



The Bay Area Is Stronger Together: Bipartisan Infrastructure Law Grant Priorities



Annual Report to Congress
June 2022



METROPOLITAN TRANSPORTATION COMMISSION





PHOTO NOAH BERGER

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To Our Federal Representatives:

Thanks to your tireless efforts to enact the 2021 Bipartisan Infrastructure Law (BIL), the nine-county San Francisco Bay Area has a once-in-a-generation opportunity to tackle some of our most pressing transportation challenges. In particular, the more than \$100 billion in competitive U.S. Department of Transportation (USDOT) BIL grants present an incredible opportunity to advance the Bay Area's ambitious [Plan Bay Area 2050](#) goals to combat the climate crisis; deliver a well-connected, safe, and multimodal transportation network; and improve access to opportunity for all Bay Area residents.

The Metropolitan Transportation Commission (Commission) spearheaded the Bay Area Infrastructure Grants Strategy, a collaborative effort with our many regional partners aimed at supporting the Bay Area in taking full advantage of this incredible influx in federal grant opportunities. We know that when the Bay Area transportation community is united, we empower our elected officials and transportation stakeholders to be strong champions for the region's top priorities. Thus, the Commission has endorsed a short list of regionally significant projects—developed in coordination with Bay Area transportation partners—for a subset of those USDOT grant programs focused on larger-scale, regionally and nationally significant projects. At the same time, our strategy recognizes there are urgent local needs, and thus reserves \$25 billion spread across almost 20 BIL grant programs for vital local priorities.

This report is intended to serve as a primer on the Bay Area Infrastructure Grant Strategy, with a focus on the Bay Area's BIL priority projects. The entirety of the Bay Area's consensus priority projects is shown in the BIL map on page four of the report, and details on those projects seeking grants *in this fiscal year 2022-23 grant cycle* are provided on the following pages.

Your support is key to the Bay Area's success in securing much-needed revenues. We look forward to working with you to support our Bay Area partners both in maximizing the region's share of these new USDOT funds, and to weave together all the needed funding elements (including the myriad state funding opportunities this year) to keep our region moving. If we can be of assistance on this or any other issue, please contact Rebecca Long, Director of Legislation and Public Affairs, at rlong@bayareametro.gov, or 510-504-7914.

Sincerely,

Alfredo Pedroza
Chair

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Federal Funding in the Bay Area

The 2021 Bipartisan Infrastructure Law (BIL) presents a once-in-a-generation opportunity for the Bay Area to achieve the ambitious goals set forth in Plan Bay Area 2050: combat the climate crisis; deliver a well-connected, safe, and multimodal transportation network; and improve access to opportunity for all Bay Area residents. From directing transit formula funds to spearheading a Bay Area Infrastructure Grants Strategy (see page 4), MTC is working to make that opportunity a reality.

Investing in Transit

Bay Area transit resources will grow under BIL by nearly 50 percent to \$3.4 billion through 2026. MTC prioritizes these funds to maintain the Bay Area's more than two dozen transit operators' aging rail, bus and ferry infrastructure and to support the transition to zero emission fleets.

BIL nearly doubles the Capital Investment Grant program authorization, which for decades has helped to fund nearly every major transit modernization project in the Bay Area. It makes historic

investments in rail and bus grants, which could help integrate Bay Area's regional transit network and accelerate a zero-emission bus transition. Bay Area grant priorities are featured on the following pages.

Flexible Highway Funds and Active Transportation

MTC will receive a modest boost in flexible Surface Transportation Block Grant (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) program funds to advance Bay Area transportation projects that improve safety, spur economic development, and help the region meet climate change and air quality improvement goals.

These funds—which MTC invests through the One Bay Area Grant program (described in box on page 3)—are also used to incentivize new housing production in the Bay Area, which is critically needed as we grapple with the ongoing housing shortage.

Bay Area bicycle and pedestrian projects will receive a minimum of \$72 million in federal assistance through the BIL, a nearly 90% increase from the previous law. MTC distributes these funds through our regional Active Transportation Program, which is supplemented by state funds.



PHOTO NOAH BERGER

Federal dollars support transit, road and bicycle/pedestrian safety projects in the Bay Area.

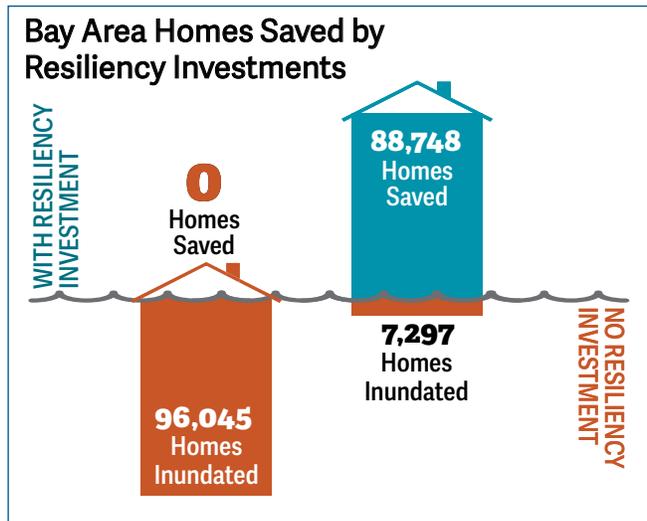


PHOTO: MTC ARCHIVES

Climate & Resilience

The BIL’s historic investment in transit and bike/ pedestrian projects will go a long way in combating transportation-related emissions. BIL will also provide the Bay Area \$70 million over five years through the new Carbon Reduction Program to lower greenhouse gas emissions.

BIL’s most significant policy shift is the expansion of the nation’s largest highway program to allow for resilience investments. MTC is sponsoring a bill—Senate Bill 1049 (Dodd)—that would ensure the state uses this new flexibility to begin to adapt to a changing climate. Multi-benefit projects that protect vulnerable transportation assets and adjacent communities would be prioritized for funding.



MTC estimates a \$19 billion cost to adapt the Bay Area’s infrastructure and its communities to just two feet of sea level rise.

