SB1 COMPETITIVE PROGRAMS BAY AREA NOMINATIONS

Proposed Prioritization Principles for Discussion

April 8, 2026
Metropolitan Transportation Commission
Programming and Allocations Committee
Item 3a

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.

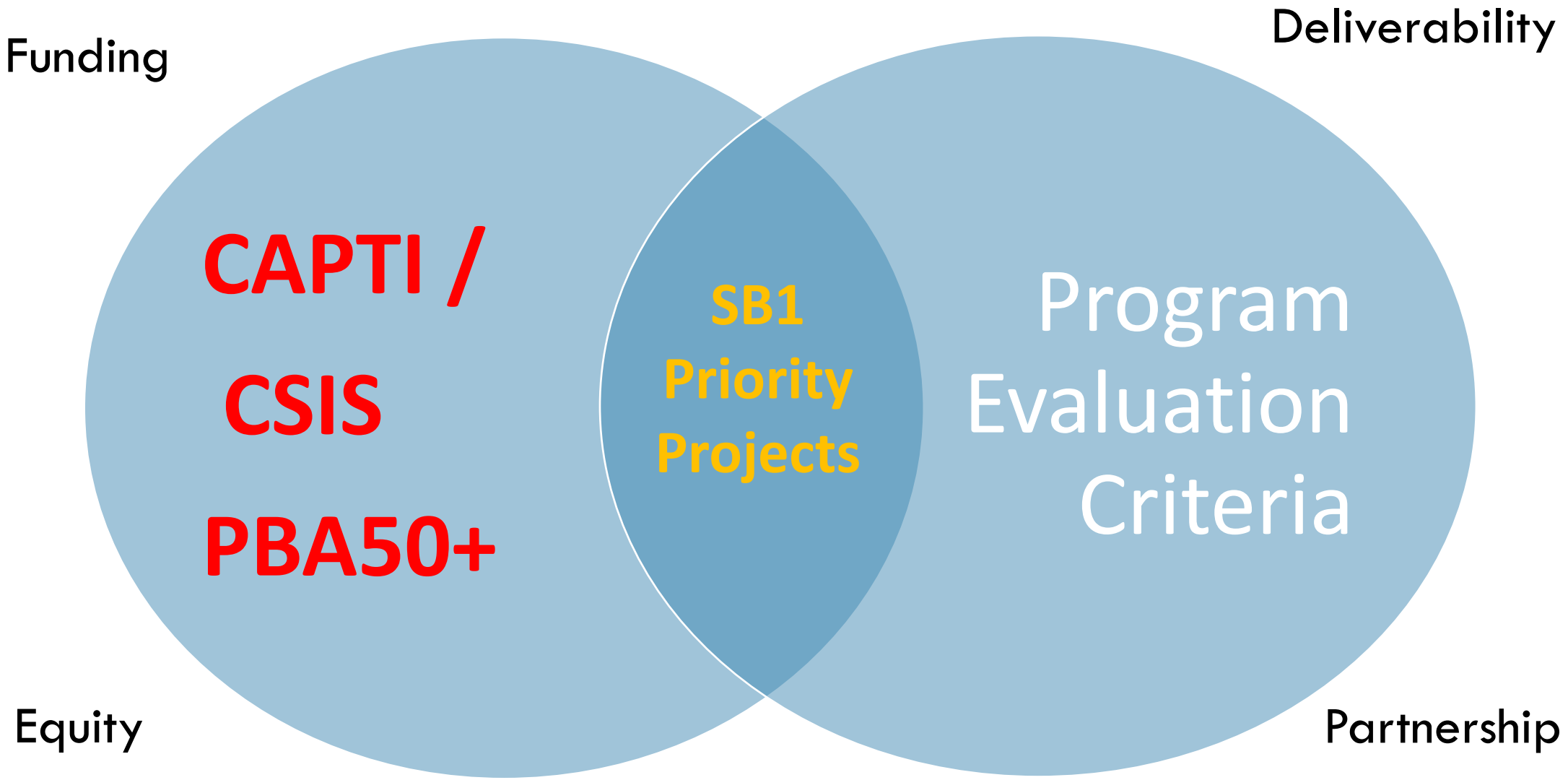
CAPTI 2.0 – 2025

- 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.

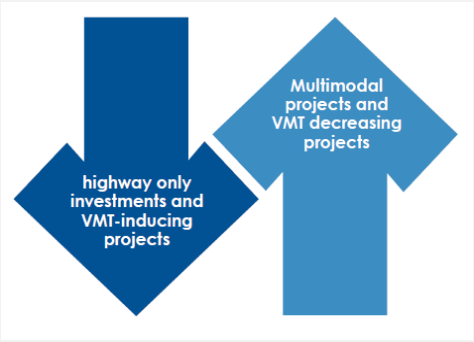
SB1 PROJECT PRIORITIZATION



CAPTI 2.0 – IMPACT TO SB1 PROGRAMS

Solutions for Congested Corridors

- Move program closer to VMT neutrality.



Source: CalSTA

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

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