Building a Better Bay Area:
Bipartisan Infrastructure Law Grant Priorities

Annual Report to Congress

March 2023

METROPOLITAN TRANSPORTATION COMMISSION

(PHOTO: COURTESY OF VTA)

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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

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March 2023

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.

Last year, 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 USDOT grant programs focused on larger-scale, regionally and nationally significant projects. Thanks to your strong support, the Bay Area is on track for success; nearly 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 the Bay Area's BIL priority projects seeking grants in the 2023 grant cycle. We also provide an overview of key Bay Area initiatives to sustain and enhance our transit network, including our outcome-oriented work on delivering rider-focused transit system improvements. The report also provides an update on our work to incentivize more housing near transit and job centers, and other efforts to make the region more affordable, connected, diverse, healthy and vibrant for all residents.

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

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Federal Funds at Work in the Bay Area

Thanks to the 2021 Bipartisan Infrastructure Law (BIL), the Bay Area has a once-in-a-generation opportunity to 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 5), MTC is working to make this opportunity a reality.

Investing in Transit

The Bay Area's federal transit formula funds grew to $680 million per year under BIL, up from $450 million annually. 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 to fund nearly every major transit modernization project in the Bay Area.

It also makes historic investments in discretionary U.S. Department of Transportation rail and bus grants, which could help modernize the Bay Area's regional 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 in flexible highway funds, which support the Bay Area in achieving its ambitious climate goals, enhancing mobility, and increasing housing supply in transit-accessible neighborhoods.

MTC distributes the Bay Area's Surface Transportation Program (STP) Block Grant, Congestion Mitigation and Air Quality Improvement (CMAQ) and Carbon Reduction 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. Last year, MTC adopted a Transit-Oriented Communities policy (described in box at right), which will further encourage cities and counties to allow more apartments and jobs centers near high-quality transit.

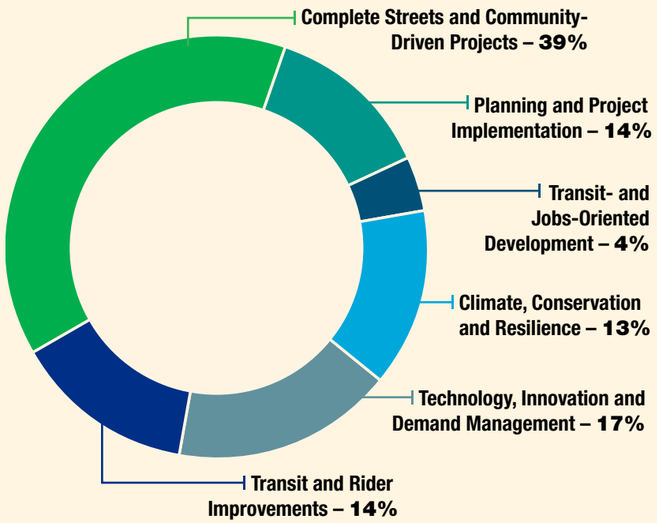
Housing Production Incentive

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

(2022-2026 STP and CMAQ programming by use)



Affordable and environmentally sustainable mobility for all is essential to the Bay Area's economy and quality of life. (Photos: Noah Berger; Noah Berger; Karl Nielsen)

