

Building a Better Bay Area: Federal Infrastructure Grant Priorities

Annual Report to Congress

May 2024



San Francisco Bay Area: Transportation and Land Uses

Legend

- Urbanized Area
- Publicly Owned Parks and Open Space
- Equity Priority Communities (EPC)
- Priority Development Area (PDA)
- Priority Conservation Area (PCA)

ROADS

- Freeway
- Major Road

RAIL SYSTEM

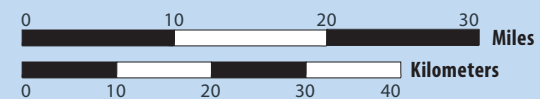
- Altamont Corridor Express
- Amtrak
- BART
- Caltrain
- SMART
- Light Rail (Muni & VTA)
- Cable Car (Muni)

FERRY

- WETA Ferry Route

2010 POPULATION

- Oakland > 350,000
- Novato 50,000–350,000
- Pacifica < 50,000



Building a Better Bay Area: Federal Infrastructure Grant Priorities

Annual Report to Congress May 2024

Published by the Legislation & Public Affairs Section



Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, California 94105

415.778.6700 tel
415.536.9800 fax
415.778.6769 tty/tdd

info@bayareametro.gov
www.mtc.ca.gov



**METROPOLITAN
TRANSPORTATION
COMMISSION** Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105
415.778.6700
www.mtc.ca.gov

May 2024

Alfredo Pedroza, Chair
Napa County and Cities

Nick Josephowitz, Vice Chair
San Francisco Mayor's Appointee

Margaret Abe-Koga
Cities of Santa Clara County

Eddie Abu
San Francisco Bay Conservation
and Development Commission

David Canepa
San Mateo County

Cindy Chavez
Santa Clara County

Carol Dutra-Vernaci
Cities of Alameda County

Dina El-Tawansy
California State
Transportation Agency

Victoria Fleming
Sonoma County and Cities

Dorene M. Giacomini
U.S. Department of Transportation

Federal D. Glover
Contra Costa County

Matt Maban
San Jose Mayor's Appointee

Nate Miley
Alameda County

Stephanie Moulton-Peters
Marin County and Cities

Sue Naack
Cities of Contra Costa County

Gina Papan
Cities of San Mateo County

David Rabbitt
Association of Bay Area Governments

Hillary Ronen
City and County of San Francisco

Libby Schaaf
U.S. Department of Housing
and Urban Development

James P. Spering
Solano County and Cities

Sheng Thao
Oakland Mayor's Appointee

Andrew B. Fremier
Executive Director

Alix Bockelman
Chief Deputy Executive Director

Brad Paul
Deputy Executive Director,
Local Government Services

To Our Federal Representatives:

Thanks to your 2021 Bipartisan Infrastructure Law (BIL), the nine-county San Francisco Bay Area has a once-in-a-generation 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.

In 2022, the Metropolitan Transportation Commission spearheaded the Bay Area Infrastructure Grants Strategy, a collaborative effort aimed at helping the Bay Area take full advantage of this incredible influx in federal grant opportunities. This strategy constitutes the Commission's endorsement of a short list of regionally significant projects – developed in coordination with Bay Area transportation partners – for a subset of those U.S. Department of Transportation grant programs focused on larger-scale, regionally and nationally significant projects. Thanks to your strong support, the Bay Area is on track for success; more than 60 percent of California's grant awards for our target grant programs were awarded to our Bay Area regional priority projects.

This report provides an update on Bay Area BIL priority projects with pending grant applications. We also provide an overview of key Bay Area initiatives to sustain and enhance our transportation network, including our efforts to secure authorizing legislation for a future regional transportation measure that will enable Bay Area voters to protect and improve the region's public transit system and help deliver a world-class transportation system overall.

We look forward to continuing to partner with you to keep our region moving, equitably and sustainably. 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

Table of Contents

Bay Area Transportation Updates

- 2** Transforming Bay Area Transit by Putting Customers First
- 4** Connect Bay Area

Bipartisan Infrastructure Law in the Bay Area

- 8** Federal Transportation Funds at Work in the Bay Area
- 11** Bay Area Unifies Around Infrastructure Grant Priorities

2024 Bay Area Priority Grant Requests

- 14** Bay Area Capital Investment Grant Priorities
- 16** Bay Bridge Revitalization: Keeping the Bay Area Moving
- 18** Investing in a Resilient North Bay
- 20** Bay Area Leading the Nation in Zero-Emission Bus Transition
- 22** Bay Area Zero-Emission Bus Grant Request
- 24** Reimagining MEGA Projects
- 27** Metropolitan Transportation Commission Roster and MTC Staff



The COVID-19 pandemic galvanized MTC and the region's transit operators to prioritize customer-facing improvements. (Photos: Noah Berger; courtesy of VTA; Karl Nielsen)

Transforming Bay Area Transit by Putting Customers First

Bay Area transit ridership is continuing to trend upwards, but MTC and Bay Area transit operators aren't slowing down efforts to implement the Bay Area Transit Transformation Action Plan. The plan was adopted in 2021 and identifies more than two dozen deliverables needed for a more connected, efficient and customer-focused network that lets residents and visitors alike navigate the nine-county region with speed, safety, convenience and confidence. Federal funds are helping us make this vision a reality.

Transit of the Future

MTC and Bay Area transit agencies are focused on three areas:

- **Transit Priority/Transit Network:** MTC has invested over \$100 million in transit performance initiative projects, including \$40 million in flexible federal highway funds to make transit faster and more reliable, including speeding up bus travel to and from the Bay Bridge. MTC also is embarking on the first comprehensive connected network plan for Bay Area transit for completion later this year.
- **Fare Coordination:** MTC and its transit agency partners are developing new fare tools to encourage more ridership, including piloting an all-agency transit pass

known as the Clipper® BayPass (see box at right). Later this year, with the launch of Next Generation Clipper, we'll roll out a pilot to waive transfers from bus to bus, and lower the cost of transferring from bus to a regional operator, like BART, Caltrain or ferries.

- **Mapping & Wayfinding:** MTC in July 2022 approved a contract with Applied Wayfinding Inc. to develop a single mapping and wayfinding system for use by all Bay Area transit agencies to make navigating multiple systems friction free. Later this year, new prototype maps and signs will be installed and evaluated at two multimodal stations. Wider expansion and testing will occur in 2025.

Clipper Bay Pass Delivers Unlimited Transit Access

MTC and Bay Area transit agencies in 2022 launched Clipper® BayPass, a two-year pilot program to study the impact of single pass that provides some 50,000 Bay Area students and residents living in affordable housing communities access to the myriad bus, rail and ferry services in the nine-county region.

Clipper BayPass participants used their passes for more than 2 million transit trips in the first year of the pilot. An evaluation of the program yielded impressive results: Clipper BayPass holders took about 40% more transit trips than their peers and transferred between systems 74% more often, highlighting the program's potential to expand transit ridership.



