



## EXECUTIVE DIRECTOR'S REPORT

Metropolitan Transportation Commission  
June 23, 2021

### **New Appointments**

**Raegan Carmon** – Raegan started with MTC on June 14<sup>th</sup> as the Benefits Program Manager in the Administrative and Facilities section.

**Diana Fu** – Diana started with MTC on June 28<sup>th</sup> as a Junior Environmental Planner in the San Francisco Estuary Partnership section.

### **Key Updates**

#### **COVID-Related Activities**

A reminder that all Covid-19 related reporting items can be found on our MTC webpage. We provide monthly updates on all related activities, and statistics that are affecting the region. The website address is below:

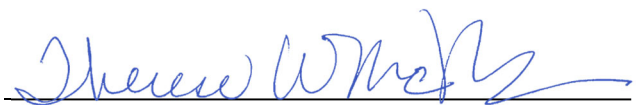
<https://www.mtc.ca.gov/covid>

#### **Policy Advisory Council Recruitment**

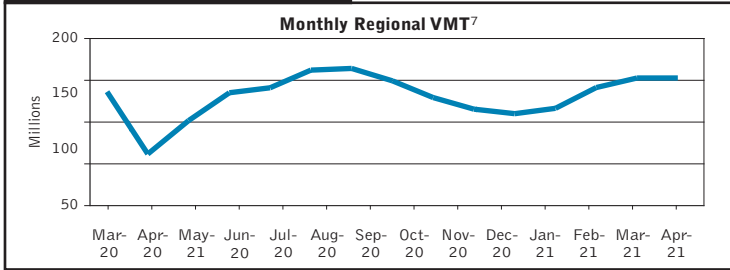
The application period for Policy Advisory Council positions opened on Monday, June 14 and will close at 11:59 p.m., Sunday, August 1, 2021. We are seeking representation from our region's "Equity Priority Communities" – places where people with low incomes, communities of color, people with disabilities, seniors, and transit-dependent people live. We could use your help in getting the word out to potential candidates, especially in those counties where we typically have a dearth of applicants, such as the northern counties, Santa Clara County and Contra Costa County. A special MetroTalks Webinar on serving on the Policy Advisory Council will be held on Friday, July 16 at 3 p.m. Registration is [here](#). Potential applicants can learn more about the Policy Advisory Council [here](#) and apply via this portal: [mtc.one/PACouncilApplication](https://mtc.one/PACouncilApplication).

#### **Legislation Update**

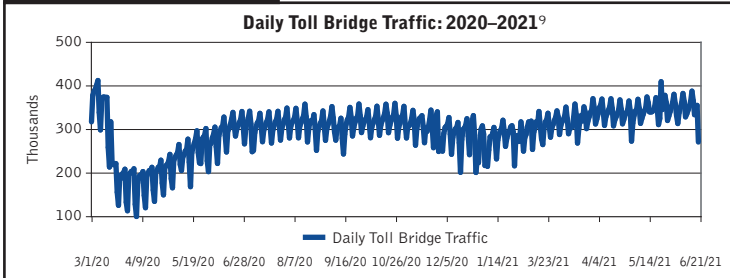
On June 4, the House Transportation and Infrastructure Committee unveiled the Investing in a New Vision for the Environment and Surface Transportation in America (INVEST) Act. This legislation would provide \$547 billion in fiscal years (FY) 2022 to 2026 for highway, transit, rail and surface transportation safety investments, a 79 percent increase over funding levels from the Fixing America's Surface Transportation (FAST) Act, the 2015 transportation bill that guides current federal transportation policy and funding distribution. Encouragingly, the INVEST in America Act framework is largely consistent with Plan Bay Area 2050 investment priorities and most of MTC's transportation reauthorization priorities are reflected in the House bill. An attachment on this proposed legislation has been provided with more detail to this report.