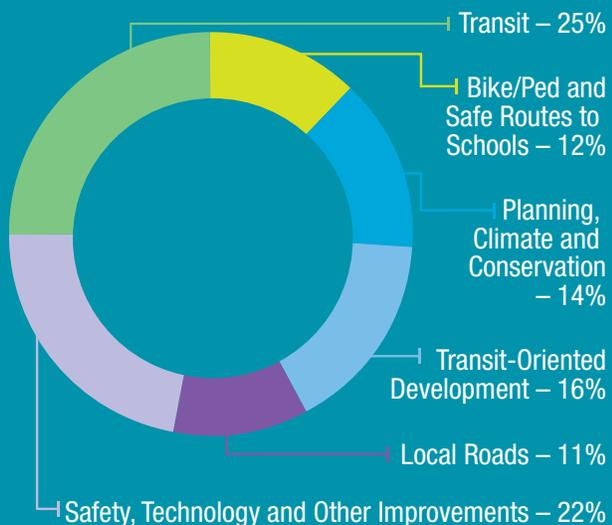
Housing Production Incentive

Since 1997, the Bay Area has leveraged federal highway funds to increase housing supply in transit-accessible neighborhoods.

Currently, MTC rewards cities and counties that approve new housing construction and adopt housing-supportive local plans with additional federal funds, awarded through the One Bay Area Grant program (OBAG).

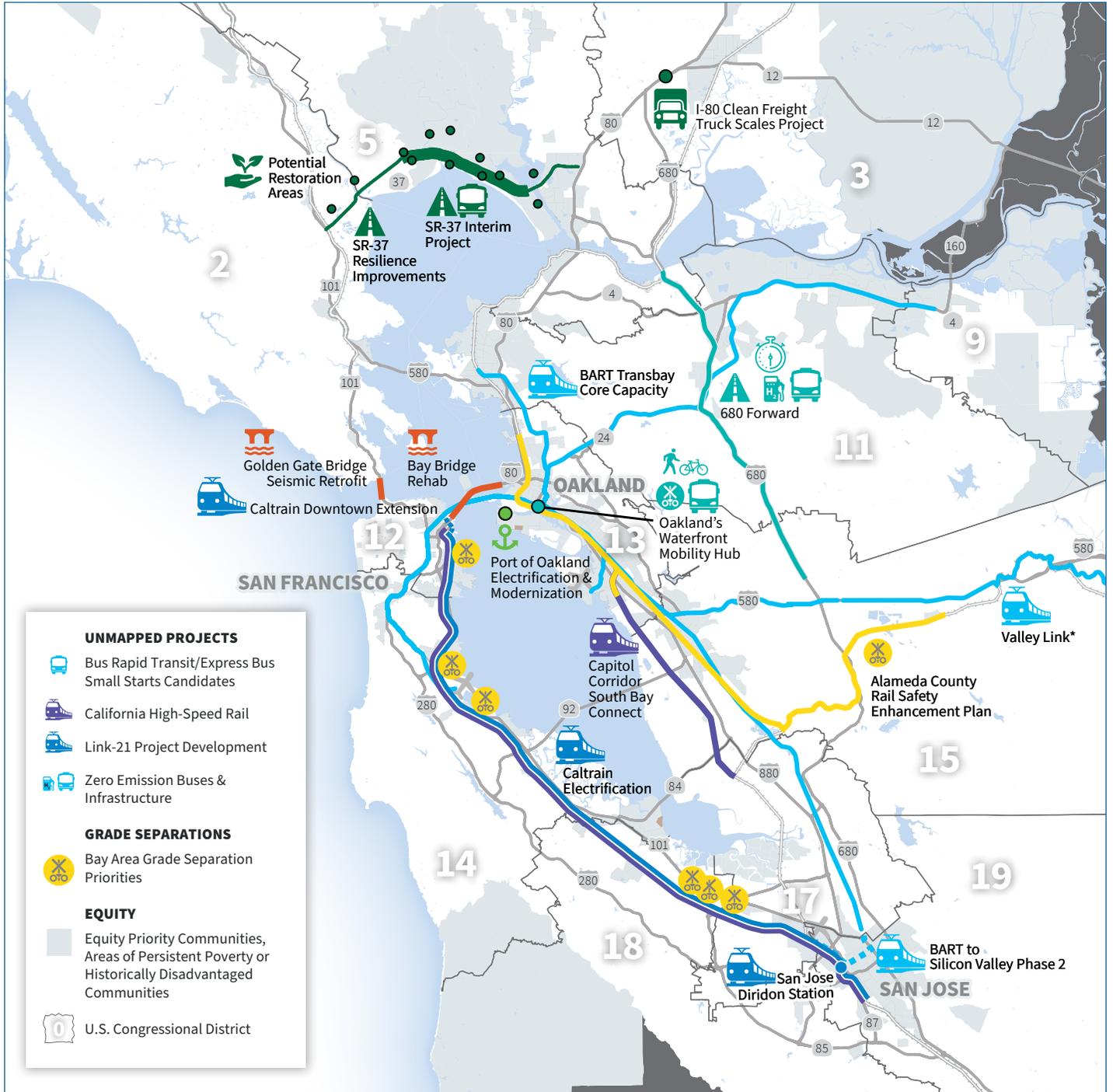
Highway Funds in the Bay Area

(2013–2017 STP and CMAQ programming by use)



Bay Area's Bipartisan Infrastructure Law Regional Priority Projects

- Existing Rail
- Highway & Interstate
- Transit Project
- Bridge Project
- Intercity Rail Project
- Highway Project
- Joint Transit and Intercity Rail Project
- Port Project
- Rail Safety Project
- Multimodal Project



MTC will periodically revisit this priority list 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.

* Endorsement is pending verification of Federal Transit Administration's approval of project's entrance into the Capital Investment Grant (CIG) Project Development phase.

Bay Area Unifies Around Infrastructure Grant Priorities

Bay Area transportation projects large and small could move from plan to completion with BIL competitive grant funding. In addition to historic dollar amounts—upward of \$100 billion spread over roughly 30 grants—many grants reflect the Bay Area’s goals to enhance connectivity, combat climate change, and improve equity. However, competition will be fierce.

