

SB1 COMPETITIVE PROGRAMS BAY AREA NOMINATIONS

Proposed Prioritization Principles for Discussion



CAPTI AND PLAN BAY AREA 2050+

Climate Action Plan for Transportation Investments (CAPTI) – 2021

- State's plan to target discretionary funds to aggressively combat and adapt to climate change while supporting public health, safety, and equity. The Caltrans System Investment Strategy (CSIS) is aligned with CAPTI.
- Strongly aligns with *Plan Bay Area 2050+ (PBA 2050+)* in advancing Vehicle Miles Traveled (VMT) / and Greenhouse Gas (GHG) emissions.

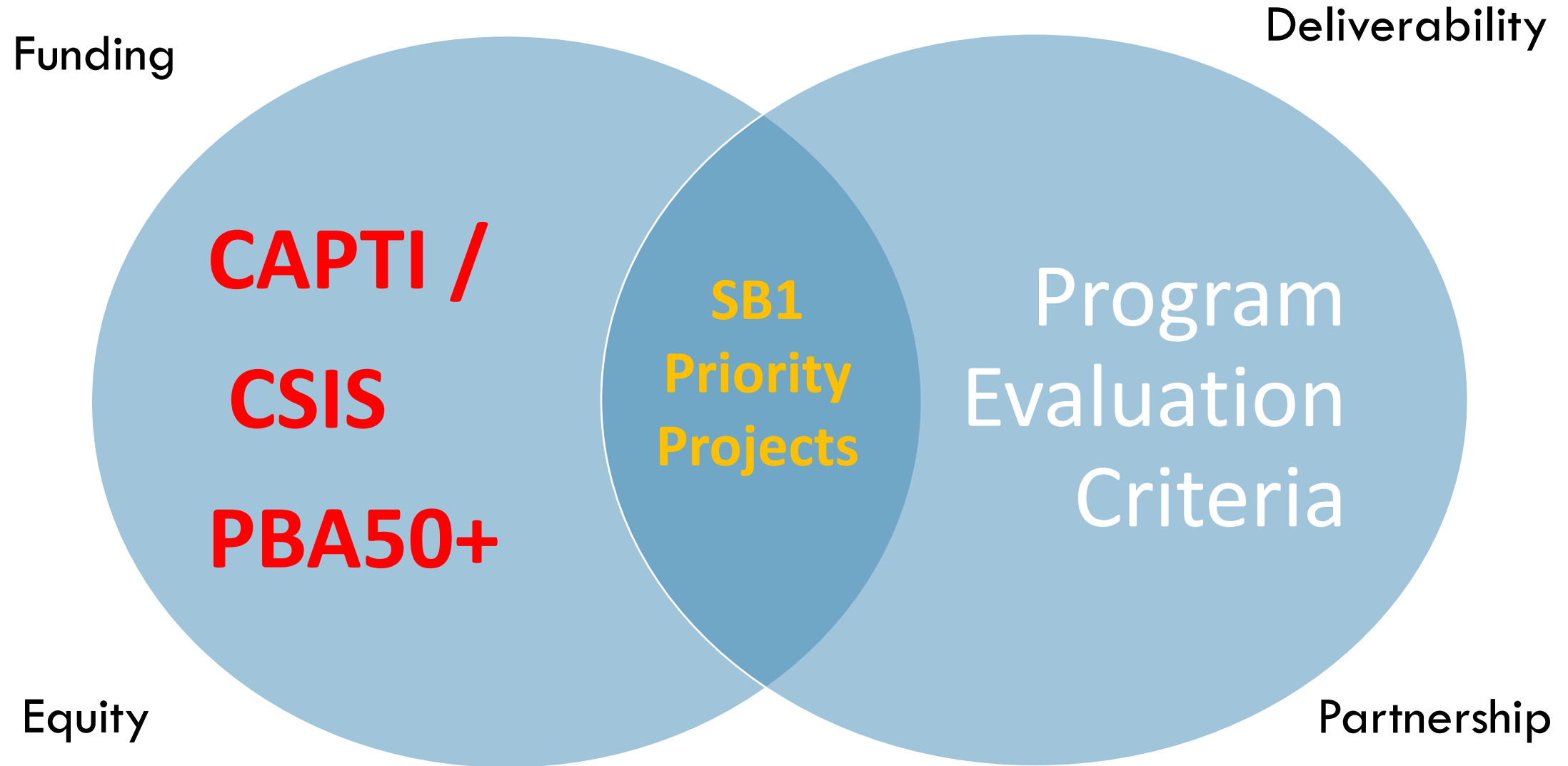
CAPTI 2.0 – 2025

- Adds new strategies to build on CAPTI successes, including targeted focus on grants reducing VMT and GHG.

