

# **DRAFT Bay Area Bipartisan Infrastructure Law Priority Projects**



Bay Area Bipartisan Infrastructure Law (BIL) Regional Grants Prioritization  
**Proposed** Regional Endorsement List 3.9.2022

BIL Grant Program*	5 Year National Total (Guaranteed)	Recommended Projects
Transit Expansion & Modernization (Federal Transit Administration)		
New Starts/Core Capacity (Capital Investment Grants)	\$18 billion  (New Starts/Core Capacity and Small Starts)	Projects with existing FFGAs (including seeking supplementary funding from FY 2023 CIG program funds to offset cost increases): <ul style="list-style-type: none"><li>Caltrain Electrification</li><li>BART Core Capacity</li></ul> Projects in CIG pipeline seeking new grant agreements through FY 2026: <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> <i>Inclusion of other entrants to regional grant strategy is subject to MTC’s Major Project Advancement Policy (MAP) to be adopted by Summer 2022.</i>
Small Starts (Capital Investment Grants)		Programmatic approach recommended; Prioritize competitive small starts candidates seeking grant agreements through FY 2026.
Low- and Zero-Emission Bus Program	\$5.6 billion	Programmatic approach recommended; Support Bay Area’s transition to a zero-emission fleet (including facilities upgrades).
Bus and Bus Facilities Discretionary	\$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>
Intercity and Freight Rail (Federal Railroad Administration)		
Federal-State Partnership for Intercity Passenger Rail (Outside Northeast Corridor)	\$12 billion  (\$36 billion total; \$12 billion for projects outside the Northeast Corridor)	California High Speed Rail  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> Capitol Corridor South Bay Connect  Link 21 (project development phase) conditioned on grant guidelines including a set-aside for project development  <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 CalSTA on advocacy strategy.</i>
Consolidated Rail Infrastructure and Safety Improvements (CRISI) and Railroad Crossing Elimination Program	\$8 billion  (\$5 billion – CRISI; \$3 billion – Railroad Crossing Elimination)	Alameda County Rail Safety Enhancement Plan (CRISI)  Grade Separation <ul style="list-style-type: none"><li>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; and</li><li>High performing goods movement projects</li></ul></li></ul> <i>Note: Staff aims to identify approx. 5-10 Bay Area grade-separation projects to share with the state by March Commission meeting for incorporation into overall BIL Grant Strategy.</i>
Multimodal Projects of National & Regional Significance (US Department of Transportation)		
MEGA (National Infrastructure Project Assistance)  LARGE (>\$500 million)	\$5 billion  (LARGE & SMALL)	Innovate 680 Express Lane project with supplemental transit/Express Bus component
MEGA (National Infrastructure Project Assistance)  SMALL (\$100 million - \$500 million)		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: <ul style="list-style-type: none"><li>Transforming Oakland Waterfront Neighborhoods Project (TOWN)</li><li>Bike Superhighway/Bay Trail Gap Closures</li></ul>
Road, Bridge & Multimodal Projects (Federal Highway Administration (FHWA))		
Bridge Investment Program LARGE (Projects >\$100 million)	\$12.5 billion (\$6.25 b minimum for large bridges)	Golden Gate Bridge Seismic  Bay Bridge Rehabilitation
INFRA (nationally significant freight)	\$8 billion	I-80 Clean Freight Truck Scales project (component of proposed East Bay Clean Freight Corridor program)
		Programmatic category for future INFRA candidates, subject to need following state and federal awards for this cycle
Rural Surface Transportation Program	\$2 billion	State Route 37 Interim Project
PROTECT (surface transportation resilience)	\$1.4 billion	State Route 37 Resilience Improvements
Port Infrastructure and Electrification (Maritime Administration and FHWA)		
Port Infrastructure Development Program	\$2.5 billion	Port of Oakland Electrification and Modernization
Reduce Truck Emissions at Ports	\$400 million	

Note: Staff has reflected each program's administrating agency to the best of our knowledge. In some cases, U.S. Department of Transportation (the Secretary's office) may administer programs identified here as being administered by a modal agency.

**Bipartisan Infrastructure Law Grant Programs: Regional vs. Local Programs**

**Regional Prioritization Targets  
(13 grant programs)**

Transit

1. Capital Investment Grants
2. Low- and No-Emission Grants
3. Bus and Bus Facilities Discretionary

Intercity and Freight rail

4. Federal-state Partnership for Intercity Rail
5. CRISI
6. Railroad Crossing Elimination Program

Multimodal Mobility and Goods movement

7. MEGA (National Infrastructure Project Assistance)
8. INFRA
9. Port Infrastructure Development Program
10. Reduce Truck Emissions at Port Facilities

State of Good Repair & Resilience

11. Bridge Investment Program (large bridges;  $\geq$ \$100 million cost)\*\*
12. Rural Surface Transportation Program
13. PROTECT grant program

**Local Prioritization (19 grant programs, of which 14 have guaranteed funding)**

Multimodal Mobility, Safety and Equity

1. RAISE (Local and Regional Project Assistance)
2. Safe Streets and Roads for All
3. Reconnecting Communities
4. Wildlife Crossings Elimination Pilot

**Local Prioritization (19 grant programs, of which 14 have guaranteed funding) (cont'd)**

Multimodal Mobility, Safety and Equity, cont.

5. Active Transportation Infrastructure Investment Program\*
6. Stopping Threats on Pedestrians Program\*

Climate, Congestion Relief and Goods Movement

7. Charging and Fueling Infrastructure Grants
8. Congestion Relief Program
9. Healthy Streets Program\*

Transit and Bridge Modernization

10. Bridge Investment Program (small projects;  $<$ \$100 million cost)\*\*
11. All Station Accessibility Program
12. Competitive Grants for Rail Vehicle Replacement
13. Electric or Low-emitting Ferry Program
14. Federal Transit Administration Ferry Program

Innovation and Technology

15. Intelligent Transportation Systems Program
16. Technology and Innovation Deployment Program
17. SMART grants
18. Emerging Technology Research Pilot Program\*
19. Open Challenge and Research Proposal Pilot Program\*

\*Grant program is authorized but funding is wholly subject to annual appropriation, and thus much less certain than that grant program funding that is either “guaranteed” through a Highway Trust Fund allocation or upfront BIL appropriation.

\*\*The Bridge Investment Program is a single grant program that can fund small or large projects ( $>$ \$100 million). Up to 50 percent of the \$12.5 billion program may fund small projects. Since some funds are anticipated to be reserved for smaller projects, staff’s proposal is to limit the “regional strategy” to the selection of larger projects and enable local prioritization for smaller projects.

\*Grant program is authorized but funding is wholly subject to annual appropriation, and thus much less certain than that grant program funding that is either “guaranteed” through a Highway Trust Fund allocation or upfront BIL appropriation.

\*\*The Bridge Investment Program is a single grant program that can fund small or large projects (>\$100 million). Up to 50 percent of the \$12.5 billion program may fund small projects. Since some funds are anticipated to be reserved for smaller projects, staff’s proposal is to limit the “regional strategy” to the selection of larger projects and enable local prioritization for smaller projects.