PHOTO: NOAH BERGER

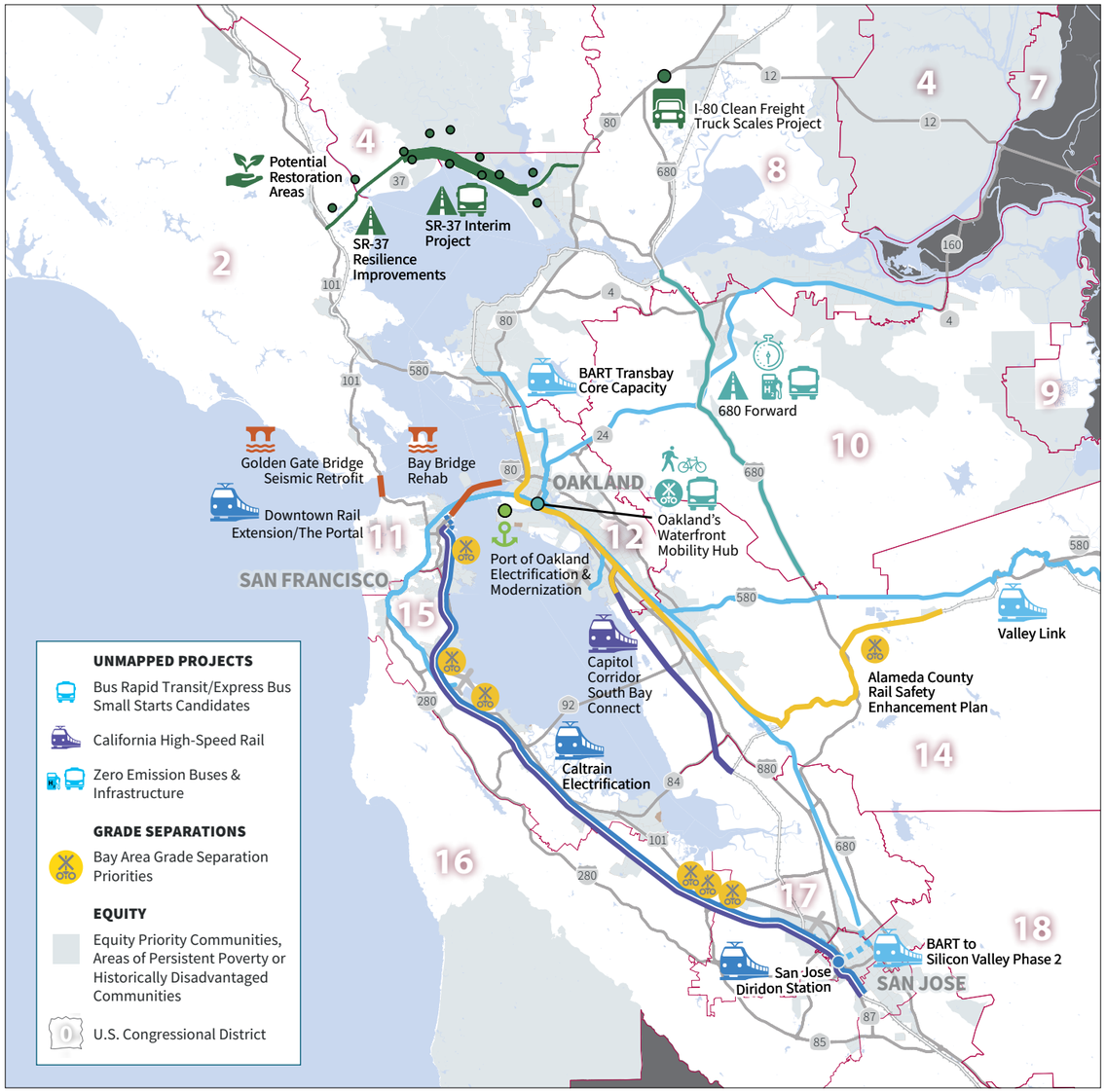
New Transit-Oriented Communities Policy

MTC in 2022 updated its 17-year-old Transit-Oriented Development policy with a new Transit-Oriented Communities policy. 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 and requiring at least one secure bike parking space for each new dwelling unit.

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



0 8 16 Miles
0 12 24 Kilometers

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, but competition will be fierce. MTC in 2022 spearheaded the Bay Area Infrastructure Grants Strategy to support our partners in maximizing the Bay Area's share of these discretionary resources.

Bay Area: Stronger Together

The BIL grant strategy empowers our elected leaders to unify behind the Bay Area's highest-priority projects. It also helps advance the Bay Area's ambitious climate, connectivity and equity goals 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.

BIL Grants: One Piece of the Puzzle

After the COVID-19 pandemic decimated transit ridership, federal COVID relief provided a lifeline to keep essential services running and avoid draconian layoffs. The Bay Area is now adapting to serve riders' needs in a post-COVID future, but that takes time. With federal operating relief running out, MTC is seeking state gap funding while transit agencies retool. BIL grants are key to implementing numerous transit capital priorities.

(PHOTO CREDITS SEE PAGE 29)

Coordinated Grants Strategy Yields Big Dividends

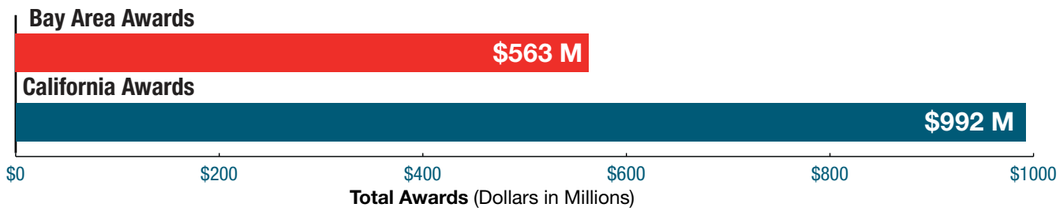
Thanks to strong support from our Congressional delegation, the Bay Area already has secured $563 million for BIL regional priority projects, as shown in the chart below.

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 this summer 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 Priorty Grant Awards

Chart reflects awards for BIL regional priorty grant progams 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

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 [1]
- San Jose Diridon Station
- Capitol Corridor South Bay Connect

Consolidated Rail Infrastructure and Safety Improvements (CRISI)
- Alameda County Rail Safety Enhancement Plan

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

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

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 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

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

Transforming Bay Area Transit by Putting Customers First

The Bay Area faces an urgent need to re-tool its transit network to serve the riders of the future. MTC and Bay Area transit operators adopted a 27-point Transit Transformation Action Plan in 2021, which lays a path 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 progress toward this vision.