Clipper BayPass pilot gives residents of 12 affordable housing communities and students at four public colleges and universities free access to all Bay Area transit. (Photo: Noah Berger)

Regional Network Management

With 27 different Bay Area transit operators, it's difficult to be efficient, nimble and coordinated at the same time. MTC and its transit agency partners in 2022 stood up a voluntary Regional Network Management Committee to formalize transit coordination decisions. Strengthening MTC's network management authority – as proposed in MTC's Connect Bay Area authorizing bill (see pages 4-5) – could help deliver customer-facing priorities even sooner.



Bay Area bus riders continued to count on transit through the pandemic. (Photo: Noah Berger)



(Photos left to right: Joey Kotfica; Noah Berger; Jim Maurer)

Connect Bay Area

A safe, reliable and connected Bay Area transportation network is vital to achieving California's climate, social equity, economy and workforce goals. But existing resources alone are not enough to keep the Bay Area moving. New funds are needed to prevent major transit service cuts and job losses, and to modernize and improve connectivity for Bay Area residents and workers, regardless of how they travel. MTC is sponsoring state Senate Bill 1031 (Wiener and Wahab) to secure authorization to place a regional transportation revenue measure — **Connect Bay Area** — on the ballot in November 2026 or later.

Goals of Connect Bay Area

The measure's core goal is to advance a climate-friendly transportation system in the Bay Area that is safe, accessible and convenient for all. Focus areas include:

- 1. Protect and enhance transit service.** Ensure that current resources are maintained and used effectively, and enhance service frequency and areas served.
- 2. Make transit faster, safer and easier to use.** Create a seamless and convenient Bay Area transit system that attracts more riders by improving public safety on transit, implementing the Bay Area Transit Transformation Action Plan and strengthening regional network management.
- 3. Enhance mobility and access for all.** Make it safer and more accessible for people of all ages and abilities to get where they need to go; preserve and improve mobility for all transportation system users.

Who Depends on Bay Area Transit?

People: 900,000 daily riders in Sept. 2023

Schools: Tens of thousands of K-12 students rely on public transit to get to school.

Economy: The Bay Area's more than \$1 trillion economy depends on a well functioning transit network

Workers: 15,000 Transit Workers throughout the Bay Area

What Bay Area Voters and Partners are Telling Us

Throughout 2022 and 2023, MTC convened key stakeholders – transit operators, county transportation agencies, business, labor, advocacy organizations and other regional partners – and sought feedback from the public to develop a regional transportation measure that meets the region's top needs and priorities.



Most stakeholders, and the public at large, want to **maintain and improve public transit** but also want to see investments in other transportation modes.



There is a broad recognition that the Bay Area's post-pandemic trajectory is uncertain and that having the flexibility to modify priorities over time will be key.

Simply maintaining the status quo is not sufficient — the public wants to see new revenues used to help transform our region's transit system.



Voters Strongly Value Transit, But Also Support Improvements in Local Road Condition & Safety

- 78 percent of Bay Area voters think transit is important with 47 percent ranking it as "very important" on a 7 out of 7 scale.
- 65 percent of Bay Area voters believe there's a need for more money to address transportation in the Bay Area.
- Voters value repairing and improving local roads, sidewalks and bike lanes as much as they support making transit safer, more reliable, affordable and connected. About 80 percent of voters consider these to be important priorities.

Everyone wants the same things:

An overwhelming majority of Bay Area residents think these features are important:

92%	Real-time information on wait times and vehicle locations
91%	More direct service, fewer transfers, and shorter wait times
88%	A regional network that can set fares, align routes and schedules, and standardize information
92%	Easy to use and uniform maps and signage
90%	A single mobile app for planning, schedules, and information
89%	A single set of fares, passes, discounts, and transfer policies
80%	Dedicated travel lanes along key transit routes for buses and carpools

Source: Blue Ribbon Transit Recovery Task Force Public Opinion Poll, April 2021




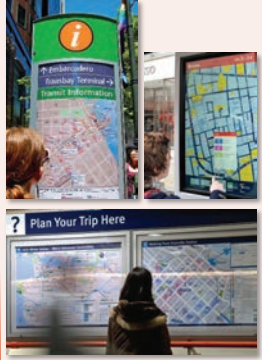



(Photo: Noah Berger)

Bay Area Voters Want a More Integrated Transit System With Stronger Oversight

In MTC's most recent poll, 73 percent of voters support a seamless transit network and 80 percent want stronger oversight and accountability.

MTC and transit operator partners are making progress (see page 2), but riders expect more. To deliver customer-facing priorities sooner, the bill would strengthen MTC's ability to ensure transit operators implement key rider-focused initiatives. The bill also requires that the state conduct an assessment of Bay Area transit governance.

Focus Areas of Transit Transformation Action

Fares and Payment	Customer Information	Transit Network	Accessibility	Funding
Simpler, consistent, and equitable fare and payment options.	Make transit easier to navigate and more convenient.	Transit services managed as a unified, efficient, and reliable network.	Transit services for older adults, people with disabilities, and those with lower incomes are coordinated efficiently.	Use existing resources more efficiently and secure new, dedicated revenue to meet funding needs.
				

Proposed Expenditure Categories

- 1. Transit Transformation:** sustain, expand and improve transit service for both current and future riders; accelerate customer-focused initiatives from the Bay Area Transit Transformation Action Plan and other service improvements that are high priorities for Bay Area voters and riders; and help fund the transition to zero-emission transit.
- 2. Safe Streets:** transform local streets and roads to support safety, equity and climate goals, including through pothole repair, investments in bicycle/pedestrian infrastructure, safe routes to transit and other safety and resilience initiatives.
- 3. Connectivity:** fund multimodal improvements that close gaps, relieve bottlenecks in a climate-neutral manner, and make the existing transportation network more resilient.



