



ASSOCIATION OF BAY AREA GOVERNMENTS  
METROPOLITAN TRANSPORTATION COMMISSION

# Bay Area Federal Grants Strategy: DRAFT Project List

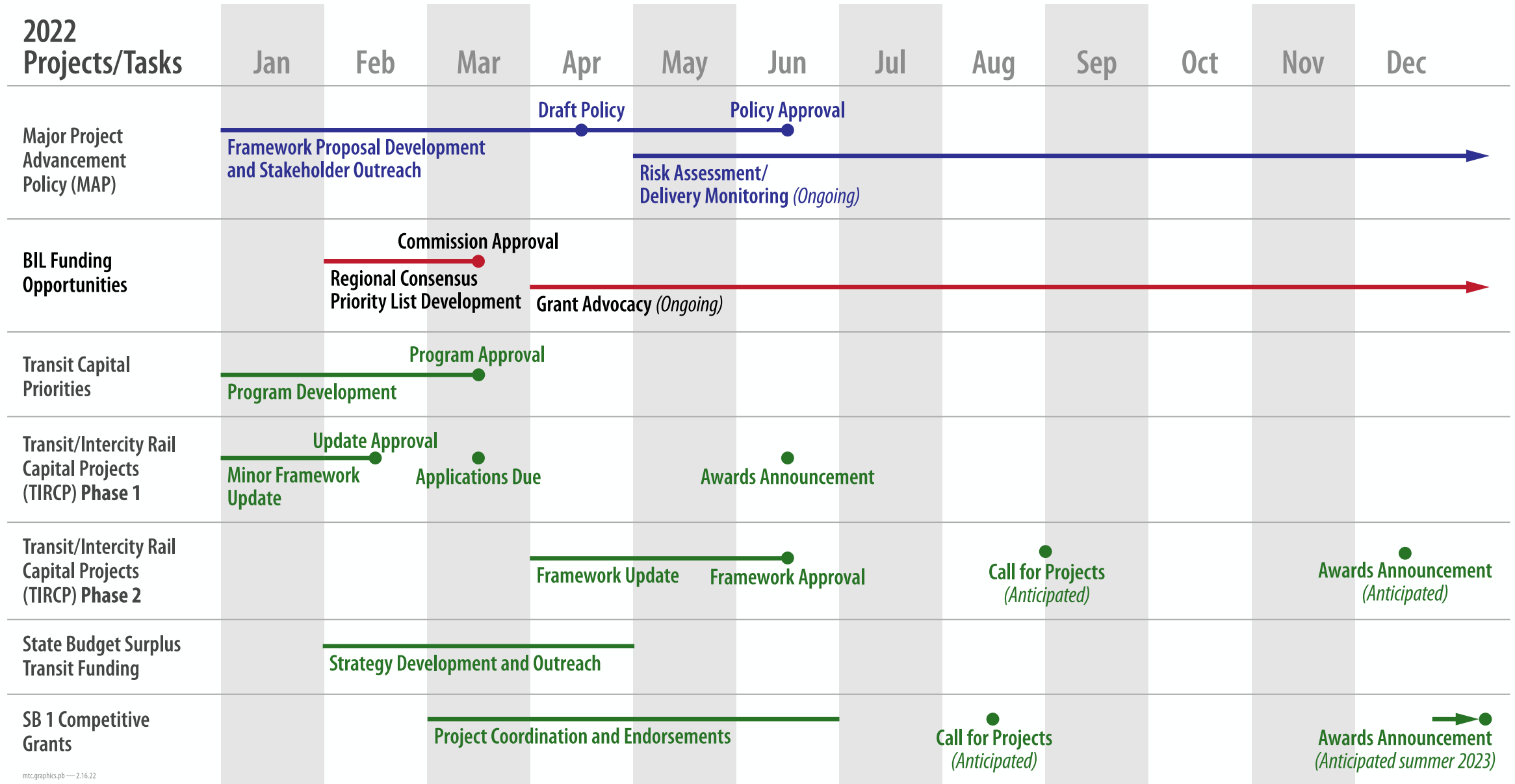
Joint MTC ABAG Legislation Committee

March 11, 2022



# BIL Grant Strategy in Larger Funding Context: Timelines for Various Transportation Funding Programs and Policies

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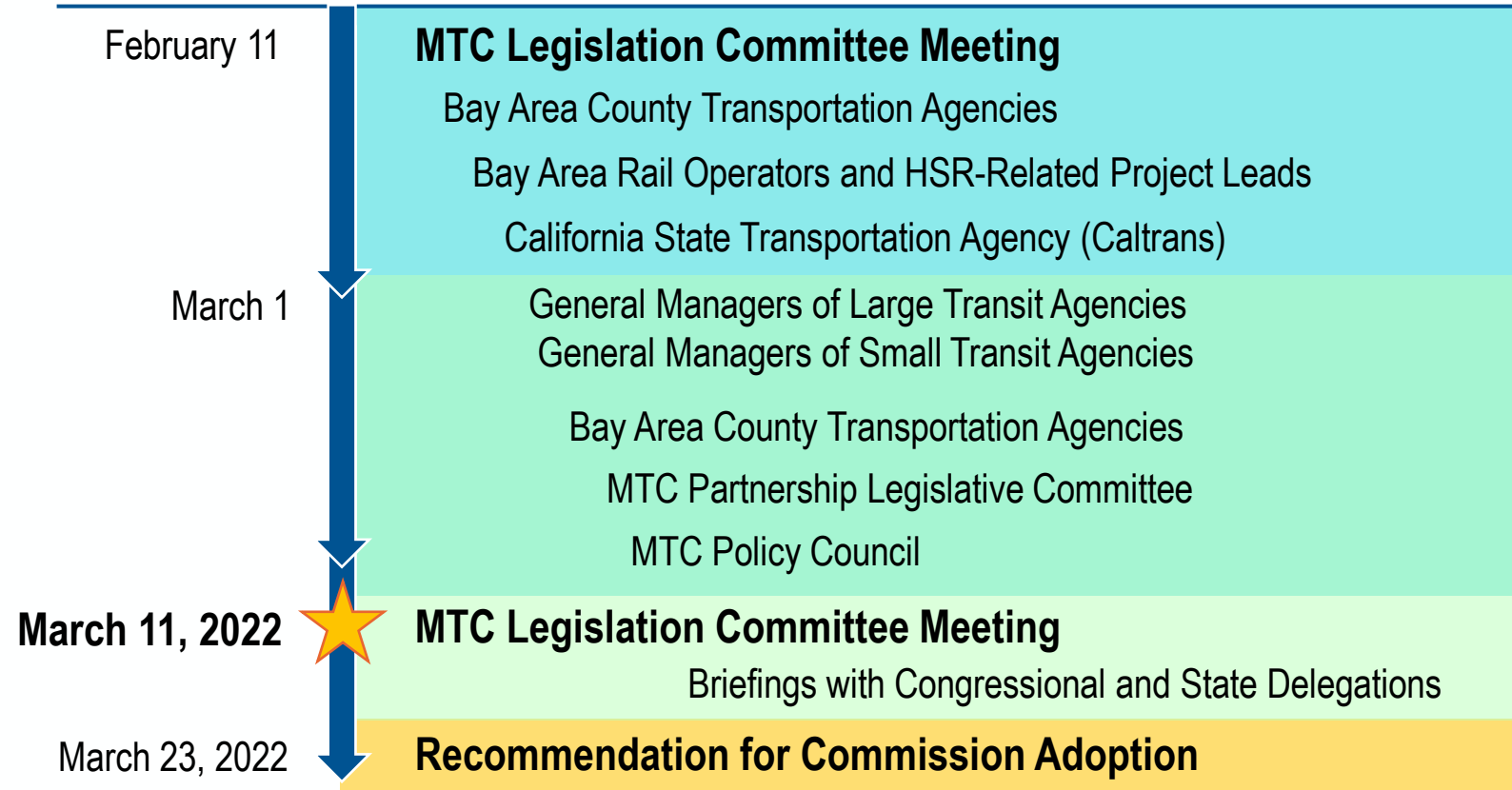


# Strategy to Maximize Federal Grant

- MTC—in coordination with Bay Area transportation partners—develop short list of priority projects for regional endorsement (MTC + other partners) targeted at limited set of USDOT-administered BIL grant programs.
- Goal is for region to create more focused advocacy for the most competitive projects by minimizing competition **within the region**.
- MTC/regional coordination should be limited to where it is most value-add, leaving plenty of opportunity for agencies to pursue local priorities from grant programs outside the regional target list.