Transit of the Future

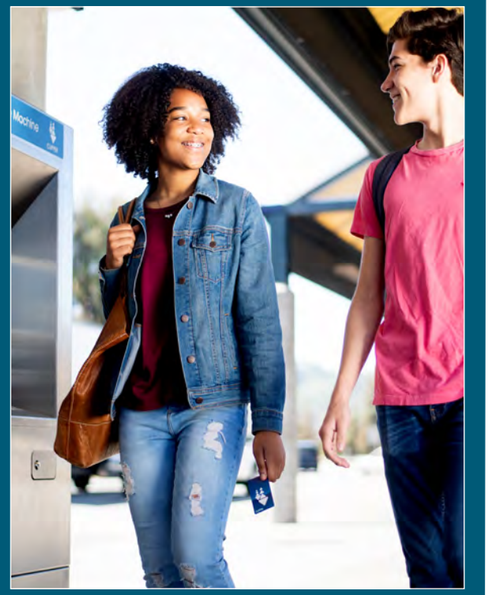
Transit Transformation Action Plan implementation is underway. To sequence priorities, MTC and Bay Area transit agencies are accelerating work in three areas:

- **Transit Priority/Transit Network:** MTC has invested over $100 million in transit performance initiative projects, including $40 million in flexible federal highway funds to speed up and make transit 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.
- **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 upper right). Next up: elimination of transfers from bus to bus, plus reduced-cost transfers 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 the experience of riding multiple systems easier to navigate. MTC invested $3 million of flexible BIL funds to support this effort.

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.

In 2022, MTC completed a fare integration study to determine the costs and benefits of fare integration efforts. The study made a strong case that simpler, consistent, and more affordable fare and payment options across the region's more than two dozen operators will attract more riders. The launch of the Clipper® BayPass is a major milestone on the path to fare integration.



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)

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

Integrated Transit Network Management Under Study

With 27 different agencies operating Bay Area transit systems, it's difficult to be efficient, nimble and coordinated at the same time. The Commission has just completed a Network Management Business Case, which explored how decision-making about key items could be better integrated through a Regional Network Management Committee comprised of both operators and MTC. By later this year, this new voluntary body should be in place to formalize transit coordination decisions.

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

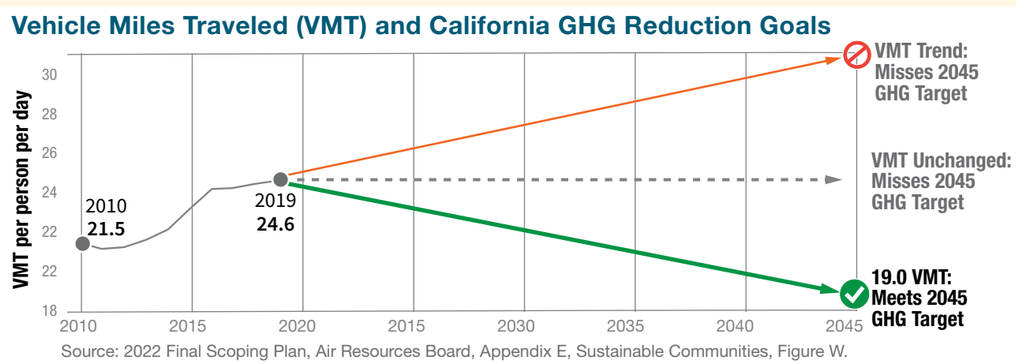
Source: Blue Ribbon Transit Recovery Task Force Public Opinion Poll, April 2021

Expand Federal Support for Transit Ridership Improvements

Transit is at a turning point. It's time to retool to serve riders' needs in a post-COVID future. While California operators — and partners throughout the nation — are seeking near-term state resources to keep buses and trains moving, we need a strong federal partner to be a piece of the "long-term sustainability" puzzle. MTC supports Congress exploring — in the next transportation reauthorization — an expanded federal role in transit operating assistance.

Transit of the Future

A strong public transit system underpins the Bay Area's and the nation's ability to deliver an equitable and climate friendly future. Transit ridership was declining even before the pandemic and the reasons riders give today for not wanting to ride transit are familiar ones. They want systems that are convenient, reliable, safe, and clean. Federal operating assistance should fund proven strategies to retain and attract riders – a critical goal for transit to enhance community connectivity and deliver on equity and climate goals.



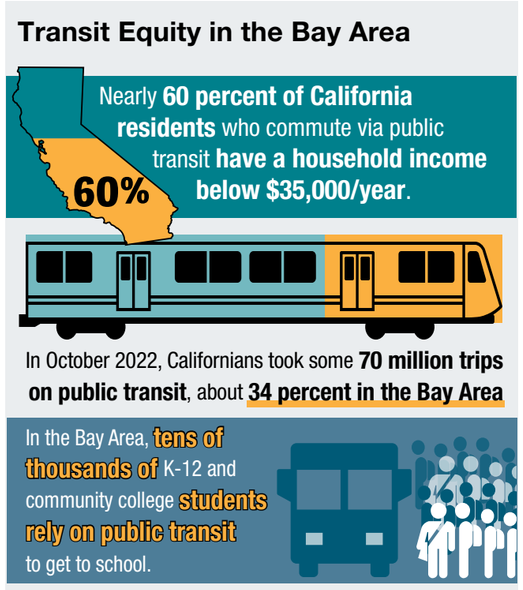
Source: 2022 Final Scoping Plan, Air Resources Board, Appendix E, Sustainable Communities, Figure W.