  
 Therese W. McMillan

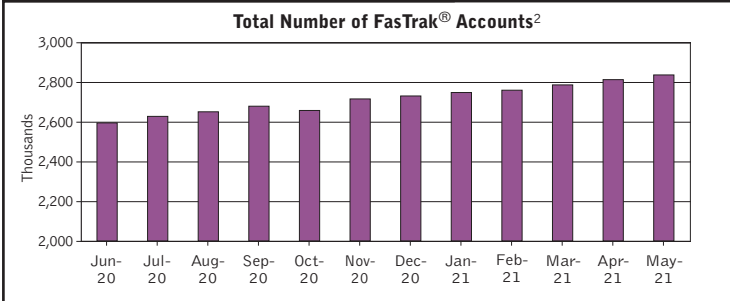
## VMT in COVID-19 Pandemic



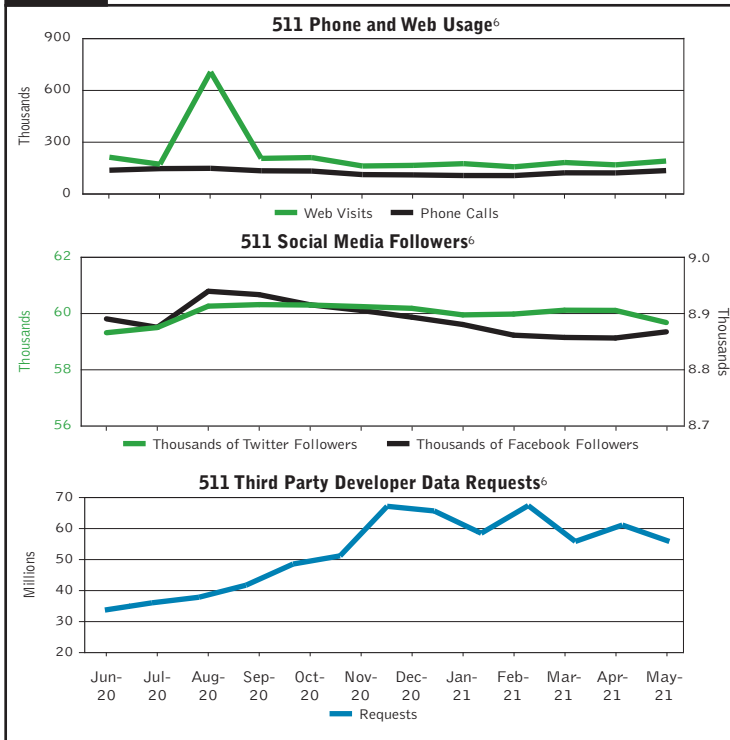
## Toll Bridge Crossings



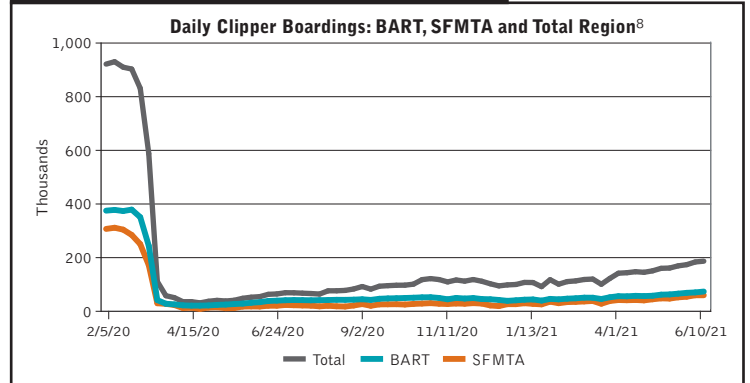
## FasTrak® Electronic Toll Collection<sup>1</sup>



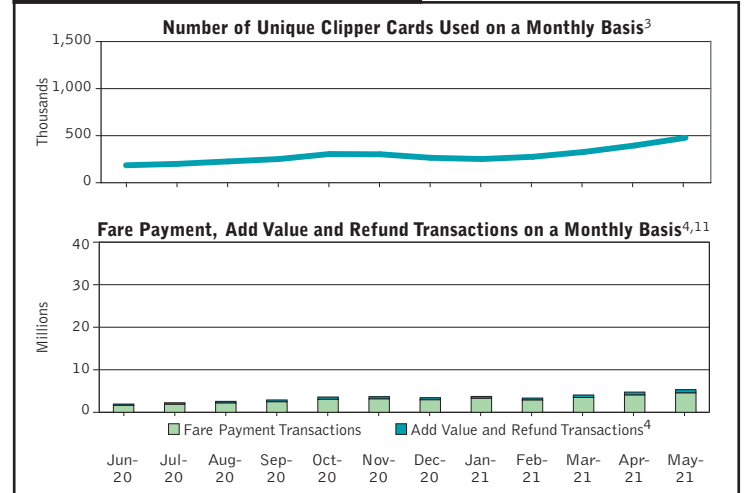
## 511



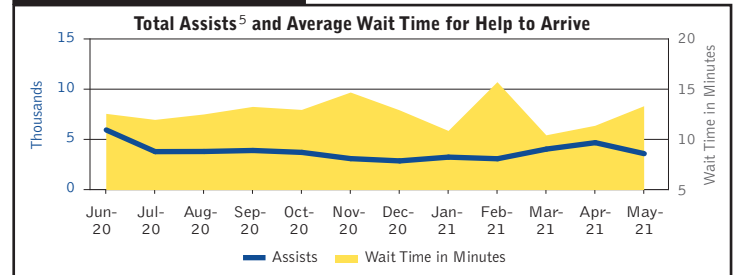
## Transit Ridership in COVID-19 Pandemic



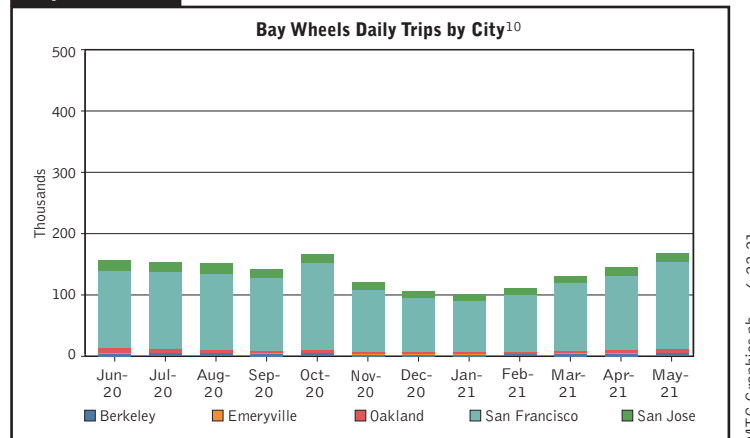
## Clipper® Fare Payment System



## Freeway Service Patrol



## Bay Wheels



Notes: 1 MTC, as the Bay Area Toll Authority (BATA), assumed responsibility for FasTrak® customer service operations in Jan. 2004. Figures are cumulative.