Bay Area—Stronger Together

MTC spearheaded the Bay Area Infrastructure Grants Strategy to support our partners in maximizing the Bay Area’s share of these discretionary resources, and ensures that new funds advance those climate, connectivity and equity goals outlined in Plan Bay Area 2050 by:

- Prioritizing a short-list of regionally significant projects and programs that target the largest and most nationally competitive grants.
- Looking to local partners to elevate their priorities for the nearly 20 remaining more locally focused grant programs. MTC is supporting local nominations consistent with Plan Bay Area 2050.
- Coordinating with other state, regional and local partners to focus advocacy behind Bay Area priorities.

BIL Grants—One Piece of the Puzzle

With California poised for another historic budget surplus, the Bay Area is advocating for a robust state transportation package, which complements our BIL strategy; BIL grants will empower the Bay Area to leverage state funds to deliver game-changing mobility projects. Importantly, BIL grants also will free up existing resources for other priorities including transit state of good repair and MTC’s Clipper START pilot, which provides fare discounts for low-income transit riders.

MTC will periodically update the BIL priority list, including as we undertake our Major Project Advancement Policy that seeks to comprehensively align federal, state, and local funding opportunities.



When the Bay Area is united, we empower our elected leaders to champion the region’s top priorities. Photo credits see page 22

Bay Area’s Major Transit Capacity Expansion Projects Hit by Supply Chain Snags

Thanks to strong funding commitments from local, state and federal partners, the Bay Area is making great progress on two game-changing transit capacity enhancements—Caltrain Electrification and BART Transbay Core Capacity. However, cost increases driven in part by unprecedented supply chain challenges threaten to undermine this progress and the many jobs dependent on the projects.



IMAGE COURTESY OF CALTRAIN

Caltrain’s new electric trains are being assembled by workers at the new Stadler U.S. manufacturing facility, which opened with the guarantee of the Caltrain Electrification Project contract.

Caltrain Electrification and BART Transbay Core Capacity will increase rail commuting capacity between San Francisco, Silicon Valley and the East Bay, three of the most economically productive areas in the United States. These projects also are creating jobs for approximately 80,000 workers in 37 states around the nation.

Cost baselines for the projects were set before the COVID-19 global pandemic. Budgets had adequate contingency for anticipated risks at the time, but the ongoing and unprecedented global supply chain issues and labor shortages could not have been predicted. For example, BART’s materials costs increased by roughly 40 percent, with U.S. steel prices tripling and

steep increases in copper, PVC, concrete, and lumber. In addition, labor costs have increased by at least 25 percent.

MTC urges Congress to include a Capital Investment Grant Jobs Program in the fiscal year 2023 appropriations package to keep these projects moving.

