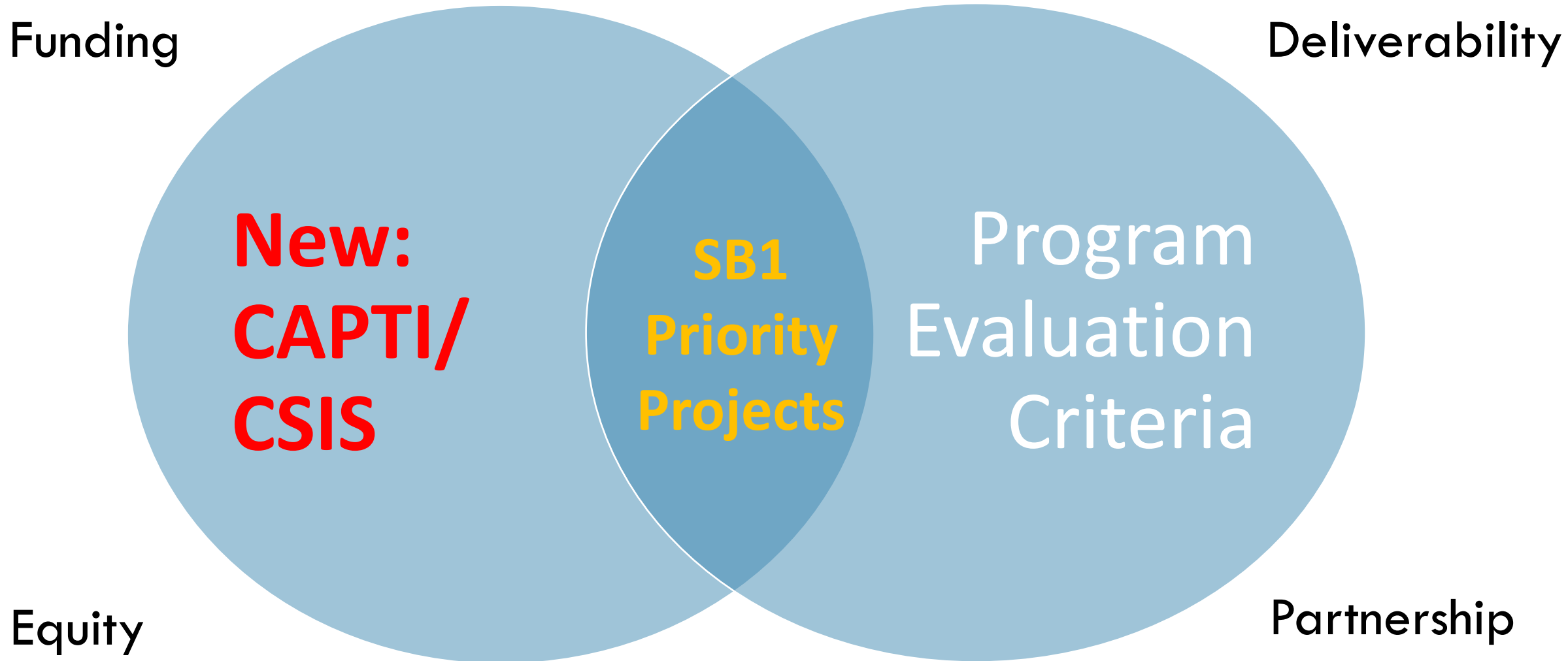


# **SB1 COMPETITIVE PROGRAMS BAY AREA NOMINATIONS**

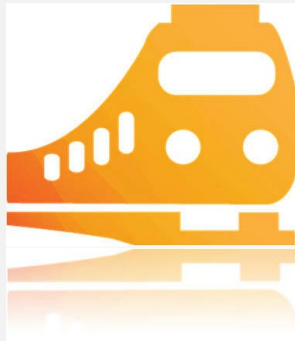
Proposed Prioritization Principles for Discussion