Transit is Key to State's Climate Strategy

The Air Resources Board is clear: *Zero-emission vehicles aren't enough to solve the climate crisis; Californians need a reliable and attractive transit system that offers clear benefits over driving. But COVID-driven ridership shifts have left some Bay Area transit operators facing fiscal cliffs and others in need of resources to attract new riders. MTC, the California Transit Association, Bay Area transit agencies, environmental leaders, the business community and labor partners are seeking state gap funding while agencies retool and develop strategies for long-term operating sustainability. Federal funds must keep capital projects moving to ensure the Bay Area transit network is prepared to serve the riders of the future.*

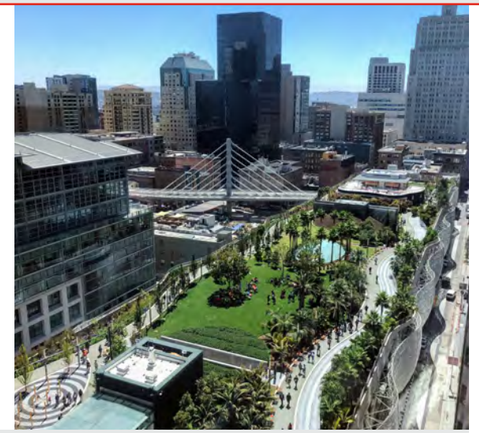
Transit kept running throughout the height of the COVID-19 pandemic, connecting essential service workers to their jobs and residents to their general destinations. (Photos, left to right: Karl Nielsen, Noah Berger, Karl Nielsen)

As Congress considers expanding the federal government's role in transit operating assistance, it's important that such an expansion complements the long-standing federal goals to support transit state of good repair, safety, modernization and expansion. The box at right outlines MTC's principles for federal operating assistance.



Principles to Guide Expansion of Federal Operating Assistance

1. ***Riders are the focus:*** *Federal operating assistance should focus on transit improvements that attract and retain riders.*
2. ***Maintain federal commitments to safety and state of good repair:*** *New money via a new program is ideal. Absent new money, safeguards should ensure operating assistance does not come at the expense of federal investments in safety and state of good repair.*
3. ***Support improvements that can be sustained over the long-term:*** *Ensure that upgrades which only require a time-limited subsidy, including upgrades to existing service, are eligible for funds. For traditional service expansions, ensure new service can be maintained.*



Rendering of future Downtown San José BART Station, patrons at Berryessa/North San José BART Station opening and the rooftop park at Salesforce Transit Center. (See page 29 for image credits)

New MAP for Delivering the Bay Area's Major Transit Capacity Expansion Projects

MTC in October 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. First up is BART to Silicon Valley, Phase II. The Downtown Rail Extension/The Portal and Valley Link are next in line.

BART to Silicon Valley, Phase II

With the Santa Clara Valley Transportation Authority (VTA)'s 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.

BART's Milpitas and Berryessa/North San José stations opened for service in June of 2020.
(Photo courtesy of VTA)

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, the SAP Center arena, Santa Clara University and Google's proposed new employment cluster.

In November 2022, the Federal Transportation Administration (FTA) accepted the project into New Starts Project Development, enabling VTA to make a full funding grant agreement (FFGA) request for up to 49 percent of the total project cost (vs. 25 percent under the Expedited Project Delivery Pilot). To date, FTA has provided $425 million for a down payment and VTA anticipates receiving an FFGA to commit the remaining funds in 2024.

Downtown Rail Extension/The Portal

The Downtown Rail Extension (DTX), which is also called The Portal, 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.

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.

DTX entered the CIG project development phase in 2021 and expects to move into the engineering phase this year. The Transbay Joint Powers Authority (TJPA) expects to secure an FFGA in 2025.

The project 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 18).

The Portal will connect Caltrain and future high-speed trains to the Salesforce Transit Center.
(Rendering Pelli Clarke Pelli, courtesy of TJPA)

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 megaregion, 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 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 over 105,000 Bay Area workers now commuting daily 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.

Transit bus fleets are the first vehicle category in California that is mandated to go all zero emission.
(Photos: (left) Courtesy of AC Transit; (center) Karl Nielsen ; (right) 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 to 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 and nine counties are enormous. Without robust federal investment, it's unlikely the Bay Area will be able to meet its ambitious zero-emission transition goals.

We are grateful that in FY 2022, Bay Area transit operators received $43 million in discretionary Low-No Program and Bus and Bus Facilities Program funds to support our fleet transition. However, at only 2.5 percent of the national total, this allocation falls far short of the Bay Area's high demand.

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)

MTC and Bay Area transit operators are strategically focusing our requests this year on high-priority projects, consistent with our Regional Zero-Emission Transit Transition Strategy, described at right. MTC supports Bay Area operators' FY 2023 grant requests for zero emission buses and infrastructure, shown on page 16.

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 among other items 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 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 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 hundreds of millions of dollars 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 our ambitious climate goals while improving safety and reliability for Bay Area bus riders.