2 Number of debit accounts opened through BATA service center; each account may represent more than one toll tag issued.

3 New category as of September 2003; data collected since Aug. 2002

4 As of November 2009, refund transactions are counted with add value transactions. This chart includes refunds in the Add Value bars for the past 12 months.

5 FSP Assist numbers for the most current month are a best estimate, and may be subject to change. Final assist numbers are available at the end of the month, and the report is updated accordingly.

6 511 now tracks two new types of data in addition to call and web usage: social media followers and developer data requests.

7 VMT data courtesy of StreetLight Data.

8 Clipper-paid boardings recorded on Wednesdays of each week.

9 Daily crossings in the toll-paid direction on the Bay Area's seven state-owned toll bridges. Does not include Golden Gate Bridge.

10 Please note that Lyft is resolving a data reporting issue starting 11/23 so the trip totals for November may be lower than actual usage.

11 Due to a graphing error, Fare Payment, Add Value and Refund Transactions were shown as much higher than actual in previous versions of this sheet. Correct data is now in place.

**INVEST in America Act Summary**  
(Based on Legislative Text Introduced on June 4, 2021)

**House Bill Proposes Increased Investment Levels and Five Years of Funding Certainty**

On June 4, the House Transportation and Infrastructure Committee unveiled the Investing in a New Vision for the Environment and Surface Transportation in America (INVEST) Act, which would provide \$547 billion in fiscal years (FY) 2022 to 2026 for highway, transit, rail and surface transportation safety investments, a 79 percent increase over funding levels from the Fixing America's Surface Transportation (FAST) Act, the 2015 transportation bill that guides current federal transportation policy and funding distribution. Of the almost \$443 billion in proposed highway and transit resources, approximately 90 percent would be directed to the core FAST Act programs (highway and transit formula programs, nationally and regionally significant projects, and the transit Capital Investment Grant (CIG) program). The remaining 10 percent would be directed to new climate and resilience formula programs, a number of new discretionary grant programs — including programs targeted at congestion relief, reconnecting underserved communities that have been divided by highways, and active transportation — and a one-time investment of approximately \$15 billion in member-designated projects, of which nearly \$210 million is directed to 61 projects in the Bay Area. The chart in Attachment A includes each Bay Area project.

With respect to intercity and freight rail, the bill would grow federal rail investment more than eightfold, authorizing nearly \$95 billion to fund Amtrak, intercity, and commuter rail. The remaining \$10 billion would fund highway and motor carrier safety programs. Importantly, Congress would need to identify some \$200 billion on top of anticipated Highway Trust Fund (HTF) revenues to fund the INVEST in America Act.

**Chart 1**

<b>Transportation Authorization Funding Comparison Chart</b> <b>(\$ in Billions)</b>			
	<b>FAST Act (FY 2015-2020)</b>	<b>INVEST in America Act (FY 2022-2026)</b>	<b>% Increase over FAST Act</b>
<b>Highway</b>	\$225	\$334	48%
<b>Transit</b>	\$ 61	\$109	79%
<b>Rail</b>	\$ 10	\$ 95	850%
<b>Other (<i>safety, misc.</i>)</b>	\$ 9	\$ 10	16%
<b>TOTAL</b>	<b>\$305</b>	<b>\$547</b>	<b>79%</b>

Sums may not total due to rounding.

Source: MTC staff analysis of INVEST Act, U.S. Department of Transportation apportionments tables, and Eno Transportation Weekly INVEST Act summary tables.

**MTC's Priorities Largely Reflected in Transportation Proposals**

Encouragingly, the INVEST in America Act framework is largely consistent with Plan Bay Area 2050 investment priorities and that most of MTC's transportation reauthorization priorities are reflected in the House bill. Consistent with MTC's transportation bill requests, the proposal would grow the existing transit and flexible highway programs that MTC distributes and would establish stronger federal leadership — paired with more resources — on climate and resilience. Less concrete

but perhaps more transformational, the proposal would begin to shift the focus of the federal Program—which historically has been oriented around roads, bridges and state departments of transportation—toward longstanding MTC priorities, including transit, climate, bike/ped, and state of good repair. However, there is significant room for improvements in terms of increasing the share of funds directed to regions, as shown in Chart 4.

### Grows Core Surface Transportation Programs; Retains FAST Act Framework

The bill would extend FAST Act funding levels, policies and programs for one year (FY 2022) but would include new funding for select investments, such as \$15 billion in one-time spending for member-designated projects in FY 2022. Beginning in FY 2023, the INVEST in America Act would increase base funding levels for each of the core highway and transit programs, as detailed in the charts below, as well as invest in new formula and discretionary programs. Note that these charts compare the last year of the FAST Act (FY 2020) with FY 2023, the first year of INVEST’s funding increases.