# Bay Area Grant Strategy Timeline

## BIL Grant Strategy Development Meetings



- First waves of US Department of Transportation (USDOT) Bipartisan Infrastructure Law (BIL) calls for projects expected in coming months
- Draft project list (including some project categories) for consideration today.
- Ideally, Bay Area will identify short list of priority projects and project categories for regional endorsement targeted at limited set of BIL grant programs in time **for March Commission approval.**



# What We're Hearing...

## Key Bay Area Transportation Needs



**Closing Funding Gaps**  
for regional priority projects  
either already under construction  
or soon to be under construction



**State of Good Repair,**  
including for Bridges



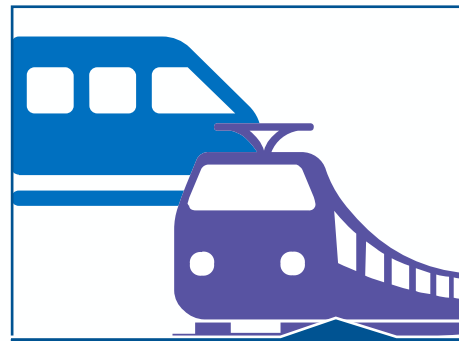
**Freight & Rail Safety**  
Enhancements



**Transit Fleet**  
Electrification



**Seeding the Next**  
Generation of  
Transit/Mobility Projects



**High Speed Rail, & Seeding**  
Projects Integral to  
Incorporating HSR  
into the Bay Area



**Multimodal Mobility**  
Improvements



# What We're Hearing...

## Bay Area Federal Grants Strategy

- Bay Area is most competitive with focused advocacy.
- Support for limiting focused advocacy to subset of federal grants; retaining other grants for local prioritization.
- Bay Area should unify behind projects that advance key regional priorities (connectivity, climate, equity) and that are most competitive for federal funds.
- Federal grants are an opportunity to leverage state funds; state/regional funding opportunities should remain available for projects that aren't good candidates for federal discretionary grants; explore non-traditional matches (Department of Energy, etc.).



# Guiding Principles for BIL Grant List Development

## Plan Bay Area Alignment

- Set of projects demonstrate strong alignment with Plan Bay Area 2050, supporting progress toward meeting the Bay Area's ambitious climate goals and building toward an affordable, well-connected, safe and multimodal regional transportation network.
- Individual projects must be in the Plan or consistent with the Plan.

## Maximize National Competitiveness

- Projects (or phase) must demonstrate readiness and be able to present a full funding plan within BIL's five-year timeframe.
- Focus on projects that align with large competitive grant program criteria.

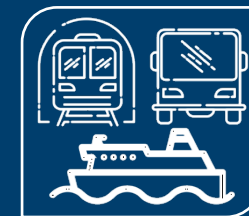
## Balanced Approach that Minimizes Intra-regional Competition

- Select a limited number of projects for each of the programs within the regional priority grant list.
- Focus on the most regionally significant projects that are highly competitive candidates.
- Within these constraints, seek a set of projects that reflect priorities across the region and transportation modes.



# Coordinating BIL Grant Requests

## TRANSIT EXPANSION & MODERNIZATION



USDOT Program Name	5-Year National Total (Guaranteed)	Proposed Projects/Project Categories
<b>New Starts/Core Capacity - Capital Investment Grants (CIG)</b>	\$18 billion*  (including Small Starts)	<p>Projects with existing full funding grant agreements (FFGA), including seeking supplementary funding from FY 2023 CIG program funds to offset cost increases)</p> <ul style="list-style-type: none"> <li>• Caltrain Electrification</li> <li>• BART Core Capacity</li> </ul> <p>Projects in CIG pipeline seeking new grant agreements through FY 2026:</p> <ul style="list-style-type: none"> <li>• BART Silicon Valley Phase II (seeking FFGA in 2023)</li> <li>• Downtown Rail Extension (DTX) (seeking FFGA in 2025)</li> </ul> <p><i>Inclusion of other entrants subject to MTC's Major Project Advancement Policy (MAP), anticipated to be adopted by Summer 2022</i></p>

\*Assumes Congress maintains historic commitment of approximately \$2 B/year in annual appropriations supplemented with \$8 billion in upfront stimulus. Actual funding levels will be subject to CIG project's annual funding needs and congressional spending priorities.





