

BAY AREA INFRASTRUCTURE GRANTS STRATEGY STATUS UPDATE — MARCH 2023

MTC's Bipartisan Infrastructure Law (BIL) Grants Strategy Yields Big Dividends

Thanks to strong support from our Congressional delegation, the Bay Area already has secured \$563 million for BIL regional priority projects, as shown in the chart below.

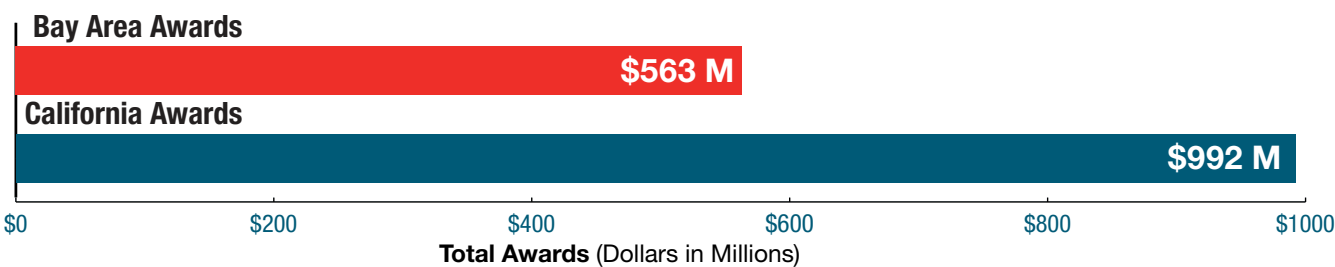
Bay Area projects account for roughly 60 percent of California's share of major grant awards to date. MTC is hopeful this unified regional

approach will continue to advance the Commission's vision for a stronger, more resilient, and equitable Bay Area.

MTC will update the BIL priority list later this year to reflect these awards and more. This update will be integrated into MTC's new Major Project Advancement Policy, which seeks to comprehensively align federal, state, and local funding opportunities for large-scale projects.

Bay Area Share of California's BIL Priority Grant Awards

Chart reflects awards for BIL regional priority grant programs that have been announced as of February 10, 2023.



Bay Area Regional Priority Projects: Fiscal Year (FY) 2022 Grant Cycle

BIL Regional Priority Project	Grant Program	Bay Area Award	California Awards	California % National Awards	Bay Area % California Awards
Bay Area Awards Secured		\$ in Millions			
Golden Gate Bridge Seismic Retrofit	Bridge Investment Program (Large)	\$400	\$400	19%	100%
Caltrain Electrification	Capital Investment Grant Augment	\$43	\$143	34%	58%
BART Core Capacity		\$40			
Port of Oakland Electrification and Modernization	Port Infrastructure Development Program	\$37	\$94	13%	39%
Zero-emission buses and infrastructure	Low- and No-Emission Bus Grants	\$43	\$150	10%	29%
	Bus and Bus Facilities Discretionary Grants				
Other Regional Priority Grant Programs with FY 2022 Awards Announced					
Bay Area did not receive award in FY 2022 grant cycle	INFRA	N/A	\$150	10%	0%
	MEGA		\$30	3%	
	Rural Surface Transportation Program		\$25	9%	
TOTAL		\$563	\$992	13%	57%

Bay Area BIL Grant Requests at a Glance

Projects that have secured target awards are in **bold** below and listed in the chart opposite.



Capital Investment Grant

- **Caltrain Electrification**
- **BART Core Capacity**
- BART Silicon Valley Phase 2
- Downtown Rail Extension/The Portal ¹
- Valley Link



Railroad Crossing Elimination/CRISI High-Priority Grade Separations

- Broadway Grade Separation
- South Linden Avenue-Scott Street
- Castro Street Grade Separation
- Caltrain Grade Separation at Mary Avenue
- Caltrain Grade Separation at Rengstorff Avenue
- Peninsula Avenue Extension Grade Separation



Low- and No-Emission Bus Program & Bus and Bus Facilities Discretionary Program

- **Zero-emission Buses and Infrastructure** ²



Bridge Investment Program

- **Golden Gate Bridge Seismic**
- Bay Bridge Rehabilitation



Federal-State Partnership for Intercity Passenger Rail

- California High Speed Rail
- Downtown Rail Extension/The Portal ¹
- San Jose Diridon Station
- Capitol Corridor South Bay Connect



INFRA

- I-80 Clean Freight Truck Scales Project



Consolidated Rail Infrastructure and Safety Improvements (CRISI)

- Alameda County Rail Safety Enhancement Plan



Rural Surface Transportation Program

- State Route 37 Interim Project



PROTECT

- State Route 37 Resilience Improvements



MEGA

- 680 Forward (MEGA Large)
- Oakland Waterfront Neighborhoods Project (MEGA Small)



Port Infrastructure Development Program + Reduce Truck Emissions at Ports Grants

- **Port of Oakland Electrification and Modernization**

¹ Downtown Rail Extension/The Portal is a regional project priority for both the FTA Capital Investment Grant program and the FRA Federal-State Partnership for Intercity Rail Grant program.
² See pages 14-15



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