Photo: Karl Nielsen

Potential Sources of Funding

Significant new funds are needed to help Bay Area transit agencies sustain existing transit service, not to mention improve it, and to invest in safe streets and other capital improvements. The bill will authorize a “menu” of revenue options that MTC could consider placing before voters in the nine-counties (or a subset) including:

- Sales tax
- Payroll tax
- Parcel tax
- Vehicle registration surcharge

Connect Bay Area also lets MTC ask voters if they support updating the Bay Area Commuter Benefits Program to require large employers to incentivize their Bay Area employees to leave

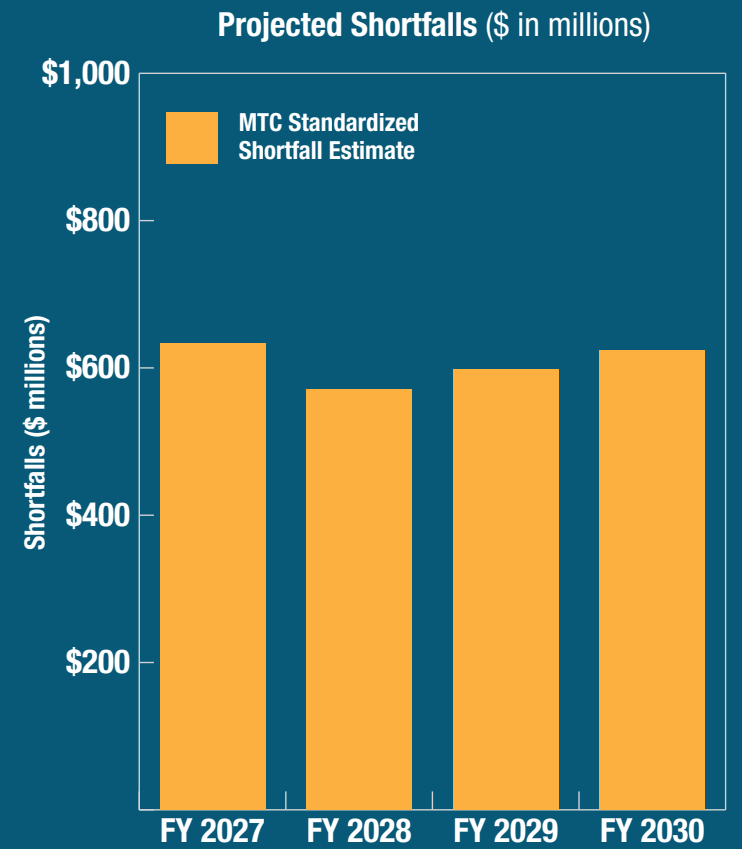


Photo: Noah Berger

their car at home and take transit, carpool, bike or walk instead. Employers near transit could be required to provide employees a transit subsidy, like Clipper® BayPass — now in Phase 2 of a pilot — an all-agency transit pass.

State/Regional Aid Extended Lifeline, but Just Temporarily

Bay Area transit agencies continue to face daunting fiscal cliffs. State aid from last year's state budget paired with a \$300 million commitment of MTC regional funds extended the runway, but starting in mid-2026, Bay Area transit operators will face operating shortfalls on the order of \$600 million or more per year. As part of the state budget negotiations, MTC committed to pursuing enabling legislation for a regional transportation revenue measure this year.



Federal Transportation Funds at Work in the Bay Area

MTC urges Congress to protect the progress made in the 2021 Bipartisan Infrastructure Law (BIL), which provides long-term certainty for core federal highway and transit programs and preserves flexibility to keep the Bay Area moving. MTC helps ensure federal funds are used to help the climate crisis; deliver a well-connected, safe, and multimodal transportation network; and improve access to opportunity for all Bay Area residents.



Environmentally sustainable mobility for all is essential to the Bay Area's economy and quality of life.

(Photos: Noah Berger; Noah Berger; Karl Nielsen)

Investing in Transit

The Bay Area's federal transit formula funds grew to \$670 million in fiscal year 2024 under BIL, up from \$450 million annually under the prior surface transportation law. MTC is prioritizing 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 fund nearly every major transit expansion project in the Bay Area. BIL also makes historic investments in discretionary U.S. Department of Transportation rail and bus grants, which could help modernize the Bay Area's transit network and accelerate a zero-emission bus transition. Bay Area grant priorities are featured on the following pages.

Putting Highway Dollars to Work for Climate and Housing

MTC received a modest boost from the BIL in flexible highway funds, which support the Bay Area's ambitious climate goals, mobility, and more housing in transit-accessible neighborhoods.

MTC distributes nearly \$200 million annually in Surface Transportation Program (STP) Block Grant and Congestion Mitigation and Air Quality Improvement (CMAQ) funds through the One Bay Area Grant (OBAG) program.

OBAG funds local transportation projects that improve safety, spur economic development, and help the region meet climate change and air quality improvement goals. MTC incentivizes housing production by rewarding cities and counties that plan for and approve new housing with additional OBAG resources.

The Bay Area also receives nearly \$15 million per year in Carbon Reduction Program funds to reduce transportation-related greenhouse gas emissions. MTC is using these funds to accelerate transportation electrification and invest in mobility hubs, where public transit is combined with other options (like bikeshare or scooters) for people to get where they want to go without a car.



Transit-Oriented Communities Policy

MTC in 2022 adopted a Transit-Oriented Communities policy designed to center housing and jobs around high-quality transit, an update to its landmark Transit-Oriented Development policy originally adopted in 2005. Using transportation funds as an incentive, the policy encourages cities and counties to upzone transit-rich areas so transit, walking and biking become viable travel choices for more people. Minimum residential density requirements range from 25 to 100 units per acre, depending on the location and transit service.

The policy also aims to lower housing construction costs and increase transit usage by eliminating parking minimums and applying parking maximums in many transit-rich areas.

