

Bay Area Bipartisan Infrastructure Law (BIL) Regional Grants Prioritization

FINAL Regional Endorsement List

MTC will periodically revisit over the five-year BIL funding period, as federal grant guidelines are refined and as project funding plans evolve, including results from current and future state and federal grant cycles.

Note: Substantive changes made since March 11 Legislation Committee shown in ~~strikeout~~ or underline.

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">Caltrain ElectrificationBART Core Capacity Projects in CIG pipeline seeking new grant agreements through FY 2026: <ul style="list-style-type: none">BART Silicon Valley Phase II (seeking FFGA in 2023)Downtown Rail Extension (DTX) (seeking FFGA in 2025) <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">FY 2022-23: Seek agreement among operators to limit applications to zero emission transit-related projects; aim for a coordinated application, if possible.FYs 2023-26: MTC to develop Bay Area zero emission transition strategy in coordination with Bay Area Partnership; Strategy to define future grant priorities.
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">Project Development:<ul style="list-style-type: none">DTXDiridon StationConstruction/Implementation:<ul style="list-style-type: none">Caltrain Electrification 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 <u>only</u>) Grade Separation <ul style="list-style-type: none">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">HSR-related grade separations; andHigh performing goods movement projects <u>Staff has identified the following grade separation projects to share with the state:*</u> <ol style="list-style-type: none"><u>Broadway Grade Separation (City of Burlingame, San Mateo County)</u><u>South Linden Avenue-Scott Street Grade Separation (City of South San Francisco, San Mateo County)</u><u>Castro Street Caltrain Grade Separation (City of Mountain View, Santa Clara County)</u><u>Caltrain Grade Separation at Mary Avenue (City of Sunnyvale, Santa Clara County)</u><u>Caltrain Grade Separation at Rengstorff Avenue (City of Mountain View, Santa Clara County)</u><u>Peninsula Avenue Extension Grade Separation (City and County of San Francisco)</u> 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

Bay Area Bipartisan Infrastructure Law (BIL) Regional Grants Prioritization		
<u>FINAL</u> Regional Endorsement List		
MTC will periodically revisit over the five-year BIL funding period, as federal grant guidelines are refined and as project funding plans evolve, including results from current and future state and federal grant cycles.		
Note: Substantive changes made since March 11 Legislation Committee shown in strikeout or underline.		
BIL Grant Program*	5 Year National Total (Guaranteed)	Recommended Projects, cont.
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)		<p>Transforming Oakland’s Waterfront Neighborhoods Project (TOWN)</p> <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">Transforming Oakland Waterfront Neighborhoods Project (TOWN)Bike Superhighway/Bay Trail Gap Closures <p><i>Inclusion of other projects in this category is subject to MTC’s Major Project Advancement Policy (MAP) to be adopted by Summer 2022.</i></p>
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 (<u>first priority for Bridge Investment Program funding</u>) 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	

*Grade separation recommendations were prioritized based on project benefits related to equity, safety (including inclusion in the California Public Utilities Commission’s (CPUC) grade separation priority list), mobility (including goods movement, passenger rail/transit mobility and bicycle/pedestrian access), connecting California High-Speed Rail to the Bay Area. All but one project in this list are high-priority safety improvements ranked on the CPUC’s grade separation priority list. The exception is the Peninsula Avenue Extension Grade Separation project, which met other criteria and still provides a safety benefit.

Notes:

- 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.
- This project list identifies the Bay Area’s priorities for the select BIL grant programs, as of March 2022.