**Chart 2**

<b>INVEST in America Act vs. FAST Act Highway Funding</b>				
(\$ in Millions)				
	<b>FAST Act</b>	<b>INVEST in America</b>		
	<b>FY 2020</b>	<b>FY 2023</b>	<b>4-Year Average (FY 2023-2026)</b>	<b>% Increase (FY 2020 vs. 4-Year Average)</b>
<i>Federal Highway Formula Programs</i>				
National Highway Performance Program	24,237	28,567	29,359	21%
Surface Transportation Program	11,288	13,268	13,636	21%
Congestion Mitigation and Air Quality Improvement Program	2,496	2,914	2,995	20%
Highway Safety Improvement Program	2,407	3,210	3,299	37%
National Freight Program	1,487	1,753	1,801	21%
Transportation Alternatives Program	850	1,474	1,515	78%
Metropolitan Planning	358	508	522	46%
Railway-Highway Grade Crossings	245	245	245	0%
FHWA Ferry Program	80	120	120	50%
<i>New Highway Formula Programs</i>				
Carbon Pollution Reduction Program		1,535	1,577	n/a
Pre-Disaster Mitigation Program		2,048	2,105	n/a
Clean Corridors Program		1,000	1,000	n/a
<i>Discretionary Highway Programs and Other</i>				
Projects of National and Regional Significance (formerly INFRA)	1,000	3,000	3,000	200%
Metro Performance, Gridlock Reduction, Reconnecting Communities, Climate & Community grants, and other	2,731	7,241	7,586	278%
<b>Total Highway Program</b>	<b>47,104</b>	<b>66,883</b>	<b>68,064</b>	<b>44%</b>

**Chart 3**

<b>INVEST in America Act vs. FAST Act Transit Funding</b> <b>\$ in Millions</b> (authorization of Highway Trust Fund revenues, unless otherwise specified)				
	FAST Act	INVEST in America		
	FY 2020	FY 2023	4-Year Average (FY 2023-2026)	% Increase (FY 2020 vs. 4- Year Average)
<i>Federal Transit Formula Programs</i>				
Urbanized Area Formula	4,930	7,506	7,685	56%
State of Good Repair Formula	2,684	5,366	5,512	105%
Rural Formula Grants	673	1,025	1,050	56%
High Density and Growing States	570	587	587	3%
Bus and Bus Facilities Formula	465	1,240	1,270	173%
Seniors and Individuals with Disabilities	286	435	445	56%
Metropolitan Planning	142	190	194	37%
<i>Transit Discretionary Grant Programs and Other</i>				
Capital Investment Grant Program (General Funded (GF))	2,302	3,500	4,563	98%
Bus and Bus Facilities Expansion Grants	289	437	400	38%
Zero Emission Bus Grants (formerly "Low-No")	55	890	1,021	1,757%
Multi-jurisdictional Bus Grants	-	102	104	n/a
Washington-D.C. grants (GF), Transit- Supportive Communities Program, Bus Testing, and other	172	417	430	150%
<b>Total Transit Program</b>	<b>12,567</b>	<b>21,687</b>	<b>23,261</b>	<b>85%</b>

**New Commitment to Climate and Resilience in Federal Highway Program; Only Modest  
Growth in Resources for Regions**

It also is encouraging that the INVEST Act would expand the core federal highway program to include guaranteed funding (via formulas) for states to invest in carbon reduction, resilience, and electric (and hydrogen) vehicle charging stations, and that the bill explicitly makes resilience-related projects eligible under the National Highway Performance Program and the Surface Transportation Program (STP), which together encompass more than three-quarters of total federal highway formula spending. The bill would also create a number of new climate-focused discretionary programs that would provide regions and local governments an opportunity to compete for funding to invest in local priorities to combat climate change and to improve multimodal mobility options. To date, the federal highway program is structured to support state of good repair, congestion reduction and mobility, safety, goods movement, and air quality improvement — all important aims that are consistent with Plan Bay Area 2050. However, the climate-nexus heretofore had been missing.

The INVEST Act is a great start, but *there is room for improvement* as it relates to bringing on the federal government as a stronger partner not just to states *but also to regions like the Bay Area*. While the bill would fund a new \$500 million Gridlock Reduction Program to reduce congestion in large metropolitan areas, and a new \$1 billion (\$250 million per year beginning in FY 2023) Metro Performance Program to reward high-performing metropolitan planning organizations (MPOs) with up to \$50 million per year in flexible highway funding, the Bay Area’s share of federal highway funds would only grow modestly under the current INVEST Act proposal, as shown in the chart below. This is in contrast to the large increase in funding for the formula programs as a whole. Much of this growth is fueled by the INVEST Act delivering on the longstanding MTC priority of increasing the funding directed to regions (i.e. suballocation) —gradually increasing the portion of the flexible STP program suballocated to metros from 55 percent today to 57 percent in FY 2023 and up to 60 percent in FY 2026, and growing the regional share of the Transportation Alternatives Program (which helps fund California’s Active Transportation Program) from 50 percent today to 66 percent, beginning in FY 2023.