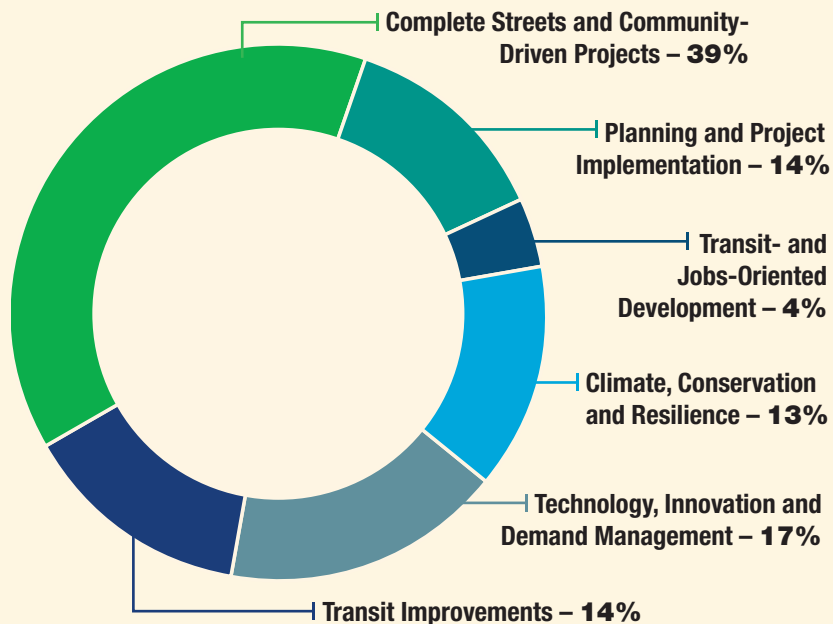
Housing Production Incentive

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

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

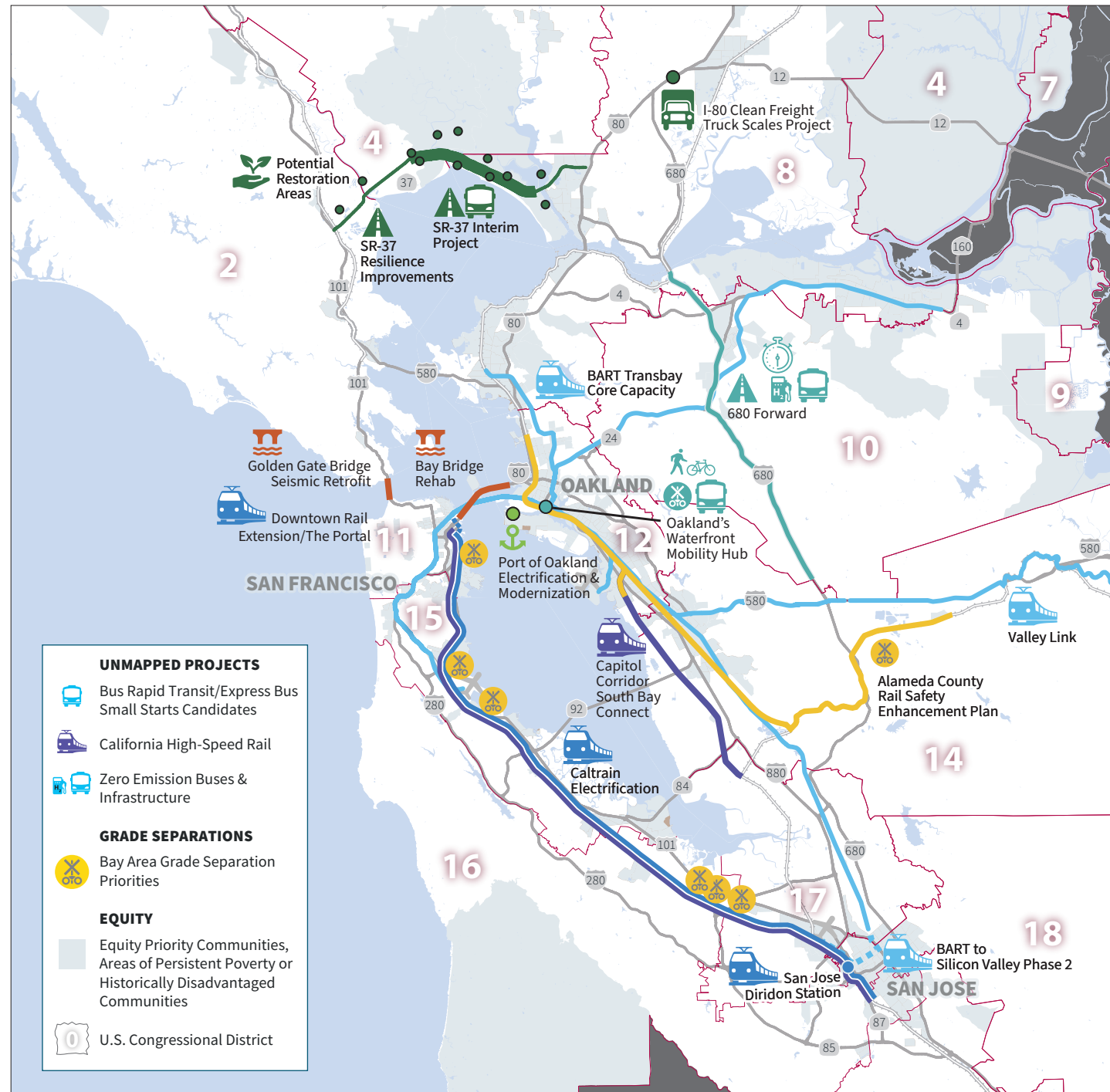
(2022-2026 STP and CMAQ programming by use)



Totals may not sum to 100% due to rounding.

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.



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 – approximately \$100 billion across about 30 grant programs – many programs are directly aligned with the Bay Area's goals of enhancing connectivity, combatting climate change, and improving equity. However, competition is fierce.

Bay Area: Stronger Together

MTC in 2022 spearheaded development of a Bay Area Infrastructure Grants Strategy to support our partners in maximizing the Bay Area's share of these discretionary resources. This coordinated regional strategy puts the Bay Area in the best position to benefit from these funds by:

- Prioritizing a short-list of BIL regional priority projects that advance these goals and target the largest and most nationally competitive grants (see map at left).
- Teaming with state, regional and local partners to focus advocacy on Bay Area priorities.
- Supporting local nominations for smaller grant programs when projects are consistent with our long-term regional transportation plan, Plan Bay Area 2050.



(PHOTO CREDITS SEE PAGE 27)

Coordinated Grants Strategy Yields Big Dividends

Thanks to our Congressional delegation’s strong support, the Bay Area already has secured more than \$4 billion for BIL regional priorities, as shown in the table below.

Bay Area priority projects account for roughly 64 percent of California’s major grant awards to date, far above our share of the state's population. MTC is hopeful this unified regional approach will

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

The BIL strategy is a component of MTC’s Major Project Advancement Policy, which seeks to comprehensively align federal, state, and local funding opportunities for large-scale projects in order to accelerate project delivery and benefits to the traveling public.

Bay Area Regional Priority Projects: Readout Through FY 2023 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			
BART to Silicon Valley Phase 2	Capital Investment Grant	\$500	\$841	22%	59%
Port of Oakland Electrification and Modernization	Port Infrastructure Development Program	\$37	\$169	19%	22%
Zero-emission buses and infrastructure	Low- and No-Emission Bus Grants	\$153	\$331	10%	46%
	Bus and Bus Facilities Discretionary Grants				
PROTECT	SR 37 Resilience Improvements	\$20	\$59	7%	34%
Federal-State Partnership for Intercity Passenger Rail*	California High-Speed Rail	\$3,074		37%	n/a
Other Regional Priority Grant Programs with FY 2022 and FY 2023 Awards Announced					
Bay Area did not receive award in FY 2022 or FY 2023 grant cycle	INFRA	n/a	\$686	10%	n/a
	MEGA		\$969	14%	
	Rural Surface Transportation Program		\$25	3%	
TOTAL		\$ 4,267	\$6,697	22%	64%

*Supported California High-Speed Rail grant request – all part of the same project

Bay Area BIL Grant Requests at a Glance

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



Capital Investment Grant

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



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

- Zero-emission Buses and Infrastructure** ²



Federal-State Partnership for Intercity Passenger Rail

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



Consolidated Rail Infrastructure and Safety Improvements (CRISI)

- Alameda County Rail Safety** ³ Enhancement Plan



MEGA

- 680 Forward (MEGA Large)
- Oakland Waterfront Neighborhoods Project (MEGA Small)
- Downtown Rail Extension/The Portal