# Coordinating BIL Grant Requests

## TRANSIT EXPANSION & MODERNIZATION



USDOT Program Name	5-Year National Total (Guaranteed)	Proposed Projects/Project Categories
<b>Small Starts - Capital Investment Grants, cont.</b>	\$18 billion  (including New Starts/Core Capacity)	Programmatic approach recommended; Prioritize competitive small starts candidates seeking grant agreements through FY 2026. Potential projects include Geary Bus Rapid Transit and bus rapid transit in Santa Clara County.
<b>Low and Zero Emission Bus Program</b>	\$5.6 billion	Programmatic approach recommended; Support Bay Area's transition to a zero-emission fleet, (including facilities upgrades), as follows:
<b>Discretionary Bus &amp; Bus Facilities</b>  (broad eligibility, including projects to advance electrification. New requirement for a zero-emission fleet transition plan for projects related to zero emission vehicles)	\$2.3 billion	<ul style="list-style-type: none"><li>FY 2022-23: Seek agreement among operators to limit applications to zero-emission transit-related projects; aim for a coordinated application, if possible.</li><li>FYs 2023-26: MTC to develop Bay Area zero emission transition strategy in coordination with Bay Area Partnership; Strategy to define future grant priorities.</li></ul>

# Coordinating BIL Grant Requests

## INTERCITY RAIL



USDOT Program Name	5-Year National Total (Guaranteed)	Proposed Projects/Project Categories
<p><b>Federal-State Partnership for Intercity Passenger Rail</b></p> <p>(Newly expanded to intercity rail establishment or expansion projects eligible, including project development, right of way acquisition and project construction)</p>	<p>\$12 billion</p> <p>(\$36 billion total; \$12 billion for projects outside the Northeast Corridor)</p>	<ul style="list-style-type: none"> <li>California High Speed Rail (HSR)</li> <li>Joint Benefit projects that support bringing HSR into the Bay Area:               <ul style="list-style-type: none"> <li>Project development                   <ul style="list-style-type: none"> <li>DTX</li> <li>Diridon Station</li> </ul> </li> <li>Construction/Implementation                   <ul style="list-style-type: none"> <li>Caltrain Electrification</li> </ul> </li> </ul> </li> <li>Other Bay Area Intercity Rail Priorities               <ul style="list-style-type: none"> <li>Capitol Corridor South Bay Connect</li> <li>Link 21 (project development) conditioned on grant guidelines including a set-aside for project development</li> </ul> </li> </ul> <p><i>Note: Given state leadership in the rail area, staff has consulted with the California State Transportation Agency (CalSTA) on our recommend approach and will continue to coordinate with them on advocacy strategy.</i></p>

# Coordinating BIL Grant Requests

## FREIGHT & INTERCITY RAIL, Cont.



USDOT Program Name	5-Year National Total (Guaranteed)	Proposed Projects/Project Categories
Consolidated Rail Infrastructure & Safety Improvements	\$5 billion	<ul style="list-style-type: none"><li>Alameda County Rail Safety Enhancement Plan (CRISI)</li><li>Grade Separations: Given state leadership in this area, staff recommends a programmatic approach to enable consultation and coordination with CalSTA on best Bay Area candidates to advance for BIL grant funds. We anticipate state prioritization will include:<ul style="list-style-type: none"><li>HSR-related grade separations (ex: Burlingame Grade Separation); and</li><li>High performing goods movement projects</li></ul></li></ul> <p><i>Note: Staff aims to identify approximately 5-10 Bay Area grade separation projects to share with the state by March Commission meeting for incorporation into overall BIL grant strategy.</i></p>
Railroad Crossing Elimination Program	\$3 billion	