**Chart 4**

<b>Bay Area FAST Act vs. INVEST Act Funding</b>			
<b>\$ in Millions</b>			
	<b>FAST Act (FY 2020)</b>	<b>INVEST (FY 2023)</b>	<b>\$ Increase</b>
Surface Transportation Program	102	126	24
Congestion Mitigation and Air Quality Program	72	84	12
Transportation Alternatives Program	7	17	10
New Climate and Resilience Programs	-	0	-
<b>Total Bay Area Highway Formula Funding</b>	<b>181</b>	<b>227</b>	<b>46</b>
<b>Total National Highway Formula Funding</b> <i>(all highway formula programs)</i>	<b>43,448</b>	<b>52,059</b>	<b>8,611</b>

### **Climate and Resilience Programs Should Direct Funding to Metros**

As the epicenters of travel, metro areas are where the bulk of the transportation-related greenhouse gas emissions are generated. According to the latest C40 Cities estimates, cities account for more than 70 percent of global CO<sup>2</sup> emissions (link here: [https://www.c40.org/why\\_cities](https://www.c40.org/why_cities)) — and consequently they also are the areas where the most progress can be made on cutting emissions. Relatedly, large metros also house many of the nation’s at-risk assets. Revising the proposed new climate and resilience programs to require that a portion of the funds are directed to MPOs — with the remainder distributed to states — will more effectively reduce transportation-sector greenhouse gas emissions and ensure resilience investments are made in the nation’s population and job centers where the populations most at risk reside.

### Increases Transit Investment; Bay Area Funding Grows 80 Percent

The INVEST in America Act would make an historic commitment to public transportation, both from a total funding perspective — the bill would increase average annual transit funding to more than \$23 billion, up from less than \$13 billion today — and in that the bill would grow the federal transit program at a 40 percent greater rate than the highway program. Consistent with MTC’s advocacy, the bill directs much of this funding increase into the core transit formulas, with a particular focus on the State of Good Repair and Urbanized Areas formula programs. Consequently, the Bay Area’s annual formula funding would grow by an estimated 81 percent, to nearly \$810 million in the INVEST Act outer years (FY 2023-FY 2026) from approximately \$450 million in the last year of the FAST Act authorization (FY 2020), as shown in the chart below.

**Chart 5**

Bay Area’s Transit Funding: INVEST in America Act vs. FAST Act \$ in Millions				
Program	% National Program	FAST Act (FY 2020)	INVEST Act	
			4-Year Average (FY 2023-2026)*	\$ Increase
5337 State of Good Repair	8.0%	215	441	226
5307 Urbanized Area	4.4%	217	330	113
5339 Bus Formula	2.9%	13	36	22
<b>Total</b>	<b>N/A</b>	<b>445</b>	<b>807</b>	<b>362</b>

\*This assumes that Bay Area’s FY 2020 share of the 5307 and 5339 programs stays the same through FY 2026. However, the bill proposes to update these formulas beginning in FY2023 to incentivize rail and bus frequency over low operating costs—a change which could benefit Bay Area transit operators—and targets more resources to areas of persistent poverty. Staff is still assessing impact of these proposed formula changes.

### Grant Opportunities to Support Transit Modernization, Seamless Transit, and the Bay Area Transition to Zero Emission Bus Fleets

Importantly, the bill would significantly grow the Capital Investment Grant (CIG) program (see Chart 3), which helps to fund large-scale transit capacity expansion and modernization projects. With regard to the Bay Area’s Blue Ribbon Task Force discussions about strategies to grow transit ridership, the bill would create a new \$100 million/year multi-jurisdictional bus grant program to fund projects to increase bus frequency and ridership. According to the committee documents, the program is also aimed at increasing “total person throughput by redesigning urban streets and corridors to efficiently move transit vehicles in congested major urban areas” and it is structured to require a partnership between transit agencies and those state or local agencies responsible for roadways.

The bill would make important changes to the Zero Emission Bus Grant program (formerly Low-No), which would make Bay Area transit operators significantly more competitive than in the past — the Bay Area has received on **average less than two percent of the total national program, and no grants have been awarded to Bay Area transit operators since 2017** — and could help the region meet California’s Innovative Clean Transit mandate to transition to a zero-emission bus fleet by 2040.



### **Multimodal Discretionary Grants: Projects of National and Regional Significance**

The bill would replace the existing Infrastructure for Rebuilding America (INFRA) discretionary grant freight program with the Projects of National and Regional Significance (PNRS) program, providing more than \$12 billion over four years for large highway, transit, and passenger and freight rail projects that reduce congestion and cannot be easily funded through annual apportionments or other discretionary sources. In general, PNRS grant eligibility would be limited to projects costing \$100 million or greater; the minimum grant size would be \$25 million. For megaprojects with capital costs exceeding \$500 million, the program would authorize the federal highway administration to make multi-year funding commitments, similar to “full funding grant agreements” administered through the CIG program. Also of note: the bill would guarantee funding for the PNRS program by funding the grants out of the HTF rather than the General Fund. Notably, up to \$4 billion of the \$12 billion PNRS program would be set aside for large bridge projects.