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



Bridge Investment Program

- Golden Gate Bridge Seismic**
- Bay Bridge Rehabilitation



INFRA

- I-80 Clean Freight Truck Scales Project** ⁴



Rural Surface Transportation Program

- State Route 37 Interim Project



PROTECT

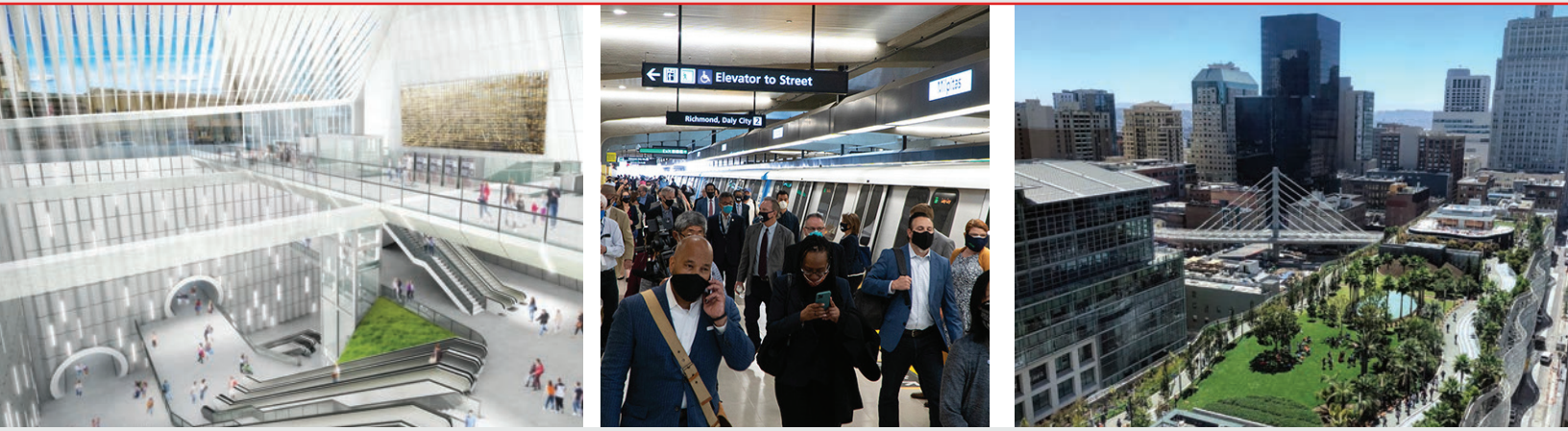
- State Route 37 Resilience Improvements**



Port Infrastructure Development Program + Reduce Truck Emissions at Ports Grants

- Port of Oakland Electrification and Modernization**

¹ BART Silicon Valley, Phase 2 has received \$500 million in Capital Investment Grant funds
² See pages 20-21
³ Alameda County Rail Safety Enhancement Plan received a CRISI award in 2022, following the adoption of the BIL strategy. The award was from FY 2021 funds.
⁴ Project secured state grant award and is now fully funded.



Rendering of future Downtown San José BART Station, Berryessa/North San José BART Station and the rooftop park at Salesforce Transit Center. (See page 27 for image credits)

Bay Area Capital Investment Grant Priorities

MTC in 2022 unanimously adopted a new policy for prioritizing, building and delivering the next generation of major Bay Area transportation projects, with a focus on transit. Officially known as the Major Project Advancement Policy (MAP), the investment framework looks to the Capital Investment Grant (CIG) program to help fund the region's near-term transit capacity expansion projects: BART to Silicon Valley, Phase II, the Portal Project and Valley Link.

BART to Silicon Valley, Phase II

The Santa Clara Valley Transportation Authority (VTA) in 2020 opened Phase 1 of VTA's BART Silicon Valley program, which extended BART south of Fremont through the Berryessa area of North San Jose. VTA is now working on the second phase to extend BART via subway tunnel through downtown San José to Santa Clara.



BART's Milpitas and Berryessa/North San José stations opened for service in June of 2020.

(Photo courtesy of VTA)

The six-mile, four station Phase II extension will complete a major rail link between the Bay Area's three largest cities, and finally "ring the bay" with frequent rail service.

The project is currently in the Federal Transportation Administration (FTA)'s New Starts Project Development Phase. FTA approved a Letter of No Prejudice (LONP) in December 2022, providing VTA pre-award authority for major project activities. To date, FTA has provided \$500 million for a down payment. VTA anticipates requesting entry into New Starts Engineering by mid-2024 followed by receipt of a Full Funding Grant Agreement (FFGA) before the end of the year. Early construction work is expected to begin this summer followed by heavy construction in 2025-2026.

The Portal

The Portal, formerly called the Downtown Rail Extension (DTX), will modify the existing Caltrain station at Fourth and King streets in San Francisco, adding a new underground station at Fourth and Townsend, and extend Caltrain 1.3 miles north into the multimodal Salesforce Transit Center, which will connect to 11 Bay Area transit systems.

The Portal is a joint benefit project—extending Caltrain's electrified service into the heart of downtown San Francisco and ultimately bringing California high-speed rail to its northern terminus in the Bay Area.

The Portal secured a "Medium-High" rating from FTA in February and a \$500 million funding recommendation in the President's fiscal year 2025 budget request. The project is expected to move into the New Starts Engineering phase this year with a request for an approximately \$4 billion FFGA.

MTC endorsed the project as a BIL priority for two other major federal grant programs—MEGA and the Federal-State Partnership for Intercity Passenger Rail—to help complete its funding plan.



The Portal will connect Caltrain and future high-speed trains to the Salesforce Transit Center.



Rendering of a Valley Link hydrogen train (above); Project Map. (Images courtesy of Tri-Valley – San Joaquin Valley Regional Rail Authority)

Valley Link Rail Project, Phase 1

The Valley Link rail project will enhance connectivity in the Northern California mega-region, ultimately linking BART with the Altamont Corridor Express Commuter service via a 42-mile, seven-station passenger rail project. Phase 1 is a 22-mile passenger rail line served by hydrogen trains extending from the Dublin/Pleasanton BART station in Alameda County through the Altamont Pass to the proposed Mountain House station in San Joaquin County, mapped above.

The project will provide a transit alternative to the roughly 100,000 Bay Area workers now commuting from the Northern San Joaquin Valley.

FTA accepted the project into CIG project development in 2022. The Tri-Valley – San Joaquin Valley Regional Rail Authority expects to secure an FFGA in 2025.



The San Francisco-Oakland Bay Bridge is the Bay Area's workhorse, carrying more than one-third of the traffic of all the state-owned toll bridges combined. (Photo: Adobe Stock)

Bay Bridge Revitalization: Keeping the Bay Area Moving

The San Francisco-Oakland Bay Bridge is perhaps the single most vital artery in the Bay Area transportation network and a linchpin of the California economy, carrying 250,000 cars, trucks and buses daily between San Francisco, the greater East Bay and beyond. The bridge also extends directly over the marine access route to the Port of Oakland — the nation's ninth largest container port — and vessel strikes can both damage the bridge and disrupt navigation through the San Francisco Bay. The nearly 90-year-old West Span of the Bay Bridge is at risk of falling into poor condition within the next two years without additional funding.

