

Bay Area Regional Priority Projects - Bipartisan Infrastructure Law (BIL)

FINAL Regional Endorsement List

November 15, 2023

(Accessible Version)

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: New Starts/Core Capacity (Capital Investment Grants): \$18 billion over five years

Recommended Projects:

Projects with existing FFGAs (including seeking supplementary funding from FY 2023 CIG program funds to offset cost increases):

- Caltrain Electrification
- BART Core Capacity

Projects seeking new grant agreements through FY 2026:

- 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)

Inclusion of other entrants to regional grant strategy is subject to MTC’s Major Project Advancement Policy (MAP).

Small Starts (Capital Investment Grants)

- Programmatic approach recommended; Prioritize competitive small starts candidates seeking grant agreements through FY 2026.

BIL Grant Programs: Low- and Zero-Emission Bus Program and Bus and Bus Facilities Discretionary: \$5.6 billion and \$2.3 billion respectively over five years

- Programmatic approach recommended: Support Bay Area’s transition to a zero-emission fleet (including facilities upgrades).
- In Fiscal Year 2022-23 seek agreement among operators to limit applications to zero emission transit-related projects; aim for a coordinated application, if possible.

- For fiscal years 2023-26: MTC to develop Bay Area zero emission transition strategy in coordination with Bay Area Partnership; Strategy to define future grant priorities.

BIL Grant Programs: Federal-State Partnership for Intercity Passenger Rail (Outside Northeast Corridor): \$12 billion for projects outside Northeast Corridor over five years

Recommended Projects:

- California High Speed Rail

Joint Benefit projects that support bringing HSR into the Bay Area

- DTX (also referred to as “the Portal”)
- Diridon Station
- Caltrain Electrification

Other Projects

- Capitol Corridor South Bay Connect

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.

BIL Grant Programs: Consolidated Rail Infrastructure and Safety Improvements (CRISI) (\$5 billion) and Railroad Crossing Elimination Program (\$3 billion) over five years

Recommended Projects:

- Alameda County Rail Safety Enhancement Plan (CRISI only)

Grade Separations

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:

- HSR-related grade separations; and
- High performing goods movement projects

Staff has identified the following grade separation projects to share with the state:

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)

Note: 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.

BIL Grant Programs: MEGA (National Infrastructure Project Assistance) Large projects (>\$500 million): \$5 billion over five years (including for smaller projects)

Recommended Projects:

- 680 Forward (program of projects to support reliability and multimodal access on the 660 corridor)
- Transbay Joint Powers Authority's "The Portal"

BIL Grant Programs: MEGA (National Infrastructure Project Assistance) Small Projects (\$100 million-\$500 million):

Recommended Project:

- Oakland's Waterfront Mobility Project

Inclusion of other projects in this category is subject to MTC's Major Project Advancement Policy (MAP).

BIL Grant Programs: Bridge Investment Program LARGE (Projects >\$100 million): \$12.5 billion over five years (\$6.25 billion minimum for large bridges)

Recommended Projects:

- Golden Gate Bridge Seismic (first priority)
- San Francisco-Oakland Bay Bridge Rehabilitation

BIL Grant Programs: INFRA (nationally significant freight): \$8 billion over five years

Recommended Project:

- I-80 Clean Freight Truck Scales project (component of proposed East Bay Clean Freight Corridor program)

BIL Grant Programs: Rural Surface Transportation Program \$2 billion over five years

Recommended Project:

- State Route 37 Interim Project

BIL Grant Programs: PROTECT \$1.4 billion over five years

Recommended Project:

- State Route 37 Resilience Improvements

BIL Grant Programs: Port Infrastructure Development Program (\$2.5 billion) & Reduce Trucks at Ports (\$400 million) over five years

Recommended Project:

- Port of Oakland Electrification and Modernization

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.