Plan Bay Area 2050+ (PBA50+) – 2026

- MTC's RTP/ SCS that envisions by the year 2050 the Bay Area is affordable, connected, diverse, healthy and vibrant for all.

SB1 PROJECT PRIORITIZATION



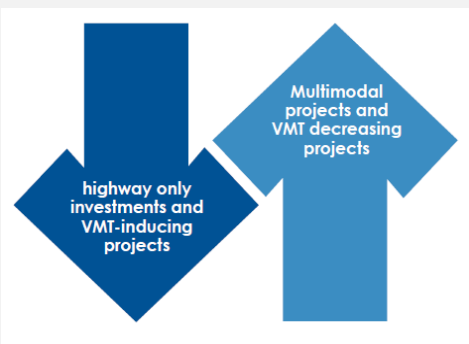
CAPTI 2.0 – IMPACT TO SB1 PROGRAMS

Solutions for Congested Corridors

- Move program closer to VMT neutrality.



Rendering of the proposed bike path along San Leandro Street in Oakland



Source:



Trade Corridor Enhancement Program

- Address and mitigate passenger VMT impacts while still focusing on freight benefits as key criteria of project selection.
- Also further focus on reducing environmental justice burdens on underserved communities.

Details of TCEP Cycle 3 Projects



PROGRAMS

SB1 Competitive Programs

Acronym		Program	MTC Prior Performance
SCCP		Solutions for Congested Corridors	28%
TCEP		Trade Corridor Enhancement Program	18%
LPP-C		Local Partnership Competitive Program	35%

Note: MTC Target: 20%-30%

DRAFT REGIONAL PRIORITIZATION PRINCIPLES



Solutions for Congested Corridors (SCC)

MTC Role: MTC (and CT) nominates and prioritizes

Match: Not Required

Amount: \$500M statewide (2 years)

MTC Target: \$100M-\$150M

PRINCIPLE

- **CAPTI/CSIS ALIGNMENT (INCLUDING VMT REDUCTION)**
- **ADDRESS MOBILITY IN KEY CONGESTED CORRIDORS**
- **DEMONSTRATES BENEFIT TO EQUITY PRIORITY COMMUNITIES (EPCs)**
- **REDUCES GHG EMISSIONS**
- **DELIVERABILITY BY FY28-29 & LEVERAGING/FULL FUNDING**
- **PARTNERSHIP: CALTRANS JOINT-NOMINATION/OTHER PARTNERS**

DRAFT REGIONAL PRIORITIZATION PRINCIPLES



Trade Corridor Enhancement Program (TCEP)

MTC Role: MTC compiles regional nominations

Match: 30% Minimum Required

Amount: Up to \$1.0B statewide* (2 years)

MTC Target: \$200M-300M

PRINCIPLE

- **CAPTI/CSIS ALIGNMENT (INCLUDING VMT MITIGATION)**
- **ADDRESS MOBILITY IN KEY FREIGHT CORRIDORS****
- **DEMONSTRATES BENEFIT TO EPCs****
- **ADDRESS COMMUNITY IMPACTS FROM FREIGHT CORRIDORS****
- **DELIVERABILITY BY FY28-29 & LEVERAGING/FULL FUNDING**
- **PARTNERSHIP (INCLUDING WITH CALTRANS/OTHER PARTNERS)**

* Assumes federal formula freight funds from future Federal Surface Transportation Act

** Principles are consistent with MTC's Regional Goods Movement Investment Plan

DRAFT REGIONAL PRIORITIZATION PRINCIPLES



Local Partnership Competitive Program (LPP-C)

MTC Role: Regional support, and
submitting its own projects
Match: 50% Minimum Required
Amount: \$144M statewide* (2 years)
MTC Target: \$29M-43M

PRINCIPLE

- **SUPPORTS REGIONAL GOALS**
- **ADDRESS FUNDING GAPS**

MTC ROLE: REGIONAL SUPPORT, COORDINATION (LETTERS OF SUPPORT), CONFIRM RTP/SCS CONSISTENCY

TIMELINE SUMMARY



SB1 Discretionary Programs

DATE	MILESTONE
DECEMBER 2025	▪ Caltrans solicits project nominations for Caltrans joint-sponsorship
APRIL 2026	▪ MTC Commission considers Regional Approach and Prioritization Principles
SUMMER 2026	▪ Caltrans releases selected project nominations for Caltrans joint-sponsorship ▪ MTC Commission considers following program: SCCP, TCEP
AUGUST 2026	▪ CTC adopts guidelines for SCCP, TCEP, and LPP
NOVEMBER- DECEMBER 2026	▪ Applications due for SCCP, TCEP, and LPP
JUNE 2027	▪ CTC release recommended awards for SCCP, TCEP, and LPP