you require any additional information, please contact any of the Executive Director signatories below, or Kenneth Kao, Megaregional Freight Coordinator, at (415) 778-6768.

Sincerely,



Therese W. McMillan
Executive Director
Metropolitan Transportation
Commission



James Corless
Executive Director
Sacramento Area Council
of Governments



Andrew T. Chesley
Executive Director
San Joaquin Council
of Governments

cc: Toks Omishakin, Director, California Department of Transportation (Caltrans)
Jeanie Ward-Waller, Deputy Director of Planning and Modal Programs, Caltrans
Amarjeet Benipal, Director, Caltrans District 3
Tony Tavares, Director, Caltrans District 4
Dan McElhinney, Director, Caltrans District 10

TWM:kk

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ⁱ Northern California Megaregion Goods Movement Study (2019): <https://mtc.ca.gov/our-work/plans-projects/economic-vitality/northern-california-mega-region-goods-movement-study>

ⁱⁱ US Bureau of Economic Analysis, Real Gross Domestic Product by County (2018): <https://www.bea.gov/data/gdp/gdp-county-metro-and-other-areas>