FY 2023 Low- and No-Emission Grant and Bus and Bus Facilities Grant Requests

Bay Area grant requests as of March 13, 2023

Requestor	Project Title	Grant Request ($ in Millions)	Fund Source[1]
Large Operators			
AC Transit	Training & Education Center Modernization project and 25 Hydrogen Fuel Cell Electric Buses	$ 28	L & B
San Francisco Muni	Charging Infrastructure at Woods and Islais Creek Maintenance Facilities	$ 40	L
San Francisco Muni	Kirkland Maintenance Facility Upgrades to Support Zero-Emission Buses	~$ 50	B
SamTrans	Hydrogen Fueling Station and Maintenance Facility Upgrades	$ 47	L & B
Santa Clara Valley Transportation Authority	Charging, Battery Storage, and Solar Energy Generation at Chaboya Yard	$ 20	L & B
Small Operators			
Sonoma County Transit	Twenty-One Battery-Electric Zero-Emission Buses and Related Charging Equipment	$ 21	L & B
Santa Rosa City Bus	Phase 3 of Diesel Bus Fleet Conversion to Battery Electric Buses with Supporting Charging Infrastructure	$ 10	L & B
Marin Transit	Electrification of Existing Facility	$ 3	L & B
Marin Transit	Fixed Route Maintenance and Electric Bus Charging Facility	TBD	L & B
Other small Bay Area transit operator requests for zero-emission buses and facilities improvements are under development. Bay Area small operators submitted roughly $70 million in FY 2022 grant applications that did not secure awards and many are likely to re-submit for similar projects. In addition to those requests listed above, Eastern Contra Costa Transit Authority, Livermore Amador Valley Transit Authority and Solano County Transit may re-apply, among others.			

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.

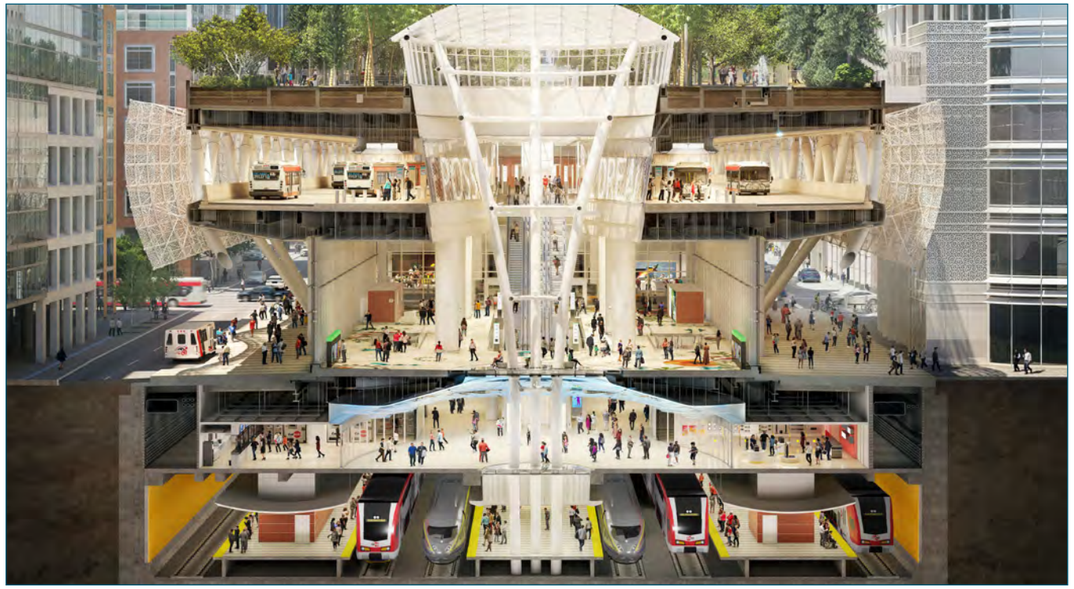
AC Transit zero-emission buses are now in passenger service. (Photo Noah Berger)

Connecting California High-Speed Rail to the Bay Area

California High-Speed Rail (HSR)'s transformational potential hinges on a seamless connection into the San Francisco Bay Area. Thanks to strong federal support, one important joint-benefit project, Caltrain Electrification, is nearly complete. MTC supports two additional joint-benefit projects — Downtown Rail Extension/ The Portal and San José Diridon — which will integrate HSR into the heart of the Bay Area's transit network. Advancing these projects now, in conjunction with advanced design for the Northern California HSR segment, will ensure the Bay Area is ready once the California High-Speed Rail Authority (HSRA) completes construction on the Central Valley segment.

MTC supports FY 2022 and FY 2023 Federal-State Partnership for Intercity Rail Program funding for:

Downtown Rail Extension/The Portal:
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 Salesforce Transit Center, a multimodal transit hub serving commuters and visitors from the greater Bay Area. Grant funding will support construction.