The proposed PNRS criteria appear favorable to projects in metro areas and to include factors such as the average number of people or volume of freight supported by the project, as well as mobility, economic, resilience, equity and environmental benefits generated by the project. This is in contrast to the INFRA program, which has heavily favored rural projects. Notably, the Bay Area has not received a single INFRA grant since the program was created in 2015.

### **Community Transportation Investment Grants and Community Climate Innovation Grants**

The bill would establish the Community Transportation Investment Grant program—modeled after the BUILD (formerly TIGER) program—at \$600 million per year beginning in FY 2023. Like the PNRS, this new multimodal grant program would be funded out of the HTF, removing the uncertainty associated with competing for General Fund resources during the annual appropriations process that plagued BUILD and would continue to be a challenge for the CIG Program. The bill would direct the U.S. Department of Transportation to develop criteria to evaluate grant applications based on project benefits related to improving safety, state of good repair and transportation system access, and reducing greenhouse gas emissions. These changes would increase the competitiveness of multimodal projects in Bay Area and other metro areas relative to the BUILD program, which since 2017 has predominantly funded highway projects with a focus on capacity expansion and has directed more than two-thirds of program resources to rural areas, according to a 2019 Transportation for America analysis. Grant awards under this program would be capped at \$25 million, 25 percent of the funds would be reserved for rural projects, and 25 percent of the funds would be reserved for projects in communities with populations of 50,000 to 200,000.

It is also encouraging that the bill also would create a new \$1 billion (\$250 million per year beginning in FY 2023) Community Climate Innovation Grants program to fund projects that reduce greenhouse gas emissions. The program would be mode neutral and highly flexible; grantees could apply for funds for any project eligible under Title 23 or Chapter 53 of Title 49 (highway, transit, bike/ped, port, rail, intelligent transportation systems, etc.) so long as the project is aimed at reducing greenhouse gas emissions and improving mobility on public roads.

### **Reconnecting Neighborhoods and Active Transportation Connectivity Grants**

The INVEST Act provides \$3 billion for a new Reconnecting Neighborhoods discretionary grant program (\$750 million per year beginning in FY 2023). The program is focused on remediating economically disadvantaged and underserved neighborhoods that have been divided by arterial highways and other infrastructure. Grants could fund planning and project implementation, with



priority for projects that support inclusive economic development. A new Active Transportation Connectivity Grant program would be funded at \$1 billion (\$250 million per year beginning in FY 2023) to support infrastructure investment in active transportation networks. Of this, 30 percent of the funds would be reserved to develop active transportation networks and 30 percent would be reserved for active transportation corridors.

### **Rail Investment Expansion and Safety**

Notably, the bill increases federal rail investment more than eightfold over FAST Act levels, providing \$95 billion to address state of good repair backlogs, establish new intercity rail routes, and expand existing intercity rail. It includes a threefold increase in funding for Amtrak to address state of good repair and expand service. It also establishes a new \$25 billion Passenger Rail Improvement, Modernization and Expansion (PRIME) discretionary grant program to fund intercity passenger rail projects, including high-speed rail; grows the Consolidated Rail Investment and Safety Improvements (CRISI) discretionary grant program—which helps fund positive train control and other safety improvements for Bay Area transit operators—fourfold to \$7 billion over the course of the bill; and adds a new Highway-Rail Grade Crossing Separation competitive grant program funded at \$2.5 billion over the life of the bill.

<b>Bay Area Member Designated Projects included in the House Transportation &amp; Infrastructure Committee-Passed INVEST in America Act</b>							
<b>61 Total Bay Area Projects Totaling \$209 million</b>							
<b>Member of Congress (First Name/Last Name)</b>		<b>District</b>	<b>INVEST Act Project Number</b>	<b>Project Name</b>	<b>City</b>	<b>Project Requester</b>	<b>Project Funding Amount (Requested Amount Unless Otherwise Noted)</b>
Jared	Huffman	CA-02	89	Bay Trail Connectivity—Vista Point Bay Trail	Sausalito	Metropolitan Transportation Commission	\$ 1,300,000
Jared	Huffman	CA-02	206	San Rafael Channel Crossing Swing Bridge	San Rafael	City of San Rafael	\$ 2,000,000
Jared	Huffman	CA-02	215	SMART Russian River Rail Bridge Rehabilitation	Healdsburg	Sonoma-Marin Area Rail Transit District (SMART)	\$ 13,606,840
John	Garamendi	CA-03	153	I-505 Vaca Valley Parkway Corridor Multimodal Improvements Project	Vacaville	Solano Transportation Authority	\$ 4,000,000
John	Garamendi	CA-03	156	Jepson Parkway Vanden Road Complete Streets Project to Travis Air Force Base	Fairfield	Solano Transportation Authority	\$ 7,460,000
Mike	Thompson	CA-05	147	Highway 116/West Cotati Intersection Safety Improvement Project	Cotati	City of Cotati	\$ 2,000,000
Mike	Thompson	CA-05	174	Napa Valley Vine Trail - Yountville to St. Helena	St. Helena	County of Napa	\$ 3,000,000
Mike	Thompson	CA-05	200	Resilient State Route 37 Corridor Enhancement Program	Sonoma	Sonoma County Transportation Authority	\$ 7,000,000
Mike	Thompson	CA-05	205	San Pablo Avenue Rehabilitation, City Limits to Pinole Shores	Pinole	City of Pinole	\$ 742,000
Mike	Thompson	CA-05	222	State Route 37 and Fairgrounds Drive Interchange Improvements	Vallejo	Solano Transportation Authority	\$ 4,000,000