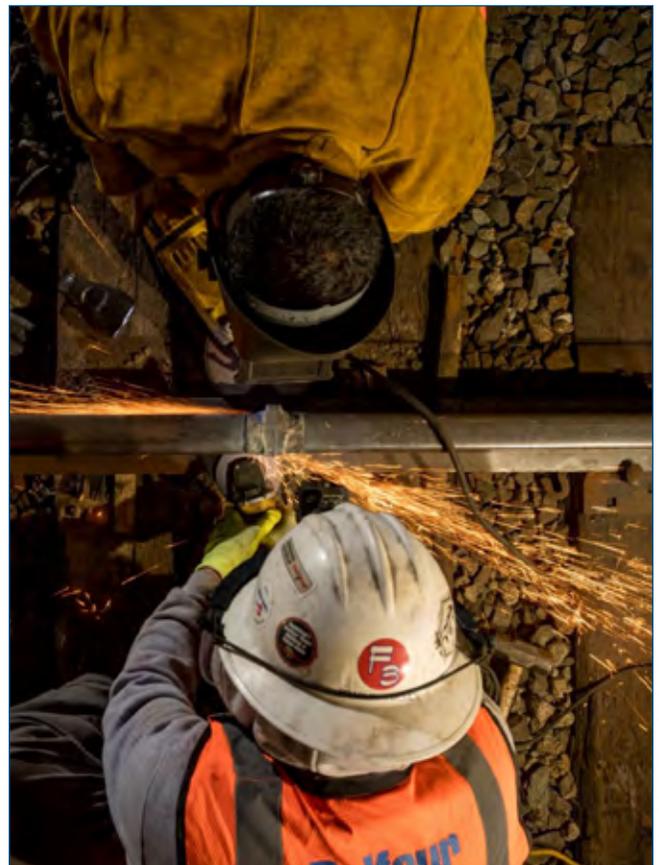


IMAGE COURTESY OF CALTRAIN

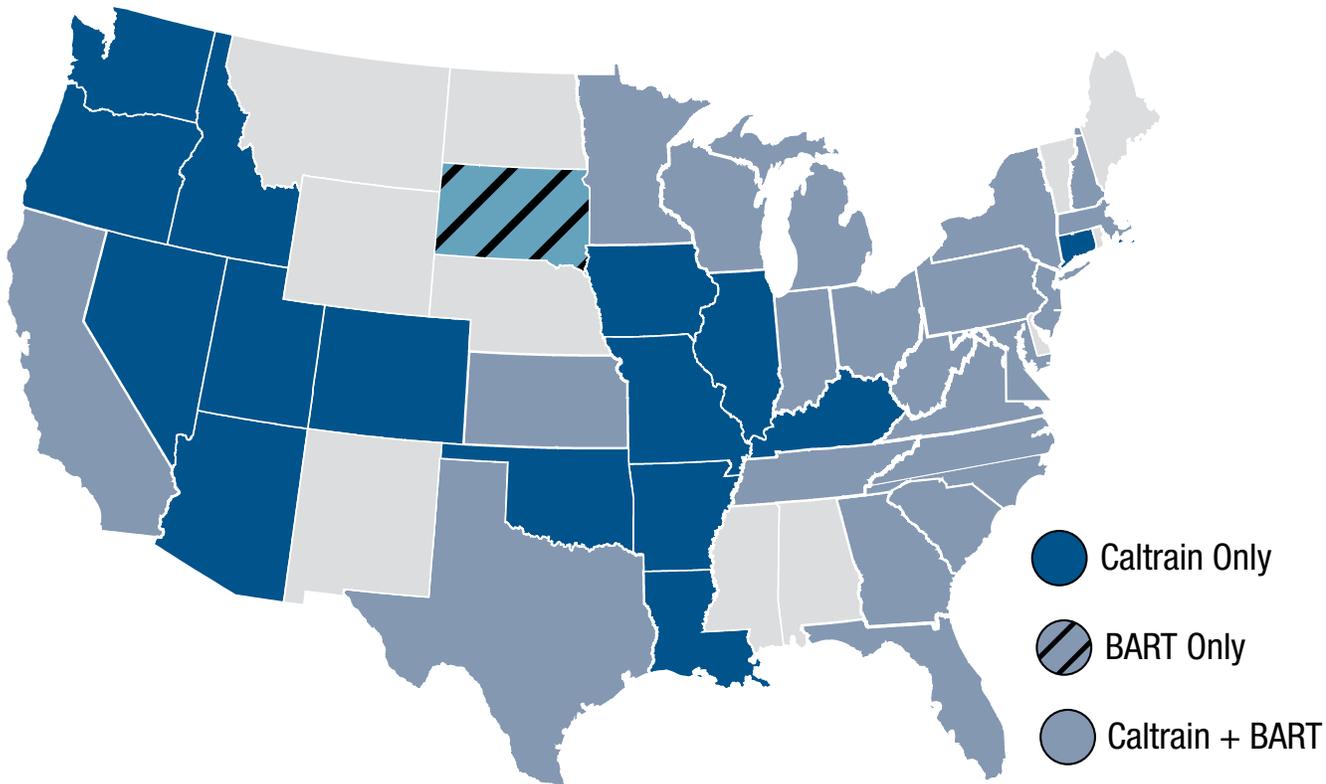
Workers constructing Caltrain Electrification project infrastructure.



PHOTO JIM MAURER

BART's Transbay Core Capacity project will accommodate a 30 percent increase in train frequency between San Francisco and the East Bay. The new train cars are featured here.

Bay Area Projects Creating Jobs Across the United States
 Caltrain electrification and BART Transbay Core Capacity projects are **creating approximately 80,000 jobs in 37 states** across the nation.



Bay Area's Next Generation of Transit Capacity Projects

Plan Bay Area 2050 includes an aggressive \$81 billion plan to modernize and improve transit connectivity between the region's population and job centers. Capital Investment Grant (CIG) program funding will be key to advancing the region's near-term transit capacity expansion priorities: BART to Silicon Valley, Phase II and the Caltrain Downtown Extension.

BART to Silicon Valley, Phase II

With the Santa Clara Valley Transportation Authority's (VTA) Phase I extension of BART to Silicon Valley now complete, VTA is now working on the second phase to extend BART via subway through downtown San José to Santa Clara.

The six-mile Phase II extension will complete a major rail link between the Bay Area's three largest cities, and connect transit riders to San José State University, SAP Center (formerly HP

Pavilion), Santa Clara University and Google's proposed new employment cluster.

In 2021, the Federal Transportation Administration (FTA) provided a letter of intent committing to fund the lesser of 25 percent of the total project cost or \$2.3 billion. Since 2019, FTA has provided \$425 million for a down-payment and VTA anticipates receiving a full funding grant agreement (FFGA) to commit the remaining funds by fall 2023.



RENDERING COURTESY OF VTA

Rendering of Downtown San José Station, one of the four stations included in the BART to Silicon Valley Phase II extension.



PHOTO COURTESY OF VTA



PHOTO COURTESY OF VTA

Milpitas and Berryessa stations opened for passenger service in June 2020.

Caltrain Downtown Extension

The Caltrain Downtown Extension (DTX) will modify the existing Caltrain station at Fourth and King streets in San Francisco, adding a new underground station, and extend Caltrain 1.3 miles north into the new Salesforce Transit Center, which connects to 11 Bay Area transit systems. DTX is a joint benefit project—ultimately bringing California high-speed rail into the heart of downtown San Francisco.

The new underground stations at Fourth and Townsend streets and the Salesforce Transit Center’s planned subterranean platform are designed to accommodate high-speed rail and future rail connections to the East Bay.

The project received its federal environmental clearance in 2019 from FTA and entered CIG project development project development phase in 2021. The Transbay Joint Powers Authority (TJPA) expects to seek an approximately \$2.5 billion FFGA in 2023.

DTX faces a significant funding gap, and MTC endorsed the project as a BIL priority for another major federal grant program—the Federal-State Partnership for Intercity Passenger Rail—to help complete its funding plan (see page 10).



The Salesforce Transit Center, pictured above, officially opened July 2019. The structure includes a two-level trainbox—funded in part from \$400 million in American Reinvestment and Recovery Act funds—which will house the future train station mezzanine and the train platform.

RENDERING PELLI CLARKE PELLI, COURTESY OF TRANSBAY JOINT POWERS AUTHORITY

Connecting California High-Speed Rail to the Bay Area

California high-speed rail's (HSR) transformational potential hinges on a seamless connection into the San Francisco Bay Area. MTC supports the three important joint-benefit projects—Caltrain Downtown Extension (DTX), Caltrain Electrification, and San José Diridon Station—which will integrate HSR into the heart of the Bay Area's transit network. Advancing them now will ensure that the Bay Area is ready once the California High-Speed Rail Authority completes construction on the Central Valley segment.

MTC supports Federal-State Partnership for Intercity Rail Program funding for:

- **Caltrain Electrification:** Between San José and San Francisco, HSR will use 51 miles of the existing Caltrain corridor, which is currently being electrified. The project will seek funding to complete the Federal Railroad Administration (FRA)-approved signal system upgrades along the Caltrain/HSR corridor. See page 6 for an additional grant request.
- **Caltrain Downtown Extension (DTX):** The project will bring HSR into the heart of downtown San Francisco, extending electrified Caltrain service from its current terminus

at Fourth and King streets 1.3 miles north to connect with HSR at the new Salesforce Transit Center, a multimodal transit hub serving commuters and visitors from the greater Bay Area. This project is also seeking funding from the FTA CIG program (see page 9).