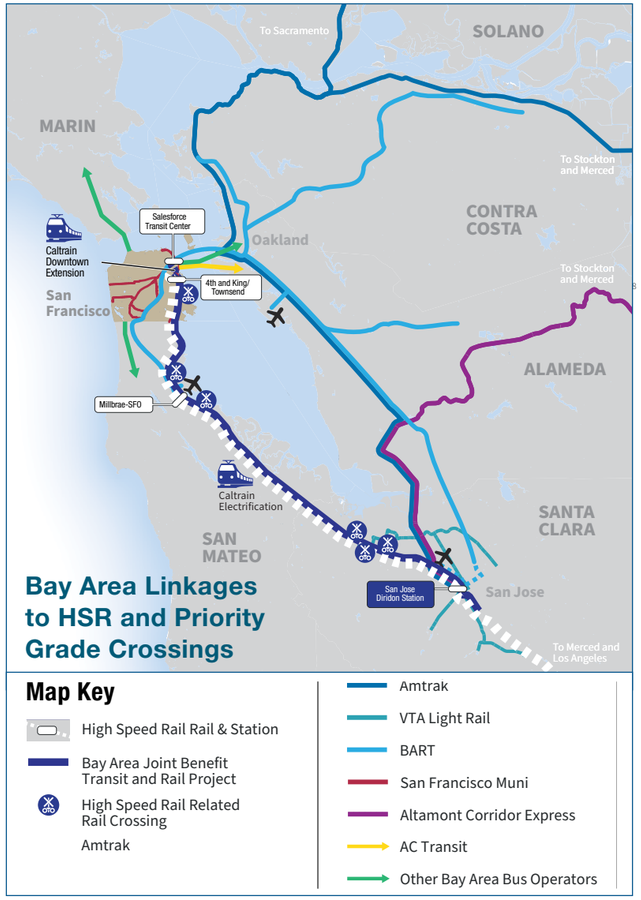


The Salesforce Transit Center includes a two-level trainbox, which will house the future train station mezzanine and the train platform. (Rendering courtesy of TJPA)

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

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, accommodating over 100,000 passengers by 2040. Nearly 13,000 new homes (25 percent affordable) and 14 million square feet of office space are planned for the area surrounding the station. The Diridon Integrated Station has a conceptual design; grant funds will be used to finalize a business case and begin environmental review.

High-Speed Rail — Northern California Segment:
HSRA will seek grant funding for advanced design for the Northern and Southern California segments of HSR. California in August 2022 secured environmental clearance for the 43-mile San José to San Francisco segment of HSR, completing environmental clearance for the entire Northern California segment and teeing up the segment for the next milestone: advanced design. Grant funds will be applied to elements of the project with the longest lead time, including tunneling through the Pacheco Pass to enter the Bay Area.



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 Restoration: Keeping the Bay Area Moving

The Bay Bridge is perhaps the single most vital artery in the Bay Area transportation network and a linchpin of the California economy, carrying almost 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 San Francisco Bay. The 87-year-old West Span of the Bay Bridge is at risk of falling into poor condition within the next two years without additional funding.The Bay Bridge Restoration Project

MTC's planned request for $185 million from the Bridge Investment Program will complete the funding plan for a suite of high-priority bridge state-of-good-repair, safety and mobility projects. The project will restore the West Span's steel corrosion protection system, replace the ship collision protection system, and upgrade the lighting and electrical system.

The Bay Bridge Restoration project also provides long-term multimodal 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, micromobility users, and pedestrians to cross the bay from shore to shore.

Bay Area Funding Requests

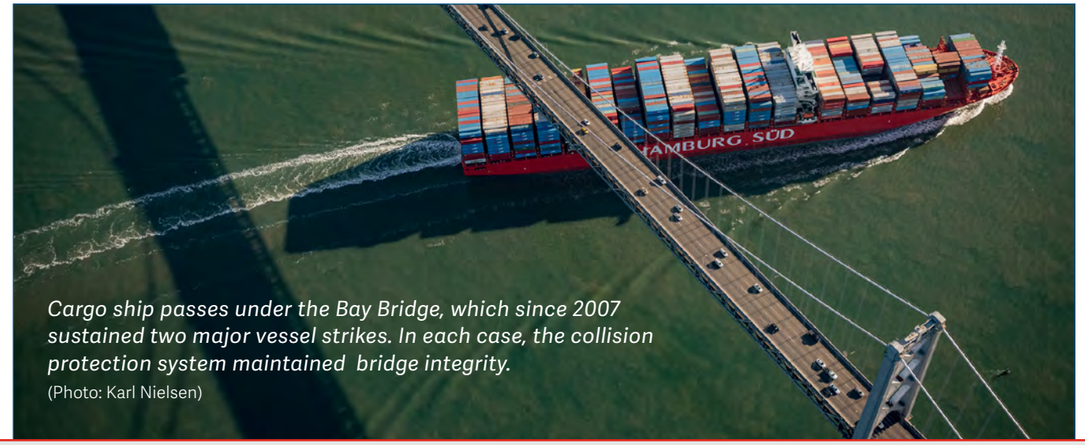
Project	Committed & Planned Funding	Grant Request	Total Project Cost	Grant Share
Bay Bridge Restoration Project	$197 million	$185 million	$382 million	48%

(RENDERING: ARUP)

The Bay Skyway

MTC and our regional and state partners are working to link bicyclists and pedestrians from Oakland and the greater East Bay with 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 an 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)

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.
(Photos left to right: Karl Nielsen; Kevin Chen, MTC)