Bay Bridge West Span Revitalization & Innovation Project

MTC's request for \$167 million from the Bridge Investment Program will complete the funding plan for a suite of high-priority state of good repair, safety and mobility improvements to the bridge.

The project will restore the West Span's steel corrosion protection system, replace the ship collision protection system (portions of which are nearly 100 years old), and upgrade the lighting and electrical system.

The project also provides long-term multi-modal benefits by including comprehensive deck and joint repairs necessary if the Bay Area is ever to realize its vision of extending a bicycle and pedestrian path across the Bay Bridge, enabling cycling commuters, micro mobility users, and pedestrians to cross the bay from shore to shore (see box).

Bay Area Funding Request

Project	Committed & Planned Funding	Grant Request	Total Project Cost	Grant Share
Bay Bridge Restoration Project	\$191 million	\$167 million	\$358 million	47%

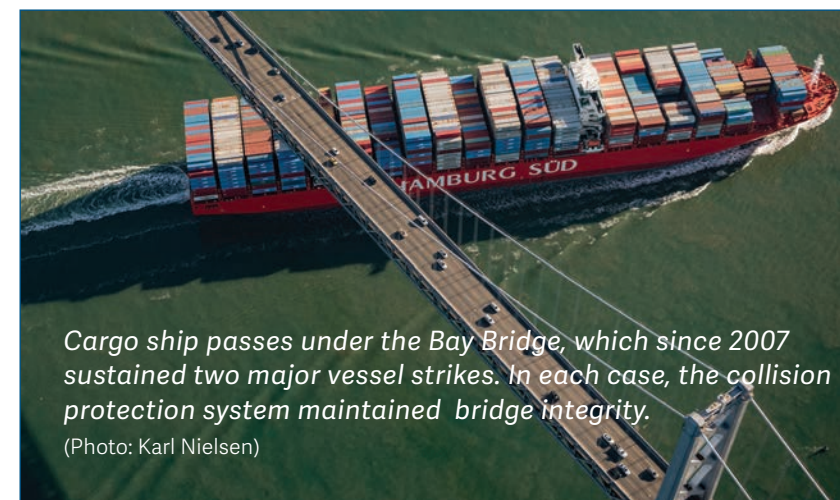


(RENDERING: ARUP)

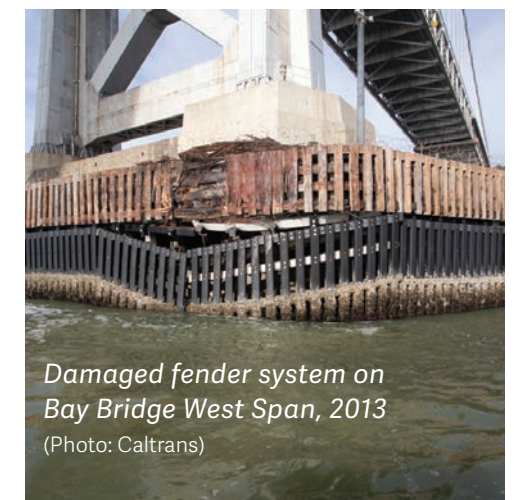
Bridging a Gap: The Bay Skyway

MTC and its regional and state partners are working to link bicyclists and pedestrians from Oakland and the greater East Bay to both the Treasure Island Ferry Terminal and downtown San Francisco via a multiuse path across the Bay Bridge, known as the "Bay Skyway."

The Bay Skyway is a critical segment of the San Francisco Bay Trail, which, when complete, will give hikers, joggers, bicyclists, skaters and wheelchair users access to more than 500 miles of trails encircling the bay. With the rapid adoption of electric bicycles (e-bikes), the Bay Skyway will also provide a time-competitive alternative for Bay Area residents to cross the Bay without adding to roadway or transit congestion.



Cargo ship passes under the Bay Bridge, which since 2007 sustained two major vessel strikes. In each case, the collision protection system maintained bridge integrity. (Photo: Karl Nielsen)



Damaged fender system on Bay Bridge West Span, 2013 (Photo: Caltrans)



Dubbed the “Flyway Highway,” State Route 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. (Photos left to right: Karl Nielsen; Kevin Chen, MTC)

Investing in a Resilient North Bay

State Route 37 is an essential commute route for workers traveling between comparatively affordable housing in Solano County and jobs in Marin and Sonoma counties, and a critical east-west freight link and an emergency evacuation route for much of the Bay Area. The highway also runs through the ecologically rich San Pablo Baylands, portions of which are at risk if not restored within the next five years.

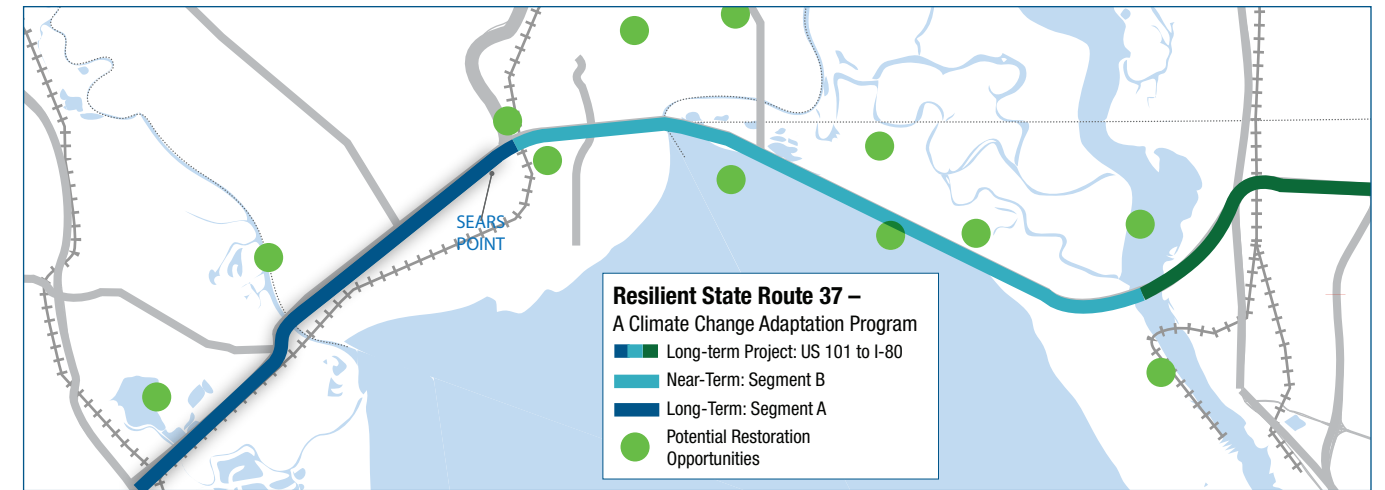
The travel artery has no existing transit options and is plagued with heavy congestion. Idling vehicles not only contribute to the climate crisis and poor air quality but threaten the sensitive habitat nearby. What’s more, climate change fueled storms periodically flood the route and by 2050, it’s forecast to be permanently inundated by sea level rise.