Member of Congress (First/Last Name)		District	INVEST Act Project Number	Project Name	City	Project Requester	Project Funding Amount (Requested Amount Unless Otherwise Noted)
Jerry	McNerney	CA-09	77	Antioch Bicycle Garden	Antioch	Contra Costa Transportation Authority	\$ 2,000,000
Jerry	McNerney	CA-09	232	Tri MyRide Fleet Expansion Project	Antioch	East Contra Costa Transit Authority	\$ 880,000
Jerry	McNerney	CA-09	241	Vasco Road Safety Improvements Phase II	Byron	Contra Costa County Public Works	\$ 3,905,000
Mark	DeSaulnier	CA-11	78	Appian Way Pedestrian Crossing Enhancements	El Sobrante	Contra Costa County Public Works Dept.	\$ 2,000,000
Mark	DeSaulnier	CA-11	98	Camino Pablo Pathway Rehabilitation Project	Orinda	City of Orinda	\$ 528,000
Mark	DeSaulnier	CA-11	127	El Cerrito del Norte Area TOD Complete Streets Improvements Project	El Cerrito	City of El Cerrito	\$ 2,244,000
Mark	DeSaulnier	CA-11	148	Highway 24 LaMorinda Smart Signal System project	Orinda and Lafayette	Contra Costa Transportation Authority	\$ 2,000,000
Mark	DeSaulnier	CA-11	166	Market Avenue Complete Street	N. Richmond	Contra Costa County Public Works Dept.	\$ 2,170,000
Mark	DeSaulnier	CA-11	171	Mobility for All Project	N. Richmond and Bay Point	Contra Costa County Public Works Dept.	\$ 2,000,000
Mark	DeSaulnier	CA-11	201	Richmond Parkway Transit Center and Freeway Access Improvements	Richmond	Contra Costa Transportation Authority	\$ 1,000,000

Member of Congress (First/Last Name)		District	INVEST Act Project Number	Project Name	City	Project Requester	Project Funding Amount (Requested Amount Unless Otherwise Noted)
Mark	DeSaulnier	CA-11	231	Traffic Signal System Upgrades on I-680 Project	Danville, Walnut Creek, Concord, Pleasant Hill	Contra Costa Transportation Authority	\$ 6,000,000
Mark	DeSaulnier	CA-11	232	Tri MyRide Fleet Expansion Project	Antioch	Eastern Contra Costa Transit Authority	\$ 880,000
Mark	DeSaulnier	CA-11	254	Ygnacio Valley Road Project	Walnut Creek	City of Walnut Creek	\$ 1,000,000
Nancy	Pelosi	CA-12	130	Embarcadero Station Platform Elevator Capacity and Redundancy Project	San Francisco	San Francisco Bay Area Rapid Transit (BART)	\$ 6,250,000
Nancy	Pelosi	CA-12	140	Golden Gate Bridge Physical Suicide Deterrent System (SDS) Project	San Francisco	Golden Gate Bridge, Highway and Transportation District (Requested \$7,000,000)	\$ 6,550,000
Nancy	Pelosi	CA-12	196	Quint-Jerrold Connector Road	San Francisco	San Francisco County Transportation Authority	\$ 7,200,000
Barbara	Lee	CA-13	87	Bay Bridge Forward – I-80/Powell Street transit access and I-80 westbound bus lane extension	Emeryville and Oakland	Metropolitan Transportation Commission	\$ 3,000,000
Barbara	Lee	CA-13	88	Bay Trail at Shoreline Park	San Leandro	City of San Leandro	\$ 3,000,000
Barbara	Lee	CA-13	100	City of Alameda, CA Central Avenue Safety Improvement Project – Additional Roundabout	Alameda	City of Alameda	\$ 1,800,000