Innovation Holds the Key to Solving the State Route 37 Puzzle

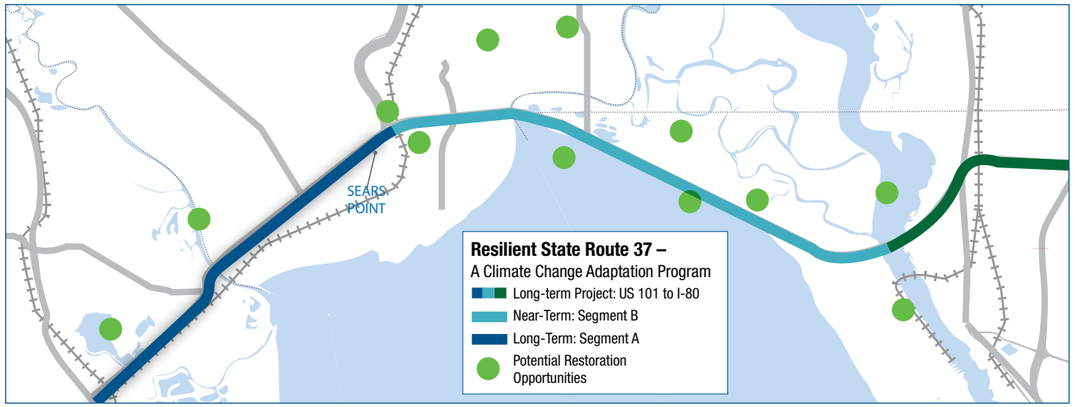
State Route 37 is the northernmost non-mountainous east-west freight link in the state, an essential commute route for workers traveling between comparatively affordable housing in Solano County and jobs in Marin and Sonoma counties, and a critical emergency evacuation route for much of the Bay Area. The highway also runs through the ecologically rich San Pablo Baylands, portions of which could be lost forever if not restored in the near future. 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. What's more, climate-change-fueled storms periodically flood the route, and by 2050 it is projected to be permanently inundated by sea level rise. Federal grants will help this complex mobility, restoration, and resilience project move from plan to completion.

Bay Area Rural and Resilience Funding Requests

Project	Grant Program	Grant Request
Resilient SR 37 Mare Island to Sears Point Project	Rural Surface Transportation Grant Program	$100 million
State Route 37 Interim Project	PROTECT	TBD

MTC Seeks Grants for Mobility and Resilience

California Governor Newsom's administration, MTC and our North Bay partners have coalesced around a phased approach to preserve and restore the State Route 37 corridor.



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

Rural Surface Transportation Grant

MTC will seek a $100 million Rural Surface Transportation Grant for the Resilient SR 37 Mare Island to Sears Point Project — a Phase 1 near-term improvement, mapped above — which 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 (Phase 2) resilience projects. Tolling will help serve as local match for both Phase 1 and Phase 2 improvements. Phase 2 improvements contemplate a fully elevated skyway which will bring the roadway well above the rising seas and facilitate ecological restoration below.

PROTECT Grant

MTC will also seek FY 2022 PROTECT Formula Program grant resources to fund state and local environmental leaders' highest-priority marsh restoration in the corridor, restoring hydrologic and habitat connectivity by lengthening the Tolay Creek bridge and restoring waterflow to the Strip Marsh East. These natural infrastructure improvements will help mitigate flooding and enhance corridor resilience.

PHOTO: ISTOCK

How to Lose Two Whole Weeks

The average North Bay commuter traveling between Vallejo and Novato spends the equivalent of more than two full weeks each year stuck in traffic on State Route 37. The highway has no existing transit options and the heavy congestion disproportionately impacts lower-income commuters who work in Sonoma and Marin counties but live in more affordable Solano County.

Investing in Safe and Sustainable Goods Movement

The Bay Area is a major goods-movement hub, home to the Port of Oakland — the ninth largest container port in the United States — with major rail lines and highways that carry some of the highest truck volumes in California. Many residents of low-income communities who live adjacent to the port also suffer from poor air quality and are at risk of physical injury due to unsafe grade crossings. In San Mateo and Santa Clara counties, vehicular and foot traffic intersecting with active freight and passenger rail lines make crossings some of the most unsafe in California. MTC supports BIL funding for high priority safety and goods movement projects.

I-80 Clean Freight Truck Scales

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

Rendering of zero-emission truck recharging.
(Rendering Shutterstock)

Funding for Goods Movement Projects

Project	Grant Program	Grant Request
I-80 Clean Freight Truck Scales	INFRA	$60 million
Port of Oakland Modernization	Port Infrastructure Development Program	TBD

Port of Oakland Modernization

The Port of Oakland is one of the nation's leaders in electrification and decarbonization. MTC supports the Port's planned Port Infrastructure Development Grant application to upgrade infrastructure and cargo handling equipment to support zero emission technologies.

Rendering of proposed rail crossing over Rengstorff Avenue in Mountain View. (Rendering courtesy of Caltrain)

Railroad Crossing Elimination Priorities

MTC strongly supports FY 2022 Railroad Crossing Elimination funding for the following high-priority grade crossing improvements:

- Broadway Grade Separation Project in the City of Burlingame ($72 million for construction)
- Rengstorff Caltrain Grade Separation in the City of Mountain View ($60 million to complete construction)

These projects are top safety priorities. Broadway is ranked as the #1 highest priority statewide by the California Public Utilities Commission and Rengstorff is #9. MTC identified them as top Bay Area priority grade crossings using safety, equity, mobility, and project readiness criteria. These improvements also will support future California High Speed Rail service through the Peninsula.

Rendering of planned improvements at Broadway and Embarcadero in Oakland.
(Rendering courtesy of the City of Oakland)

Funding for Safety Projects

Project	Grant Program	Grant Request
TOWN Rail Safety Improvements	CRISI	$43 million
Broadway Grade Separation	Railroad Crossing Elimination	$73 million
Rengstorff Caltrain Grade Separation	Railroad Crossing Elimination	$60 million

TOWN Rail Safety Improvements

Located adjacent to one of the nation's largest ports, Oakland's Embarcadero West is one of the only urban corridors in the country in which freight and passenger rail, cars, pedestrians, and bicyclists share the street without physical separation. The Transforming Oakland's Waterfront Neighborhoods (TOWN) project will use signals, lighting and fencing to separate vulnerable road users from freight and passenger rail cars.