# Coordinating BIL Grant Requests

## MULTIMODAL



USDOT Program Name	5-Year National Total (Guaranteed)	Proposed Projects/Project Categories
<b>NEW</b> National Infrastructure Project Assistance* (or “MEGA”): Project costs $\geq$ \$500 million	\$5 billion	Innovate 680 Express Lane project with supplemental transit/express bus component
<b>NEW</b> National Infrastructure Project Assistance* (or “MEGA”): Project costs \$100 million - \$500 million		<p>Recommend Bay Area prioritize 1 – 2 “small” megaprojects for regional endorsement. Many project sponsors have expressed interest for projects to be considered for this category. Staff is still assessing eligibility criteria and alignment with the guiding principles and aim to bring recommendations to the March Commission meeting. Example projects include:</p> <ul style="list-style-type: none"> <li>Transforming Oakland Waterfront Neighborhoods Project (TOWN)</li> <li>Bike Superhighway/Bay Trail Gap Closures</li> </ul>

\*Transit eligible only if part of a larger, multimodal project. May fund programs of projects. Road/bridge components must be on either on the National Highway System or National Freight Network.

# Coordinating BIL Grant Requests

## BRIDGE



USDOT Program Name	5-Year National Total (Guaranteed)	Proposed Projects/Project Categories
<b>NEW Bridge Investment Program – Large Bridge Projects (<math>\geq</math>\$100 million)</b>  (Bridge state of good repair program for “large” and “small” projects. Staff is recommending regional prioritization for the “large bridge” category and local prioritization for the “small bridge” portion of the program.)	\$6.25 billion - \$12.5 billion  (Not less than 50% percent of the funds must be spent on “large” bridge projects)	<ul style="list-style-type: none"><li>• Golden Gate Bridge Seismic Retrofit</li><li>• Bay Bridge Rehabilitation</li></ul>



# Coordinating BIL Grant Requests

## GOODS MOVEMENT



USDOT Program Name	5-Year National Total (Guaranteed)	Proposed Projects/Project Categories
<b>INFRA</b> (Nationally significant freight projects)	\$8 billion	<ul style="list-style-type: none"><li>I-80 Clean Freight Truck Scales project (component of proposed East Bay Clean Freight Corridor program)</li><li>Programmatic category for future INFRA candidates, subject to need following state and federal awards for this cycle</li></ul>
<b>Port Infrastructure Development Program</b>	\$2.5 billion	<ul style="list-style-type: none"><li>Port of Oakland electrification and modernization</li></ul>
<b>NEW</b> Reduce Truck Emissions at Port Facilities	\$400 million	





# Coordinating BIL Grant Requests

ROAD, BRIDGE & MULTIMODAL, cont.



USDOT Program Name	5 Year Total Guaranteed	Proposed Projects/Project Categories
<b>NEW Rural Surface Transportation Program</b> (road/bridge in areas <200k in population)	\$2 billion	<ul style="list-style-type: none"> <li>State Route 37 Interim Project</li> </ul> <p><i>Note: Staff recommends program revert to “local prioritization” category for grant cycles following a SR 37 grant award.</i></p>
<b>NEW PROTECT Grant Program</b> (surface transportation resilience)	\$1.4 billion	<ul style="list-style-type: none"> <li>State Route 37 Resilience Improvements</li> </ul> <p><i>Note: Staff recommends program revert to “local prioritization” category for grant cycles following a SR 37 grant award.</i></p>



# Significant Remaining Funding Available for Local Prioritization, with MTC Endorsement

MTC to provide support letters for projects seeking local grant funding that are consistent with PBA 2050

**OVER**  
**\$25**  
**Billion**  
**Funding**

**19 Grants**  
Recommended



# Discussion

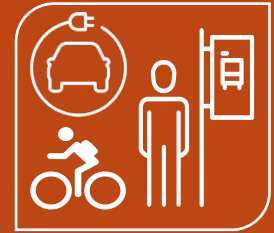


# Slides that might be helpful to answer questions/requests for clarification during discussion



# BIL Grants for Local Prioritization

## MULTIMODAL MOBILITY, SAFETY & EQUITY



USDOT Program Name	5 Year Total Guaranteed	Project Eligibilities/Potential Projects for Endorsement
Local and Regional Project Assistance (RAISE)	\$7.5 billion	Authorizes existing RAISE Grant Program; Mode-neutral; Funding source for bike/ped, climate, local streets & roads, transit, etc.
<b>NEW</b> Safe Streets and Roads for All	\$5 billion	Vision Zero Planning and Implementation
<b>NEW</b> Reconnecting Communities	\$1 billion	Removing or Retrofitting Highways to Restore Community Connectivity
<b>NEW</b> Wildlife Crossings Elimination Pilot Program	\$350 million	Grants for projects that reduce wildlife-vehicle collisions while improving habitat connectivity



