

Bay Area Regional Priority Projects – Bipartisan Infrastructure Law
FINAL Regional Endorsement List
June 10, 2026

This regional endorsement list is a component of the Bay Area Infrastructure Grants Strategy, adopted by MTC in March 2022. 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. This version reflects two updates, described in the “notes” section at the end of the document.

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)	<p>Projects with existing FFGAs (including seeking supplementary funding from FY 2023 CIG program funds to offset cost increases):</p> <ul style="list-style-type: none"> • Caltrain Electrification • BART Core Capacity <p>Projects seeking new grant agreements through FY 2026:</p> <ul style="list-style-type: none"> • BART Silicon Valley Phase II (seeking FFGA in 2023) • Downtown Rail Extension (DTX) (also referred to as “the Portal) (seeking FFGA in 2025) • Valley Link (seeking FFGA by 2026)
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)	<p>California High Speed Rail</p> <p>Joint benefit projects that support bringing HSR into the Bay Area.</p> <ul style="list-style-type: none"> • DTX (also referred to as “the Portal”) • Diridon Station • Caltrain Electrification <p>Capitol Corridor South Bay Connect</p> <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 CalSTA on advocacy strategy.</i></p>
Consolidated Rail Infrastructure and Safety Improvements (CRISI) and Railroad Crossing Elimination Program	\$3 billion (\$5 billion – CRISI; \$3 billion – Railroad Crossing Elimination)	<p>Alameda County Rail Safety Enhancement Plan (CRISI only)</p> <p>Grade Separation</p> <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; and • High performing goods movement projects <p>Staff has identified the following grade separation projects to share with the state:*</p> <ol style="list-style-type: none"> 1. Broadway Grade Separation (City of Burlingame, San Mateo County) 2. South Linden Avenue-Scott Street Grade Separation (Cities of South San Francisco and San Bruno, San Mateo County) 3. Castro Street Caltrain Grade Separation (City of Mountain View, Santa Clara County) 4. Caltrain Grade Separation at Mary Avenue (City of Sunnyvale, Santa Clara County) 5. Caltrain Grade Separation at Rengstorff Avenue (City of Mountain View, Santa Clara County) 6. Pennsylvania Avenue Extension Grade Separation (City and County of San Francisco)

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BIL Grant Program	5 Year National Total (Guaranteed)	Recommended Projects, cont.
<i>Multimodal Projects of National & Regional Significance (US Department of Transportation)</i>		
MEGA (National Infrastructure Project Assistance) LARGE (>\$500 million)	\$5 billion (LARGE & SMALL)	680 Forward (680 Express Lane project with supplemental transit/Express Bus component) Transbay Joint Powers Authority’s The Portal
MEGA (National Infrastructure Project Assistance) SMALL (\$100 million - \$500 million)		Oakland’s Waterfront Mobility Hub <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>
<i>Road, Bridge & Multimodal Projects (Federal Highway Administration (FHWA))</i>		
Bridge Investment Program LARGE (Projects >\$100 million)	\$12.5 billion (\$6.25 b minimum for large bridges)	Golden Gate Bridge Seismic (first priority for Bridge Investment Program funding) 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)
Rural Surface Transportation Program	\$2 billion	State Route 37 Interim Project
PROTECT (surface transportation resilience)	\$1.4 billion	State Route 37 Resilience Improvements
<i>Port Infrastructure and Electrification (Maritime Administration and FHWA)</i>		
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 Pennsylvania Avenue Extension Grade Separation project, which met other criteria and still provides a safety benefit.

Notes:

1. 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.
2. The first iteration of this project list was finalized in March 2022. This version is updated to reflect that Valley Link has been added into the regional priority project list, pursuant to the March 2022 commitment that the project would be added upon its acceptance into the FTA CIG Project Development phase. Valley Link entered into CIG Project Development in June 2022.
3. The list was updated to remove Link-21 from the Federal-State Partnership for Intercity Rail Program list. The March 2022 version conditioned Link-21’s inclusion on the grant guidelines including a set-aside for project development. The Federal-State Partnership Program for Intercity Rail Notice of Funding Opportunity does not contain a set-aside for “project development,” and as such, Link-21 is no longer a listed priority.
4. The Downtown Rail Extension project name was updated to reflect the new project title (the Portal) and two MEGA priority project names were also updated to reflect the official project names the sponsors included in their grant applications.
5. On November 15, 2023 the list was updated to include TJPA – The Portal in the MEGA (National Infrastructure Project Assistance) category.
6. On June 10, 2023 the list was updated to remove the Consolidated Rail Infrastructure and Safety Improvements (CRISI) discretionary grant category from the Regional Endorsement List.