- **Diridon Station:** Downtown San José's Diridon Station is poised to become one of the nation's busiest passenger rail hubs, connecting HSR, BART, Caltrain and the San José International Airport. The station redevelopment is in early planning stages; grant funding will support project development.



RENDERING COURTESY OF CHSRA

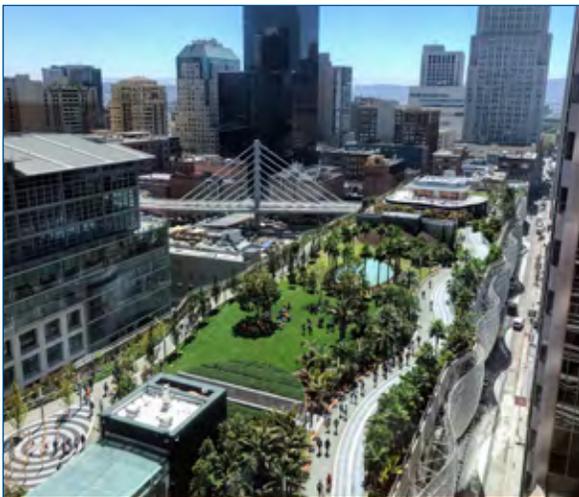
The 2021 Diridon Station Area Plan positions the station to be one of the nation's premier transit-oriented district, one that puts equity at the core of the planned development around the station.

RENDERING COURTESY OF CHSRA



Once Caltrain electrification and the Central Valley segments are completed, there will be approximately 224 miles of high-speed-rail-ready infrastructure on two different lines, one in the Central Valley and one connecting San Francisco to Gilroy.

PHOTO FULLMETAL2887, CC BY-SA 3.0



The Salesforce Transit Center, pictured above, opened in 2019.

Bay Area partners will also be seeking FRA rail safety funding for grade separations along the Caltrain/HSR corridor. MTC used safety, equity, and project readiness criteria to assess the many needs submitted by project sponsors along the Peninsula and throughout the region; six grade separations (shown as map adjacent) were included in the region’s BIL project list. We are working with state partners to advance these critical safety projects as top BIL priorities.



Bay Area Linkages to HSR and Priority Grade Crossings

Map Key

- High Speed Rail Rail & Station
- Bay Area Joint Benefit Transit and Rail Project
- High Speed Rail Related Rail Crossing

- Amtrak
- VTA Light Rail
- BART
- San Francisco Muni
- Altamont Corridor Express
- AC Transit
- Other Bay Area Bus Operators

Bay Area Leading the Nation in Zero-Emission Bus Transition



The Bay Area is the fifth largest transit market in the nation. With an ambitious 2040 state deadline for a bus fleet transition, we are poised to make the Bay Area one of the first major markets to deploy a fully zero-emission fleet. The Bipartisan Infrastructure Law’s historic investments in the FTA discretionary bus grant programs present an incredible opportunity for the Bay Area to achieve ambitious zero-emission goals.

Bay Area transit operators are working toward transitioning their bus fleets to zero-emission by 2040. Many are moving ahead of schedule. However, the funding and implementation challenges of a full fleet transition across more than two dozen transit operators, 101 cities and nine counties are enormous.

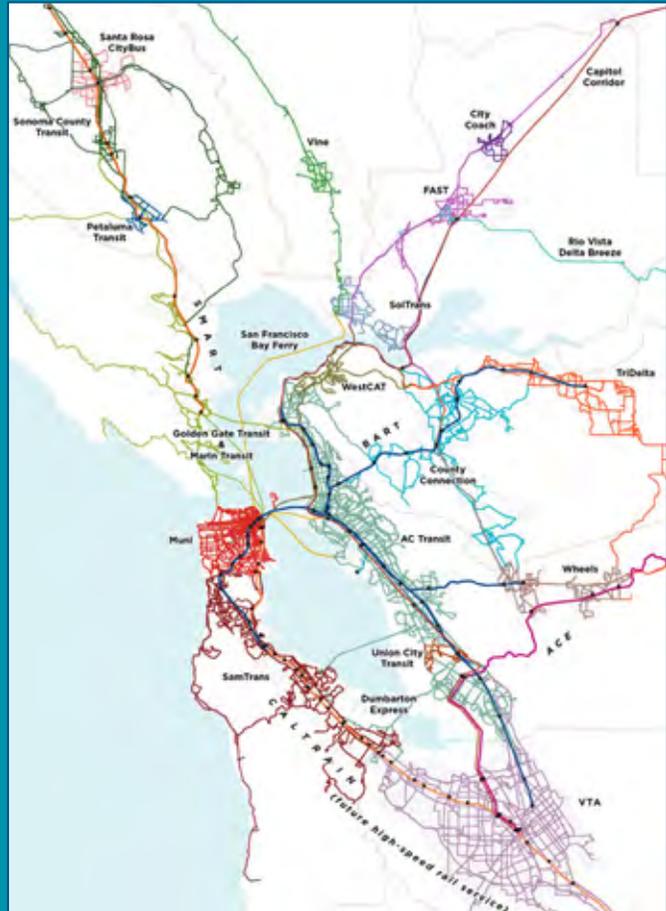
Unfortunately, the FTA bus programs—Low- and No-Emission grants in particular—have historically penalized Bay Area transit operators for our early efforts to phase out dirty diesel buses, resulting in the region receiving less than one percent of the national program, despite our disproportionately greater need.

We urge FTA to instead support Bay Area operators and others that are paving the way for 100 percent zero emission fleets, but are facing significant funding barriers. Without robust federal investment, it is unlikely that the Bay Area will be able to meet our ambitious zero-emission transition goals. MTC supports the 11 Bay Area transit agency requests for \$270 million in fiscal year 2022 Low- and No-Emission grants and Bus and Bus Facilities grants, shown on page 14.

Bay Area Regional Zero Emission Bus Transition Strategy

With more than two dozen transit agencies operating across 101 cities and nine counties, a Bay Area bus fleet transition is a challenging endeavor. MTC, in partnership with Bay Area transit operators, is developing a Regional Zero Emission Bus Transition Strategy that among other items will explore opportunities for shared infrastructure, joint procurements, charging facility compatibility and partnerships with energy providers.