# BIL Grants for Local Prioritization

## CLIMATE & CONGESTION RELIEF



USDOT Program Name	5 Year Total Guaranteed	Project Eligibilities/Potential Projects for Endorsement
<b>NEW</b> Charging and Fueling Infrastructure Grants	\$2.5 billion	Alternative fueling Infrastructure
Intelligent Transportation Systems Program	\$550 million	Intelligent Transportation Systems Projects, Including Connected/Autonomous Vehicles
Technology and Innovation Deployment Program	\$550 million	Program to accelerate the deployment of new highway transportation innovations and technology
<b>NEW</b> SMART Grants	\$500 million	Demonstration Projects Utilizing Innovative Technology to Improve Transportation Efficiency and Safety
<b>NEW</b> Congestion Relief Program	\$250 million	Deployment and Operation of Congestion Management Strategies





# BIL Grants for Local Prioritization

## TRANSIT & BRIDGE MODERNIZATION



USDOT Program Name	5 Year Total Guaranteed	Project Eligibilities/Potential Projects for Endorsement
<b>NEW</b> Bridge Investment Program – Small projects < \$100 million (bridge state of good repair)	Up to \$6.25 billion	Smaller-scale bridge rehabilitation and repair projects (<\$100 million in total project cost); Minimum grant award of \$2.5 million; Total program funded at \$12.5 billion with a minimum of 50% of program funding reserved for “large” projects.
<b>NEW</b> All Stations Accessibility Program	\$1.75 billion	Rail station accessibility upgrades.
<b>NEW</b> Competitive Grants for Rail Vehicle Replacement	\$1.5 billion	Rail fleet upgrades
<b>NEW</b> Electric or Low-emitting Ferry Program	\$250 million	Ferry electrification
<b>Federal Transit Administration Ferry Program</b>	\$150 million	Ferry vehicles and facilities



# BIL Grants for Local Prioritization

## GRANTS NOT GUARANTEED FUNDING



USDOT Program Name	5 Year Total AUTHORIZED	Project Categories/Potential Projects for Endorsement
<b>NEW</b> Active Transportation Infrastructure Investment Program	\$1 billion	Grants to create active transportation networks or active transportation corridors
<b>NEW</b> Healthy Streets Program	\$500 million	Funds projects in historically disadvantaged communities that reduce urban heat islands and/or improve air quality
<b>NEW</b> Open Challenge and Research Proposal Pilot Program	\$75 million	Research grants for needs determined by the USDOT Office of the Secretary.
<b>NEW</b> Emerging Technologies Research Pilot Program	\$25 million	Grants to fund emergency technology research and development, including for connected and autonomous vehicle deployment
<b>NEW</b> Stopping Threats on Pedestrians	\$25 million	Grants to install traffic barriers to mitigate vehicular crossings onto sidewalks and pedestrian plazas



# Relationship to TIRCP

- TIRCP an important component of delivering full funding plans on major transit projects.
- Where advantageous, TIRCP can help leverage new federal funding opportunities through focused regional advocacy, or provide alternative funding for other projects that advance Plan Bay Area 2050 goals





# Relationship to State Budget Surplus

- Unique opportunity for less restrictive TIRCP and/or other transit capital funding
- Advocate for additional funding to complete TIRCP framework projects with funding gaps:
  - BART Transbay Corridor Core Capacity program
  - Caltrain Electrification
  - BART to Silicon Valley Phase II
- Also consider adding major new projects as part of TIRCP framework refresh



# TIRCP Framework Refresh

- Consider focus on next generation of transit expansion projects listed in Tier 1 of ***Plan Bay Area 2050***
- Coordinated with development of BIL Grant Strategy
- Developed with partner agencies with focus on full project funding plans
- Projects may include those requesting funds this cycle, such as the Downtown Rail Extension (DTX), Valley Link, and I-680 Express Bus