Member of Congress (First/Last Name)		District	INVEST Act Project Number	Project Name	City	Project Requester	Project Funding Amount (Requested Amount Unless Otherwise Noted)
Barbara	Lee	CA-13	121	East Oakland Hydrogen Fueling Upgrade	Oakland	Alameda-Contra Costa Transit District (AC Transit)	\$ 2,000,000
Barbara	Lee	CA-13	180	Oakland 7th St Bike/Ped Improvements	Oakland	City of Oakland	\$ 2,500,000
Barbara	Lee	CA-13	181	Oakland Alameda Access Project	Oakland and Alameda	Alameda County Transportation Commission (Requested \$3,000,000)	\$ 2,996,000
Barbara	Lee	CA-13	193	Port of Oakland Solar, Battery Storage and Electric Vehicle Truck Charger Deployment	Oakland	Port of Oakland	\$ 1,000,000
Barbara	Lee	CA-13	203	San Francisco Bay Area Rapid Transit (BART) Station Restroom and Lighting Enhancements	Oakland, San Leandro, Berkeley	San Francisco Bay Area Rapid Transit District	\$ 3,000,000
Barbara	Lee	CA-13	246	West Berkeley Bicycle and Pedestrian Improvements	Berkeley	City of Berkeley	\$ 704,000
Jackie	Speier	CA-14	67	2022 Street Resurfacing Project	Daly City	City of Daly City	\$ 1,000,000
Jackie	Speier	CA-14	83	City of San Mateo's At-grade Caltrain Crossing Safety Project - E. Bellevue Avenue and Villa Terrace	San Mateo	City of San Mateo	\$ 3,000,000
Jackie	Speier	CA-14	90	Belmont Alameda de las Pulgas Corridor Project	Belmont	City of Belmont	\$ 2,400,000
Jackie	Speier	CA-14	119	East Bayshore Road Safety Improvements	East Palo Alto	City of East Palo Alto	\$ 1,000,000
Jackie	Speier	CA-14	236	US 101/Woodside Interchange Improvement	Redwood City	City of Redwood City	\$ 2,500,000

Member of Congress (First/Last Name)		District	INVEST Act Project Number	Project Name	City	Project Requester	Project Funding Amount (Requested Amount Unless Otherwise Noted)
Jackie	Speier	CA-14	239	US-101 Managed Lane Project North of I-380	San Mateo	City/County Association of Governments (C/CAG) of San Mateo County	\$ 10,000,000
Eric	Swalwell	CA-15	240	Valley Link - Implementation of Sustainability Blueprint	Livermore	Tri-Valley – San Joaquin Valley Regional Rail Authority	\$ 20,000,000
Ro	Khanna	CA-17	72	Agnew Siding Track Infrastructure Project	Santa Clara	Capitol Corridor Joint Powers Authority	\$ 6,610,000
Ro	Khanna	CA-17	132	Evelyn Avenue Multi-Use Trail	Sunnyvale	City of Sunnyvale	\$ 3,800,000
Ro	Khanna	CA-17	170	Mission Bl/ Pine St Safety Improvement Project	Fremont	City of Fremont	\$ 2,000,000
Ro	Khanna	CA-17	177	New Traffic Signal at Scott Creek Rd/ Zinfandel St	Fremont	City of Fremont	\$ 950,000
Ro	Khanna	CA-17	179	North San Jose Bike Plan Implementation	San Jose	City of San Jose	\$ 3,838,348
Ro	Khanna	CA-17	228	Thornton Avenue Pavement Rehabilitation	Newark	City of Newark	\$ 2,000,000
Anna	Eshoo	CA-18	71	Additional Mini Highs at Caltrain Stations	San Francisco, Burlingame, San Mateo, Belmont, Palo Alto, Mountain View, Sunny- vale, San Jose, Morgan Hill, San Martin, and Gilroy	Caltrain	\$ 306,000

Member of Congress (First/Last Name)		District	INVEST Act Project Number	Project Name	City	Project Requester	Project Funding Amount (Requested Amount Unless Otherwise Noted)
Anna	Eshoo	CA-18	149	Highway 9 Safety Improvement Project	Monte Sereno	City of Monte Sereno	\$ 520,000
Anna	Eshoo	CA-18	169	Middle Avenue Pedestrian/Bicycle Rail Crossing Project	Menlo Park	City of Menlo Park	\$ 6,500,000
Anna	Eshoo	CA-18	209	Saratoga Pedestrian Walkway Project	Saratoga	City of Saratoga	\$ 1,200,000
Anna	Eshoo	CA-18	236	US 101 / Woodside Interchange Improvement	Redwood City	City of Redwood City	\$ 2,500,000
Anna	Eshoo	CA-18	247	West San Jose Priority Bikeways Implementation Project	San Jose	City of San Jose	\$ 3,285,680
Zoe	Lofgren	CA-19	71	Additional Mini-Highs at Caltrain Stations	San Jose	Peninsula Corridor Joint Powers Board (Caltrain)	\$ 550,000
Zoe	Lofgren	CA-19	97	Caltrain Crossing Optimization Project	San Jose	Peninsula Corridor Joint Powers Board (Caltrain)	\$ 315,000
Zoe	Lofgren	CA-19	125	East San Jose Corridor Safety Improvement Project	San Jose	City of San Jose Dept of Transportation	\$ 4,700,000
Zoe	Lofgren	CA-19	141	Hale Avenue/Santa Teresa Expressway Extension Phase 2A	Morgan Hill	City of Morgan Hill	\$ 800,000
Zoe	Lofgren	CA-19	204	San Francisco Bay Area regional advance mitigation program	Alameda, Contra Costa, and Santa Clara counties	Metropolitan Transportation Commission	\$ 5,000,000
Zoe	Lofgren	CA-19	245	Warm Springs Grade Crossing Improvements	San Jose	City of San Jose	\$ 7,703,100
James	Panetta	CA-20	238	US 101/SR 25 Interchange Phase 2 - Santa Teresa Boulevard Extension	Gilroy	Santa Clara Valley Transportation Authority	\$ 5,000,000