The aim of this partnership is to accelerate an efficient, cohesive fleet transition while supporting the Bay Area's dynamic and growing bus system. Not only will this support the Bay Area in meeting our ambitious climate goals, a coordinated Bay Area deployment will be a model for the rest of the country.



Map depicting the intersecting transit services in the Bay Area. Each distinct transit operator is depicted in a unique color.



MTC is prioritizing zero-emission bus replacement in our regional transit capital funding program.

Facilities upgrades underpin a successful transition, but the region lacks sufficient funding. (see photo credits on page 22)

Bay Area Zero-Emission Bus Grant Requests

Transit operators around the Bay Area are seeking \$270 million in federal grants this year to accelerate a transition to a zero-emission fleet, shown in the chart below. MTC supports these

funding requests, which will leverage an additional \$98 million and help the Bay Area meet our ambitious climate goals while improving safety and reliability for Bay Area bus riders.

FY 2022 Low- and No-Emission Grant and Bus and Bus Facilities Grant Requests

Requestor	Project Title	Grant Request (\$ in Millions)	Fund Source*
AC Transit	Training and Education Center Modernization and Purchase of Fuel Cell Buses	\$ 16	L & B
City of Fairfield	FAST Forward with Fairfield: The FAST Bus Fleet Electrification	\$ 12	L & B
Tri Delta Transit	Inductive Charging Infrastructure	\$ 3	L & B
Livermore-Amador Valley Transit Authority	Atlantis Operations Building Construction Project	\$ 19	B
Marin Transit	Electric Bus Charging, Parking and Maintenance Facility	\$ 31	L & B
Napa Valley Transportation Authority	Napa Vine Zero Emission Bus Electrification	\$ 6	L
Napa Valley Transportation Authority	Vine Bus Maintenance Facility Photovoltaic and Renewable Energy Improvement Project	\$ 2	B
SamTrans	SamTrans South Base Zero Emission Infrastructure Project	\$ 35	L & B
San Francisco Muni	Islais Creek Bus Yard Battery Electric Bus Program	\$ 16	L & B
San Francisco Muni	Kirkland Bus Yard Battery Electric Bus Program	\$ 99	L & B
SolTrans	Solano County Transit ZEB Charging Infrastructure and Resiliency Backup	\$ 8	B
SolTrans	Solano County Transit 10 Zero Emissions Local Bus Purchase	\$ 10	L
Sonoma County Transit	Zero Emission Buses	\$ 5	L
Union City	Union City Transit Buses and Charging Infrastructure	\$ 7	L & B
Total Regional Request		\$270	

* **L** = Low- and No-Emissions Grant request; **B** = Bus and Bus Facilities Grant request. As shown above, many transit operators submitted requests for both grant programs.



San Francisco Muni Zero-Emission Buses are currently being used for passenger service.

PHOTO JOEY KOTFICA, MTC

Investing in a Resilient Bay Area

From earthquakes to sea level rise, the Bay Area must adapt our infrastructure to be resilient to natural hazards. BIL grant funding can help deliver two resiliency priorities: Golden Gate Bridge Seismic Retrofit and a Resilient State Route 37 Interim Project.

Golden Gate Bridge Seismic Retrofit

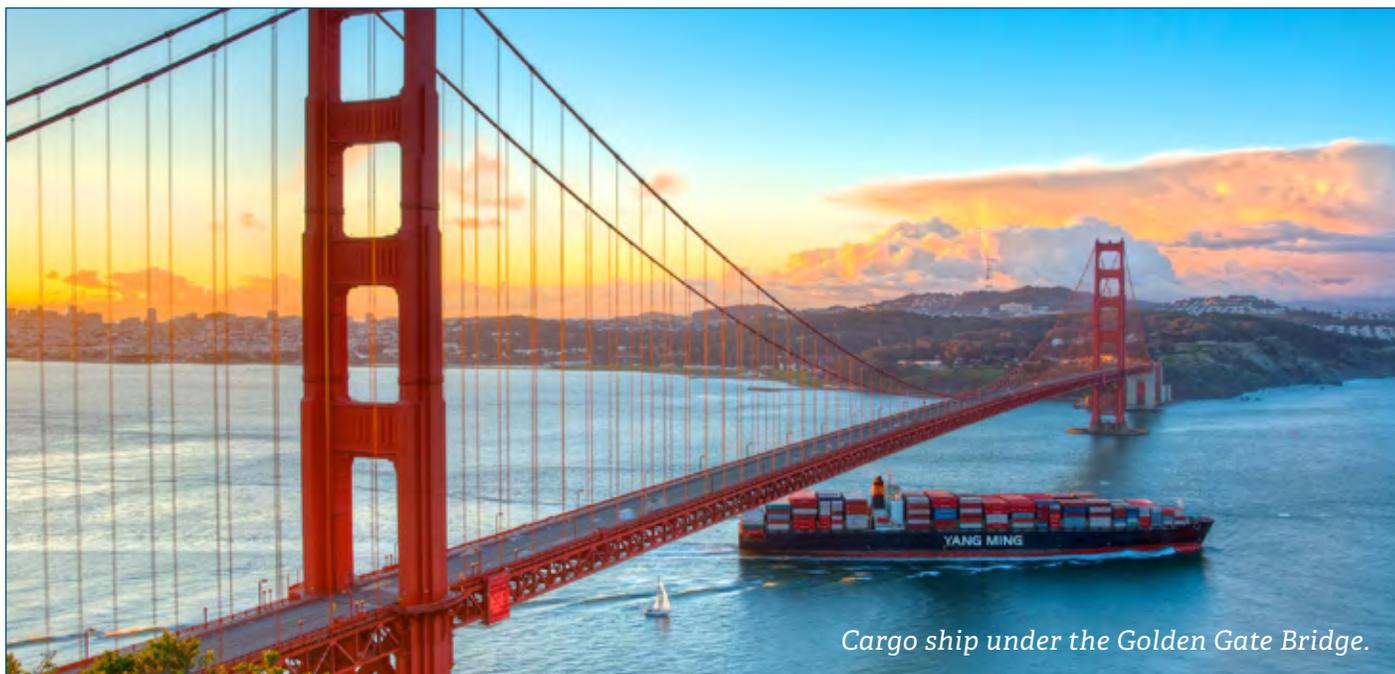
The Golden Gate Bridge is one of the most iconic structures in the world. Over 40 million people traverse the bridge each year and it attracts another 10 million tourists. But the bridge is vulnerable to a major earthquake, and with the United States Geological Survey predicting a 72 percent chance of a 6.7 magnitude earthquake within 30 years, it's time to complete a seismic retrofit.