State, local and regional partners have coalesced behind an integrated approach to addressing State Route 37’s complex challenges. Last year, the California State Transportation Agency, California Natural Resources Agency, California Department of Fish and Wildlife, Caltrans District 4, MTC and the San Francisco Bay Conservation and Development Commission signed a

Bay Area Rural Grant Funding Request

Project	Grant Request
SR 37 Sears Point to Mare Island Project, Phase 2	\$130 million

Partnership Agreement committing to advance near and long-term SR 37 mobility, resilience, equity and ecological enhancements that will preserve and improve mobility and while improving environmental outcomes. This innovative partnership can be a model for delivering multi-benefit resilience projects throughout California and the nation.



Multiple habitat restoration projects are contemplated in conjunction with SR 37 transportation improvements.

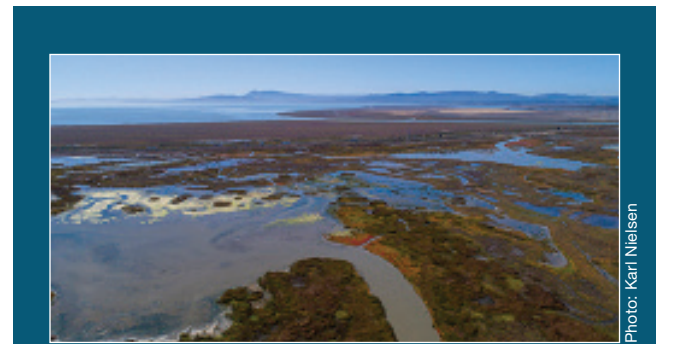
MTC Seeks Grant for Mobility and Resilience

MTC is seeking a \$130 million Rural Surface Transportation Program Grant to complete the funding package for Phase 2. The near-term improvements will mitigate near-term flooding, introduce transit, reduce congestion and begin to implement time-sensitive marsh restoration, all while teeing up the more complex and long-term resilience project. Long-term improvements contemplate a fully elevated skyway which will bring the roadway well above the rising seas and facilitate ecological restoration below.

Supporting Transit with Tolling

With the SR 37 project, MTC and transit partners will be able to introduce transit to a corridor with limited mobility options. Today, heavy congestion makes SR 37 too unreliable to run bus service. People traveling the corridor have no choice but to drive. Tolling paired with a new high occupancy vehicle (HOV) lane will address this reliability barrier and enable MTC’s transit agency partners to provide an express bus option for commuters and other travelers.

We’re encouraged that Caltrans — another key partner in the project — has determined tolling revenue can be used to fund transit operations. MTC urges USDOT and Congress to confirm that eligibility in the next surface transportation reauthorization.



MTC Receives PROTECT Grant to Enhance Resilience

MTC secured a \$20 million PROTECT Grant award in April for the Resilient 37 program. This grant will fund resilience components of Phase 2 near-term improvement, including restoring water-flow to Strip Marsh East restoration to enhance nature-based flood resilience and grey infrastructure improvements to mitigate near-term flooding. These improvements will help accelerate time-sensitive ecological restoration and ensure SR 37 continues to serve more than 40,000 daily users.



Transit bus fleets are the first vehicle category in California that is mandated to go all zero emission. (Photos left to right: courtesy of AC Transit; Karl Nielsen; courtesy of VTA)

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. Strong federal support is needed to make this vision a reality. Thankfully, the Bipartisan Infrastructure Law’s historic investments in the FTA discretionary bus grant programs can help the Bay Area achieve its 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



AC Transit’s on-site energy stations enable zero-emission buses to be refueled at rates comparable to refueling diesel buses. (Photo: courtesy of AC Transit)

and nine counties are enormous. Federal funds can help the Bay Area meet its ambitious zero-emission transition goals.

We are grateful that since 2022, Bay Area transit operators received \$150 million in discretionary Low or No Emission Grant Program and Bus and Bus Facilities Program funds, though much more is needed.

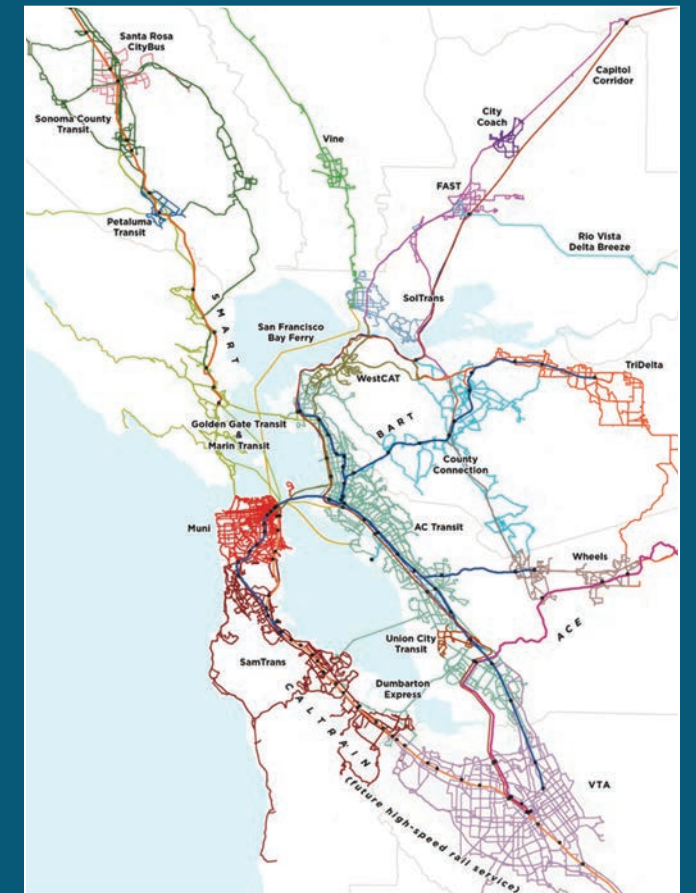
MTC and Bay Area transit operators are again strategically focusing the Bay Area’s requests on high-priority projects, consistent with our Regional Zero-Emission Transit Transition Strategy, described at right.

MTC supports Bay Area operators’ FY 2024 grant requests for zero emission buses and infrastructure, shown on page 22.

Bay Area Regional Zero Emission Transit Transition Strategy

With more than two dozen transit agencies operating across 7,000 square miles, a Bay Area fleet transition is a challenging endeavor. MTC, in partnership with Bay Area transit operators, is developing a Regional Zero Emission Transit Transition Strategy that explores opportunities for shared infrastructure, joint procurements, compatible charging facilities 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 transit network. Not only will this support the Bay Area in meeting its 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 transit operator is depicted in a unique color. (Map: MTC Graphics)



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

(Photos courtesy of pictured transit agencies)

Facility upgrades underpin a successful transition, but the region lacks sufficient funding.