# SB1 PROJECT PRIORITIZATION



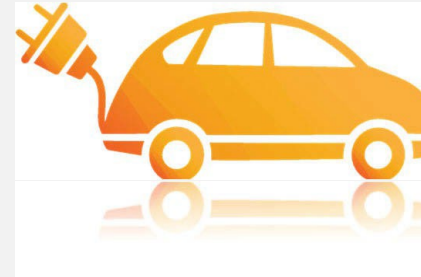
# CAPTI INVESTMENT FRAMEWORK



Building towards an integrated, statewide rail and transit network



Investing in **networks** of safe and **accessible** bicycle and **pedestrian** infrastructure



Including investments in light, medium, and heavy-duty zero-emission-vehicle (ZEV) infrastructure



# CAPTI INVESTMENT FRAMEWORK



Strengthening our commitment to social and racial equity by reducing public health and economic harms and maximizing community benefits



Making safety improvements to reduce fatalities and severe injuries of all users towards zero



Assessing physical climate risk



Promoting projects that do not increase passenger vehicle travel



Promoting compact infill development while protecting residents and businesses from displacement



Protecting natural and working lands

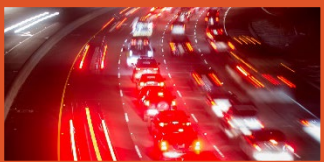




Developing a zero-emission freight transportation system



# PROGRAMS

## SB1 Competitive Programs

Acronym	Program	MTC Prior Performance
<b>SCCP</b>	 Solutions for Congested Corridors	25%
<b>TCEP</b>	 Trade Corridor Enhancement Program	18%
<b>LPP-C</b>	 Local Partnership Competitive Program	36%

Note: MTC Target: 20%-30%

# DRAFT REGIONAL PRIORITIZATION PRINCIPLES



## Solutions for Congested Corridors (SCC)

MTC Role: MTC nominates, Caltrans also nominates

Match: Not Required

Amount: \$500M statewide (2 years)

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

### PRINCIPLE

- **CAPTI/CSIS ALIGNMENT**
- **ADDRESS MOBILITY IN KEY CONGESTED CORRIDORS**
- **DEMONSTRATES BENEFIT TO EPCs**
- **REDUCES GHG EMISSIONS**
- **DELIVERABILITY BY FY26-27 & 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: \$1.0B statewide\* (2 years)

MTC Target: \$200M-300M

### PRINCIPLE

- **CAPTI/CSIS ALIGNMENT**
- **ADDRESS MOBILITY IN KEY FREIGHT CORRIDORS\*\***
- **DEMONSTRATES BENEFIT TO EPCs\*\***
- **ADDRESS COMMUNITY IMPACTS FROM FREIGHT CORRIDORS\*\***
- **DELIVERABILITY BY FY26-27 & LEVERAGING/FULL FUNDING**
- **PARTNERSHIP (INCLUDING WITH CALTRANS/OTHER PARTNERS)**

\* Assumes federal formula freight funds from IIJA/BIL

\*\* Consistency 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)



# TIMELINE SUMMARY



## Senate Bill 1 Discretionary Programs

DATE	MILESTONE
DECEMBER 2023	<ul style="list-style-type: none"><li>▪ Caltrans solicits project nominations for Caltrans joint-sponsorship</li></ul>
APRIL 2024	<ul style="list-style-type: none"><li>▪ MTC Commission considers Regional Approach and Prioritization Principles</li></ul>
JULY 2024	<ul style="list-style-type: none"><li>▪ Caltrans releases selected project nominations for Caltrans joint-sponsorship</li><li>▪ MTC Commission considers following program: SCCP, TCEP</li></ul>
AUGUST 2024	<ul style="list-style-type: none"><li>▪ CTC adopts guidelines for SCCP, TCEP, and LPP</li></ul>
NOVEMBER- DECEMBER 2024	<ul style="list-style-type: none"><li>▪ Applications due for SCCP, TCEP, and LPP</li></ul>
JUNE 2025	<ul style="list-style-type: none"><li>▪ CTC release recommended awards for SCCP, TCEP, and LPP</li></ul>