The Golden Gate Bridge, Highway and Transportation District is seeking \$400 million from the National Bridge Investment Program to construct the last phase of the span's seismic retrofit, which is being designed to withstand destruction from not only the next "big one," but a manmade disaster as well.

MTC supports the project grant request, which includes the retrofit of the 4,200-foot span, two 1,125-foot side spans, two 746-foot-tall towers, the south tower pier of the suspension bridge, and two under-crossing structures at the toll plaza. It is a vital project, but it is too big to fund without significant federal support. The requested grant funding is critical to ensure this symbol of American ingenuity will continue to stand tall for generations to come.

Bay Area Resilience Funding Requests

Project	Committed & Planned Funding	Grant Request	Total Project Cost	Grant Share
Golden Gate Bridge Seismic Retrofit	\$470 million	\$400 million	\$870 million	46%
State Route 37 Interim Project	\$330 million	\$100 million	\$430 million	23%



Cargo ship under the Golden Gate Bridge.

PHOTO MTC ARCHIVES

Resilient State Route 37 Interim Project

State Route 37, a vital transportation connection in the North Bay, is the northernmost non-mountainous east-west freight link in the state, and is as an important San Francisco Bay Area emergency evacuation route in the case of a catastrophic earthquake. This highway also runs through the ecologically rich San Pablo Baylands. However, climate change-fueled storms periodically flood the route and by 2050, it will be permanently inundated by sea level rise. The travel artery has no existing transit options and is plagued with heavy congestion.

Idling vehicles not only contribute to the climate crisis but threaten the sensitive habitat nearby.

MTC is seeking a \$100 million Rural Surface Transportation Grant for the Segment B interim project (shown in map below) to mitigate near-term flooding, introduce transit and relieve congestion between Sonoma and Solano counties, while teeing up a much larger, ultimate project to address the long-term resilience of the corridor.

MTC also plans to seek funding this year through the PROTECT program for corridor resilience improvements, including marsh restoration that can serve as advance mitigation for the ultimate project.

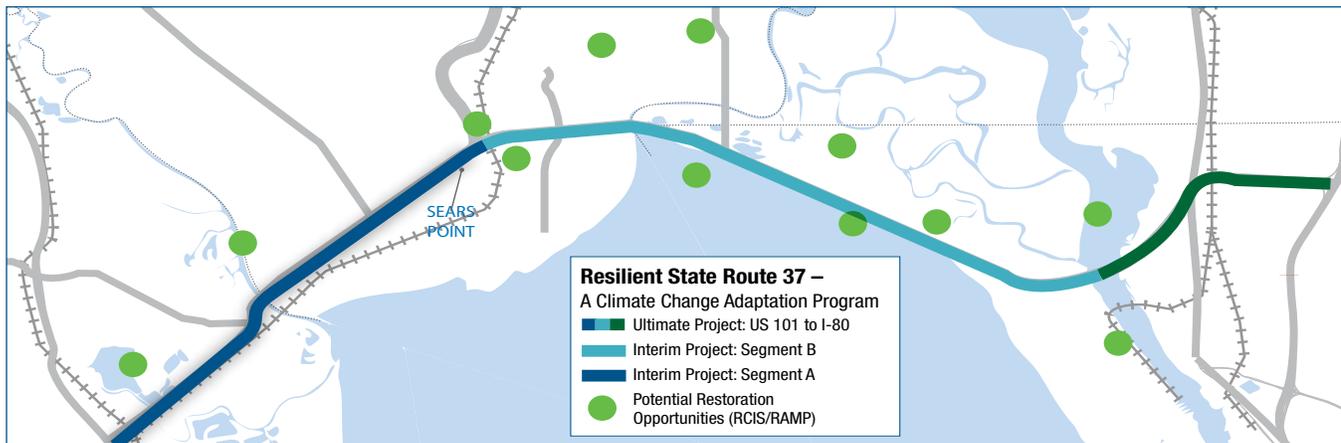


PHOTO KEVIN CHEN, MTC

Dubbed the “Flyway Highway,” SR 37 bisects marshes and ponds that support millions of waterfowl journeying along the Pacific Flyway, a migratory corridor extending from the Arctic tundra to South American wetlands.

Reimagining MEGA Projects

In the Bay Area, we are thinking creatively about infusing climate, equity and choice into major transportation investments. We have heard from drivers and transit riders alike that they want cleaner transportation choices, but they also need trips to be reliable and seamless. We also know that the most equitable investments are often relatively low-cost improvements like express bus service and enhancing bicycle and pedestrian access. The Bay Area is seeking MEGA grant funding for two suites of mobility improvements that will enhance access for equity priority communities, improve reliability, and create seamless connections for Bay Area residents.

MEGA Projects Funding Requests

Project	Committed Funding	MEGA Grant Request	Total Project Cost	Grant Share
680 Forward	\$550 million	\$395 million	\$945 million	42%
Oakland's Waterfront Mobility Hub	\$183 million	\$183 million	\$366 million	50%

680 Forward

MTC supports the request for \$395 million from the large MEGA category for the Contra Costa County Transportation Authority to build out the Bay Area's regional express lane network, complete the Bay Area's first zero-emission express bus project, implement shared mobility hubs at existing park and ride lots on the Interstate 680 (I-680) corridor in Contra Costa County and

make other improvements. The 680 Forward suite of projects will:

- Relieve bottlenecks and improve reliability of the I-680 corridor in the East Bay.
- Provide a reliable transit option for residents of Contra Costa's equity priority communities and rail commuters into and out of the Bay Area.
- Facilitate first- and last-mile connections to transit at shared mobility hubs.