Bay Area Zero-Emission Bus Grant Requests

Transit operators around the Bay Area are seeking \$286 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 help the Bay Area meet its ambitious climate goals while improving safety and reliability for Bay Area bus riders.

FY 2024 Low- and No-Emission Grant and Bus and Bus Facilities Grant Requests

Bay Area grant requests as of April 18, 2024

Requestor	Project Title	Grant Request (\$ in Millions)	Fund Source ¹
AC Transit	Zero Emission Bus Implementation	\$39	L & B
Golden Gate	SRTC Relocation Project	\$16	B
LAVTA	LAVTA AHEAD – Accelerating Hydrogen Electrification And Deployment	\$77	L & B
NVTA	Fast Forward: Napa Vine Zero Emission Bus Electrification	\$17	L & B
SamTrans	North Base Zero Emissions Project	\$38	L & B
SFMTA	Kirkland Bus Yard Electrification Project	\$70	L & B
Sonoma County	Battery-Electric Buses for Sonoma County Transit	\$9	L & B
WestCAT	WestCat Hydrogen Transit Project: Advancing Sustainable Mobility	\$21	L & B

¹ 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.



AC Transit zero-emission buses are now in passenger service. (Photo: Karl Nielsen)

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 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 FY 2024 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.

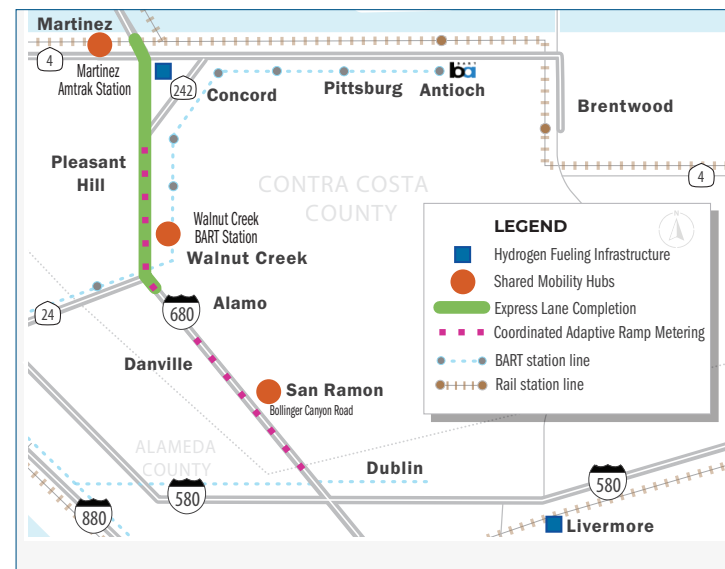
MEGA Projects Funding Requests

Project	Committed Funding	MEGA Grant Request	Total Project Cost	Grant Share
Innovate 680	\$177 million	\$213 million	\$390 million	55%
Downtown Rail Extension/the Portal	\$119 million	\$119 million	\$238 million	50%

Innovate 680

MTC supports the planned request for \$213 million from the large MEGA category for the Contra Costa County Transportation Authority to build out the Bay Area’s regional express lane network to encourage carpooling and improve transit reliability, implement shared mobility hubs at existing Park & Ride lots along the Interstate 680 corridor in Contra Costa County and make other improvements.

Innovate 680 Project Map



Depiction of a proposed shared mobility hub on the I-680 corridor in Contra Costa County. (Graphic courtesy of CCTA)



The Portal will connect Caltrain and High Speed Rail to the Salesforce Transit Center, pictured above. (Photo: Jason O'Rear)

The 680 Forward suite of projects will:

- Relieve bottlenecks and improve reliability along 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.

Downtown Rail Extension/the Portal

The Portal project will bring electrified Caltrain service — and eventually California High Speed Rail — into the densest neighborhood on the west coast, connecting the downtown San Francisco Salesforce Transit Center, a multi-modal transit hub currently serving eight transit lines in a thriving neighborhood of 15,000 residents, to the Bay Area's transit network. Grant funding will support construction.



Metropolitan Transportation Commission

Alfredo Pedroza, Chair
Napa County and Cities

Nick Josefowitz, Vice Chair
San Francisco Mayor's Appointee

Margaret Abe-Koga
Cities of Santa Clara County

Eddie H. Ahn
San Francisco Bay Conservation and Development Commission

David Canepa
San Mateo County

Cindy Chavez
Santa Clara County

Carol Dutra-Vernaci
Cities of Alameda County

Dina El-Tawansy
California State Transportation Agency

Victoria Fleming
Sonoma County and Cities

Dorene M. Giacopini
U.S. Department of Transportation

Federal D. Glover
Contra Costa County

Nate Miley
Alameda County

Matt Mahan
San José Mayor

Stephanie Moulton-Peters
Marin County and Cities

Sue Noack
Cities of Contra Costa County

Gina Papan
Cities of San Mateo County

David Rabbitt
Association of Bay Area Governments

Hillary Ronen
City and County of San Francisco

Libby Schaaf
U.S. Department of Housing and Urban Development

James P. Spering
Solano County and Cities

Sheng Thao
Oakland Mayor

Staff
Andrew B. Fremier
Executive Director

Alix A. Bockelman
Chief Deputy Executive Director

Derek Hansel
Chief Financial Officer

Kathleen Kane
General Counsel

Brad Paul
Deputy Executive Director, Local Government Services

Nick Roethel
Chief Operating Officer

Rebecca Long
Director, Legislation and Public Affairs

Georgia Gann Dohrmann
Assistant Director, Legislation and Research

Acknowledgements

Author
Georgia Gann Dohrmann

Editors
Karin Betts
John Goodwin

Graphic design and production
David Cooper
Michele Stone

Cover illustration
David Cooper

Maps
MTC DataVIS, MTC Graphics

Photo Credits

Note: All rights are reserved for all credited photos in this publication.

Page 9 (in blue box) Noah Berger

Page 11 (left to right, top to bottom) John Huseby; Thomas Hawk; Mark Jones; courtesy of CHSRA; Karl Nielsen; Joey Kotfica; Karl Nielsen

Page 14 (left to right): Rendering (left) and photo (center) courtesy of VTA; Rooftop Park at Salesforce Transit Center (right) Fullmetal2887, CC BY-SA 3.0

Page 15 (bottom left) Rendering courtesy of TJPA

Page 26 (opposite): Composite by Noah Berger

Printer
Dakota Press
San Leandro, California



Metropolitan Transportation Commission

Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, California 94105

415.778.6700 tel
415.536.9800 fax
415.778.6769 tty/tdd

info@bayareametro.gov
www.mtc.ca.gov