MTC supports the City of Oakland's request for $43 million in CRISI funds for the TOWN Rail Safety Improvements project, which will implement high priority Alameda County Rail Safety Enhancement Program Phase 2 improvements in Oakland's Embarcadero West corridor.

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 will seek FY 2023 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	TBD	TBD	TBD	TBD

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

680 Forward

MTC supports the planned 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 & Ride lots on the Interstate 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.

Project rendering of multimodal mobility improvements on Broadway and 9th street in Oakland.
(Rendering courtesy of City of Oakland)

Oakland's Waterfront Mobility Hub

The City of Oakland plans to submit a small MEGA request to complete another innovative suite of multimodal projects. This investment will connect historically disadvantaged communities in Oakland to the waterfront with seamless multimodal transit and bicycle/pedestrian travel options. 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. MTC supports this project for small MEGA funding.

Oakland Waterfront Mobility Hub

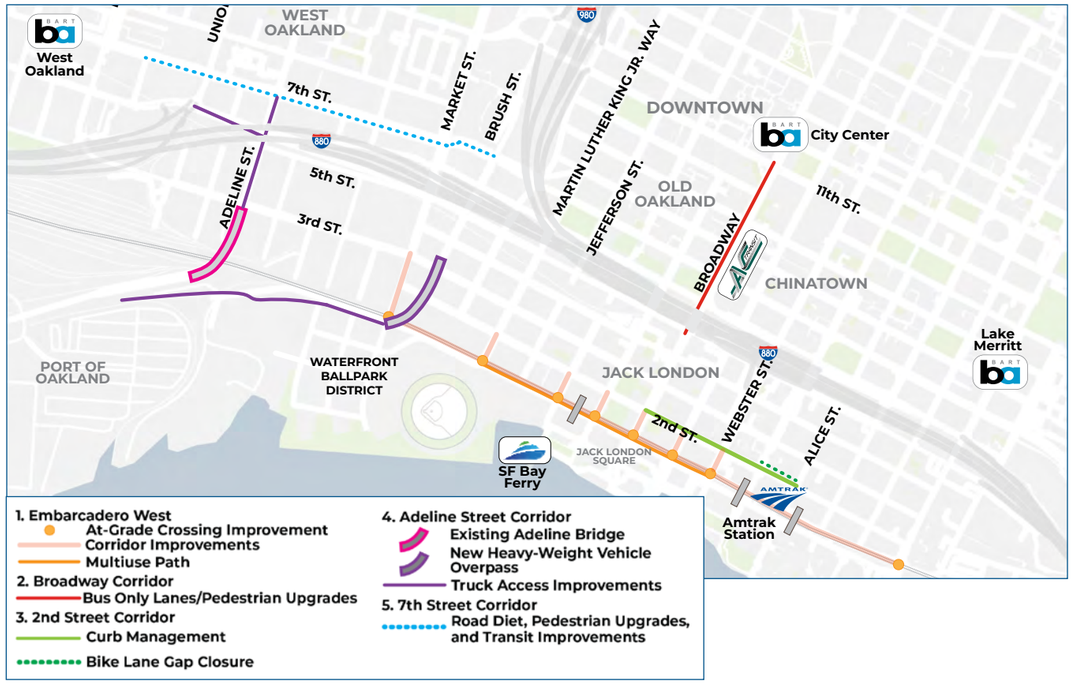


PHOTO: PETER BEELER, MTC

MTC Names Andrew B. Fremier New Executive Director

The Metropolitan Transportation Commission (MTC) on February 22 named Andrew B. Fremier as its new Executive Director. This position also serves as the top executive for the Association of Bay Area Governments (ABAG).

Mr. Fremier, who has served since 2005 as an MTC deputy executive director, succeeds Therese W. McMillan, who retired February 1 after four years as Executive Director and after a nearly four-decade career in public service.

Prior to joining MTC, Mr. Fremier served as the Chief Deputy District Director for Caltrans' Oakland-based District 4. A licensed civil engineer, Fremier held a variety of positions during his 20 years at Caltrans, including leading the Toll Bridge and Highway construction program and developing the state Toll Bridge Seismic Retrofit Program.

As MTC's Deputy Executive Director for Operations, Mr. Fremier has served as Deputy Executive Director of the Bay Area Toll Authority (BATA), supervising administration of all toll revenue from the Bay Area's seven state-owned toll bridges. His management portfolio also has included overseeing initiatives such as the Clipper® electronic transit-fare card program, the FasTrak® electronic tolling system, the 511 traveler information system and MTC's growing network of freeway Express Lanes, which are operated by the Bay Area Infrastructure Financing Authority.

Mr. Fremier is a licensed engineer in California and the current president of the International Bridge, Tunnel and Turnpike Association. He holds a Bachelor's degree in civil engineering from California Polytechnic State University, San Luis Obispo.

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Acknowledgements

Author
Georgia Gann Dohrmann

Editors
Karin Betts
John Goodwin

Graphic design and production
Michele Stone

Cover illustration
David Cooper

Maps
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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