This innovative and multimodal project is a model for seamless and connected transportation in the Bay Area and throughout the nation.



Depiction of a proposed shared mobility hub on the I-680 corridor in Contra Costa County.



RENDERING COURTESY OF CITY OF OAKLAND

Project rendering of multimodal mobility improvements on Broadway and 9th street in Oakland.

Oakland's Waterfront Mobility Hub

We support the City of Oakland's \$183 million small MEGA request to complete another innovative & multimodal program of projects. This investment will connect historically disadvantaged communities in Oakland to the waterfront

with seamless multimodal transit and bicycle/pedestrian travel options. Importantly, it also will improve safety and goods movement in and out of the Port of Oakland, which handles more than 99 percent of the containerized goods moving through Northern California.

Oakland Waterfront Mobility Hub



Investing in Safe and Sustainable Goods Movement

The Bay Area is a major goods movement hub, home to the Port of Oakland—the fifth largest container port in the United States—with major rail lines and highways that carry some of the highest truck volumes in California. Many of our low-income communities also suffer from poor air quality and unsafe rail crossings. MTC has prioritized BIL funding to help transform Interstate 80 (I-80) into a marquee clean freight corridor and improve safety along one of the nation’s most dangerous rail corridors.

Funding for Bay Area Goods Movement Projects

Project	Committed Funding	MEGA Grant Request	Total Project Cost	Grant Share
I-80 Clean Freight Truck Scales	\$138 million	\$60 million	\$198 million	30%
Outer Harbor Terminal Redevelopment Project	\$12 million	\$37 million	\$49 million	76%

I-80 Clean Freight Truck Scales Project

A component of the proposed East Bay Clean Freight corridor, this project will support a clean fleet transition by adding zero emission charging infrastructure both at the east and westbound facilities. It will also address a longstanding chokepoint on I-80 at Cordelia by relocating the westbound facility. MTC supports the Solano County Transportation Authority’s \$60 million request from INFRA to close the funding gap for this Northern California mega-regionally significant project.



RENDERING SHUTTERSTOCK.

Rendering of zero-emission truck recharging



PHOTO KARL NIELSEN

Trucks awaiting inspection at the upgraded eastbound truck scales at Cordelia.

Port of Oakland Outer Harbor Redevelopment Project

MTC supports the Port of Oakland's \$37 million request for Port Infrastructure Development Program funds to redevelop approximately 26 acres of the Port's Outer Harbor Terminal area. This project would expand the Port's use of plug-in refrigerated containers and move away from the existing diesel-powered generators, supporting the Port's goal of near-zero emissions operations. The project also will support agricultural business by providing hundreds of new storage and staging areas for perishable products.



PHOTO NOAH BERGER

The Port of Oakland is one of the most important gateways for U.S. exports—especially farm goods.

Alameda County Rail Safety Enhancement Program

In 2019, Alameda County had the fourth highest number of rail trespassing fatalities in the United States, so it is great news that Alameda County Transportation Commission (ACTC) in May received a \$25 million Consolidated Rail Infrastructure Safety Improvement (CRISI) grant for Phase 1 of the county's two-phase rail safety program.

Phase 1 will deliver pedestrian-oriented safety improvements—including automatic pedestrian gates, crossing signals, and sidewalks—at 28 rail crossings and two trespassing sites throughout the county, including near schools in some of the most low-income communities in the Bay Area. Two-thirds of these crossings are in equity priority communities.

ACTC anticipates applying for CRISI in FY 2022 to advance the second phase of safety improvements.

Alameda County Facilities within Walking Distance of an Unsafe Crossing

68
schools



48
healthcare facilities



32
parks



2
senior centers



Between 2012 and 2021, there were 25 fatalities, 19 injuries, and 33 vehicle-train collisions at Phase 1 crossings, which ACTC will be able to improve thanks to the recent CRISI grant.

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Font Cover: (top to bottom) Bicyclist in Napa, Michael Short; Highway and Mt. Diablo, Karl Nielson; Bay Bridge and San Francisco, T. Tierney, Adobe Stock

Page 5: (bottom row, left to right) Shovel Ceremony, courtesy of Caltrain; Mother and Child ride BART, Noah Berger; SMART Train, Jim Maurer; (right side, top to bottom) Golden Gate Bridge Suicide Barrier Simulation, Courtesy of the Golden Gate Bridge, Highway and Transit District; Mayor London Breed celebrates Van Ness BRT opening, Courtesy of SFMTA; Muni BRT in

service on Van Ness Avenue, Joey Kotfika; Bus Commuters, Karl Nielson.

Page 13: Zero-Emission Bus Collage (left to right) AC Transit Bus, Soltrans Bus, AC Transit Bus charging, Marin Transit Bus at station, Fueling station at Port of Oakland, VTA bus at Charging Facility, all photos courtesy of the respective transit agency.

Back Cover: (top to bottom) VTA Light-Rail in residential neighborhood, Noah Berger; Baby holding Clipper card with Mother in BART station, Noah Berger; Passengers boarding rail car, Karl Nielson.

Acknowledgements

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Remembering Norman Y. Mineta

MTC dedicates this report in memory of Norman Y. Mineta, a transportation policy giant in the Bay Area and across the nation, who passed away in May 2022 at age 90. During his distinguished career, he served as a San José City Council member and mayor, represented the South Bay in Congress for two decades, served as Commerce Secretary under Bill Clinton and Transportation Secretary under George W. Bush, and founded the Mineta Transportation Institute at San José State University. As chair of the House Transportation and Infrastructure Committee through passage of the landmark Intermodal Surface Transportation Efficiency Act of 1991, he reshaped federal transportation policy to embrace multimodalism and provide a greater role for metropolitan planning organizations. Three decades later his legacy is a lasting one. On behalf of the entire San Francisco Bay Area, we thank Mr. Mineta for garnering unprecedented federal investment in Bay Area infrastructure, including the BART-SFO extension and Santa Clara VTA light rail expansion, and especially for his work to update federal law to grant metro regions like ours the flexibility to invest federal dollars formerly reserved for Interstate Highways to address the most pressing regional and local needs.



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